

## Report for Resolution

**Report to** Planning Applications Committee  
**Date** 1 March 2012  
**Report of** Head of Planning Services  
**Subject** 11/00376/F Clarence Harbour Court, Carrow Road  
Norwich NR1 1JF

Item  
**5(2)**

### SUMMARY

<b>Description:</b>	Residential development to provide 12 No. dwellings, comprising 3 No. three bedroom townhouses, 6 No. two bedroom flats and 3 No. one bedroom flats, with associated access, gardens, shared amenity space, and 8 No. parking spaces. (Revised).	
<b>Reason for consideration at Committee:</b>	Objection	
<b>Recommendation:</b>	Approve subject to completion of Section 106 Agreement	
<b>Ward:</b>	Thorpe Hamlet	
<b>Contact Officer:</b>	Miss Sarah Platt	Senior Planning Officer - Development Management 01603 212500
<b>Valid Date:</b>	4th November 2011	
<b>Applicant:</b>	Norfolk Palm Ltd	
<b>Agent:</b>	Antony Pettifer	

### INTRODUCTION

#### The Site

##### Location and Context

1. The development proposed is on part of the site of the former Clarence Harbour Public House, located on the south-east side of Carrow Road (A1242), opposite the Riverside retail area and north-east of the football club. Immediate neighbours are residential terraces to the north, south and east. The railway line runs to the north and there is an aggregate storage depot opposite the site to the west to a lower level than the elevated Carrow Road.
2. The site is located to the south of a row of seven 3 storey houses fronting Carrow Road, with associated parking areas and private gardens to the rear. These houses comprise roughly half the original Clarence Harbour Public House site and were

constructed as the first phase of an approved scheme of 15 dwellings, the remainder of which were never built. This application site occupies the residual undeveloped portion of the former pub site. The site is currently unattractive, used for informal parking and in need of regeneration.

3. The site has a complex topography. The site slopes from north to south and there is a difference in level from east to west. This means that existing roof lines in houses adjacent to the site step down progressively along the length of Carrow Road. A footpath link exists within the site along the southern boundary, linking Carrow Road to Cozens Road at the rear. A line of established Lime trees runs along the rear perimeter of the site, bordering the rear gardens of the terraced houses along Cozens Road.

### **Constraints**

The site has no specific allocation in the development plan (City of Norwich Replacement Local Plan (November 2004)). It falls within Flood Risk Zone 2 and is close to identified housing and employment led redevelopment in the vicinity of the football club and Gothic works and wider regeneration opportunities in east Norwich, most notably the Deal and Utilities sites to the east and south. The site is not within a Conservation Area. The 19 Lime trees along the rear south-eastern boundary of the site are protected by Tree Preservation Order (ref TPO.293 Group 2).

### **Topography**

4. As stated above the site has a complex topography sloping not only in a north-south direction but also east-west. Carrow Road is also in an elevated position relative to surrounding landmarks such as the railway line and the Riverside retail park.

### **Planning History**

The Clarence Harbour Public House had been subject to a number of applications for extensions since 1996, including permission to provide a 12 bedroom motel and annexe and conversion to a ground floor office in 1997 (ref 4/1997/0170/F). The site then became subject to proposals for residential redevelopment. The pub was demolished in 2004.

A 2001 proposal (4/2001/0962/F) for redevelopment of the site to provide 22 flats and maisonettes with basement parking and a wine bar and restaurant with associated access and parking was withdrawn at a point prior to the presentation at planning committee, having been recommended by officers for refusal on the grounds of: unacceptable size, scale and design and over-intensive development; impact on neighbouring residential amenity; poor residential amenity for future residents; and absence of contributions for children's playspace.

In 2003, planning permission was granted to redevelop the site to provide 15 no. 3-bed townhouses and a 3-bed maisonette within two terraces orientated roughly north-south to front Carrow Road (4/2002/0400). The scheme provided private front and rear gardens to each townhouse with individual 1:1 parking at the rear. Access was shown as being provided through a carriage-arch within the southern block (with maisonette above). The northern-most block of 7 houses was three-storeys in height, although appearing as two-storeys from the road as it accommodated the change in levels by providing rooms in the basement at the rear of the site, with additional rooms in the

roof. The southern-most block was two-storeys without basements, although this also included rooms in the roof space. The permission was subject to completion of a S106 agreement to secure a contribution toward childrens playspace off site. The scheme was implemented and as of 2005 remains part-complete (north block only), so planning permission remains extant for development of the remainder of the site in accordance with the 2003 permission.

In 2005, following completion of the first of the two blocks of houses, application 05/00591/F was submitted to redevelop the remaining land the subject of this permission, proposing 17 flats with associated parking, modification to the parking layout of the existing houses and alterations to the garden of the end house. This application was withdrawn in November 2005 before it could be determined, having been recommended to members for refusal on the grounds of inadequate amenity space, over-dominant and inappropriate design, and absence of a playspace contribution.

In 2008 the site was the subject of planning enforcement action concerning non-provision of an access route and parking areas, which were required by condition to have been in place prior to first occupation of the permitted and part-implemented scheme. However, it was not considered expedient for enforcement to be pursued whilst uncertainty remained over the original developer's ability to complete the scheme.

Prior to the submission of the previous application in January 2010, pre-application meetings had been held with the applicant (in November and December 2009) to discuss draft proposals. The application as submitted (ref 10/00206/F) sought redevelopment of site with 14 dwellings (12 No. two bedroom apartments and 2 No. one bedroom apartments) with new vehicle access onto Carrow Road, landscaping with integrated refuse/cycle storage and parking courtyard. The application was refused on several grounds: lack of amenity space; physical and visual dominance of the car parking areas; insufficient refuse storage; insufficient cycle storage; loss of privacy to existing neighbouring dwellings; poor design and inappropriate materials proposed; overdevelopment of the site; insufficient information with regards to noise mitigation and air quality; insufficient information on energy efficiency and the lack of a S106 agreement relating to the provision of transport contributions.

Following refusal of the 2010 proposals further pre-application discussions were held with the applicants' agents with a view to negotiating an amended scheme, culminating in the current application.

### **Equality and Diversity Issues**

There are no significant equality or diversity issues.

### **The Proposal**

5. The application seeks the erection of 12no new dwellings comprising 3no three bed townhouses, 6no two bed flats and 3no one bed flats with associated access, gardens, shared amenity space, refuse and cycle storage and 8no car parking spaces.

## Representations Received

6. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. 7 letters of representation have been received citing the issues as summarised in the table below.

Issues Raised	Response
8 parking spaces for 12 properties are inadequate. Would future residents be entitled to parking permits for zone A? The layout of these spaces is also inadequate as car parking for the existing dwellings may be made inaccessible. No provision is made for visitor parking.	See paragraphs 38-41.
Provision should be made within the refuse area for the bins of the existing properties to be placed on collection day.	See paragraphs 32 and 43.
Access to the existing car parking areas will need to be maintained via rights of way.	See paragraph 40.
The number of proposed dwellings is too high for this site. The original second phase of the approved development is for 7 townhouses, new applications seem to be pushing for an increase on this number.	See paragraph 23.
The first phase of the approved scheme (4/2002/0400/F) included planting areas and landscaping to the rear of the dwellings and maintenance of the lime and sycamore trees on the boundary of the site. These have been ignored to date and not performed in accordance with the conditions. What assurance can the Council give that the proposed development will be properly maintained?	See paragraphs 51-53.
The Arboricultural Implications Assessment states that the Lime Trees will be pollarded and pollarded as appropriate in future years. This has never been carried out and as a consequence the trees are causing loss of light to residents of Cozens Road and a hazard to the residents. When will this work be undertaken? The same with the two sycamore trees also.	See paragraphs 51-53.
I am not against the development of the site but want some assurances that the apparent lack of consideration of the developer for the conditions of phase 1	See conditions.

will not be repeated as the site develops further.	
Will there be any S106 funding as a result of this development and if so will residents have a say on what it is spent on?	See paragraph 54-55.

## Consultation Responses

7. Norfolk County Council Highways: We are content for the highways implications to be assessed by Norwich City Council's Highway engineers.
8. Anglian Water: Conditions and informatives recommended.
9. Norfolk Police: The archway allows unrestricted access to the rear of the site. Suitable access control should be afforded. Gates should be installed here and at the alleyway between the existing dwellings and the new development. Defensive planting should be used between the amenity areas and the footpaths. The rear car parking court is not desirable.
10. Environment Agency: The site is within flood zone 2 medium risk and is classed as a 'more vulnerable' land use. The site should pass the sequential test. A condition regarding contaminated land should be applied to any permission granted.
11. Fire Officer: No fire hydrants will be required. No further comments.
12. Environmental Health: No concerns re: contamination of land. A precautionary condition should be applied to any permission. Intrusive traffic noise may be an issue, especially for the habitable rooms facing the road as Carrow Road is a major route through the eastern side of the city. Again, this can be dealt with via condition though. A condition for light nuisance along with conditions for the construction and demolition phases should also be applied.
13. Tree Officer: Any approval should be conditioned to be carried out in accordance with the provisions outlined in the Arboricultural impact Assessment.
14. Transportation: The parking levels are sufficient. The site is within a controlled zone and the new properties will not be eligible for permits. There will therefore be no knock-on effect of residents parking in existing streets and the scheme will effectively be 'car-free'. The side alleyway is not large enough for the bins to be moved out of the store area, perhaps the width of the development can be reduced to widen this alleyway and access point?
15. Landscape: (Subject to the revised scheme being submitted): A landscaping scheme across the whole site including planting proposals and details of all hard landscaping materials should be conditioned.
16. Natural Areas Officer: There are no biodiversity implications although any cutting back of vegetation should be carried out outside of bird breeding season. Perhaps bird boxes could be included and the use of native or berry bearing shrubs as a component of the landscaping.
17. Design & Conservation: (Following all revisions to the scheme) Conditions required with regards to materials, window and door joinery and details of the positions of

boiler flues and downpipes etc. The scheme will score 14.5 against the Building for Life Criteria.

## **ASSESSMENT OF PLANNING CONSIDERATIONS**

### **Relevant Planning Policies**

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

PPS1 - Delivering Sustainable Development  
PPS1 Supplement – Planning for Climate Change  
PPS3 – Housing  
PPG13 – Parking (January 2011)  
PPS23 - Planning and Pollution Control  
PPG24 – Planning and Noise  
PPS25 – Development and Flood Risk

#### **Relevant policies of the adopted East of England Plan Regional Spatial Strategy 2008**

SS1 - Achieving Sustainable Development  
T14 - Parking  
ENV7 - Quality in the Built Environment  
WM6 - Waste Management in Development  
ENG1 – Carbon Dioxide Emissions and Energy Performance  
NR1 - Norwich Key Centre for Development and Change

#### **Saved Policies of the Adopted Norfolk Structure Plan (October 1999):**

T.2 - Transport - New Development

#### **Relevant policies of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011**

Policy 1 – Addressing climate change and protecting environmental assets  
Policy 2 – Promoting good design  
Policy 3 – Energy and water  
Policy 4 – Housing delivery  
Policy 6 – Access and transportation  
Policy 12 – Remainder of Norwich area  
Policy 20 - Implementation

#### **Relevant saved policies of the adopted City of Norwich Replacement Local Plan 2004**

NE3 - Tree protection, control of cutting and lopping  
NE9 - Comprehensive landscaping scheme and tree planting  
HBE12 - High quality of design in new developments  
EP1 - Contaminated land  
EP5 – Air pollution emissions and sensitive uses  
EP6 – Air Quality Management Areas  
EP16 - Water conservation and sustainable drainage systems  
EP17 –Protection of watercourses from pollution from stored material, roads & car park  
EP18 - High standard of energy efficiency in new developments  
EP20 - Sustainable use of materials  
EP22 - High standard of amenity for residential occupiers

HOU5 - Accessible housing  
HOU13 – Proposals for new housing development on other sites  
SR7 – Provision of children’s equipped playspace to serve development  
TRA5 - Approach to design for vehicle movement and special needs  
TRA6 - Parking standards - maxima  
TRA7 - Cycle parking standards  
TRA8 - Servicing provision  
TRA11 – Contributions for transport improvements in the wider area  
TRA9 – Car free housing - criteria

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

Accessible and Special Needs Housing (Adopted June 2006)  
Energy Efficiency and Renewable Energy (Adopted December 2006)  
Trees and Development (Adopted September 2007)  
Draft National Planning Policy Framework (July 2011)

### **Written Ministerial Statement: 23 March 2011: Planning for Growth**

Support of enterprise and sustainable development.

### **Localism Act: 2001**

The Localism Act amended Section 70 of the Town and Country planning Act 1990 with regard to consideration of local financial considerations.

## **Principle of Development**

### **Policy Considerations**

18. The principle of redevelopment for housing has been accepted by virtue of previous consents: indeed the extant partially implemented permission (4/2002/0400/F) would allow the development of an additional 8no three storey dwellings on the site without further permission being required. Joint Core Strategy policy 4 would normally require an element of affordable housing to be provided within a scheme of this scale but since the submitted proposals represent a net increase of only 4 dwellings over and above what could be built out under existing consents this is not being pursued in this instance.
19. Proposals for housing on this site must demonstrate a high quality of design and layout, respecting the character and density of the wider area whilst allowing for appropriate amenity space and provision of refuse, cycle and servicing provision and car parking where appropriate in accordance with the policy standards as laid out in the Joint Core Strategy (Policy 2) and replacement local plan (saved policies HOU13 and HBE12). In particular saved policy HOU13 requires new housing developments on unallocated land to provide for defensible private amenity space on site and policy HOU19 flatted developments to respect and enhance the density of the neighbouring area and be sensitive to the effects of providing higher density housing in lower density areas.

### **Local Finance Considerations**

20. The Localism Act 2011 amended S70 of The Town and Country Planning Act 1990 to require local planning authorities to have regard to local finance considerations in the determination of planning applications, alongside the development plan and other material considerations.

21. In this case the proposals if approved, would generate council tax receipts as well

as attracting new homes bonus.

## **Housing Proposals**

### **Affordable Housing**

22. As noted above, Joint Core Strategy policy 4 normally requires affordable housing to be provided on development schemes of 5 or more dwellings. However, given that 8 further units could be developed under the extant partially implemented permission, the net increase in the number of dwellings to be provided here would only amount to 4 which in itself would not trigger a requirement for affordable housing. This assessment is based on the principle (established through case law) that developers of subsequent phases of partially implemented housing schemes should not be expected to make up any shortfall in affordable housing provision not delivered from previous phases. This being the case, affordable housing is not required on this site.

### **Housing Numbers and Density**

23. The site area of the application site is 0.09ha, the provision of 12 new dwellings equates to a density of 133 dwellings per hectare. Whilst this is much higher than the existing density of the surrounding area it is considered that the sensitive design and location of the buildings would reduce the impact of the new development on neighbours and is therefore considered acceptable. Further discussion of this will be made under the heading 'Design' below but the application proposals are considered to be in accordance with the policy objectives of saved policy HOU13 and JCS policy 4.

## **Impact on Living Conditions**

### **Noise and Disturbance**

24. There may be minor noise and disturbance issues resulting from the construction of this development but it is considered that these can be controlled sufficiently via the application of the standard informative regarding construction noise. Any disturbances are likely to be short lived and restricted to the duration of construction. There are not considered to be noise issues arising as a direct result of the development itself.

25. Noise disturbance to future occupiers has been raised as an issue by Environmental Health with regards to the heavy traffic flows along Carrow Road and the resulting impact on the amenity of occupiers. However, it is felt that a condition requiring details of sound insulation measures to the windows of dwellings fronting Carrow Road is sufficient to ensure that there will be no detrimental impact on the amenity of future occupiers and the application proposals are considered to be in accordance with the objectives of saved policy EP22.

### **Overlooking, Loss of Privacy and Overshadowing**

26. Since the previously refused application the design of the development has been significantly altered in order that there is no overlooking of properties fronting Cozens Road along the eastern boundary of the site. The previous scheme included a dormer window at second storey level, which taking into consideration the topography of the site, resulted in a significant propensity for overlooking. The current scheme has replaced the dormer with Velux windows to the rear elevation. It is considered that as a result there will be no potential for increased overlooking or loss of privacy to adjacent residential occupiers.

27. In addition, it is considered that there is sufficient distance between the existing terraced housing on Cozens Road and Hardy Road and the proposed new townhouses and flat block to ensure no unacceptable loss of light, overlooking or



loss of privacy. There are also mature Lime trees on the boundary which will further safeguard against loss of privacy and which would themselves have as much, or more, impact on light levels available to existing residential dwellings than the proposed new buildings. The proposals are therefore considered to be in accordance with saved local plan policy EP22.

## **Design**

### **Layout**

28. The site is part of a cluster of terraced houses informally known as the Harbour Triangle sandwiched between the industrial areas of this part of the city, the railway and the football club. The isolated nature of this area lends a particular urban character and it is important that this is respected and responded to in new development. Further, the site is in a key location, addressing Carrow Road, set between two rows of terraced houses. This is a particularly prominent location, being visible from north, south and further afield from the west.
29. From the road the proposed block reads as two halves. The first being 3no two storey dwellings replicating the design of the adjacent existing townhouses, the other half being a two storey block with accommodation in the roof space and split into two sections. Again the design references that of the existing townhouses to bring visual cohesion to the whole development. There is a carriage arch linking the two halves together providing vehicular access to the rear of the site.
30. The building line is level with adjacent existing terraced dwellings to the north and south of the application site and its projecting and recessed bays replicate the rhythm of existing period terraces with bay windows at ground floor level. The terraced houses are accessed from street level on Carrow Road but also have a stepped rear access to the rear parking area. The flats are accessed from street level on Carrow Road via a communal entrance in the centre of the building. There is also a rear access to the shared amenity area and parking court.
31. A ramped access is provided between the existing townhouses and proposed townhouses to ensure that residents of the existing scheme have an access route to move refuse and recycling bins to the front of the properties on collection day. An objection has been raised that residents of the existing houses store their bins where the development is proposed to be built. It should be noted however that such storage is unauthorised, since the existing residents should store their refuse bins within their own land, i.e. in rear of front gardens, and not only the wider site.

### **Design, Form, Scale and Massing**

32. The design takes a contemporary approach, replicating the design of the 7no dwellings built under the extant permission. The scale and massing of the development is considered appropriate and responds well to the complex topography of the site, reducing in height to the northern end of the site where the land is highest in order to respect adjacent neighbouring properties. Precise materials have not been specified at this stage but a condition is proposed to ensure they match those utilised on the adjacent development, or are as close a match as possible to ensure visual cohesion across the two sites.
33. The height of the proposed dwellings is considered acceptable and will not result in unacceptable impacts on light and privacy to adjacent residents. The height is stepped down towards the south of the site replicating the stepping down of the roofline of adjacent neighbouring properties and reflecting the topography of the site. The building line is situated to the front of the site facing Carrow Road but the small areas of landscaping to the front will provide a privacy screen from the

road and footpath. Again, to the rear there is sufficient separation from existing properties on Cozens and Hardy Roads to ensure that the amenity of occupiers of both properties is not adversely affected. .

34. The position of the solar panels has been sensitively chosen to align with the corresponding front facing dormer windows. This maintains the rhythm of the street elevation. Details of the rooflights should be conditioned to ensure that they are not visually obtrusive and do not protrude excessively from the roof slope.
35. The proposals are considered to be acceptable in design terms and to accord with the objectives of PPS1, policy 2 of the JCS and saved local plan policy HBE12.

### **Building for Life**

36. The proposal has been assessed against Building for Life criteria and scores 14.5 points which achieves a silver rating. Policy 2 of the JCS requires that all new development achieve at least 14 points against these criteria.

## **Transport and Access**

### **Vehicular Access and Servicing**

37. The single storey carriage arch provides vehicular access to the rear of the site and is positioned between the proposed townhouses and the flatted block. Its siting further north than in the previous approved scheme will reduce the potential for traffic conflicts on Carrow Road and queuing at its junction with Kerrison Road. The arch provided is wide enough for two vehicles to pass each other ensuring vehicular access to and egress from the site in a forward gear is achievable, in accordance with saved local plan policy TRA5.

### **Car Parking**

38. 8 car parking spaces are provided for the proposed 12 dwellings, representing a beneficial reduction over maximum car parking standards (low car housing). Although the site is not directly served by a bus route, it is well within 200m of the nearest bus stop and within 500m of additional bus stops at Riverside retail park, which is within acceptable walking distance. The reduction in car parking delivers compensatory benefits in terms of substantially increased shared amenity space for the flatted block and a private defensible amenity space for each townhouse. In addition, one of the car parking spaces provided is allocated for disabled use.
39. It is accepted that the scheme will generate some parking pressure, however, the fact that the surrounding area is permit parking only should ensure that there is no knock-on impact on parking for residents in neighbouring streets.
40. Whilst car parking courtyards are discouraged by the police, this is considered the best design approach in this instance given the site constraints and the need for access to an existing courtyard. It is also felt that whilst gating off the carriage arch to the rear courtyard may be preferable for security reasons, the potential impact of such a gate on the free flow of traffic on Carrow Road and potential pedestrian safety hazard (from vehicles being obliged to position themselves across the footway while the gate is opened) would outweigh any perceived benefits
41. The proposals are therefore considered acceptable on balance and accord with saved local plan policies TRA6 and TRA9.

### **Cycle Parking**

42. Cycle parking is being provided on a 1:1 basis in covered and secure areas. Each townhouse is proposed to have a vertical storage facility. The flat block has a shared storage facility providing 9 cycle spaces. Whilst individual storage areas would be preferable for the flats, in practical terms this is not feasible and the shared

facility is considered an acceptable compromise. The proposals are therefore considered to be in accordance with the requirements of saved local plan policy TRA7.

## **Environmental Issues**

### **Site Contamination and Remediation**

43. The application site is not within an area of known contamination. However, conditions will be attached to any permission to ensure that in the event of contamination (land and water) being found during construction, works cease until such time as a method statement detailing how contamination is to be dealt with has been submitted and agreed.

### **Waste Management**

44. The proposed scheme provides for 2x240litre waste bins for each of the proposed townhouses, to be stored in the rear gardens. The flat block has provision for 2x1100 litre bins for waste and 2 x 1100 litre bins for recycling. This is considered sufficient. The refuse store is located on the south elevation and is accessed via the pedestrian path through to Cozens Road and Hardy Road. This access route is proposed to be retained and widened to allow for the bins to be collected. This provision is considered acceptable and in accordance with local plan requirements.

45. The access route currently has 2no permanent bollards limiting access along this path to pedestrians. A new droppable and lockable bollard will replace the 2 bollards in order to ensure satisfactory arrangements for the collection of waste while maintaining pedestrian only access outside these periods. Bollard details will be subject to condition.

46. An objection has been received stating that provision for waste storage for the existing dwellings should also be in this shared location. The original scheme proposed refuse and recycling areas for each townhouse provided within the curtilage of each dwelling and not in a communal area, and these arrangements were considered adequate at the time of approval. Developers cannot be required to make additional overflow provision for waste storage for existing dwellings in addition to meeting the needs directly arising from the new development itself, when appropriate arrangements should already be in place for those existing dwellings in accordance with the original permission.

### **Air Quality**

47. The site is on the boundary of a recently agreed extended Air Quality Management Area which, when formally declared, would cover the whole of the city centre. This does not mean that air quality is necessarily poor either in the vicinity of the site or in the centre as a whole, but rather that the site falls within a wider area in which there may be potential for particular concentrations of airborne pollutants arising in any one locality ("hot spots") due to traffic congestion and other factors. Given that the extended AQMA has not yet been declared, there is no requirement for an Air Quality Assessment at this time but the applicant should be advised of this and an informative is recommended to be attached to any permission granted.

### **Flood Risk**

48. The application site is within flood zone 2 (medium risk) and residential development is identified as 'more vulnerable' development. As such, a sequential test has been carried out by the Planning Officer and the site is considered to have passed and be suitable for residential development. Further, a Flood Risk Assessment has been submitted with the application and as part of that assessment the relevant information with regards to finished floor levels has

been submitted. This information alongside the sequential test is considered acceptable and to meet the requirements of PPS25.

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

49. Policy ENG1 of the East of England Plan requires demonstration of 10% of a development's energy to be provided through on-site renewable or decentralised low carbon sources of energy and this requirement is carried forward in adopted Joint Core Strategy policy 3. The submitted energy assessment identifies the available technologies and provides an assessment of the most practical and efficient for this development. The report concludes that the use of solar thermal can achieve the 10% energy requirements of the policy whilst not impacting detrimentally on the appearance or viability of the development. The provision and ongoing operation of the panels should form a condition of any consent along with section details to ensure their projection from the roof slope is limited.

### **Water Conservation**

50. A Water Efficiency Strategy Statement has been submitted detailing how the development will be compatible with Code for Sustainable Homes level 4 for water efficiency. Whilst this is acceptable in principle a condition will be placed on any permission granted to ensure that a full Code for Sustainable Homes assessment which relates to each dwelling and which confirms that the development has been constructed in accordance with Level 4 for water usage has been submitted to and agreed in writing by the Local Planning Authority. In principle though, the proposals are considered to accord with policy 3 of the Joint Core Strategy.

### **Trees and Landscaping**

#### **Loss of Trees or Impact on Trees**

51. The Tree Officer has commented that providing the Arboricultural Impact Assessment as submitted with the application is adhered to there will be no detrimental impact on the existing 18 Lime trees proposed to be retained on site. These trees are protected by a Tree preservation Order (TPO) but it is not considered that these development proposals will have any detrimental impact on their well-being.
52. Objections have been raised on the basis of a lack of compliance with the conditions of the original permission relating to landscaping provision and the regular maintenance of the trees on site. It is proposed that conditions will be placed on any permission granted to ensure that whole site landscaping is carried out, including the demarcation of car parking spaces, prior to the first occupation of any of the dwellings. It is also recommended that compliance with the AIA is conditioned. If there is any future failure to comply with these conditions then an enforcement case should be raised, and an investigation carried out resulting in appropriate action as necessary.
53. In addition to the above a landscaping scheme for the whole site, including the land outlined in blue on the site location plan, will be conditioned to ensure that the whole site is landscaped to an acceptable standard.

### **Planning Obligations**

#### **Transport Improvements**

54. The original scheme made provision for contributions for child play space (off-site) and which have already been made and are considered sufficient to cover the necessary requirements arising from the current proposal.
55. The proposals trigger a contribution in lieu of sustainable transport under saved policy TRA11. The contribution is for £3385.80. A draft S106 agreement is in the

process of being agreed and signed. This permission should be subject to the signing of that S106 agreement within 3 months of the date of the committee recommendation. Failure to sign the agreement should result in refusal under delegated powers.

## Conclusions

56. The principle of redevelopment for housing has been accepted by virtue of previous consents on this site and the design and appearance of the proposed development responds sensitively to its surroundings and provides a high quality of development design. The layout, scale and massing of the development is considered appropriate and responds well to the complex topography of the site. Whilst the proposed density is much higher than the existing density of the surrounding area it is considered that the sensitive design and location of the buildings reduces the impact of the new development on neighbours. The proposals are therefore considered to be in accordance with the objectives of PPS1, policies 2 and 4 of the Joint Core Strategy (Broadland, Norwich and South Norfolk March 2011) and saved policies HOU13 and HBE12 of the City of Norwich Replacement Local Plan (Adopted Version November 2004) and all other material considerations.
57. The design of the development has been significantly altered in order that there is no overlooking of properties fronting Cozens Road along the eastern boundary of the site. In addition, it is considered that there is sufficient distance between the existing terraced housing on Cozens Road and Hardy Road and the proposed new townhouses and flat block to ensure no unacceptable loss of light or loss of privacy. The proposals are therefore considered to be in accordance with saved local plan policy EP22 of the City of Norwich Replacement Local Plan (Adopted Version November 2004) and all other material considerations.
58. Subject to compliance with condition on this permission there are not considered to be any arising issues of noise disturbance which would have a detrimental impact on the amenity of future occupiers of the proposed dwellings or on the amenity of neighbouring residential dwellings. Therefore the proposals are considered to be in accordance with the objectives of PPG24 and saved policy EP22 of the City of Norwich Replacement Local Plan (Adopted Version November 2004) and all other material considerations.
59. 8 car parking spaces are provided for the proposed 12 dwellings, representing a beneficial reduction over maximum car parking standards (low car housing). Whilst it is accepted that the scheme will generate some parking pressure, the surrounding area is permit parking only which should ensure that there is no knock-on impact on parking for residents in neighbouring streets. In addition, the reduction in car parking on site delivers compensatory benefits in terms of substantially increased shared amenity space for the flatted block and a private defensible amenity space for each townhouse. Therefore the proposals are considered to be in accordance with the objectives of PPG13, policy 6 of the Joint Core Strategy (Broadland, Norwich and South Norfolk March 2011) and saved policies TRA5 and TRA9 of the City of Norwich Replacement Local Plan (Adopted Version November 2004) and all other material considerations
60. Cycle parking is being provided on a 1:1 basis in covered and secure areas appropriate for the individual townhouses and the flatted block. Whilst individual storage areas would be preferable for the flats, in practical terms this is not

feasible and the shared facility is considered acceptable. The proposals are therefore considered to be in accordance with the requirements of saved policy TRA7 of the City of Norwich Replacement Local Plan (Adopted Version November 2004) and all other material considerations.

61. The proposed refuse storage areas and servicing access is considered acceptable and will bring wider benefits in the surrounding area with the widening of the pedestrian access route through from Carrow Road to Cozens Road and Hardy Road at the rear of the site. Therefore the proposals are considered to be in accordance with the objectives of saved policy TRA8 of the City of Norwich Replacement Local Plan (Adopted Version November 2004) and all other material considerations.
62. The application adequately demonstrates how the development will provide for a high standard of energy efficiency and meet the requirements of policy to provide at least 10% of its energy through the use of solar panels. Further, it has been demonstrated that the installation of such panels will not adversely affect the character or appearance of the development and subject to conditions requiring details of the solar panels, the proposals are considered to be in accordance with the objectives of PPS1, ENG1 of the East of England Plan (May 2008), policy 3 of the Joint Core Strategy (Broadland, Norwich and South Norfolk March 2011) and saved policy EP18 of the City of Norwich Replacement Local Plan (Adopted Version November 2004) and all other material considerations.
63. Subject to compliance with conditions it is considered that there will be no detrimental impact on the existing 18 Lime trees proposed to be retained on site. These trees are protected by a Tree Preservation Order (TPO) but it is not considered that these development proposals will have any detrimental impact on their well-being. Therefore the proposals are considered to be in accordance with saved policy NE3 of the City of Norwich Replacement Local Plan (Adopted Version November 2004) and all other material considerations.

## **RECOMMENDATIONS**

To approve application no 11/00376/F (Clarence Harbour Court, Carrow Road) and grant planning permission, subject to:

- 1) The completion of a satisfactory Section 106 agreement by 16<sup>th</sup> March 2012 to include the provision of contributions for sustainable transport to the value of £3385.80 and subject to the following conditions:
  - 1) Standard time limit
  - 2) In accordance with the drawings;
  - 3) Details of;
    - a. Materials, including bricks, roof tiles etc;
    - b. Window and door joinery;
    - c. Positions of boiler flues and downpipes and colour and finishes;
    - d. New gates;
    - e. Bollards;
    - f. External lighting, including position, specification and times and illuminance levels.
    - g. Solar panels, including sections.

- 4) Compliance with the submitted AIA and all details contained therein;
- 5) Details of a landscaping scheme including boundary treatments (including provision of hedgehog holes), planting schedule and hard landscaping materials for the whole site, including land outlined in blue on the site location plan;
- 6) Maintenance of the landscaping;
- 7) Replacement planting if plants die within 5 years;
- 8) Details of a scheme to deal with contamination of the site, including;
  - a. Preliminary risk assessment;
  - b. A site investigation scheme;
  - c. Site investigation results;
  - d. A verification plan
- 9) A verification report demonstrating completion of the works set out in the approved remediation strategy shall be agreed by the LPA, including results of sampling and monitoring, demonstrating the remediation criteria have been met.
- 10) Reports on monitoring, maintenance and any contingency action carried out in accordance with a long-term monitoring and maintenance plan. On completion, a final report demonstrating all long-term site remediation criteria have been met and documenting any decision to cease monitoring.
- 11) If any previously unidentified contamination is found, then all works shall cease until the developer has submitted an amendment to the remediation strategy detailing how any contamination will be dealt with.
- 12) Contaminated land details to be provided if contamination found during development works;
- 13) Certification of imported topsoils and subsoils
- 14) Windows of any habitable rooms shall be insulated to provide protection from traffic noise;
- 15) External lighting shall be positioned as sensitively as possible to residential amenity.
- 16) No dwellings shall be occupied until the works have been carried out in accordance with the surface water strategy.
- 17) Bird nesting boxes should be provided prior to first occupation;
- 18) Cutting back of any vegetation should be done outside of bird breeding season;
- 19) Cycle parking to be provided prior to first occupation
- 20) Car parking across the whole site, including land outlined in blue on the site location plan, shall be demarcated and laid out in accordance with the site plan for this scheme and the original planning permission for the remainder of the site.

**Informatives:**

- 1) Dust emissions should be reduced as far as possible;
- 2) Construction site noise shall be mitigated to appropriate times.
- 3) The sewerage system has available capacity at present but the applicant should contact Anglian Water in any case.
- 4) A Foundations Works Risk Assessment shall be undertaken where necessary.
- 5) Adjacent to an air quality management area.
- 6) Future occupiers would not be eligible for parking permits.

(Reasons for approval:

The principle of redevelopment for housing has been accepted by virtue of previous consents on this site and the design and appearance of the proposed development responds sensitively to its surroundings and provides a high quality of development design. The layout, scale and massing of the development is considered appropriate and responds well to the complex topography of the site. Whilst the proposed density is much higher than the existing density of the surrounding area it is considered that the sensitive design and location of the buildings reduces the impact of the new development on neighbours. The proposals are therefore considered to be in accordance with the objectives of PPS1, policies 2 and 4 of the Joint Core Strategy (Broadland, Norwich and South Norfolk March 2011) and saved policies HOU13 and HBE12 of the City of Norwich Replacement Local Plan (Adopted Version November 2004) and all other material considerations.

The design of the development has been significantly altered in order that there is no overlooking of properties fronting Cozens Road along the eastern boundary of the site. In addition, it is considered that there is sufficient distance between the existing terraced housing on Cozens Road and Hardy Road and the proposed new townhouses and flat block to ensure no unacceptable loss of light or loss of privacy. The proposals are therefore considered to be in accordance with saved local plan policy EP22 of the City of Norwich Replacement Local Plan (Adopted Version November 2004) and all other material considerations.

Subject to compliance with condition on this permission there are not considered to be any arising issues of noise disturbance which would have a detrimental impact on the amenity of future occupiers of the proposed dwellings or on the amenity of neighbouring residential dwellings. Therefore the proposals are considered to be in accordance with the objectives of PPG24 and saved policy EP22 of the City of Norwich Replacement Local Plan (Adopted Version November 2004) and all other material considerations.

8 car parking spaces are provided for the proposed 12 dwellings, representing a beneficial reduction over maximum car parking standards (low car housing). Whilst it is accepted that the scheme will generate some parking pressure, the surrounding area is permit parking only which should ensure that there is no knock-on impact on parking for residents in neighbouring streets. In addition, the reduction in car parking on site delivers compensatory benefits in terms of substantially increased shared amenity space for the flatted block and a private defensible amenity space for each townhouse. Therefore the proposals are considered to be in accordance with the objectives of PPG13, policy 6 of the Joint Core Strategy (Broadland, Norwich and South Norfolk March 2011) and saved policies TRA5 and TRA9 of the City of Norwich Replacement Local Plan (Adopted Version November 2004) and all other material considerations

Cycle parking is being provided on a 1:1 basis in covered and secure areas appropriate for the individual townhouses and the flatted block. Whilst individual storage areas would be preferable for the flats, in practical terms this is not feasible and the shared facility is considered acceptable. The proposals are therefore considered to be in accordance with the requirements of saved policy TRA7 of the City of Norwich Replacement Local Plan (Adopted Version November 2004) and all other material considerations.

The proposed refuse storage areas and servicing access is considered acceptable and will bring wider benefits in the surrounding area with the widening of the



pedestrian access route through from Carrow Road to Cozens Road and Hardy Road at the rear of the site. Therefore the proposals are considered to be in accordance with the objectives of saved policy TRA8 of the City of Norwich Replacement Local Plan (Adopted Version November 2004) and all other material considerations.

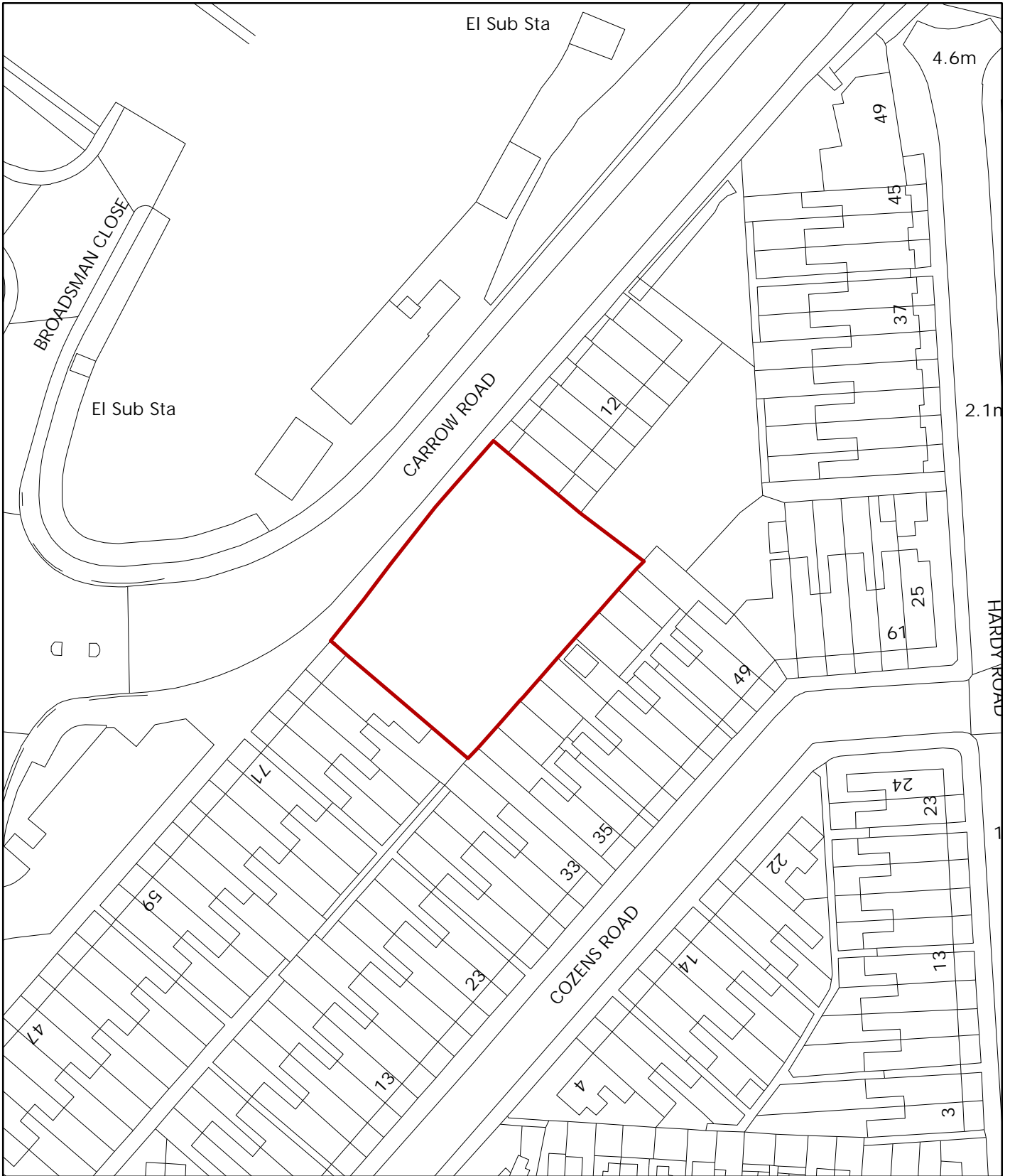
The application adequately demonstrates how the development will provide for a high standard of energy efficiency and meet the requirements of policy to provide at least 10% of its energy through the use of solar panels. Further, it has been demonstrated that the installation of such panels will not adversely affect the character or appearance of the development and subject to conditions requiring details of the solar panels, the proposals are considered to be in accordance with the objectives of PPS1, ENG1 of the East of England Plan (May 2008), policy 3 of the Joint Core Strategy (Broadland, Norwich and South Norfolk March 2011) and saved policy EP18 of the City of Norwich Replacement Local Plan (Adopted Version November 2004) and all other material considerations.

Subject to compliance with conditions it is considered that there will be no detrimental impact on the existing 18 Lime trees proposed to be retained on site. These trees are protected by a Tree Preservation Order (TPO) but it is not considered that these development proposals will have any detrimental impact on their well-being. Therefore the proposals are considered to be in accordance with saved policy NE3 of the City of Norwich Replacement Local Plan (Adopted Version November 2004) and all other material considerations.)

- 2) Where a satisfactory S106 agreement is not completed prior to 16<sup>th</sup> March 2012 that delegated authority be given to the head of Planning Services to refuse planning permission for application number 11/00376/F (Clarence Harbour Court, Carrow Road) for the following reasons:

(Reasons for refusal:

In the absence of a legal agreement or undertaking relating to the provision of a transportation contribution the proposal is contrary to saved policy TRA11 of the adopted City of Norwich Replacement Local Plan.)



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Planning Application No 11/000376/F

Site Address Clarence Harbour Court, Carrow Road

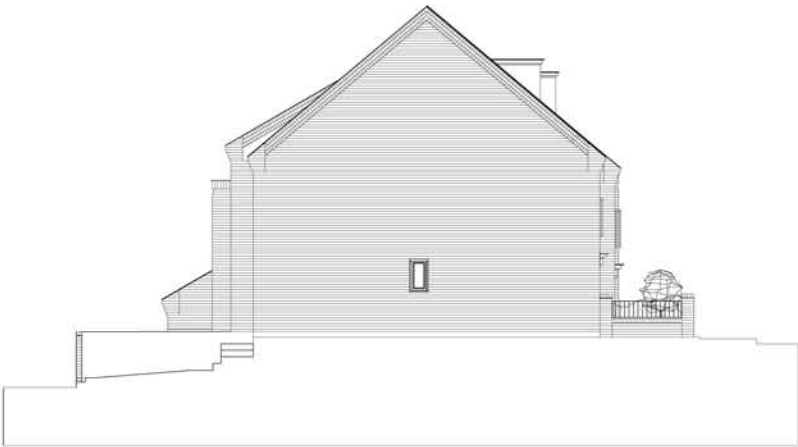
Scale 1:750



**NORWICH**  
City Council

PLANNING SERVICES





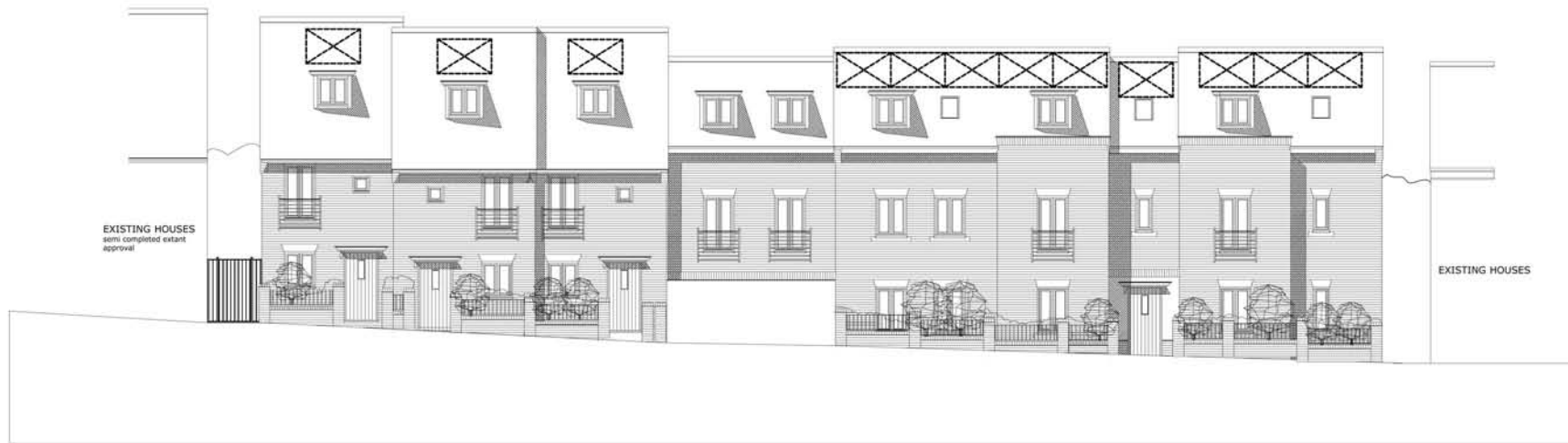
**SECTION** - taken through plot 1 which has the greatest level difference  
see site layout for configuration of steps

-  Lockable gates 1.85m high controlable by residents
-  Ramped residents access between existing and proposed houses
-  Defensive planting to hedge-line against footpath
-  Motion sensor activated lighting to arch
-  Motion sensor activated lighting to residents parking court
-  Rear garden gated from parking court
-  Access to rear garden
-  Bird nesting boxes to gable ends
-  Landscaping to include berry-bearing shrubs
-  Self-contained cycle store - BIGDUG vertical type store or similar approved



**SITE LAYOUT - large scale**

REVISED : 14.2.2012 : block reduced in width - private rear gardens to apartments added. Bollard note added

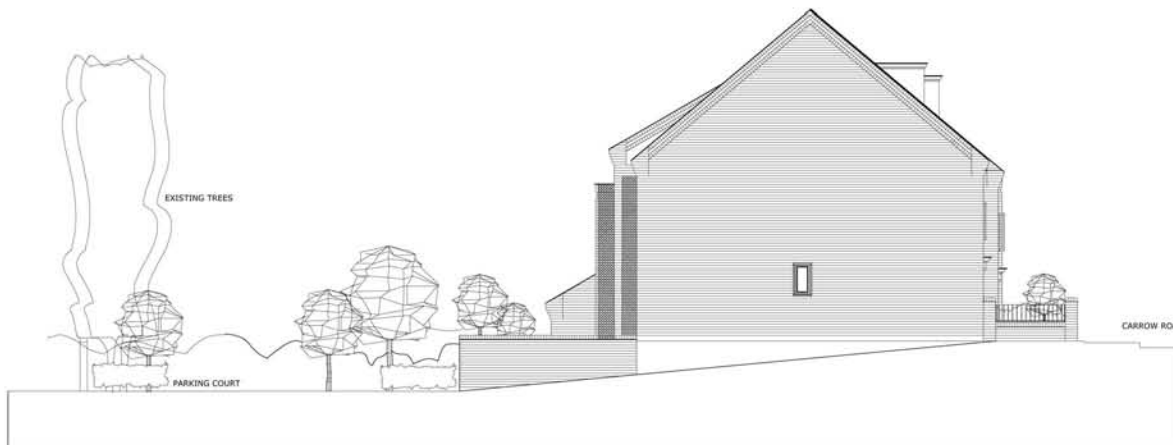


## FRONT ELEVATION

VIEW FROM CARROW ROAD with boundary treatment - indicative landscaping



10% renewable energy to be provided by 2.5m<sup>2</sup> (per dwelling) roof mounted solar panels



## END ELEVATION - HOUSES

VIEW FROM PEDESTRIAN ACCESS - long view from Carrow Road through to rear parking court - indicative landscaping

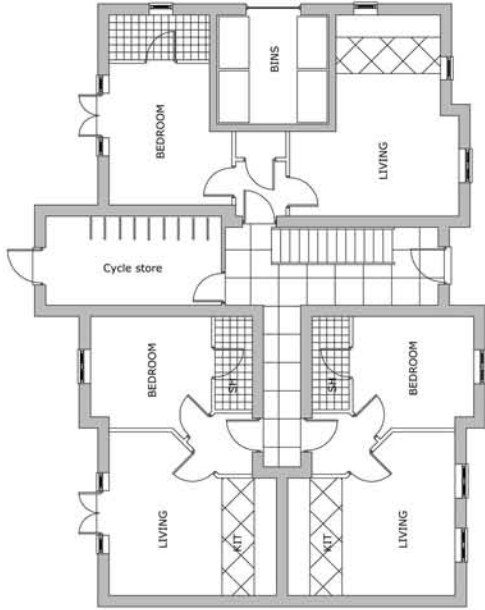
# RESIDENTIAL DEVELOPMENT CARROW ROAD NORWICH

PD41 - 01 DRAWING : 02 DATE : December 2011 TITLE : Front Elevation - Side Elevation houses SCALE : 1:100

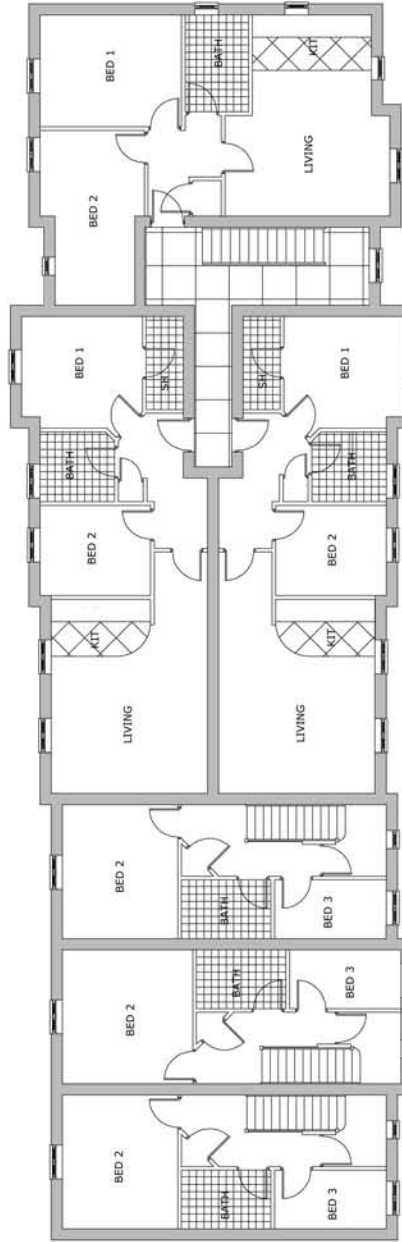
- C. Block reduced in width 09/06/11
- B. Solar panels adjusted on houses, gates shown. House end elevation revised to show window and ramp 09/06/11
- A. Solar panels added to front elevation as consultant recommendation 09/06/11



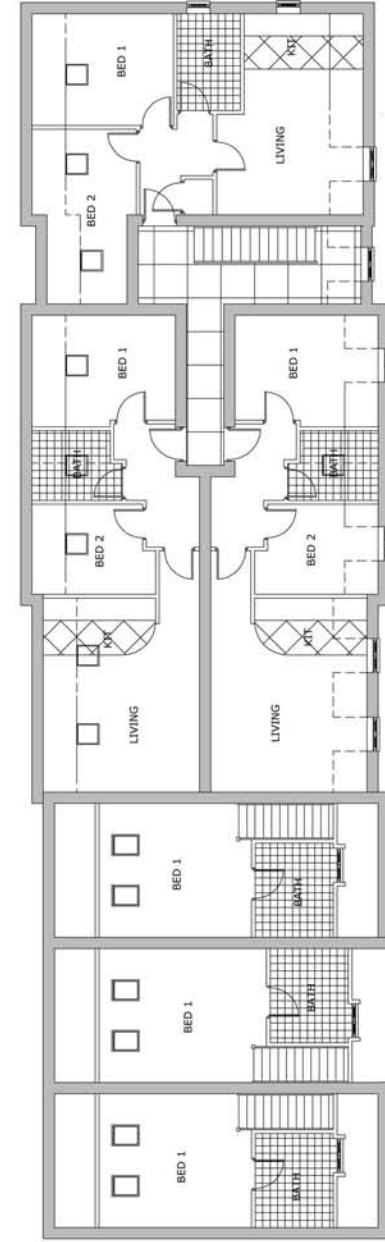
1 COLLINS WAY RASHS GREEN DEREHAM NR19 1GU  
01362 854431 07764 156081



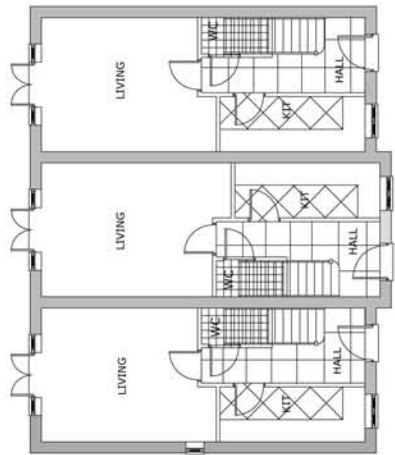
GROUND FLOOR



FIRST FLOOR



SECOND FLOOR



REVISED : 10.2.2012 : Overall block reduced in width - french doors added to ground floor apartments

REVISED : 9.1.2012 : roller shutter-type door added to bin store

REVISED : 29.12.2011 : Flank window added to end house



1 COLLINS WAY RASHS GREEN DEREHAM NR19 1GU  
01362 854431 07764 156081

RESIDENTIAL DEVELOPMENT CARROW ROAD NORWICH



## REAR ELEVATION

VIEW FROM PARKING COURT showing rear gardens and apartment amenity space - landscaping indicative



## END ELEVATION - APARTMENTS

VIEW FROM PEDESTRIAN FOOTPATH - long elevation from Carrow Road to rear parking court - landscaping indicative

REVISION : 13.2.2012 : block reduced in width - french doors added to ground floor apartments  
 REVISION : 29.11.2011 : gates added to residents access



1 COLLINS WAY RASHS GREEN DEREHAM NR19 1GU  
 01362 854431 07764 156081



## ELEVATION - rear

landscaping and walls removed to houses to show proposed rear steps



cycle storage



landing and step levels

landings and steps to have vertical railing balustrades

REVISED : 14.2.2012 : block width reduced - french doors added to ground floor apartments

# RESIDENTIAL DEVELOPMENT CARROW ROAD NORWICH

PD41 - 01 DRAWING : 03 DATE : December 2011 TITLE : Rear Elevation - Side Elevation SCALE : 1:100

  
Pelorus  
planning • land • lettings

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01362 854431 07764 156081