

## Report for Resolution

**Report to** Planning Applications Committee  
**Date** 18 March 2009  
**Report of** Head of Planning Services  
**Subject** 10/00251/F Romany Beer House 131 Colman Road  
Norwich NR4 7HA

**Item**  
**6(8)**

### SUMMARY

<b>Description:</b>	Part demolition of existing buildings and erection of a single storey retail store (Class A1) with associated access, parking and service area (revised application).
<b>Reason for consideration at Committee:</b>	Objections
<b>Recommendation:</b>	Approve subject to conditions
<b>Ward:</b>	University
<b>Contact Officer:</b>	Mark Brown Senior Planner 01603 212505
<b>Valid date:</b>	11th February 2010
<b>Applicant:</b>	Commercial Development Projects
<b>Agent:</b>	Blue Sky Planning

### INTRODUCTION

#### The Site

##### Location and Context

1. The application site consists of the former Romany Public House and adjacent car park to the east of Colman Road.
2. The Romany Public House has now been closed for some time and forms part of the Colman Road (The Avenues) Local Centre. The local centre has 14 units (including the pub) comprising a bank, betting shop, bakery, corner shop, newsagents, pharmacy, hairdressers, window framing company, charity shop, two takeaways, a vacant off licence and a vacant butchers. Nearby is 'The Parade' a further local centre on Colman Road providing a further 9 units including a post office/pharmacy, 3 takeaways, dry cleaners, hardware store, hairdressers, a convenience store and a car sales and servicing centre.
3. The site comprises the public house a 2½ storey building with a parking area to the south and east (rear) which is currently closed and enclosed with heras fencing. There is a single storey outbuilding on the southern boundary of the site which has been converted to a garage. A road runs along the southern boundary of the site before turning north and exiting onto the Avenues, whilst this in practice is mainly used for servicing it is an adopted highway, from hereon for ease of reference only it will be referred to as the service road. The boundary between the site and this service road is currently marked by a 4m – 5m

hedge.

4. Residential properties are located to the east and south on Kinghorn Road and Colman Road, respectively, beyond the service road.

## **Planning History**

5. Members may recall that planning application 09/01465/F (which was a resubmission of a very similar application 09/00899/F) was refused by the planning committee on 14 January 2010 contrary to the advice of officers, for the following reasons:
  - .5.1. It is considered by the Local Planning Authority that adequate provision has not been made for servicing and deliveries to the site. It is considered that the proposed method of servicing would be impractical due to the conflict of service vehicle parking areas with proposed car parking on the site. As such the proposals are considered to be contrary to saved policies TRA8 and SHO12 of the adopted City of Norwich Replacement Local Plan.
  - .5.2. Colman Road forms part of the major road network and is a busy, congested route through the City. The proposed junction of the widened access road with Colman Road is also located within close proximity to an existing pedestrian crossing. It is considered by the Local Planning Authority that the proposals will result in increased traffic movements at the junction of the access road with Colman Road which would result in a detrimental impact on highway and pedestrian safety. Whilst improvements have been proposed to the junction and access road, it is not considered that these would be sufficient to alleviate the potential highway safety issues and that the widening of the road is likely to further increase its use and therefore the number of traffic movements at what is considered to be a poor access onto the major road network. It is therefore considered that the proposals would fail to provide for safe access and egress to and from the site and would be contrary to policy T8 of the adopted East of England Plan, saved policy T2 of the adopted Norfolk Structure Plan, saved policy SHO12 of the adopted City of Norwich Replacement Local Plan and the objectives of PPG13.
  - .5.3. It is considered by the Local Planning Authority that the proposed building by virtue of its form and proportions would fail to complement the character and townscape of the area. In particular it is considered that the proposals would have a detrimental impact on views of the local centre from the South along Colman Road. The proposals are therefore considered to be contrary to saved policies HBE12 and SHO12 of the adopted City of Norwich Replacement Local Plan.
  - .5.4. It is considered by the Local Planning Authority that the scale of the proposed store would fail to be consistent with the Local Centres position in the retail hierarchy and as such the proposals by virtue of their scale would have a negative impact on the vitality and viability of existing retail stores within the Local Centre. The proposals are therefore considered to be contrary to saved policies SHO3 and SHO12 of the adopted City of Norwich Replacement Local Plan.
6. The above reasons for refusal are discussed further in the officer assessment below.

## **The Proposal**

7. The proposal is for the demolition of the single storey building on the southern boundary of the site and the construction of a convenience retail (class A1) store comprising 400sqm

gross floor space.

8. Vehicular access and egress is proposed from Colman Road and the Avenues via the service road. The service road is proposed to be widened and the access to Colman Road improved. Car parking is to be provided to the rear for 22 spaces including 2 disabled spaces, there is no increase in parking over the existing provision which provides for approximately 20 spaces to the rear and 5 spaces to the side of the Romany.

## Representations Received

9. Adjacent and neighbouring properties have been notified in writing. 4 letters of representation have been received citing the issues as summarised in the table below.

Issues Raised	Response
Lack of parking which could cause cars to park in nearby residential and access roads	See paragraphs 25 & 26
Impact of noise from the site	See paragraphs 31 - 33
Concern over pedestrian safety in the service road	See paragraphs 23 - 26
Concern over loss of light	See paragraph 31
Concern over loss of trees	See paragraphs 40 - 42
Concern that a shop unit that opens late at night may cause noise and antisocial behaviour in the area.	See paragraph 29
The buildings design is out of character with the existing buildings in the area	See paragraphs 35 - 39
Concern that the proposed unit would have a negative impact on existing convenience stores.	See paragraphs 17 - 21
Concern over congestion at the Colman Road Junction	See paragraphs 23 - 26
Site should be used for housing	See paragraphs 17 - 21

10. Two letters of support received from nearby residents making the following comments:
- the proposals would benefit the elderly in the community;
  - the car park could easily be secured outside opening hours;
  - the site will undoubtedly never return to it's original use as a public house and without investment and support for any new business in this area it will almost certainly be left empty for a long period of time;
  - the proposal may also stimulate other business to the currently vacant units in the parade on either side of the road;
  - a 'decent' amenity will revitalise the parade of shops in this area of Colman Road, and this requires the support of local residents;
  - it would provide some competition to the convenience facilities in the other parade of shops on Colman Road.

11. An e-mail has also been received from Cllr Bremner stating the following:

.11.1. I believe the developers have designed a building more in keeping with those in the area which is a positive move. The proposed car park will be a help to the shops at present on the Bunnett Square parades, especially those on the odd number side. There have been positive comments from those who live close by who are disabled.

They report that they have problems accessing the local stores and those in wheelchairs and mobility scooters would find a modern store with wider aisles more accessible, plus there would be dedicated disabled spaces in the car park.

- .11.2. For information: The submitted planning statement mentions a Post Office and a butchers neither of which are in the parade. There are already two shops unoccupied in the parade – The butchers, and La Bodega Off Licence opposite the site, though we are pleased to report that due to local councillor pressure La Bodega has been tidied, and is now under offer.
- .11.3. Unfortunately I still feel I have to object to this application because safety and noise problems caused by the delivery, the two way access to the car park, the use of the service road as a rat-run, and security in the car park in the evenings has not been addressed.
- .11.4. The service road (un-named) that serves the back of the odd numbered Bunnett Square shops, is narrow, and though the road will be a little wider beside 129 Colman Road, and by the unfenced car park, the road at the bakery is very narrow, and the service road through to 68 The Avenues will remain narrow, and used by delivery vehicles for the shops there. It is planned to be two way for cars and one way for delivery vehicles which will leave by 68 The Avenues.
- .11.5. Will there be room for a 40foot articulated lorry to turn left there into The Avenues, especially with the verge bollards? The plans also talk of delivery vehicles that could be 40ft articulated lorries unloading there. Those are massive vehicles to be entering via Colman Road, and leaving past 68 The Avenues (They talk of what I understand to be 3 ton vehicles, but there is I assume no restriction if these plans are passed?) There is no footpath on the road. The service road will be in reality just wide enough for the delivery trucks
- .11.6. The car park will also encourage far more vehicles in that road, very close to 129 Colman Road and 68 The Avenues and behind Kinghorn Road, a major increase in traffic. If this plan is passed can there be restrictions on the size of delivery vehicles being so close to homes in a residential area?
- .11.7. Noise Nuisance: There are homes all by the proposed premises, with 129 Colman Road and the homes on Kinghorn Road especially close. There could be noise nuisance related to operation of the shop and deliveries. The row from the refrigeration units of vehicles, plus often the drivers leave engines running, windows open, radios blaring. This is exactly the problems we have had with local coop shops, though the owners have responded well. Who is to run this convenience store? If this is to be granted then the use of the site should have very restricted hours of operation, with very restrictive controls on delivery times, and restrictions on noise from the vehicles.
- .11.8. The Car Park will remain unfenced and open through the night. What plans have the developers to prevent this being used for anti-social purposes, especially as the Library, St Anne's Church and Hall, the two sides of the Bunnett Square Parade, and Bacon Road and Kinghorn Roads have suffered asb problems in the past, and have been constant priorities for the University and Eaton Safer Neighbourhood Teams?
- .11.9. Rat-run. The road has been used in the past to access Colman Road from The

Avenues, missing the lights at the Colman Road / The Avenues junction. The opening up of the car park, and the encouragement to use both The Avenues and Colman Road to exit would increase the use of this road as a short-cut, making it even more unsafe. Would it be possible to make the service road one way only? Will the local residents affected be consulted before agreeing this?

- .11.10. The exit onto Colman Road would be very dangerous coming out by a controlled pedestrian crossing, an exit from the main parade, and fast moving outer ring-road (A Road) traffic.

## **Consultation Responses**

12. Environmental Health – Potential concerns raised in relation to any plant or machinery that may be required and possible noise from deliveries during unsociable hours. As such conditions are suggested to restrict goods deliveries to the designated area between the hours of 07am to 07pm and for details of any plant or machinery to be agreed in writing.
13. Tree Protection Officer – Any permission should be conditioned to ensure full compliance with the arboricultural implications assessment and arboricultural method statement in terms of all tree protection proposals, working methodologies, and arboricultural site supervision of the foundation excavation operation at the western end of the foundation footprint. No further groundbreaking should occur until all tree protection issues are addressed. Replacement planting should also be conditioned.
14. Transport – The new servicing arrangements are considered to be an improvement on the previous arrangements which officers also found acceptable. In highway safety terms the access arrangements to the site will be an improvement on the existing arrangement of two narrow access/egress points at the site. A further note from the Transport Officer will be prepared and circulated at the committee meeting.
15. County Council Highways – Awaiting Response
16. Policy – I consider the proposal to be consistent with the profile of local centres identified in the local plan. Whilst it is at the upper end of what was considered as typical in a local centre, it would be smaller than provision in other centres. The scale of the proposal would not be considered to have an adverse impact on the role of existing centres within the shopping hierarchy.

## **ASSESSMENT OF PLANNING CONSIDERATIONS**

### **Relevant Planning Policies**

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

PPS1 – Delivering Sustainable Development

PPS1 Annex – Planning and Climate Change

PPS4 – Planning for Sustainable Economic Growth (PPS6 was cancelled on 29 December 2009 and replaced by PPS4)

PPS9 – Biodiversity and Geological Conservation

PPG13 – Transport

## **Relevant Strategic Regional Planning Policies**

### **East of England Plan 2008**

ENV7 – Quality in the Built Environment

T4 – Urban Transport

T6 – Strategic and Regional Road Networks

T8 – Local Roads

T9 – Walking Cycling and other non-motorised transport

WM6 – Waste management in development

## **Relevant Structure Plan Policies**

T2 – Transport – New Development

## **Relevant City of Norwich Replacement Local Plan Policies**

NE9 – Landscaping

HBE12 – Design

HBE19 – Design for safety and security including minimising crime

EP22 – Amenity

SHO2 – Convenience Retail

SHO3 – Locational conditions for new retail development – sequential test

SHO12 – Retail development in District or Local Centres

SHO14 – Improvements to safety and attractiveness of District and Local Centres

TRA3 – Modal shift measures in support of Norwich Area Transportation Strategy (NATS)

TRA5 – Approach to design for vehicle movement and special needs

TRA6 – Parking standards – maxima

TRA7 – Cycle parking standard

TRA8 – Servicing provision

TRA10 – Contribution by developers to works required for access to the site

## **Principle of Development**

### **Retail Implications**

17. Saved local plan policy SHO12 states that retail development will be supported if it is of a scale consistent with the position of the centre in the retail hierarchy and satisfies policy SHO3. Local plan policy SHO3 requires new retail development to be located sequentially within existing centres. In this case the proposed new convenience store falls within the defined boundary of the Local Centre.
18. The proposed store measures 400sqm gross floorspace. The applicant has indicated that this would be approximately 295sqm net floorspace. In terms of appropriateness of scale this is significantly smaller than the minimum requirement for a district centre (400sqm net) as set out in the Local Plan. PPS4 indicates a significantly larger threshold for a local centre supermarket of up to 2,500sqm gross which would provide for 'top up' shopping. The proposed store is therefore considered to be of an appropriate scale consistent with the local centres position in the retail hierarchy.
19. In terms of assessing the impact of the proposed development on existing and nearby centres, policy EC14 of PPS4 details that retail developments of less than 2,500sqm gross floorspace within existing centres do not require an impact assessment. The site in question is well below this threshold and located within the existing local centre. The proposals are also under the lower threshold for an impact assessment of 1,000sqm set out in the explanatory text to local plan policy SHO3. As detailed at paragraph 17 above, it is also considered to be of an appropriate scale for the position of the centre in the retail hierarchy.

20. Policy EC13 of PPS4 provides further guidance on development in Local Centres. Given that the proposals would not lead to the loss of any existing retail or service facilities, the proposals are considered to comply with this guidance.
21. The scale of the proposals has not changed since the previous application which was refused. Reason for refusal 4 (detailed at 5.4 above) on the previous application was based on retail policy grounds, detailing that the proposals were of an inappropriate size and would have a negative impact on the vitality and viability of the retail centre. Given that the site is within a local centre and is of a scale consistent with that set out in PPS4 and guidance within saved local plan policies SHO3 and SHO12 there is not considered to be any policy or other material planning ground to refuse the application on this basis. Indeed PPS4 encourages economic development and competition between uses. It is considered that the proposals would have a positive impact on the area and would assist with bringing the Romany and adjacent land back into use, whilst also improving footfall in the centre.

## **Transport and Access**

22. The site is located within a local centre with good access to surrounding residential areas by non car modes. The Avenues forms part of the strategic cycle network and green links network. Colman Road is part of the Norwich outer ring road and the major road network. There are a number of bus stops close to the site on Colman Road which provide bus links to the surrounding area and City Centre.
23. Access and egress to the site is proposed via the service road to Colman Road and The Avenues. The existing access to Colman Road is effectively two relatively small accesses either side of the single storey building to be demolished. One provides access to the service road and the other to the existing Romany car park. The proposals will create a single access which is to be improved by widening and new lining. The hedge running along the boundary of the service road with The Romany car park is proposed to be removed.
24. Consideration has been given to the provision of a right hand turn lane on Colman Road into the service road. Following consultation with the County Council however, it was considered that the level of use of the service road may not warrant the provision of the proposed right hand turn lane lining works on Colman Road and may not benefit highway safety or operation of the network at this time. It is considered that this is something which should be reviewed within the first 12 months of the opening of any approved store and that lining works should be a condition of any approval, to be carried out within 18 months of the first use of the premises unless it has been agreed in writing with the Local Planning Authority in consultation with the County Council that these works are not required.
25. In terms of parking provision, the existing car park is unmarked and provides space for approximately 25 car parking spaces. The proposed car park will provide 22 spaces including two disabled spaces, representing a decrease in parking provision. The transport statement anticipates that this will provide for the store and any future occupier of The Romany. The level of parking provision is considered to be appropriate and adequate for a store of this size. Space for eight cycle parking spaces is provided to the front of the store. Secure cycle parking for staff is proposed within the service yard to the rear.
26. Given the size of the revised car park proposals and the existing status of the site as a car

park, it is not considered that the proposals would result in a significant increase in traffic movements compared to the potential use of the existing car park. The improvements proposed to the service road are considered to adequately cater for the proposals and will significantly improve the existing arrangement of accesses onto Colman Road.

27. Servicing arrangements have been altered since the previous application. A dedicated servicing area is now proposed directly to the rear of the service yard. Whilst the previous proposals were considered acceptable, this revised arrangement is considered to be a significant improvement which will reduce conflict between servicing vehicles and customers accessing the car park and will reduce the distance over which goods would need to be trolleyed.
28. The submitted transport statement has demonstrated that the service road can provide adequate space for articulated vehicles accessing the site. As with the right hand filter lane, following consultation with the County Council it is considered that if within 12 months of opening the store loading restrictions are found to be necessary for highway safety reasons, the developer will fund the traffic regulation order to introduce these.
29. Concern has been raised about potential misuse of the car park outside store opening hours. Saved policy HBE19 of the adopted City of Norwich Replacement Local Plan advises that the design of public areas around buildings should take account of the need for security and physical safety. Given that the rear of the site will benefit from little natural surveillance, it is considered that any approval should be subject to a condition requiring details to ensure the security of the car park during and outside opening hours. Including details of lighting, security cameras and methods for preventing access to the car park outside of hours.
30. In sum the access and servicing arrangements are considered to be acceptable and represent an improvement to the existing access arrangements at the site. As such it is not considered that the first two reasons for refusal of the previous application (detailed at 5.1 and 5.2 above) could be substantiated under the current proposals.

## **Impact on Neighbour Amenity**

31. With reference to neighbour amenity, the main issue to assess in this case is considered to be any impact of noise resulting from servicing of the site and use of parking facilities. It is not considered that the proposals give rise to any issues of overlooking or overshadowing of nearby properties.
32. The revision of the proposals under this application to introduce a dedicated servicing area will significantly reduce the distance goods would need to be trolleyed by cage to the servicing area. This could have a detrimental impact on the amenities of adjacent properties in terms of noise, if carried out early in the morning or later at night. Environmental Health have suggested that goods deliveries be restricted to the hours of 07am to 07pm in order to avoid any significant detrimental impact during the night. It is considered that subject to such a condition the impact of any noise pollution would be satisfactorily mitigated.
33. As there is no identified end user of the site at this stage, the applicant has not been able to provide intended operating hours for the store. The main issue to assess in terms of opening hours is considered to be whether night time opening of the store would result in an unacceptable level of amenity to nearby residents. The main impact of night time



opening is likely to be from cars accessing the car park to the rear. As detailed in the previous section, the service road runs to the rear of the site and close to the rear of a number of residential properties on Colman Road, Kinghorn Road and The Avenues. The service road is adopted and therefore can be used at any time, however it is considered that a 24 hour convenience store in this location would significantly increase the roads use during the night and could have an impact in terms of noise on the amenities of nearby residents which would be unacceptable in terms of saved policy EP22 of the adopted City of Norwich Replacement Local Plan. It is therefore recommended that any approval be subject to a condition restricting opening to the hours of 6am and 11pm. The hours are recommended to ensure a reasonable level of amenity to nearby residents, but to not unduly restrict the hours during which a convenience store might expect to operate.

34. In terms of air pollution the site is not located within an air quality management area and it is not considered that car-borne trips to the site within the opening hours suggested above are likely to be significantly greater than the potential use from the existing site. As such it is not considered that there is likely to be any significant detrimental impact in terms of air quality.

## **Design**

35. Whilst not located within a conservation area, this site is located adjacent to an attractive parade of shops which are a good example of 1930's design. The proposed retail store is located on the less prominent south side of the parade and will therefore not impact on what are considered to be the most important views of the parade from the north. The building consists of a single storey hipped roof building.
36. The height of the building has been reduced since the previous proposals via an amendment to the roof design. The roof remains a hipped roof, although the ridge has been re-orientated and lowered to approximately the eaves height of adjacent properties. The scale of the building is subordinate to those adjacent to it and the hipped roof is considered appropriate, given that this is the dominant roof form in the immediate vicinity.
37. The proposed eaves and facia are influenced by the eaves detail on the existing parade. The elevational details of the building have been altered since the previous application, most notably brick quoins have been incorporated into the design and the glazing along the front elevation to Colman Road has been broken up so that the scale of the shop front is more akin to others in the area.
38. In terms of materials, red brick, pantiles and powder coated aluminium windows and doors are proposed. It is considered that subject to conditions requiring samples of the bricks and tiles to be used, the proposed design is acceptable.
39. In terms of the third reason for refusal on the previous application (detailed at 5.3 above), it is not considered that the proposals would have a detrimental impact on the appearance of the shopping parade from the south. The current view of the site from the south consists of a fairly uninspiring south elevation of the Romany adjacent to which is an area of surface car parking and a single storey garage. The immediate site is not well overlooked and is a fairly poor piece of townscape. The proposals will infill this area with a building of acceptable design which will create active frontage overlooking the public footpath whilst also screening the surface parking from view.

## **Trees and Landscaping**

40. A pre-development tree survey and arboricultural implications assessment have been submitted with the application. In addition to the hedge at the boundary of the service road there are four trees within or adjacent to the site. The hedge and the three trees to the rear of the site are category C trees, identified of low quality and value, their removal is considered acceptable subject to replacement planting, which should be a condition of any approval.
41. The main arboricultural implications relate to the mature London Plane street tree to the front of the proposed building. This is identified as a category A tree, of high quality and value. This tree is to be retained. The proposed building abuts the trees root protection area and as such an arboricultural method statement for the foundations to the western side of the building has been requested and submitted. It is considered that subject to full compliance with the pre-development tree survey and arboricultural method statement the proposals are acceptable.
42. The hedge along the service road has been significantly cut back since the previous application, this was at the request of Highways as the hedge was significantly overhanging the highway. No protection species are understood to be present on site, however as nesting birds, their nests and eggs are protected under the Wildlife and Countryside Act 1981 an informative note can be placed on any consent to advise that it is an offence to disturb or destroy any such nest and that should protected species be encountered on site all works should cease and advise be sort from Natural England.

## **Conclusions**

43. The site is located within the Colman Road Local Centre and is considered to be of an appropriate scale for the centres position in the retail hierarchy. The site is located on the major road network and subject to conditions relating to the laying out of the site, loading restrictions and highway lining the proposals are considered acceptable in terms of access and servicing and an improvement over the previous application.
44. The design of the building is considered to be in keeping with the area and would not have a detrimental impact on the sites surroundings subject to exact details of materials. In terms of amenity the site is in close proximity to a number of residential properties, conditions are recommended which relate to the hours of opening, hours of servicing, the installation of plant and machinery on the site and the security of the car parking areas, these are considered to satisfactorily mitigate any impact the proposals may have on neighbour amenity.
45. Finally, the site is currently occupied by a number of trees, of primary importance is the London Plane street tree. The arboricultural method statement submitted with the application allows for the satisfactory protection of the tree during construction and compliance with this is conditioned. The recommendation is therefore to approve subject to the conditions listed below.

## **RECOMMENDATIONS**

To approve Application No (10/00251/F, Romany Beer House, 131 Colman Road, Norwich) and grant planning permission, subject to the following conditions:-

1. Standard time limit;

2. The loading restrictions and highway lining on Colman Road to provide a right turn to be completed within 18 months of the first occupation of the development unless the prior written agreement of the Local Authority has been received advising that the works are not required;
3. Provision of site access, parking and servicing areas;
4. Provision of cycle parking;
5. Details of any plant or machinery to be installed on site to be provided;
6. Hours of opening restricted to 06:00 and 23:00;
7. Hours of servicing restricted to 07:00 and 19:00 (excepting morning newspaper deliveries);
8. Details to ensure the security of the car park during and outside opening hours, including details of lighting, security cameras and methods for preventing access to the car park;
9. Exact details including samples of bricks and tiles to be submitted;
10. Development to be carried out in full accordance with the submitted pre-development tree survey and arboricultural method statement;
11. Details of replacement tree planting to be submitted;

(Reasons for approval: The decision has been made with particular regard to policies ENV7, T4, T6, T8 and WM6 of the adopted East of England Plan, saved policy T2 of the adopted Norfolk Structure Plan, saved policies NE9, HBE12, HBE19, EP22, SHO2, SHO3, SHO12, SHO14, TRA3, TRA5, TRA6, TRA7, TRA8 and TRA10 of the adopted City of Norwich Replacement Local Plan, PPS1, PPS4, PPS9, PPG13 and other material planning considerations.

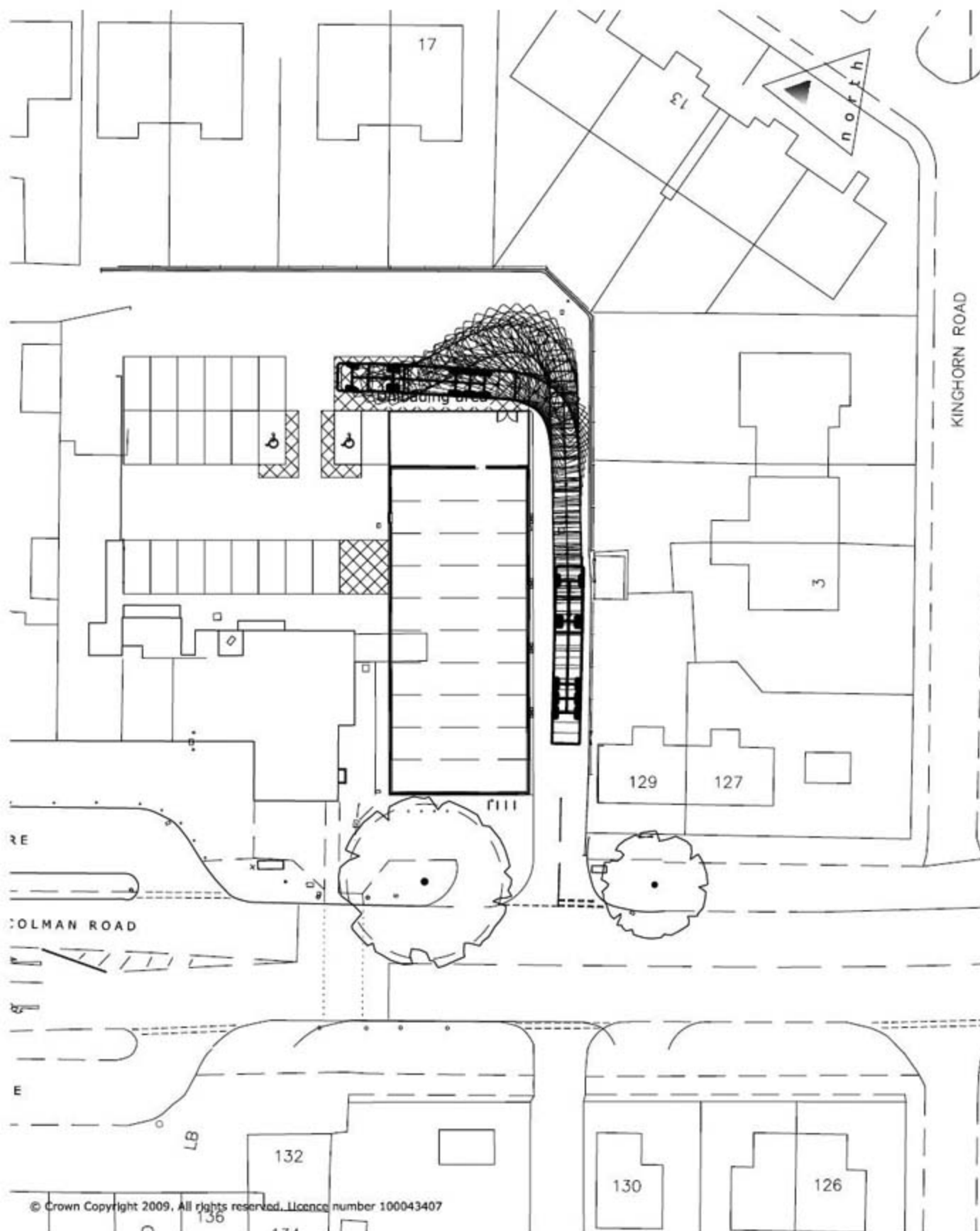
The site is located within the Colman Road Local Centre and is considered to be of an appropriate scale for the centres position in the retail hierarchy. The site is located on the major road network and subject to conditions relating to the laying out of the site, loading restrictions and highway lining the proposals are considered acceptable in terms of access and servicing.

The design of the building is considered to be in keeping with the area and would not have a detrimental impact on the sites surroundings subject to exact details of materials. In terms of amenity the site is in close proximity to a number of residential properties, conditions are recommended which relate to the hours of opening, hours of servicing, the installation of plant and machinery on the site and the security of the car parking areas, these are considered to satisfactorily mitigate any impact the proposals may have on neighbour amenity.

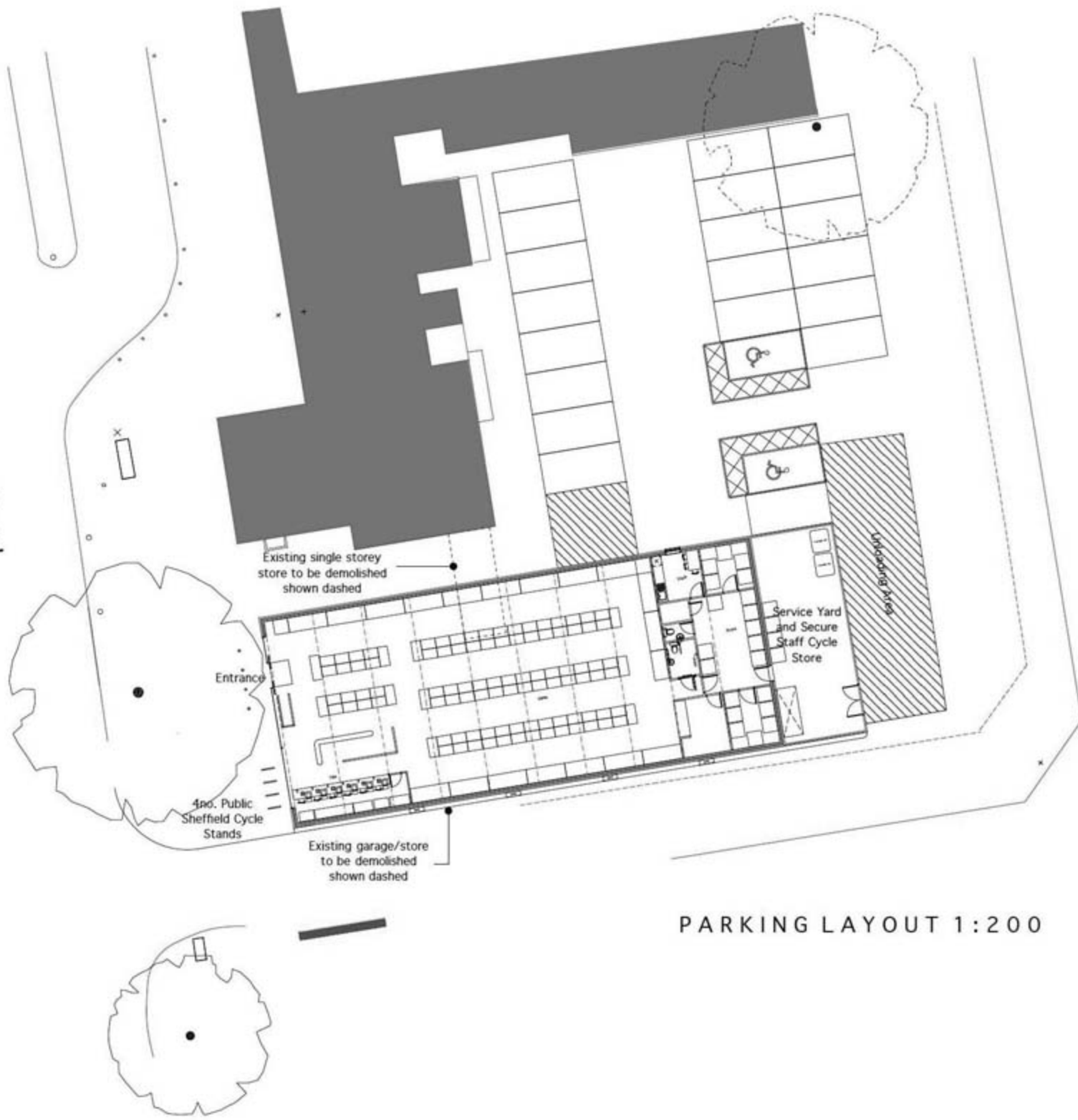
Finally, the site is currently occupied by a number of trees, of primary importance is the London Plane street tree. The arboricultural method statement submitted with the application allows for the satisfactory protection of the tree during construction and compliance with this is conditioned.)



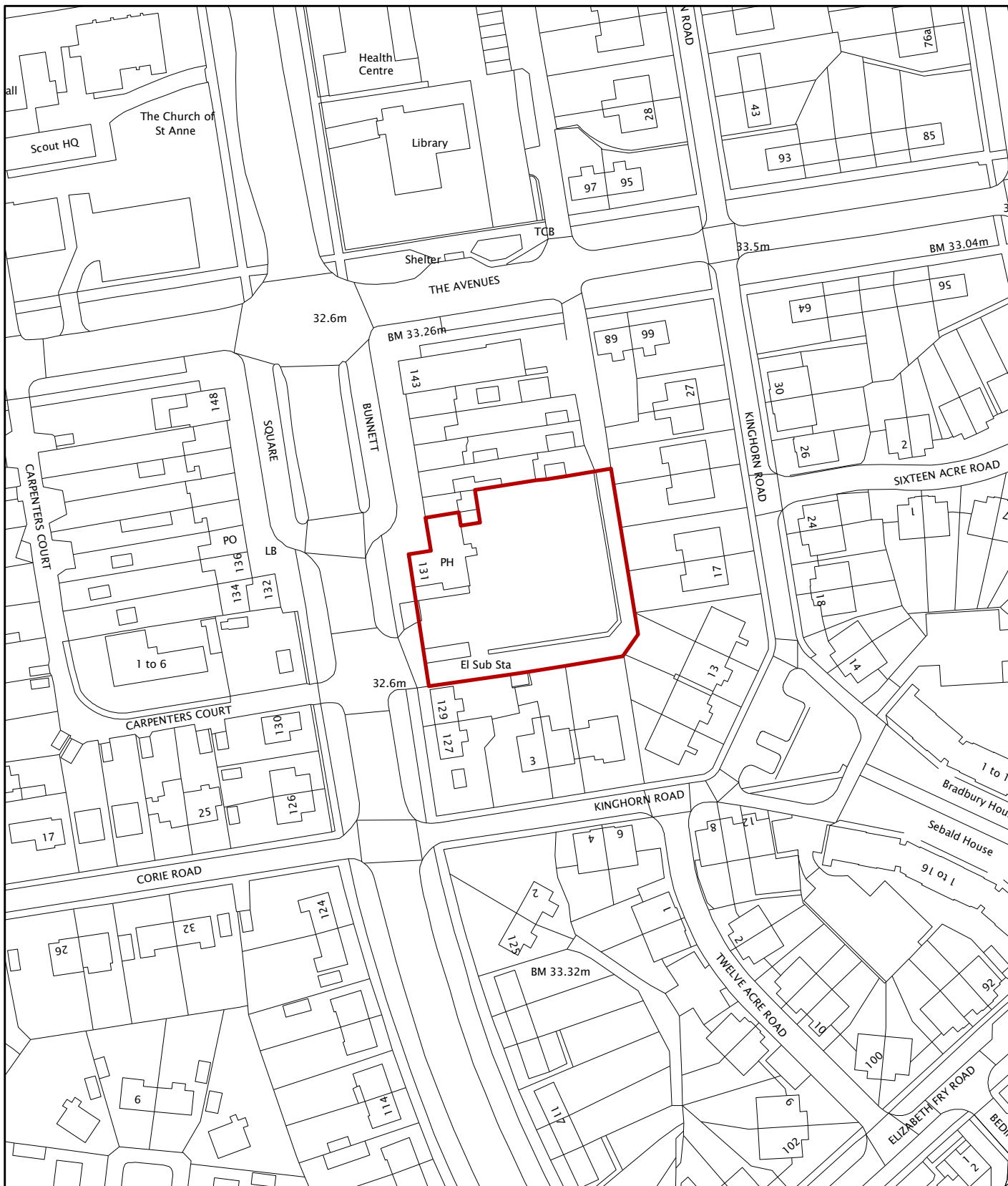
STREET VIEW 1:100



Colman Road



PARKING LAYOUT 1:200



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Planning Application No - 10/00251/F  
 Site Address - 131 Colman Road, Norwich  
 Scale - 1:1,250



**NORWICH**  
 City Council

PLANNING SERVICES

