

71. Given the long standing commercial nature of the use of the site there are likely to be some contamination issues related to the site. The submitted report indicates that site contamination is likely to be relatively known and of low risk. However; the pollution control officer has advised that the site appears on our prioritisation list for potential contamination and there is some knowledge of contaminants in the wider area. As such precautionary conditions related to site investigation and remediation, verification and stopping works to allow further assessment of any contaminants which might be found during construction are suggested.

Energy and water

72. Key policies and NPPF paragraphs – JCS3, DM1, DM4, NPPF paragraphs 94 and 96.
73. The building design has been assessed in relation to baseline data on energy usage. Low Zero Carbon (LZC) technologies are proposed as primarily heat recovery from waste heat (MVHR equipment) from on-site plant. This will be used as energy for space heating and possibly hot water use. The estimate of energy from LZC technology is calculated as providing 28% renewable energy contribution which would provide on-site energy production in excess of policy requirements and would be acceptable subject to a condition requiring details of MVHR equipment and fixings.
74. The proposals also outline In terms of energy efficiency that the building seeks a BREEAM very good rating which is commendable. Measures to ensure water efficiency as required by JCS3 are suggested as being by way of maximum flow limiters, monitoring and leak detection measures. Such measures as shown within the submitted report seek to minimise on-site water use are acceptable and can be secured via condition.

Flood risk

75. Key policies and NPPF paragraphs – JCS1, DM5, NPPF paragraphs 94, 100 and 103.
76. Policy DM5 now applies in relation to surface water drainage and suggests a number of points to be addressed in terms of sequential testing and sustainable drainage measures. The site does however lie within flood zone 1 where this type of development would be considered to be appropriate in principle. The area is also not identified as having specific drainage issues.
77. Information has been submitted with the application to address measures to be taken to deal with surface water flooding/run-off within the site and off-site impacts within the wider areas. Ground type should be capable of some form of soakaway methods; however, given the potential for contamination below ground this has been discounted.
78. Other assessment has been undertaken of the area and specific limitations identified. Options available which are likely to be acceptable are catchment facilities and braking of discharge of water into the main system and use of permeable surfaces. Further assessment is not considered necessary at this stage and a condition is suggested in terms of the submission of details for the design of sustainable drainage solutions for the site.

Equalities and diversity issues

79. There are no significant equality or diversity issues.

S106 Obligations

80. The applicant's agent has confirmed that a Grampian condition would be appropriate as a suitable means of securing cycle measures for the direct link from the retail park to Lakenham Way (with suitable civils work, lighting scheme, surfacing, drainage to the satisfaction of the Highway Authority and Railpaths Ltd/Cyclepaths Ltd) rather than to pursue this by way of a Section 106 agreement
81. The condition should also include that the access by foot or cycle is to be maintained at all times (24/7 365 days a year) via the new link and that it may not be gated without the consent of the Local Planning Authority.

Local finance considerations

82. 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.
83. 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.
84. In this case local finance considerations are not considered to be material to the case.

Conclusion

85. On balance this proposal is considered to be consistent with the character and appearance of the area and operation of the nearby district centre and local centres. The site provides for transport improvements and is considered would be within an improved accessible location. 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. 15/01314/F - Land to the west of Unit 1 Hall Road Retail Park Hall Road Norwich and grant planning permission subject to the following conditions:

- 1. Standard time limit
- 2. In accordance with plans
- 3. Prior approval of details: External materials; Lighting locations and types
- 4. Hard and soft landscaping (including mitigatory replacement tree planting); implementation programme; maintenance and replacement of landscaping within 5 years.
- 5. Works in accordance with AIA

- 6. Details and provision of car parking, motor cycle parking, cycle parking and refuse storage as indicated on plans
- 7. Details and provision of off-site highways works – bus stop relocation; advance direction sign for northbound Hall Road traffic; kerb detail to modify site access to deter right turning traffic
- 8. Details and provision of cycle link to Lakenham Way and control on future use
- 9. Detail construction traffic management - on site parking for construction workers; 'Construction Traffic Access Route'; wheel cleaning
- 10. Interim travel plan to be agreed and implemented
- 11. Details final travel plan
- 12 Details of fume and flues to be submitted and agreed
- 13. No plant or machinery installed unless agreed in writing
- 14. Provision of 10% renewable energy for retail store
- 15. Water resource conservation
- 16. Hours of store opening, 07:00 to 23:00 Mondays to Saturdays and 10:00 to 17:00 Sundays and Bank Holidays
- 17. No storage or materials on site outside of designated areas unless first agreed
- 18. No use of reversing alarms on lorries on site 23:00 to 07:00
- 19. Refrigeration units on delivery vehicles to be switched off
- 20. Loading/unloading in designated areas only
- 21. Rubber shroud around delivery bay to be implemented and retained
- 22. No cages to be used on site
- 23. Goods sold limited to 20% of floorspace for non-convenience goods
- 24. Provision and maintenance of SUDS systems
- 25. Remediation strategy for ground contamination
- 26. Verification of contamination remediation
- 27. Stop if unidentified contamination found on site

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 and has approved the application subject to appropriate conditions and for the reasons outlined above.

Informative Notes

Highway works

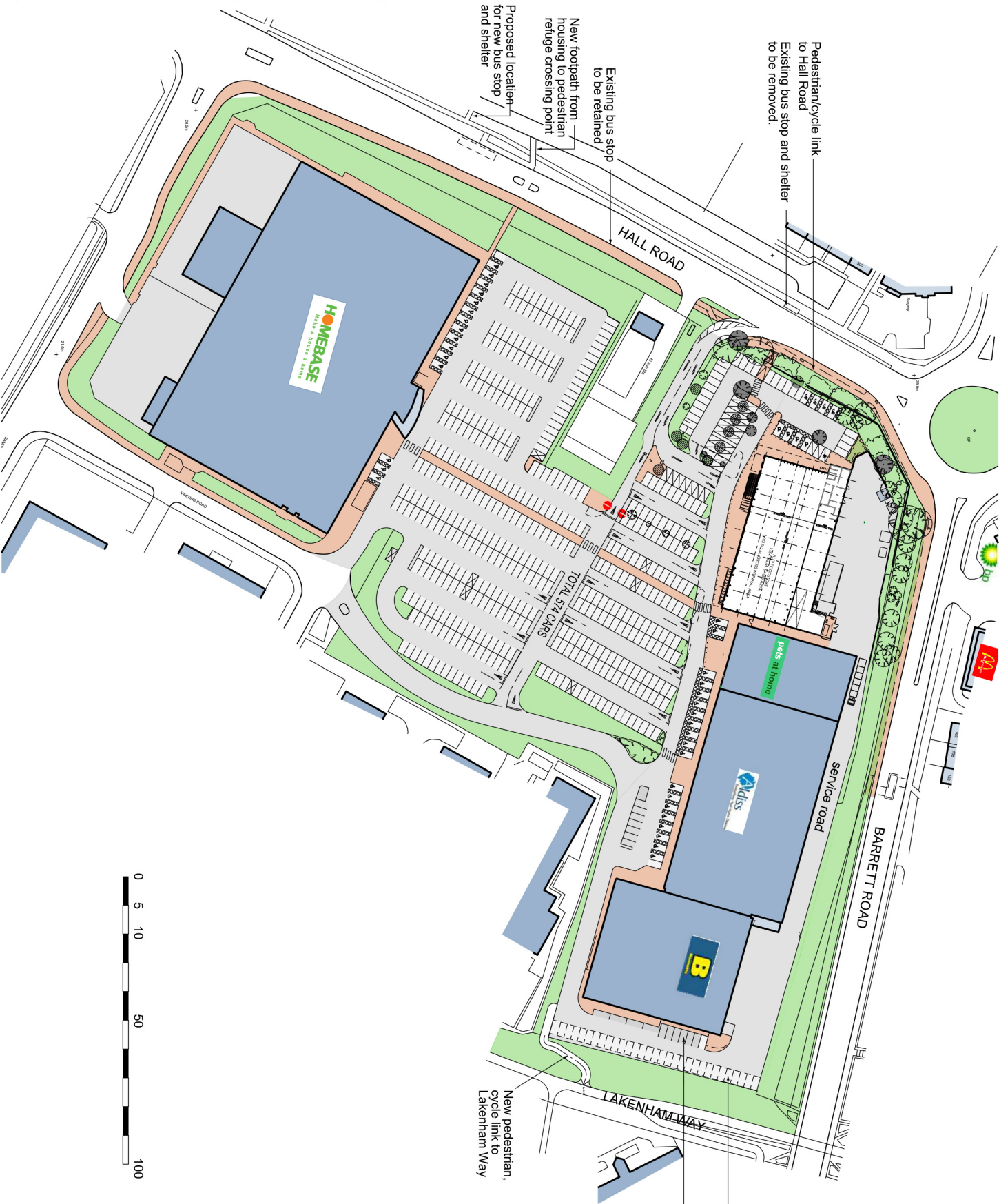
Travel Plan

Section 278 required for signs/kerb modification/other works

Street naming and numbering

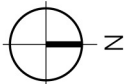
Considerate construction

Acoustic fence



New pedestrian,
cycle link to
Lakenham Way

existing parking bays removed
and surface upgraded for HGV traffic
new line marking to delineate
parking bays

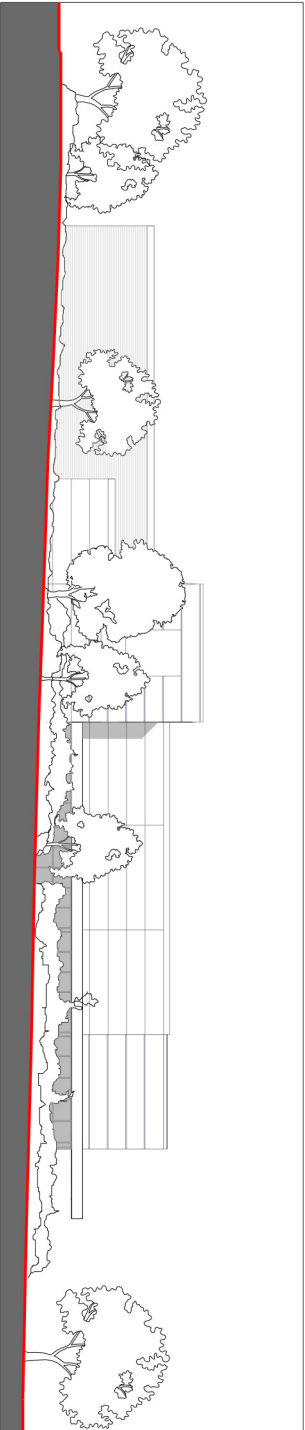


- REV. DATE NOTES INT.
- J 07.12.15 TREE PLANTING AMENDED DHB
H 12.11.15 TREE PLANTING AMENDED DHB
G 06.11.15 PED/STRA/CYCLE LINK TO LAKENHAM WAY ADDED DHB
EXISTING & PROPOSED TREE CYCLE PATH FROM HALL RD AMENDED.
F 24.08.15 PLANNING ISSUE CPC
E 16.04.15 ENOP BAY ADDED DHB
D 20.03.15 PARKING AMENDED DHB
C 11.10.14 INTERNAL OFFICE LAYOUT ADDED DHB
B 08.09.14 NOTES ADDED EZ
A 26.08.14 A101 FLOOR PLAN AMENDED. DHB
SUBSTANTIONS MOVED.
CYCLE STANDS ADDED.
NO OUTSTANDINGS AMENDED.
NO ENTRY SIGNS ADDED.

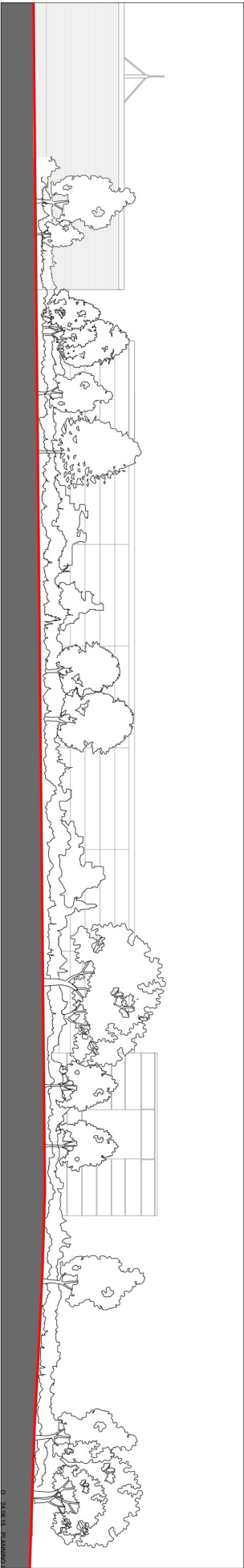
CLIENT / PROJECT
SCHROEDERS UK PROPERTY FUND+ALDI
HALL ROAD RETAIL PARK
NORWICH
DRAWING TITLE
OVERALL PROPOSED SITE PLAN

STATUS				PLANNING			
DATE	12.05.12	DRAWN	DHB	SCALE	@ A3	1:1250	
PROJECT NUMBER	UNIT / BLOCK	CU / SFR CODE	TYPE & NUMBER	REGION LETTER			
DRAWING NO.	9040		PL 05	J			
Site Location Plans	L	QA Plans	P	Drawings	E	Technical Drawing	

MANCHESTER GROVES PARTNERSHIP
THE RATCLIFFE GROVES PARTNERSHIP
MANCHESTER GROVES PARTNERSHIP
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www.gp-uk.com
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architects



WEST ELEVATION FROM HALL ROAD



NORTH ELEVATION FROM BARRETT ROAD



DRAWING NO.		9040	
REV.		E 03	
DATE		10.06.14	
PROJECT		SCHRODERS UK PROPERTY FUND+ALDI	
CLIENT / PROJECT		HALL ROAD RETAIL PARK	
DRAWING TITLE		PROPOSED NEW FOOD STORE	
CONTEXT ELEVATIONS			

PLANNING

DATE 10.06.14

SCALE @ 1:200

PROJECT NAME CODE NUMBER LETTER

DRAWING NO. 9040

DATE 10.06.14

PROJECT NAME CODE NUMBER LETTER

DRAWING NO. 9040

DATE 10.06.14

PROJECT NAME CODE NUMBER LETTER

DRAWING NO. 9040

DATE 10.06.14

PROJECT NAME CODE NUMBER LETTER

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DATE 10.06.14

PROJECT NAME CODE NUMBER LETTER

DRAWING NO. 9040

DATE 10.06.14

Report to Planning applications committee

Item

17 December 2015

Report of Head of planning services

Subject Application no 15/01364/F - Hangar 5 Anson Road,
Norwich, NR6 6ED

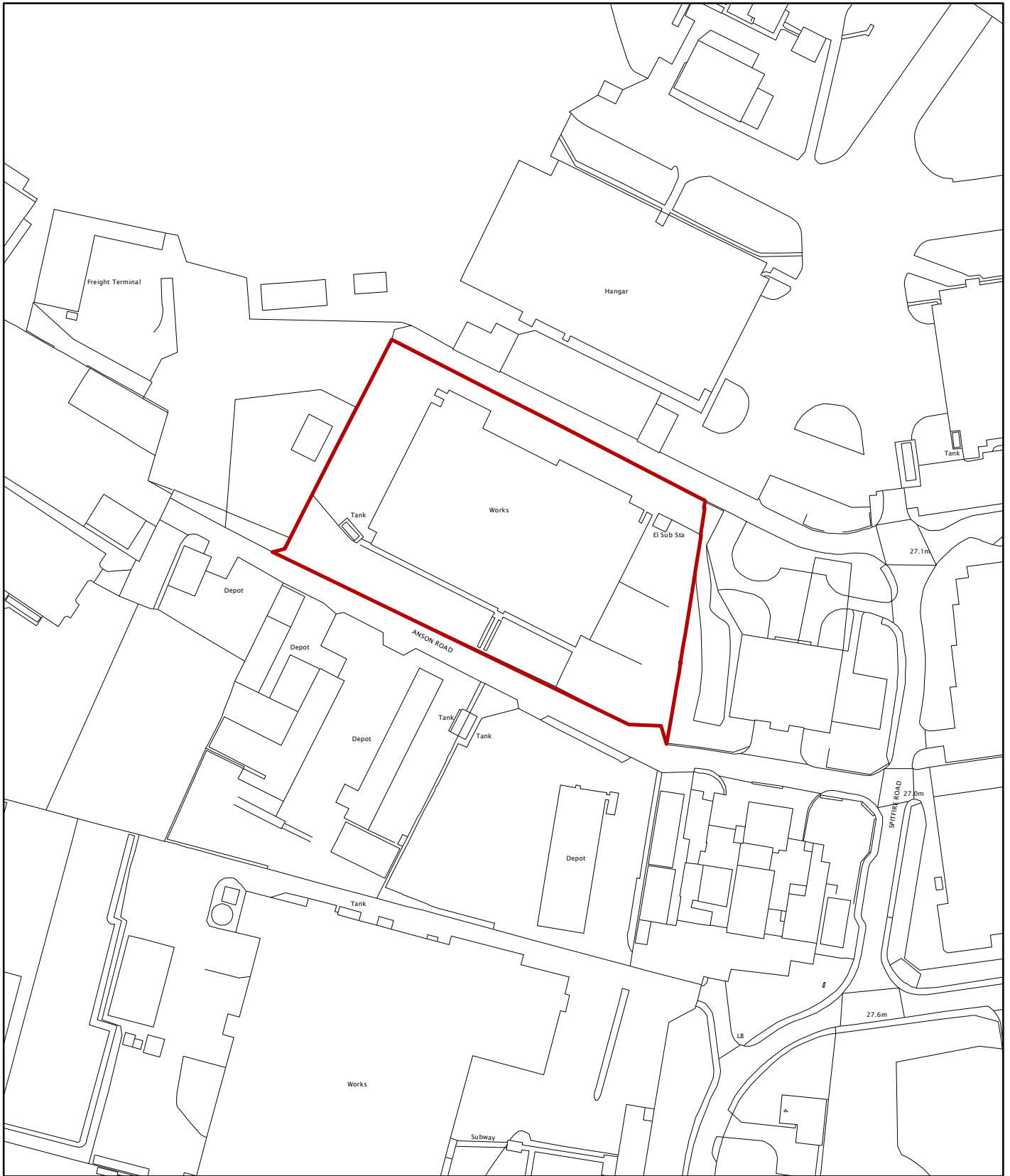
**Reason
for referral** Objection and City council application or site

4(E)

Ward:	Catton Grove
Case officer	Joy Brown - joybrown@norwich.gov.uk

Development proposal		
Alterations to and recladding of external walls and roof in connection with the change of use to an aviation academy (Class D1).		
Representations		
Object	Comment	Support
1	0	0

Main issues	Key considerations
1 – Principle of development	The loss of employment land and the provision of an educational establishment which provides training in aviation.
2 - Design	The acceptability of the external alternations and the impact that this will have on this 1930s 'type C' hangar.
3 – Landscaping	The use of hard and soft landscaping to create a functional and attractive setting.
4 – Transport	The accessibility of the site by car, public transport, walking and cycling and measures that can be put in place to improve access and highway safety and to ensure that sustainable travel will be embedded into everyday life of staff and students.
5 – Amenity	The impact upon neighbouring uses.
6 – Flood risk	Mitigating surface water runoff.
Expiry date	4 January 2016
Recommendation	Approve subject to conditions



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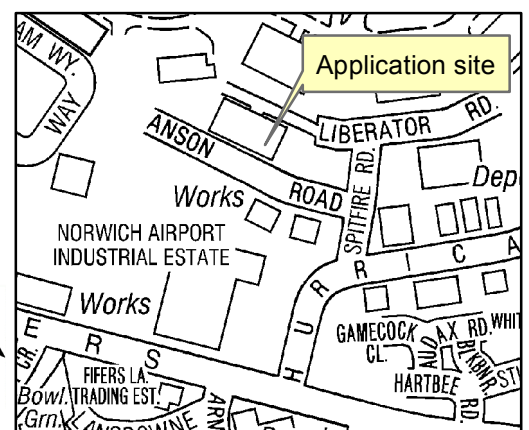
Planning Application No 15/01364/F
 Site Address Hangar 5
 Anson Road

Scale 1:2,000



NORWICH
 City Council

PLANNING SERVICES



The site and surroundings

1. The site is situated on the northern side of Anson Road which is a cul-de-sac towards the western side of the Norwich Airport Industrial Estate. The site which is around 1.3 ha is currently occupied by 'hangar 5' which is a standard late 1930s hangar design developed by the Ministry of Defence and referred to as a 'Type C' hangar. The building measures approx. 46m x 91m and has a 'saw-tooth' roof.
2. The building is currently occupied by Anglian Windows as their manufacturing and operations base so is in B1 use. Access to the site is from Anson Road and also Liberator Road.
3. There is a single vehicular access to the Norwich Airport Industrial Estate which is via a traffic light junction on Fifers Lane. To the north west of the site is Norwich International Airport and to the north, east and south are employment uses such as commercial, light industrial and engineering uses. The closest residential accommodation is situated to the south of the Norwich Airport Industrial Estate.

Constraints

4. The site is situated within a defined employment area and is within the critical drainage catchment.

Relevant planning history

5. No recent relevant planning history

The proposal

6. The application seeks full planning permission to change the use of the building to an aviation academy which will be a further and higher educational facility for engineering and other aviation related vocational courses. It is intended that KLM will move their existing aviation students teaching facility (engineering degree courses validated by Kingston-upon-Thames University) which is currently located elsewhere on the Airport Industrial Estate, into the new facility. In addition students that are currently undertaking courses in basis engineering and other aviation related vocational courses, such as cabin crew training at City College will also move to the site. The academy will be designed to accommodate up to 500 people (staff and students) although initial occupation is anticipated to be lower.
7. The proposal will retain the existing 1930s steel structure with concrete encasement and re-clad the external walls with grey metal panels and change the existing 'saw tooth' roof to a flat profile, with the new decking and membrane running at existing ridge level. The original 1938 steel roof will be visible from the inside. A number of the existing later additions will be removed as part of the proposal and a small extension (approx. 300sq m) will be added to the western elevation to allow for a decommissioned Airbus A320 to be accommodated within the building. This element will be partially demountable to allow for aircraft replacement approximately every 5 years or so. The existing hangar doors are to be removed and new openings will be formed in the existing concrete walls.

8. With regards to internal alterations, it is proposed to divide the existing hangar into two distinct portions. The 'Emulation Zone' will house the decommissioned plane and also have enough space to accommodate an Augusta Westland 139 helicopter as well as having workshops for use by aviation students. The 'educational zone' will accommodate 20 classrooms, group rooms, seminar rooms, IT room and offices which are arranged around an open atrium space which accommodates a learning resource centre and café. The two zones will be separated by a fire compartment wall which will have large areas of glazing and a viewing gallery allowing students to observe processes being carried out within the emulation zone.
9. The main entrance remains off Anson Road with an access to Liberator Road also being retained. A landscape strategy has been submitted with the application which includes open space for use by students and staff and provides car parking, motorcycle parking and cycle parking as well as space for servicing.

Summary information

Proposal	Key facts
Scale	
Total floorspace	6591 sq m (existing 7860sq m)
No. of storeys	Two (existing two)
Max. dimensions	103m x 60m, Height – 15m (excluding rooflights) (existing 94m x 65m – height – 14.9m)
Appearance	
Materials	Walls – Profiled insulated wall panels (existing is concrete and asbestos cement cladding) Roof – Shallow-profiled roof insulated panels (existing is asbestos sheeting) Windows and doors – Polyester Powder Coated Aluminium (existing upvc and timber)
Energy and resource efficiency measures	Air source heat pumps
Operation	
Opening hours	08:30-17:30
Transport matters	
Vehicular access	Main access remains off Anson Road with an access to Liberator Road also be retained.
No of car parking spaces	30 (including 2 disabled bays and 1 EV space (existing approx. 114))

No of motorcycle parking spaces	50 (existing approx. 20)
No of cycle parking spaces	50 (existing approx. 20)

Representations

10. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. One letter of representation has been received citing the issues as summarised in the table below. All representations are available to view in full at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.

Issues raised	Response
30 car parking spaces are not adequate for the size of the building or the number of students and staff anticipated when the college is fully utilised. It is naïve to expect students to access the site via bus, cycle and motorcycle and there should be some car spaces provided for students.	See main issue 4

Consultation responses

11. 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.

Highways (local)

12. The location of the site within the airport industrial estate has benefits in its proximity to the Norwich urban area and access to the primary road network via the A140 that will connect to the Northern Distributor Road at the Airport. There are local bus services and the Airport Park and Ride service that are all a short walk away. The Pedalway programme will also see improved provision for cyclists to the Airport industrial estate via a route towards the city centre via Hurricane Way, Ives Road and Angel Road.
13. In principle there are no objection on highway/transport ground as the academy should have a lower traffic impact than the former use of the site however a number of issues need to be resolved as the proposal has omitted to fully address the following points
- No direct bus service to the campus
 - Lack of pedestrian crossing facilities at Fifers Lane
 - Airport Park and Ride Service not acknowledged within travel plan
 - Lack of footpaths and lighting on Anson Road and Liberator Road
 - Retiming of local bus services

- Transport Statement has not estimated likely trips
- Travel Information Plan lacks details

14. Therefore there is a need for travel plan enhancements (including having a travel plan coordinator), pedestrian accessibility improvements (including improvements to the footpath provision on Anson Road), enhanced cycle parking provision, liaison with bus operators with regards to retiming of bus services and having an additional bus stop for Park and Ride, a review of waiting restrictions and improved direction signage.

Highways (strategic)

15. The proposed development will have negligible impact on the local transport network compared with the extant use of the site. Consequently Norfolk County Council recommends that there is no strategic highway objection and is content for officers of Norwich City Council to deal with the local transport impacts of the development.

Environmental protection

16. Agree with the recommendations set out within the phase 1 site investigation report. An intrusive investigation will be required. It is recommended that conditions relating to contamination, imported materials, construction working hours and asbestos are attached to any future consent.

Environment Agency

17. No comments received – consultation for Environment Agency expires 11th December 2015. Any comments received will be reported verbally to the committee.

Landscape

18. The proposal is acceptable however further details are required on certain aspects of the landscaping strategy.

Tree protection officer

19. No objection to the proposed development. Would recommend that the lime tree to the front of the hangar is removed and replacement tree planting is provided along the front of the hangar that will reflect more the grandeur of the proposed aviation academy.

Natural areas officer

20. The structure of this building makes it unlikely to be of value for roosting bats. If works are undertaken during the main bird breeding season any active nests must be retained and protected from disturbance until the young birds have fledged. The nature of the proposal and the site's close proximity to the airport, severely limit the scope for soft landscaping but it is noted that a wildflower meadow area and plant species of value for pollinating insects will be included.

Hellesdon Parish Council

21. Support application.

Head of Development Management and Conservation Broadland

22. No comments received

Asset Management Land Owner – Norwich City Council - NPS

23. No comment received

Assessment of planning considerations

Relevant development plan policies

24. 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
- JCS5 The economy
- JCS6 Access and transportation
- JCS7 Supporting communities
- JCS12 The remainder of the Norwich urban area including the fringe parishes
- JCS20 Implementation

25. 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
- DM5 Planning effectively for flood resilience
- DM7 Trees and development
- DM11 Protecting against environmental hazards
- DM16 Supporting the needs of business
- DM22 Planning for and safeguarding community facilities
- DM28 Encouraging sustainable travel
- DM30 Access and highway safety
- DM31 Car parking and servicing
- DM33 Planning obligations and development viability

Other material considerations

26. 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
- NPPF7 Requiring good design
- NPPF8 Promoting healthy communities
- NPPF10 Meeting the challenge of climate change, flooding and coastal change
- NPPF12 Conserving and enhancing the historic environment

Case Assessment

27. 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

28. Key policies and NPPF paragraphs – JCS5, JCS7, DM16, DM22, NPPF1, NPPF8.
29. With regards to the principle of the proposal there are two main issues for consideration. Firstly as the site is on a defined employment area it is important to establish whether the proposal would prejudice the function of the employment area and secondly it is important to assess whether the location is suitable for an education and training facility.
30. Policy DM16 is of particular importance and this seeks to prioritise defined employment areas for employment uses. The site is currently in employment use and the proposal will therefore result in the loss of employment uses on the site. In this instance however given the sites proximity to the airport and given the specific nature of training that will be offered from the facility it is not considered that the proposal would prejudice the function of the employment area and instead it is considered that the proposal offers the opportunity to support jobs and economic growth in the aviation industry and therefore it can be seen as being complementary to employment uses in the area.
31. Policy DM22 of the local plan and policy 7 of the Joint Core Strategy are also of particular importance as these policies relate to the provision of educational facilities. The proposal will help promote Norwich as a 'learning city' and it is considered that the proposed development will help satisfy the demand for diverse aviation skills training and deliver a centre for education in aviation which will support degree-level, further and higher education courses in engineering, airport operations and cabin crew training. It is however important that educational facilities are accessible and do not have a detrimental impact on the surrounding environment. In particular policy DM22 sets out that proposal for educational facilities will be accepted where:
- a) They would not undermine the objectives for sustainable development set out in policy DM1, in particular by increasing the need to travel by private car;
 - b) They would not give rise to significant impacts on the environment, highway safety or traffic arising from locational constraints which could not be overcome by the imposition of conditions;
- Clauses c) and d) of policy DM22 are not of particular relevance in this instance.
32. These issues are discussed in more details in the sections below.

Main issue 2: Design

33. Key policies and NPPF paragraphs – JCS2, DM3, NPPF paragraphs 9, 17, 56 and 60-66.
34. It is proposed to retain the existing 1930s steel structure and reclad the external walls and roof to give the building more of an ‘aviation aesthetic’. The use of Kingspan Micro-Rib composite insulated panels in metallic grey is appropriate for the walls as is the proposed metallic grey Kingspan cladding for the roof. Although this will transform the appearance of the building, it is noted that that existing structure has been significantly altered over time and therefore its historic significance has largely been lost. Overall it is felt that the alterations are an improvement and will give this building a new lease of life. It is also important that one of the key heritage features of the building will be retained internally so although externally the existing roof profile will be changed from a ‘saw tooth’ roof to a flat profile, the original roof structure will be retained internally and will be made more visible by painting the steel roof black. The use of glazing, rooflights and detailing also helps to break up the mass of the building as well as allowing a lot of natural daylight to flood into the building.
35. The proposal includes a small extension to the building to allow a decommissioned plane to be accommodated within the ‘emulation zone’. This is in keeping with the design of the rest of the building and does not significantly alter the overall size and mass of the building or change its proportions.
36. It is also proposed to landscape the external spaces so that they are both functional whilst also providing an area that is attractive and useable for future students and staff. Further details of the landscaping strategy are provided in the following section but overall it is felt that the landscape strategy significantly helps enhance the setting of the building.
37. The only concern with the proposal as submitted was that the main entrance was not prominent enough which could mean that people have difficulties in knowing where to access the building. Furthermore no indication of any signage was shown on the elevations and it was felt that it was better to design this in at this stage rather than to ‘tack’ it on at a later date. The applicant has subsequently amended the proposal. The entrance has been made more prominent through the provision of an entrance canopy and signage which are both appropriate for the scale of the building and help create a sense of arrival. Signage is also shown on the south east elevation and the north west elevation. Both these signs are large; however they are considered to be appropriate for the nature and scale of the building and the surrounding area. Details of the signage and the canopy will however be required to ensure that they are of high quality but this can form a condition of any future consent.
38. With regards to the internal space, as discussed within the proposals section of this report, the space will be divided into two distinct areas – the emulation zone and the educational zone. It is considered that the proposed layout meets the needs of the academy and whilst the provision of small classrooms and seminar rooms does divide the internal space up, a large proportion of the building is to remain relatively open which allows the original ‘saw tooth’ roof to be visible and for a sense of space to be retained.

Main issue 3: Landscaping

39. Key policies and NPPF paragraphs – DM3, NPPF paragraphs 9, 17 and 56.
40. A landscape plan has been submitted with the application and it is considered that the aim of creating a welcoming environment with open space for the use of staff and students and sufficient parking, cycle parking, motorcycle parking and servicing has been achieved. There is a large area of permeable paving which draws pedestrians to the main entrance and the use of benches (including a large curved bench) and an amphitheatre provides plenty of space for students and staff to congregate and socialise outside. Trees, scrub and wild flower planting and a rain garden help soften the development and helps enhance the biodiversity of the site. A row of trees along the frontage also help create a feeling of grandeur.
41. Two areas of car parking are provided, one to the south and one to the north and spaces has been designated for motorcycle parking and cycle parking. The overall layout also allows for servicing. The area to the west of the site will be concrete surfaced as this needs to allow plane access in and out of the academy.
42. Further details are required of certain aspects of the landscaping scheme but these can form a condition of any consent.

Main issue 4: Transport

43. Key policies and NPPF paragraphs – JCS6, DM28, DM30, DM31, NPPF paragraphs 17 and 39.
44. One of the key considerations for this application is how the site can be accessed particularly as when at its full capacity the site may be used for up to 500 students and staff.
45. The location of the site within the Airport industrial estate has benefits in its proximity to the Norwich urban area and access to the primary road network via the A140 Cromer Road that will connect to the Northern Distributor Road at the Airport. Although there is currently only one vehicular access point to the industrial estate at Fifers Lane, it is considered that the proposed development will have negligible impact on the local transport network as the traffic impact should be lower than the existing use of the site for industrial purposes which has a significantly higher number of parking spaces on the site.
46. There is also a local bus services (First bus service 37 and 38) within walking distance of the site (stops on Fifers Lane, Vulcan Road North and Bush Road) and the Airport Park and Ride service allows passengers to board and alight at the airport terminal which is only a short walk away from the proposed academy. Discussions have been ongoing for several years in relation to a new bus route to this part of the city and at pre application stage discussions were held with the applicant about whether this development could facilitate this new bus route with a link being provided through this part of the employment area to the terminal building. The response from the applicant is that the provision of a new bus link is not considered to be a reasonable or necessary request of the proposed development as the applicant feels that the transport assessment demonstrates that the impact of the development on the surrounding highway network is minimal. Furthermore the applicant understands that the land required for this link is let on a

long lease to another tenant of the industrial estate and the link is therefore undeliverable at this current time.

47. Given that the applicant has stated that they will not provide this new bus link as part of this development, the Council does need to weigh up whether the development is acceptable without a direct bus service. It is the officer's opinion that the economic benefits of the proposal in this instance do outweigh this transport shortcoming particularly given that there are alternative bus routes within walking distance of the site. As such although it is acknowledged that access to the site by public transport is far from ideal, there is provision within the area and therefore the development would be acceptable without a direct service to the academy.
48. Notwithstanding the above, although it is acknowledged that there are bus services within walking distance of the site, the Council has serious concerns about the existing extent and condition of footpaths from the bus stops to the academy and this raised the question as to whether there were any safe routes for pedestrians to access the site. The proposal as submitted included a new pavement to the front of the site (on Anson Road) but as the land required to provide a continuous footpath on the site side of Anson Road is not within the applicant's or Council's control the applicant felt that this was not an option at this point in time. The Transport Statement submitted with the application stated that existing footpath facilities were available on the south side of Anson Road; however the case officer's site visit would confirm that this is not the case as there are stretches of Anson Road which lack a footpath altogether. It was the officer's opinion that without footpath enhancements to the south side of Anson Road, the proposal could give rise to highway safety issues. In response to this the applicant did suggest that there were currently no safety issues in the vicinity of the site as no accidents have been recorded on Anson Road in the last three years; however very few people currently walk or cycle along Anson Road and if this application is approved there will be a considerable number of students and staff needing to access the site on foot which will greatly increase the risk of an accident occurring if adequate footpath provision is not provided. As well as the footpath, it was the officer's opinion that street lighting is also essential along the stretch of Anson Road as this will greatly improve highway safety too. Without these footpath improvements it was considered that the proposal would not be acceptable. The applicant has now however confirmed that improvements will be made to the footpath on the south side on Anson Road; however at the time of writing this report a plan indicating the improvements has not yet been submitted, although this is expected before the committee meeting on 17th December. Subject to this plan showing satisfactory improvements, the case officer is of the opinion that future students and staff can access the site safely.
49. With regards to accessing the park and ride bus service at the airport there is an informal route through. There are barriers to control vehicular access however there appear to be no restrictions for pedestrians or cyclists. The current road surface is poor and there is a lack of a continuous footpath and lighting; however as traffic levels are minimal and as this link will form part of the pedalway project in the next couple of years there should be enhancements to this route which will directly benefit the academy. Therefore it is not considered necessary to require the applicant to enhance this route as part of this application.
50. With regards to cycling to the site, currently this is not ideal however the pedalway project has provision for improved cycle access to and from the airport and

industrial estate which should be completed within the next couple of years (yellow and purple pedalways). Although ideally these enhancements would have preceded the aviation academy, the pedalway project will clearly have direct benefits in the future. The proposed route is to the north of the academy (on Liberator Road) so an amendment was made to the proposal to include a cycle link from the cycle store to Liberator Road.

Car parking provision

51. There are currently just over 100 spaces on the site; however the parking provision is on an informal basis. The application proposes 30 spaces (including 1 EV space and 2 disabled spaces) on site which will only be used by staff and visitors. For an educational establishment of this size the local plan requirement is for a minimum of 1 disabled space per 20 classrooms and a maximum of 1 space per classroom for staff and visitors with 5% of the spaces being disabled spaces and 1 space including provision for an electric charging point. The number of spaces will exceed the maximum requirement; however given that the site is not ideally located for public transport, it is felt that the provision of 30 spaces is appropriate in this instance. This number of spaces should still encourage students and staff to use alternative sustainable ways of accessing this site and it also allows for a good amount of landscaping which enhances the setting of the building. It will however be necessary to review waiting restrictions in the local area to ensure that students do not park on the surrounding streets which in turn could cause highway safety issues. This can form a condition of any future consent and the cost of the traffic regulation order, signs and lines should be met by the applicant.

Cycle parking provision

52. 50 cycle parking spaces will be provided on site and although this is considerably under the local plan requirement of 170, due to the location of the site it is considered appropriate and will provide enough for 10% of students. The level of cycle parking will however need to be reviewed on an annual basis to ensure that provision is adequate and this should be carried out under the annual review of the travel plan. Details of the cycle parking will also need to be conditioned to ensure that it is covered and that suitable tethers are provided. The applicant is also proposing 50 moped/motorcycle spaces which helps make up the shortfall in cycle parking spaces which is very important given the wide catchment and age demographic and their growing popularity. Details of the moped/motorcycle parking should form a condition of any future consent to ensure that it is covered and that suitable tethers are provided.

Servicing

53. Satisfactory provision has been made for large vehicles to enter and egress the site in forward gear. This would accommodate deliveries, refuse lorries and emergency vehicles. Highway impacts of servicing are likely to be minimal compared to the existing industrial use but it is felt necessary to condition that servicing shall not take place during normal opening hours to avoid conflict between vehicles and pedestrians/cyclists.

Travel Plan

54. A travel plan has been submitted with the application; however this is lacking detail and does not provide reassurance that travel matters will be embedded into the corporate business of the Academy and adequate attention and resources will be given when required. For example the plan doesn't really indicate how sustainable travel will be embedded into everyday life of staff and students and how parental pick up and drop off issues will be managed or mitigated. For example measures such as having real time bus information on monitors in the internal areas of the Academy will help make public transport more convenient and attractive to staff and students. The applicant was asked to review the travel plan; however only minimal changes have been made. Ideally a more full travel plan would be submitted at this stage; however this can form a condition of any future consent and provided that a full travel plan is approved before the use of the academy commences and it is reviewed annually, all outstanding issues should be able to be resolved.

Feasibility study

55. The Council also asked the applicant to explore the possibility of seeing whether certain park and ride buses could have an additional pick up/drop off point at the times when students/staff are most likely to use the service as currently buses only pick up in the City Centre and Anglia Square which would mean that anyone living near Aylsham Road (e.g. resident of Mile Cross) would have to get two buses rather than one. Furthermore a request was made with the applicant to explore with First Buses whether it is feasible to provide a bus service to Hurricane Way and provision of bus stop clearways and better bus stop infrastructure including real time passenger information. Regrettably none of this information has been forthcoming. As it is not considered that the measures would be fundamental to the successful operation of the academy (although they would clearly be highly desirable) , it is proposed that a condition is attached to any future consent requiring a feasibility study to be carried out prior to the first use of the building to explore these options further.

Main issue 5: Amenity

56. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.
57. It is not considered that the proposal will have a significantly detrimental impact upon any neighbouring uses and subject to sufficient insulation within the building, noise from adjacent uses is not likely to have a negative impact upon students of the academy.

Main issue 6: Flood risk

58. Key policies and NPPF paragraphs – JCS1, DM5, NPPF paragraphs 100 and 103.
59. The site is situated within flood zone 1 so is at low risk of flooding. Educational establishments are considered to be a more vulnerable use but it is appropriate to locate this form of development in flood zone 1 so no sequential test or exception test is required.
60. The site is however situated within a critical drainage area and policy DM5 of the local plan is therefore of particular relevance as it is important that the development minimises the risk of flooding on the development site and where possible reduce

the risk. As part of the submitted flood risk assessment a drainage strategy has been included which utilises attenuation methods for the disposal of surface water. The attenuation tank will contain and dispose of surface water at a controlled rate. Given that the existing site is occupied by a building and hardstanding it is considered that subject to the drainage strategy being implemented and part of the site being surfaced with permeable material, the proposal should reduce the risk of surface water flooding on the site and to the surrounding area. This should form a condition of any future consent.

Compliance with other relevant development plan policies

61. 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.

Requirement	Relevant policy	Compliance
Cycle storage	DM31	No – see main issue 4
Car parking provision	DM31	No – see main issue 4
Refuse Storage/servicing	DM31	Yes subject to condition
Energy efficiency	JCS 1 & 3 DM3	Yes subject to condition
Water efficiency	JCS 1 & 3	Yes subject to condition
Sustainable urban drainage	DM3/5	Yes subject to condition

Other matters

62. The following matters have been assessed and considered satisfactory and in accordance with relevant development plan policies, subject to appropriate conditions and mitigation:
63. Energy - An energy statement has been submitted with the application which demonstrates that at least 10% of the schemes expected energy requirement can be met through the use of low carbon energy. In this instance it is proposed to provide air source heat pumps to provide efficient space heating as well as cooling to a large part of the building. The energy statement sets out the air source heat pump will provide over 30% of the site's energy demand. In addition the proposed building has been designed so that it is well-insulated with an airtight fabric performance with heat-recovery ventilation in the teaching areas and natural ventilation in the atrium. A number of renewable energy systems were analysed for the new development and although several were considered suitable, none are proposed in the final strategy.

64. Water - A condition can be attached to any future consent to ensure that the proposal is water efficient.
65. Trees - There is one lime tree on site which was originally proposed to be retained. Norwich City Council's tree officer however felt that given the tree is of limited stature and is in poor form its removal and replacement with a number of trees along the front of the hangar would result in a better scheme and reflect more the grandeur of the proposed aviation academy. The applicant has subsequently amended the proposal to take on board this advice. There is also a group of trees to the east of the site and to the west of the site. All these trees will be retained and due to existing site fencing, temporary protective barriers are not required.
66. Contamination - Due to the previous uses of the site a phase I contaminated land investigation and risk assessment has been undertaken the conclusions of which is that there are potential sources of contamination on site. As such an intrusive investigation will be required. This can form a condition of any future consent in addition to conditions relating to imported materials and unknown contamination.
67. Ecology - Due to the proposal including the removal of the roof and the demolition of a number of extensions an ecology assessment was submitted with the application. Following a site inspection it was concluded that there are no likely bat roosting opportunities and no bird nesting was evident. Notwithstanding this the advice given within the report is that if a bat or evident bat roost is encountered during the projection, then the works should cease and a licensed bat worker contacted to re-assess the situation. With regards to birds if works are undertaken during the main bird breeding seasons and active nests must be retained and protected from disturbance until the young birds have fledged.

Equalities and diversity issues

68. Disability - All parts of the building will be accessible by lift and disabled car parking is provided. The site would be difficult to access by public transport.
69. Age – The proposal will be a new form of education to people aged 16 and above and promotes vocational training. A more central location would make the site more accessible to all sectors of the community; however due to the specific nature of training, a more central location would not be suitable in this instance.

S106 Obligations

70. The highway improvements required to make the development acceptable can be done through condition which will be as effective and can be subject to enforcement action should they not be undertaken.

Local finance considerations

71. 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.
72. 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.

- 73. In this case local finance considerations are not considered to be material to the case.
- 74. In this instance the total gross internal floorspace will be reduced and given that the charge for educational facilities in the D1 use class category are charged at £0, the proposed development would not need to pay CIL under the current charging schedule.

Conclusion

- 75. The principle of the proposed development is considered acceptable as although the site is situated within an employment area where educational establishments would not normally be permitted, due to the specific nature of training it is not considered that the proposal would prejudice the function of the employment area but instead will offer the opportunity to support vocational training, jobs and economic growth in the aviation industry.
- 76. The proposed conversion of this late 1930s 'type C' hangar and the external and internal alterations will transform the building and will significantly enhance its external appearance whilst still allowing the 'saw tooth' roof which is one of its key heritage feature to be visible internally. The landscape strategy significantly helps enhance the setting of the building and creates a functional and attractive space for students and staff.
- 77. One of the key considerations with this application has been how accessible the site is and it cannot be ignored that access to the site by means other than a private car is far from ideal. There are a number of existing shortcomings to the site which include the fact that it has no direct bus service and the footpaths and cycle links are poor. It is regrettable that a new bus link cannot be provided as part of this application but given that there are two bus services within walking distance of the site (First bus service and Park and Ride), it would be unreasonable to require this as part of this application. As the applicant has now confirmed that footpath improvements will be made to Anson Road, it is considered that there will be a way of students and staff accessing the site safely.
- 78. Notwithstanding the above, even with the improvements to the footpath there are still a number of transport shortcomings and as part of the assessing the application it is important to weigh these up with the economic benefits of the proposal. It is the officer's opinion that provided the footpath enhancements are carried out and a robust travel plan is in place, the benefits do outweigh the existing shortcomings. Furthermore this proposal could act as a catalyst for further development in the area which in turn could help improve accessibility to the site. As such it is the opinion of the officer that 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. 15/01364/F - Hangar 5 Anson Road Norwich NR6 6ED and grant planning permission subject to the following conditions:

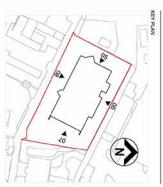
1. Standard time limit;
2. In accordance with plans;
3. To be used only as an Aviation Academy and for no other purpose, including other form of education use or any other purpose in Class D1. Restriction on capacity (500 students at any time) unless otherwise agreed in writing.
4. Materials including walls, roof, windows, doors, rooflights, curtain walling, gutters, downpipes, fascias, bargeboards, external staircases, canopy, advertisements, louvre panels, ventilators
5. Landscaping details (including details of paved areas, functional services above and below ground, boundary treatments, external lighting, vehicular and pedestrian access and circulation areas, minor artefacts and structure, rain garden, planting plan, planting schedules, tree pits, implementation and management programme). Provision prior to first use.
6. In accordance with AIA
7. Details of ASHP and provision prior to first use
8. Water efficiency and provision prior to first use
9. Provision of surface water drainage system and attenuation tank prior to first use and submission of management and maintenance plan to be agreed.
10. Contamination including submission of site investigation, verification plan and monitoring prior to occupation
11. Unknown contamination
12. Imported materials
13. Details of cycle parking, motorcycle parking, bin store and provision prior to first use
14. Provision of car parking (including EV charging provision and disabled spaces) and servicing area prior to first use
15. Provision of vehicular/pedestrian/cyclist access prior to first use of building
16. Feasibility study relating to First buses and Park and Ride Buses services
17. Submission of full travel plan including details of travel plan coordinator and annual review procedures (annual review to include annual review of cycle parking). Measures to be implemented prior to first use of building.
18. Details of footpath improvements to Anson Road (to front of building and on south side of Anson Road) (including street lighting) and provision prior to first use of building
19. Review of waiting restrictions (to be facilitated by Traffic Regulation Order) and no use of building until these have been undertaken.
20. Servicing and deliveries to take place outside usual college opening hours.
21. Any lighting on site to be agreed with local planning authority.
22. Installation of any plant and machinery to be approved by Council

Informatives

1. Construction working hours
2. Asbestos

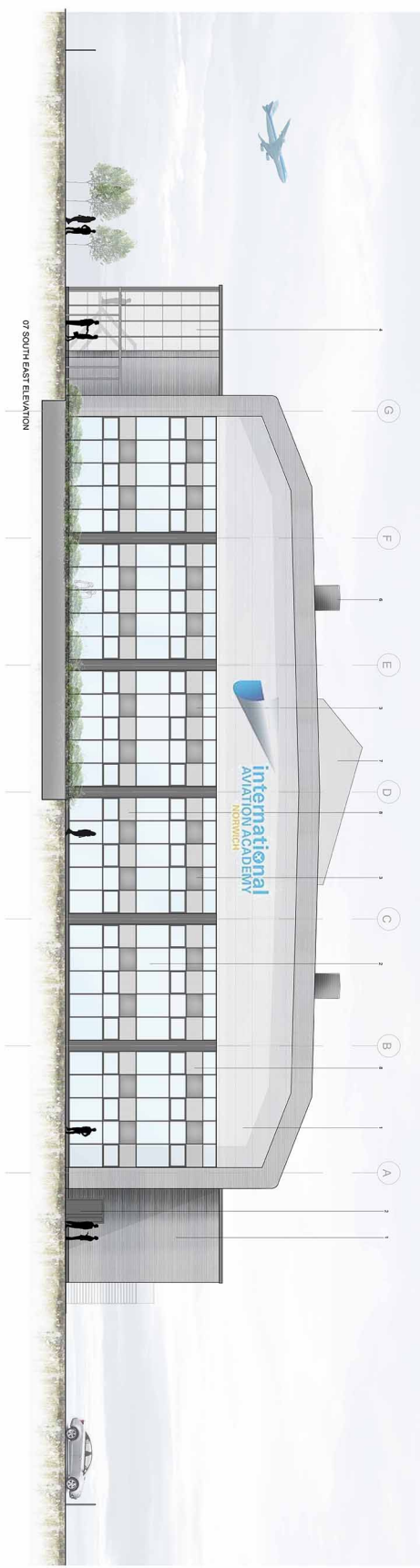
Article 35(2) Statement

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 the application has been approved subject to appropriate conditions and for the reasons outlined in the officer report.

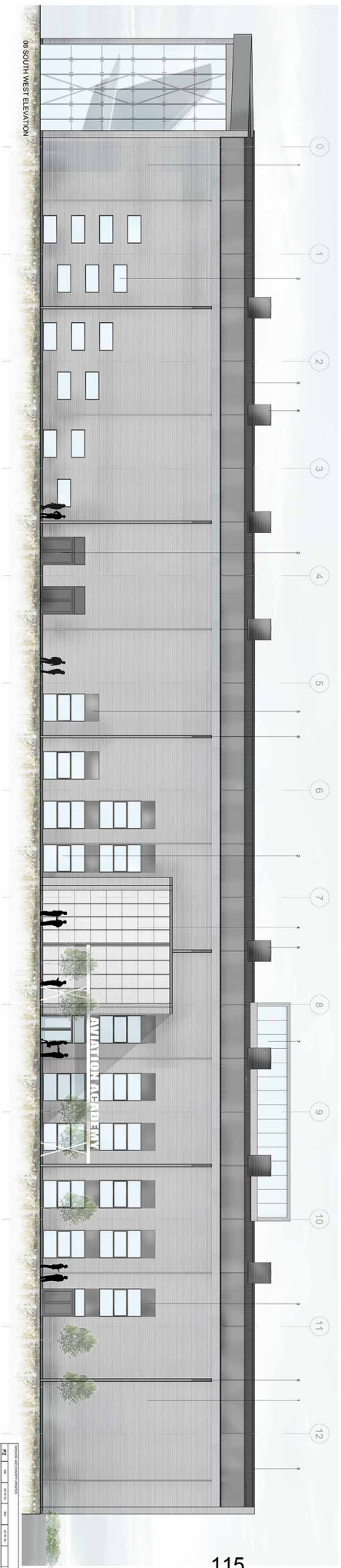


Notes:

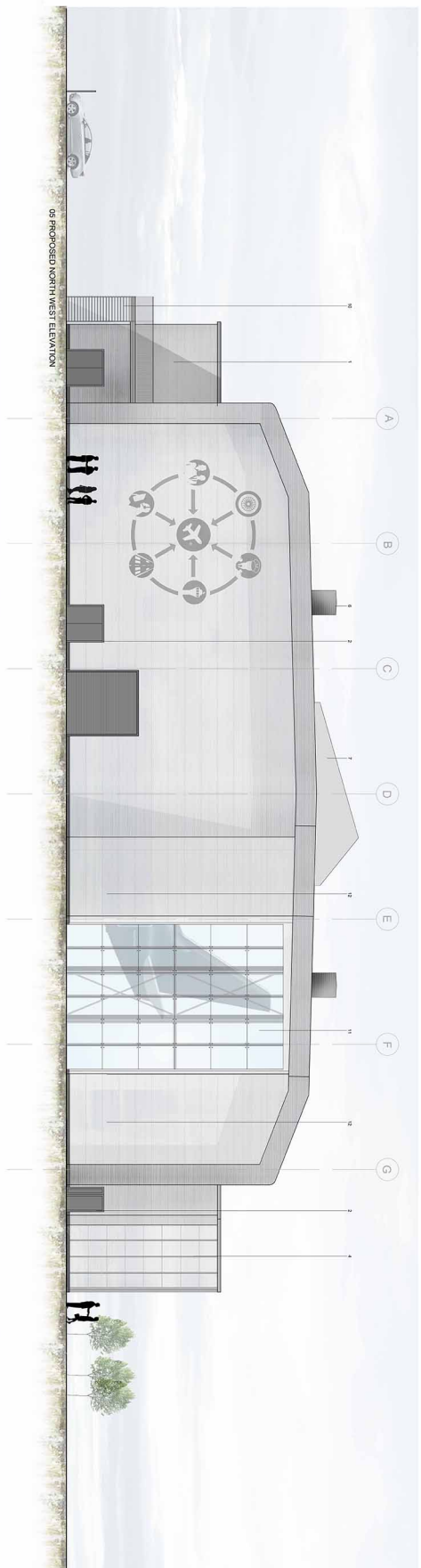
1. All dimensions are in millimetres unless otherwise stated.
2. All dimensions are to the face of the building unless otherwise stated.
3. All dimensions are to the centre of the building unless otherwise stated.
4. All dimensions are to the edge of the building unless otherwise stated.
5. All dimensions are to the top of the building unless otherwise stated.
6. All dimensions are to the bottom of the building unless otherwise stated.
7. All dimensions are to the side of the building unless otherwise stated.
8. All dimensions are to the front of the building unless otherwise stated.
9. All dimensions are to the back of the building unless otherwise stated.
10. All dimensions are to the left of the building unless otherwise stated.
11. All dimensions are to the right of the building unless otherwise stated.
12. All dimensions are to the top of the building unless otherwise stated.



07 SOUTH EAST ELEVATION



06 SOUTH WEST ELEVATION



BOLDS AND COMPOUNDS			
P2	ROC	27 to 33	863
FOR PLANNING			
P1	ROC	11 to 2013	25
COMMENTS			
REV	STATUS	DATE	DESCRIPTION
		DATE	DESCRIPTION

Part of the
nps group

Norwich International Aviation Academy

Aviation Academy at Norwich International Airport

Proposed Elevations
1 of 2

Results	Discussion
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REV CODES

P2

BAS-XX-XX-DR-A-(00)-101

CHANGING NUMBER

S2	INFORMATION	KK
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Report to Planning applications committee

Item

17 December 2015

Report of Head of planning services

Subject Application no 15/01575/U – 288 Aylsham Road,
Norwich, NR3 2RG

**Reason
for referral** Objection, conflict with policy

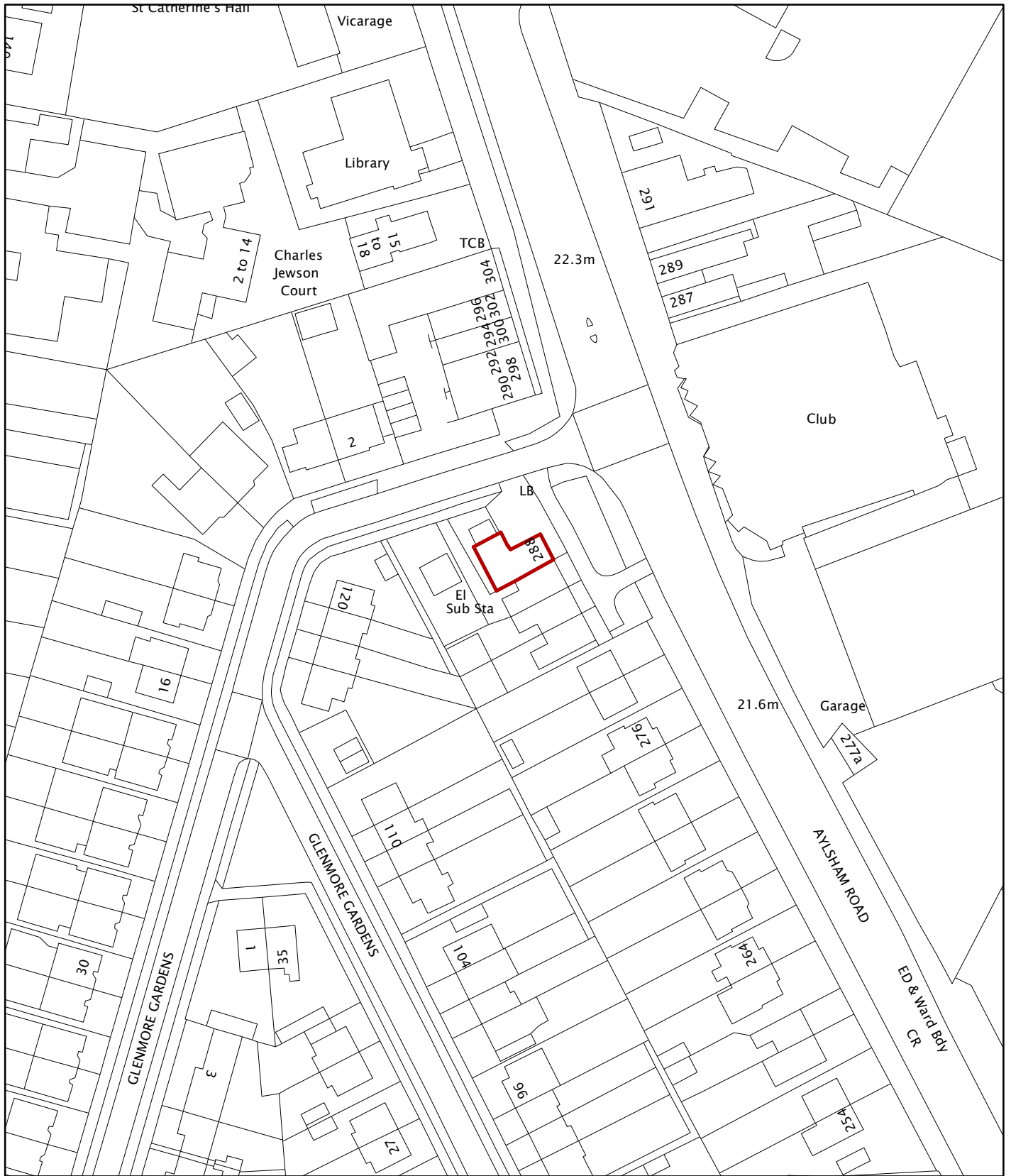
Applicant Mr James Lotinga – Kip McGrath Norwich North

4(F)

Ward:	Mile Cross
Case officer	Stephen Polley - stephenpolley@norwich.gov.uk

Development proposal		
Change of use to education centre (class D1).		
Representations		
Object	Comment	Support
2	0	0

Main issues	Key considerations
1 Parking	The impact of the change of use on the provision of car parking spaces within the local retail centre.
2 Retail	The impact of the loss of an A1 retail unit within the local centre
Expiry date	30 December 2015
Recommendation	Approve



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Planning Application No 15/01575/U

Site Address 288 Aylsham Road

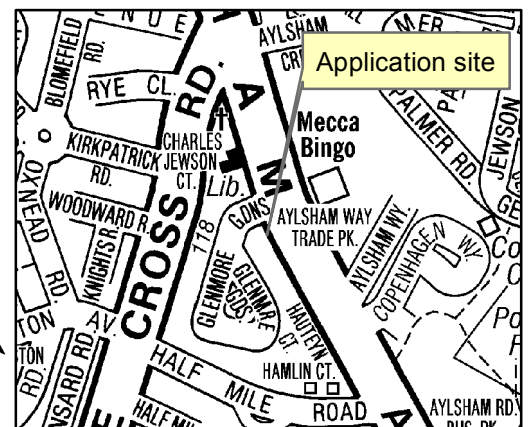
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NORWICH
City Council

PLANNING SERVICES

120



The site and surroundings

1. The site is located on the west side of Aylsham Road to the north-west of the city. The predominant character of the area is a mixture of retail, leisure and residential. The site lies within a designated local retail centre currently arranged as 12 units.
2. The subject property is an end of terrace 2 storey property built as part of a row of 4 shops with living accommodation above. A later retail unit has been added to the north which is set back from the original elevation by approximately 3 metres. The subject property is currently vacant having been last occupied over a year ago.
3. To the front of the property is a parking area accessed directly from Aylsham Road and Glenmore Gardens to the north. The concrete area has space for 11 cars and also provides footways to the entrances of the shops. Directly opposite the site is Mecca Bingo which is not included within the local retail centre designation and further units either side which are included.
4. The site is bordered by the adjoining property no.286 to the south which currently operates as a hairdressers and a newsagent to the north. Behind the property is a small access road serving the residential accommodation above, an electricity sub-station and dwellings on Glenmore Gardens.

Constraints

- There are no particular constraints.

Relevant planning history

5. None.

Ref	Proposal	Decision	Date
4/2001/0286	Erection of extension to provide additional shop unit and erection of external stair to provide access to existing flat.	APPR	24/05/2001

The proposal

6. The proposal is for the change of use of the ground floor of 288 Aylsham Road from an A1 retail unit to a D1 education centre. The volume of floor space is approximately 50m². The property has predominantly been used as a retail unit but has been vacant for over a year having previously operated as 'Norfolk Mobility Scooters' and 'Norfolk Yarn'.
7. The unit is proposed to operate as a Kip McGrath education centre which provides tutoring for small numbers of children of primary and secondary school ages in maths and English. Groups of 1-5 students are to be tutored in 2 separate sessions lasting 80 minutes, facilitated by way of an internal partition of the property within the first year of operation. The proposal includes a growth model over a period of 3 years which envisages up to 30 students attending the centre on a daily basis. The

centre will also include a small reception area with 3-4 chairs in which tutors can conduct initial meetings with parents.

8. The hours of opening are to be 15:00 to 19:00 on weekdays and 09:30 to 12:30 on Saturdays. No external changes are proposed to be carried out as part of the proposal.

Representations

9. Adjacent and neighbouring properties have been notified in writing. 2 letters of representation have been received citing the issues as summarised in the table below. All representations are available to view in full at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.

Issues raised	Response
The loss of an A1 retail unit is contrary to policy DM21 of the development management local plan.	See main issue 1.
The proposed use would result in a loss of car parking spaces for other businesses within the local retail centre.	See main issue 2.
The proposed change of use would harm the financial viability of neighbouring businesses.	This is not a material planning consideration.

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.

Assessment of planning considerations

Relevant development plan policies

11. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
 - JCS5 The economy
 - JCS6 Access and transportation
 - JCS19 The hierarchy of centres
12. **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
- DM21 Management of uses within district and local centres
- DM30 Access and highway safety

Other material considerations

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

- NPPF0 Achieving sustainable development
- NPPF1 Building a strong, competitive economy
- NPPF2 Ensuring the vitality of town centres
- NPPF7 Requiring good design

Case Assessment

14. 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

15. Key policies and NPPF paragraphs – DM21, NPPF paragraphs 1.
16. The site is situated within the Aylsham Road/Glenmore Gardens local retail centre as defined by policy DM21 of the development management policies plan. The policy seeks to protect the vitality and viability of locally defined retail centres by preventing the loss of significant amounts of A1 retail floor space. A threshold of 50% A1 retail units has been set within the policy.
17. As part of the assessment of this application it has been determined that there are currently 12 individual units located within the local retail centre. At present, 6 of these units are currently operating or last operated as non-retail units in the form of 3 no. A2 units (Barclays bank, Taxassist Accountants and a vacant unit last operating as an estate agent) and 3 no. hot food takeaways (Jin Gong, Star Grill and The Plaice for Taste).
18. The proposed change of use would therefore be contrary to part (e) of policy DM21 as the proposal would result in 41.6% of the local retail centre remaining in A1 retail use. However in this instance it is considered that other material considerations would outweigh this conflict and the proposals can be considered acceptable. Significant new retail investment in the immediate area is anticipated as a result of the development of an edge of centre site on the opposite side of Aylsham Road to the North (site R21 within the Site Allocations and Site Specific Policies Plan). Planning permission has been granted on part of this site for a large food retail unit of over 3000sqm floorspace, which if implemented would

significantly enhance the retail function of the local centre. In addition the surrounding area is also well served by convenience retail provision in the form of a Lidl supermarket a short distance to the south and Tesco Metro on the opposite side of the street to the east.

19. The proposal site is small in comparison the potential uplift in retail floorspace which is likely to occur. The additional retail floorspace proposed on the nearby site would also allow for increased diversification of other retail and associated uses within the centre, without harm to the vitality and viability of the centre.
20. Also in principle the proposed use can be considered complimentary to the overall function of the local centre. D1 class uses such as community centres, nurseries, and education uses are often located within such locations where they are easily accessible to the surrounding residential community.
21. The proposed use will support the retail centre by bringing this currently vacant unit back into use and contributing to the footfall within the defined retail area. As such the above factors are considered to be sufficient to outweigh any policy conflict with regard to current overall proportion of retail frontages within the centre. Overall the proposal therefore can be considered to contribute to the overall vitality of the local centre and wider area.

Main issue 2: Parking

22. Key policies and NPPF paragraphs – JCS6, DM28, DM30, DM31, NPPF paragraphs 17 and 39.
23. Particular concern has been raised by occupiers of neighbouring units that the change of use would cause harm to the current car parking arrangements within the local centre. In particular, the spaces located directly in front of the run of 5 units where 288 Aylsham Road is located. It is considered by neighbouring businesses that the education centre would result in a significant number of car parking spaces being used for prolonged periods of time preventing users of other businesses from using their businesses.
24. The parking area directly in front of no. 288 and neighbouring shops currently has spaces for 11 cars which are intended to be used by members of the public visiting shops and businesses within the local retail centre. It is accepted that the small number of staff (1-3 persons) and parents dropping off and collecting children may utilise the parking spaces during the open hours of the education centre. It is not considered that the current situation will be significantly altered. The hours of operation ensure that there is only limited overlap between the business operating times and typical shopping hours (approximately 2 hours).
25. The intended use as an education centre is also very similar in nature to that of a similarly scaled shop where a small number of staff will be present during opening hours with visitors parking outside or nearby for short periods of time. Therefore, it is considered that the proposed change of use does little to alter the current situation.
26. During busier times when spaces directly in front of the site may be full, it is possible for visitors to the centre to park at other locations within the local retail centre or within the nearby streets. Glenmore Gardens located directly behind the

site is not within a Controlled Parking Zone, helping to ensure that sufficient parking within a short walk of businesses within the local centre is possible at all times. The site is within a sustainable location close to bus services and is easily accessible on foot or by bicycle from the surrounding area.

Equalities and diversity issues

27. There are no significant equality or diversity issues.

Local finance considerations

28. 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.
29. 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.
30. In this case local finance considerations are not considered to be material to the case.

Conclusion

31. The proposal is contrary to policy DM21 of the development management policies plan. However the local centre is likely benefit from significant retail investment in future which would allow greater diversification in use of the existing centre, without harm to the vitality and viability of the centre. The proposed D1 education centre use is of a similar nature to an A1 shop and overall will support the vitality and viability of the local retail centre.
32. The proposal will not noticeably alter the current parking situation and will therefore not cause significant harm to local businesses within the local retail centre.
33. 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. 15/01575/U – 288 Aylsham Road Norwich NR3 2RG and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;

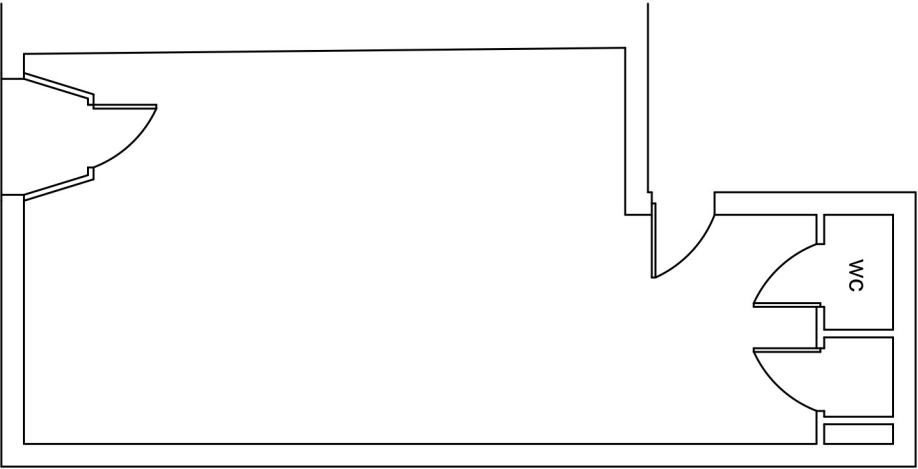
Article 35(2) statement

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 the application has been approved subject to appropriate conditions and for the reasons outlined above.

BLOCK/SITE PLAN
 AREA 100m x 100m
 SCALE 1:500 on A4
 CENTRE COORDINATES: 622021, 310784





Ground Floor Plan

Arnolds Keys	
Client	Mr J Loting
Job	288 Aylsham Road Norwich
Title	Existing Ground Floor Plan
Drawn by	A. Dunsfield
Scale	1:100
Drawing No.	20692.01

Report to Planning applications committee

Item

17 December 2015

Report of Head of planning services

Subject Application no15/01707/F – 13 Branksome Close,
Norwich, NR4 6SP

4(G)

**Reason
for referral** Objection

Applicant Mr & Mrs A Hough

Ward:	Eaton
Case officer	Stephen Polley - stephenpolley@norwich.gov.uk

Development proposal		
Single storey rear extension.		
Representations		
Object	Comment	Support
2	0	0

Main issues	Key considerations
1 Residential amenity	The impact of the development on the neighbouring property to the east (no.15), loss of daylight.
2 Scale, design and heritage	The proposal is an out of scale development.
Expiry date	7 January 2016
Recommendation	Approve



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Planning Application No 15/01707/F

Site Address 13 Branksome Close

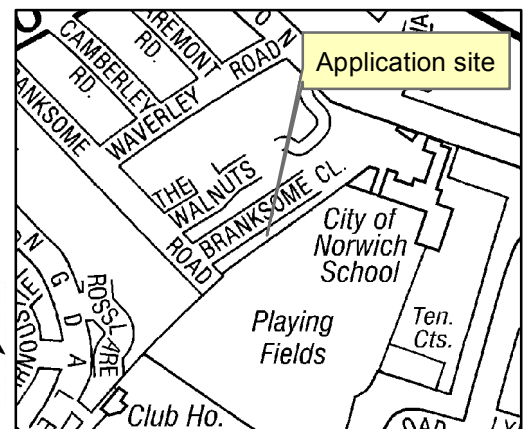
Scale 1:1,000



NORWICH
City Council

PLANNING SERVICES

130



The site and surroundings

1. The site is located on the east side of Branksome Close to the south of the city.
2. The predominant character of the area is residential, comprising 2-storey semi-detached and detached dwellings built in a variety of styles typical of the interwar period. Properties in the area have been built on good sized plots featuring front driveways and larger rear gardens. A number of large mature trees are present in the area which provide a good amount of screening between some properties.
3. The subject property is a 2-storey semi-detached red brick dwelling built circa 1930. The property has been extended by way of a 2 storey side extension which follows the original form of the pitched roof.
4. The site is bordered by the neighbouring properties no.15 to the east and the adjoining property no.11 to the west. To the rear beyond the garden are playing fields belonging to the City of Norwich School. 2m high timber fencing marks the east and west boundaries.
5. Many of the neighbouring properties have carried out significant alterations and additions over the years resulting in most of the dwellings remaining in their original form. Despite this, a strong sense of the original character remains intact as most works have been carried out to a high standard.

Constraints

6. There are no particular constraints.

Relevant planning history

7.

Ref	Proposal	Decision	Date
4/1998/0127	Erection of two storey side extension.	APCON	26/03/1998
15/01371/PDE	Erection of orangery with roof lantern. The extension extends 3300mm beyond the rear wall of the original dwelling. The height at the eaves is 2500mm. The height at the highest point of the extension is 3100mm.	REF	10/11/2015

The proposal

8. The proposal is for the construction of a single storey rear extension to be added to the eastern side of the rear wall creating a new orangery style garden room. The extension is to project by 3.18m from the rear wall and will have a width of 5.7m, covering an area of 18m². The extension is to measure 2.5m in height and will feature a flat roof with a centrally located roof lantern.

Summary information

Proposal	Key facts
Scale	
No. of storeys	Single storey
Max. dimensions	See attached composite plans
Appearance	
Materials	Red brick UPVC windows and doors

Representations

9. Adjacent and neighbouring properties have been notified in writing. 2 letters of representation have been received citing the issues as summarised in the table below. All representations are available to view in full at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.

Issues raised	Response
Loss of light to no.15 caused by proposal.	See main issue 1.
The proposal is an out of scale development.	See main issue 2.
Proposals will result parking problems.	The proposal will not have any impact on the current parking situation as there will be no increase in the number of occupants residing in the property.

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.

Assessment of planning considerations

Relevant development plan policies

11. **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
12. **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
 - DM5 Planning effectively for flood resilience

Other material considerations

13. **Relevant sections of the National Planning Policy Framework March 2012 (NPPF):**
 - NPPF0 Achieving sustainable development
 - NPPF6 Delivering a wide choice of high quality homes
 - NPPF7 Requiring good design
 - NPPF10 Meeting the challenge of climate change, flooding and coastal change

Case Assessment

14. 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: Amenity

15. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.
16. The key areas for consideration in this application are the potential impacts in terms of loss of daylight to windows of adjoining properties. The nearest potentially affected property in relation to this issue is no.15 to the east.
17. Particular concern was raised regarding the impact that the proposal would have on the amount of natural light reaching no.15 to the east. It is accepted that the proposal will be visible from the rear facing kitchen of the neighbouring property, although it is not considered that the extension will significantly alter the current situation.
18. No. 15 has been added to by way of a single storey side and rear extension which forms a front facing entrance and an enlarged kitchen. A single storey garage has

also been built along the shared boundary. These additions along with the 2 storey side extension added to the no.13 approximately 15 years ago and large mature trees located on the eastern boundaries have reduced the amount of sunlight reaching the rear of no.15. As a result, there is an increased sense of enclosure when viewed from within the kitchen of no.15. The proposed extension will be a noticeable addition close to the shared boundary, however its scale and distance of 5m from the neighbouring kitchen window should ensure that potential harm is kept to a minimum.

19. In addition all other windows within the side elevation of no.15 are to non-habitable rooms such as hallway and bathrooms. As such any loss of daylight to these windows would not be unduly harmful to the amenity of occupiers of this property.

Main issue 2: Design

20. Key policies and NPPF paragraphs – JCS2, DM3, DM9 NPPF paragraphs 9, 17, 56, 60-66 and 128-141.
21. Concern was raised that the proposal is out of scale with the surrounding area. The extension is considered to be of an appropriate scale and design that will have no noticeable impact on the overall character and appearance of the subject property, or the surrounding area as it will largely not be visible from outside of the site.

Equalities and diversity issues

22. There are no significant equality or diversity issues.

Local finance considerations

23. 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.
24. 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.
25. In this case local finance considerations are not considered to be material to the case.

Conclusion

26. The extensions will have only a minor impact upon the amount of daylight reaching the neighbouring property as a result of the scale, positioning and distances from neighbouring properties of the extensions.
27. The proposal will result in an extended dwelling which is of an appropriate scale and design, which does not cause significant harm to the character of the original dwelling and that of the surrounding area.

28. 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. 15/01071/F – 13 Branksome Close Norwich NR4 6SP and grant planning permission subject to the following conditions:

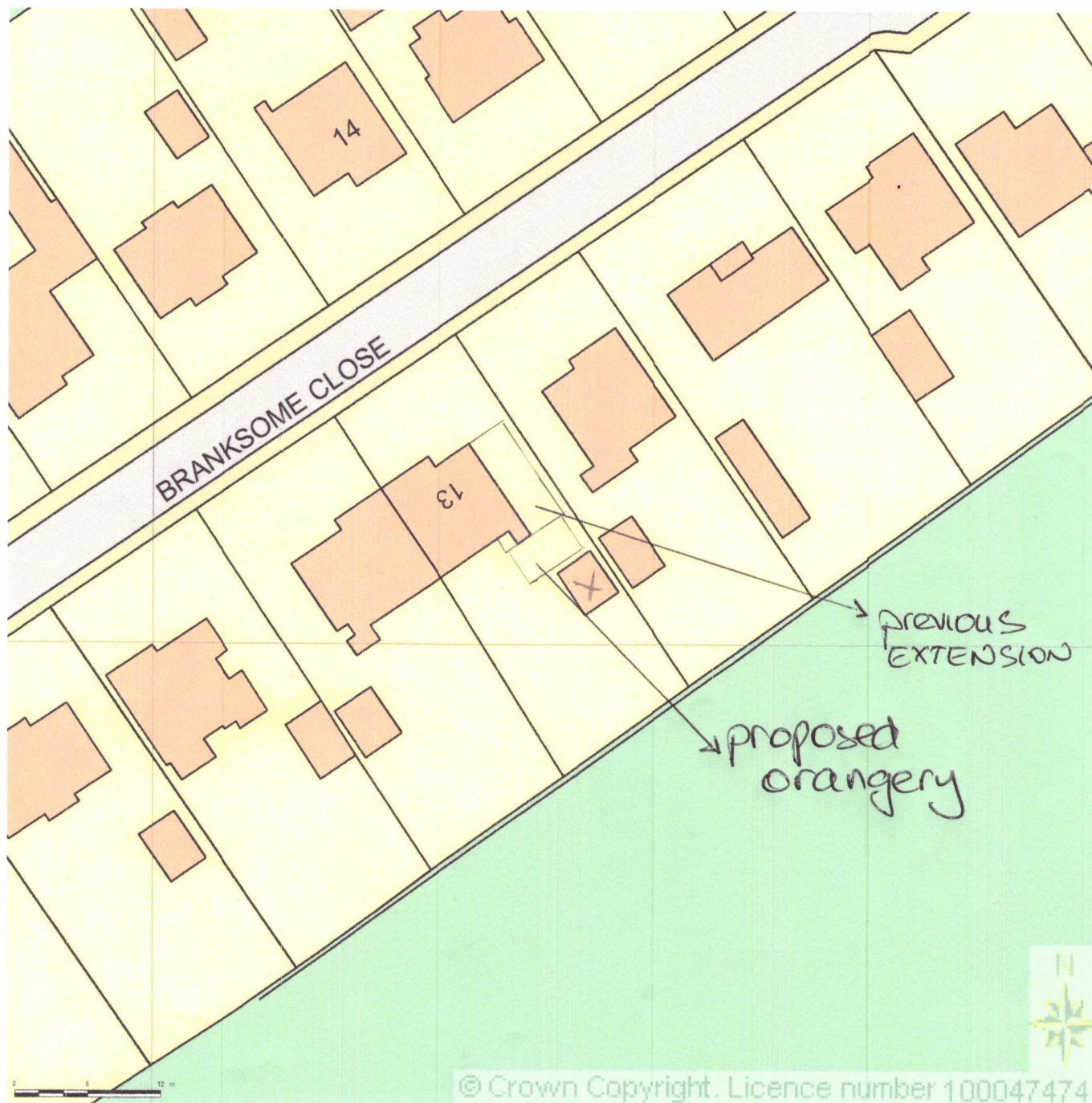
1. Standard time limit;
2. In accordance with plans;

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 the application has been approved subject to appropriate conditions and for the reasons outlined above.

Client	Mr & Mrs Hough	Tel: 07802 441993
	13 Branksome Close	
	Norwich	
	NR4 6SP	
Scale: 1 : 100	A3	Page: 1 of 1
Drawn by: Keiran Harrison	Drawing No: 080920USPRD	First Issue: 09/09/2015

BLOCK/SITE PLAN
 AREA 90m x 90m
 SCALE 1:500 on A4
 CENTRE COORDINATES: 621633, 306607



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 11/11/2015 18:20:19

Report to Planning applications committee

Item

17 December 2015

Report of Head of planning services

Subject Application no 15/01666/F - 12 Orchard Close,
Norwich, NR7 9NY

**Reason
for referral** Objection

Applicant Mr & Mrs Harvey

4(H)

Ward:	Crome
Case officer	Stephen Polley - stephenpolley@norwich.gov.uk

Development proposal		
Single storey rear extension and front / side / rear roof extension.		
Representations		
Object	Comment	Support
2 letters and a petition containing 5 signatures	0	0

Main issues	Key considerations
1 Residential amenity	The impact of the development on amenity of neighbouring properties in terms of privacy and loss of daylight.
2 Scale, design and heritage	Impact upon the character of the parent building and surrounding area.
Expiry date	30 December 2015
Recommendation	Approve



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Planning Application No 15/01666/F

Site Address 12 Orchard Close

Scale 1:1,000

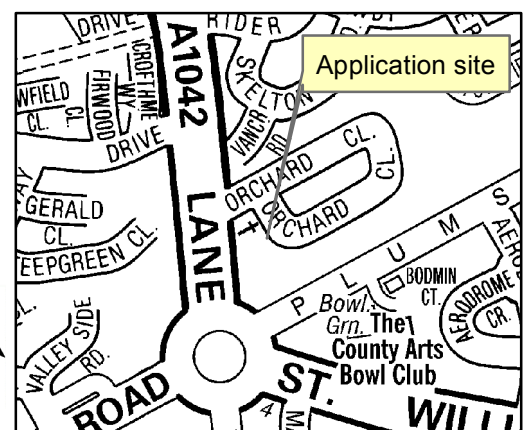


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PLANNING SERVICES



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The site and surroundings

1. The site is located on the western side of Orchard Close to the north-east of the city. The predominant character of the area is residential, comprising mainly single-storey bungalow type semi-detached and detached dwellings built circa 1950. The southern side of Orchard Close sits on a slightly elevated position with the ground gradually sloping downwards towards the north. Heartsease Lane Methodist Church is located to the north west of the site, occupying a large plot breaking the residential character of the area.
2. The subject property is a single-storey semi-detached red brick bungalow featuring a hipped roof and 2 box style bay windows on the front elevation. The property features a front garden which is currently arranged as a parking area, a side driveway leading to a wooden shed and a single storey conservatory has been added to the rear with a large rear garden beyond.
3. The site is bordered by the adjoining property no.10 to the east which has features a lean to type extensions to the rear and no. 14 to the east, a similarly styled detached bungalow which features a brick built flat roof rear extension to the rear.
4. It is noted that the subject property many of the properties appear to remain in their original form when viewed from the front, however several properties have added front facing dormer windows.

Constraints

5. There are no particular constraints.

Relevant planning history

6. None.

The proposal

7. The proposal is for the demolition of the existing rear extension and wooden shed and for the construction of a single storey rear extension. The extension is to project by 3m from the rear wall of the original dwelling and will have a width of 8.35m, covering an area of 25m². The rear extension is to measure 2.6m in height, matching the height of the original eaves.
8. The original hipped roof is to be altered by building up from the side wall to create a new gable end. The new gable is to be built to the up from the eaves height of 2.6m to match the height of the ridge of the roof at 6.3m.
9. The roof space is to be converted to form a master bedroom suite by way of front and rear dormers. The rear dormer is a large box dormer with a width of 6.8m and a height of 2.1m and will contain 2 sets of windows serving a bedroom room and bathroom. The front roof slope is to feature two small box dormers measuring 2.1m in height and 2.1m in width with windows serving a bedroom and dressing room. Both front and rear dormers are to be installed 0.4m above the eaves and 0.2m below the ridge of the roof.

10. It should be noted that the applicant has amended the design of the front elevation to replace an originally designed large single dormer matching the proposed rear dormer with 2 smaller dormers. The decision was made to enhance the appearance of the proposal by retaining more of the original roof slope.

11. Summary information

Proposal	Key facts
Scale	
No. of storeys	Single storey and roof space conversion
Max. dimensions	See attached composite plans
Appearance	
Materials	Red brick UPVC windows and doors

Representations

12. Adjacent and neighbouring properties have been notified in writing. 2 letters of representation have been received citing the issues as summarised in the table below. All representations are available to view in full at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.

Issues raised	Response
<p>The impact of the development on the driveway of the neighbouring property to the east (no.14), loss of daylight.</p> <p>The development will result in a loss of privacy for neighbouring properties.</p>	See main issue 1.
<p>The proposal is an out of keeping with the character of the surrounding area.</p> <p>The aesthetics of the dormers are ugly and inappropriate for the type of bungalow.</p>	See main issue 2.
Proposals will result parking problems.	The proposal will not have any impact on the current parking situation as there will be no increase in the number of occupants residing in the property.

Consultation responses

13. 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.

Assessment of planning considerations

Relevant development plan policies

14. **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
15. **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

Other material considerations

16. **Relevant sections of the National Planning Policy Framework March 2012 (NPPF):**
- NPPF0 Achieving sustainable development
 - NPPF6 Delivering a wide choice of high quality homes
 - NPPF7 Requiring good design
 - NPPF10 Meeting the challenge of climate change, flooding and coastal change

Case Assessment

17. 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: Amenity

18. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.
19. The key areas for consideration in this application are the potential impacts in terms of overlooking and loss of privacy, overshadowing of a driveway. The nearest potentially affected properties in relation to these issues are no.10 to the west, no.14 to the east and nos.5 and 7 to the north.

Overlooking and Privacy:

20. Particular concern was raised that the proposed dormers will result in the proposed roof space windows overlooking properties located on the opposite side of the street to the east. The proposed front facing windows are to be installed approximately 2.5m above the existing windows. It is accepted that the front dormers will allow for views towards neighbouring properties, it is however not considered that the proposal will significantly alter the current situation. Currently an original lounge and bedroom are located on the front of property both being served by box style bay windows. The elevated position of the subject property allows for views directly across the road to the properties opposite. There is also a minimum distance of 10m between the properties which are separated by footpaths and a road.
21. Similarly, particular concern was raised that the dormer would result in an increase in overlooking of the rears of nos. 10 and 14 to the north and southeast respectively, resulting in a loss of privacy. It is accepted that the proposed dormer to the rear roof slope will allow for views across the neighbouring gardens, it is not considered significant harm will be caused. No direct views into neighbouring properties will be possible from the new rooms in the roof and the views across the gardens are typical for this area. It should be noted that the construction of the rear dormer could be carried separately out by way of the property's permitted development rights.

Loss of light:

22. Particular concern was raised regarding the impact that the proposal would have on the amount of natural light reaching the driveway area of no.14 to the south as a result of the hip to gable roof alteration. It is accepted that a small amount of overshadowing may occur as a result of the roof alteration, however no real harm will be caused to the occupiers of the neighbouring property. A gap of approximately 5m exists between the properties ensuring that the driveway will always benefit from natural daylight, even if not from direct sunlight, and no harm will be caused to any living spaces. It should be noted that the hip to gable roof alteration could be carried out separately by way of the property's permitted development rights.

Main issue 2: Design

23. Key policies and NPPF paragraphs – JCS2, DM3, DM9 NPPF paragraphs 9, 17, 56, 60-66 and 128-141.
24. Concern was raised that the proposal is of a poor design out of keeping with the character of the surrounding area. It is accepted that the alterations to the front roof slope will result in a noticeably different front elevation. However nos. 20 and 22 Orchard Close have both installed dormers to the front elevation in a similar fashion. The amended design with its 2 separate smaller box style dormers is considered to be an improvement on the larger single dormer which would have resulted in a significant portion of the roof slope being obscured.
25. The proposed dormers to both front and rear have been designed to sit 0.4m above the eaves and 0.2m below the ridge of the roof slopes, ensuring that they are proportionally well positioned. The rear dormer however will not be visible from the front of the property and will have no impact on the overall character of the property when viewed from public areas, or the character of the surrounding area. The

proposed dormers are therefore considered to be of an appropriate scale and design.

26. The proposed hip to gable roof alteration will alter the appearance of the subject property in a manner which is largely not present within Orchard Close. Although not in the immediate vicinity of the subject property, it should be noted that no. 54 Orchard Close has carried out a similar hip to gable roof alteration and it should also be noted that the hip to gable roof alteration could be carried out separately by way of the property's permitted development rights.

Equalities and diversity issues

27. There are no significant equality or diversity issues.

Local finance considerations

28. 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.
29. 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.
30. In this case local finance considerations are not considered to be material to the case.

Conclusion

31. The potential for an increase in overlooking is minimal as the dormer will not drastically alter the current situation where a degree of overlooking from the subject property has always been possible from existing windows.
32. The extensions will have very little impact upon the amount of daylight reaching neighbouring properties as a result of the scale, positioning and distances from neighbouring properties of the extensions.
33. The proposal will result in an extended dwelling which is of an appropriate scale and design, which does not cause significant harm to the character of the original dwelling and that of the surrounding conservation area.
34. 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

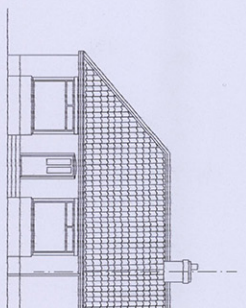
To approve application no. 15/01666/F – 12 Orchard Close Norwich NR7 9NY and grant planning permission subject to the following conditions:

1. Standard time limit;

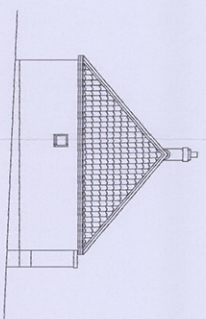
2. In accordance with plans;

Article 35(2) statement

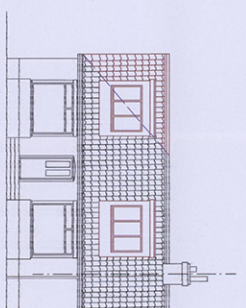
The local planning authority in making its decision has had due regard to paragraph 187 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations, following negotiations with the applicant and subsequent amendments the application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



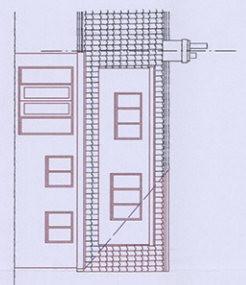
front elevation



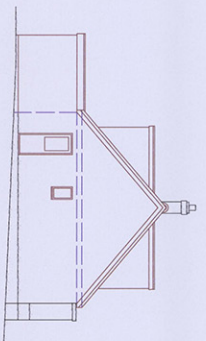
side elevation



front elevation

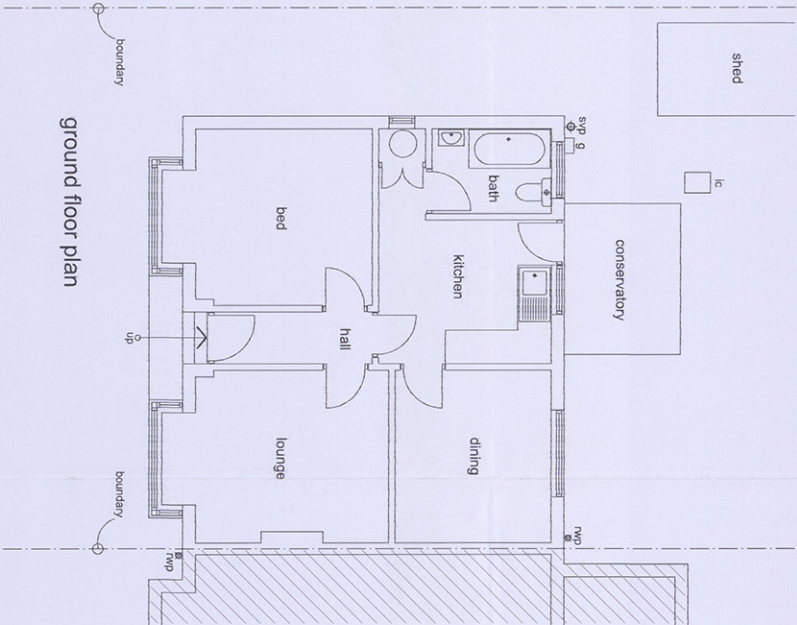


rear elevation

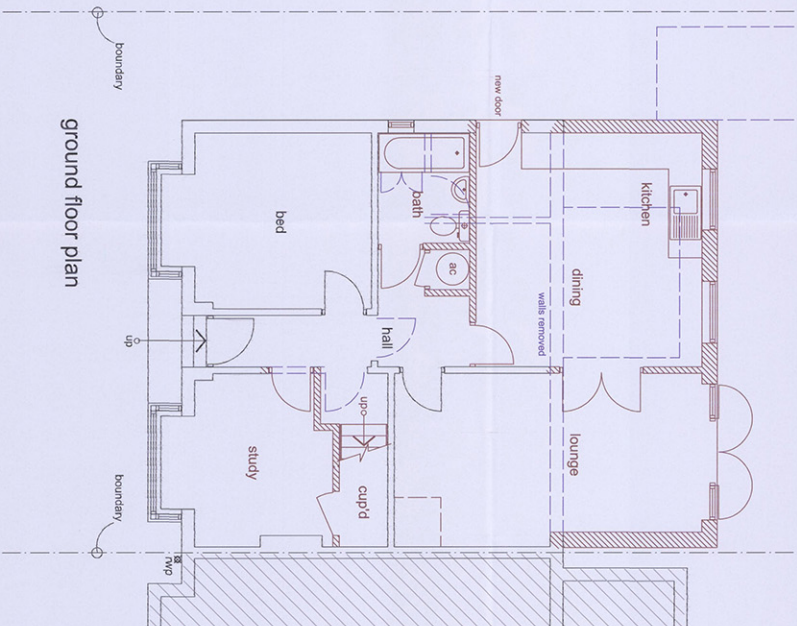


side elevation

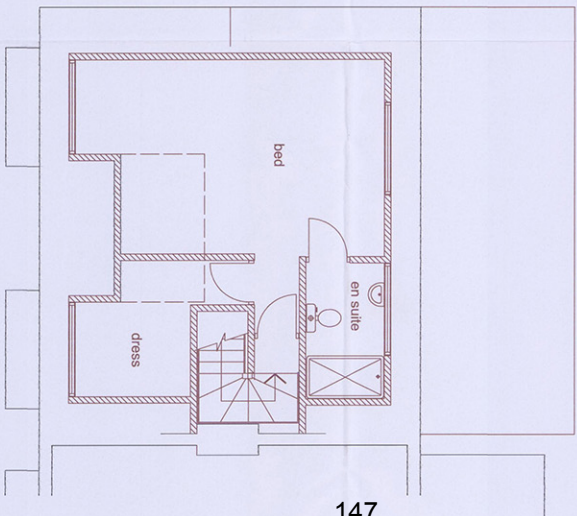
if in doubt ask • do not scale



existing



proposed



roof plan

CHITECTURAL DESIGN

Alan Rawlings
30 NOV 2015
Professional Development
Peer Review

alanarchdesign@btinternet.com

01362 688151

Stable Cottage
Stable Lane
The Street
Norden
Norfolk
NR2 4HR

Client	Mr and Mrs Harvey	Project	Proposed extension / roof conversion
Drawing	12 Orchard Close Thorpe St Andrew	Dwg no	761 / 09
Date	27 / 11 / 15	Rev	
		Scale	1 : 50 / 1 : 100 @ A1

Report to Planning applications committee

Item

17 December 2015

Report of Head of planning services

Subject Application no 15/01103/NF3 – 26 Grosvenor Road,
Norwich, NR2 2PY

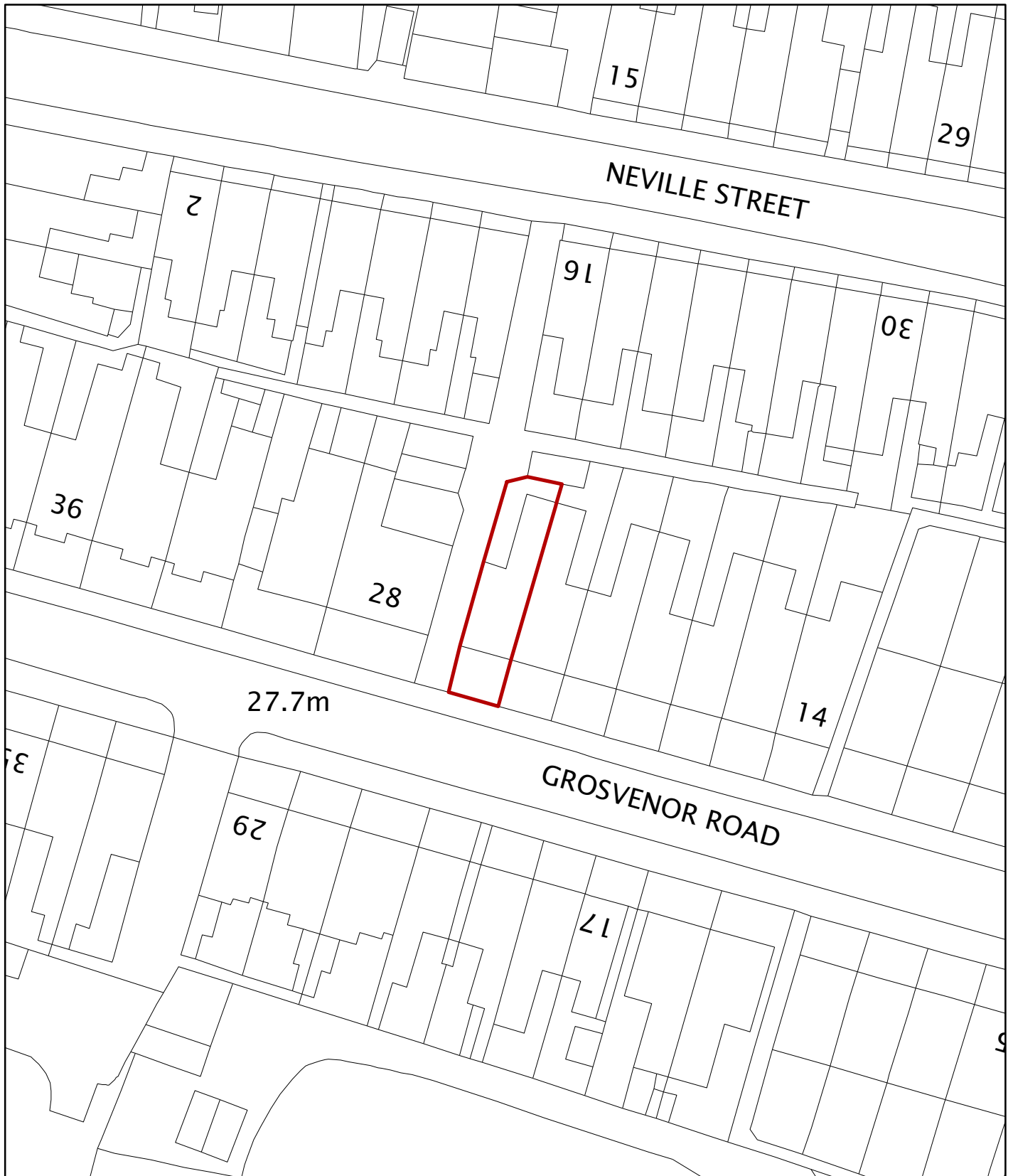
**Reason
for referral** Objections

4(I)

Ward:	Nelson
Case officer	Charlotte Hounsell – charlottehounsell@norwich.gov.uk

Development proposal		
Replacement windows and doors		
Representations		
Object	Comment	Support
2	0	0

Main issues	Key considerations
1 Design	Impact upon the character and appearance of the house and surrounding conservation area.
Expiry date	20 October 2015
Recommendation	Approve



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Planning Application No 15/01103/NF3

Site Address 26 Grosvenor Road

Scale 1:500

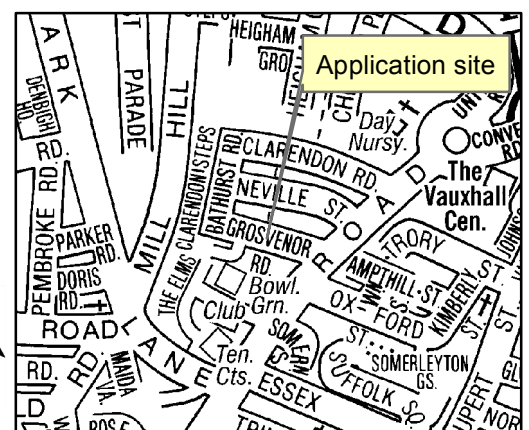


NORWICH
City Council

PLANNING SERVICES



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The site and surroundings

1. The site is located on the Northern side of Grosvenor Road, South West of the City Centre. The subject property is a 2 storey Victorian end of terrace house constructed of red brick and is currently a Council-owned property. The property is set back from the road by a front garden and there is side access to a small paved garden area to the rear.
2. The prevailing character of the surrounding area is residential, with sets of terraced dwellings ranging in age from the late 1800's to early 1900's. Many of the dwellings have their original timber-framed sliding sash windows and solid timber four panelled wooden doors, although several properties have replaced these, either with like-for-like timber specifications or PVC specifications.

Constraints

3. Conservation Area: Heigham Grove
4. Locally Listed Building
5. Subject to Article 4 Direction

Relevant planning history

6. There is no relevant planning history in relation to the application site. However planning permission has been granted for PVC replacement windows at 10 Essex Street in October 2013 (ref: 13/01314/NF3) and 33 Grosvenor Road in March 2015 (ref: 15/00330/F). Both these sites are within the Heigham Grove Conservation Area and subject to the Article 4 Direction.

The proposal

7. The proposal is for the replacement of 3 windows and front door in the front elevation and 3 windows and one door in the rear elevation. Existing windows are top-hung non-original timber framed single glazed windows. Existing doors are part-timber, part-glazed. These are to be replaced with sliding sash PVC double glazed windows, and part-PVC, part-glazed rear door and four-panelled PVC front door.

Representations

8. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. 2 letters of representation have been received citing

the issues as summarised in the table below. All representations are available to view in full at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.

Issues raised	Response
The proposed materials are out of keeping with the conservation area and article 4 direction	See main issue 1
The proposed window design is out of keeping with the surrounding area	See main issue 1
The proposed door design is out of keeping with the surrounding area	See main issue 1
The subject property is council owned and should by example follow conservation area and article 4 direction guidelines	This application has been treated as any other application for a private dwelling subject to the same constraints and the design and heritage objections addressed in main issue 1.

Consultation responses

9. 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.
10. Comments have been received from the Conservation and Design Officer who considers the additional details with regard to window design is acceptable.

Assessment of planning considerations

Relevant development plan policies

11. **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
12. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**
 - DM1 Achieving and delivering sustainable development
 - DM3 Delivering high quality design

- DM9 Safeguarding Norwich's heritage

Other material considerations

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

- NPPF0 Achieving sustainable development
- NPPF7 Requiring good design
- NPPF10 Meeting the challenge of climate change, flooding and coastal change
- NPPF12 Conserving and enhancing the historic environment

Case Assessment

14. 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: Design and Heritage

15. Key policies and NPPF paragraphs – JCS2, DM3, NPPF paragraphs 9, 17, 56 and 60-66.
16. Key policies and NPPF paragraphs – DM9, NPPF paragraphs 128-141.

Concerns were raised over the materials being used for the proposed windows and doors, specifically in the elevation fronting the highway. It is acknowledged that PVC is not the original material used in windows in the surrounding conservation area. However they have been granted planning permission in a limited number of situations within the surrounding area, including at 10 Essex Street and 33 Grosvenor Road (see history section). In both these cases original windows had previously been replaced with windows of unsympathetic design which detracted from the appearance of the conservation area. The proposed replacement windows were of sash opening style and carefully detailed to match original timber windows. As such they enhanced the appearance of the dwellings and were considered acceptable.

The existing windows at No. 26 are of unsympathetic proportions and opening style. Following negotiations, additional details have been agreed with the agent including provision of run through sash horns and externally chamfered glazing bars. The proposed replacement windows are now of carefully detailed sash window style, similar to those used at 10 Essex Street. They will therefore appear to be very similar in appearance to the original sash windows which would have been used at the property. As such these proposed window

replacements are considered to enhance the appearance of the parent building and conservation area in comparison to the existing situation and this is considered acceptable.

In addition concerns were raised over the design of the front door and comments suggested that a four-panelled timber door would be more suitable. Previous comments regarding materials apply here. After discussion with the agent the door choice was altered so a four-panelled PVC door is now proposed at the front elevation. The design of the front door also includes wood grain effect and therefore is considered to be in keeping with the majority of door designs in the surrounding area.

Equalities and diversity issues

17. There are no significant equality or diversity issues.

Local finance considerations

18. 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.

19. 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.

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

Conclusion

21. The impacts on the character and appearance of the subject property are considered acceptable as the detailing of the proposed windows and doors in the principal elevation are considered sufficient to reduce any detrimental impact on the character of the surrounding area and would enhance the appearance of the dwelling in comparison to the existing situation.

22. 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. 15/01103/NF3 – 26 Grosvenor Road, Norwich, NR2 2PY and grant planning permission subject to the following conditions:

1. Standard time limit;

2. In accordance with plans;
3. For the avoidance of doubt, all windows will have:
 - (i) Run through sash horns
 - (ii) Externally chamfered glazing bars
 - (iii) Sliding sash opening function only and outward opening mechanism disabled



Please tick the boxes to indicate your choice

Front Door

Rear Door



Front Door Colour

☐

White

☐

Red

☐

Green

☐

Blue

Customer Name: _____

Address: _____

Postcode: _____

Telephone Number: _____

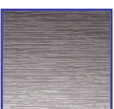
Signature: _____

Date: _____

Please complete information on the reverse page

Glass/Cat Flap

Cotswold

☐

Clear

☐

Please tick box if
cat flap is required
for rear door
(£78 will be charged for this)

☐

Please Note:

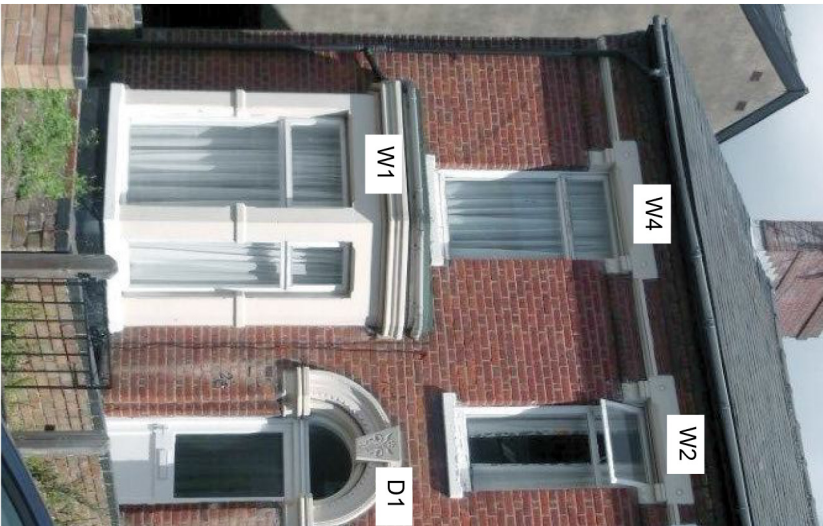
- Front door style complies with planning requirements
- All doors are white internally with silver furniture.
- Exact colour may vary due to reproduction techniques, please ask the Surveyor to see colour swatches for exact colour.

Side Panel Option

N/A

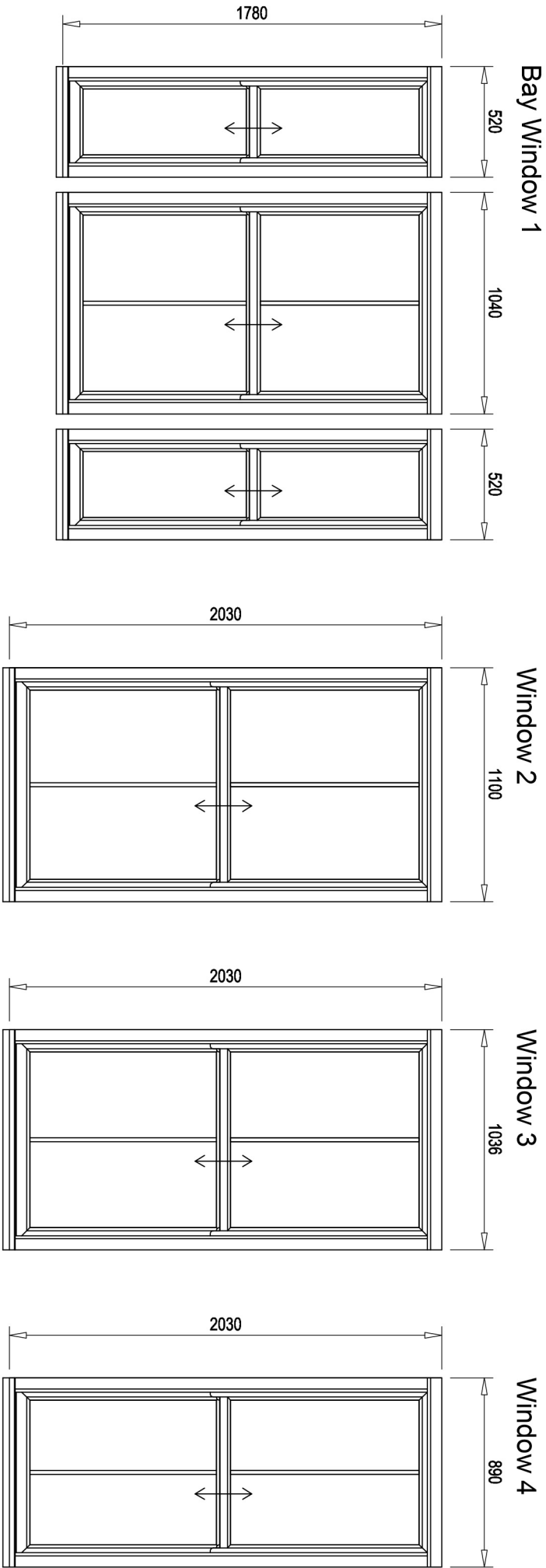


REAR ELEVATION



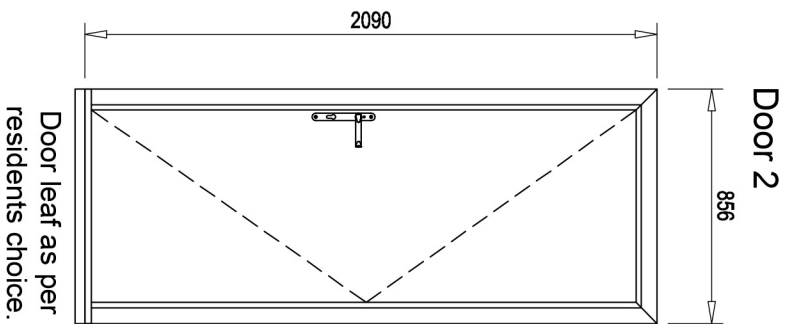
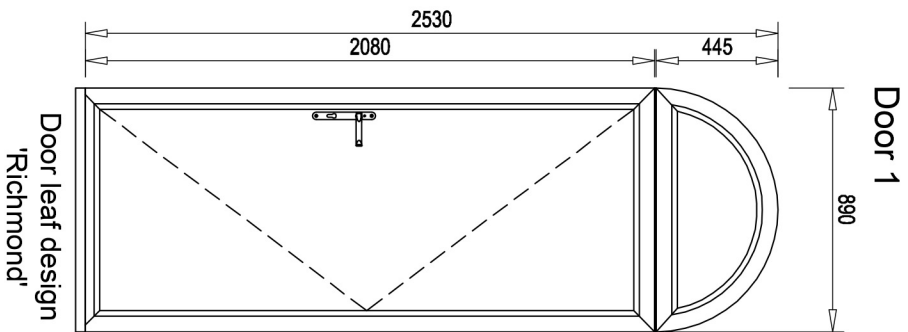
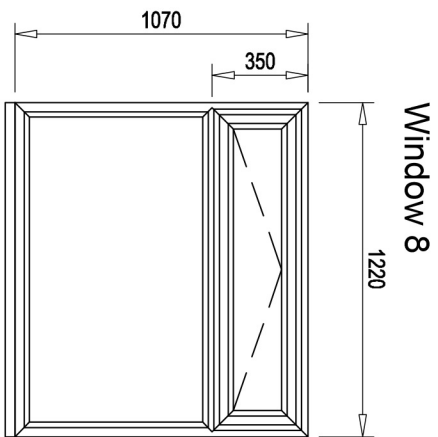
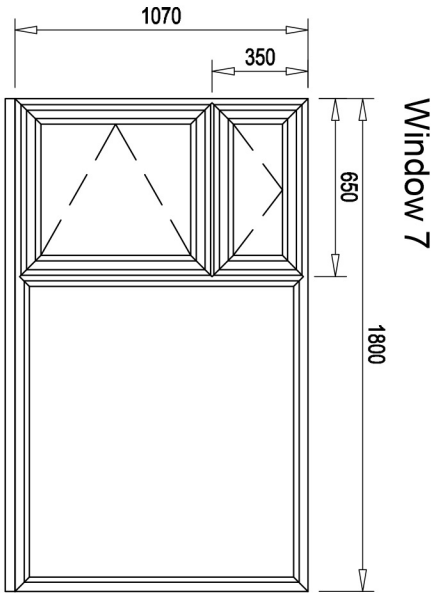
FRONT ELEVATION

Rev	Description	Name	Date	Name	Date	Scale
				Lionel	06.07.15	A3
Title						
Anglian						
Design services						
Title						
PLANNING APPLICATION DRAWING						
NCC - 26 Grosvenor Rd - Existing						
Product codes						
WPA/2837 - 1						
Drawing No						
WPA/2837 - 1						
Rev						



- 1. Tilt Facility for Sliding Sashes will be disabled.
- 2. Continuous run through horns will be provided
- 3. Any external glazing bars will be chamfered.

Rev	Description	Name	Date	Title			Name	Date	Scale
A	Sash horns added to VS windows	MRC	20/07/15	Anglian Design services			M.R.Cubitt	08/07/15	1:20
B	30mm Packers removed from W1 - W4	Lionel	05.11.15				Checked	Date	A3
C	Notes Added	Lionel	11.11.15						
				PLANNING APPLICATION DRAWING					
				NCC - 26 Grosvenor Rd - Proposed					
				Product codes					
				Drawing No. WPA/2837 - 2					
				Rev. C					



Door leaf design
'Richmond'

Door leaf as per
residents choice.

Rev	Description	Name	Date	Title	Name	Date	Scale
A	Door design added to D1	Lionel	17.11.15	Anglian Design services	M.R.Cubitt	08/07/15	1:20
				PLANNING APPLICATION DRAWING	Checked		A3
				NCC - 26 Grosvenor Rd - Proposed			
				Product codes	Drawing No.		Rev
					WPA/2837 - 3		A

The NEW VEKA Vertical Slider Window System



NEW Run-through Sash Horn

NEW run-through Sash Horn offers enhanced aesthetics which are particularly suited to period properties for an authentic traditional look

The run-through horn is optional – the VEKA VS is also available with clip-in horns or without horns



Report to Planning applications committee

Item

17 December 2015

Report of Head of planning services

Subject Application no 15/01214/F - 61 Magdalen Street,
Norwich, NR3 1AA

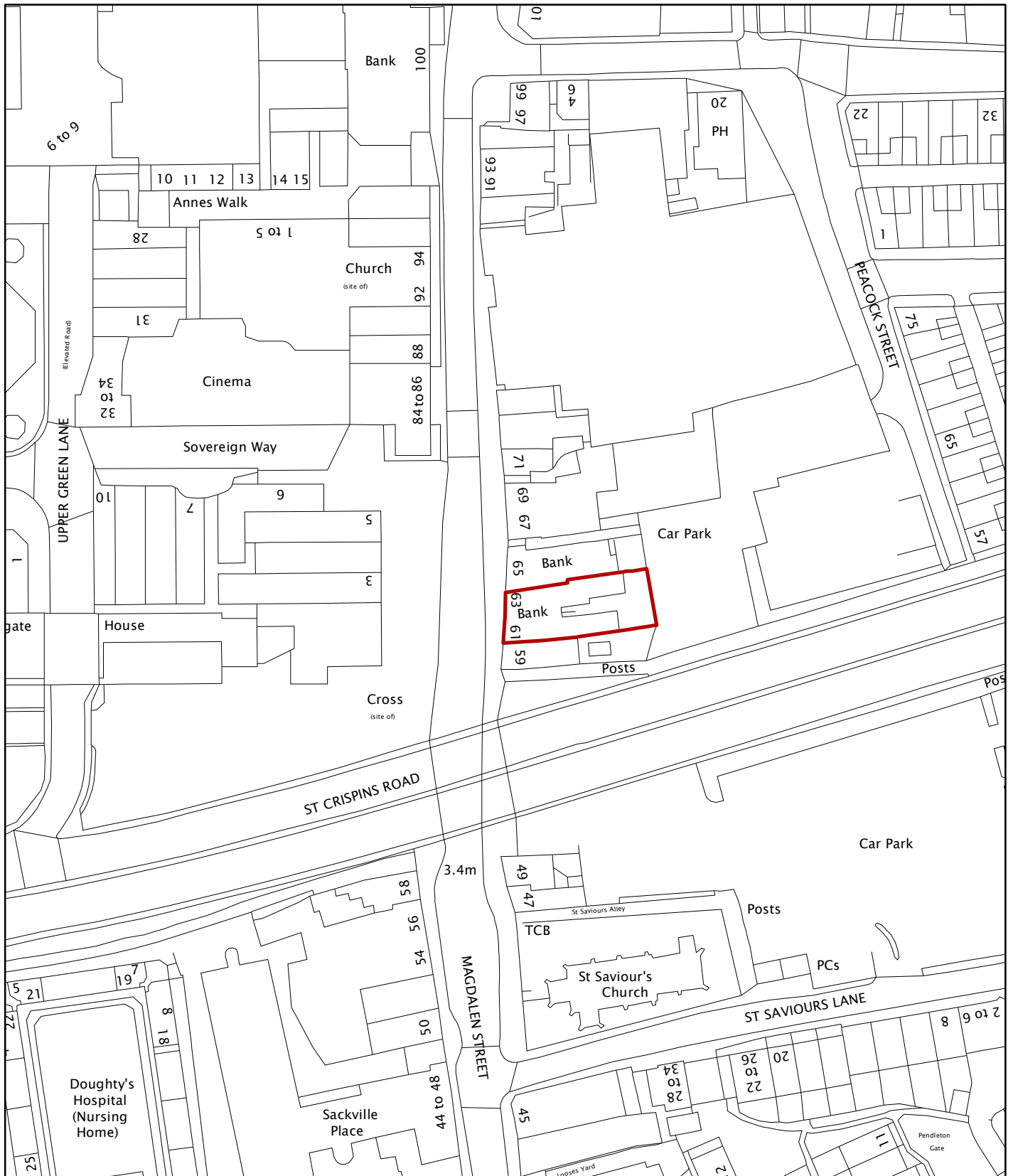
**Reason
for referral** Objections

4(J)

Ward:	Mancroft
Case officer	James Bonner - jamesbonner@norwich.gov.uk

Development proposal		
Extension to provide new second floor flat [revised location plan].		
Representations		
Object	Comment	Support
2		

Main issues	Key considerations
1 Amenity	Occupier amenity (noise, outlook); neighbouring amenity (overshadowing, loss of outlook/daylight)
2 Design and heritage	Visual impact; harm to conservation area and locally listed buildings
3 Flood risk	Safe egress in the event of fluvial and pluvial flood events
Expiry date	14 January 2016
Recommendation	Approve



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Planning Application No 15/01214/F

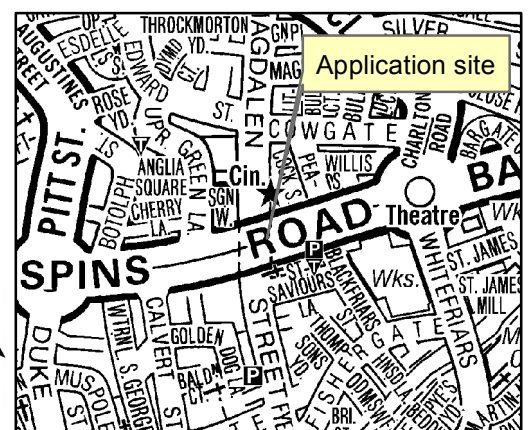
Site Address 61 Magdalen Street

Scale 1:1,000



NORWICH
City Council

PLANNING SERVICES



The site and surroundings

1. The addition is to the rear of 61 Magdalen Street (technically 61 to 63 on the OS map, considered as a single building all within the same ownership). On Magdalen Street the property is a convenience store at ground floor with residential flats above. At the rear there is a two storey flat roofed projection – the new dwelling is proposed above this.
2. The property has a shared yard backing onto St Saviours car park and the proposed flat is around the same height as the inner ring road flyover ~18m to the south.

Constraints

3. Although the 61-63 are not locally listed, the neighbours either side and further north are (Nos. 59, 65, 67-69 etc). Although there are statutory listed buildings nearby, none are near enough to be affected by this proposal.
4. The site is within the city centre conservation area. It is entirely within a critical drainage area and is partially within flood zone 2 – all of the yard and therefore the main escape is also within flood zone 2. The site is also within the Central Norwich Air Quality Management Area.
5. Within the Northern City Centre Area Action Plan (NCCAAP) the car park to the east of the site/north of the flyover is allocated for small business or service workshops (allocation PS1 – Peacock Street).

Relevant planning history

6.

Ref	Proposal	Decision	Date
4/1998/0701	Conversion of first and second floors to 3 one bedroom flats	Approved subject to condition	19/10/1998

The proposal

7. A one bedroom flat is proposed at second floor level, with a balcony at its eastern end fronting St Saviours car park. There is an external staircase within the rear yard which provides access to the building at first floor level. There is then an internal communal staircase which leads up to the second floor where an existing door provides access onto the flat roof. This will be used as the front door to the new flat.
8. The addition follows the footprint of the existing projection, extending 12.1m (14.9m to the end of the balcony) from the host building's gable.
9. There have been several revisions to the design to better reflect the host building. This is explored in main issue 2.

Summary information

Proposal	Key facts
Scale	
Total no. of dwellings	1
No. of affordable dwellings	0
Total floorspace	41sqm (plus 8.5sqm balcony)
No. of storeys	1 (at 2 nd floor)
Max. dimensions	2m high, 12.1m long, 4.35m wide
Appearance	
Materials	Render, others to be confirmed via condition
Transport matters	
Vehicular access	N/A
No of car parking spaces	0
No of cycle parking spaces	In rear yard – tbc
Servicing arrangements	In rear yard – tbc

Representations

10. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. The application has been re-consulted twice with the most recent period ending on the 16 December. As of 2 December two letters of representation have been received (one from Norwich Society) citing the issues as summarised in the table below. All representations are available to view in full at <http://planning.norwich.gov.uk/online-applications/> by entering the application number. Any additional letters of representation received after 2 December will be included on the Updates Report.

Issues raised	Response
Loss of privacy / overlooking; dominating effect of new flat	Amenity – see main issue 1.
Loss of use of outdoor space outside flat	Amenity – see main issue 1.

Issues raised	Response
Dominant on skyline, blocking views	Design and heritage – see main issue 2.

Consultation responses

11. 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.

Citywide services

12. Black sack refuse collection is appropriate.

Design and conservation

13. This is not an application that I intend to provide conservation and design officer comments on because it does not appear on the basis of the application description to require our specialist conservation and design expertise. This should not be interpreted as a judgement about the acceptability or otherwise of the proposal.

Environmental protection

14. I have scanned the report Noise Impact Assessment for the above application and it would appear that the calculated internal noise levels are acceptable, and the suggested mechanical ventilation seems reasonable. The use of the balcony does give cause for concern but again this would realistically be the only amenity space for the occupant(s) of this small flat.
15. Although, I am uncomfortable with the idea of a new residential unit of accommodation so close to what is and will continue to be a very busy road it would be very difficult to argue against it for reasons of potential noise disturbance given the proposed level of sound insulation of the building envelope.
16. If permission were to be granted for this development then it is essential to include an informative.

Highways (local)

17. No objection on highway/transportation grounds.

Norwich Society

18. We are opposed to this development which appears incorrectly identified on the location plan. The living conditions would be very unpleasant. [*location plan since amended and application re-advertised*]

Norfolk police (architectural liaison)

19. Recommending agent includes crime prevention measures.

Assessment of planning considerations

Relevant development plan policies

20. **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
 - JCS6 Access and transportation
 - JCS11 Norwich city centre
 - JCS20 Implementation
21. **Northern City Centre Area Action Plan adopted March 2010 (NCCAAP)**
 - LU3 Residential development
 - TU1 Design for the historic environment
 - ENV1 Climate change mitigation and adaption
22. **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
 - DM5 Planning effectively for flood resilience
 - DM9 Safeguarding Norwich's heritage
 - DM11 Protecting against environmental hazards
 - DM12 Ensuring well-planned housing development
 - DM28 Encouraging sustainable travel
 - DM30 Access and highway safety
 - DM31 Car parking and servicing
 - DM32 Encouraging car free and low car housing

Other material considerations

23. **Relevant sections of the National Planning Policy Framework March 2012 (NPPF):**
 - NPPF0 Achieving sustainable development
 - NPPF4 Promoting sustainable transport
 - NPPF6 Delivering a wide choice of high quality homes
 - NPPF7 Requiring good design
 - NPPF10 Meeting the challenge of climate change, flooding and coastal change
 - NPPF12 Conserving and enhancing the historic environment

Case Assessment

24. 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.

Principle of development

25. Key policies and NPPF paragraphs – DM12, Northern CC AAP LU3, NPPF paragraphs 49 and 14.
26. When assessed against DM12 and DM13 the principle of residential development is acceptable on this site, including the criteria in the second part of DM12 and subject to the other policy and material considerations detailed in the main issues below given that:
 - The site is not designated for other purposes;
 - The site is not in a hazardous installation notification zone;
 - The site is not in the late night activity zone;
 - It does not involve the conversion of high quality office space; and
 - It is not in the primary or secondary retail area or in a district or local centre.
27. Within the NCCAAP there is nothing explicitly precluding this type of development here, although it should be noted that the allocation at the adjacent site off Peacock Street (PS1) does state that housing would be inappropriate due to the proximity of the flyover and the blank elevation of Roys. A distinction can be made between a large ground floor site and a relatively small second floor addition and this is not considered to be an in-principle objection to residential use on the application site. Where there are clear issues (amenity, design), these are addressed in the relevant sections below.

Main issue 1: Amenity

28. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.

Occupier amenity

29. The most obvious concern for the living conditions of the occupier(s) of this proposed flat is the noise from the flyover given they will essentially be at the same level. Noise is also apparent from Magdalen Street, the car park and the two air conditioning units on the adjacent first floor flat roof of No.61 to the south. A noise impact assessment (NIA) has been provided which takes into account the potential disturbance from these sources. As noted in the NIA, windows and unattenuated ventilators are generally the weakest areas of sound insulation in a conventional façade. Opening windows will reduce the overall insulation to 10-15dB(A). In this position the NIA shows that the daytime noise levels are 68.7dB (averaged over 16hrs) and night-time 60.8dB (over 8 hours) with the highest measurement being 81dB at ~01:30am.
30. For this dwelling to achieve a satisfactory standard of living, internal noise should meet the following levels:

- daytime – 35dB (average over 16hrs);
 - night-time – 30dB in bedrooms only (average over 8hrs); and
 - night-time – 45dB in bedrooms only (maximum sound level).
31. On the basis of the drawings originally provided the NIA has calculated that the internal noise levels that can be achieved are:
- daytime – 32dB (average);
 - night-time – 25dB in bedrooms only (average); and
 - night-time – 45dB in bedrooms only (maximum sound level).
32. This is through the use of wall insulation, acoustic glazing and ventilators, which would allow the occupiers to keep the windows closed at night. Although the plans have been revised, the principle of the recommendations remains the same, for instance in the insulation and the extent of glazing. A condition is recommended to ensure compliance with the AIA and to secure precise details of the glazing and ventilators.
33. The balcony will provide some external amenity space, which for a one bedroom flat is in-line with DM2. External noise levels on the balcony will be ~68.7dB (averaged over 16 hours), which exceeds the World Health Organisation guidelines of 50dB for balconies, terraces and outdoor spaces. This is a desired level and it should be noted that many of the habitable rooms in existing flats around the area will exceed these noise levels. Given the internal noise levels will deliver adequate living conditions it is not considered that the relatively noisy balcony should be removed or considered a reason for refusal – its use is entirely optional and will still provide some external space and an exit from the building in an emergency.
34. Levels of daylight will be good given the majority of the windows are south-facing. Despite looking out onto the flyover, given the height the flat is at this allows for otherwise decent outlook not dissimilar to view across a typical roadside dwelling. At 41sqm internal floorspace exceeds the 37sqm plus 1sqm of storage as set out in the national standards and DM2. The balcony serves to provide adequate external space, although there could be understandable concerns about pollution. More formal publicly accessible green space is available ~100m to the east at St Paul's Square off Willis Street or at St Saviours churchyard ~50m to the south.
35. Although pollution may appear to be a potential concern, it does not appear to be any more of an issue than the existing flats nearby or the numerous properties directly adjacent to the city's ring roads. The conditioned ventilation system should allow for the internal areas to be liveable with the windows closed which may reduce the impact. As with noise, the balcony will provide issues but given its use is optional, this is not considered a reason to substantiate refusal.

Neighbouring amenity

36. The windows are positioned so as to not cause issues for direct overlooking. The biggest impact for direct overshadowing is to the properties to the east-facing windows on the properties to the north, for instance the rear windows above TSB.

Council tax records indicate that this space is vacant office and the size and type of the windows also suggests they do not serve a residential use. However there could be the potential for their change of use to residential in the future through permitted development rights, which should be considered. The actual impact is relatively minor and generally limited to before midday. This is acceptable. Given its scale the amount of daylight lost to nearby windows is unlikely to be severe. There is a roof lantern below where the balcony is proposed. Although this will be lost it appears that there is an additional window serving this room and so the impact is acceptable.

37. The new dwelling will not appear overly close to any windows and is not considered to appear as overly dominating in views from these windows. Although there is an existing door onto the flat roof, the space is not considered to be usable and formal external space given the lack of any balustrade or guarding. There continues to be some communal space for the existing occupiers within the ground floor rear yard or public space nearby as highlighted above. Accordingly there are no unacceptable impacts for neighbouring residents.

Main issue 2: Design and heritage

38. Key policies and NPPF paragraphs – JCS2, DM3, NCCAAP LU3 and TU1, NPPF paragraphs 9, 17, 56 and 60-66. Heritage key policies and NPPF paragraphs – DM9, NPPF paragraphs 128-141.
39. The addition will appear as very prominent in views such as Peacock Street and St Saviours car park but especially from the flyover. It is not particularly apparent in views from Magdalen Street given the lack of uninterrupted views due to the flyover. Where it is visible it is seen against the backdrop of the visually dominating Roys building. In those more conspicuous views, i.e. from the flyover, the development certainly adds bulk to an already fairly prominent and large two storey projection. Originally a flat roofed structure was proposed in timber cladding which would have appeared as especially incongruous. Revisions have sought to reduce this visual impact by emulating the roof pitch of the adjacent gable and dropping the ridge height to ensure subservience. Detailing has been simplified with windows to follow the rhythm of the fenestration below and render to be clearly distinctive from the existing building while hopefully breaking up its mass.
40. That being said it cannot be denied that due to its height attention will unavoidably be drawn to it. It is however clear from visiting the site that the sensitivity of this particular part of the conservation area is relatively low due to the flyover and the large blank expanse of the Roys building but also the numerous additions and incoherence at the rear of the Magdalen Street row. An argument could be made against worsening the current situation so it is accepted that this is a finely balanced decision. Although this will lead to additional bulk in a prominent position, the replacement of the existing roof with a more sympathetic pitched roof has some design merit and it is considered that this revised design will deliver another unit of much-needed housing without causing further harm to the significance of the locally listed buildings or the character of the wider conservation area. This would be dependent on securing a high standard of detail to ensure that this is done in a sensitive manner.

Main issue 3: Flood risk

41. Key policies and NPPF paragraphs – JCS1, DM5, NPPF paragraphs 100 and 103.
42. The entirety of the rear yard appears to be within flood zone 2 on some flood maps (Strategic Flood Risk Assessment for Norwich) whereas others it is not (the Environment Agency website). The SFRA is considered more accurate and this assessment assumes the proposed flat's access will be at risk from fluvial flooding, particularly when taking into account the effects of climate change. Although safe access and egress may not always be possible during an extreme flood event, the actual property is clearly not at risk. It is recommended a condition is attached to secure details of a flood warning and evacuation plan.
43. Environment Agency maps for surface water risk show the same area of ground floor of the site at high risk from surface water flooding. This type of pluvial flooding is harder to predict but again the level of risk to safety is relatively low providing the measures in the conditioned flood plan are adhered to, i.e. warning future occupiers to await instructions from emergency services and not to venture into flooded areas.
44. As the proposed development will not aggravate the issue of flooding, the development is acceptable in flood risk terms.

Compliance with other relevant development plan policies

45. 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.

Requirement	Relevant policy	Compliance
Cycle storage	DM31	Yes subject to condition. No provision shown on plan but there is space within the yard.
Car parking provision	DM31	Yes – car free is acceptable.
Refuse Storage/servicing	DM31	Yes subject to condition. Refuse storage in rear yard.
Energy efficiency	JCS 1 & 3 DM3	Not applicable
Water efficiency	JCS 1 & 3	Yes subject to condition
Sustainable urban drainage	DM3/5	Not applicable

Equalities and diversity issues

46. There are no significant equality or diversity issues. Due to the lack of lift there will be no level access which is largely unavoidable in the context.

Local finance considerations

47. 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.
48. 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.
49. In this case local finance considerations are not considered to be material to the case.

Conclusion

50. A flat in this position so close to the flyover has obvious issues for occupier amenity, principally from noise. The proposal has demonstrated that mitigation measures can reduce this internally to an acceptable level and this can be ensured via condition. Outlook, daylight and internal space standards are considered to be acceptable, although the provision of external space on the balcony will be subject to relatively high levels of noise, which is unavoidable but acceptable given the off-site public space nearby and the otherwise good internal living standards.
51. Proposed in such a prominent position the scheme has clear visual implications due to the potential bulk and mass added to an already significant rear projection. It will be apparent in a number of obvious views but its design has been revised to ensure it sits more sympathetically on the existing flat roof. Given the number of visually inappropriate developments surrounding the site the level of harm caused by this specific development to the character of the conservation area and the nearby non-designated heritage assets is relatively low. Notwithstanding this it is accepted there is some less than substantial harm. As per the NPPF this harm must be weighed against the public benefits of the proposal which in this case is the provision of an additional dwelling.
52. Given the relatively low level of harm and the adequate amenity levels the benefits are considered to outweigh the proposal's shortcomings, albeit the decision is finely balanced. Due to this and the lack of adverse harm to neighbouring occupiers the development is therefore 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. 15/01214/F - 61 Magdalen Street Norwich NR3 1AA and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. External materials;

4. In accordance with the AIA. Precise details of glazing (and balcony doors) and ventilation to be agreed (including maintenance);
5. Provision of bin and cycle storage;
6. Water efficiency measures;
7. Details of flood warning and evacuation plan

Informatives:

1. Future residents are advised that the Local Planning Authority recognises that communal external amenity spaces at the site may experience evening/night-time and weekend noise environments that are at, or in excess of, the World Health Organisation guideline level of 55dB for outdoor amenity areas. The decision to approve the application was made with this in mind and these are considered to be spaces where residents have a choice as to whether they wish to use them. The ability to control noise received in these areas is rather more limited than in dwellings and private outdoor spaces within the development where construction requirements are imposed.

2. Occupiers of these dwellings should be aware that these properties are in a location with a significant level of background noise arising from neighbouring industrial uses and traffic infrastructure. Norwich City Council has therefore included measures designed to control noise in the planning permission for these properties. The requirements to provide approved acoustic glazing which incorporates passive or forced acoustic ventilation and to provide an approved acoustic balustrade, together with the obligation to retain the acoustic glazing, ventilation and balustrade, will be taken into account by the Norwich City Council when investigating any complaint of noise nuisance from an occupier of this property.

3. Not eligible for parking permit

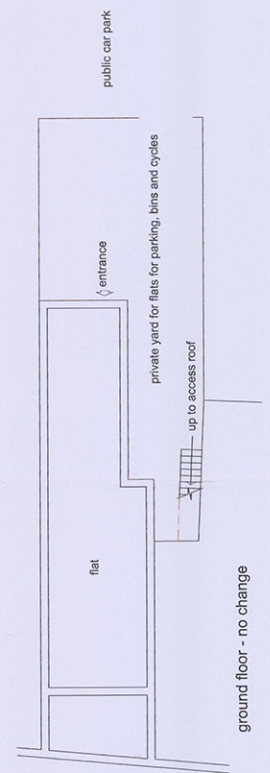
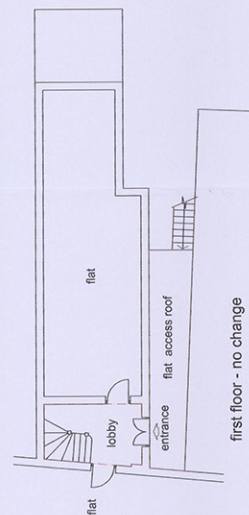
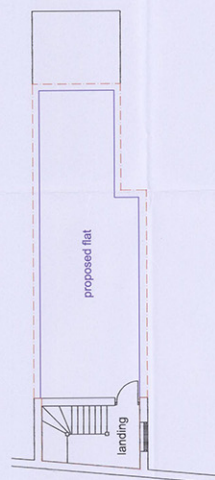
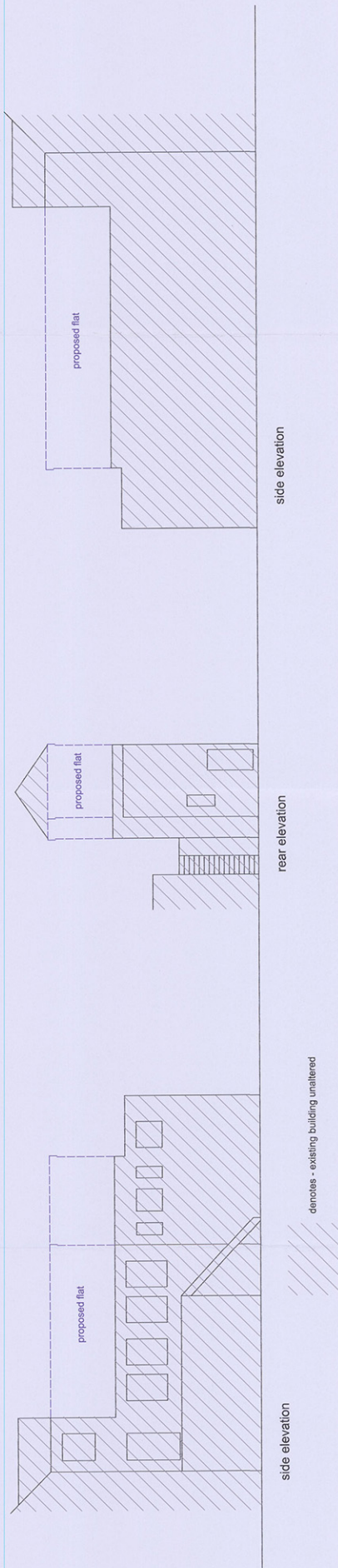
4. Street naming/numbering contact

5. Considerate construction

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 the application has been approved subject to appropriate conditions and for the reasons outlined in the officer report.

if in doubt ask ■ do not scale

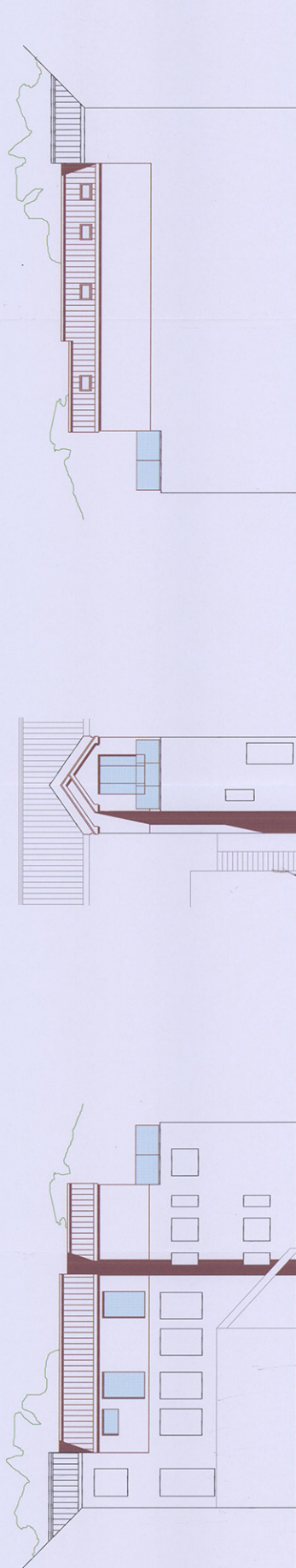


existing retained
proposed

ARCHITECTURAL DESIGN
 ALAN RAYLINGS
 61 Magdalen Street Norwich
 01302 088151
 alanarchdesign@hotmail.com

Client	Paul Holmes 61 Magdalen Street Norwich	Project	Proposed new flat
Drawing	updated planning	Dwg no	715 / 04
Date	05 / 09 / 15	Scale	1 : 100
			A1

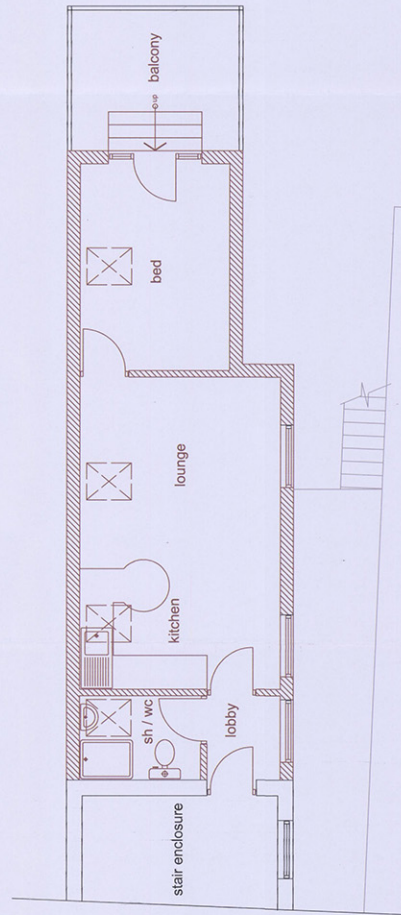
if in doubt ask ■ do not scale



side elevation (to flyover) 1 : 100 scale

rear elevation

side elevation



second floor plan 1 : 50 scale

Client	Project	Proposed new flat
Paul Holmes 61 Magdalen Street Norwich		
Drawing	revised planning	Drg no 715 / 05
Date	08 / 10 / 15	Rev
		Scale 1 : 50 / 1 : 100 @ A1

Report to date: Planning applications committee

Report of: Head of planning services

Subject: Enforcement case
14/00219/BPC/ENF– 474C Earlham
Road, Norwich, NR4 7HP

4(K)

SUMMARY

Description: Without planning permission the conversion of a detached garage to form a separate unit of residential accommodation class C3 residential use.

Reason for consideration at Committee: Enforcement action recommended.

Recommendation: Authorise enforcement action up to and including prosecution in order to secure the cessation of the unlawful residential C3 use and return the use of the former garage to incidental / ancillary use.

Ward: University

Contact Officer: Ali Pridmore email: alipridmore@norwich.gov.uk

Introduction

The site

1. 474B Earlham Road is a two storey semi-detached house located on the south side of this major route into/out of the city. The site is located towards the west end of the road close to the five-ways roundabout. The area contains a mix of houses and bungalows lining along the tree lined roadway. The surrounding area is predominantly residential in character.

Relevant planning history

2. 07/01393/F – Application for permission to demolish existing house and erection of 2 no. semi-detached dwellings which was refused by the local planning authority on the 14 March 2008.
3. 08/00590/F – Application for permission to demolish existing house and erection of 2 no. semi-detached dwellings which was granted by the local planning authority on the 21 September 2008 which was a revised proposal.

The breach

4. The conversion of a former detached garage to form a separate unit of residential (Class C3 use) accommodation without planning permission.
5. The development requires planning permission which is required under section 171A(1) of the Town and Country Planning Act 1990 (as amended by the Planning and Compensation Act 1991).
6. The owner of 474B Earlham Road has been informed the conversion of the former detached garage is a breach of planning control and was asked to cease the unauthorised residential use and return it back to incidental / ancillary use
7. It appears to Norwich City Council that the above breach of planning control has occurred within the last four years and is not therefore immune from enforcement action.

Policies and planning assessment

8. National Planning Policy Framework:
 - Statement 1 Building a strong and competitive economy
 - Statement 6 A wide choice of good quality homes
 - Statement 7 Requiring good design

Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS):

- JCS2 Promoting good design
- JCS4 Housing
- JCS6 Access and transportation

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
- DM12 Principles for all residential development
- DM13 Communal development and multiple occupation
- DM28 Encouraging sustainable travel
- DM30 Access and highway safety
- DM31 Car parking and servicing

Justification for enforcement

9. The dwelling provides a poor standard of amenity for its occupiers. In addition it would have a significant detrimental impact on the residential amenities of the neighbouring properties, particularly as a result of the unduly intensive use of premises, resulting in a loss of privacy and a wider detrimental impact on the character of the area. This would be contrary to

policies DM2 and DM13 of the Development Management Policies Development Plan Document adopted 2014.

Equality and diversity issues

10. The Human Rights Act 1998 came into effect on 2nd October 2000. In so far as its provisions are relevant:

(a) Article 1 of the First Protocol (the peaceful enjoyment of ones possessions), is relevant in this case. Parliament has delegated to the Council the responsibility to take enforcement action when it is seen to be expedient and in the public interest. The requirement to secure the removal of the unauthorised building works in the interests of amenity is proportionate to the breach in question.

(b) Article 6: the right to a fair hearing is relevant to the extent that the recipient of the enforcement notice and any other interested party ought to be allowed to address the committee as necessary. This could be in person, through a representative or in writing.

Conclusions

11. On balance it is considered that the current unauthorised residential (C3) use would have a significant detrimental impact on the residential amenities of occupiers and neighbouring properties. Particularly by way of loss of privacy and have a wider detrimental impact on the character of the area including loss of privacy.

12. Authority is sought from the planning applications committee for enforcement action to secure the cessation of the unauthorised residential C3 use and return the building back to an incidental / ancillary use. Enforcement action is to include direct action and prosecution if necessary.

Recommendations

13. Authorise enforcement action to secure the cessation of the unauthorised residential (C3) use and return the property back to its authorised use as incidental / ancillary use; including the taking of direct action may result in referring the matter for prosecution if necessary.

