

Report to Planning applications committee

Item

03 September 2015

Report of Head of planning services

Subject Application no 15/00273/F & 15/00274/L - 191 King Street, Norwich, NR1 2DF

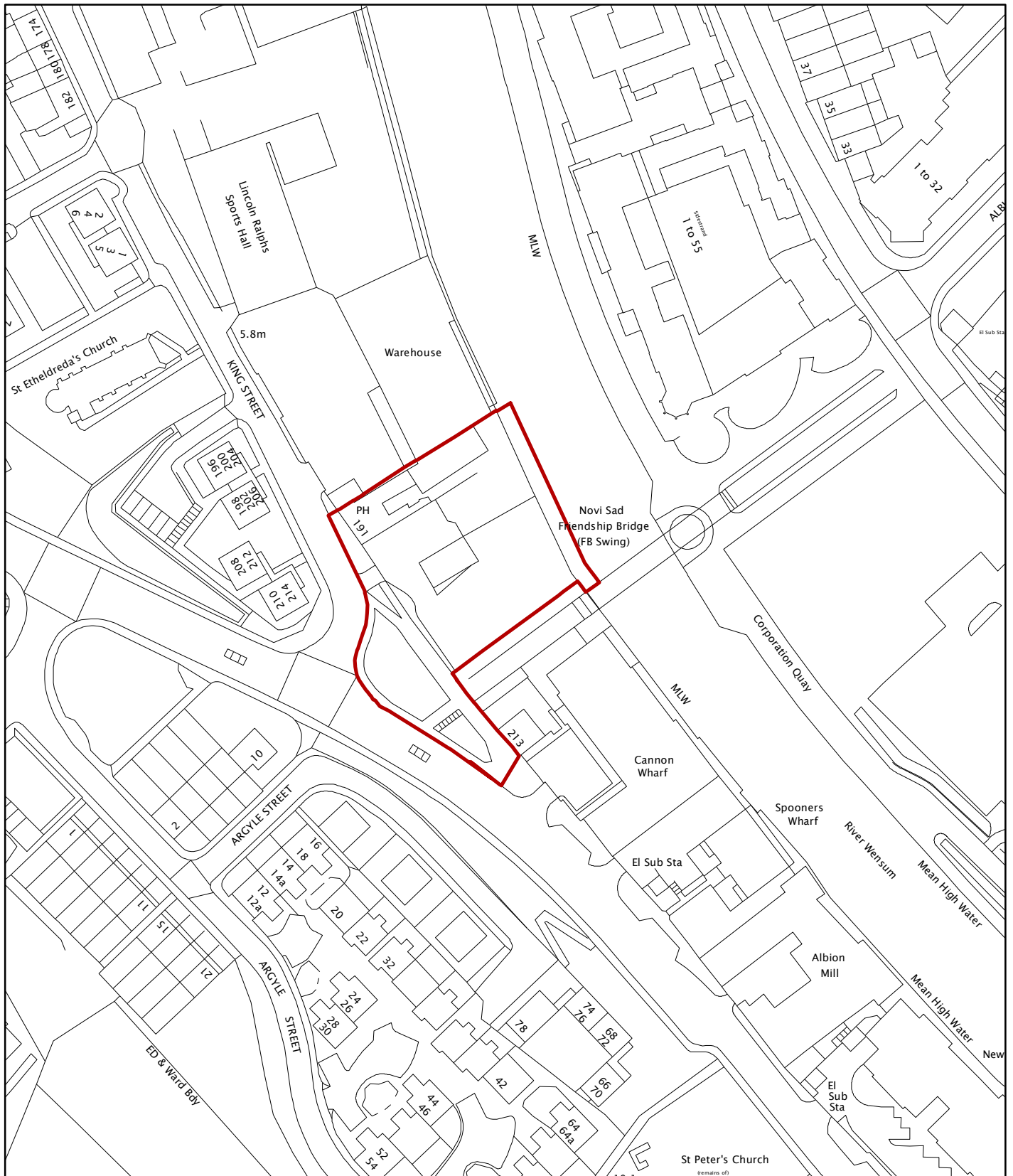
Reason for referral Objections

4(A)

Ward:	Thorpe Hamlet
Case officer	Tracy Armitage - tracyarmitage@norwich.gov.uk

Development proposal		
Redevelopment of site to provide 43 dwellings including partial demolition of buildings on site and provision of a riverside walkway/staithe.		
Representations		
Object	Comment	Support
Original plans 12	-	-
Revised plans 6	-	-

Main issues	Key considerations
1 Principle of development	Residential use of the site Loss of pub Flood risk
2 Design	Height and massing of the development Whether the design respects the context and the surroundings including the conservation area and the listed Ferry Boat Inn
3 Heritage	Demolition of existing outbuildings Works to listed Ferry Boat Inn Impact on the setting of listed buildings close to site
4 Amenity	Impact on residents living close to the site Level of amenity for future occupiers
5 Trees	Loss of trees Whether replacement planting provides sufficient mitigation
6 Open space and landscape	Public benefit of waterfront proposals Landscape strategy for the site
7. Flood risk	Whether the development passes the 'Exceptions Test'
7 Transport matters	Parking levels
8 Affordable housing	Whether provision of affordable housing is viable
Expiry date	Extension agreed – 10 September 2015
Recommendation	Approve, subject to S106 and conditions



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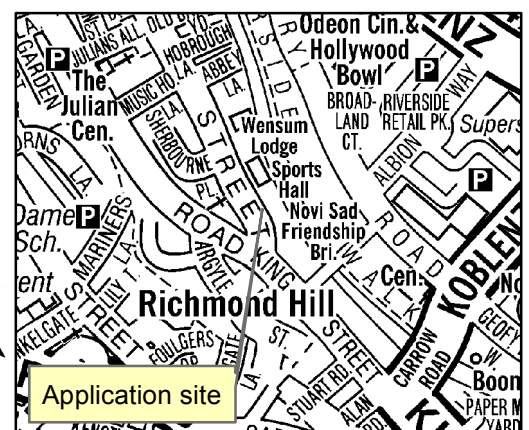
Site Address 191 King Street (Ferry Boat Inn Site)

Scale 1:1,250



NORWICH
City Council

PLANNING SERVICES



The site and surroundings

Location and Content

1. The site is located to the east of King Street at its junction with Rouen Road and the Novi Sad bridge. Currently the site is occupied by the Ferry Boat Inn a grade II listed building of 2½ storeys in height, in three bays with three large gable dormers extending west over King Street. To the south of the main building is a long stretch of flint wall which forms the south boundary wall to a number of extensions to the rear of the main building, there is also a series of single storey extensions which project eastwards towards the main river including a boat house at the eastern end.
2. A detached outbuilding is located to the south of the main building and contains evidence of an earlier 15th century building with a head of a door way from that date. The outbuilding is not historically connected to the Ferry Boat and is a survival of residential slum clearance and has later formed part of the curtilage along with the car park further to the south which dates from the 1980's.
3. The site is occupied by a number of trees, three Alders are located immediately adjacent to the river on the eastern boundary of the site a Sycamore and an Ash are located more centrally within the site and a Robinia and a three Rowans are located close to the sites access. Two of the Alders and the Ash are identified within the Arboricultural Implications Assessment as category grade B trees (of moderate quality and amenity value), the remaining trees are category C trees (of low quality and amenity value).
4. The River Wensum is located to the east of the site and forms part of the Broads opposite which are residential flats forming part of the wider mixed use riverside area. To the north are brick former warehouse buildings hard up against the river which are utilised by community music east. Opposite the site to the west are flat roofed post-war residential properties original constructed as council housing, to the south of this is a small green space at the junction of Rouen Road and King Street. The Novi Sad Bridge is located to the south and offers important views of the site, further south is Cannon Wharf a residential scheme which forms part of the wider Read Mills development. To the northwest corner of the Cannon Wharf site is 213 King Street (Cannon House) a small two storey grade II listed dwelling which is residential use. The site is particularly prominent in views from the east side of the river and from the south on King Street.

Constraints

- City Centre Conservation Area – King Street Character Area
- Listed buildings:
 - On site: Former Ferry Boat Inn pub – Grade II listed. On the council's Buildings at Risk Register
 - Adjacent to the site - 213 King Street Grade II, King Store warehouse locally listed
- Flood risk - Parts of the site are at risk of flooding
- Sloping site - slopes down from King Street to the River Wensum

- Regeneration Area – King Street forms part of the South City Centre Regeneration Area
- Main area of archaeological significance
- Broads – The site backs directly on to the River Wensum, part of the Broads.

Relevant planning history

Ref	Proposal	Decision	Date
10/01471/F and 10/01472/L	Alterations and extensions to provide a 150 - 200 bed backpackers' hostel (amended proposals).	Withdrawn	09/11/2010
10/02177/F	Alterations and extensions to the Ferry Boat Inn and construction of new accommodation block to provide a 150 - 200 bed backpackers' hostel.	Approved	18/07/2011
10/02178/L	Alterations and extensions to the listed building and removal of curtilage buildings to provide a 150 - 200 bed backpackers' hostel.	Approved	18/07/2011
15/00329/DC ON	Consultation on planning application submitted to the Broads Authority. Erection of a riverside walkway/staithe on the river Wensum associated with proposed residential development at the former Ferry Boat Inn.	Withdrawn	

The proposal

- The proposal has been amended since first submitted. These amendments have sought to address comments and objections made during the first round of public consultation. The amendments include design changes and a reduction in the number of dwellings proposed on the site from 47 to 43. The revised proposals include:
 - Demolition of existing single storey buildings on the site
 - Renovation and residential conversion of the listed Ferry Boat Inn into 2 dwellings
 - Associated works to listed building – planning ref:15/00274/L
 - New build residential units - 41
 - Excavation of the site to create lower level parking area with vehicular access from King Street

- River side pedestrian route across the river frontage of the site
- Landscaping of the highway land on the corner of Rouen Road/King Street

Summary information

Proposal	Key facts	
Scale		
Total no. of dwellings	43	
	Studios	- 6
	1 bed flats	- 8
	2 bed flats	- 21
	2 bed duplex	- 2
	3 bed flats	- 3
	Houses	- 3
No. of affordable dwellings	Nil	
No of storeys	Riverside 'Wharf' building	5 stepping up to 6 storey (includes basement car park). Max height: 20.7m (above bank level)
	Bridge Tower	7 storey (plus basement car park below street level). Max. height above street level 23m
	Bridge link block	3 storey (plus basement car park below street level) Max height: 11.5m above bridge ramp
	King Street block (adjacent to Ferry Boat Inn)	3 storey (upper storey partially within roof space) Max height: 9.8m
	Burgage plots (extending to the rear of the Ferry Boat Inn to the river frontage)	2 – 3 storey (Max height:11.4m above bank level)
Density	157 dwellings per hectare	

Appearance	
Materials	Brick including textured brick bond, render, zinc cladding, fibre cement roof tiles, profiled metal cladding
Transport matters	
Vehicular access	Access from King Street
No of car parking spaces	20 spaces
No of cycle parking spaces	43 spaces
Servicing arrangements	Communal - From King Street

Representations

6. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. A total of 18 letters of representation have been received citing the issues as summarised in the table below. It should be noted that two of the representation are from Cannon Wharf Residents Association, who represent residents of Cannon Wharf and Spooners Wharf. 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>Visual impact including bulk and massing</p> <p>Excessive height of river fronting building and bridge tower - relative to Novi Sad Bridge, the existing buildings to the north on King Street and Cannon Wharf</p> <p>Out of scale compared to adjacent existing development</p> <p>Cannon Wharf stepped roof line</p> <p>Lack of setback – canyon/shading effect on river</p>	Para. 42 - 55
<p>Visual appearance</p> <p>Excessive mass of red brick</p> <p>Rendered courtyard elevation</p>	Para. 49

Issues raised	Response
<p>Heritage</p> <p>Historic Ferry Boat Inn overpowered</p> <p>Design of King Street elevation unsympathetic</p> <p>Harmful to the setting of Ferry Boat Inn/ Cannon House and the conservation area</p> <p>Design – lacks sympathy for King Street and Wensum Riverside</p> <p>Lack of heritage impact assessment on single storey buildings</p> <p>Condition of listed Inn should just not justify proposals which would create a sympathetic setting for the listed building</p>	<p>Para. 42 – 55 & Para. 56</p>
<p>Impact on amenity</p> <p>Overlooking and loss of privacy</p> <p>Overshadowing and loss of light</p> <p>Loss of views along the river to the cathedral, Rouen road and king street</p>	<p>Para. 62 - 68</p>
<p>Loss of pub</p> <p>King Street important heritage connection to beer and brewing – once 80 pubs along King Street and three breweries</p> <p>Should be retained and restored</p> <p>Large increase in residential population in this part of the city - Need for more pubs, shops , restaurant, cafes</p> <p>Mixed development – provide social focus</p>	<p>Para. 35 - 37</p>
<p>Transport matters</p> <p>Lack of on-site parking</p> <p>Cycle parking – significant proportion should be single tier and accessible</p> <p>Existing kerb separating the cycle path from the footway should be retained.</p>	<p>Para. 87 - 89</p>

Issues raised	Response
River walkway - provide a focus for antisocial behaviour	Para. 80
Development will block a significant sweeping panorama of views from the remaining city wall sections near Carrow Hill across to the cathedral , castle and City Hall	Long distance views of the development are limited.
Loss of trees	Para. 69 - 73

Consultation responses

7. 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.

Ancient Monuments Society

8. Welcome the re-use of the site. Regarding the Ferry Boat Inn request a detailed schedule of works in relation to the outbuildings and a detailed assessment of their significance.

Anglian Water

9. Confirm available capacity in the foul sewage network and wastewater treatment works. Recommend condition relating to Anglian Water Assets in the vicinity

Design and conservation

10. 15/00272/F – Summary conclusion: The proposals are considered to provide a high quality contemporary scheme that provides many of the design requirements for the site (e.g. recreating positive frontages to King Street and the river; recreating a route from King Street to the river etc). The proposed buildings generally respond well to their context in terms of their positioning, scale, material and design. It is however considered that the massing of the tower on the King Street elevation will cause a degree of harm to the character of the conservation area in its *immediate* vicinity. However the character in this area is very much one of transition and it does not have the strong historic character of the northern end of the street. In fact, there are a number of other tall buildings that this tower will relate to. It is therefore considered that limited harm will be caused by this aspect of the proposal and the overall benefits of bringing this derelict site back into beneficial use, in the manner proposed, will be great.
11. 15/00274/L – Summary conclusion: The proposals are considered acceptable and will bring a long-term vacant Building at Risk back into use in a manner which largely retains the building's significance. Alterations to the building are sympathetic to the historic fabric although it must be acknowledged that less than substantial harm will be caused by the loss of the rear range staircase and to the setting of the building, due to the proximity of the new build to the rear and the loss of the historic

visual and physical association to the river. However it is considered that this harm is outweighed by the benefits of bringing the building back into use, alongside the wider redevelopment of the adjoining site.

Broads Authority

12. Navigation: The Broads Authority support the revisions which mean that both the balconies and the walkway do not encroach into the navigable channel. The location is not considered suitable for temporary or permanent moorings and the Broads Authority would object to the launching of boats from a suspended structure. Given the proximity to the Novi-Sad bridge a de-masting mooring would be supported
13. Design: Concern over the scale of the development immediately adjacent to the riverside. Revised scheme represents a reduction in height of the units on the riverside and this is broadly welcomed and is an improvement. However, they remain tall on the river frontage leading to the canalisation of the river between the two bridges. Whilst it is appreciated that it may not be considered appropriate for new development upstream of the application site to be a similar height, this may be harder to resist if the site is developed as proposed. Although the set back is an improvement it will result in a poor solution in terms of usable space, the hard landscaping and undercroft being uninviting. The scheme would benefit from a degree of penetration - visual link through this facade into the courtyard. This would create a break in the continuous facade and a better relationship with the staithe area. Without a physical or visual connection to the courtyard space the scheme cannot be supported on design grounds. As regards the tower and bridge elevation it is considered that the impact of this will be fairly minimal from the river.

Environmental protection

14. No objection subject to imposition of standard relating to contamination and construction method statement.

Environment Agency

15. No objection to the proposal subject to conditions relating to: flood risk mitigation; groundwater and contaminated land; piling and foundation design

Highways (local)

16. No objection subject to conditions requiring cycle parking and a scheme for highway improvement works. The proposed development is highly suitable in transportation terms for its city centre location adjacent to Riverside due its highly sustainable location offering access by all travel modes and city centre facilities. The proposed new vehicle access to King Street is acceptable; it would slightly modify the extant access point by moving it away from the junction and adjacent cycle path which is welcome. The extant path alongside the Novi Sad bridge is highway, it is necessary to allow for maintenance access by Norfolk County Council Structures team. It is sensible that public access is enabled to enjoy the river, it is hoped that anti-social behaviour would be deterred if it were in more active use by the public. The building frontage to the Novi Sad bridge proposes several balconies, as these overhang the adopted highway path, these will require a license from the city Highway Authority. The location and capacity of the cycle storage is adequate, it may be necessary for high density storage techniques to be used, this should be subject to condition. As a

new residential development the properties will not have parking permit entitlement, therefore as the city centre operates a 24/7 controlled parking zone there is strong provision to ensure that the development does not cause detriment to the local area. The development will attract some traffic movements, although not many more than the pub would have attracted. However, the provision of only 19 car parking spaces will help to keep traffic movements low and its location would further encourage travel on foot, bus or cycle. The local area is planned to become a 20mph zone with traffic calming later in 2015 which would help to mitigate any additional traffic impact. The proposals to enhance the setting of the building with new landscaping is welcome in principle; the grass verge and paths approaching the bridge are all adopted highway.

Historic England

17. In our letter dated 1st April 2015 (response to scheme as first submitted) we established the significance of the site in the conservation area and particularly how the addition of new building to the site would have a different impact on the river and King Street sides respectively. The revisions have changed the detailed modelling of the new building in a number of ways, but the principal changes relate to the height and siting of the new units. We are broadly content with the riverside and linking blocks and particularly pleased to note the commitment to including a riverside walkway in the scheme. The new building on King Street beside the Ferry Boat is also acceptable in principle, the pitched roofs making a better transition between modern forms of building to the south and the Ferry Boat itself. We would also not oppose the new building to the rear of the former pub.
18. As noted in our letter (paragraphs 5-7) the site is a 'hinge' point in the King Street part of the conservation area; a point which links the downstream area characterised by former industrial premises, to the upstream area where the historic scale and grain of development is more intact. Recent building downstream of the footbridge acknowledges and enhances an understanding of this. The proposed new tower by virtue of its form and height does not. The revised plans do not show the reduction in the height of the tower recommended in our earlier advice. We are therefore still of the view that the tower would be harmful to the significance of the conservation area in terms of paragraphs 132 and 134 of the NPPF and would not deliver the enhancement of the heritage assets paragraph 137 states the Council should seek. The revisions indicate some remodelling of the tower, which is welcome, but this does not change its excessive height. It might be helpful to state that on balance maintaining the original height of the riverside units would be preferable if the reduction of residential units caused by reducing the tower height could be off-set. We would encourage further consideration of this and other approaches to reducing the tower by one storey.
19. We would accept that the new housing could deliver some public benefit in terms of paragraph 134 of the NPPF to set against the harm identified above, although a good deal of new housing is being created in this part of the City and more is soon to come. This is a factor for the Council to consider, but if the 'clear and convincing' justification for the harm in terms of public benefit required by the NPPF is not found we recommend the application is refused.

Housing strategy

20. Having reviewed the viability study provided for the revised scheme I am comfortable that the scheme shows that delivery of any affordable housing is not viable. In light of the nature of the development I would be happy to see the S106 to state this providing we insert a clause for review.

Landscape

21. It is considered that the proposals include a number of successful landscape design principles including the provision of private, semi-private and public space and physical and visual connectivity between the river and King Street. The design proposals for the green space on King Street are generally successful although these will require careful refinement in response to utilities restrictions. The courtyard proposals are successful in terms of organising the space and providing access and amenity function. The detailed design will need to create more visual interest that currently shown and incorporate highly specified planting creating texture and diversity and linking through to Wickhams Yard.
22. The redesigned riverside walk provides access but now has limited landscape value. It will serve a greater value if additional connections are opened to neighbouring sites. The communal staithe area is limited in size but does provide the opportunity by using surface materials, planting and seating to create a focal point at this point. It is recommended that planning conditions be imposed to secure the approval of details for: trees, riverside walkway and staithe; soft planting and boundary treatments and other items eg seats, planters etc

Norfolk historic environment service

23. No objection subject to the imposition of standard archaeological condition.

Natural areas officer

24. The ecology report concentrates mainly of the possible impact of the development on bats which are known to forage along the adjacent stretch of the River Wensum. Bat mitigation measures should be addressed and external lighting and light spillage should be minimised. New planting offers limited opportunity for biodiversity enhancements and loss of existing trees unlikely to be compensated by the new shrub and tree planting. Where planting is proposed it should use a high proportion of plants of value to wildlife through their flowers, fruits or seeds. Proximity of the building to the river provides no scope for a 'green corridor'.

Norwich Society

25. Response to scheme as first submitted - We are much in favour of the principle of developing this site and incorporating the Ferry Boat Inn in to the project. We like the simplicity and visual quality of the treatment to the elevations which is appropriate to the context. On King Street concerned regarding sudden transition from a 3 storey façade to 7 storey tower on the corner. Agree corner needs to provide visual stop but concerned tower is too dominant and stark – 5 storeys would be more appropriate. On the river front concern about the cantilevered staithe / walkway – set back of river frontage would be more sympathetic; elevations more visually acceptable if reduced by one storey this would reduce sense of canyonisation. Strongly in favour of public access and a riverside walkway.

Tree protection officer

26. The proposed development will require the loss of 7 trees and we would expect a 1 for 1 replacement. However given the constraints surrounding the proposed planting on the frontage of the site it is clear that any replacement planting is not going to be on, or immediately adjacent to, the site. Planting of a number of street trees on Kings Street would be a suitable alternative, however it is unlikely that 7 trees can be planted here. Therefore we would need to agree a way of securing the planting of additional trees, either within the conservation area or elsewhere, in reasonable proximity to the development as part of a landscaping package for the development.

Assessment of planning considerations

Relevant development plan policies

27. 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
JCS11	Norwich city centre
JCS18	The Broads

28. 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
- DM6 Protecting and enhancing the natural environment
- DM7 Trees and development
- DM9 Safeguarding Norwich's heritage
- DM11 Protecting against environmental hazards
- DM12 Ensuring well-planned housing development
- DM13 Communal development and multiple occupation
- DM22 Planning for and safeguarding community facilities
- DM31 Car parking and servicing
- DM32 Encouraging car free and low car housing
- DM33 Planning obligations and development viability

Other material considerations

29. 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

NPPF11 Conserving and enhancing the natural environment

NPPF12 Conserving and enhancing the historic environment

30. Supplementary Planning Documents (SPD)

Affordable housing SPD adopted march 2015

Case Assessment

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

Main issue 1: Principle of development

32. Residential - Key policies and NPPF paragraphs – DM12, NPPF paragraphs 49 and 14.

Loss of pub - Key policy DM 22

Development in flood risk areas - Key policies and NPPF paragraphs – JCS1, DM5, NPPF paragraphs 100 and 103

33. The site is not allocated for a specific type of development in the Local Plan. The 0.27 ha site was last used in 2006 as a public house, music venue and beer garden. Since that date the site has been vacant and ownership of the site has changed twice. The first purchaser promoted the development of a backpackers' hostel on the site. This was granted planning approval in 2011 (ref: 10/02177/F). It is understood that this scheme proved not to be viable and the site was subsequently sold to the current owners.

34. The former Ferry Boat Inn buildings occupies around a third of the site, the remainder being open and unkempt. The site lies within the south city centre regeneration area identified in the JCS, policy 11, as an area of change, suitable for mixed use development and improved public realm.

35. The proposal consists of the comprehensive redevelopment of the site solely for residential purposes. In accordance with the NPPF and the national objective of boosting housing supply, DM 12 is permissive of residential development except where sites are: designated for non-residential purposes; within a specified distance

of a hazardous installation; within or immediately adjacent to the Late Night Activity Zone or at ground floor within the primary or secondary shopping area. None of these exceptions apply to this site.

36. DM 22 seeks to safeguard community facilities, including public houses, for the benefit of the communities they serve. The Ferry Boat Inn building dates from the 17th century, its use as a public house being first noted in 1822 when it was called the Steam Packet. The pub was re-named the Ferry Boat Inn in 1925 and continued in that use until 2006. The approved back packers hostel scheme included the demolition of existing buildings to the rear of the Ferry Boat but retained the ground floor of the historic building in public house use. The back packers' hostel scheme proved not to be viable.
37. Given the long term vacancy of the building the Ferry Boat Inn was removed from the historic pubs register in 2014 when the current DM Plan was adopted. Despite this, the requirements of DM22 remain applicable. The policy states that development resulting in the loss of an existing community facility (including public house) will only be permitted where adequate alternative provision exists within 800m walking distance of the site and there is evidence that there is no realistic interest in its retention for the current or alternative community use. The site is located close to the city centre and as such there are a number of public houses within 800m of the site. In terms of market interest, the pub has now been closed for 10 years and marketing over that period of time has not generated interest by a developer wishing to continue with the public house use. Given the deterioration in the condition of the listed building and associated outbuildings, it is highly likely that the viability of re-opening the public house or re-using it for an alternative community purpose, will have further reduced over this time period. Although it is considered regrettable that the historic use of this site will be permanently lost, in the context of both DM22 and DM 9 and securing the future viable use of the listed building (on the City Council's Buildings at Risk Register) the principle of re-using the building for non- community purposes is considered acceptable.
38. The site is at risk of flooding. The NPPF and DM 5 seek to direct new residential development to sites at the lowest risk of flooding. The site extends across three flood risk zones. Approximately 40% of the site is at low flood risk whilst the remainder falls into zones 2 and 3, at medium and high flood risk. In accordance with policy, a sequential test has been applied in order to assess whether the development could be accommodated on alternative site/s at lower flood risk. Given the application relates to development within an identified area for regeneration, DM 5 requires only sites within the southern and northern city centre regeneration areas to be considered. These two regeneration areas cover significant geographical areas of the built up part of the city and much of this area is at low risk of flooding (flood zone 1). Within the south city centre area a number of sites have been allocated for residential development and some of these are in low risk areas. In addition given the nature of the area there is likely to be a number of brownfield /possible windfall sites which may be capable of redevelopment. These sites are theoretically available for residential development of a similar scale to that proposed by this application.
39. However, the development of these alternative sites would not result in the same level of wider sustainability benefits compared to the development of the Ferry Boat Inn site. These benefits are referred to in the report but in summary include:

- The development of a long term vacant site within an area identified for regeneration
- Secure the long term future of a historic building currently on the council's Building at Risk register
- The development of a site prominently located within City Centre Conservation Area and highly visible from the River Wensum.
- Provision of public access to the river
- Provision of new homes
- Enhanced public realm areas

40. Where such wider sustainability benefits exist the NPPF allows development in flood risk areas provided the 'Exception' Test is met. Essentially, the two parts to the Test require proposed development to show that it will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall. These matters are addressed in para. 83-84 of the report where it is concluded that the development meets the requirements of the test. On this basis the principle of development in an area of the city at flood risk is considered acceptable

41. In terms of the principle of development and having regard to policies DM5, DM12 and DM22 there is no adopted policy objection to the residential development of the site.

Main issue 2: Design

42. Key policies and NPPF paragraphs – JCS2, DM3, NPPF paragraphs 9, 17, 56 and 60-66.

43. In order to deliver high quality design, DM3 sets out design principles against which all new development should be assessed. These principles seek to ensure that development in terms of layout, siting, density, massing and materials is locally distinctive and respects, enhances and responds to the character and local distinctiveness of the area. The location of application site within the City Centre Conservation Area and adjacent to the River Wensum introduce further significant design considerations.

44. The application has been accompanied by a Design and Access Statement (D&A) which includes a detailed analysis of the site and the surrounding area and explains how this has guided the design of the scheme. The analysis includes consideration of the context/surroundings and the nature, pattern and form of development associated with this part of the city. The King Street Conservation Area Appraisal is cited, which sets design parameters for new development in this location, including:

- New development must tighten up grain of the area, reflecting historic building plots and streets that survive and those that were destroyed
- Access via narrow lanes to the water front should be retained
- Scale of buildings should reflect existing traditional buildings with larger buildings more appropriate at the south east end

- Public realm works to create high quality and unified streetscape.

45. The design strategy set out in the D&A seeks to respond to the opportunities of the site and to the design parameters set for new development in this area. The design approach includes:

- a group/ensemble of buildings - creating a tight urban grain
- Re-creation of a lost narrow lane - Wickhams Yard, linking King Street with the water front
- Re-creation of a 'burgage plot', an historic form of building plot - including the Ferry Boat Inn and new buildings in a narrow plot extending to the water front
- Buildings which vary in character and scale - ranging in height from two to seven storeys responding to the domestic scale of the Ferry Boat Inn, industrial riverside building and the 'pivotal' location

46. A number of design objections were received to the scheme as first submitted. These included objections from residents living close to the site, in particular residents of Cannon Wharf, as well as from Broads Authority and Historic England. The objections were in particular focused on the amount of development proposed on the site and the height and proximity of the development relative to adjacent buildings, the river and to historic form of development on King Street.

47. The Broads Authority were critical in particular of the height and proximity of the proposed 'wharf' block to the river and the resulting canyon effect. In addition they indicated their objection to elements of the development (a pontoon type river walkway/staithe and projecting balconies) which extended into/over the River Wensum and into their area of jurisdiction. A number of objections cited the excessive height of both the Wharf building and that of the Bridge Tower. Historic England indicated that the proposed height and massing of the two blocks could result in harm to the significance of the conservation area in terms of paragraphs 132 and 134.

48. The amended scheme seeks to respond to some of this design comments and objections. The height of the main riverside building has been reduced by one storey and setback by 2.1m at river bank level. The setback allows for pedestrian access across the river frontage and for balconies of the river fronting apartments to avoid oversailing the Broads Authority area. In addition the three storey block facing King Street has been amended to a more traditional building form and the appearance of the Bridge Tower has been revised to include recessed textured brick bond to the stair core and recessed brick panels. The 'link block' between the riverside building and King Street has also been revised to increase articulation by incorporating a setback, recessed render panels and vertical planting. The revised scheme has been subject to a further period of public consultation and it should be noted that objections have been re-stated.

49. The design of the amended scheme has been critically assessed by the council's design and conservation officer. The broad design approach is considered to be well founded and imaginative. The development will repair and provide a new use for a vacant listed building, re-establish a positive frontage to both the river and King Street, re-create a historic route to the river frontage; make creative and effective use

of contemporary pallet of material and provide the opportunity for public realm enhancements. The scale of the buildings is generally considered to deal well with the height found in the area, particularly on the river frontage where the development steps down from 6 to 3 storeys. The revised Wharf block is now more consistent in height to that of Cannon Wharf albeit sited closer to the Novi Sad bridge. Although the height of the proposed block is significantly higher than historic buildings on this site, this is not considered unacceptable as a matter of principle for two reasons. Firstly, the site is considered to be located at a 'hinge point' on King Street and within a transitional area, between the relatively small-scale historic buildings to the north and larger historic industrial buildings to the south. Secondly, the construction of the Novi Sad bridge has changed the nature of this location and it is justified for new development to now respond to this changed context. On this basis the site is considered distinctive to sites to the north along King Street where the concentration of smaller scale, highly significant listed buildings should mitigate against tall new development.

50. In terms of the new buildings proposed adjacent to the listed Ferry Boat Inn, the amendments to the form and appearance of the three storey King Street fronting block are considered positive. The revised roof design of this block, in particular seeks to respond more sympathetically to the sequence of bays and fenestration of the Ferry Boat Inn and acts as a more effective transitional building with the Bridge Tower. In terms of the development immediately to the rear, the 'burgage plot' development reflects, although does not replicate the traditional form of building, and this is considered positive. The three family houses proposed within this plot, range in height between two and three storey and are taller than the buildings they replace. Distinctive materials are proposed, including significant areas of zinc cladding. As such the building will contrast with the listed building but aim to evoke the historic use of this part of the site as a boat yard. This design approach when viewed from the river is considered positive and the scale of the buildings will relate well to the locally listed building to the north – King Street Stores. However, the development will mean that the historic association of the Ferry Boat Inn and the river frontage is reduced and that much of the visual link between the building and the river will be lost, particularly given the height and proximity of the development.
51. The proposed 'bridge tower' building is a significant element of the development and with reference to the D&A the building is intended to mark the site's pivotal location:
 - Junction between King Street and Rouen road
 - Transition between two distinct contexts ie King Street (N) small scale historic fabric with traditional buildings/townhouses of 2-3 storeys – King Street (S) mix of historic warehouses and large scale contemporary residential developments
 - Landing position of the Novi Sad bridge
52. The 7 storey building is intended to mark this location and according to the D&A to appear as an 'elegant vertical volume'.
53. The height and potential overdominance of this element of the scheme has been the focus of a number of representations. Indeed when the scheme was first submitted officers raised concerns about the visual massing of this element particularly when viewed from Rouen Road. The revised scheme has sought to address these concerns by incorporating design features to reduce the apparent massing of the tower.

54. In terms of the principle of a building of this height, in some respects a tall element to the scheme is not out of keeping in the immediate area, as it will be read in conjunction with the projecting seven storey building to the south and also Norman Tower to the south-east. It is also considered justified, because of the particular location, for the building to act as a local landmark and a strong visual marker. The council's design and conservation officer considers that although the recent revisions have improved the design of the bridge tower, these changes have not fully addressed the overall massing of the building. The effect is that although when viewed from the south the tower appears positive and well integrated, when viewed from Rouen Road the massing acts against the building appearing as an 'elegant vertical volume'. The council's design and conservation officer has advised that this will cause a certain level of harm to the conservation area but that the harm will be very limited, as the local townscape and topography restricts wider visibility of the site. From the northern section of King Street, views of the development will be distant and obscured. This part of the conservation area is highly significant, retaining a large number of traditional small scale buildings including Dragon Hall and The Music House, both grade I listed building and Howard House, grade II*. This historic core to King Street is considered highly sensitive to change but the development will not be visible from this location or viewed in this context. Moving south along King Street the character is diluted by the Wensum Lodge sports hall, its associated parking, the set back of the warehouse to the north of the Ferry Boat and the form of 20th century housing on the western side of the street. In this context the impact of the Bridge Tower is considered acceptable and the degree of harm limited. On this matter the officers' view is contrary to that of Historic England who it should be noted maintain an objection to this element of the scheme.
55. Despite these areas where harm will be caused, the proposals as a whole are considered to provide a high quality contemporary scheme that provides many of the design requirements for the site (e.g. recreating positive frontages to King Street and the river; recreating a route from King Street to the river etc). The development has a strong and distinct appearance which reflects the predominant historic building form, layout, scale and materials of the area and also creates a place that has its own locally - inspired character. The scheme's distinctiveness in part is attributable to the quality of materials and architectural detailing and it is also this design quality that justifies a high density contemporary design approach in this part of the conservation area. In the event of planning permission being approved it will be necessary to ensure that this design approach is adhered to during the construction phase. Provided this is the case the shortfall in parts of the scheme are considered to be outweighed by the benefits associated with: the redevelopment of this prominent site and long vacant listed building; the delivery of new housing and public access to the river and staithe area.

Main issue 3: Heritage

56. Key policies and NPPF paragraphs – DM9, NPPF paragraphs 128-141.
57. The impact of the development on the conservation area and the setting of the listed Ferry Boat Inn has been assessed in the previous paragraphs. In this section the demolition of existing building is assessed along with the works to the Ferry Boat Inn and the impact of the development on adjacent listed and locally listed buildings.
58. The Ferry Boat Inn comprises a number of buildings which vary in age and historic significance. The building fronting King Street dates from around 1630. However the

range immediately to its rear is likely to pre-date that, with the Ferry Boat building being built up against it. Both parts of the building are therefore of significance being of relatively early date. At the rear of the buildings there is a series of single storey extensions that step down towards the river and which historically would have housed river related functions. These single storey buildings along with a flint and brick outbuilding to the south are proposed for demolition. The council's conservation and design officer has advised that the single storey buildings are later than the King Street fronting buildings, with sections possibly dating to the late 19th century. These buildings have been substantially modified and altered but historically housed a boat yard use from which a ferry service was also operated. The existing structures have retained limited architectural and historic significance, with the exception being a substantial external flint wall which lined the original Wickhams Yard. This wall is to be retained as part of the scheme. Given the retention of this feature the design and conservation officer has confirmed that she has no objection to demolition, subject to the historic recording of the buildings.

59. The outbuilding to the south has similarly been heavily modified in the 19th and 20th centuries but does include a brick up arch of an earlier structure from around the 14th century. The proposed scheme retains this archway feature where it will be incorporated into the lower ground floor level. Given the retention of this feature the design and conservation officer has confirmed that she has no objection to demolition, subject to the historic recording of the buildings.
60. The Ferry Boat Inn conversion works are subject to a separate listed building application. These works facilitate the use of the former pub for residential purposes. It should be noted that the public house use is only evident at ground and basement level as the upper floors are laid out as residential accommodation. Two flats are proposed, one at ground floor level and the second split across the upper floors. The proposals seek to retain the historic room layout and where modifications are proposed this involves the removal of modern partition walling. In particular the open layout of the former public bar area is retained as well as the broad pattern of circulation between ground floor rooms. Historic internal features including significant staircases/steps and fire places are retained as integral parts of the scheme. It is considered that the scheme responds well to the significant elements of the listed building and as such the re-use for residential purposes is acceptable. The works include the repair and refurbishment of the external and internal fabric which will secure the long term future of this historic building, which is currently on the council's Buildings at Risk Register.
61. In terms of other listed buildings located in close proximity to the site, these include: Cannon House, grade II listed to the south and King Street stores warehouse, locally listed building to the north. Although the development will be in very close proximity to Cannon House and will contrast markedly in scale, the setting of this listed building has already been substantially compromised by the Cannon Wharf development and indeed the industrial buildings that stood there before this. This development already dominates the immediate environs of the listed building and the scale of the new development will be viewed in this context. The locally listed warehouse building to the north of the site is highly visible from the riverside walk and the Novi Sad bridge. The proposed burgage plot development in terms of both scale and appearance responds well to this historic warehouse building.

Main issue 4: Amenity

62. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.
63. DM2 seeks to ensure satisfactory living conditions for existing occupiers living close to the development and future occupiers of the scheme.
64. There are no residential properties immediately adjoining the site but within the vicinity there are a large numbers of residential properties, particularly Cannon House, apartments that form part of the Cannon Wharf and Sidestrand developments and to the west properties on King Street. A number of objections have been received from these residents on the basis that given the height and proximity of the development there will be an unacceptable impact on their amenities as a result of loss of light, overshadowing, overlooking and loss of privacy.
65. The Sidestrand development is situated on the opposite side of the River Wensum approximately 35m from the site boundary. The separation afforded by the river and the riverside walk will minimise direct impacts of the development on these dwellings, although given the orientation there will be some degree of overshadowing of the river. To the south, Cannon House (213 King Street) and apartments forming part of the Cannon Wharf development are closer to the site boundary – 11.6m to the garden boundary of Cannon House, 13.4m to north facing fenestrated elevation of Cannon Wharf. This façade of Cannon Wharf includes a large number of windows and balconies which face the site with views towards the city, including of the cathedral.
66. The scheme includes a continuous development frontage abutting the Novi Sad bridge access ramp. The elevation visible from Cannon wharf includes the side elevations of the 'bridge tower' and the 'wharf' block and the three storey link building. This south facing elevation has a large number of windows, balconies and the link building has a top floor private roof terrace. This frontage has been designed as an outward facing principal elevation of the development and includes windows to bathrooms, bedrooms and open plan living space. The residential use of rooms and balconies will therefore be apparent from the Novi Sad bridge and to residents living in Cannon Wharf and Cannon House.
67. In terms of impact, given the development is to the north, the extent of overshadowing of buildings to the south will be limited although daylight levels are likely to be affected to some extent given the massing and height of the development. However, the variation in height of the development and in particular the three storey link block will reduce this impact and assist in reducing the possible overbearing appearance of the development. For residents living to the south, the change in outlook will be substantial, views across a largely vacant site replaced with a high density urban form of development. Existing privacy levels will be negatively affected since overlooking will be possible between existing and proposed windows and balconies. However, these impacts need to be assessed in the context of the location – a location close to the city centre where the prevailing character of development is high density. In addition the development has been designed to provide a varied and active frontage to the Novi Sad bridge - an important public route for pedestrians and cyclists and which separates the site from established development to the south. A less outward looking design would not be as successful in responding to this 'street' frontage. In these circumstances it is not considered necessary or desirable to prevent overlooking/loss of outlook but to avoid levels that are considered unacceptable in

this location. On this basis the amenity levels for both existing and future occupiers of the development are considered acceptable.

68. In terms of general amenity levels for residents of the new development, the dwellings have been designed to meet internal space standards set out in DM2 and to have access to outdoor amenity space. Most of the dwellings are dual aspect with principal windows outward facing with good outlook and light levels. Given the density and mix of development balconies function as outdoor space for the flats, whereas houses and duplex apartments have small courtyards. In addition the layout provides for an area of communal private courtyard and for a public open space adjacent to the River Wensum. On this basis the development meets the requirements of DM2.

Main issue 5: Trees

69. Key policies and NPPF paragraphs – DM7, NPPF paragraphs 109 and 118.
70. There are seven existing trees on the site including 2x Alder, 1x sycamore, 1x Ash, 1x Robinia and 2x Rowan. In terms of quality, 5 are graded as category C trees whilst the Ash and 1 x Alder are category B. The trees are dispersed within the site with the four of the more mature trees located in a zone extending across the river frontage. The development will require the removal of all seven trees.
71. DM 7 requires where possible for trees to be retained as an integral part of the design of development. It is stated that development requiring the loss of protected trees including those within Conservation Areas, will only be allowed where it would allow for the substantially improved overall approach to the design and landscaping of the development that would outweigh the loss of any tree.
72. Retaining the existing trees on this modest site would significantly constrain the developable area and restrict the ability to protect new development from flood risk. Such constraints would limit the effective use of the site and undermine development viability. Given the quality of the trees, their removal is considered justified and will allow a form of development complimentary to the predominant tight urban grain of this part of the Conservation Area.
73. The proposed landscaping scheme indicates one replacement tree in the communal court yard area. In addition it was originally proposed to plant replacement trees on King Street within an adjacent green space. This highway land, has limited amenity value at present but is one of only a small number of open spaces within the Conservation Area. Tree planting in this location would be both desirable and beneficial however, it is evident that this may not be possible given the number of services/utility routes located under/on and over the land. The applicant remains willing to improve the quality of this open space and in the event of planning permission being approved this will be secured by a planning condition and a S278 agreement for works within the highway. However given uncertainty over the extent of tree planting that will be possible it is also considered necessary to secure replacement trees elsewhere in the conservation area. To the north of the site, scope has been identified for street tree planting along King Street between Dragon Hall and Howard House. Street Trees in this location will enhance both public realm and the character and appearance of this highly significant section of the conservation area. With reference to the requirements of DM7 this is considered satisfactory mitigation for the loss of trees from the application site

Main issue 6: Open space and landscaping

74. Key policies and NPPF paragraphs – DM3, DM8, NPPF paragraphs 9, 17 and 56.
Key policies and NPPF paragraphs – JCS1, DM6, NPPF paragraph 118.
75. The proposed landscape strategy includes a number of elements focused on the river frontage, the residential courtyard and King Street.
76. As originally submitted the scheme included a projecting riverside walkway and staithe area, which provided the opportunity for public access and waterfront amenity space. Following objections from the Broads Authority the revised scheme removes projecting elements and by setting the building back now indicates a partially enclosed riverside walk and smaller 'staithe' area. These spaces would be predominantly hard landscaped and function as; 1) a public access route across the river frontage accessed via the existing Novi-Sad bridge ramp and via Wickhams Yard, and 2) as an amenity area. Policy DM28 requires development to be designed to include a section of riverside walk where sites adjoin the planned route as identified on the local plan policies map. The planned route does not include the west bank of the Wensum between the Novi Sad and Lady Julian Bridge. However, securing access is considered beneficial given the particular location of this site, the existing lawful use of part of the site as a beer garden use (which allowed for public access) and the opportunity to link through to the adjoining site, allocated for residential development in the SA Plan (policy CC8). In addition DM3 requires development to be designed to maximise accessibility/permeability and indeed the historic pattern of development included narrow lanes linking King Street to the river frontage. On this basis the creation of a public route and amenity area adjacent to the river is considered a development benefit. Although the design of the route and amenity space offers limited scope for soft planting, varied/ high quality hard materials will secure a positive/useable public amenity space.
77. The Broads Authority have indicated that given the proximity of the site to the Novi Sad bridge they would not support the use of the river frontage for permanent mooring. In addition they have indicated that the current height of the river bank/nor the height of the proposed staithe area would be suitable for the safe launching of boats. They have however supported a de-masting facility in this location and advised that a detailed scheme should be agreed through the imposition of a suitable condition. Given that it is not clear at this stage how this would be achieved the detailed configuration of the 'staithe' area should also be agreed at this later stage.
78. A landscaped courtyard is proposed in the internal space created by the perimeter buildings. This area will function as space from which residents would access parking and refuse facilities but also as an area of communal amenity space. Although the space is constrained in size and will be overshadowed by the development, provided the space is landscaped to a high standard the space will function well as a private courtyard. The council's landscape officer has indicated that a detailed scheme should include suitable tree planting and diverse planting which creates visual interest and texture. She has also indicated that planting should extend towards Wickhams Yard to assist in creating a green link with the river.
79. The existing area of highway land on King Street has already been referred to in para. 73. Originally the proposals included substantial modification and landscaping of this piece of land to improve amenity value and to provide compensatory tree planting for those to be removed from the site. As previously indicated the high concentration of

utilities and services at this corner location substantially constrains excavation. However, there is scope to introduce low planting and improve hard surfacing in a manner to enhance the visual appearance and function of this open space. The council's landscape officer has advised that this planting should include diverse planting to create visual interest, texture and ecological benefit.

80. On this basis the landscape and open space strategy for the site is considered to be broadly acceptable and forms a robust basis for a detailed scheme to be agreed at condition discharge stage. Given the extent of benefit associated with public access to the river frontage it would be necessary to formally secure access rights although this should allow for appropriate management and time restriction in order to reduce the risk of anti-social behaviour outside of daylight hours.
81. It should be noted that the landscape strategy provides limited scope for biodiversity enhancements to be secured through the development. The Ecological Survey submitted with the application found no evidence of bats within the existing vacant buildings but found a small number of Common and Soprana Pipistrelle used the site for foraging in association with the river corridor. The impact of the development on foraging bats is assessed as 'minor adverse' and recommendations are made for mitigation to reduce this impact to 'neutral'. This mitigation includes replacement extra heavy standard tree planting to the SE of the site on King Street and for the reasons set out in para.73 this is unlikely to be feasible. Proposed measures also include the creation of roosting opportunities for bats through the installation of bat boxes. This can be secured through the imposition of a planning condition. Given this minor adverse impact it is considered justified to seek a detailed landscape scheme which optimises benefits for other wildlife – particularly birds and invertebrates.

Main issue 7: Flood risk

82. Key policies and NPPF paragraphs – JCS1, DM5, NPPF paragraphs 100 and 103.
83. As referred to in para. 38-40, parts of the site are at risk flooding. A Flood Risk Assessment has been submitted with the application and this considers in detail the extent of flood risk and recommends measures to manage the flooding from both fluvial and surface water sources.
84. In terms of meeting the Exceptions Test referred to in para.40, development must 1) provide wider sustainability benefits to the community that outweigh flood risk and 2) be safe for its lifetime without increasing flood risk elsewhere. In terms of 1) and with reference to DM1, the development will provide a number of sustainability benefits, in particular: deliver 43 new homes in a highly accessible part of the city; result in environmental improvements to a long term vacant site; secure the future of a listed building which has been vacant and neglected for a number of years and provide off site public realm improvements to King Street.
85. In terms of 2) and that of safety, the scheme involves modification of existing site levels to create a basement car park above which the development would be constructed. Most of the new residential units therefore have a raised floor level and will be above both the 1:100 and 1:1000 flood level. The Burgage plot dwellings are at a lower level but it is recommended that these are set at minimum of 2.53AOD which protects these units from a 1:100 year flood event. The basement car park is designed to flood and will provide 180m³ of flood water storage. In accordance with the NPPF this will improve flood water storage in this location. The Environment

Agency have confirmed that they have no objection and have recommended a number of planning conditions in relation to contamination and water quality.

86. It is proposed that surface water will drain via an attenuation feature into the River Wensum. This strategy is considered acceptable and a planning condition is recommended to secure a detailed scheme.

Main issue 8: Transport

87. Key policies and NPPF paragraphs – JCS6, DM28, DM30, DM31, NPPF paragraphs 17 and 39.
88. The proposal includes on-site parking for cars and bicycles at lower ground floor level. To serve the 43 dwellings, 20 car (including 6 accessible spaces) and 62 cycle parking spaces are proposed. The site is located in a highly accessible location and close to the city centre, daily service/facilities and employment. In such locations DM32 supports low car housing given occupiers will have the ability to access such facilities by sustainable means (ie on foot/by cycle/by public transport). The proposed level of car parking is therefore considered acceptable and compliant with the core objective of the local plan of promoting sustainable forms of development.
89. Policy DM 31 requires communal residential car parks to include an electric charging facility. A planning condition is recommended to secure provision of an electric point within the basement car park area.

Main issue 9 Affordable housing viability

90. Key policies and NPPF paragraphs – JCS4, DM33, NPPF paragraph 50.
91. JCS4 requires on developments of this scale for 33% of the new dwellings to be affordable. On the basis of 43 dwellings this equates to 14 units. The scheme does not provide for an affordable housing contribution of any type ie neither on site nor in the form of a commuted sum. This absence of affordable housing has been justified on the basis that any level of contribution would render the development unviable. A viability appraisal has been submitted to substantiate this position and this includes a detailed cost appraisal.
92. The costs of the development (including CIL payment of approx. £316, 000) along with projected development values have been reviewed by planning officers and the council's senior housing development officer. The assessment indicates a marginal profit level of just below 15% for a 100% market housing scheme. On this basis the development would not be viable if an affordable housing contribution was to be sought. The applicant has stated his commitment to developing this site within a short time period, indicating a start within 15months and completion within a further 18months. Such a delivery timescale would ensure the early development of a key site within the south city regeneration area, secure the fabric and future use of the listed Ferry Boat Inn and provide new homes that would contribute to the five year land supply.
93. The adopted Affordable Housing SPD states that where reduced affordable housing is accepted a S106 Obligation will be required and include an affordable housing viability review clause. This will require development viability to be reassessed in the event of development not being delivered within an agreed timescale. Given the

complexities of this particular site an appropriate timescale would be commencement within 15 months and occupation of within 18 months.

Compliance with other relevant development plan policies

94. 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
Lifetime homes standards	DM12	Yes – policy exceeded 26 of the 43 units would meet the standard 6 accessible parking spaces are proposed 2 x lifts are proposed to serve the Wharf and bridge tower
Refuse Storage/servicing	DM31	Yes subject to condition
Energy efficiency	JCS 1 & 3 DM3	Yes subject to condition. 22% - air source heat pumps
Water efficiency	JCS 1 & 3	Yes subject to condition

Other matters

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

Equalities and diversity issues

96. There are no significant equality or diversity issues.

S106 Obligations

97. The following matters will be secured through a S106 Obligation:

- Affordable housing review clause
- Completion of Ferry Boat Inn works prior to first occupation of any part of the development
- Public access rights along Wickhams Yard and the river frontage
- Provision of 6 street trees.

Local finance considerations

98. 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.

99. 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.

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

Conclusion

101. Both the NPPF and DM9 require all development to have regard to the historic environment and maximise opportunities to preserve, enhance or better reveal the significance of designated assets. These policies are rooted in the requirements of the Planning (Listed Buildings and Conservation Areas) Act 1990 which imposes a duty on local authorities to have special regard and pay special attention to development affecting listed building and their settings and conservation areas. The site is located in one of the most historic parts of Norwich and development directly affects a building which functioned as a public house for almost 200 years. The comprehensive proposals for a high density, high rise and contemporary form of urban development have been carefully assessed in this context. The proposals represent an intensive use of the site with buildings abutting site boundaries and extending up to seven storeys in height. This will result in a substantial change in the appearance of the site and in the outlook for local residents and this will result in a degree of harm. However, on balance, this harm is considered to be outweighed by the benefits of the scheme in terms of: design quality; delivery of housing in a highly sustainable location; and the effective and substantially sympathetic re-use of a long-term vacant historic site and building. 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

1) To approve application no. 15/00273/F - 191 King Street Norwich NR1 2DF and grant planning permission subject to the completion of a satisfactory legal agreement to secure those items listed at paragraph 97 and subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Construction Management Plan
4. Standard contamination conditions - investigation/remediation and monitoring
5. Standard archaeological conditions
6. Prior to demolition historic recording of building - placed on the HER
7. Details of piling/foundation design
8. Details of river wall works
9. Details of SUDs and long term management arrangements
10. Condition required by Anglian Water re assets
11. Detailed landscape scheme for all hard and soft /seating and planters etc
12. Scheme for off-site improvements to adjacent highway land

13. Scheme for de-masting -design and long term management
14. Materials
15. Details of; balconies, windows, external doors and gates, bonding, joint treatment, mortar mix, decorative/textured brick work
16. Details of external lighting
17. Details of heritage interpretation - public house/14th arch
18. Compliance - lifetime homes
19. Compliance - water efficiency
20. Compliance - Energy strategy
21. Compliance - Flood mitigation measures
22. Compliance - biodiversity mitigation - bat boxes
23. Compliance - cycle parking and refuse facilities

2) To approve application no 15/00274/L - 191 King Street Norwich NR1 2DF and grant listed building consent subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Prior to commencement full schedule of works including sound proofing/fire proofing measures, including method statements for opening up areas currently lined (ground floor back room and fireplaces)
4. Details of light-well lighting, method for blocking of stairs, where new openings full details of elevations, architrave/lining details
5. Record of building and provided to the HER
6. All internal/external features shall be retained unless stated otherwise
7. Details of any replacement windows /doors/secondary glazing if proposed
8. Details of routes/specification and locations of all extracts; boiler flues, heating/hot water systems, plumbing
9. External decoration

Article 35(2) Statement:

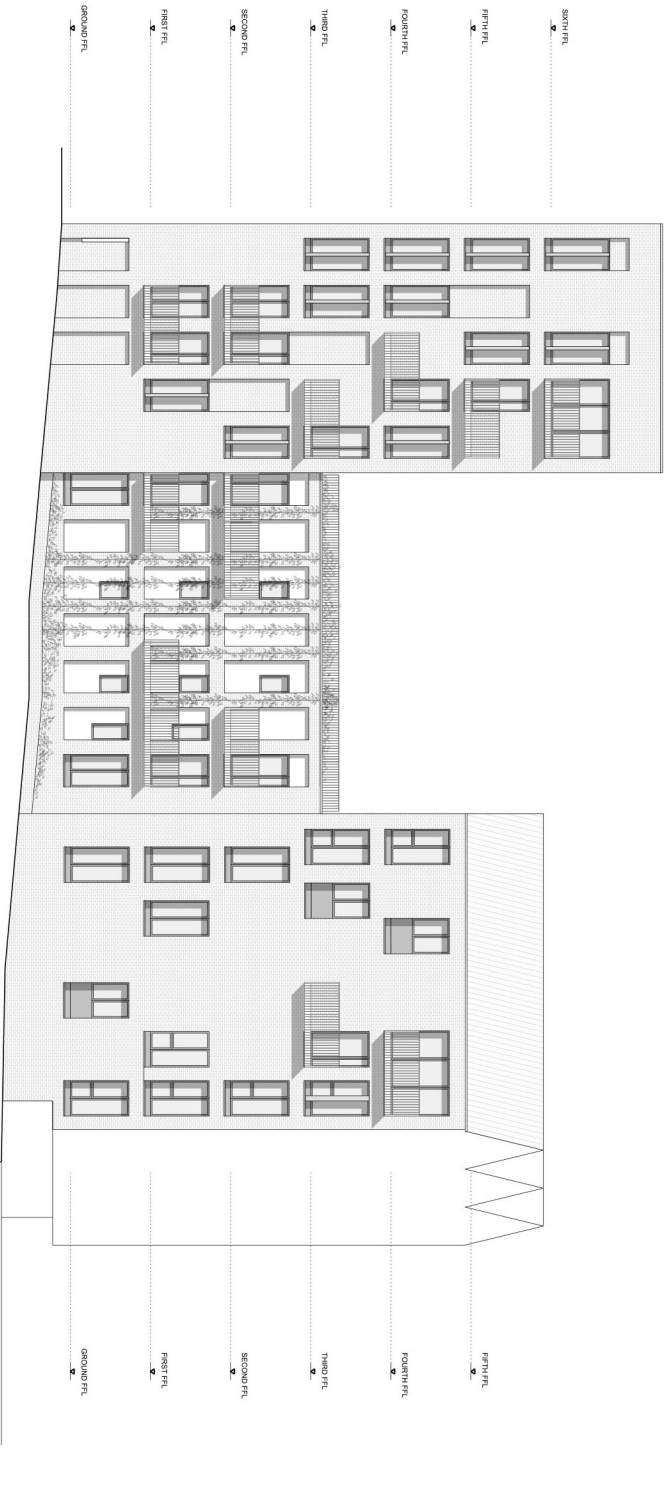
The local planning authority in making its decision has had due regard to paragraph 187 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations, following negotiations with the applicant and subsequent amendments the application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



KEY PLAN

KEY

- Brickwork
- Textured Brickwork
- Zinc Cladding
- Render
- Fibre Cement Roof Tiles
- Dark Grey Aluminium Windows
- Pre-cast Concrete Mullions
- Faceted Anodized Aluminum Cladding with perforated panels



01 Wharf
Proposed South East Elevation
1:100 @ A1



REV DATE NOTES
1 12.15 PLANNING SUBMISSION
2 15.01.15 ARCHITECTURAL SUBMISSION

5th
studio

Architecture
& Urbanism

Project: FERRY BOAT INN SITE

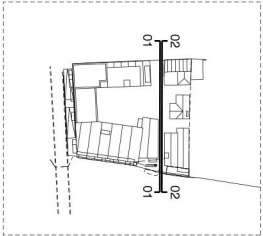
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Scale: 1:100@A1

Status: PLANNING

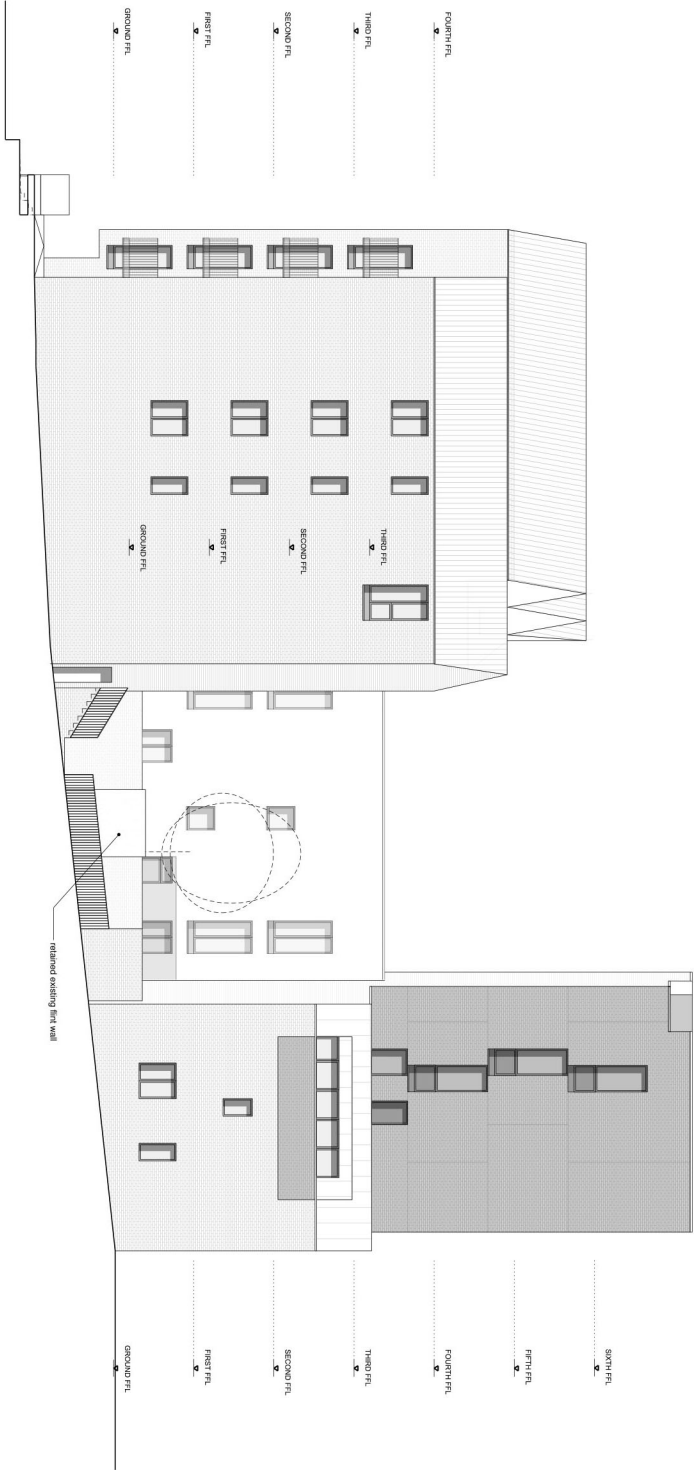
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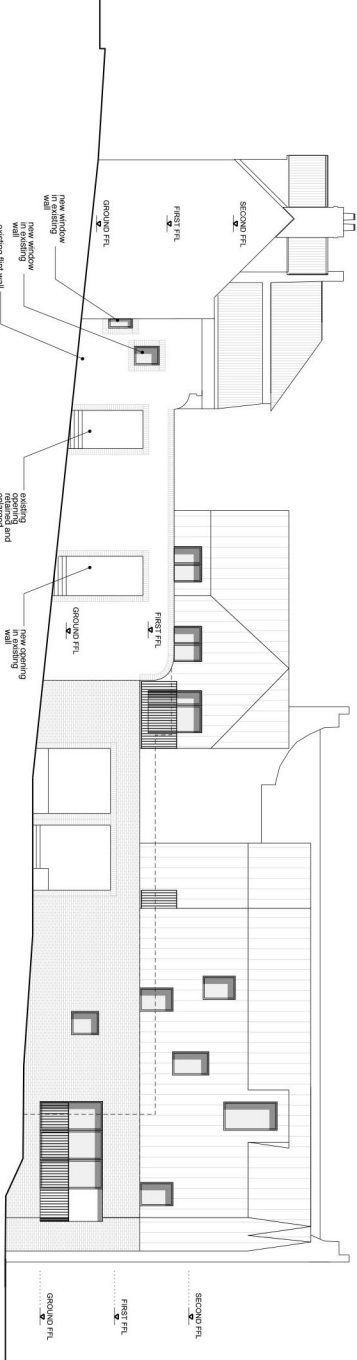


KEY PLAN

- KEY
- Brickwork
 - Textured Brickwork
 - Zinc Cladding
 - Render
 - Fibre Cement Roof Tiles
 - Dark Grey Aluminium Windows
 - Pre-cast Concrete Mullions



01 NORTH-WEST ELEVATION



02 BURGAGE PLOT : SOUTH EAST ELEVATION

REV DATE NOTES
- 11/12/15 PLANNING SUBMISSION
A 10/01/16 REVISED PLANNING SUBMISSION

0 5m
1:100@A1

5th studio

Architecture & Urbanism

Project: FERRY BOAT INN SITE
Drawing Title: + Burgage Plot South East Elevation
Scale: 1:100@A1
Status: PLANNING

5th studio
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ERRY BOAT INN SITE

Proposed Site Plan

00 @ A3 / 1:200 @ A1

PLANNING

Cannon Wharf	New St Footbridge	Ferry Boat Inn Riverside Wharf	Ferry Boat Inn Burgess Plot

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