

## Report for Resolution

**Report to** Planning Applications Committee  
**Date** 16 September 2010  
**Report of** Head of Planning Services  
**Subject** 10/01287/F Garages Dibden Road Norwich

**Item**  
**6(1)**

### SUMMARY

<b>Description:</b>	Erection of 19 bed supported living unit with 4 No. 1 bed and 1 No. 2 bed ancillary flats for temporary accommodation, including staff accommodation/offices, communal area, laundry room, training room, associated amenity space and car parking.
<b>Reason for consideration at Committee:</b>	Objection
<b>Recommendation:</b>	Approve subject to conditions
<b>Ward:</b>	Sewell
<b>Contact Officer:</b>	Mr Lee Cook Senior Planner 01603 212536
<b>Valid date:</b>	14th July 2010
<b>Applicant:</b>	Broadland Housing Association
<b>Agent:</b>	Ingleton Wood

### INTRODUCTION

#### The Site

##### Location and Context

1. The site is located at the corner of Dibden Road and Crome Road and is a cleared site formerly used for garage parking. The site steps up in levels from west to east and the former access points are onto Dibden Road. The road is adopted and runs west to east where it meets a footpath which links into Gertrude Road. To the north of the road is the Florida Shoe Factory building which also has control of the car parking area to the south of Dibden Road and which is to the east of the application site.
2. To the south of the site is a playing field which runs along the edge of Crome Road. Also connected at the site's south-eastern corner is an area of publicly accessible open space. Footpaths for this space also run through into Gertrude Road from the adjacent commercial car park. The area as a whole is characterised by a mix of styles of building and uses. Running north along the eastern side of Crome Road are two storey residential properties and this roadway runs up into the residential redevelopment at the former Start Rite factory where taller/larger commercial style buildings are found.
3. The western side of the road contains a number of non-residential uses and styles of building including St Mary Magdalene Church and George White School. Opposite the site again on the western side of the road is an open piece of land which appears to be used for informal car parking. The Silver Road Baptist Church which is located further to the

south and the Shoe Factory are large individual style buildings which add to the mix of styles in the area. Other buildings along Crome Road are in residential use such as the Holly Brook house addition at the corner of Mousehold Avenue and Crome Road to the south but the style again is individual rather than defining a single character for the area.

## **Constraints**

4. The land to the south is defined partly as urban green space and partly as publicly accessible recreational open space within the adopted Local Plan (policy SR3).

## **Topography**

5. The site is virtually at the highest point of land running up from the river and City centre. The site slopes upwards from Crome Road and partly from the adjoining open spaces.

## **Planning History**

No relevant recent planning history. The site has been included as site no. H053 within the draft site allocations development plan document (November 2009). The adjacent factory and car parks are also included as site no. NOR0093. The document invited public comment on sites that have been put forward as suggestions for development by various groups.

Although not directly relevant to the planning considerations of the proposals, in terms of the history of the site, Executive approval has been granted for redevelopment of the site by a housing association, as the site is in Council ownership. The garages were demolished in 2008 and the site has been vacant since that time.

## **The Proposal**

6. The application seeks Planning Permission for the redevelopment of the site for a 19 bed supported living unit together with 4 No. 1 bed and 1 No. 2 bed ancillary flats which will provide additional temporary occupation “move on” residential units. The accommodation is proposed for the St. Edmund’s Society – a registered charity who provides emergency short term accommodation and move on units in Norwich. In addition to the supported living unit and supported ‘move on’ accommodation, ancillary staff accommodation, training room, office spaces, conference room, communal games room, lounge, quiet room, 2 training kitchens and a main catering kitchen are proposed as part of the scheme. To the south of the building is proposed an internal courtyard, parking and landscape spaces. The scheme indicates that the facility will be managed with 24 hour support and surveillance.
7. The existing St. Edmund’s Society facility is located on Earlham Road. The existing building is not purpose built for their use and is formed from a Victorian villa typical of the properties along the lower part of this Road. The current application proposals will replace the accommodation currently provided at that site. The new build is aimed at providing a more efficient and facilitated building to allow continued support for young men from disadvantaged backgrounds to become self sufficient within the community.
8. The proposed accommodation is two storeys in height but does include a lower ground floor store at the buildings south west corner. The building has an L shaped footprint and is set back slightly from the adjoining footpaths and stepped in height as it returns round the corner and up Dibden Road. Courtyards and a seating area are provided within the centre of the site and, following pre-application discussions, this has been arranged to provide

better access and use by occupants of the building. Rear gardens are provided for the flats to the south side of the building away from any potential disturbance from commercial use in the area.

9. The proposals include landscaping proposals with planting to the main road frontages, hard and soft landscaping to the rear of the building and garden zones for the flats. The proposals also aim to provide for a renewable energy solution to meet energy requirements despite this not being a requirement of policy following the removal of the East of England Plan.
10. There is one main pedestrian access point into the building at the corner of Dibden Road and Crome Road. Vehicle access is proposed via Dibden Road under an archway to the parking area behind. All access points are via secure lockable gates/doors into the various parts of the site. The arch access provides for servicing of the site and parking of 6 cars. This also allows for access to the gardens to the flats and rear courtyards behind the main building. Cycle and bin stores for the flats are located under the arch. Bin storage for the main building is provided at the south west corner of the site again behind secure gate access. The area also provides additional cycle parking facilities for staff and visitors.

## Representations Received

11. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. 64 letters of representation have been received (1 in support) citing the issues as summarised in the table below. Due to the large volume of representations received, individual comments made have been collated and summarised under the headings included under 'Issues Raised' in the table below. Should Members wish to read the individual representations received in full, these are available to view via the Council's Public Access system at: <http://planning.norwich.gov.uk/online-applications/>
- 12.

Issues Raised	Response
Fear of crime – new and additions to existing problems. Concern on type of occupant.	Paras 16, 31 and 32
Impacts of increased numbers of such uses in the area – need for sequential/locational assessment.	Paras 28 to 30, 34, 35.
Query appropriateness of development type – should be housing.	Paras 28 to 30, 35. No scheme for housing has come forward.
Impacts on character/viability/safety of the area – impacts on local business; schools; residents; community.	Paras 31, 32, 34, 47
Compliance with policy. Piecemeal development.	Paras 28 to 30.
Amenity issues – noise and disturbance.	Paras 33 to 40.
Transportation – adequacy of assessment on - servicing; parking; access; adjacent users. Impacts on parking and at construction phase.	Paras 46 to 52
Design – relationship to area and scale of building. Prejudicial to other development.	Paras 41 to 45
Environmental credentials of the scheme.	Paras 54 and 57.
Adequate assessment of objections – against and for.	All comments have been assessed for their content and relevance and included

	as an appraisal of objections here.
Affect on land values	Para 42.

13. Within the documents supporting the application 6 pre-application public meetings are shown to have taken place earlier in the year. The proposals were also subject to consultation with Officers and were presented to the Design Quality Panel.
14. 98 comments were received by the Council as part of the above pre-application consultations. 17 were in support (including responses from existing neighbours of the Society in Earlham Road) and 81 objecting to the proposal. The objection comments generally are repeated in comments on the application as shown above.
15. Cllr Brociek-Coulton: As the local councillor for Sewell I have received many concerns from local residents mainly about how close the Rehabilitation centre will be to residents and nearby schools and the walking bus. I am very glad that the drop in centre has been dropped and hope that will be a condition to go on the planning application. I hope that wider consultation will be thought of as a good idea for the residents in my ward.

## Consultation Responses

16. Norfolk Constabulary – Architectural Liaison/Crime Reduction: Prior to the application were grateful to be contacted by Ingleton Wood with regard to the layout of this development, particularly the boundary definition between the site and public heath land and the security of the cycle store on the lower ground floor. Believe that the additional measures planned with regard to the development will ensure Secured by Design accreditation.
17. Norfolk County Council Children’s Services: No comments.
18. Anglian Water Services: Are obliged under the Water Industry Act 1991 to provide water and wastewater infrastructure for domestic purposes for new housing and employment developments within our area when requested to do so. Advice has been provided to effect this and the Service has requested a number of informative notes to be attached to any permission.
19. Policy: The site is not an allocation for any specific purposes, therefore, such development is acceptable in principle as long as the proposal can meet the criteria as set out in Policy HOU19 in the Replacement Local Plan, in particular that: the effect on the character of the surrounding area has to be considered, (the 20% rule of non-residential frontage does not apply as Dibden Road is not a main residential street); there is sufficient provision of open and defensible amenity space; there is sufficient accessibility to local public transport and community services; and there is appropriate access and parking provision (transport to comment) and service layout.
20. Transportation Officer: No objections on transportation grounds in principle; the likely extent of traffic generation would be comparable to that of the former use as x60 garages. Moreover the location will lend itself for travel by non car modes such as walking, cycling, taxi or bus. Due to the size of the proposed development no travel plan or transport contribution is required. There appears to be an under provision of secure cycle parking and it is suggested that a requirement for the provision of visitor and resident cycle parking is made as a condition if consent is granted (secure/covered provision near to main entrance for visitors and in the courtyard for residents). There is also a requirement that cycle store tethering arrangements are confirmed in the secure parking stores. The applicant will also be required to fund changes to the Traffic Regulation Order to create a

double yellow line across the site access.

21. Strategic Housing: The developers are proposing to provide a 19 bed supported scheme with 5 flats for move-on accommodation. This scheme will go some way to meeting the Strategic Aim 5 of the Greater Norwich Housing Partnership Strategy, 'Providing choice and fair access to services'. Extensive consultation work and engagement with the local community has been carried out. The scheme will be well managed, 24 hours a day with extensive CCTV. The inclusion of wheelchair accessible accommodation in a supported scheme of this nature is needed and welcomed as part of these proposals. The proposals include provision for 6 car park spaces which will be adequate for a supported scheme of this size. The proposals also include a suitable amount of private gardens which are shielded from nearby children's play areas. The scheme will provide significant and much needed training facilities for its residents, ensuring that a range of skills can be taught. This scheme has secured Homes and Communities Agency funding, which would be at risk if the scheme is not granted planning permission. The scheme also has Supporting People revenue funding secured so that the service it provides can continue. The inclusion of photo-voltaic cells on this scheme is welcomed and supports the development of sustainable housing in the city. This brownfield site has been disused for two years since the demolition of garages, so redevelopment here is much needed and very much welcomed.
22. Design and Conservation: No objection in principle. Have suggested changes to the scheme as submitted and the extent of changes now made to the scheme are a general improvement....if falling short of what was requested. Still appears that the area in front of the west wing is ill defined in terms of use.
23. Arboricultural Officer: There are no significant arboricultural obligations.
24. Natural Areas Officer: No comments.
25. Environmental Health: There is no history of contaminative uses on this site, and I am happy that it is not grossly contaminated. In terms of land contamination I would request a precautionary condition re unknown contamination being discovered during the construction phase. I would also request conditions to address any requirement to import soil or topsoil onto site and in respect of loss of amenity due to nuisance lighting. Having viewed the Planning Statement by Ingleton Wood with reference to the ventilation and extraction system it appears that this part of the design has yet to be developed, and is dependant upon a noise assessment being carried out beforehand. The intention is to seek advice from us should there be a marginal exceedence of the background level in accordance with BS 4142: 1997. This arrangement is acceptable. Informatives for the demolition/construction phase are also suggested.
26. Landscape Officer: Various principles are suggested within the design all of which would support the use of the building and its sustainability. However have suggested changes to the scheme as submitted and suggest agreement of alterations and conditions to ensure appropriate planting and management. Discussions have taken place with the applicant to revise the landscape scheme and to take on board habitat recommendations.
27. Economic Development: Are broadly supportive of this application and recognise the need for this type of provision in Norwich. The Economic Development Service has been contacted by a local landowner who has expressed concern about the development - in particular any restriction that a development of this nature may place upon the options for future re-development of adjacent land. This is the only representation from the business

community that we are aware of.

## **ASSESSMENT OF PLANNING CONSIDERATIONS**

### **Relevant Planning Policies**

#### **Relevant National Planning Policies**

PPS1 – Delivering Sustainable Development

PPS3 – Housing

PPS9 – Biodiversity and Geological Conservation

PPG13 – Transport

PPG24 – Planning and Noise

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

##### **City of Norwich Replacement Local Plan 2004**

NE8 – Biodiversity

NE9 – Comprehensive landscaping scheme and tree planting

HBE12 – High standard of design

HBE19 – Site design for safety and security

EP18 – High standard of energy efficiency for new development

EP22 – High standard of amenity for residential development

HOU18 – Development of new flats and bedsits

HOU19 – Residential Institutions

TRA5 – Design for vehicular movement

TRA6 – Car parking provision

TRA7 – Cycle parking provision

TRA8 – Servicing provision

#### **Supplementary Planning Documents and Guidance**

Conversion and Development of Houses in Multiple Occupation SPD (Adopted June 2006).

### **Principle of Development**

#### **Policy Considerations**

28. The site is not allocated for development within the Local Plan proposals map and as such is a windfall site to assess against relevant policy criteria. The scheme is a mixed residential use appropriate to this type of locality within the City. In terms of policy HOU18 and HOU19 of the local plan are considered to be the most appropriate policies to assess the principle of the development against. These set out a number of criteria for assessing either element of the scheme – the move on flats (HOU18) or the supported living unit (HOU19).
29. The scheme will be stand alone on a currently vacant site. As described above the area has a mix of uses and building styles. The 20% limit of non-residential frontage does not apply as Dibden Road is not a main residential street and, in terms of the proposals impact on the character of the wider area, it is considered to be an appropriate addition to uses in the locality. The scheme is laid out with adequate provision of open and defensible amenity space, appropriate access, parking provision and service areas.
30. The site although out from the centre of Norwich has good accessibility to local public transport and community services a number of which can be found along Silver Road and more in adjoining local centres to the west. The scheme is designed to turn the corner from Crome Road into Dibden Road with the nature of building changing to a more domestic scale. The scheme as such would blend with the street scene and characteristics of the area and as such would not be prejudicial to other future development in the locality.

#### **Operation Description**

31. The supporting documents for the application give an outline of the St. Edmund's Society

and its operation. The Society is a registered charity which provides emergency short term accommodation and move on units in Norwich. Their aim is to continue to provide support for young men from disadvantaged backgrounds to become self sufficient within the community. Within the planning statement the Society is described as having a zero tolerance policy on drugs on the premises and also that it does not take in high risk offenders.

32. The existing facility is described as being operated and staffed 24 hours a day all year round. In considering safety and amenity issues for both neighbours and for residents and staff at the unit it would be appropriate to impose conditions to ensure that this level of management and support continues at any new development. This would ensure adequate and prompt management for any site operation issues.

## **Impact on Living Conditions**

### **Noise and Disturbance**

33. Concerns have been raised by local residents and other persons/groups relating to anti-social behaviour in the area and that introducing this particular use onto the site will lead to an adverse impact for residents in the area and safety in the locality.
34. The redevelopment proposals are designed to meet the operational requirements of the Society. The scheme will provide enlarged rooms and enhanced communal facilities as well as external seating areas within the confines of the development itself. The communal areas and internal courtyard have good surveillance and appear open to staff control. External space is enclosed within the development and subject to secure access. Again these areas and adjoining roadways would be overlooked and subject to CCTV surveillance. These elements should significantly decrease any potential noise disturbance or anti-social behaviour.
35. In addition the density/number of units on the site is relatively low. The Society already operates within a mixed residential area along Earlham Road, at which no significant concerns have been raised about their operation. The circumstances of the site at Dibden Road are different but not significantly so. It would not therefore appear to be reasonable in the circumstances to withhold permission for the move of their operation to new premises on Dibden Road.
36. In terms of site operation, the Pollution Control Officer has recommended various conditions to protect occupants from noise nuisance from plant and machinery etc. In the circumstances, these conditions plus control on warden cover mentioned at paragraph 32 above would be appropriate.

### **Overlooking and Loss of Privacy**

37. In terms of overlooking, the two impacts to assess are those on the property on the opposite corner of Dibden Road and any overlooking of the playing field to the south. Due to the topography of the site it is the upper storeys of the north and south facing elevations which could result in some impact in terms of overlooking.
38. The playing field is to the south of the site and currently is separated from the application site by hedging within the playing field. Discussions have taken place about building layout and boundary planting. No windows are being introduced into the large gable end closest to the playing field and it is not considered that any impact would be significant or cause harm.
39. 43 Dibden Road is the only property which it is considered could potentially experience some impact in terms of overlooking. However, given the distance between new and existing buildings again it is not considered that any impact would be significant, or in any way at a level which could lead to the refusal of the application.

### **Overshadowing**

40. Given the proposed layout of the units and relationship to nearby buildings on the opposite side of Dibden Road it is not considered that the proposals would have any

significant implications for overshadowing of adjacent properties.

## **Design**

### **Layout, Scale and Massing**

41. The general layout, scale and massing appears well thought out, being complementary to the general scale and massing of building within the surrounding area. The massing is effective in breaking up the bulk of the building, considering its proposed use. There is good division between public and private space, which is important considering the nature of the occupancy and the concerns of the surrounding residents. The inclusion of separate entrances to the street for the flats is also a good design feature, which again helps to reduce the scale of the building as it changes scale up into Dibden Road.
42. Overall the scheme works well to create a mixed façade changing from larger scale features along Crome Road down to domestic scale design of the flats. This approach helps define a street frontage which will not prejudice any potential nearby development of new buildings, should the adjoining sites come forward for development in the future.

### **Detail and Form**

43. With regard to materials and detailing, the fenestration to Dibden and Crome Roads appears well considered. The use of brick flat arches with keystones copied from the school on Crome Road has been changed to create a stronger detail to the window head in keeping with the overall style of the proposed building. Also the blind window in the south facing gable end has been changed to a large central blind window with lintel, matching the proportions and having the same alignment as the openings on Crome Road. These windows will be partially seen together in approaches along Crome Road and the changes made improve the architectural form on this important corner.
44. With regard to the rear elevation, the general arrangement of the fenestration appears more random and inconsistent. Some minor changes have been made to these elevations to help improve the connection between internal and external spaces. The fenestration could also be better arranged to improve window alignment and avoid large areas of brickwork. The same applies to the solar panels above, which have been placed with no relationship to the arrangement of windows below. However, the applicant has accepted that this latter arrangement can be changed, following final specification of the solar thermal units, to improve symmetry. To the extent that this elevation will be visible its design is acceptable in this location.
45. The scheme is considered to be acceptable and will enhance this important corner site and improve the areas appearance generally. Conditions are suggested requiring the submission of details of materials and joinery.

## **Transport and Access**

### **Transport Assessment**

46. The site is within reasonable walking or cycling distance for Norwich city centre, including the rail and bus stations. Most local bus services are available from Magdalen Road. The concerns of local residents, concerning excess traffic pressures on this site and adjacent roads, cannot reasonably be justified. The former use of the site for x60 garages must be considered the benchmark for whether or not the proposed use creates increased levels of traffic.
47. It is unlikely that many residents of the proposed premises will be car owners so, therefore, the proposed use will not have greater traffic generation; the car parking provision is more likely to be used by staff for which there is adequate provision. The location will lend itself to most local trips being made on foot, cycle, taxi or bus which is a much more sustainable location than other potential sites further out of the city. Some vehicle disruption might be caused during construction; however, as with the Start rite development the applicant will be made aware of local concerns on access issues which



have arisen in the past to seek an appropriate level of management at this phase of development.

### **Vehicular Access and Servicing**

48. Currently there is unrestricted on street parking on sections of the north side of Dibden and Crome Road and time limited no waiting restriction (single yellow line) on the south side adjacent to the development site. No parking is permitted Monday – Saturday 8am – 6.30pm (loading is permitted at any time). The creation of a new site access would require double yellow lines to be created approx 5 metres either side of the courtyard access, approx 15m in total, the applicant must fund changes to the TRO unless this can be incorporated into any future controlled parking zone. The bin store is located in the undercroft area and alongside the south gable and these and servicing arrangements appear to be satisfactory.

### **Car Parking**

49. For a development of this type the maximum number of car parking spaces would be 6 spaces including 1 space for a disabled driver and the proposal makes this provision.

50. This location is currently within a consultation area for extension of the northern controlled parking zone (on street permit parking). If a CPZ was to be created, this development would be eligible for up to 3 parking permits which would limit on street parking requirements. Further changes to waiting restrictions may also happen, such as the creation of limited waiting bays, new double yellow lines and creation of permit parking, these would be subject to further consultation at the appropriate time.

### **Cycling Parking**

51. Cycle parking provision should be a minimum of x3 staff cycle spaces, x3 visitor spaces plus provision for residents, it would not be unreasonable to assume that each resident would require cycle parking, approx 25 spaces. However, there appears to be a slight under provision of secure cycle parking for the overall development and it is suggested that a requirement that provision for visitor and resident cycle parking is made as a condition. Two cycle stores for cycles are proposed located near to staff offices and it is not clear how cycles would be tethered/supported. A separate compound is proposed in the garden area but the purpose for this is not specified and again details of this can be required by condition.

52. It would be sensible for the visitor cycle parking to be provided for near to the main entrance on the corner of Dibden Road/Crome Road and the resident cycle parking to be provided within the secure courtyard. There is space in both of these locations to provide the increase in facilities without harm to the appearance or operation of the scheme.

## **Environmental Issues**

### **Site Contamination and Remediation, Lighting and Plant**

53. Consultation has been undertaken with Pollution Control Officers who have raised no objection to the proposals. Various conditions are however suggested on lighting, plant and machinery, flue outlets and a requirement for noise protection reports. Various informative notes have also been suggested to notify the developers in terms of controls on construction hours and site clearance.

### **Energy Efficiency and Renewable Energy**

54. Despite this not being a requirement of regional policy following the removal of the East of England Plan, the proposal details the use of solar thermal panels to provide for a renewable energy solution to meet energy requirements on site for both elements of the scheme. The development meets Code for Sustainable Homes (CFSH) Level 3 and BREEAM “very good” rating for multi residential development.

## **Trees and Landscaping**

### **Loss of Trees or Planting**

55. An arboricultural implications assessment has been submitted with the application; this deals with the trees located along the boundaries of the site. This details that the proposals will require the removal of 4 trees from within the site which are of moderate or low value. The AIA also provides details for the protection of the trees on the adjoining open space during development. Given the location of these trees it is unlikely that they will be affected by the development. It is considered, in addition to landscape comments below, that subject to conditioning full compliance with the implications assessment that the proposals are acceptable.

### **Biodiversity and Replacement Planting**

56. An assessment of the site in terms of species and habitat has been undertaken. Given that the site is essentially hard surfaced and demolition has only recently been undertaken no habitat issues have arisen. There is scope however to improve the value of the site, especially given the site's relationship with the open space running across into Mousehold Avenue and Gertrude Road.

57. A landscaping plan has been provided with the application and the design and layout is considered to be appropriate in principle. The scheme offsets the loss of trees mentioned above and enhances the future landscape and biodiversity interest within the site. Details in the form of species of soft landscaping and materials for hard landscaping, including retaining walls and railings, have been discussed with the landscape architect who is in the process of providing an appropriate and well designed solution which will respond to the particular needs of the site. Further detail should therefore still be required to support the scheme and this is appropriate by planning condition.

## **Planning Obligations**

58. Given the nature of the development, occupation and end user, the proposals are not considered to trigger the need for any contributions or controls on use through a S106 agreement.

## **Conclusions**

59. The use of the site for supported accommodation is considered to be acceptable and, subject to conditions outlined above, to represent an appropriate form and nature of development on this corner site. In terms of neighbour amenity, given the nature of the site and relationship to nearby spaces and buildings, along with the potential to control and oversee operations on and near to the site, it is considered that any impact would be acceptable in relation to this type of use and its location within this community.
60. The scheme deals adequately with the provision of car parking, servicing provision and potential landscaping proposals. The site is also large enough to provide sufficient secure cycle parking and this detail, along with means of protecting site access, can be adequately dealt with by conditions. The proposals overall are considered to be acceptable and in line with development plan policy.

## **RECOMMENDATIONS**

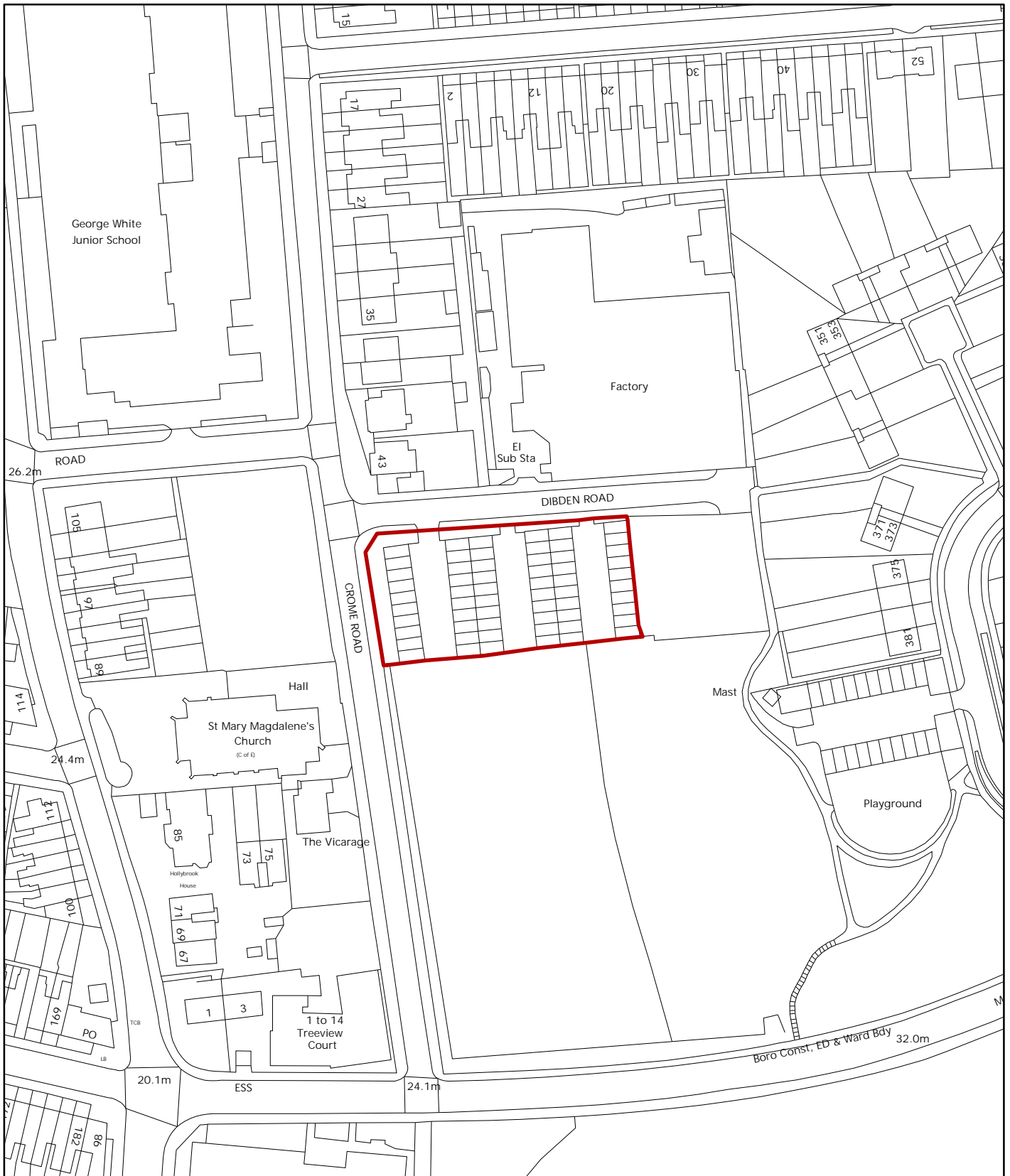
To approve Application No 10/01287/F Former Garages at Dibden Road, Norwich and grant planning permission, subject to the following conditions:-

1. Standard time limit;
2. Development to be carried out in full accordance with the approved plans;

3. Details of materials; joinery; lighting; cctv systems; cycle stores;
4. Control on use to that applied for only;
5. Provision of 24 hour warden cover;
6. Bin stores to be provided prior to first occupation;
7. Car parking to be provided prior to first occupation;
8. Details of TRO provision for highway works;
9. Full details hard and soft landscaping to be submitted and to be provided prior to first occupation;
10. Maintenance of landscaping;
11. Full compliance with the Arboricultural Implications Assessment;
12. Details plant and machinery;
13. Details fume and flue;
14. Details noise protection measures;
15. Contamination.

Reasons for approval: The decision has been made with particular regard to saved policies HOU18, HOU19, HBE12, HBE19, NE8, NE9, EP18, EP22, TRA5, TRA6, TRA7 and TRA8 of the adopted City of Norwich Replacement Local Plan (November 2004) and National Guidance PPS1, PPS3, PPS9, PPG13, PPG24 and all other material considerations.

The use of the site for supported accommodation, subject to conditions, is considered to be acceptable and to represent an acceptable form and nature of development on this corner site. In terms of neighbour amenity given the nature of the site and relationship to nearby spaces and buildings along with the potential to control and oversee operations on and near to the site it is considered that any impact would be acceptable in relation to this type of use and its location within this community. The scheme deals adequately with the provision of car parking, servicing provision and landscaping, subject to additional conditions on the delivery of these items. The site is also large enough to provide sufficient secure cycle parking and this detail along with means of protecting site access can be adequately dealt with by conditions. The proposals overall are considered to be acceptable and in line with development plan policy.



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Planning Application No - 10/01287/F  
 Site Address - Dibden Road Garage Site  
 Scale - 1:1,250



**NORWICH**  
 City Council

**PLANNING SERVICES**

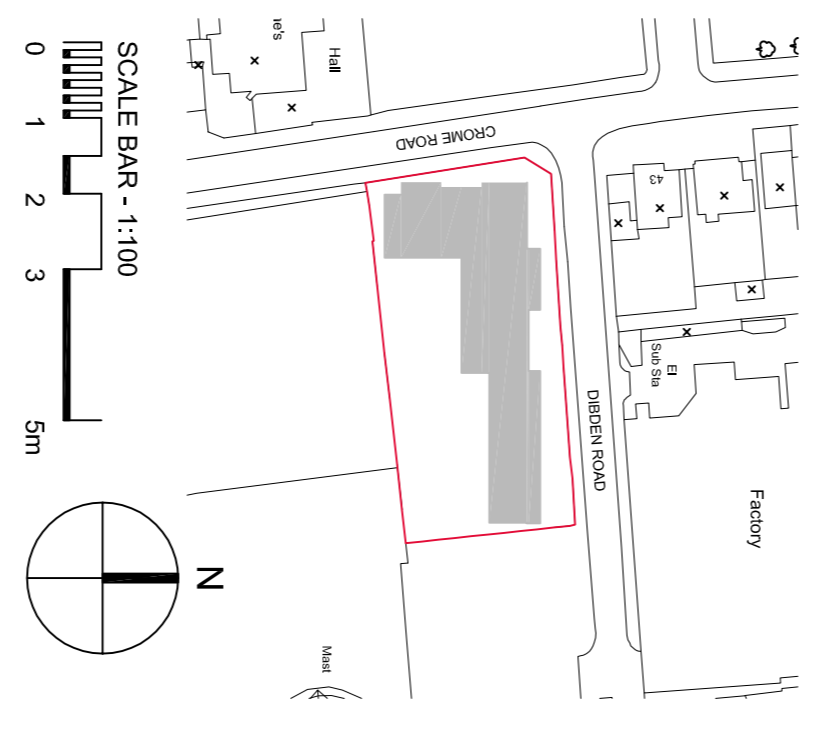
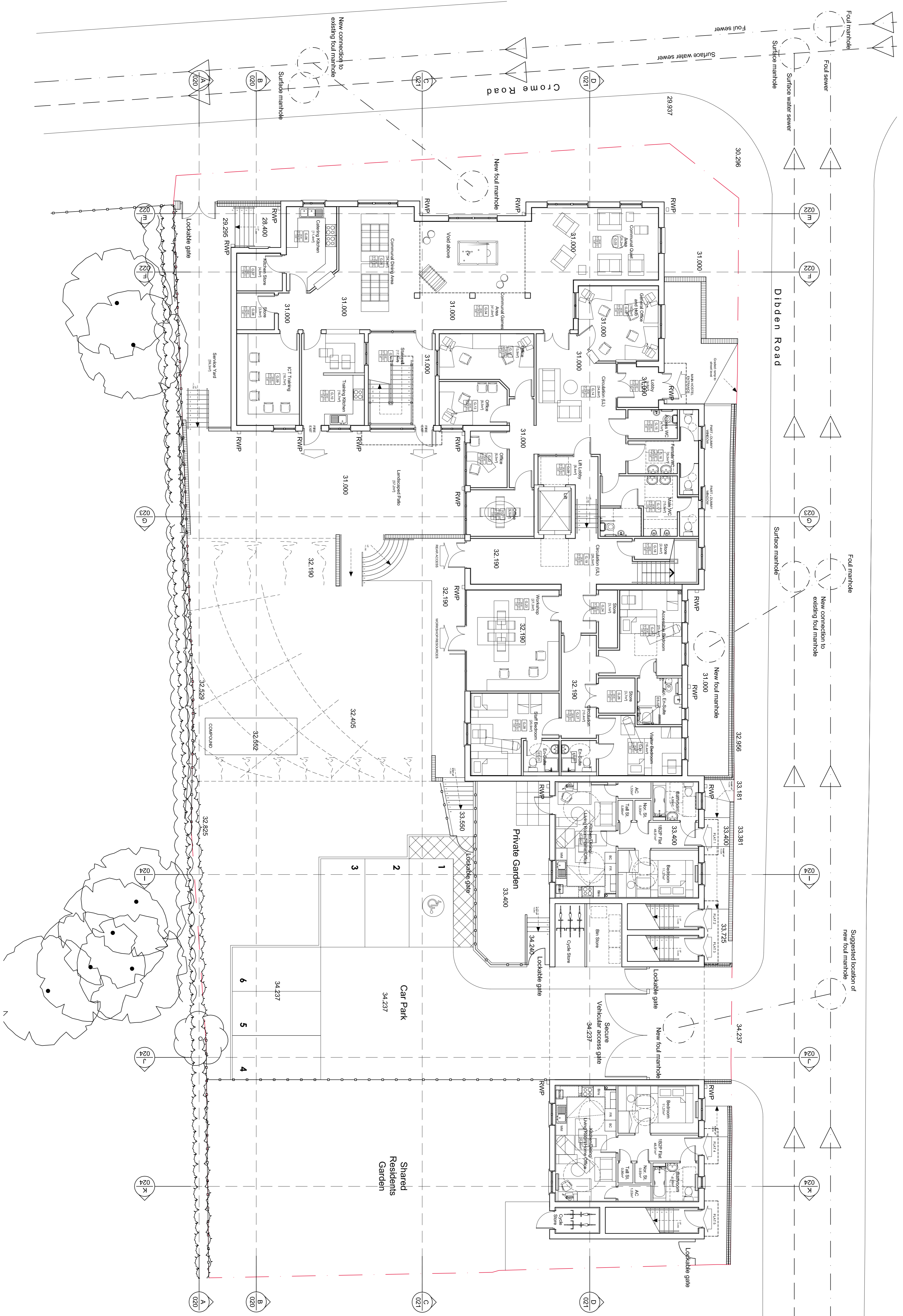


All dimensions to be verified on site by the Contractor before the start of any work. The drawings are for information only and do not constitute a contract. The drawings are the property of Ingleton Wood LLP and shall remain the property of Ingleton Wood LLP. Report any discrepancies to the Contract Administrator as soon as possible.

This drawing is to be used for the Contractor's and Engineer's reference only and shall not be used for any other purpose.

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DO NOT SCALE



**PLANNING**

Revision:	Date:	Description:	Drawn:	CHE					
<b>Vision, form and function</b>									
<b>Project:</b> St Edmunds Society Hostel Didden Road Norwich									
<b>Client:</b> Broadland Housing Association									
Drawn:	JCG	Checked:	SM	Date:	14.06.10	Scale:	1:100	Page:	A1
Job No.:	306226	Drawn No.:	011	Stage:	Planning	Revision:			

**GROUND FLOOR PLAN**



All information to be verified on site by Niche Contract before the start of any work drawing or construction. Niche Contract shall not be held liable for any sub-contractors or any other contractors who may be involved in the construction of the project. Report any discrepancies to the Contract Administrator at once. This drawing is to be read and approved by the Architect and Engineer's drawings. © Highdon Wood LLP

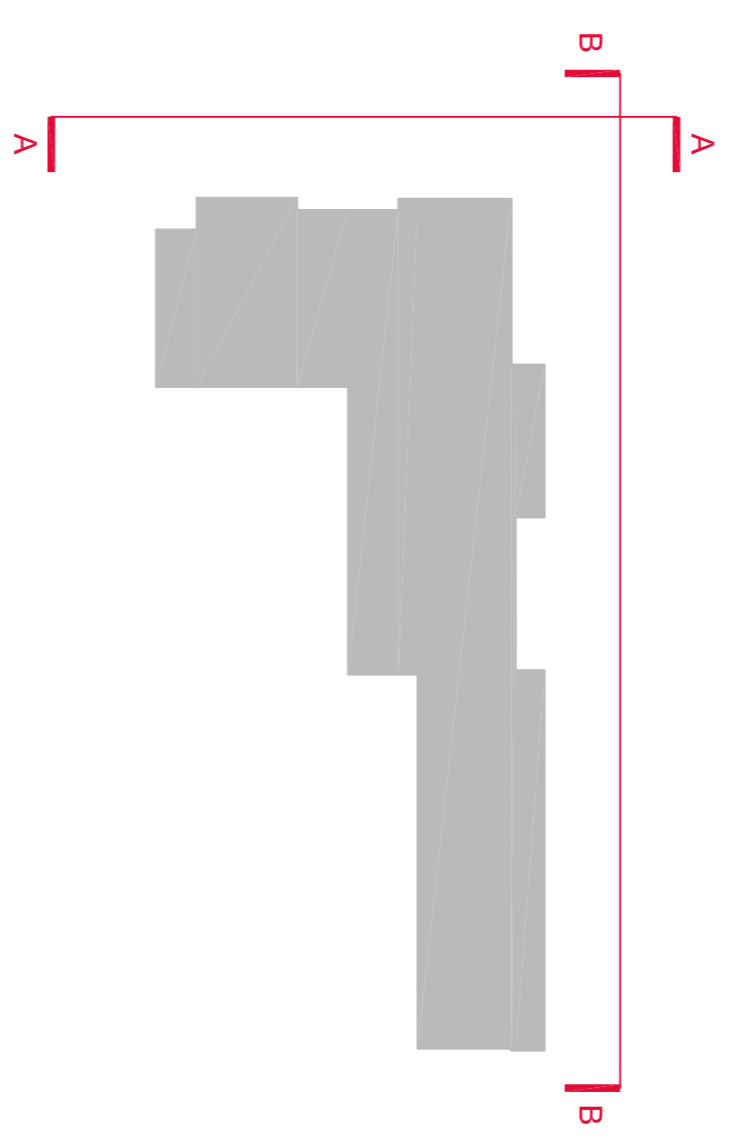
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**ELEVATION TREATMENT REFERENCES**

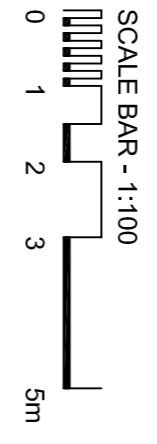
- ① Facing brick work: *Bovington - Berry Rural Mill*  
Mortar: Colour tbc - bucket handle finish
- ② Facing brick work: *Buff Brick - Sandstone weather buff*  
Mortar: Colour tbc - bucket handle finish
- ④ Roof pantries: *Crest - OH16 - Wide Red*
- ⑤ Slate tile Sandlot - *Rivus* handmade interlocking slate
- ⑥ Windows: *Timber* factory finished, coloured (from white) or aluminium powder coated in RAL colour to be specified by architect
- \* Rainwater goods: *Alumasc Downpipe System* circular downpipes to RAL colour to be specified by architect (not white)



**ELEVATION A**  
Didden Road  
Crome Road



**ELEVATION B**  
Dibden Road



Rev	Date	Description	By	CHK
B	27.08.10	Final working amended	ETG	JPO
A	21.07.10	Issued for tender	TJB	JPO

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Project: **St Edmunds Society Hostel**  
Dibden Road  
Norwich

Drawings Title: **Elevations A and B**

Client: **Broadland Housing Association**

Drawn	Checked	Date	Scale	Page Size
SM	JCG	25.03.10	1:100	A1
Job No.	Draw No.	Stage	Revision	
306226	015	Planning	B	



All dimensions to be verified on site by the Contractor before the start of any work. The Contractor shall be responsible for the accuracy of all dimensions and shall be liable for any errors or omissions. The Contractor shall be responsible for the accuracy of all dimensions and shall be liable for any errors or omissions. The Contractor shall be responsible for the accuracy of all dimensions and shall be liable for any errors or omissions.

This drawing is to be used for information purposes only and is not to be used for construction purposes. It is the responsibility of the Contractor to verify all dimensions and to ensure that the work is carried out in accordance with the approved plans and specifications.

Report any discrepancies to the Contract Administrator at once.

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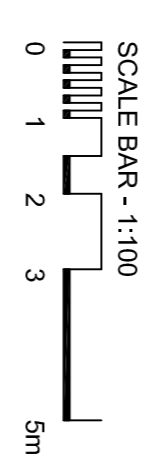
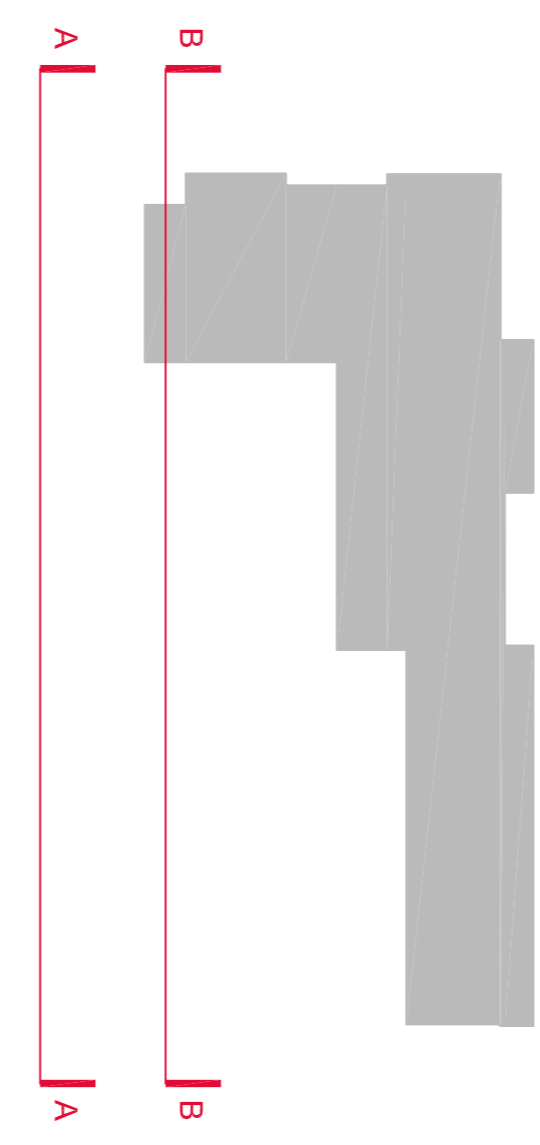
**ELEVATION TREATMENT REFERENCES**

- 1 Facing brick work: Bowington - Berry Rural Multi Mortar: Colour tbc - bucket handle finish
- 2 Facing brick work: Buff Brick - Sandstone weather buff Mortar: Colour tbc - bucket handle finish
- 3 Roof pantries: Crest - OH16 - Woods Red
- 4 Slate tile: Sandrift - Ryvius handmade interlocking slate
- 5 Windows: Timber factory finished, coloured (non white) or aluminium powder coated in RAL colour to be specified by architect
- 6 Rainwater goods: Alumasc Downpipe System, circular downpipes in RAL colour to be specified by architect (not white)

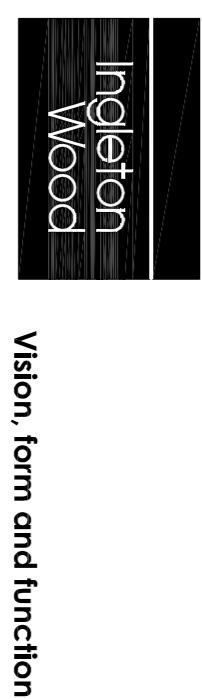


Crome Road Plant Southern gable and bin/cycle store area Patio

**CROSS SECTION A**  
services yard



Rev	Date	Description	Drawn	Checked
B	27.08.10	Final window proportion and blind detailing agreed	TJA JPO	ETG JPO
A	21.07.10	Issued for review	TJA JPO	ETG JPO



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Client: Broadland Housing Association

Drawn	Checked	Date	Scale	Page
SM	JCG	25.03.10	1:100	A1

Job No.	Stage	Revision
306226	020	Planning
		B