

Planning Applications Committee

Section B

5th June 2008

Agenda Number:	B2
Section/Area: I	OUTER
Ward:	Catton Grove
Officer:	Neil Campbell
Valid Date:	5th April 2008
Application Number:	08/00354/F
Site Address :	Land On East Side Of Holt Road Road Opposite Nos 153 To 181 Holt Road, Norwich.
Proposal:	Proposed relocation of fleet hire business and builders store to land off Holt Road.
Applicant:	C A Trott Limited
Agent:	RPS Planning And Development

THE SITE

This application relates to an existing paddock on the east side of Holt Road, to the north of Buck Courteney Crescent, adjoining Norwich Airport.

PLANNING HISTORY

4/2002/0224 - Development of land for employment purposes within Use Classes B1 and B8 including provision of internal access roads and site landscaping. (WDA - 25/06/2002)

05/00489/F - Replacement of existing perimeter fencing and gates. (APPR - 07/09/2005)

05/00958/U - Change of use to provide storage space for vehicles. (REF - 09/01/2006)

07/01077/F - Retrospective application for retention of replacement 5m wide gates following approval of 4m wide replacement gates under reference 05/00489/F. (APPR - 07/12/2007)

06/00674/F - Proposed improvement of existing access and provision of hardstanding to site area.

THE PROPOSAL

Proposed relocation of fleet hire business and builders store to land off Holt Road.

CONSULTATIONS

Neighbours: Twenty three letters of objection, concerned that more vehicles will be stored on the land and that the improved access will lead to additional traffic entering and leaving the site, creating further traffic problems on this stretch of Holt Road. Also concerned at development of what was originally a paddock and loss of visual amenity, with increased noise and pollution.

Broadland District Council: Objects to the proposed development as it would result in a prominent and intrusive functional building along one of the main roads into and out of Norwich that would detract from the character and appearance of the area. The development would result in an urban encroachment into an area that currently has a more rural character. The nature of the use would detract from the character of this part of Holt Road.

Hellesdon Parish Council: The Parish planning committee has recommended that the application be refused on the grounds of an unacceptable increase in traffic on an already extremely busy main road, the resultant increase in pollution levels and a severe inconvenience to neighbours. The Parish Council supports the resident's objections.

Norfolk County Council (Highways Development Control Officer): Recommends refusal because the proposed development would intensify the use of an existing access on a stretch of classified highway where the principal use is that of carrying traffic freely and safely between centres of population. The existence of the accesses is a matter of fact and therefore some degree of conflict and interference with the passage of through vehicles already occurs, but the intensification of the interference which this proposal would engender would lead to the deterioration in the efficiency of the through road as a traffic carrier and be detrimental to highway safety contrary to Local Plan Policy TRA18. The application is not supported by sufficient highways and transport information to demonstrate that the proposed development will not be prejudicial to the satisfactory functioning of the highway and highway safety, contrary to PPG13 and County Structure Plan Policy T2.

Norwich International Airport (Safeguarding Co-ordinator): The proposed development has certain elements that continue to cause concern. The following conditions should be applied to any Planning Permission:

- a. Any external lighting should be of a flat glass, full cut off design, and should be horizontally mounted to prevent light spill above the horizontal. This is to minimize the risk of the lights dazzling pilots.
- b. If the construction of the building requires the use of mobile or tower cranes, they should be operated in accordance with British Standard 7121, and the airport should be notified of plans to erect these cranes at least 21 days in advance. The notification should include OSGB grid reference of the cranes proposed position to 6 figures each of Eastings and Northings, and the proposed height of the crane above ordnance datum, the anticipated duration of the cranes existence, and contact telephone numbers of the crane operator, and site owner for use in an emergency.

Provided the grant of Planning Permission includes the requirement to comply with the conditions indicated above, Norwich International Airport would offer no aerodrome safeguarding objection to the Planning Application.

PLANNING CONSIDERATIONS

Relevant Local Plan Policies:

National Planning Policy:

PPS 1: Delivering sustainable development
PPG 4: Industrial, commercial and small firms

East of England Plan

T6: Strategic and regional road networks
ENV7: Quality in the built environment

Norfolk County Structure Plan

T2: New development

Saved Replacement Local Plan policies

HBE 12: High quality of design, with special attention to height, scale, massing and form of development.
EMP1: Small scale business development.
TRA18 : Major road network.

This site is not allocated for development within the Replacement Local Plan. Although the site is adjacent to Norwich airport and opposite residential dwellings, it has a strong relationship with the undeveloped rural countryside character to the north. With regards to the Replacement Local Plan, policies TRA18, EMP1 and HBE12 are of particular relevance to the proposed development.

Policy EMP1 indicates that small scale businesses should only be permitted where:

- a) There are no significant adverse environmental impacts or detrimental impacts upon residential amenity
- b) Development is not piecemeal or prejudice the possible future development of a larger site
- c) Development is not over-intensive
- d) It will not result in an unsatisfactory form of development in terms of access and parking.
- e) The height, scale, massing and form of new development are appropriate and relate to their surroundings.

Holt Road is a main route in and out of Norwich and the site is relatively discrete in terms of its impact on the amenity of the area. The design of any new development on such a prominent site should respect the character of the area and guidance on the approach to good design is supported by policy HBE12.

A previous application for hard-standing on this site (06/00674/F) was refused and later dismissed at appeal. The inspector reached the conclusion that the proposal would unacceptably harm the character and appearance of the surrounding area and considered that the site has a stronger visual relationship with the neighbouring open undeveloped land than with the surrounding industrial land. Although it appears that part of this site is currently used for storage, I have concerns that further development on this site will harm the character and appearance of the surrounding area and result in an unsatisfactory form of development on this site.

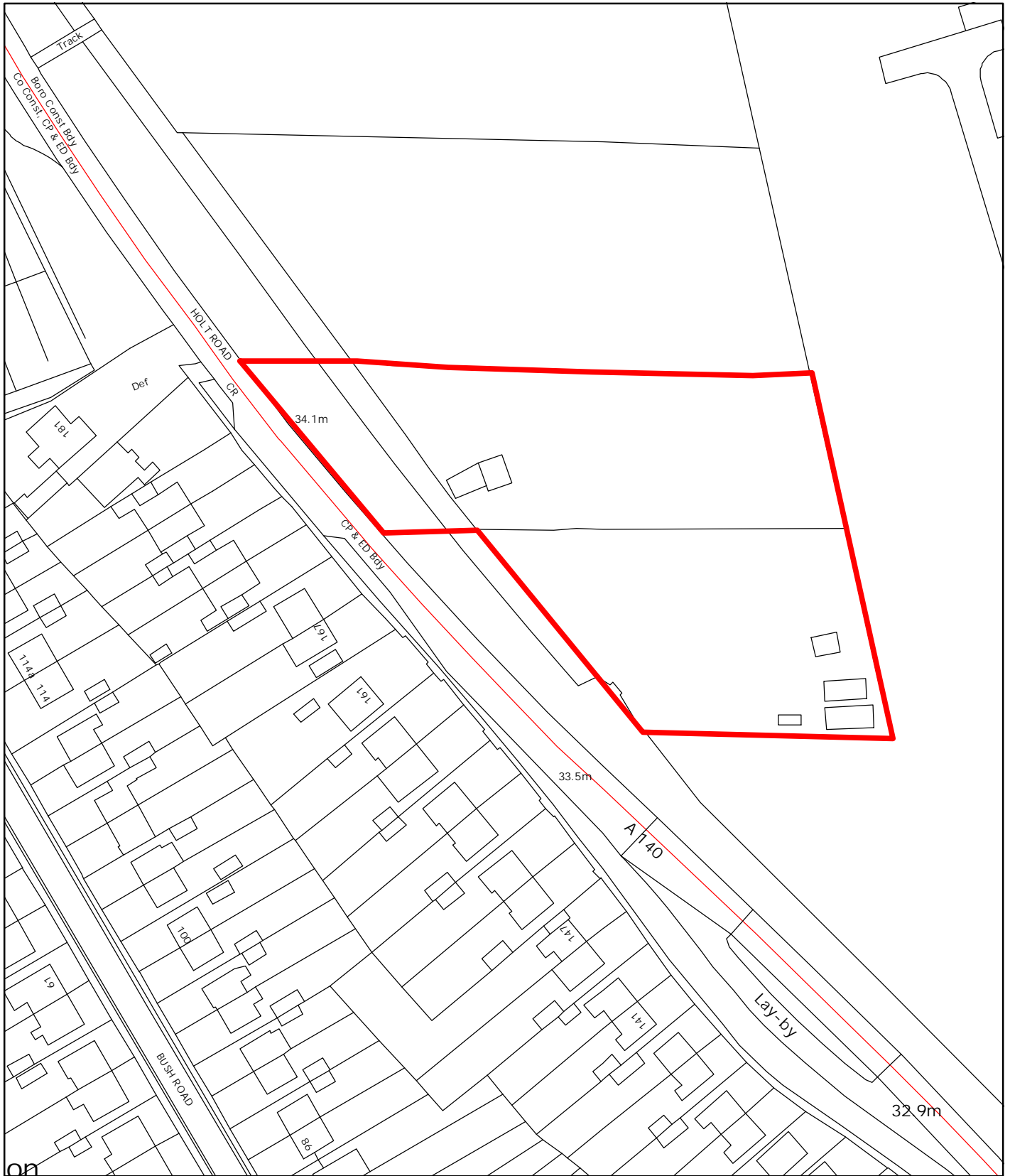
Holt Road forms part of the major road network. TRA18 states that the major road network, as defined on the Proposals Map, will provide for the principal element of private vehicle movement within the City. New access directly to the major road network will not be permitted unless there is no practical alternative. Any intensification of the use of the access would lead to the deterioration in the efficiency of the through road as a traffic carrier and be detrimental to highway safety. It is therefore considered that the application to be contrary to Policy TRA18 a view supported by the correspondence received from Norfolk County Council.

This view is also consistent with the appeal decision reached in respect application 06/00674/F for the proposed improvement of existing access and provision of hard-standing to site area. The inspector concluded that the previously proposed hard-standing would "lead to deterioration in the efficiency of the A140 as a traffic carrier harming highway safety."

RECOMMENDATIONS

REFUSE PLANNING PERMISSION for the following reasons:

1. The proposed development would adversely alter the character and appearance of the existing paddock, and the proposal would also amount to a piecemeal form of development, intruding into open country beyond the built-up area in this part of the City. As such it would be detrimental to the visual and residential amenities of the area.
2. The proposed development is likely to intensify the use of an existing access on a stretch of classified highway (A140) where the principle use is that of carrying traffic freely and safely between centres of population. Notwithstanding the existence of an access in this location, the likely intensification resulting from the proposed development would lead to the deterioration in the efficiency of the through road as a traffic carrier and be detrimental to highway safety.
3. The proposal would be contrary to Policies HBE12, EMP1 and TRA18 of the City of Norwich Replacement Local Plan Adopted Version, November 2004, Policy T2 of the Norfolk County Structure Plan Adopted Version, October 1999. Policy T6 of the East of England Plan, May 2008 and Policy T2 of the Norfolk County Structure Plan, October 1999.



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Planning Application No- 08/00354/F
 Site Address - Land on East Side of Holt Road Opposite nos 153-181 Holt Road
 Scale - 1:1250



NORWICH
City Council

DIRECTORATE OF REGENERATION
 AND DEVELOPMENT

