

Planning Applications Committee

**11 September 2008**

<b>Agenda Number:</b>	<b>B5</b>
<b>Section/Area:</b>	OUTER
<b>Ward:</b>	SEWELL
<b>Officer:</b>	Sarah Platt
<b>Valid Date:</b>	24th June 2008
<b>Application Number:</b>	08/00582/F
<b>Site Address:</b>	6, 8, 10, 12 And 12A Millers Lane Norwich
<b>Proposal:</b>	Demolition of 1 No. residential dwelling, 3 No. commercial units and function room and erection of 15 No. flats (12 No. 2 bed and 3 No. 1 bed).
<b>Applicant:</b>	<b>Landamore And Percy</b>
<b>Agent:</b>	<b>Paul Jewell MCIAT</b>

**THE SITE**

The site is situated to the North of Millers Lane and East of Angel Road. The rear boundary backs onto Council owned parking courts with social housing to the East and South and a public house converted to residential flats immediately adjacent to the West.

The site is approximately 0.12 hectares in size with a convenience store, disused shop, 2 no. houses and a function room on it. Millers Lane is a predominantly residential area with a mixture of houses and flats of varying heights. There are a few small local businesses as well. It is located adjacent to a strategic cycle network.

## **RELEVANT PLANNING HISTORY:**

**07/01027/F** - Erection of 18 no. flats (12 no. two bed roomed and 6 no. 1 bed roomed flats). (WITHDRAWN - 25/10/2007)

**07/01424/F** - Erection of 17 no. 2 bed flats. (REFUSED - 06/03/2008)

### **Grounds for Refusal:**

- 1) The proposal would result in an over-intensive form of development with an inadequate landscaped setting and inadequate and unsatisfactory provision of amenity space. The lack of such amenity space would result in a poor living environment for the residents of the proposed flats.
- 2) The proposed building, by reason of its bulk, massing, form and design, would relate poorly to adjoining development and be out of character with the surrounding area.
- 3) The proposed layout, with a poorly accessed car park, is likely to result in additional on street parking, to the detriment of highway safety.
- 4) In the absence of a legal agreement relating to a contribution towards the provision of children's equipped play space, the proposal would prejudice the proper provision of such facilities in the area.
- 5) In the absence of a legal agreement relating to a contribution towards the City-wide transport infrastructure programme, the proposal would not mitigate the wider impact of the development.
- 6) The proposal would be contrary to Policies HBE12, EP22, HOU13, SR7 and TRA11 of the City of Norwich Replacement Local Plan Adopted Version, November 2004.

## **THE PROPOSAL**

The proposal involves the redevelopment of the site following the demolition of 1 no. residential unit and 3 no. commercial units and function room with 15 No. flats (12 No. 2 bed and 3 No. 1 bed).

## **CONSULTATIONS**

Advertised on site and in the press.

No objections have been received.

## **PLANNING CONSIDERATIONS**

### **Relevant National Policy:**

- PPS1 – Delivering Sustainable Development
- PPS1 Supplement – Planning and Climate Change
- PPS3 – Housing
- PPG13 – Transport
- PPG17 – Sport and Recreation
- PPS22 – Renewable Energy

### **Relevant East of England Plan Policies**

- ENV7 – Quality in the Built Environment
- ENG1 – Carbon Dioxide Emissions and Energy Performance

### **Relevant Local Plan Policies:**

- HBE12 – High Quality of Design
- EP18 – High Standard of Energy Efficiency for New Development
- EP19 – Renewable Energy Development
- EP20 – Sustainable Use of Materials
- EP22 – High Standard of Residential Amenity
- TRA6 – Parking Standards
- TRA7 – Cycle Parking Standards
- TRA11 – Contributions for Transport Improvements
- HOU13 – Proposals for New Housing Development on other sites
- HOU18 – Conversion of Larger Properties to Multiple Occupation
- SR7 – Provision of Children’s Equipped Play Space to Serve Development

### **Principle of Development:**

It is considered that the principle of redeveloping this site for residential purposes is acceptable. The site is within a residential area and in an accessible location relatively close to the City Centre.

### **Policy/Land Use Issues:**

There are no objections to the demolition of the existing disused residential and commercial buildings on the site. As saved policy HOU13 suggests, housing is the most appropriate use in this area which is predominantly residential.

The proposal is in line with National Policies PPS1 and its supplement: Planning and Climate Change, and PPS3. The development is on a brownfield site, of an appropriate density in an urban area, with excellent public transport links to the City Centre and public services and facilities.

The proposed density of the development is similar to the density of the existing residential development in the surrounding area and it is therefore considered acceptable to have a development of two and a half storey flats.

The proposal is subject to policy SR7, which states that provision for children's equipped play facilities will be sought in housing schemes containing 10 or more child bed spaces. Off site facilities may be preferred where this would assist the layout and design of the site. Based on the 2008/2009 play space contributions as outlined in Annex 1 of the Open Space and Play Provision SPD (Adopted Version June 2006) a contribution of £14,352.00 is applicable. This should be sought via a Condition should approval be granted.

The energy statement accompanying this application shows the development is in accord with policy ENG1 of the East of England Plan and saved policies EP18, EP19, and EP20 of the Local Plan.

Particular attention has been paid to lighting and the increased amounts of natural light in the development and remaining required lighting being dedicated and energy efficient (this applies throughout the development to include communal areas, not just in the individual flats).

The use of water in this development is being utilised to be consistent with Level 3 of the Code for Sustainable Homes and is being achieved through a variety of measures: dual flush WCs, flow reducing taps, water volume constrained dishwashers and washing machines and the re-use of grey water etc. On site rain water will be collected for irrigation purposes.

Materials from the site which can be used again will be, and materials with a lower environmental impact will be used.

### **Design Issues:**

#### Layout:

The scheme consists of a single block of 15no. flats broken down by the vehicular access at ground level. This arrangement has been conceived through discussions between the applicant and Planning Officers. The building line and established access points will be maintained. A break is formed between the nearest adjoining neighbour to allow for refuse and recycling bin storage and secure covered cycle parking for 18 no. cycles. It is proposed that there is a large open landscaped amenity area to the rear with car parking for 15 no. cars.

#### Height and Scale:

The site is located within a predominantly two storey residential area. The scale of this development acknowledges the surrounding building heights and recreates a terraced street scene in proportion with its location.

It is considered that the two and a half storey buildings will sit comfortably with the surrounding buildings. The roof line, due to the slope in the land means that the roof heights will be level with the existing buildings.

Various design and height alterations have been made since the last refused application in order to achieve a more successful development which interacts well with the surroundings.

### **Transport and Access:**

The proposals are largely acceptable. Some attention needs to be given to pedestrian routes from the parking area to the rear doors. This issue can be conditioned on an approval for further details to be submitted.

Pedestrian and vehicular access to the site is already good and the removal of the commercial premises may result in a lessening of vehicular movements around the site thus improving conditions further.

The proposal is subject to Policy TRA11, which states that all significant new developments within the City will provide support for the City-wide transport infrastructure improvement programme to mitigate the wider impact of the development through a contribution. In this case a contribution of £4,233.00 would be requested as a Condition should approval be granted.

### **Landscape/Tree Issues:**

Both soft and hard landscaping will be provided to the rear of the development, details of which should be conditioned. A scheme will be developed which softens the transition between the buildings and the amenity space whilst enhancing the design of the buildings and the surrounding area providing a high quality living environment for the occupiers.

It is recommended that boundary treatments be conditioned should approval be granted.

### **CONCLUSION:**

In conclusion, a lot of alterations have been made to the refused proposal in order to make the current proposal a more sustainable, less intensive use of this brownfield land with adequate provision of amenity space and a well conceived layout providing a high quality living environment for the occupiers. It is considered to be an improvement on the previous two applications which were withdrawn and refused. The re-development is in scale with the surrounding area and is considered to improve the street scene.

The proposals are consistent with national policy, regional policy and local policy.

## **RECOMMENDATIONS:**

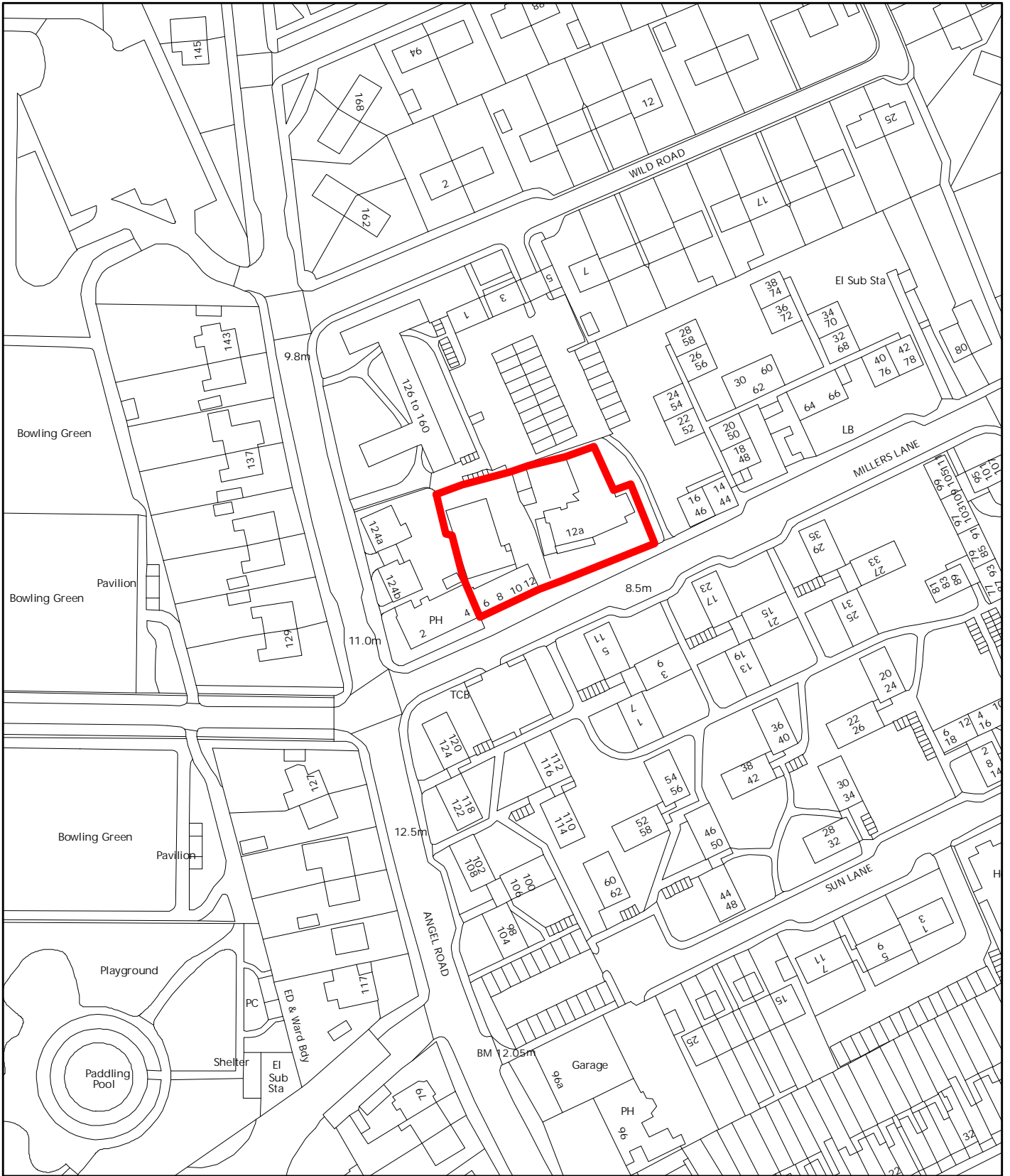
APPROVE PLANNING PERMISSION subject to the following conditions:

1. Standard time limit
2. Provision of Refuse and recycling storage prior to first occupation.
3. Details of external lighting.
4. Details of hard and soft landscaping.
5. Replanting within 5 years if plants are damaged/die.
6. Details of materials;
  - a. Boundary walls and fences
  - b. New doors and windows;
  - c. Solar collectors;
  - d. Positioning of pedestrian paths from the car park to the rear access doors.
  - e. The development shall then be constructed in full accordance with the agreed details and retained as such in perpetuity.
7. Provision, design, layout and maintenance of off-site play space.
8. Details of measures for the improvement of off-site City-wide transport infrastructure to meet the needs of the development.

## **REASONS FOR APPROVAL:**

The decision to grant planning permission has been taken having regard to National Policy contained in PPS1, PPS3, PPG13, PPG17 and PPS22, Regional Policies ENV7 and ENG1 of the East of England Plan (May 2008) and saved policies HBE12, EP18, EP19, EP20, EP22, TRA6, TRA7, TRA11, HOU13, HOU18, SR7 of the City of Norwich Replacement Local Plan (Adopted Version November 2004).

The proposals will have a positive impact on the surrounding area and street scene. The development is considered to be in keeping with the scale and height of existing residential dwellings in the area. The following are considered to have met a high standard; the amenity and living environment for future occupiers, the design of the development and its energy efficiency.



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Planning Application No - 08/00582/F  
 Site Address - 6 8 10 12 and 12A Millers Lane  
 Scale - 1:1250



**NORWICH**  
**City Council**

DIRECTORATE OF REGENERATION  
 AND DEVELOPMENT

