

**Report to** Planning applications committee

**Item**

1 October 2015

**Report of** Head of planning services

**Subject** Application no 15/00272/F - Land at Goldsmith Street, Greyhound Opening and Haslips Close, Norwich

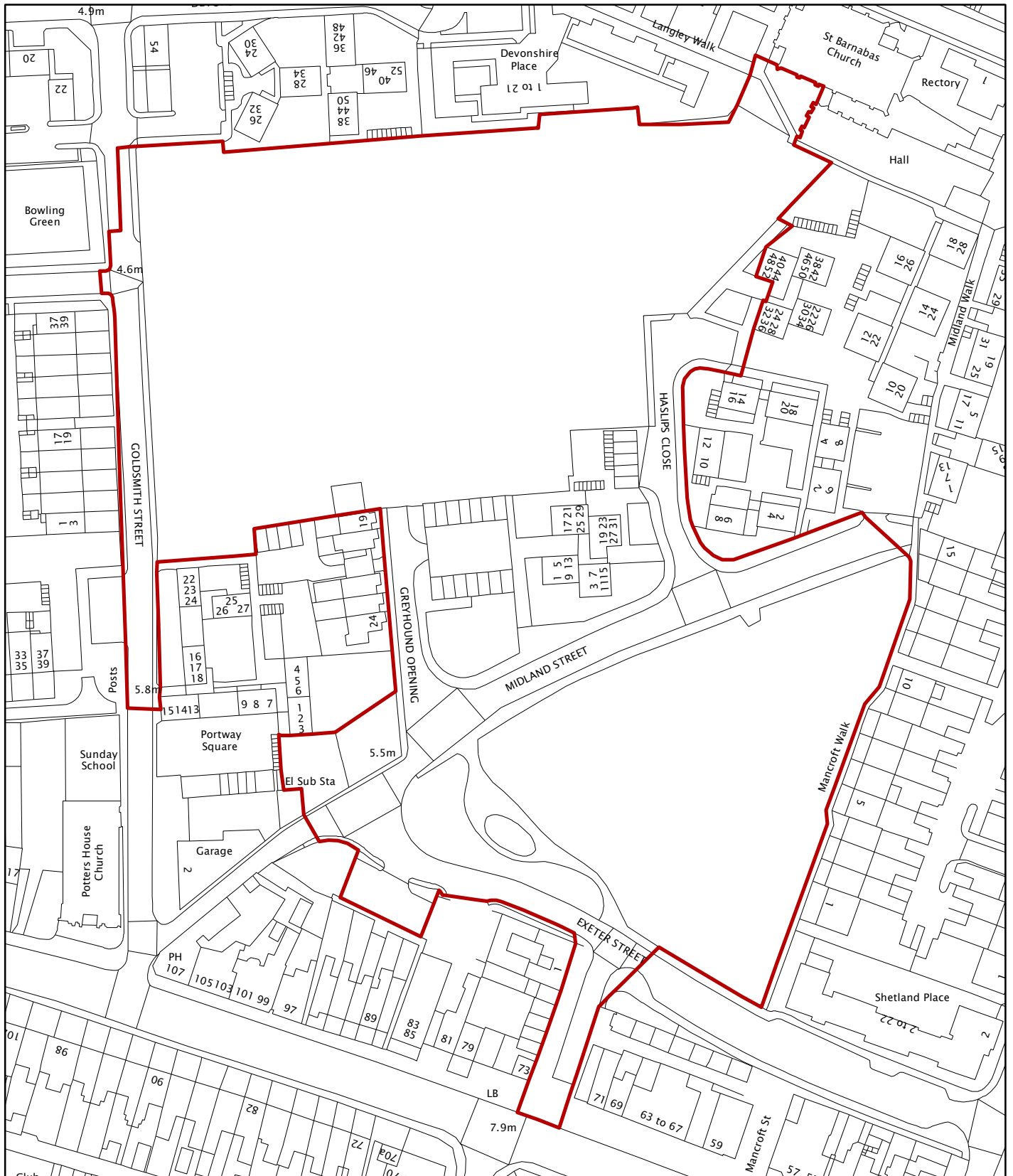
**5(D)**

**Reason for referral** Objection / City council application or site

<b>Ward:</b>	Mancroft
<b>Case officer</b>	Mr Lee Cook - leecook@norwich.gov.uk

Development proposal		
Redevelopment of site to provide 105 dwellings with associated access, landscaping and amenity spaces.		
Representations		
Initial proposal		
Object	Comment	Support
6	1	2
First revised proposal		
Object	Comment	Support
2	1	1

Main issues	Key considerations
1 Principle	Provision of housing, Site allocation
2 Amenity	Impact on amenities of neighbouring properties (outlook, privacy, building impact). Amenity spaces. Business impacts on future residents.
3 Transportation	Provision of parking and servicing. Suitable access. Extension of controlled parking zone. Private access.
4 Design	Scale, appearance, layout. Space/design standards. Amenity space. Character of area.
5 Landscaping and open space	Streetscape, open space, play areas, planting mitigation and appropriate screening.
6 Trees	Protection of viable trees.
<b>Expiry date</b>	15 October 2015
<b>Recommendation</b>	Approve subject to S106 agreement



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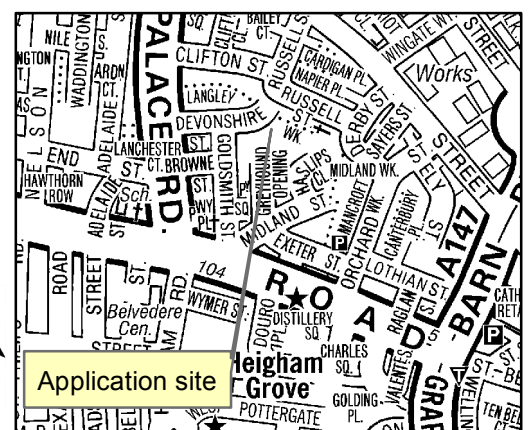
Planning Application No 15/00272/F  
 Site Address Land at Goldsmith Street,  
 Grehound Opening  
 and Haslips Close

Scale 1:1,250



**NORWICH**  
 City Council

PLANNING SERVICES



## The site and surroundings

1. The application site includes an area of brownfield land of 1.2 hectares formerly providing light industry buildings and a range of residential dwellings/care facilities. Demolition has taken place to clear the site to ground level and area enclosed. Green space and connections to the south are included within the application in line with site allocation R27. The site is located in a densely developed residential area and is largely surrounded by a mixture of terraced houses and flats, with St Bartholomew's church to the north-east.
2. The site lies a very short distance from the city centre to the east and the neighbouring shopping facilities at Distillery Square district centre on Dereham Road to the south. A number of other commercial buildings are located within the area with a car repair/fabrication business located to the west of the site located on the corner of Midland Street and Goldsmith Street. Vehicular access to the north site is currently from Goldsmith Street, Greyhound Opening and Haslips Close. Land on the north of Midland Street and south of Exeter Street are included for redevelopment. Land at Exeter Street provides some off-street surface parking. The site also lies within a current controlled parking zone (CPZ).

## Constraints

3. Policy R27 of the Site Allocations Plan designates the northern area for residential development. The site has been the subject of a design competition and an earlier design brief produced providing guidance on site constraints and design opportunities. The site and green space to the south contains a number of on-site trees which should be retained. Given the site density requirement, the development should aim to achieve improvements to adjacent green spaces and CPZ as part of any scheme. Parts of the site are within flood zone 2 and within a Critical Drainage Catchment area. The site is also over 1ha and a flood risk assessment is required. Parts of the site are potentially of archaeological interest and given historic uses could be subject to possible contamination which both require assessment.

## Relevant planning history

4. The northern site was formerly occupied by industrial buildings and a range of residential dwellings/care facilities. Early history relates predominantly to these buildings which have now been removed from site.

Ref	Proposal	Decision	Date
09/00535/DEM	Demolition of 16 No. bungalows, 10 No. flats, Alderman Clarke House (former care home) and 2 No. warden's houses.	Approved	17.09.2009
15/01326/DEM	Buildings already demolished down to ground level (previous application 09/00535/DEM). Breaking up and removal of any further slabs/asphalt roadways on site and asphalt	Pending	

	tanking/floor tiles visible on the site, along with the removal of any small pieces of asbestos cement roofing across the site which may be visible.		
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## The proposal

- Redevelopment of site to provide 105 dwellings with associated access, landscaping and amenity spaces.

### Summary information

Proposal	Key facts
<b>Scale</b>	
Total no. of dwellings	105 units, with a mix of 59 one bed flats; 1 three bedroom flat, 32 two bed, 8 three bed and 5 four bed houses.
No. of affordable dwellings	35 No. Social rent houses or flats secured as a 33% minimum through S106 agreement but all dwellings at this time are promoted as affordable dwellings at social rent levels.
Total floor space	Gross internal floor area of approximately 8,007m <sup>2</sup>
No. of storeys	Pitch roof two storey and two storey plus dormers central to new terraces with three storey blocks to ends and individually for type H. Flat roof two to three storey on Midland St (type K). Flat roof two storey on Exeter St (type L).
Max. dimensions	Houses approximately 6.3m to 7.2m wide x 8.75m deep x 6.95m to 9.29m (with dormer) tall. Flats (depending on block arrangement) approximately 7.75m to 26.7 m wide x 11.1m to 12.9m deep x 6m (Exeter St), 6m to 8.85m (Midland St) and 10.75m tall above FFL.
Density	Overall approximately 83 dwellings per hectare (dph) assessed over the 3 development areas – A being 77 dph (north section); B 151 dph (Midland St); and C 186 dph (Exeter St).
<b>Appearance</b>	
Materials	Buff brick for the walls and black clay pantiles to roofs with zinc detailing to verges and standing seam system to flat roofs. Aluminium powder coat cladding to dormers. Triple glazed aluminium frame windows.
Construction	Passivhaus specification with insulated and air-tight timber frame and brick cladding.



Energy and resource efficiency measures	Fully Passivhaus throughout
<b>Operation</b>	
Ancillary plant and equipment	MVHR units are positioned within individual dwellings.
<b>Transport matters</b>	
Vehicular, pedestrian and cycle access	Rearranged via revised/new road network around Goldsmith Street, Midland Street, Greyhound Opening, Haslips Close and Exeter Street and new pedestrian/cycle linkages through the area to provide improved connections from Dereham Road to areas north of the site.
No of car parking spaces	76 spaces including 1 car club space and electric car charging point. Parking will be on highway as part of a revised CPZ taking in road network connections to Greyhound Opening and Haslips Close and a review of layout of Goldsmith Street, Midland Street and Exeter Street.
No of cycle parking spaces	Bike stores and sheds are shown to be provided.
Servicing arrangements	Private or communal bin stores, depending on dwelling type, and relocation of some existing stores on east side of site. Access via new or existing road connections between Goldsmith Street, Midland Street, Haslips Close and Exeter Street.

## Representations

6. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing.
7. 7 letters of representation and 1 comment of groups or societies have been received in response to the initial scheme. 2 letters of representation and 1 comment have been received in response to the revised proposals citing the issues as summarised in the table and paragraphs below. All representations are available to view in full at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.
8. Simon Wright former MP Norwich South highlighted comments copied to him from a local resident and asked the Planning Authority to have regard to these in considering the application. Cllr Amy Stammers has forwarded on comments from a local resident for consideration.

Issues Raised initial proposed scheme	Response
1 - Letter of notification does not make it clear that	Comment references site

development is proposed on Exeter Street and Midland Street.	address used to plot the application. Plans and documents with application explain extent of development.
2 - Site notice not posted in prominent position. Only 1 is provided on Greyhound Opening.	Application has been advertised in line with policy with press and site notices issued and information on Council web-site.
3 - There are discrepancies on the red line position between different drawings.	Agent has provided updated information
4 - Bin collection for Midland Street and Exeter Street is inadequate and would not appear to work for the number of units proposed.	Paragraph 52, 53
5 - Site level information on the drawings is inconsistent.	Topographical and section drawings have been provided
6 - Housing densities are excessive for the area without car parking on site.	Paragraphs 35, 36, 38, 41
7 - Questioned detail of works between Exeter Street and Dereham Road.	These involve hard surface improvements and indicated on submitted landscape drawings. Detail subject to suggested condition.
8 - Public consultation information within statements does not include Exeter Street development. Questioned why not.	Applicant has subsequently provided access to pre-app comments.
9 - Return of 42 questionnaires with 67.6% in favour of development at pre-application public consultation is not a majority of residents in favour.	Noted
10 - Feedback about loss of parking and impacts on Dereham Road residents has not been mentioned in D&A statement.	Applicant has subsequently provided access to pre-app comments.
11 - Parking figures in D&A are inaccurate. Number of spaces provided is 74% not 81% to number of units proposed.	Noted
12 - Selective parking surveys. Parking survey of Exeter Street was selective in timings and does not accurately reflect actual levels of usage.	Noted - further survey information has been provided for Exeter Street

13 - Any loss of light would be unacceptable which has been enjoyed for over 100 years for properties on Dereham Road.	Paragraphs 43, 44,
14 - Shadow analysis for Exeter Street has not been provided. What is the impact?	Some information is available within the D&A and additional submissions have been provided by the agent. Amenity
15 - Exeter Street block completely covers site and can be considered to be overdevelopment.	Paragraphs 35, 36, 38, 41, 44, 70
16 - Anglian Water assessment identifies only 92 dwellings and they suggest site has capacity although local resident notes frequent blockages.	Paragraphs 11, 103
17 - Exeter Street development results in removal of access for refuse collection from Dereham Road properties	Alternative means of providing collections for these properties has been discussed  Paragraph 61
18 - Loss of Exeter Street car park represents major impacts for local disabled people who require access to vehicles within short distance of home. Creates difficulty in finding alternative parking space. Dereham Road as an alternative is not appropriate. There is no alternative access to the rear.	Paragraphs 57, 61, 62
19 - Exeter Street – Overshadowing, loss of outlook and loss of privacy from proposed Exeter Street block. No details of windows have been provided. Difficult to see how light will get into these new flats without new windows overlooking properties on Dereham Road.	Paragraphs 41, 44, 45,
20 - Development could cause new rat runs for traffic within the area. Additional works should be considered to limit or remove such impacts.	Paragraphs 55, 56
21 - The proposal might overload drainage system within the area.	Paragraphs 11, 14, 101 to 103.
22 - Loss of parking will result in long distance from home to parked vehicle.	Paragraphs 58. 59
23 - There is no guarantee that replacement parking along Exeter Street would be available for residents on Dereham Road. Parking on Dereham Road is time limited to 30 minutes making it useless for residents parking.	Paragraphs 57, 58, 59, 62

24 - Increase from traffic from number of dwellings shown will adversely impact on local junction at Old Palace Road/Dereham Road/Heigham Road	Paragraph 54
25 - Increase in traffic and pollutants will worsen medical conditions/health of local residents	This is a wider policy issue in terms of health and air quality monitoring. Location is in a sustainable position aimed at encouraging use of other transport types.  Paragraphs 33, 51, 54, 57
26 - Midland Street and Exeter Street elements will make a claustrophobic feel to the area and cause cramped junction and result in loss of light. Are out of proportion with the area.	Paragraphs 36, 40, 43, 53, 54, 67, 70
27 - Changes to Goldsmith Street to slow vehicles will reduce available parking spaces.	Paragraphs 55, 56, 58, 62
28 - Church community buildings have impact on parking available in the area.	Paragraphs 58, 59, 62
29 - Concerned about proximity of residential development to local business premises which fall within class B2. Such uses should be remote from residential properties. Likely to be issues of noise and vibration and loading/unloading of materials. There is strong policy support for protection of business premises.	Paragraphs 46, 47, 49, 54
30 - Welcome refurbishment and brining site back into use.	Noted
31 - Proposals are sympathetic with existing properties. Provide a good density and mix of properties. Would help meet local housing need.	Noted
32 - Welcomes new lifetime homes and car parking opportunities.	Noted
33 - From experience there are currently a number of vacant parking spaces in the area and new parking is likely to be underused. The number of spaces proposed will be adequate for all affected by the development.	Noted
34 - New play and open spaces will incorporate into the community very nicely. Welcomes extension of green areas and plans for a new pocket park and site linkages.	Noted
35 - Location of the development should help encourage travel by sustainable means.	Noted

36 - Lost spaces on Exeter Street appear to be compensated for with other new parking spaces in the area.	Noted
37 - The existing south-west corner of the site can become intimidating and forbidding in the evenings. Welcomes the inclusion of development here and new dwellings will bring life and lift this corner and make it safer and more welcoming.	Noted
38 - Welcomes suggested changes to road junctions and new and wider pavements. These should be safer as a result. Improvement is long overdue and welcome inclusion in the plans.	Noted
39 - Building on brownfield rather than green field is much preferable.	Noted
40 - Local business on Goldsmith Street causes difficulties for local residents often blocks the highway and operation is discourteous.	Noted
41 - Drawing and information of Exeter Street car park is inaccurate. There are only 7 spaces and not 8.	Noted
<b>Issues Raised 2<sup>nd</sup> proposed scheme</b>	<b>Response</b>
Repeat of general comments 1,2, 4 to 12, 15 – 19, 24 and 25 above	See comments above
Notes reduced height of Exeter Street element. Still concerned about overlooking as rear windows will be openable despite them being obscure glazed.	Paragraphs 45, 49
Section drawing does not show terracing of rear gardens on Dereham Road.	Topographical and section drawings have been provided to help understand local impacts
Drawing L304 shows a section drawing with 3 storey block of flats – what is relevance of this.	This drawing is superseded by later changes to block L
Additional parking survey of Exeter Street is misleading. Only over 2 days and does not reflect normal usage of 5 to 6 cars on this area. Attempt to mislead committee into thinking that this area is not used. Requested a more holistic survey is undertaken to cover a longer period and times when residents are likely to be in and out.	Noted – assumption is made that development of this area would result in change in availability in parking of between 1 and 6 cars
Questions accuracy of comments about local business	Noted

use sent in as part of a representation on the application.	
Supports design changes to Exeter Street	Noted
Queried position of red line close to church premises.	Passed to applicant to discuss with adjacent party. Red line appears to accurately reflect any Council land ownership. Paragraph 67
Requested full set of plans to be sent electronically.	Due to limited resource link to public access sent to view documents on-line. Changes to Exeter Street explained in consultation.

9. **Norwich Society:** This is a well-considered scheme which we fully support. It recreates the tight street-scape of traditional terrace housing into a strong and well-designed contemporary form.

## Consultation responses

10. Consultation responses are summarised below the full responses are available to view at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.

### Anglian Water

11. No objection in principle. Comments provided on local assets, foul drainage capacity, foul sewer connections, surface water disposal and rates of connection to existing system at maximum 60l/s and suggested condition related to no hard-standings being constructed prior to surface water works having been carried out.

### Design and conservation

12. No written comment, informally discussed at application and pre-application stage.

### Environmental protection

13. No objection in principle. History of previous commercial uses including timber works. Requests conditions related to contamination - risk assessment; remediation strategy; verification report prior to first occupation; stop if unknown contamination is found; imported material certified for its intended use. Also informatives suggested for unrecorded UXB in the area and construction management plan/Considerate Constructors Scheme.

### Environment Agency

14. Initial objection to drainage measures removed and suggested conditions related to implementation of surface water flood strategy, details of modelling of the surface

water pipe network, details of maintenance of the drainage system and provided commentary on flood risk and drainage.

### **Highways (local)**

15. No objection in principle. Considers that overall the proposed layout is excellent; the street layout provides logical connections to its context and knits the site back into the neighbourhood offering permeability of movement and has provided other comments on parking and traffic management, pedestrian and cycle links and bin stores.

### **Housing strategy for Planning Service**

16. No objection in principle. Welcomes brownfield development; notes tenure split and whilst not policy compliant as it does not provide five intermediate tenure homes, is acceptable, due to the high need for social rented homes in Norwich; proposed affordable housing types and sizes match the identified housing need in Norwich; provision of individual entrances to the flats is welcome as they offer distinct advantages; noted that the scheme meets or exceeds the HCA design and quality standards, that 10% of homes will meet the Lifetime Homes standard and that the London Mayor's Design Guide has been a reference point for both room sizes and external amenity space. The proposal to achieve Passivhaus standards is particularly welcome, with benefits for both residents in terms of lower fuel bills, and the environment because of the lower carbon footprint. Given its city centre location, the proposed scheme achieves a high proportion of parking provision; design of private and public space provides for a range of activities for different ages and abilities, thereby helping to encourage participation and promote social inclusion; proposals to extend and improve the existing parkland will particularly enhance the public amenity space.

### **Landscape**

17. No objection in principle. Provided detailed comments on pedestrian & cycle links, play areas, parkland extension, Catalpa square, communal gardens, Midland Street park and requested additional tree assessment and minor changes to the scheme and for standard landscaping conditions to be applied.

### **Norfolk county planning and flood & water management team**

18. No comments.

### **Norfolk county strategic planning/obligations**

19. No comments.

### **Norfolk historic environment service**

20. No objection in principle. Requested summary of site finds and condition in respect of archaeological investigation.

## **Norfolk police (architectural liaison)**

21. No objection in principle. Comments provided on fencing heights at front and security, lockable access to rear spaces and secured by design principles to be incorporated into the scheme.

## **Natural areas officer**

22. No objection in principle. Considers the ecological report adequately covers mitigation measures. The planting strategy goes into detail on the proposed planting and other biodiversity measures, and it is noted that many of the plant species proposed are of wildlife value. The use of nest boxes is mentioned, and recommended that a number of House Sparrow terraces be installed. The plant species e.g. hornbeam are also attractive to sparrows. One potential omission is the lack of mention of connectivity for hedgehog and other small animals through the site. This should be addressed, for example by providing 'hedgehog gaps' in boundaries between private gardens, and, if appropriate, communal and amenity areas.

## **Parks and Open Spaces**

23. No written comments, have been involved in discussions on the design approach to play and open space areas with the applicant.

## **Private sector housing**

24. No comments.

## **Tree protection officer**

25. No written comment, informally discussed at pre-application and application stage.

# **Assessment of planning considerations**

## **Relevant development plan policies**

26. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
- JCS1 Addressing climate change and protecting environmental assets
  - JCS2 Promoting good design
  - JCS3 Energy and water
  - JCS4 Housing delivery
  - JCS5 The economy
  - JCS6 Access and transportation
  - JCS7 Supporting communities
  - JCS9 Strategy for growth in the Norwich policy area
  - JCS12 The remainder of the Norwich urban area including the fringe parishes
  - JCS20 Implementation
27. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**
- DM1 Achieving and delivering sustainable development



- DM2 Ensuring satisfactory living and working conditions
- DM3 Delivering high quality design
- DM4 Providing for renewable and low carbon energy
- DM5 Planning effectively for flood resilience
- DM6 Protecting and enhancing the natural environment
- DM7 Trees and development
- DM8 Planning effectively for open space and recreation
- DM9 Safeguarding Norwich's heritage
- DM11 Protecting against environmental hazards
- DM12 Ensuring well-planned housing development
- DM13 Communal development and multiple occupation
- DM17 Supporting small business
- DM28 Encouraging sustainable travel
- DM30 Access and highway safety
- DM31 Car parking and servicing
- DM32 Encouraging car free and low car housing
- DM33 Planning obligations and development viability

**28. Norwich Site Allocations Plan and Site Specific Policies Local Plan adopted December 2014 (SA Plan)**

- R27: Goldsmith Street

**Other material considerations**

**29. Relevant sections of the National Planning Policy Framework March 2012 (NPPF):**

- NPPF0 Achieving sustainable development
- NPPF1 Building a strong, competitive economy
- NPPF4 Promoting sustainable transport
- NPPF6 Delivering a wide choice of high quality homes
- NPPF7 Requiring good design
- NPPF8 Promoting healthy communities
- NPPF9 Protecting Green Belt land
- NPPF10 Meeting the challenge of climate change, flooding and coastal change
- NPPF11 Conserving and enhancing the natural environment
- NPPF12 Conserving and enhancing the historic environment

**30. Supplementary Planning Documents (SPD)**

- Affordable housing SPD adopted March 2015
- Trees and landscape SPD draft for consultation, July 2015

**Case Assessment**

- 31.** Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan policies are detailed above. Material considerations include policies in the National Planning Framework (NPPF), the Councils standing duties, other policy documents and guidance detailed above and any other matters referred to specifically in the assessment below. The following

paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations.

### **Main issue 1: Principle of development**

32. Key policies and NPPF paragraphs – JCS4, JCS9, JCS12, JCS20, DM1, DM8, DM12, DM13, DM33, SA R27, NPPF paragraphs 9, 14, 17, 49, 73-75, 109 and 129.
33. The north area of the application site is currently unoccupied with barriers provided to prevent access and anti-social behaviour. Residential use would be compatible with the character of the area and could help contribute to the overall housing demands of the City. The site overall provides the opportunity for development of new housing on a brownfield site within a predominantly residential area. The site has excellent access to jobs and services in the city centre and neighbouring shopping facilities at Distillery Square district centre on Dereham Road.
34. Site allocation R27 designates the north area for residential development to provide in the region of 100 dwellings. Under policy allocation R27 development must, where relevant achieve this minimum density and must be designed to create a new pedestrian/cycle access, contribute to improved open spaces, be in line with earlier design guidance and have regard to minimising local impacts of surface water flooding. The re-use of land is encouraged by the NPPF and local housing policy DM12. The policy also requires a minimum density of development of 40 dwellings to the hectare.
35. The promotion of residential development on previously developed land in an accessible location addresses many key requirements of the Joint Core Strategy in relation to design (Policy 2), renewable energy (Policy 3) and housing delivery (Policy 4). The proposal will also meet Joint Core Strategy policy 12's requirements to promote neighbourhood based renewal, regenerate tired suburbs and increase densities close to local facilities. Policies DM12 and DM13 require assessment of specific site requirements in relation to such issues as designing in adequate garden space, protecting amenity and providing for parking and servicing.
36. The development provides for 105 dwellings and density compares with the characteristics of the area and provides, averaged out, just over 83 dwellings per hectare and arranges the accommodation in such a way as to provide an attractive and well-designed scheme. Those individual parts of the scheme at higher density are considered to be compliant with new policy requirements as detailed and are considered to be designed to respond to the concerns of local residents and officers in respect of application discussions and revisions. The site layout overall respects its context and provides adequate standards of amenity and outlook for residents. The scheme also provides for affordable housing units within the site.
37. The scheme provides the opportunity to enhance pedestrian and cycle access between the district centre, the Midland Street open space and Old Palace Road as an integral part of the development. Linkages through the site and successful amalgamation and improvement of the adjoining open space, provision for other green space and play areas and layout to position the buildings with an acceptable relationship with existing properties, links to new roadways, paths and cycle routes are incorporated into the scheme. A formalised connection through the site via Exeter Street to existing cycle paths with direct access from Dereham Road is also proposed.

38. Considerable discussion has taken place with the agent and applicants to achieve a form and density of development which has regard to the site constraints within this area and meets with these policy requirements. As such the scheme accords with local and national policies for development and re-use of land and is considered to be an appropriate and preferred development for the site.

## **Main issue 2: Amenity**

39. Key policies and NPPF paragraphs – DM2, DM3, DM11, NPPF paragraphs 9, 17, 56 and 59.
40. The scheme provides for 105 dwellings within an arrangement of terraces running east – west and two individual blocks within the south-west corner either of the Midland Street/Exeter Street junction. Buildings are pitched roof two storey and two storey plus dormers central to new terraces with three storey blocks to ends and individually for type H; and a flat roof two to three storey building on Midland St (type K); and flat roof two storey building on Exeter St (type L). The shape of the site has led to the positioning of buildings within the north and south-west sections to form a surround to central open/green spaces and frame to the cycle/pedestrian links which run through the site and form part of the new access road arrangements to be adopted. This is seen to be an acceptable arrangement to provide on-site amenity for the benefit of residents.
41. The flats have areas of private space incorporated into their layout and also share communal external spaces within the development and on adjoining land. The townhouses each have private garden spaces. Generally the properties have been designed to meet appropriate space standards. The scheme layout will also enhance the link into the designated green space to the south-east of the site and retain and enhance the trees and planting within and around the site. The provision of planting and design features within the site will also enhance the amenity and outlook for existing and future residents.
42. The arrangement of houses in each terrace section seeks to minimise overlooking by ensuring that all first floor bedrooms look south and that first floor rooms looking north are either bathrooms or stair landings. Some of the flats could overlook other new flats, but in these instances changes have been made to layout of standard types to avoid overlooking issues between these properties.
43. The buildings are stepped in height and take advantage of the site levels to improve light levels between buildings. This aids not only amenity but also assists with winter light levels for thermal gain in terms of passivhaus design. The block of flats on the south-east boundary are positioned slightly closer to existing residential properties but still at a distance and orientation to not significantly impinge on local amenities. Specific review and analysis of sunlight and daylight factors of existing and new properties has been undertaken. Most of the windows for the new development meet or exceed BRE recommendations for light and vertical sky component. Where light levels are low additional windows to rooms have been provided to help increase total light conditions. Submissions indicate that windows to surrounding properties including Midland Street and Dereham Road pass BRE daylight and sunlight guidelines and that none experienced a reduction of daylight quality more than 0.8 of current levels.

44. Whilst the original scheme is shown to have passed for block L on Exeter Street concern was raised with the agent that the height of this building at 3 storeys was not an acceptable building relationship back to back with those on Dereham Road. Further analysis by the agent gave indication of good light and vertical sky component and that the height relationship of Dereham Road to the lower level of Exeter Street provided a potentially reduced impact in comparable building heights. The applicants have accepted comments to reduce the bulk of the building and block L is now reduced to 2 storeys in height. The distances between existing and new buildings are considered to be acceptable and typical of an urban layout for all elements of the scheme.
45. Early assessment of shading and building distances has indicated that there will be no significant loss of light, loss of outlook or overlooking to adjacent properties. The only exception to this had been the block of flats L on Exeter Street which has undergone revision to decrease to height of the block from 3 storeys to 2 and designed with flat roof to minimise any bulk of this building. Layout has also removed main habitable room windows directly overlooking adjoining property to the south. The orientation of the block has meant that some windows will still face southwards. However these are designed to be mainly windows to non-habitable rooms or do not look beyond the building boundary at ground floor level. Upper floor windows can be obscured glazed and fixed opening designed to avoid creating difficulties for residents from overlooking and a condition is proposed to control finish of these windows.
46. The adjacent business on Goldsmith Street has promoted the idea of a land swap to allow extension of their commercial premises to the rear along Midland Street. A concern they have expressed is that by increasing the number of residential units within the area and specifically on Exeter Street will undermine their established commercial operations and give rise to increased complaints about their activities within the area. Their sites on Goldsmith Street and Midland Street do have some potential for commercial noise and activity.
47. However; in designing the scheme this existing relationship has been taken into consideration and any windows or private amenity spaces have been directed away from these properties. The proposed buildings are designed to increased insulation levels should also not be greatly affected by other noise sources. It is questionable whether the whole of the commercial premises has a general industrial use but it is one which is capable of being a good neighbour without adversely impacting on their commercial operation. In the circumstances it is unlikely that new development within the area would significantly impact on the lawful operation of nearby businesses.
48. Although no exact details have been provided, lighting should be positioned to the front entrances of all dwellings together with lighting provided to illuminate the road, cycleway, footpaths, parking spaces and bin stores. Illumination of the communal spaces will help to further overcome security issues and are considered to be essential features to promote a safe and secure development. Conditions are suggested requiring submission of details of site lighting to ensure that there is no design or adverse amenity impacts or that light spill affects the ecology value of the protected green link.
49. The proposals work well with reference to their relationship with adjacent properties and subject to conditions on joinery, glazing and landscaping it is not considered

that the proposals would result in any unacceptable impact to adjacent properties in terms of outlook, overlooking or overshadowing or in terms of quality of the living environment for existing or future residents.

### **Main issue 3: Transport**

50. Key policies and NPPF paragraphs – JCS2, JCS6, DM3, DM28, DM30, DM31, DM33, NPPF paragraphs 9, 17, 39, 40, 56 and 61.
51. The approach to site access has been considered in terms of new rearranged connections via revised/new road networks around Goldsmith Street, Midland Street, Greyhound Opening, Haslips Close and Exeter Street. The application is supported by a transport statement which provides analysis of trip data and accessibility of the site to the centre of Norwich and other nearby facilities.
52. The site itself lies between the neighbourhood cycle route along Dereham Road which is between green, red and orange peddle ways. The scheme therefore provides options for new pedestrian/cycle linkages through the area to provide improved connections from Dereham Road to areas north of the site. New and existing roads and improved junctions involved in the scheme have been subject to vehicle tracking testing to ensure that the intended range of service and private vehicles using the area are capable of still gaining access.
53. The access roads allow circulation of the internal road network and provide access to refuse stores. The houses are provided with bin stores close to their entrance points and stores for the flats are provided in various communal positions for each block of flats. Some existing bin stores for flats are being relocated but should remain in accessible locations for users. Following discussion each of these facilities is positioned to be easily accessible from the internal roadway.
54. Analysis of trip generation from the development indicates that this will be relatively low at peak times with limited impacts on the wider road network. The new layout is designed in part as a safe home-zone to adoptable standards. Changes to the road layout close to existing commercial premises backing onto Exeter Street and Midland Street have been assessed and overall the scheme design allows appropriate access for service and other vehicles without detriment to operations or safety in the immediate area.
55. Improvements to the highway locally include reduced circumference to road junctions, speed tables at crossing points, narrowed carriageways and introduction of home zones/pedestrian priority and limit of speed limits to 20mph. The scheme therefore provides for suitable access, visibility and arrangements for improved road conditions. Whilst there will be some completion of connections to allow passage of motor vehicles through the area the above changes to priority and measures to traffic calm vehicles driving through should help discourage general road users to use the area as a cut through.
56. Design detail will be required to ensure that works within the highway, including realigned footpaths and the new access point, are to a suitable standard. Subject to conditions on surfacing and design work the access and servicing provisions are considered to be acceptable. Conditions are also suggested to ensure adequate provision and management of the servicing requirements of the site and for the provision of bin facilities.

57. The transport statement and other submissions analyse parking need within the locality for existing and proposed residents. It is noted that the site is located within a location suitable to promote travel by more sustainable forms of transport and in policy terms is within a location potentially suitable for car free or low car housing. The scheme incorporates measures to improve choice to walk or cycle in a safe environment with good links provided to the local district centre and public transport infrastructure. It is therefore accessible by sustainable modes for all.
58. In terms of car parking the area is within CPZ "L" where residents have permit entitlement. It is envisaged that the very good level of accessibility for the site that travel will likely result in a modal shift towards more sustainable modes of travel. Additional survey information has been provided which indicates that there is a level of vacancy for on-street parking within the area. Car ownership is likely to be lower than average due to close proximity of facilities. The transport statement estimates a level of 50% car ownership for the development and as such would be suitable to include within an extended CPZ. This approach is reinforced within policy DM28 and DM31 which gives an indication of suitable levels of car parking for various locations.
59. Given that the area is surrounded by a CPZ and that the roadway is to be adopted discussion has taken place about parking restraint and control within the development area. The scheme proposes 76 car spaces including 1 car club space and electric car charging point. Parking will be on highway as part of a revised CPZ taking in road network connections to Greyhound Opening and Haslips Close and a review of layout of Goldsmith Street, Midland Street and Exeter Street. In effect the development increases available road area for vehicles to park on-street. The agent has also indicated that there could be other areas of redundant road lining which could increase local parking further if this were seen to be an issue. This in itself would need to be subject to separate review and does not form part of this application.
60. The introduction of a travel plan for the development as a means of reducing parking requirements has also been discussed and forms part of the transport statement. The role of the travel plan is to respond to DM policy in relation to housing development above 80 units. Discussion about use of alternative means of both travel and parking control have been discussed as the application has progressed. It is suggested a form of travel plan or travel information plan is available for residents for the whole development and that details about how this will be established are required by condition. The site CPZ and other transport improvements within the area which form part of the scheme should help to encourage alternative forms of travel is achievable and reasonable.
61. A concern has been expressed about the loss of the car park on Exeter Street for use by local residents and that access has been gained over this land for a number of years. The agent has been asked to investigate this issue and has advised that whilst the Housing Service has allowed this practice for a number of years that there are no rights of access across or rights to park on the land. Alternative access should be capable of being achieved onto Dereham Road for access and servicing requirements for the few houses along Dereham Road which back onto this part of the site. Blocking up the access and land ownership would be a private matter not directly controllable under the Planning Act. The applicant has highlighted alternative access and shown provision of other new parking within the area to adequately respond to these points.

62. The car parking levels overall are below the Council maximum standard for the scale of development but allow some flexibility in parking for existing residents by extension of the area CPZ. Conditions are suggested to link the extension of the CPZ prior to first occupation of the development. The design of parking within the development area is provided within groups, close to and adjacent to homes and within view of the active rooms within these homes. On balance and in comparison to the removal of the previous commercial operation and residential parking this level of car parking and scheme for parking control is considered to be acceptable and should adequately address parking issues within the area.
63. Cycle parking is available within bike stores for the flats built into each unit or as a communal space and provision for houses will be within their garden spaces. Each have direct access to the highway. Details for provision of storage areas are suggested by way of conditions. The layout proposed for the internal courtyard demonstrates that adequate space for safe walkways and access through the area is also provided.

#### **Main issue 4: Design**

64. Key policies and NPPF paragraphs – JCS1, JCS2, DM3, DM8, NPPF paragraphs 9, 17, 56 and 60-66.
65. Layout of the scheme provides new residences on an east-west axis creating a series of terraces separated by 14m between buildings to provide suitable high-density housing together with amenity and landscaped spaces. The east-west orientation provides a series of south facing façades which assist the Passivhaus strategies for the site. The new residential development is set into the existing area and links are provided through the development creating better access to local facilities and local transport links.
66. The proposal has a domestic scale and character ranging between two and three storeys in height and does not seek to increase on building heights within the area. Defensible zones to the front and rear of the houses allow for different types of inhabitation whilst providing individual private gardens. Each flat has its own front door at street level and its own dedicated stair. Privacy is incorporated at ground floor to houses with either a 3m defensible front garden or internal timber shutters to dwellings on the south side of roadways.
67. The development is also designed to introduce new public spaces and public realm aiming to improve the area and community connections. The proposal involves the development of two landscape zones around St Barnabas Church and the mature existing Catalpa trees at the heart of the scheme as well as enhancements and connections through the existing open space north of Dereham Road. Buildings on Midland Street and Exeter Street help to enclose the west side of the site and edge of the open space. Shared 'home-zone' surfaces aids the domestic quality and acts as traffic control encouraging local traffic to slow down when travelling through areas of the site.
68. The terraced houses have first floor habitable rooms facing south, with bathrooms and staircases on the north side. Being non-habitable rooms, any overlooking issues across the street are avoided. This allows for low profile north facing elevations with low ceiling heights to non-habitable rooms to allow for a low profile roof, which helps with passive solar gain during the winter. Ends of terraces have

been designed as if they are large houses. These three storey 'bookends' to the terrace are designed as 1 bedroom flats.

69. South facing terraces have roof dormers which increase the standard 2 bed design to 3 and 4 bedroom units. The pitched roofs of the terraces and dormers are to the same pitch to provide visual consistency. Roof profiles are pitched relatively shallow to help avoid overshadowing. Main external material is a buff brick both for walls and for decoration in honeycomb and extruded patterned brickwork. Materials suggested for roofs are clay pantiles possibly in a black glazed finish with zinc detailing to roof edges. Dormers are powder coated aluminium.
70. The overall design of the development will create a pleasant unified scheme. The current proposals are considered to provide a good balance between site density and an appropriate layout. The landscaping to the public green and site frontages, detail to the front of the blocks and contemporary design should also positively address the street scenes created in the development and add design interest for the area. It is considered that this approach is appropriate for the area, however achieving a good design will be down to good detailing and it is therefore recommended that any consent be subject to conditions on details of fascias, verges, windows, doors, bricks, tiles and any cladding finish.
71. The scheme provides for a minimum of 10% of dwellings designed to lifetime homes standards. These are located at ground floor positions distributed throughout the site. In terms of space standards the design of dwellings meets or exceeds housing design quality standards and follows other recognised design guidance in terms of private external amenity space allowances.
72. Since adoption of the JCS, the Building for Life criteria detailed under JCS2 has changed and there are now 12 criteria and schemes are awarded green, amber or red against each criterion. This scheme was reviewed at pre-application stage and subsequently discussed with the design team. The judgement was that the scheme received a majority green and no red indicators. Amber is normally awarded where detail is lacking or is needed to form a complete judgement. It is fully expected that following assessment of details requested by condition the scheme would attract mostly or all green indicators. The scheme is therefore well supported in design terms and is considered to be acceptable against the Building for Life criteria.

### **Main issue 5: Landscaping and open space**

73. Key policies and NPPF paragraphs – JCS1, JCS2, JCS12, DM2, DM3, DM6, DM7, DM8, DM33, NPPF paragraphs 9, 17, 56, 58, 70, 74, 75, 109, 118, and 141.
74. Details have been worked up for indicative landscaping proposals across the site including the open space to the south and linkages northwards into the site. The proposal is intended to give communal benefits to existing and future residents and the integration of the existing landscape elements into the layout of the site should help create connections and new legible links through the area. Of particular importance will be the detailing of communal spaces and how they are defined in relation to the wider area and for the creation of a pleasant access space within the development itself.
75. As the site is to link through to the core cycling network and form a new pedestrian route the development should be well landscaped to enhance its use and to



promote biodiversity links. The site itself will provide an informal cycle and pedestrian route. Access and footpath space provision will be undertaken during development to an agreed scheme to the Councils satisfaction whereby the developer would need to meet the cost and undertake the works. The setting out distance of pavements on either side of new roads enables new trees to be positioned between parking spaces on the south side to help soften new road layouts. Other planting is proposed within the public realm at key connection points through the site.

76. Existing planting within parts of the site is to be partly protected and will help produce a mature landscape scheme at early stage. A method statement detailing how the planting will be protected is to be required by condition. Further details will also be required on the planting scheme for the site as well as internal boundary treatments. The indicative layout of these spaces is considered to be acceptable and it is suggested that the specific details be conditioned as part of any consent. Conditions are also suggested to ensure biodiversity enhancements are provided as part of the scheme and an informative added in relation to wildlife protection.
77. The area has been assessed in terms of play space provision. The site is within an area where there is some child play provision and open areas and at present it has been identified that there is potential to improve this provision. Discussions have taken place in line with local plan policy to incorporate larger green space improvements as part of the scheme and for provision to be made for open space and play space within the site rather than pursuing off-site provision and contribution towards such facilities. As well as requiring a scheme for the provision and maintenance of the central open space and new links it is reasonable to request the details for the provision and site maintenance for the play areas. This will not form part of the S106 agreement but is covered under the terms of the planning application as an essential requirement for the success of the scheme to meet local need.
78. In terms of site linkages mentioned above the scheme will also provide for formalised cycle and pedestrian links through the site which will increase sustainable site linkages and related benefits for local residents. Design of hard surfaces for roadways, home-zones and pathways will be critical to the final design of the scheme and whilst initial examples of materials have been shown details of final hard landscaping are suggested to be agreed by condition. Condition related to historic interpretation which could be incorporated into any landscape scheme are discussed below.

## **Main issue 6: Trees**

79. Key policies and NPPF paragraphs – JCS1, JCS2, DM3, DM6, DM7, NPPF paragraphs 17, 109 and 118.
80. There are a number of important trees on or immediately adjacent to the site within established planting areas. The trees form different groups around the site and include class B and C trees. Of particular importance are the Indian bean trees (*Catalpa Bignonioides*) which form a central focus to the site. Following discussion the scheme has been revised to move buildings away from the southern side of these trees and to create a stronger open green space running south towards Midland Street to then link with the existing green space to the north of Exeter Street.

81. Tree removals have been identified as being those with low life expectancy including those with species specific reasons such as Ash dieback. A group of trees in the south-west corner will be removed to allow the positioning of new dwellings to create a focus of 2 blocks either side of Midland Street to visually ground this space. Replacement tree planting is proposed, as well as maintenance of this edge and green space, to retain an amenity benefit to the area. A clearance zone for tree protection and future growth has been identified for retained trees and proposed buildings have been positioned to limit any potential impact on these trees
82. Changes to the green space include new pathways which are suggested to be constructed of a no-dig construction to limit impact on tree root zones. New bulb planting is also suggested as being carried out by hand rather than any mechanical intervention. To help improve the value of existing green spaces to community access and improve vistas within the area some additional tree works are likely to be required as part of works to improve the green space area on the south side of the site.
83. Prior to commencement of works a site meeting is suggested with the planning service tree officer to agree the scope of tree works and tree protection. A site specific AMS detailing the works within protection zones, ground protection during and after construction works and tree works such as crown lifting, pruning and minor branch reduction alongside details of arboricultural site monitoring are recommended as being required by condition. Further works and monitoring might be required to the Catalpa trees and discussion on this should be picked up under the requirement for an arboricultural site meeting and monitoring.
84. An arboricultural implications assessment has been submitted with the application and subject to strict compliance with this and with details of site supervision, meetings and arboricultural method statements suggested above it is considered that the development would be achievable without having any significant detrimental impacts on the existing trees or planting. The works overall should improve tree species growth and health. Where trees are to be removed then replacement tree planting would be sought including specific replacement for the corner group to the south west boundary. Additional trees are to be agreed within the landscape scheme for the site which again would be subject to condition.

### **Compliance with other relevant development plan policies**

85. A number of development plan policies include key targets for matters such as parking provision and energy efficiency. The table below indicates the outcome of the officer assessment in relation to these matters.

<b>Requirement</b>	<b>Relevant policy</b>	<b>Compliance</b>
Cycle storage	DM31	Yes subject to condition – private and secure cycle parking stores are shown within the submitted plans to meet development needs.
Car parking provision	DM31	Yes subject to condition – Parking will be on highway as part of a revised CPZ. Condition suggested in terms of confirming position and detail of car club space and electric car charging point and also details of highways

		specification.
Refuse Storage/servicing	DM31	Yes subject to condition – Private or communal bin stores, depending on dwelling type, and relocation of some existing stores on east side of site. Bin stores and collection are shown to be provided close to the highway for ease of collection. The design and position of stores should help reduce any visual clutter and obstruction within the area. Refuse collection is likely to be capable from Dereham Road, possibly with revised arrangements.
Energy efficiency	JCS 1 & 3 DM4	Yes subject to condition – see comments in “other matters” section below
Water efficiency	JCS 1 & 3	Yes subject to condition

### Other matters

86. The following matters have been assessed and considered satisfactory and in accordance with relevant development plan policies, subject to appropriate conditions and mitigation:

### Affordable housing

87. The promotion of this site has been discussed with Council Housing Officers to seek to secure a high percentage of the affordable housing at appropriate rent levels for the locality and to ensure an appropriate split in tenure types being made available. The scheme is in line with policy JCS4 and as a minimum 33% of the houses and flats are suggested as being provided as affordable housing and secured through S106 agreement. A plan has been submitted with the application to show thirty five dwellings along the north edge of the site as being provided and protected for this purpose through the legal agreement.

### Biodiversity

88. An ecological assessment has been submitted with the application and in terms of ecology the site, being mostly remains of building slabs and other hard surface areas, appears to be of low ecological value. There are a number of interesting trees on site and a disused fox earth is noted on the northern site but site clearance and scrub growth within and enclosure with hoardings of the north area and maintained amenity grassland to the south has meant that the main interest would be nesting birds and potentially hedgehogs. Buildings have been removed and most trees on site are lacking in suitable features to provide habitat for roosting bats. Potential impacts to protected species and other species of conservation interest from development of the site have been assessed as being minimal.
89. Mitigation would be suggested primarily as native species planting as being part of any new landscaping scheme and for the provision of bird and bat boxes. It is recommended that a number of House Sparrow terraces be installed on some of

the new homes. House sparrow numbers have declined over many years, so the provision of new nesting opportunities is likely to help the species. Requirement of details of fencing and boundary treatments is also suggested to ensure some capacity for hedgehogs to move through garden areas of the site. Maintenance of the central open space would likely be under the realm of housing services. It is suggested that any external lighting provided in conjunction with the development should be of a modern, low spill type to minimise light seepage into the open habitat at the edges of the site and that such detail is controlled by condition. Conditions are also suggested to ensure biodiversity enhancements are provided as part of the scheme and an informative added in relation to wildlife protection during site works.

## **Contamination**

90. A desk study analysis of potential for contaminated land and impact on sensitive receptors has been submitted with the application. This proposal is on an area of land historically used in part for industrial operations. Reports also note that the site is above a secondary A aquifer. Based on the information provided, the development is not believed to present a significant risk to water resources. There is potential history of contamination of the site and the recommendations by the Council's environmental protection officer in regards to contamination and protecting the amenity of neighbouring properties or safety of site operatives during the construction is to require further site analysis of required site remediation. This will need to be followed up with a verification report as necessary.
91. The development end use is a sensitive one and conditions are suggested to request that suitable testing and necessary remediation are undertaken. It would also be reasonable to require that if, during development, contamination not previously identified is found to be present at the site then development should cease until a suitable strategy is agreed. A suitable condition relating to the certification of imported topsoil is also suggested to ensure that it is again appropriate to the residential end use of the site.

## **Energy and water**

92. A preliminary Passivhaus assessment has been carried out for the development. The buildings are aimed at achieving PassivHaus (PH) certification. PH standard was developed for residential buildings as a means of minimising the heating demand of the building, primarily achieved through considered orientation, internal arrangement and envelope design. The latter point includes improvements to air-tightness, limiting cold bridging and improved window performance against heat loss. PH is increasingly being applied to domestic buildings and is considered both a robust energy performance specification and a holistic low energy design concept.
93. Heating requirement in PH developments is reduced to the point where traditional extensive heating systems are no longer considered essential. Thermal comfort can be achieved solely by post-heating or post-cooling of the fresh air mass. The MVHR units should provide energy-efficient background levels of ventilation throughout the year, but the building will also have opening windows that will allow residents to control their own environment.
94. The scheme has been orientated and designed with low pitch roofs to maximise potential for solar gain at various times of the year whilst incorporating shading

systems to help reduce excess summer heating. Due to the orientation issues related to type L flats on Exeter Street and design of windows to reduce amenity impacts this building, due to the site constraints, will have to have a higher fabric performance than the remainder of the development.

95. Energy demand for the buildings should comply with the requirement of PH building and utilise only 120kWh/m<sup>2</sup>/yr of primary energy and typically heat energy should be below 15kWh/m<sup>2</sup>/yr. Current proposals do not propose any further energy production methods but the agent has been advised that should the buildings fall below PH standards then alternative energy installations should be provided to deliver at least 10% of annual energy demand.
96. The high standard for construction should also have built in efficiencies for water conservation and a number of methods have been discussed with the applicant's agent. The scheme is therefore considered to be acceptable and suitable conditions are suggested for the development to ensure energy systems are provided and maintained on site as necessary and that water conservation measures are incorporated into the scheme. A condition is also suggested in relation to extracts, such as any for MVHR units, to ensure that the positioning does not cause harm to the amenities of the area.

## **Heritage**

97. Historically the site would have been close to the early suburb of Heigham and likely became more densely populated in the late Saxon and mediaeval period. Evidence has been found in the area for mediaeval horn working and tanning and indication that these could have been undertaken at a large scale. Later more extensive housing appears from the early 19<sup>th</sup>C and the site is likely to hold WWII buildings and evidence of bomb damage. Discussion has taken place with the Historic Environment Service and suggestion made for further archaeological investigation secured by condition. The site has a potentially interesting history, and this could be referenced to in some form of heritage interpretation in the public space which again is suggested as being sought by condition.

## **Surface Water Drainage and Flood risk**

98. Development proposals involving new buildings, extensions and additional areas of hard surfacing should ensure that adequate and appropriate consideration has been given to mitigating surface water flooding. The site is identified as being within the critical drainage area north of Dereham Road and in part within flood zone 2 at its north east corner. Buildings used for dwelling houses are classed a "more vulnerable" use and the NPPF technical guidance indicates that such uses are appropriate for such areas and an exception test is not required in this instance. In any event the site is designated within allocation R27 for residential purposes.
99. The agent has assessed surface water flood risk to the local area. The agent confirms that ground levels in the north-east corner of the site, and which lie within the edge of the flood area 2 as identified by the Environment Agency, are at or about 3.4m above ordnance datum (AOD). Assuming the worst case modelled flood predicted for a 1 in 100 year event this would reach 4m AOD and 4.77AOD in 1 in 1000 year event. The proposed ground floor levels of the dwellings is in the range of 4.175m to 5.25m and all are above the level predicted for a 1 in 100 flood event.

100. Houses are designed to have safe refuge space above 1 in 1000 year event levels. The agent has advised that a high ground safe refuge is available and suggested that as some ground floor flats are below 4.77m AOD that a Flood Evacuation Plan would be put in place to cover affected properties. Subject to the imposition of a suitable condition to ensure implementation of such escape management there should be no significant risks to future residents from predicted flood within the area.
101. In designing the proposed surface water drainage system use of localised soakaways concentrating water drainage to ground has been discounted and issues of the risk of solution features within the sites geology of sand over chalk considered. Use of permeable paving areas and landscape spaces have been shown to be preferred where a similar concentration of below ground water would not occur and the agent has additionally provided infiltration testing to show that such an approach is feasible. To cater for extreme weather events attenuation storage is to be provided within an oversized pipe system.
102. The Environment Agency have confirmed acceptance of the suggested drainage system subject to conditions related to implementation of surface water flood strategy as shown, agreement of details of modelling of the surface water pipe network to ensure sufficient capacity is incorporated and for details of the long term maintenance of the drainage system to be agreed.
103. Anglian Water has agreed to a maximum discharge rate of surface water from the site of 59.6ltr/sec giving a 30% reduction in rates going to surface water system. They have also confirmed that there is foul water capacity at the Whitlingham Trowse water recycling centre. The use of permeable surfaces and soft landscaping and effective on-site water storage provides significant improvement on the current system and provides a drainage system in compliance with policy DM5.

### **Equalities and diversity issues**

104. There are no significant equality or diversity issues.

### **S106 Obligations**

105. Whilst it is the applicant's intention at this time to provide 100% of the dwellings as affordable housing it is reasonable to secure 33% of the dwellings as such in line with policy at agreed rent or tenure type through a S106 agreement. This would include the County Council as signatory and enforcing authority to the agreement.

### **Local finance considerations**

106. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy.
107. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority.

108. In this case local finance considerations are not considered to be material to the case.

## **Conclusion**

109. The proposed scheme brings forward a land allocation in a comprehensive and integrated development. The scheme provides a suitable arrangement of 105 dwellings with associated parking and servicing. The scheme also proposes site specific solutions to parking, servicing and emergency access which aim to reduce any potential impacts from such changes on the immediate and wider area. Parking and servicing arrangements are also considered to be appropriate as are the amenity standards for existing and proposed dwellings. Given the advantages of such a comprehensive approach to development within this area and that the applicant is willing to provide for affordable housing at a % level which at a minimum concurs with the JCS policy 4 it is also considered appropriate to further pursue S106 options to secure the delivery of affordable housing on site.
110. The layout responds to the constraints and topography of the site, links with the existing cycle and nearby local centre adjoining the site and would lead to an attractive development in accordance with local and national policy. The design and layout is considered acceptable with a good relationship between the public and private realms. It is envisaged that the proposed development will achieve an appropriate standard of design and would be well integrated with the surrounding area. The development also responds to site constraints in terms of their implications for trees, energy efficiency, drainage and contamination. Subject to the conditions listed the redevelopment proposals for a mix of houses and flats are considered to be acceptable and will provide for much needed housing development in this part of the City. The development is in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

## **Recommendation**

To approve application no. 15/00272/F - Land At Goldsmith Street, Greyhound Opening and Haslips Close Norwich and grant planning permission subject to the completion of a satisfactory legal agreement to include provision of affordable housing and subject to the following conditions:

1. Commencement of development within 3 years from the date of approval;
2. Development to be in accord with drawings and details;
3. Details of facing and roofing materials; brick bond and mortar; joinery; window shutters; verges; vent systems; external lighting; and heritage interpretation;
4. Windows facing south Block L first floor flats to be obscure glazed and fixed openings;
5. Details of vehicle charging point; car club vehicle point; cycle storage; and bin stores provision;
6. Details of highways works;
7. Details of travel plan;
8. Provision of extension to Controlled Parking Zone;
9. Construction management; parking; wheel washing;

10. Details of landscaping: planting[ tree pits; biodiversity enhancements; play spaces; site treatment works; boundary treatments, gates, walls and fences; access road and path link surfaces; and landscape provision and maintenance;
11. Pre-construction site meeting, details of arboricultural monitoring; and where necessary AMS for additional site works, protection of existing trees and planting;
12. Compliance with AIA, AMS and additional information at condition 11 and Tree Protection Scheme implemented prior to commencement;
13. Retention of tree protection;
14. Details of provision and maintenance of LZC technologies and renewable energy sources should development not achieve passivhaus accreditation;
15. Details of water efficiency measures;
16. Implementation of surface water flood strategy;
17. Details of modelling of the surface water pipe network;
18. Details of maintenance of the surface water drainage system;
19. No hard-standings to be constructed prior to surface water works having been carried out;
20. Site contamination investigation and assessment;
21. Details of contamination verification plan;
22. Cessation of works if unknown contaminants found;
23. Details of all imported material prior to occupation;
24. Details of plant and machinery;
25. Details any remaining archaeological work and written scheme of investigation.

### **Informatives**

- Considerate constructors
- Unrecorded UXB's
- Impact on wildlife
- Highways contacts, permits, design note, works within the highway etc.
- Environment Agency guidance;
- Anglian Water guidance;

### **Article 35 (2) statement**

The local planning authority in making its decision has had due regard to paragraph 187 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations, following negotiations with the applicant and subsequent amendments at the pre-application and application stage the application has been approved subject to suitable land management, adoption, appropriate conditions and for the reasons outlined within the committee report for the application.





Notes:

- Units: 1 Bed: 55  
2 Bed: 32  
3 Bed: 12  
4 Bed: 5

Total: 105  
inc Elevator and Mailroom at

New Car Parking Spaces: 75 (70%)

(Inc Car Club Space Included)

10m 15m

**KEY NOTES:**  
All dimensions are given in millimetres, unless otherwise stated. All dimensions are given in millimetres, unless otherwise stated. All dimensions are given in millimetres, unless otherwise stated. All dimensions are given in millimetres, unless otherwise stated.

REVISIONS

**Richard Hawley Mikhail**  
Architects

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PROJECT:  
Colindale Street, Norwich

CLIENT:  
Norwich City Council

DRAWING TITLE:  
Site Plan

SCALE:  
1:500 @ A1

DRAWING STATUS:  
PLANNING

DATE:  
19/07/2016

Rev:  
0

059 A D (00) 002





Affordable Housing

Total Properties:	35 (33%)
Units:	
1 Bed:	12
2 Bed:	15
3 Bed:	4
4 Bed:	2
Total:	35

1m 10m

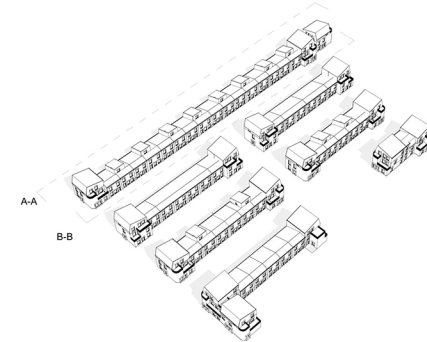
**KEY NOTES:**  
All measurements given are indicative, on site dimensions must be determined prior to the construction of any components. All dimensions between external dimensions given and those measured on site to be brought to architect's attention.

**REVISIONS**

**Riches Hawley Mikhall Architects**  
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PROJECT:	Golden Square, Norwich	DATE:	15/07/2015
CLIENT:	Norwich City Council	Rev:	1
DRAWING TITLE:	Affordable Housing		
SCALE:	1:500 (B1)		
DRAWING STATUS:	PLANNING		

059 A D (00) 010



Elevation A-A



Elevation B-B

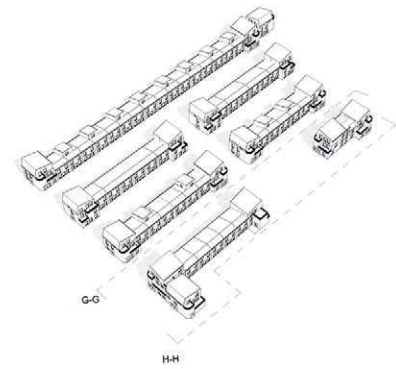


**KEY NOTES:**  
All measurements given are indicative, on-site dimensions must be taken.  
All dimensions given to the centre of the structure of any component, all dimensions between indicated dimensions given and those measured on-site to be brought to architect's attention.

**REVISIONS:**

**Architects**  
Hawley Mikhail  
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PROJECT:		Gordon Street, Norwich	
CLIENT:		Norwich City Council	
DRAWING TITLE:		North Street, North Terrace	
SCALE:		1:250 - A1	DATE: 09/12/2014
DRAWING STATUS:		PLANNING	Rev: D
059	A	D	(00) 200



Elevation G-G



Elevation H-H



**KEY NOTES:**  
 All measurements given are indicative, or the drawings shall be  
 deemed to be the best estimate of the measurements. All  
 dimensions between building footprints shall be given and those between  
 footprints shall be given to nearest 100mm.

**REVISIONS:**

**Richard Hawley Mikhail  
 Architects**

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 London E1 6BB  
 Tel: 020 7350 1000  
 Richard@hmk.co.uk

<b>PROJECT:</b> Guthrie Street, Norwich	<b>DATE:</b> 19/12/2014
<b>CLIENT:</b> Norwich City Council	<b>Rev:</b> 0
<b>DRAWING TITLE:</b> South Street South Terrace	
<b>SCALE:</b> 1:200 (A1)	
<b>DRAWING STATUS:</b> PLANNING	

059 A D (00) 203





KEY/NOTES:  
All measurements given are indicative, on site dimensions must be determined prior to the purchase/manufacture of any components. All discrepancies between indicative dimensions given and those measured on site to be brought to architect's attention.

## Accom Type L

PROJECT:	
Goldsmith Street, Norwich	
CLIENT:	DATE:
Norwich City Council	14 August 2015
DRAWING TITLE:	
North Elevation	
DRAWING STATUS:	
PLANNING	SCALE:
	1:100 @ A3

Project: House Building  
Type: Element: No.  
059 L (00) 200

MIKHAIL  
RICHES

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