

Planning applications committee

Date: Thursday, 11 April 2024

Time: 09:30

Venue: Mancroft room, City Hall, St Peters Street, Norwich, NR2 1NH

Members of the public, agents and applicants, ward councillors and other interested parties must notify the committee officer if they wish to attend this meeting by 10:00 on the day before the committee meeting, please. The meeting will be live streamed on the council's YouTube channel.

Committee members:

Councillors:

Driver (chair)
Sands (M) (vice chair)
Calvert
Haynes
Hoechner
Lubbock
Oliver
Peek
Prinsley
Sands (S)
Thomas (Va)
Young

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Information for members of the public

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For information about attending or speaking at meetings, please contact the committee officer above or refer to the council's website



If you would like this agenda in an alternative format, such as a larger or smaller font, audio or Braille, or in a different language, please contact the committee officer above.

Agenda

Page nos

1 Apologies

To receive apologies for absence

2 Declarations of interest

(Please note that it is the responsibility of individual members to declare an interest prior to the item if they arrive late for the meeting)

3 Minutes

5 - 20

To approve the accuracy of the minutes of the meeting held on 21 March 2024

Planning applications

Please note that members of the public, who have responded to the planning consultations, and applicants and agents wishing to speak at the meeting on the following items are required to notify the committee officer by 10:00 on the day before the meeting.

Further information on planning applications can be obtained from the council's website: <http://planning.norwich.gov.uk/online-applications/>

Please note:

- The formal business of the committee will commence at 9.30;
- The committee may have a comfort break after two hours of the meeting commencing.
- Please note that refreshments will not be provided. Water is available
- The committee will adjourn for lunch at a convenient point between 13:00 and 14:00 if there is any remaining business.

4 Application no 23/01598/F, 15 St Margarets Street, Norwich, NR2 4TU

21 - 50

Proposal: Replacement of existing workshop to create pottery studio, first floor work space and associated

outbuilding/landscape works.

Ward: Mancroft

Case Officer: Maria Hammond

Applicant/agent: Mr James Wreford & Mr Ned Davies/Studio Drake Ltd.

Reason at Committee: Objections

Recommendation: Approval

5 Application no 24/00176/F Eaton Hand Car Wash, Ipswich Road, Norwich, NR4 6QS

51 - 72

Proposal: Erection of vehicle rental premises

Ward: Eaton

Case Officer: Nyasha Dzwowa

Applicant/agent: Mr Sharp

Reason at Committee: Objections

Recommendation: Approval

Date of publication: **Wednesday, 03 April 2024**



Planning Applications Committee

09:30 to 14:50

21 March 2024

Present: Councillors Driver (chair), Sands (M) (vice chair), Calvert, Haynes, Hoechner, Lubbock, Oliver, Peek, Sands (S) and Young

Apologies: Councillors Prinsley (other council business) and Thomas (Va)

1. Declarations of interests

Councillors Calvert, Hoechner and Young each declared an other interest and a predetermined view in regard to item 4 (below) Application no 22/00762/F Land and Buildings, Including 70 – 72 Sussex Street & Land North Side of 148 Oak Street, Norwich, NR3 3DE, because interested parties were known to them. As such they would leave the meeting during the discussion and determination of this item.

Councillor Haynes asked that it was recorded that she had attended a presentation on Carrow Works by the developers in her capacity as ward councillor for Thorpe Hamlet. It was in the early stages and she was not predetermined on Item 3 (below), Application no 22/00879/F Carrow Works, King Street, Norwich.

2. Minutes

RESOLVED to approve the accuracy of the minutes of the meeting held on 11 January 2024, subject to item 3, Application no 23/00479/F – Fieldgate, Town Close Road, Norwich, Resolution, deleting the first “against” and replacing with “in favour” so that the resolution now reads as follows:

RESOLVED, with 7 members voting in favour (Councillors Driver, Sands (M), Sands (S), Thomas, Haynes, Peek and Lubbock) and 5 members voting against (Councillors Hoechner, Oliver, Calvert, Young and Prinsley) to approve application no. 23/00479/F Fieldgate, Town Close Road, Norwich, NR2 2NB and grant planning permission subject to the following conditions (etc)”

3. Application no 22/00879/F Carrow Works, King Street, Norwich

Proposal: Hybrid (Part Full/Part Outline) for the comprehensive redevelopment of Carrow Works. A full planning application comprising the construction of the principal means of access, the primary internal road and associated public

spaces and public realm, including restoration and change of use of Carrow Abbey to former use as residential (Use Class C3), alteration and extension and conversion to residential use, (Use Class C3) of the Lodge, Garage and Gardener's Cottage and the Stable Cottages, development of the former Abbey Dining Room for residential use (Use Class C3), adaptation and conversion for flexible uses (Class E and/or C2 and/or C1 and/or C3 and/or F1 and/or F2 and/or B2 and/or B8 and/or Sui Generis) for buildings 207, 92, 206, 7 (7a, 8 and 8a), 209, 35, the Chimney and Class E and/or B2 and/or B8 for the retained Workshop (Block 258), (providing a combined total of up to 143 residential units and 17,625sqm of flexible commercial business, service and local community and learning floorspace), enhanced access to Carrow Abbey and Scheduled Ancient Monument and associated ancillary works and an outline planning application for demolition of existing buildings and replacement with phased residential-led development up to 1,716 units (Use Class C3 and/or Class E and/or F1 and/or F2 and/or C1 and/or C2 and/or B2 and/or B8 and/or Sui Generis), (total of 9,005sqm of commercial, business, service, local community and learning and Sui Generis floorspace) landscaping, open space, new and modified access.

The chair adjourned the meeting for 20 minutes to provide members with an opportunity to read through the submission that the applicants had sent the council the previous evening (available on the [council's website](#) with the committee papers for this meeting.)

(The committee reconvened at 10:05 with all members listed present, as above.)

The Head of Planning and Regulatory Services explained that the submission included three documents: an email requesting deferral, representation in response to the reasons for refusal as set out in the report, and the applicant's representations on the approved East Norwich Masterplan. There was no case for an open-ended deferral of this application. There were substantial issues which would take time to resolve and would cause confusion if addressed through amendments to the current application. It would be much clearer and easier if there was a new application. The applicant had been aware of the officer recommendation to refuse the application for several weeks, and had not taken the opportunity to engage with officers. Some aspects of the application were totally flawed. The reference in the submission to emails from senior officers was not relevant to the determination of the application. Members were strongly urged to determine the application at this meeting.

The committee considered whether to defer further consideration of this application at this point, or to continue to consider the officer report with a view to determining the application at this meeting. Members considered that overall, there was no case to defer at this point, and that the committee should consider the officer report and presentation before determining the application. In reply to a member's question, the Head of Planning and Regulatory Services said that the applicant had asked for an

open-ended deferral. If members were minded to defer, the council could seek a time-limit for the resolution of these issues, but she advocated determination.

The Head of Planning and Regulatory Services introduced the presentation by providing an overview. East Norwich represented the biggest regeneration site in the East of England and was a once in a lifetime opportunity to transform this part of the city to form a new quarter, with its residential and commercial uses complemented by community facilities, with connectivity created between the Broads National Park and the city centre, supported by the Stage 1 and Stage 2 Master Plan demonstrating the infrastructure required to support the development of this new community. The council had given significant time and investment to the realisation of this opportunity through its budget setting and the adoption of the Greater Norwich Local Plan. It was therefore disappointing to report to the committee on this site, Carrow Works, with a recommendation for refusal. The application submitted in July 2022 was incomplete. Over a period of 18 months, there had been no meaningful engagement with the applicant or its agents to address these issues. She referred to the conclusions contained in the report and the duty of the council as the Local Planning Authority to refuse an application that deviates from adopted policy.

The Planner presented the report with the aid of plans and slides, and referred to the supplementary report of updates to reports (which had been circulated at the meeting and available on the council's website with the papers for the meeting) which contained clarification on the status a Stage 2 of the Masterplan for East Norwich and also some wording updates in the report, including corrections to the reasons for refusal, number 8.

During discussion the Planner, Head of Planning and Regulatory Services, Development Manager, together with the county council's Highways officer, Major and Estate Development Team Manager, and the city council's Development Strategy Manager and Landscape and Conservation Officer, answered members' questions, referring to the report and the presentation. These included:

- An explanation that the Bracondale/Martineau Lane roundabout was inadequate for the single access for a development of this size. The proposed second access on Bracondale was not appropriate for left in left out vehicular access and the existing road was one of the most congested in the city. The applicant had not provided sufficient information to model the impact on the highways network from the development. This included alternative access to the site, sustainable links to local facilities including access to schools. The Highway Authority did not have the information to make an assessment on this application.
- Concerns were expressed over the separation between the Abbey and Priory. This would cause harm to the significance of designated heritage assets, including the Conservation area. The group value, connections, and associations between designated heritage assets on the application site and beyond was important. For example, Carrow House had been home to the Colman family in the 19th century and there had been no significant development affecting the Abbey since then. The high buildings along the river would have an impact on the Abbey grounds; the screening effect of trees was mentioned as an important factor which contributed to the secluded character of the Abbey.

There was also concern about visibility of development above the trees and loss of trees.

- Members were advised that there was no provision of affordable housing in the development. The Development Manager said that it was not appropriate to secure affordable housing by condition as it did not provide certainty that affordable housing would be delivered. It was usual to secure this through a S106 agreement.
- There was a whole raft of measures for this part of the development (East Norwich) that could be done to promote active travel. Improvements for pedestrians and cyclists at the junctions at King Street/Carrow Bridge and the Bracondale/Martineau Lane junction were schemes that might come forward. The applicant had given no indication how this development could contribute to this.
- Members noted that the applicant's noise and air quality assessments were not adequate to assess the impact of the works of the asphalt plant and rail head on acceptable land uses. Also, the air quality assessment did not consider the culminative impact of this development alongside the allocation of other large housing developments in the city and therefore there was no confidence in the mitigation measures required.
- The committee was referred to the report regarding the policy requirement for a primary school on the site. The proposed development on the Carrow Works site was self-contained and took no account of the other developments that were coming forward. East Norwich was a large regeneration site and facilities on Carrow Works would be part of the wider infrastructure of the whole development. The applicant's position on the school was symptomatic of this.

The chair moved and the vice chair seconded the recommendation to refuse as set out in the report (with the amendment to reason 8 as set out in the supplementary report).

During discussion members commented on their concerns about this application. Members considered that it did not join up with the other developments coming forward as part of the East Norwich regeneration project and made no provision for infrastructure such as the school and doctors, or provided links to the River Wensum and Whitlingham Lane and Broad. The development would contribute to increased traffic congestion particularly in the area around Martineau Lane and Bracondale.

Members also commented on the applicant's lack of engagement with officers and that a lot of time and wasted resources had been spent by officers trying to engage and resolve issues. A member commented that this site had historic and economic importance for the city and that it was hoped that in the future a proposal that provided housing and mixed use on this site came forward connected and integral to the East Norwich Regeneration Project.

RESOLVED, unanimously, to refuse application no. 22/00879/F Carrow Works, King Street for the following reasons:

1. The application fails to deliver many of the requirements of the site-specific policy

that are necessary to ensure a highly sustainable mixed-use community is delivered at East Norwich. Many of the deficiencies in the application would also prejudice future development and restrict options across the remainder of the ENSRA due to the poor connectivity and limitations to movement that would arise as a result. The application is therefore contrary to policy GNLP7.1 and GNLPSTR.01 of the Greater Norwich Local Plan 2024.

2. In the absence of any contrary evidence, the housing types proposed and particularly the predominance of flats is not consistent with the Greater Norwich Local Housing Needs Assessment. This along with the total lack of affordable housing results in an unsustainable housing development proposal, whereby the mix of dwellings by type and tenure fail to promote the creation of a mixed, diverse, inclusive and equitable community, contrary to GNLP 5, GNLPSTR.01 of the Greater Norwich Local Plan 2024, and policy DM1, DM12 of the Development Management Policies Local Plan 2014 and the National Planning Policy Framework (2023).
3. In the absence of a detailed economic strategy of proposed non-residential uses and their location across the site and the contributions that these will make to job creation, together with a demonstration of how the retail and leisure and office uses can be achieved without impacting on existing town centre use provision or office accommodation on sites designated for such uses nearby or encouraging car dependency for access, it is not possible to conclude that the non-residential uses proposed would comply with the detail set out within policy GNLP4, GNLP6, GNLPSTR.01 of the Greater Norwich Local Plan 2024 and policy DM1 of the Development Management Policies Local Plan 2014.
4. An Appropriate Assessment has concluded that insufficient information has been submitted to demonstrate that this proposal would not result in an increase in nitrate and/or phosphate levels which would further adversely affect the current unfavourable status of the Broads Special Area of Conservation. In adopting a precautionary approach, the Local Planning Authority is not satisfied that the proposal will not adversely affect the integrity of this habitats site and the application is contrary to Regulation 63 of the Conservation of Habitats and Species Regulations 2017; policy GNLP3 of the Greater Norwich Local Plan 2024; policy DM6 of the Development Management Policies Local Plan 2014; and paragraphs 8, 11, 180, 186 and 188 of the National Planning Policy Framework (2023).
5. An Appropriate Assessment has concluded that insufficient information has been submitted to demonstrate that this proposal would not result in an increase in recreational disturbance due to the impact of additional visits to Special Areas of Conservation (SACs and SPAs) in the Wash, Norfolk Coast and the Broads. There is a lack of a mechanism to secure payment of the RAMS (Recreational Access Mitigation Strategy) tariff, together with insufficient new on-site and enhancement of off-site green infrastructure provision both in terms of quantity and function to meet the informal recreational needs of the new residents. In adopting a precautionary approach, the Local Planning Authority is not satisfied that the proposal will not adversely affect the integrity of these habitats sites and the application is contrary to Regulation 63 of the Conservation of Habitats and Species Regulations 2017; policy GNLP3 of the Greater Norwich Local Plan 2024; policy DM3, DM6 and DM8 of the Development Management Policies

Local Plan 2014; and paragraphs 8, 11, 180, 186 and 188 of the National Planning Policy Framework (2023).

6. The lack of certainty of mitigation to prevent adverse effects on the integrity of habitats site could cause significant, permanent negative impacts on the environment of international scale as identified within the Environmental Statement. The application is therefore contrary to policy GNLP3 of the Greater Norwich Local Plan 2024; policy DM3, DM6 and DM8 of the Development Management Policies Local Plan 2014; and paragraphs 8, 11, 180, 186 and 188 of the National Planning Policy Framework (2023).
7. The individual buildings comprising the application site are distinguished by their significant architectural and historic interests; moreover, the group value of all heritage assets deriving from their links and associations with each other and this unique context, further reinforces their significance. The proposals have been found to result in high levels of harm to the setting and significance of a number of designated and non-designated heritage assets. The high levels of individual and cumulative harm caused is 'less than substantial harm', which is without clear and convincing justification and is not sufficiently outweighed by public benefits, and as such the application is contrary to policy GNLP3, GNLP7.1 and GNLPSTR.01 of the Greater Norwich Local Plan 2024; policy DM9 of the Development Management Policies Local Plan 2014, paragraphs 201, 203, 205 - 208 of the NPPF and Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
8. The fundamentals of the application surrounding design, heritage and access and movement remain to be resolved, it cannot be concluded that the design of the development fully respects or enhances the character and context of the local area or delivers a beautiful and well-designed exemplar of high quality, high density and locally distinctive design which respects its context and setting.

Delivery in isolation without facilitating connectivity between the sites in the wider strategic regeneration area or providing co-ordinated delivery of new essential infrastructure would be prejudicial to delivery across the wider master planned area and would fail to make a positive contribution to high quality placemaking.

Outstanding issues surrounding design and heritage impacts will have implications for the interrelated land use, demolition, proposed heights, and public open space outline parameters plans. The outstanding access and movement matters will greatly impact on the access and movement outline parameters plan and as site access is demonstrated across all of the parameter plans it impacts on these also. In addition, the detailed Design Code is based on key layout principles set out on a Regulatory Plan which takes information from the outline parameters plans which are not considered acceptable.

The application is therefore contrary to policy GNLP2, GNLP3 and GNLPSTR.01 of the Greater Norwich Local Plan 2024; policy DM3 of the Development Management Policies Local Plan 2014 and the design principles as set out in section 12 of the National Planning Policy Framework (2023).

9. The access proposed at the A1054 Bracondale / Martineau Lane roundabout is unsatisfactory to serve the proposed development by reason of inappropriate design contrary to current guidance and would be to the detriment of highway

safety, contrary to policy GNLP7.1 and GNLPSTR.01 of the Greater Norwich Local Plan 2024; policy DM30 of the Development Management Policies Local Plan 2014 and, NPPF paragraph 8 and Section 9 of the National Planning Policy Framework (2023).

10. The proposed development includes a new access at A1054 Bracondale, a strategic road that carries significant traffic movements. The vehicular movements associated with the use of the access would lead to conflict and interference with the passage of through vehicles and introduce a further point of possible traffic conflict, being detrimental to highway safety, contrary to policy GNLP7.1 and GNLPSTR.01 of the Greater Norwich Local Plan 2024; policy DM30 of the Development Management Policies Local Plan 2014 and paragraph 8 and Section 9 of the National Planning Policy Framework (2023).
11. The proposed development does not adequately provide on and off-site facilities for pedestrians / cyclists / people with disabilities (those confined to a wheelchair or others with mobility difficulties) to encourage walking and cycling/wheeling to connect with and permeate through the site and link with adjacent sites and local services, contrary to policy GNLP4, GNLP7.1 and GNLPSTR.01 of the Greater Norwich Local Plan 2024; policy DM3, DM12, DM13, DM28, DM30, DM31 and DM32 of the Development Management Policies Local Plan 2014 and paragraph 8 and Section 9 of the National Planning Policy Framework (2023).
12. The proposal fails to demonstrate that improved public transport access to the site can be achieved, to maximise sustainable transport opportunities which together could lead to reduced car dependency and a corresponding reduced level of car parking provision across the site. The application is therefore contrary to policy GNLP4, GNLP7.1 and GNLPSTR.01 of the Greater Norwich Local Plan 2024; policy DM1, DM3, DM12, DM13, DM28, DM30, DM31 and DM32 of the Development Management Policies Local Plan 2014 and paragraph 8 and Section 9 of the National Planning Policy Framework (2023).
13. The proposal does not provide adequate access for all modes and would be likely to give rise to conditions detrimental to safe sustainable development in transport terms, contrary to policy GNLP4, GNLP7.1 and GNLPSTR.01 of the Greater Norwich Local Plan 2024; policy DM3, DM12, DM13, DM28, DM30, DM31 and DM32 of the Development Management Policies Local Plan 2014 and paragraph 8 and Section 9 of the National Planning Policy Framework (2023).
14. The application is not supported by sufficient highways and transport information, including a travel plan and parking strategy to demonstrate that the proposed development will not be prejudicial to the safe and satisfactory functioning of the highway or that the proposed development represents a sustainable form of development, contrary to policy GNLP4, GNLP7.1 and GNLPSTR.01 of the Greater Norwich Local Plan 2024; policy DM3, DM12, DM13, DM28, DM30, DM31 and DM32 of the Development Management Policies Local Plan 2014 and paragraph 8 and Section 9, including paragraph 115 of the National Planning Policy Framework (2023).
15. There is no provision within the application for social infrastructure in the form of a serviced site for a two form entry primary school on this strategic development site. The application is therefore contrary to policy GNLP4, and GNLPSTR.01 of

the Greater Norwich Local Plan 2024 and paragraph 99 of the NPPF which requires sufficient choice of school places with great weight given to the creation, expansion or altering schools to meet the needs of existing and new communities. The application is also contrary to policy DM1 which requires provision to be made for enhanced and accessible education opportunities.

16. There is currently no provision within the application for improvements to health care infrastructure in the form of provision of land for a health facility sufficient to serve the East Norwich development as a whole. The application is therefore contrary to policy GNLP4, GNLP7.1 and GNLPSTR.01 of the Greater Norwich Local Plan 2024. The application is also contrary to policy DM1 which requires provision to be made for improved health and well-being opportunities and NPPF paragraph 97 which requires decisions to provide social, recreational and cultural facilities and services the community needs, ensuring an integrated approach to their location.
17. The application does not provide sufficient information to allow the impact of height and associated impacts on daylight and sunlight on residential amenity of existing and future occupiers of the development or on areas of private and public amenity space including riverside paths to be determined. In the absence of this information, it must be concluded that the application is contrary to policy DM2, DM3, DM12 and DM13 of the Development Management Policies Local Plan 2014; and paragraph 135(f) of the National Planning Policy Framework (2023).
18. The application does not provide sufficient information to fully assess the impact of noise on residential amenity of future occupiers of the development. It is therefore not possible to determine whether mitigation measures are required to secure an appropriate standard of amenity for the occupiers of the new development without prejudicing the continued operation of the adjacent safeguarded mineral railhead site to the east. In the absence of this information, it must be concluded that the application is contrary to policy GNLP2, GNLP7.1 and GNLPSTR.01 of the Greater Norwich Local Plan; policy DM2, DM3, DM11 and DM13 of the Development Management Policies Local Plan 2014; policy CS16 of the Norfolk Minerals and Waste Core Strategy 2011; criterion (f) of paragraph 135 and paragraph 191 and 216(e) of the National Planning Policy Framework (2023).
19. The application does not provide sufficient information to fully assess the air quality impacts on the residential amenity of future occupiers of the development. It is therefore not possible to determine whether mitigation measures are required to secure an appropriate standard of amenity for the occupiers of the new development without prejudicing the continued operation of the adjacent safeguarded mineral railhead site to the east. In the absence of this information, it must be concluded that the application is contrary to policy GNLP2, GNLP7.1 and GNLPSTR.01 of the Greater Norwich Local Plan 2024; policy DM2, DM3, DM11 and DM13 of the Development Management Policies Local Plan 2014; policy CS16 of the Norfolk Minerals and Waste Core Strategy 2011 and paragraph 192 of the National Planning Policy Framework (2023).
20. The application does not provide sufficient information to fully assess the green infrastructure, open space and landscaping provisions of the development. In the absence of this information, it must be concluded that the application is contrary

to policy GNLP2, GNLP3 and GNLPSTR.01 of the Greater Norwich Local Plan 2024; policy DM3, DM6, DM7 and DM8 of the Development Management Policies Local Plan 2014 and paragraph 88, 97, 102 and 135 of the National Planning Policy Framework (2023).

21. The application proposes the loss of visually significant protected trees that has not been justified as it would not result in a substantially improved overall approach to the design and landscaping of the development. The development is contrary to policy GNLP2, GNLP3 and GNLPSTR.01 of the Greater Norwich Local Plan 2024; policy DM7 of the Development Management Policies Local Plan 2014 and paragraph 136 of the National Planning Policy Framework (2023).
22. The application does not provide sufficient information to fully assess the biodiversity impacts of the development and determine whether significant harm will result from the development taking place. It is not possible to determine whether mitigation measures are required to protect and secure an enhancement of biodiversity such that a net gain in biodiversity is achieved. In the absence of this information, it must be concluded that the application is contrary to policy GNLP3, GNLP7.1 and GNLPSTR. 01 of the Greater Norwich Local Plan 2024; policy DM3 and DM6 of the Development Management Policies Local Plan 2014; paragraph 180(d), 185 and 186 of the National Planning Policy Framework (2023).
23. The application does not provide sufficient information to demonstrate satisfactory management of flood risk from all sources and to ensure that the sustainable drainage systems proposed will operate as designed for the lifetime of the development to prevent flooding in accordance with paragraph 173 and 175 of the National Planning Policy Framework (2023); policy GNLP2, GNLP7.1 and GNLPSTR.01 of the Greater Norwich Local Plan 2024 and policy DM3 and DM5 of the Development Management Policies Local Plan 2014.

(The chair agreed to move consideration of Application no 23/01574/F 77A Vincent Road, Norwich, NR1 4HQ to the final item on the agenda.)

4. Application no 22/00762/F Land and Buildings, Including 70 – 72 Sussex Street & Land North Side of 148 Oak Street, Norwich, NR3 3DE

Proposal: Demolition of existing structures and construction of 34 low energy cohousing dwellings and ancillary shared facilities, with associated landscaping and car and cycle parking.

(Councillors Calvert, Hoechner and Young having declared an interest in this item, left the meeting following the speaking of members of the public/applicant and did not take part in the determination of this application.)

The Planner presented the report with the aid of plans and slides. She referred to the supplementary report of updates to reports (which was circulated at the meeting and is available on the council's website with the agenda papers for this meeting) and contains further comments already considered in the main report.

A local resident addressed the committee. Other buildings in the area were three-storeys, with a pitched roof. This proposal was for a four-storey building which would

cause significant harm to the character of the area without justification, and would cause loss of light and sunlight to the terrace houses in Chatham Street, to the east of the site. This four-storey development would lead to others in Oak Street. It was a “brick monolith”. The loss of the Willow tree would be detrimental to biodiversity, which was good in this area including nesting birds and muntjac deer.

Another resident addressed the committee and explained his concern that the development would be detrimental to his residential amenity from loss of light to his balcony and loss of privacy from overlooking. The noise from construction was also a concern. A previous application for a two-storey building on this site had been refused.

The owner of the Great Hall said that whilst he welcomed the development of this site, he was concerned that a four-storey building would block light to the Great Hall, which had two small windows on that side. Other four storey buildings to the north of the Great Hall but these were much lower. He considered that the apartment block should be a three-storey building with a pitched roof.

Two representatives spoke on behalf of the applicants and explained the principles of co-housing provision, including shared spaces, bedrooms for visitors and garden space, on this central brownfield site. During their presentation they pointed out how the development reflected local architectural features and that a flat roof was required for solar panels. This co-housing scheme could be something that the city could be proud of.

(Councillors Calvert, Hoeckner and Young left the meeting at this point.)

The Planner responded to the issues raised by the speakers. She referred to paragraphs 266 to 273 which address the issue of loss of light and overshadowing, and explained that the flats in Sussex Street had windows recessed into the balconies and the daylight level was below target level but still considered to be acceptable. She had visited the Great Hall, and it was triple aspect with ample light from the other windows in the room. It was acknowledged that the development of a vacant site would have an impact from any building developed on it. Members were advised that there had been other reasons for refusal of an application for the development of this site in 2008/9 and loss of light was not one of them. The design of the building had the support of Historic England and the Norwich Society, and it reflected architectural features in the area. The harm to the conservation area and Great Hall was less than significant and outweighed by the public benefits of the scheme. Members were also advised that two affordable housing units were provided on site and there was a mechanism for an affordable housing viability review through the S106 agreement.

During discussion the Planner and the Development Manager referred to the report and presentation and answered members’ questions. The National Planning Policy Framework (NPPF) definition of community led development was set out in paragraph 160 of the report. The applicants were a not-for-profit organisation to provide co-housing to meet the needs of its members. Members sought reassurance that whilst the loss of the Willow tree was regrettable, the mitigation involved a combination of trees planted both on and off site, including off-site planting proposal of an 8-tree contribution. Members were advised that Biodiversity Net Gain did not apply to this application because it was submitted prior to 12 February 2024. Access

to the site would be controlled to prevent anti-social behaviour and maintenance of the gardens and communal areas would be the collective responsibility of the residents. The height of a three-storey pitched roof with a dormer would be similar in height to a four-storey building and, in some cases, could be higher. A member commented that the large block resembled flats in London which she considered out of character in Norwich. Members were also advised that the development met the requirement for 20 per cent adaptable or accessible units for people with disabilities.

The chair moved and the vice chair seconded the recommendations in the report.

During discussion this application for co-housing was welcomed by members as it would bring a vacant site into use and provide 34 sustainable new dwellings and was the first community led cohousing project in Norwich providing accommodation for people with a sustainable lifestyle. One member commented on the value of cohousing schemes to solve housing issues and suggested that neighbours and ward councillors were consulted on the scheme's management plan. Another member said that his view of the flat roof had changed now that he appreciated that it was required for solar panels.

RESOLVED with 6 members voting in favour (Councillors Driver, Sands (M), Haynes, Lubbock, Oliver and Peek) and 1 member voting against (Councillor Sands (S)) to approve application no. 22/00762/ Land and buildings including 70-72 Sussex Street and land north side of 148 Oak Street and grant planning permission subject to the completion of a satisfactory legal agreement to include provision of co-housing, affordable housing viability review, payment of the GIRAMS tariff, a contribution to enhanced green infrastructure, payment for nutrient neutrality mitigation credits and a contribution for mitigatory tree planting and subject to the following conditions:

1. Standard time limit.
2. In accordance with plans.
3. Phasing plan to be agreed.
4. Construction management plan, including parking.
5. Archaeological written scheme of investigation.
6. Detailed drawings for off-site highway improvements to be agreed.
7. Nesting bird season.
8. Contamination remediation.
9. Air quality best practice.
10. Surface water drainage strategy.
11. Foul drainage strategy.
12. Renewable energy provision.
13. Detailed design of corner shopfront and chimney features.
14. Fascia signage design.
15. Material and brickwork details.
16. Detailed landscape and biodiversity scheme and management plan.
17. Heritage interpretation.
18. Noise specification.
19. Mechanical ventilation.
20. Sound insulation of plant and machinery.
21. Anti-vibration mountings for plant and machinery.
22. Car parking management plan
23. Bin store collection arrangements

24. 20% accessible and adaptable dwellings.
25. Water efficiency.
26. Small mammal access.
27. Unknown contamination.
28. Imported material.
29. Access, parking, EV charging, cycle stores to be provided prior to first occupation.
30. Off-site highway improvements to be completed prior to first occupation.
31. Fibre to the property provided prior to first occupation.
32. Removed permitted development rights for curtilage structures and extensions to houses.
33. Access gates hung to open inwards.

Informatives:

- No parking permits for future occupiers;
- Street naming and numbering;
- Asbestos;
- Works within public highway;
- Permits required for hoardings and traffic management.

(The committee adjourned for a short break. Councillor Hoekner rejoined the meeting. Councillors Calvert and Young did not return to the meeting as they had other commitments.)

5. Application no 22/01417/F – End House, Church Avenue East, Norwich

Proposal: Demolition of existing house and construction of replacement house and stand-alone garage (revised proposal).

The Planner presented the report with plans and slides.

During discussion, the Planner with reference to the slides answered questions on the neighbours' concerns about overshadowing and overlooking by the replacement building. She also explained that the enlargement of the driveway was to provide the radius for a fire appliance to turn in accordance with building regulations. The appearance of the drive would be improved. The replacement garage was a double one and there was a relatively small space for one car to be parked on the drive.

The chair moved and the vice chair seconded the recommendations in the report.

There was no further discussion, and it was:

RESOLVED, unanimously, to approve application 22/01417/F – End House, Church Avenue East and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Construction management plan;

4. Bird Nesting Season;
5. Compliance with ecological mitigation measures;
6. Works on site in accordance with arboricultural impact assessment, method statement and tree protection plan;
7. External material details, including samples, flint and brickwork panels, soffit, verge and gable details and all metalwork colours to be agreed;
8. Landscape scheme to be agreed;
9. Surface water drainage scheme to be agreed;
10. Details of solar PV and air source heat pump, including noise, to be agreed;
11. Biodiversity enhancements to be agreed;
12. Parking, access, turning space, cycle storage, bin storage and EV charging completed prior to first occupation;
13. Flood resilience measures;
14. Flood response plan prior to first occupation;
15. Small mammal access in new boundary treatments;
16. Minimum floor level of 29.51m AOD;
17. Bathroom and en suite windows to be obscure glazed;
18. Water efficiency;
19. High speed internet;
20. Garage provided and retained for car parking;
21. Removed permitted development rights for roof extensions and alterations.

Informatives:

- Protected Species
- Asbestos

(Councillor Lubbock left the meeting at this point.)

6. Application no 23/01620/F 25 Hill House Road, Norwich

Proposal: Alterations to loft conversion (Retrospective)

The Development Manager presented the report with the aid of plans and slides. The supplementary report of updates to reports contained a correction to the measurements. The height of the dormer window should read 163mm in accordance with the most recent plans. Members were advised that the application had been called in by Councillor Worley otherwise it would have been determined under officer delegation in the same way that the original application had.

The adjacent neighbour addressed the committee and said that the dormer window blocked the light to his house and that he wanted to revert to how it was before.

A second local resident pointed out that the replacement ridge tiles were higher than the original ones and that as slate tiles were not used was out of character with the terrace buildings in the area. The dormer represented two rooms which was an over extension of the building so that it could be used as a house in multiple occupation (HMO) rather than a family home.

The Development Manager then read out a statement on behalf of a neighbour concerned that about the overbearing structure that cuts out light and was

unsympathetic to the existing environment, overlooking several properties and visual to several and had negative architectural merit. The resident also commented that a family home had been turned into an HMO.

The owner of the property (the applicant) addressed the committee and said that the proliferation of comments about this retrospective application were about the use of the house as an HMO. The internal head height of 2178mm was approved in the first application. Following building control's requirement to relocate 50cm of insulation above the ridgeline, they had managed to remove 28mm in height from the construction process. The remaining internal head height was 2100mm and therefore the dormer was lower in height. The house had a north/south aspect and therefore the sun did not rise over its roofline.

(Councillor Haynes left the meeting at this point.)

The Development Manager commented that this was an unusual case as the height of the dormer was higher than what was previously approved and references from drawings showed this and formed the basis of the officer assessment. Internal head height did not hold material planning consideration in this matter. A dormer window could be allowed under permitted development rights. The difference in the size between the approved plans (July 2023) and what had been built out was relatively small and officers recommended approval of this retrospective planning permission. Members were reminded that small HMOs did not require planning permission.

Discussion ensued in which the Development Manager answered members questions and gave assurances that the impact of the loft conversion and use of tiles other than slate on the building would be subject to building regulations. The impact on daylight from the extension varied only slightly from the permission granted in July 2023 and therefore the affect was minimal. The roof ridge was only 16 cm higher than the original. The original permission required the dormer window to be obscure glass.

The chair moved and the vice chair seconded the recommendations as set out in the report.

During discussion members commented on the concerns of residents about the appearance and one member suggested that a less obtrusive cement should be used.

A member also acknowledged that due to permitted development rights there was nothing that members could do to prevent the change of use from a residential house to an HMO.

RESOLVED, with 2 members voting in favour (Councillors Driver and Sands (M)) and 4 members abstaining (Councillors Hoechner, Oliver, Peek and Sands (S)) to approve Application no 23/01620/F, 25 Hill House Road, Norwich and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Obscure glazed windows.

7. Application no 23/01574/F 77A Vincent Road, Norwich, NR1 4HQ

Proposal: Change of use of first floor accommodation (C3) to mixed use (E).

The Planner presented the report with the aid of plans and slides.

During discussion the Planner and the Development Manager answered members' questions. The use of obscure glass or film had not been proposed for the first-floor windows as concerns about overlooking were mitigated by the fact that there were bedrooms opposite with less use than other living spaces.

Discussion ensued on whether a condition could be added to require provision of cycle storage. It was noted from the slides that the curtilage of the building might accommodate cycle storage. Members considered that this could mitigate residents' concerns about the change of use exacerbating existing parking problems.

Councillor Hoechner moved and Councillor Sands (M) seconded that a condition be added to require prior to commencement of use of the first floor, details of cycle parking to be submitted for installation in the premises curtilage on Vincent Road, but on being put to the vote and on the chair's casting vote, with 3 members voting in favour (Councillors Sands (M), Hoechner and Oliver) and 3 members voting against (Councillor Driver, Peek and Sands (S)) the proposal was rejected.

Councillor Hoechner then requested that an informative be added to ask the applicant to consider the installation of cycle storage and all members concurred.

RESOLVED, unanimously, to approve application no 23/01574/F at 77A Vincent Road Norwich NR1 4HQ and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Development to facilitate the change of use of the first floor shall not commence until the extensions as approved under application reference 22/01219/F have been completed;
4. The first floor shall only be used by customers between the hours of 9am-6pm Tuesday-Saturday and shall not be used on Sunday and Monday;
5. Use of the first floor as a hairdresser's only. No other use within Class E shall be permitted without written permission from the Local Planning Authority.

Informative

Provision of cycle storage.

CHAIR



Committee name: Planning applications

Committee date: 11/04/2024

Report title: Application no 23/01598/F, 15 St Margarets Street
Norwich NR2 4TU

Report from: Head of planning and regulatory services

OPEN PUBLIC ITEM

Purpose:

To determine:

Application no: 23/01598/F

Site Address: 15 St Margarets Street Norwich NR2 4TU

Decision due by: 17/04/2024

Proposal: Replacement of existing workshop to create pottery studio, first floor work space and associated outbuilding/landscape works.

Key considerations: Principle of loss of existing and replacement; Design; Heritage impacts; Amenity; Transport; Flood risk; Trees; Biodiversity; Contamination

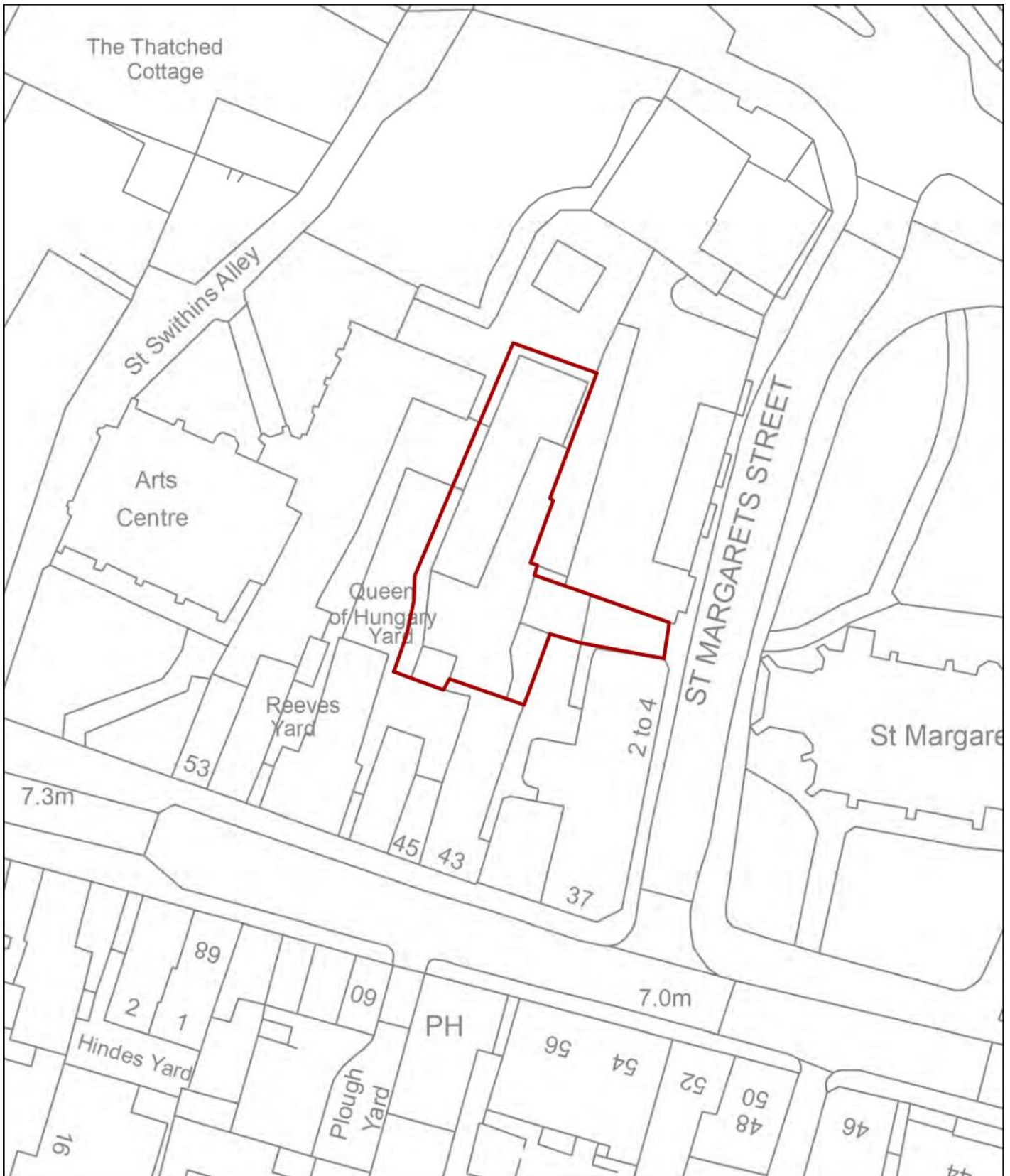
Ward: Mancroft

Case Officer: Maria Hammond

Applicant/agent: Mr James Wreford & Mr Ned Davies/Studio Drake Ltd.

Reason at Committee: Objections

Recommendation: It is recommended to approve the application for the reasons given in the report and subject to the planning conditions set out in paragraph 129 of this report, and grant planning permission.



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Scale: 1:500

Planning Application No: 23/01598/F
 Site Address: 15 St Margarets Street
 Norwich



NORWICH
City Council
 PLANNING SERVICES

The site and surroundings

1. This 0.02ha site is located behind residential and retail units facing on to St Benedicts Street and St Margarets Street. The site is in light industrial use and is essentially landlocked with no direct street frontage. Access to the site is gained via a private right of way over neighbouring land to St Margarets Street and across Queen of Hungary Yard which is a dead end adopted highway that connects to St Benedicts Street.
2. There are existing single storey buildings on the site. The largest building is approximately 20 metres in length and forms the boundary of the site with Norwich Arts Centre (St Swithins Church) to the west. This is constructed of timber boarding under a corrugated sheet roof. Smaller scale outbuildings abut the southern and southeastern boundary of the site.
3. Residential dwellings are located around the site, including on the upper floors of buildings fronting St Benedicts Street and within The Hines that runs along the eastern boundary and fronts St Margarets Street.
4. A change in level exists between the site and St Margarets Street. Site level is approximately one storey higher than street level and an undercroft car park to The Hines sits at this lower street level with a retaining wall along the eastern site boundary.
5. The south-west boundary of the site abuts Queen of Hungary Yard which is accessed via a narrow entrance from St Benedicts Street. The yard is adjacent to private amenity space understood to be used by the occupiers of 49 St Benedicts Street.

Constraints

6. In terms of heritage and policy constraints, the site is within the Elm Hill and Maddermarket character area of the City Centre Conservation Area and adjacent to the grade I listed St Swithins Church (Norwich Arts Centre), grade II listed 45, 47 and 49 St Benedicts Street and locally listed 43, 51 and 53 St Benedicts Street. Across St Margarets Street is the grade I listed St Margarets church.
7. The two churches are identified as landmark buildings in the Conservation Area Appraisal and there is a positive frontage along St Benedicts Street. A mid twentieth century mixed use building on the corner of St Margarets Street is identified as a negative building in a prominent position.
8. The site is also within the area of main archaeological interest, a critical drainage catchment, city centre leisure area and city centre parking area. The site lies adjacent to the secondary retail area of the city centre.
9. The site is also constrained by its landlocked situation surrounded by residential, commercial and night-time uses, changes in level relative to neighbouring sites and adjacent trees.

Relevant Planning History

10. The records held by the city council show the following planning history for the site.

Case no	Proposal	Decision	Date
16/01936/F	Demolition of existing light industrial building and construction of 3 No. dwellings.	Approved	18/01/2018
23/00173/F	Conversion of existing workshop to create pottery studio, first floor work space and associated outbuilding/landscape works.	Withdrawn	14/04/2023

The Proposal

11. The existing workshop building is proposed to be replaced with a new building on a similar footprint to this. It would be single storey in height at the northern end and then step up to two storey over the main body of the building that would be 1.5 metres narrower. At the southern end there would be a 2 metre deep first floor terrace accessed from double doors in the south elevation gable.
12. The ground floor would offer a single open plan workshop space with WC. The first floor is proposed to be a single studio space.
13. Externally, two outbuildings are proposed to replace existing/historic structures. One in the southwest corner would house an electric kiln, the other in the southeast corner would have an office space and store.
14. The courtyard space at the southern end of the site between the buildings would be finished in cobbles. A new gate in the boundary to Queen of Hungary Yard would provide retained pedestrian access into this space.
15. Three air source heat pumps are proposed: two against the southern boundary and one to the east.
16. A pottery studio is proposed to occupy the building. Artists using the studio space would have access 7am to 11pm (amended from 24/7) and classes and opening to the public would end by 9pm.

Summary of Proposal – Key facts:

17. The key facts of the proposal is summarised in the tables below:

Scale	Key Facts
Total floorspace	Total 206 square metres (existing is 129 square metres)
No. of storeys	One and two storeys
Max. dimensions	Main building: 22 metres long, 7.15 metres wide and 6.8 metres high. Kiln outbuilding: 3.5 metres by 3.6 metres and 2.9 metres high Office/store: 6 metres by 3.75 metres and 2.9 metres high

Appearance	Key Facts
Materials	Red brick, clay pantiles to main building and flat sedum roofs to outbuildings

Construction	Wooden and steel frames
Energy and resource efficiency measures	Three air source heat pumps

Operation	Key Facts
Opening hours	7am to 11pm
Ancillary plant and equipment	Electric kiln within outbuilding with small scale extractor fan

Transport Matters	Key Facts
Vehicular access	As existing from St Margarets Street.
No of car parking spaces	One to be used as loading bay
No of cycle parking spaces	Cycle store
Servicing arrangements	Refuse store within site. Servicing via St Margarets Street.

Consultation responses

18. 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.

Representations

19. Adjacent and neighbouring properties have been notified in writing. Six letters of representation were received in response to the original consultation raising the issues as summarised in the table below:

Issues raised	Response
Loss of light, suggest it has been underestimated by the applicant	See main issue 4.
Loss of outlook	See main issue 4.
Loss of privacy	See main issue 4.
Obstruct view	See main issue 4.
Two storey inappropriate. Size and scale relative to available space.	See main issues 2 and 4.
Noise from air source heat pumps	See main issue 4.
Negative visual impact, disproportionate building crammed into small space	See main issues 2 and 4.
Impact on backdrop of medieval buildings	See main issue 3.
Loss of view of St Giles church	See main issues 3 and 4.
Extra particulate matter and dispersal of smoke from woodburner. Fire risk to neighbouring buildings. Not required in addition to air source heat pumps.	Woodburner removed in subsequent amendments.
Storage, quality and frequency of deliveries of fuel.	See main issues 4 and 5.
Extraction filtration to avoid discharge of dust?	See main issue 4.
24 hour a day use close to neighbours' bedrooms. Staff supervision 24/7?	See main issue 4. Operating hours revised to 7am to 11pm.

Issues raised	Response
Noisy gathering on terrace.	See main issue 4.
Unspecified frequency and duration of pop-up events. Will they be licenced?	See main issue 4.
Use of highway loading bay and impact of construction traffic.	See main issue 5.
Noise and dust during constriction.	See main issue 4.
No prior neighbour consultation	The applicants advise they have been in discussion with neighbours since first occupying the site. There is no form requirement for pre-application consultation on a scheme of this size.
Potential future residential use	This is not proposed and the application must be determined as a proposal for a pottery studio.
Suggest compromise of single storey building with same height and footprint as existing.	The application must be determined as submitted.
Right to Light Act	This is a private legal matter.

20. Subsequently, re-consultation on revised plans which omitted the woodburner, relocated the air source heat pumps and revised the construction management plan received five representations citing the following issues.

Issues raised	Response
25 degree light aspect does not compensate or establish suns declination throughout year. Loss of light.	See main issue 4.
Top of single storey roof section higher than top of second floor windows to apartments. Will completely block light.	See main issue 4.
Not suitable for a quiet residential area. Building would be close to bedrooms.	See main issue 4.
Dark grey roof oppressive.	See main issues 2 and 4.
Loss of view.	See main issue 4.
Air source heat pumps remain of great concern -not moved far enough away, sound will bounce off walls. Should switch off all three at night.	See main issue 4.
Noise from metal bike locks at night	See main issue 4.
External light impacts.	See main issue 4.
Questions on construction management plan.	See main issues 4 and 5.
24 hours not reasonable.	See main issue 4.
Concerns about service of notice on landowners and tenants.	The necessary procedures have been followed.
Good to see woodburner removed.	Noted.
Reserve right to complain and request amendments at cost to Council and owners if noise and light reduces existing	Noted. Planning policies require new development to mitigate the effects upfront.

Statutory and non-statutory consultees

Design and Conservation (Norwich City Council)

21. The building lies within the 'Elm Hill and Maddermarket' Character Area of the City Centre Conservation Area, one of the most attractive in the city with a grid of intimate streets and lanes running north-south and linked by more major routes running east-west, the line of which dates back to Roman times. This particular character area also contains Tombland, the site of an Anglo-Saxon marketplace, which forms the centre-point between City centre and Cathedral. For these reasons, it has been deemed desirable to preserve or enhance the character and appearance of this area. Local Plan Policy DM9 substantiates this requirement for development to respect the character and appearance of Conservation Areas.
22. The Character Area of 'Elm Hill and Maddermarket' is considered to be of 'Very High Significance'; the Site is in close proximity to five Grade II listed buildings, the Grade I listed 14th-century St Margaret's Church and Norwich Arts Centre (Church of St Swithin). St Margaret's Street consists of a mixture of 20th century flats and mid-19th century houses and adjoins St Benedict's Street containing alleys leading to historic 'Yards' of the city. The area was cleared due to many properties compulsorily purchased being deemed 'slums' in the 20th century, and rebuilding is present in the form of concrete 1960s units opposite St Margaret's Church.
23. The proposal seeks to replace an existing single-storey building with a two-storey pottery studio space with kiln, and re-purpose the existing landscape. A thoughtful, comprehensive and detailed statement of historic significance of the Site, including records-office plans of the two-storey properties and shared toilet facilities that once stood on the site has been submitted by the applicant for consideration.
24. The area encompassing Queen of Hungary Yard has historically had a high density of housing, and this proposal would use the existing footprint where previous dwellings stood before the slum clearances in the mid-twentieth century. The removal of asbestos from the existing roof (which is not in an optimum state of repair) would be advised. Removal of plastic guttering on the roof of the Site would be advisable, and replacement with a higher quality cast iron alternative, to retain character. Retention of the brickwork walls and the Victorian outbuilding/outdoor toilet must be incorporated into the design, conserving historic fabric and maintaining character and social history of the Site. Coherence in design would be reached through following the line of the brick outbuilding along the wall to the east of the established Sumac tree, and would avoid digging foundations that might interfere with its root system.
25. The design has been revised to propose a two-storey development. From a Conservation and Design perspective, a single-storey building would be more sympathetic to the scale and massing of the area, but two-storey buildings are not out of scope due to their presence in the skyline of this area in the Victorian period. It is however paramount that the roofing materials used are of high quality to not adversely impact the views across from the Grade I Listed St Margaret's Church to Norwich Arts Centre (formerly St Swithin's Church, also Grade I Listed). The 'Very High' Significance of the Elm Hill and Maddermarket Conservation Area necessitates that any proposed demolition within that area is justified with exacting evidence; this should consist of proof of the building

being irreparably damaged or in a state of decay that it would not be feasible to retrieve any valuable historic features from. The presence of asbestos is a valid reason for re-roofing in this instance.

26. The Site has retained in its outbuildings some Victorian brickwork, which along with the adjoining walling, should be retained and reintegrated into a revised design for the garden space of the development. Should any unique or significant historic fabric be exposed during these works, a heritage professional should be consulted immediately, and works must not continue until approval has been given.

Conclusion:

27. The finish of all elevations of the building should be sympathetic to the historic nature of the Queen of Hungary Yard, and its immediate neighbouring Grade I Listed churches and Grade II Listed buildings.
28. It is not acceptable to demolish or remove the brick-built outbuilding (a remnant of the historic Queen of Hungary Yard and its close-knit communal social history). The structure could be re-used as a garden folly or provide privacy between the site and adjacent neighbours; the retention of traditional red brickwork and making good is advised.
29. It is acceptable to erect a single storey OR two-storey pitched roof development on the foundations of the historic Queen of Hungary Yard, as there was precedent of high-density two-storey housing in this location in the Victorian period.
30. It is acceptable to replace the roof of the main workshop building which is currently not fit for purpose due to containing asbestos. The replacement roofing materials should be of an acceptable dark-grey or Welsh blue slate (natural reclaimed slate could be an option, but not synthetic) that would integrate with the existing churches and surrounding listed buildings. Traditional black cast iron guttering could be used to provide character to the proposed building, replacing the plastic guttering in a poor state of repair.
31. Black cast iron metal railings should be considered in the design details in order to maintain historic character and reference the Victorian housing that was present on this site prior to the clearances. This would tie back to the guttering and present cohesion of design.
32. Aluminium windows would not be acceptable at this Site in this location. Painted timber window frames in a traditional style (such as casement or sash) to suit the 'Elm Hill and Maddermarket' Character Area and solid timber stable doors would provide welcome character features to the development and minimise the impact of the new build on the Conservation Area.
33. A RAL colour number must be submitted to the Conservation and Design team for approval prior to any external paintworks commencing. This is due to the property's location in the City Centre Conservation Area.

Environmental Protection (Norwich City Council)

34. Concerns regarding any unknown contamination potentially from fuel storage, and I will recommend that a condition is attached that covers this.

35. I noted the asbestos reports along with the consignment note for its removal from site; therefore I do not require any further information or conditions for this.
36. I have seen the specifications for the vent from kiln as part of the planning application, this shall vent into the yard. I have no concerns or conditions to add in respect to this.
37. Demolition/construction work: they shall be mindful of creating dust as close to residents and not to burn on site. The application specifies working hours of 9am to 5pm Monday to Friday. I shall require a construction working hours informative note.
38. If the ASHP are installed in these locations and the location A switches off at 11pm I have no further objections to the ASHPs. Wondered if we can add a condition to confirm that shall be installed in accordance with the submitted details and operated within these time frames.

Highways (local highways authority) (Norfolk County Council)

39. The application will convert an extant building and provide additional space for a small pottery workshop. There is no objection to the principle of the proposed development.
40. The premises has vehicular access via St Margarets Street to a single parking space, there are adequate waiting restrictions to protect access at all times. There is a separate walking route to the premises via the Queen of Hungary Yard that has an alleyway and some land that is adopted highway, within the site it will be necessary to 'stop up' the highway status of land within the applicant's walled site. Stopping up must be successfully obtained prior to the commencement of construction and will necessitate a public utilities search to understand if any underground services are affected by the proposal.
41. No part of the development may overhang the adopted part of Queen of Hungary Yard, and the gate must open inwards to the site as it is shown on the plan.
42. It is understood that a revised Construction Traffic Management Plan has been submitted and that the cycle store has been relocated within the site, both matters are satisfactory.
43. For adhoc use of the loading bay, this can be managed by the applicant as required, we do not wish to require the bay to be suspended using a temporary traffic regulation order and do not wish to require use of hoarding as there is insufficient space to do so.
44. According to local policy, the premises will not be entitled to on-street parking permits. Any visitors by car can make use of on-street pay and display bays on adjacent streets or use the St Benedicts Street pay and display car park under the student halls nearby.
45. Your authority may wish to consider provision of EV chargepoints or external lighting for the walking route via Queen of Hungary Yard e.g. wall mounted motion sensitive.

46. Should your Authority be minded to approve the application I would be grateful for the inclusion of the following conditions and informative note on any consent notice issued;-

- No part of the proposed structure shall overhang or encroach upon highway land
- Provide proposed on-site car and cycle store
- Construction Traffic Management Plan
- The proposed boundary wall to Queen of Hungary Yard shall not encroach upon extent of the part of the yard that is adopted highway.
- No works shall commence on site until such time as a Stopping Up Order has been granted
- Informative: The imposition of the above condition does not in any way infer that Norfolk County Council, as Local Highway Authority, will support a formal application for a Stopping Up Order.

Historic England

47. The site is surrounded by various heritage assets including, and pertinent to Historic England's statutory remit, Norwich Arts Centre (Formerly Church of St Swithin) which lies to the west, and the Church of St Margaret which lies to the west. Both buildings are listed at grade I, placing them within approximately the top 2.8 percent of listed buildings in the country. There are also a pair of grade II listed buildings to the south of the site which front onto St. Benedict's Street, and the site also falls within the Norwich City Centre Conservation Area.

48. The existing buildings date from the 1960s and are of no architectural or historic interest. We therefore have no objection to their demolition. The proposed replacement building is traditional in form and in its palette of materials and we consider that it is of a scale and architectural design that is sensitive to and appropriate to its context as is demonstrated in the illustrations and sectional drawings contained in the Design and Access Statement.

49. We have reviewed the application in terms of the above policy and we are satisfied that the proposal would not result in harm to the significance of those heritage assets identified above.

50. Historic England has no objection to the application on heritage grounds. We consider that the application meets the requirements of the NPPF, in particular paragraph numbers 7, 8, 195.

51. In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess. And section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Norfolk Historic Environment Service (Norfolk County Council)

52. In this case the programme of archaeological mitigatory work will commence with informative trial trenching to determine the scope and extent of any further mitigatory work that may be required (e.g. an archaeological excavation or monitoring of groundworks during construction). We suggest that conditions are imposed.

Tree Protection Officer (Norwich City Council)

53. No objections from an arboricultural perspective. Condition works on site in accordance with AIA/AMS/TPP would be appropriate. I do have concerns that the fence would be moved to create more working space though. Could we ask that this is monitored?

Assessment of Planning Considerations

Relevant Development Plan Policies

54. Greater Norwich Local Plan for Broadland, Norwich and South Norfolk adopted March 2024 (GNLP)

- GNLP2 Sustainable Communities
- GNLP3 Environmental Protection and Enhancement
- GNLP6 Economy (including retail)
- GNLP7.1 Growth in the Norwich Urban Area and fringes

55. 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
- DM17 Supporting small business
- DM18 Promoting and supporting centres
- DM20 Protecting and supporting city centre shopping
- DM28 Encouraging sustainable travel
- DM30 Access and highway safety
- DM31 Car parking and servicing

Other material considerations

56. Relevant sections of the National Planning Policy Framework December 2023 (NPPF):

- NPPF2 Achieving sustainable development
- NPPF4 Decision-making
- NPPF6 Building a strong, competitive economy
- NPPF7 Ensuring the vitality of town centres

- NPPF9 Promoting sustainable transport
- NPPF11 Making effective use of land
- NPPF14 Meeting the challenge of climate change, flooding and coastal change
- NPPF15 Conserving and enhancing the natural environment
- NPPF16 Conserving and enhancing the historic environment

Case Assessment

57. 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 Policy Framework (NPPF), the council's 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

58. Key policies and NPPF paragraphs – GNLP6, GNLP7.1, DM17, DM18, NPPF sections 6 and 7.

59. The site has previously been occupied for light industrial (Class E(g) (iii)) uses, including car radio repairs, and is currently used as a pottery studio.

60. It is proposed to replace the existing workshop building with a new purpose built pottery studio. In principle this is considered a Class E(g) (iii) use for “industrial purposes which can be carried out in any residential area without causing detriment to the amenity of the area”, subject to amenity considerations below.

61. The development would have six studios for artists to rent and artists would also have residencies and memberships for use of the facilities. There would be two full-time members of staff managing the business.

62. Pottery classes would be offered to the general public two to three times a week with up to 12 people at a time and pop up events for sales and exhibitions with an estimated capacity of 15-30 people would take place on an *ad hoc* basis. These classes and events are considered ancillary to the main studio use on the scale identified in the application.

63. As there would be no loss of the existing business use, the principle accords with Policy DM17. This location within the secondary retail area of the city is also considered appropriate in principle for classes and events open to the general public.

64. Subject to assessing that the industrial processes would not cause detriment to the amenity of the area and the other detailed matters below, the proposal is acceptable in principle.

Main Issue 2. Design

65. Key policies and NPPF paragraphs – JCS2, DM3, NPPF paragraphs 131-140.

66. The siting of the replacement building would occupy a similar footprint (approximately 10 square metres larger) to the existing and reflect the footprint of a residential terrace that occupied the site until slum clearance in 1937. Within the constraints of the site layout, there is limited scope to arrange the footprint differently and reflecting the existing building position and retaining an open courtyard to the south is considered appropriate.
67. The scale and form of the existing building is subservient to all the surrounding buildings which extend up to four storeys above street level (lower than the ground within the site). The proposed building would be taller than the existing and have a staggered roof line. There would be a dual-pitched single storey roof over the northernmost section for a length of 7.3 metres before rising 1 metre to a two storey height over the remainder of the building. At the southernmost end, there would be a first floor terrace area enclosed by a balustrade. Many of the representations have raised concern about the impact of the scale and particularly height of the building in close proximity to neighbouring dwellings on two sides and heritage assets surrounding the site.
68. This is a constrained and essentially landlocked site with sensitivities on all sides. There has been a previous permission to redevelop the site with a terrace of three dwellings of up to two storeys (16/01936/F). This permission has not been implemented and the time to do so has expired. There has not been in substantial change in local or national policy since it was approved nor has there been any significant change to the site and its surroundings. That approved scheme therefore represents a material consideration of some weight in the determination of this application.
69. As noted in the Conservation and Design Officer response above, it is considered that this site, given the surroundings and historic context, as well as the previous permission, can accommodate either a single or two storey building. It is appreciated that a lower building would have less visual, heritage and amenity impact and would be the preference for neighbouring occupiers, however the application must be determined as submitted.
70. In terms of design, dropping the roof height towards the northern end and incorporating a terrace at the southern end reduces the overall mass and responds to the more open setting at the northern end of the site. Whilst it is appreciated there would be a substantial increase above the existing (from 3.3 metres maximum to 6.8 metres maximum), the overall height would remain subservient to the surrounding buildings and this is considered an appropriate relationship on this landlocked site.
71. Whilst the site is surrounded by more substantial buildings, it is not entirely hidden from views. The vehicular access from St Margarets Street gives a glimpsed view into the site and to St Swithins Church beyond. From the north on St Swithins Street the site sits at an elevated position above the road level and can be seen between The Hines and St Swithins Church. Queen of Hungary Yard is a public space and the building would directly abut this area. The heritage impacts from important viewpoints are assessed below, but in design terms it is considered that the building, by virtue of its scale, form and design, would sit relatively quietly in this context when seen in those public views.
72. The dual-pitched roof form positively responds to the surroundings, as would the red brick and tiled roof. The detailed design incorporates recessed brick

panels at first floor level suggesting blocked up historic windows and parapets to the gables which add interest. It is appreciated that the Conservation and Design Officer would prefer to see timber, rather than aluminium windows and doors, and slates instead of clay pantiles. Aluminium windows have previously been approved on the site and are not considered wholly unacceptable, subject to ensuring the frames have a slim profile and create a high quality finish.

There are a mix of roof finishes surrounding the site: The Hines and buildings along St Benedicts Street have red pantiles; St Swithins Church has lead, zinc and plain tiles over different areas; and, the mixed use building at the road junction has a dark tiled roof behind a parapet. A tiled roof to the new building would be an enhancement compared to the existing corrugated sheet roof and the precise tile to be used, whether slate or pantile, should be agreed by condition. Subject to agreeing the precise materials and finishes, the proposal can achieve a high design quality.

73. The two outbuildings would be subservient in scale, especially in height with flat green roofs, and reflect the positions of historic outbuildings within the site. A landscape scheme for boundary treatments, hard surfaces and incorporation of some soft landscaping should be secured by condition to ensure there is a comprehensive high quality approach to all aspects of the development.
74. Overall, it is considered that the design is relatively simple, responsive to its surroundings and of a high quality for its proposed light industrial use. The scale must be carefully considered in terms of the heritage and amenity impacts.

Main Issue 3. Heritage

75. Key policies and NPPF paragraphs – JCS2, DM9, NPPF paragraphs 200-213
76. Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 place a statutory duty on the local authority to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess and to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas. Case law (specifically *Barnwell Manor Wind Energy Ltd v East Northamptonshire DC* [2014]) has held that this means that considerable importance and weight must be given to the desirability of preserving the setting of listed buildings and conservation areas when carrying out the balancing exercise.
77. The Elm Hill and Maddermarket Conservation Area Appraisal records how courtyards accessed from narrow alleys and passageways are evident in this part of the city. The applicant's have established that the site was occupied a modest terrace of housing typical of Norwich yards until it was cleared as part of the wider slum clearance across the city in the 1930s. The position set back from the roads, surrounded by buildings and with access between these buildings retains the characteristics as a secondary yard space behind more prominent and more substantial road fronting buildings.
78. Historic England have confirmed that the mid-twentieth century workshop building is of no architectural or historic interest and it is not considered to make any positive contribution to the character of the area so there is no objection to its removal. The proposal represents an opportunity for a more sympathetic development that can enhance the area.

79. In the Conservation Area Appraisal, the domestic scale of buildings and close grain of the character are also highlighted as positive characteristics to be retained and respected in new development. In this respect, the proposed building can be considered broadly domestic in scale, however the footprint is relatively large for a building in a single use in this area and less reflective of the closer grain of smaller units in separate occupation. As a replacement of an existing building with a design approach that draws on the historic buildings on the site, this is not unacceptable or harmful to the Conservation Area.
80. The siting retains an open courtyard space to the southern end of the site that goes some way to protecting the setting of the rear of the listed and locally listed buildings that front St Benedicts Street. In two of the corners of this space, dilapidated historic outbuildings would be replaced. Whilst the retention of this historic fabric in the new development would be welcomed in principle, this is unlikely to be feasible and the removal of these outbuildings was accepted as part of the previous permission on the site.
81. St Swithins Church, a grade I listed building, is the most significant heritage asset affected by the proposal and the new building would sit within approximately 1.5 metres of the gable to the Edwardian vestry towards the northern end of the site. On the previous withdrawn application (23/00173/F) for a fully two storey building, Historic England were “particularly concerned about the potential impact the proposed two-storey contemporary development would have on views of the grade I listed St Swithin’s”.
82. In response, this application has revised the scale of the building by reducing the height to single storey closest to the vestry, reducing the two storey eaves height and simplifying the overall form. Further assessment of the significance of heritage assets has also informed the design and supported the application. Historic England are satisfied that this revised proposal is of a scale and architectural design that is sensitive and appropriate to its context and note that the building is traditional in its form and palette of materials. As such, they consider that the proposal would not harm the significance of the surrounding listed buildings or City Centre Conservation Area.
83. Representations have raised concern about the impact on heritage assets and loss of or harm to views of historic landmark buildings. Private views from the windows of neighbouring properties cannot be taken into account, but there are public views across the site, particularly from St Swithins Road and Queen of Hungary Yard where views of the towers of St Swithins, St Margarets and St Giles churches can be seen on the skyline. It is not considered the building would be so tall as to block any important views nor harm the setting of these grade I listed churches.
84. To summarise, it is acknowledged that the proposal would change the setting of the heritage assets but the proposal has been designed in sympathy with the historic context. Any harm to heritage assets is limited and, subject to agreeing high quality materials and finishes, the proposal can take the opportunity to enhance the contribution the site makes to the Conservation Area.
85. Due to the historic significance of the area, there is potential for archaeological remains so it shall be necessary to agree appropriate investigation by condition.

Main Issue 4. Amenity

86. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 8, 135, 191 and 193.
87. Representations on the application raise concerns and objections about the impacts on residential amenity in various respects.
88. Loss of light is a common concern as the flats within The Hines to the east and northeast of the site have windows to habitable rooms at first, second and third floor levels. Many of these windows are to bedrooms (which may also be used as home offices) and their orientation means they receive direct sunlight above the existing roofscape through the afternoon and evening. Due to the site level being at approximately first floor level in The Hines, the proposed increase in height could affect the amount of daylight and sunlight to these upper floor windows.
89. Section drawings have been submitted which illustrate a 25 degree line from the centre of various first floor windows. In accordance with Building Research Establishment guidance, any building that does not extend above this line is “unlikely to have a substantial effect on the diffuse skylight enjoyed by the existing building”. This is an established method of assessing whether there is likely to be any harmful impact and, if it suggests there is, further detailed analysis should be undertaken.
90. The drawings illustrate that the ridges of the building would remain just below this line directly opposite each of the assessed windows and therefore it must be concluded that the height of and distance to the building would mitigate any ‘substantial effect’ on skylight. That is not say that there would be no loss of light. It is acknowledged that the development would have a greater impact than the existing, but the impact on neighbouring occupiers at The Hines and other neighbouring dwellings does not justify further detailed analysis and would not be unacceptable with regards Policy DM2.
91. Whilst views would alter, it is also not considered that the additional impacts of the proposed new building would be so significant on the outlook from neighbouring dwellings as to unacceptably harm amenity. A representation has also raised concern about the impact on light to and views from the Arts Centre’s nearest internal and external spaces. It is appreciated there would be impacts in this direction but not to the extent that working conditions of occupiers or the operation of the Arts Centre would be unacceptably harmed.
92. The east elevation facing The Hines would not have any first floor windows and it is not considered the seven rooflights along this roofslope would create any direct overlooking or unacceptable loss of privacy.
93. Use of the first floor terrace on the south elevation has potential to generate overlooking and disturbance to neighbouring occupiers, particularly to the south. This is, however, a modest area (substantially reduced in scale from application 23/00173/F) which the applicants have said they intend to use as an external drying space. At two metres deep, it is not considered likely to be used so intensively as to result in any unacceptable amenity impacts.
94. In response to initial objections about the inclusion of a woodburner and position of three air source heat pumps against the eastern boundary, the

application has been revised. The woodburner has been omitted and two of the heat pumps have been relocated to the southern boundary. Specifications and noise data for the heat pumps have been submitted and Environmental Protection are satisfied there would be no unacceptable noise impacts, subject to the unit on the eastern boundary being switched off overnight from 11pm. A condition to secure this and operation in accordance with the submitted details is considered necessary to ensure there are no unacceptable noise impacts from these units.

95. In terms of general noise and disturbance, it is noted that the pottery does not use any substantial or noisy equipment. A domestic style extractor fan is proposed to one of the outbuildings to provide ventilation for an electric kiln. Any additional plant or industrial processes added over the lifetime of the development could harm residential amenity, so a condition requiring prior agreement shall be necessary.
96. A late amendment to the proposal has reduced the proposed hours the studio would be available to private potters from 24/7 to 7am to 11pm. This is considered more reasonable in close proximity to neighbouring dwellings and the 11pm closure coincides with the timing necessary for the air source heat pump and the Arts Centre is not permitted to open after midnight. Classes and other activities open to the general public are proposed to run 9am to 9pm and it is also considered necessary to manage these timings by condition to ensure that larger groups of people accessing, using and departing the site do not create any unacceptable disturbance at anti-social hours. Details of external lighting should be agreed by condition to ensure this has no harmful impact at night.
97. A construction method statement has been submitted which proposes only carrying out work 9am to 5pm Monday to Friday and includes measures to limit the impacts of demolition, deliveries, material storage and waste removal. This is acceptable to Environmental Protection and compliance should be secured by condition.
98. The proposed building is considered to provide acceptable working conditions for future occupiers and subject to conditions on operating and opening hours, use of the air source heat pumps and installation of any additional plant, it is not considered the proposal would result in any impacts on the amenity of neighbouring occupiers that would be unacceptable or substantiate a refusal of planning permission.

Main Issue 5. Transport

99. Key policies and NPPF paragraphs – GNLP2, GNLP4, DM28, DM30, DM31, NPPF paragraphs 8, 114-117.
100. The development would make use of the existing vehicular access from St Margarets Street to one parking space and pedestrian access would also be possible through Queen of Hungary Yard. The Highway Authority have no objection to this.
101. Assessment of a previous withdrawn application found that part of the land within the existing boundaries of the site is adopted public highway. An application has been made to the Secretary of State to 'stop up' this highway land within the site and remove the highway rights over it. No development

(other than demolition) that may be approved could commence until a stopping up order has been granted and a condition should specify this.

102. Provision of one parking space to serve the business is complemented by a cycle store. Standards require seven cycle spaces for a development of this size, however the available space is constrained. The design of a store which maximises the available space should be agreed by condition as should provision of electric vehicle charging.

103. Given the constraints of the site and local highway network, the applicants have included construction traffic management arrangements in their construction method statement. Following amendments in response to initial comments, this is acceptable in principle to the Highway Authority and can be secured by condition.

Main Issue 6. Flood risk

104. Key policies and NPPF paragraphs – JCS1, DM5, NPPF paragraphs 165-175.

105. The site is in a critical drainage catchment where new development should mitigate and, where practicable, have a positive impact on flood risk.

106. It is not considered the development would increase the risk of flooding and a detailed scheme to ensure surface water drains as sustainably as possible should be agreed by condition.

Main Issue 7. Trees

107. Key policies and NPPF paragraphs – JCS1, DM7, NPPF paragraph 180

108. There are no trees within the site. Protective fencing is proposed around the working area outside the building to contain demolition and construction activity away from the adjacent trees on neighbouring land. Conditions requiring that this fencing is provided and works monitored shall be necessary.

Main Issue 8. Biodiversity

109. Key policies and NPPF paragraphs – JCS1, DM6, NPPF paragraph 8, 180, 185-187.

110. The construction and materials of the existing building are not considered to offer any significant potential to protected species and an informative note can advise of what action to take if anything is found during demolition.

111. Biodiversity enhancement can be achieved through new soft landscaping and other habitat features. Agreement and provision of these should be secured by condition.

Main Issue 9. Contamination

112. Key policies and NPPF paragraphs – DM11, NPPF paragraphs 189-190.

113. The past use of the site is not considered to present any significant risk of contamination, but a condition is considered necessary in case any unforeseen contamination is found.

114. Asbestos has previously been removed from the building in accordance with the relevant regulations.

Main Issue 10. Nutrient Neutrality

115. Assessment of Impacts under the Conservation of Habitats & Species Regulations 2017 (as amended)

Site Affected: (a) Broads SAC/Broadland Ramsar
(b) River Wensum SAC

Potential effect: (a) Increased nitrogen and phosphorus loading
(b) Increased phosphorous loading

The application represents a 'proposal or project' under the above regulations. Before deciding whether approval can be granted, the Council as a competent authority must determine whether or not the proposal is likely, either on its own or in combination with other projects, to have any likely significant effects upon the Broads & Wensum SACs, and if so, whether or not those effects can be mitigated against.

116. The Council's assessment is set out below and is based on advice contained in the letter from Natural England to LPA Chief Executives and Heads of Planning dated 16th March 2022.

117. (a) Broads SAC/Broadland Ramsar

- i. Does the plan or project create a source of water pollution or have an impact on water quality (e.g. alters dilution)? AND
- ii. Is the plan or project within the hydrological catchment of a habitats site which includes interest features that are sensitive to the water quality impacts from the plan or project?

Answer: NO

The proposal does not:-

- Result in an increase in overnight accommodation in the catchment area of the SAC;
- By virtue of its scale, draw people into the catchment area of the SAC
- Result in additional or unusual pollution to surface water as a result of processes forming part of the proposal.

Consequently, the proposal would not result in an increase in nutrients flowing into the SAC in the form of either nitrogen or phosphorous.

Conclusion: It is not necessary to carry out an assessment under the Habitats regs.

118. (b) River Wensum SAC

- i. Does the plan or project create a source of water pollution or have an impact on water quality (e.g. alters dilution)? AND
- ii. Is the plan or project within the hydrological catchment of a habitats site which includes interest features that are sensitive to the water quality impacts from the plan or project?

Answer: NO

The proposal does not:-

- Result in an increase in overnight accommodation in the catchment area of the SAC;
- By virtue of its scale, draw people into the catchment area of the SAC
- Result in additional or unusual pollution to surface water as a result of processes forming part of the proposal.

In addition, the discharge for the relevant WwTW is downstream of the SAC.

Consequently, the proposal would not result in an increase in nutrients flowing into the SAC in the form of either nitrogen or phosphorous.

Conclusion: It is not necessary to carry out an assessment under the Habitats regs.

Equalities and diversity issues

119. There are no equality or diversity issues. Level access is proposed.

Local finance considerations

120. 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. 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.

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

Human Rights Act 1998

122. Officers have considered the implications of the Human Rights Act 1998 in reaching a recommendation to approve this application. They consider that the interference with the human rights of the applicant under Article 8/Article 1 of Protocol 1 is justifiable and proportionate for the protection of the rights and freedom of others or the control of his/her property in this way is in accordance with the general interest.

Section 17 of the Crime and Disorder Act 1998.

123. Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to grant planning permission, officers consider that the proposal will not undermine crime prevention or the promotion of community.

Planning Balance and Conclusion

124. The application proposes the replacement of an existing building for a light industrial use. It is within a constrained landlocked site surrounded by highly sensitive heritage assets and residential occupiers.

125. The larger scale of the building would have greater impacts than the existing, however none of these impacts individually or cumulatively are considered so substantial as to result in unacceptable harm to the amenity of neighbouring occupiers.

126. Managing the hours that the studio can be used and accessed by the public and the use of plant is considered necessary to ensure the operation of the site does not unacceptably harm residential amenity.

127. It is considered that the proposal has been designed with sensitivity to the historic significance of the area and would enhance the contribution the site makes to the Conservation Area without harm to the setting of listed and locally listed buildings. A high quality finish can be ensured with agreement of appropriate materials and landscaping.

128. The development is in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

129. To approve application 23/01598/F 15 St Margarets Street Norwich NR2 4TU and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Archaeological investigation;
4. No development (other than demolition) may commence until a stopping up order has been granted;
5. Compliance with construction management plan;
6. Tree protection;
7. Arboricultural monitoring;
8. Surface water drainage to be agreed;
9. Materials and design details to be agreed;
10. Landscape scheme including external lighting details and biodiversity enhancements to be agreed;
11. Cycle store design to be agreed;
12. Unknown contamination;
13. Parking, EV charging and bin storage provided prior to first occupation;

14. Air source heat pumps to operate in accordance with submitted specifications;
15. No use of air source heat pump on eastern boundary 11pm to 7am;
16. No new external plant without agreement;
17. Open to the public 9am to 9pm only;
18. Private use 7am to 11pm only;
19. No encroachment on public highway;
20. High speed broadband connection.

Informative Notes

1. Event licences may be required.
2. Protected species.
3. Highway Authority response does not infer they will support stopping up order.

Appendices: None

Contact officer: Planner

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Telephone number: 01603 989396

Email address: mariahammond@nowich.gov.uk

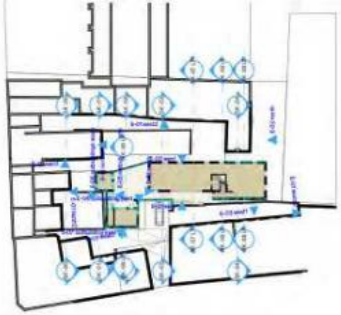


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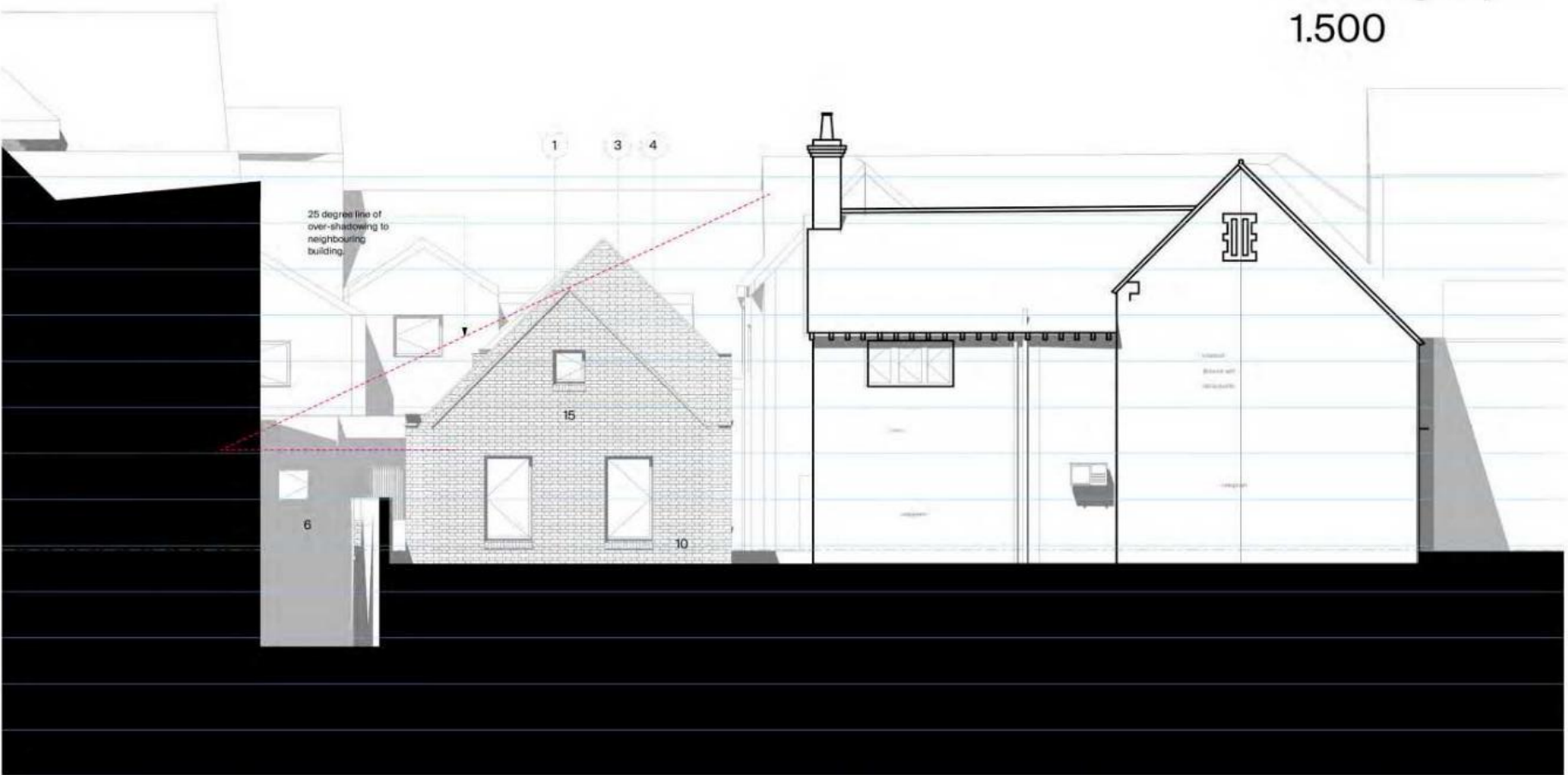


Materials key –

- 1 – Red facing brickwork
- 2 – Clay pantile roof
- 3 – Timber or Aluminium windows and doors
- 4 – Brickwork corbeling to gable
- 5 – Sedum or single ply membrane flat roof
- 6 – Existing retaining wall
- 7 – Metal slot balustrade
- 8 – Metal slot fencing
- 9 – Timber fencing (natural)
- 10 – Natural clay tile cill to window (where shown)
- 11 – Aluminium guttering, Linobal galvanneal half round (deep fix)
- 12 – –
- 13 – Roof light
- 14 – Hidden gutter
- 15 – Blind / bricked recess



Drawing key –
1.500



North elevation – 1.50

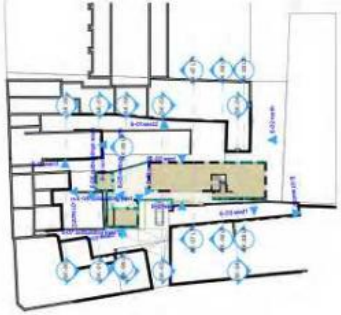
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11.02.2023	Minor plans adjustments	I
09.02.2023	Minor plans adjustments	H
20.01.2023	Minor plans adjustments	F
11.04.2023	Revised scheme	E
09.02.2023	Planning Change amendments	D
04.03.2023	Client defined amendments	C
04.03.2023	Client defined amendments	B
04.03.2023	Client defined amendments	A
04.03.2023	Revision Description	

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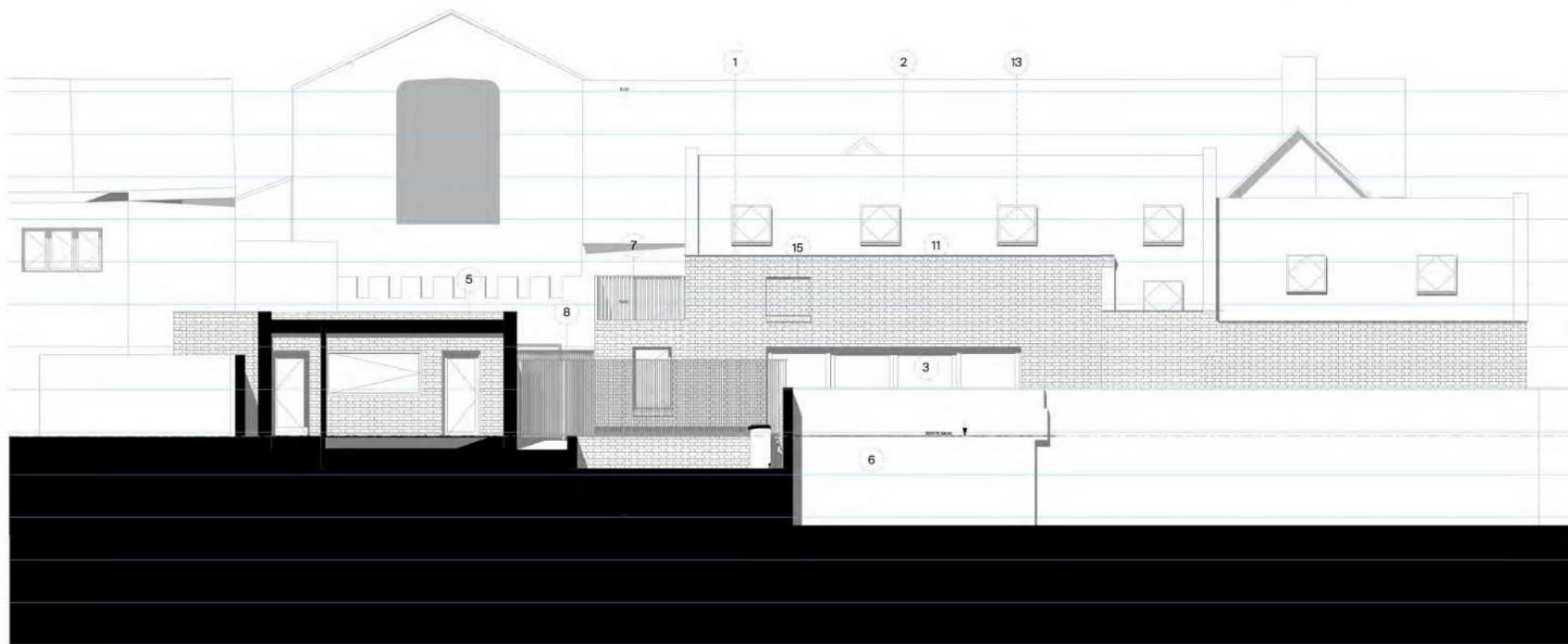
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- 3 – Timber or Aluminium windows and doors
- 4 – Brickwork corbeling to gable
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- 6 – Existing retaining wall
- 7 – Metal slat balustrade
- 8 – Metal slat fencing
- 9 – Timber fencing (natural)
- 10 – Natural clay tile cill to window (where shown)
- 11 – Aluminium guttering, Lindeab galvanised half round (deep flow)
- 12 –
- 13 – Roof light
- 14 – Hidden gutter
- 15 – Blind / bricked recess



Drawing key –
1.500



East elevation – 1.50

14.03.2024
11.04.2023
04.03.2023
04.03.2023
Date

Planning alterations
Removal of structure
Removal of structure
Planning Design amendments
Client defined amendments
Client defined amendments
Removal of structure
Removal of structure

H
F
E
D
C
B
A
Ref

14.03.2024
11.04.2023
04.03.2023
04.03.2023
Date

Planning alterations
Removal of structure
Removal of structure
Planning Design amendments
Client defined amendments
Client defined amendments
Removal of structure
Removal of structure

Client: Hargrave Property

Project: Planning alterations at 15 St. Margaret's St, Norwich, NG2 4TL

Drawing title: Planning Drawing –

Project ref: 2022055.22

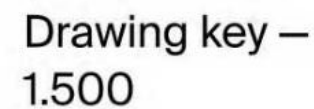
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Date: 11.03.2023

14.03.2024
11.04.2023
04.03.2023
04.03.2023
Date

Planning alterations
Removal of structure
Removal of structure
Planning Design amendments
Client defined amendments
Client defined amendments
Removal of structure
Removal of structure

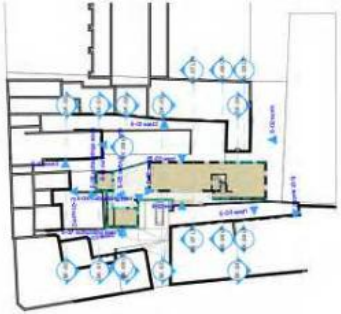
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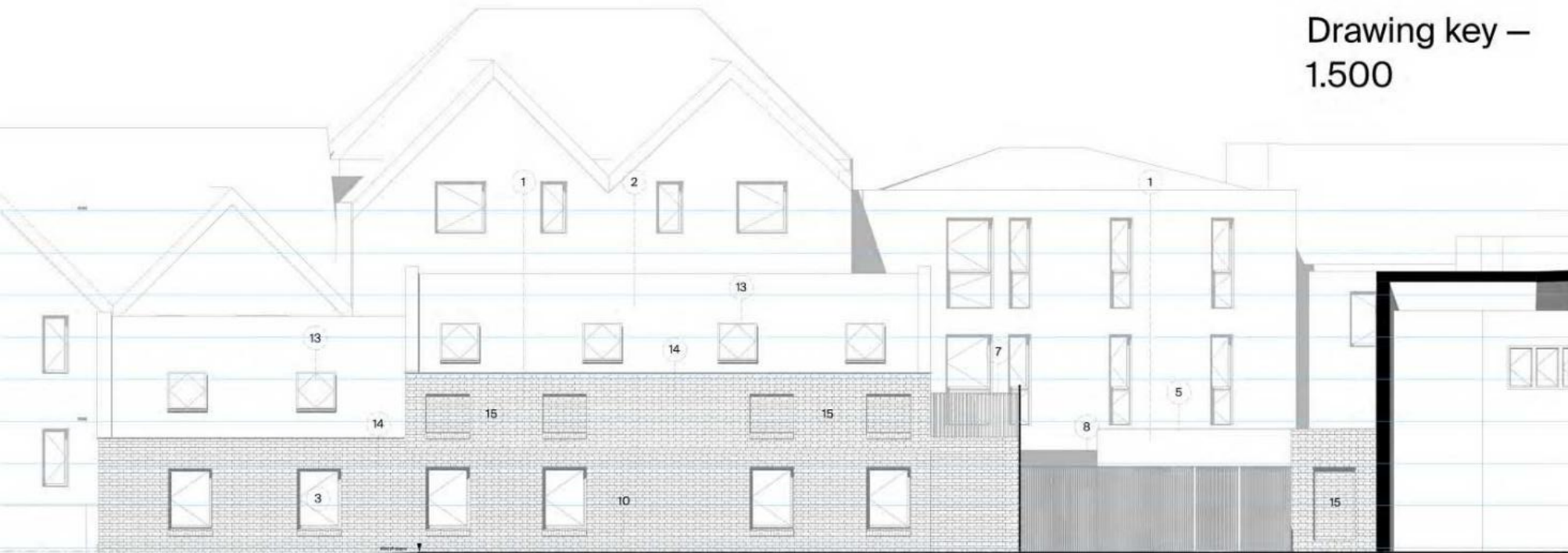
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Project:	Proposed construction of existing workshop to create polarity studio, at 1515 S. Maryland St, Phoenix, AZ 85024
Drawing Title:	Planning Drawing - 1st Floor Plan
Drawing Date:	2022.05.22
Project ref:	PL 001
PL 001:	
Planning objectives:	<p>1. Client defined project objectives</p> <p>2. Client defined project objectives</p> <p>3. Client defined project objectives</p> <p>4. Client defined project objectives</p> <p>5. Client defined project objectives</p> <p>6. Client defined project objectives</p> <p>7. Client defined project objectives</p> <p>8. Client defined project objectives</p> <p>9. Client defined project objectives</p> <p>10. Client defined project objectives</p> <p>11. Client defined project objectives</p> <p>12. Client defined project objectives</p> <p>13. Client defined project objectives</p> <p>14. Client defined project objectives</p> <p>15. Client defined project objectives</p> <p>16. Client defined project objectives</p> <p>17. Client defined project objectives</p> <p>18. Client defined project objectives</p> <p>19. Client defined project objectives</p> <p>20. Client defined project objectives</p> <p>21. Client defined project objectives</p> <p>22. Client defined project objectives</p> <p>23. Client defined project objectives</p> <p>24. Client defined project objectives</p> <p>25. Client defined project objectives</p> <p>26. Client defined project objectives</p> <p>27. Client defined project objectives</p> <p>28. Client defined project objectives</p> <p>29. Client defined project objectives</p> <p>30. Client defined project objectives</p> <p>31. Client defined project objectives</p> <p>32. Client defined project objectives</p> <p>33. Client defined project objectives</p> <p>34. Client defined project objectives</p> <p>35. Client defined project objectives</p> <p>36. Client defined project objectives</p> <p>37. Client defined project objectives</p> <p>38. Client defined project objectives</p> <p>39. Client defined project objectives</p> <p>40. Client defined project objectives</p> <p>41. Client defined project objectives</p> <p>42. Client defined project objectives</p> <p>43. Client defined project objectives</p> <p>44. Client defined project objectives</p> <p>45. Client defined project objectives</p> <p>46. Client defined project objectives</p> <p>47. Client defined project objectives</p> <p>48. Client defined project objectives</p> <p>49. Client defined project objectives</p> <p>50. Client defined project objectives</p> <p>51. Client defined project objectives</p> <p>52. Client defined project objectives</p> <p>53. Client defined project objectives</p> <p>54. Client defined project objectives</p> <p>55. Client defined project objectives</p> <p>56. Client defined project objectives</p> <p>57. Client defined project objectives</p> <p>58. Client defined project objectives</p> <p>59. Client defined project objectives</p> <p>60. Client defined project objectives</p> <p>61. Client defined project objectives</p> <p>62. Client defined project objectives</p> <p>63. Client defined project objectives</p> <p>64. Client defined project objectives</p> <p>65. Client defined project objectives</p> <p>66. Client defined project objectives</p> <p>67. Client defined project objectives</p> <p>68. Client defined project objectives</p> <p>69. Client defined project objectives</p> <p>70. Client defined project objectives</p> <p>71. Client defined project objectives</p> <p>72. Client defined project objectives</p> <p>73. Client defined project objectives</p> <p>74. Client defined project objectives</p> <p>75. Client defined project objectives</p> <p>76. Client defined project objectives</p> <p>77. Client defined project objectives</p> <p>78. Client defined project objectives</p> <p>79. Client defined project objectives</p> <p>80. Client defined project objectives</p> <p>81. Client defined project objectives</p> <p>82. Client defined project objectives</p> <p>83. Client defined project objectives</p> <p>84. Client defined project objectives</p> <p>85. Client defined project objectives</p> <p>86. Client defined project objectives</p> <p>87. Client defined project objectives</p> <p>88. Client defined project objectives</p> <p>89. Client defined project objectives</p> <p>90. Client defined project objectives</p> <p>91. Client defined project objectives</p> <p>92. Client defined project objectives</p> <p>93. Client defined project objectives</p> <p>94. Client defined project objectives</p> <p>95. Client defined project objectives</p> <p>96. Client defined project objectives</p> <p>97. Client defined project objectives</p> <p>98. Client defined project objectives</p> <p>99. Client defined project objectives</p> <p>100. Client defined project objectives</p>

Materials key –

- 1 – Red facing brickwork
- 2 – Clay pantile roof
- 3 – Timber or Aluminium windows and doors
- 4 – Brickwork corbeling to gable
- 5 – Sedum or single ply membrane flat roof
- 6 – Existing retaining wall
- 7 – Metal slat balustrade
- 8 – Metal slat fencing
- 9 – Timber fencing (natural)
- 10 – Natural clay tile clt to window (where shown)
- 11 – Aluminium guttering, Unidab galvanised half round (deep flow)
- 12 –
- 13 – Roof light
- 14 – Hidden gutter
- 15 – Blind / bricked recess



Drawing key –
1.500



West elevation – 1.50

14/02/2024
10/04/2023
09/03/2023
Date

Planning application
Planning application
Planning application
Client defined amendments
Client defined amendments
Revision Description

14/02/2024
10/04/2023
09/03/2023
Date

14/02/2024
10/04/2023
09/03/2023
Date

Client: Hargrave Property

Project: Request for quotation of existing workshop to create gallery studio, 40 St. Margaret's St, Norwich, NG2 4TU

Drawing Title: Planning Drawing –
Scale as indicated on plans 1/1

Project ref: 2022/05/22

Drawing ref: PL_016

Date: 10/03/2023

14/02/2024
10/04/2023
09/03/2023
Date

14/02/2024
10/04/2023
09/03/2023
Date

14/02/2024
10/04/2023
09/03/2023
Date



Committee name: Planning applications

Committee date: 11/04/2024

Report title: Application no 24/00176/F Eaton Hand Car Wash,
Ipswich Road, Norwich, NR4 6QS

Report from: Head of planning and regulatory services

OPEN PUBLIC ITEM

Purpose:

To determine:

Application no: 24/00176/F

Site Address: Eaton Hand Car Wash Ipswich Road Norwich NR4
6QS

Decision due by: 18/04/2024

Proposal: Erection of vehicle rental premises

Key considerations: Principle of development; Design; Amenity; Transport;
Flood Risk; Trees; Biodiversity; Contamination

Ward: Eaton

Case Officer: Nyasha Dzwowa

Applicant/agent: Mr Sharp

Reason at Committee: Objections

Recommendation: It is recommended to approve the application for the
reasons given in the report and subject to the planning
conditions set out in paragraph 122 of this report, and
grant planning permission.



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Planning Application No 24/00176
 Site Address Eaton Hand Car Wash
 Ipswich Road
 Scale 1:500

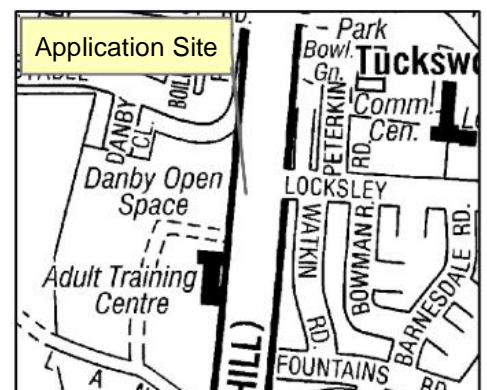


NORWICH
 City Council

PLANNING SERVICES



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The site and surroundings

1. This site is located on Ipswich Road, also referred to as A140 and A1056. Ipswich Road serves as the primary route to Norwich town centre and the Norwich Southern Bypass. The site is surrounded by predominantly residential properties to the east and north. To the west and south, it is adjacent to Danby Close children's playground and Danby Wood. The sole neighbouring building adjacent to the site is the Ipswich Road Community Hub, which is presently closed. Within the same building, Equal Brewery continues to operate. Despite its substantial size, this neighbouring building is concealed behind dense vegetation that envelops the proposed site.
2. The site varies in ground level on its west and south sides and is enclosed by dense vegetation along its boundary. This vegetation provides a significant level of privacy and allows the site to blend harmoniously with its surroundings. There is an entrance to Danby Wood located to the south of the plot, directly accessible from Ipswich Road. Currently, only half of the site is utilised by a small business that offers car wash services. The used portion of the site includes a large canopy, two storage containers, and a few parking spaces. The surface of this area is paved with various hard flooring materials, such as tarmac, asphalt, and standard pathways. The unused portion of the site consists mainly of vegetation, separated by a significant difference in levelling and a brick wall. The site operates with an in-and-out system, allowing access directly from Ipswich Road in the southeast and exit to the northeast.

Constraints

3. There are historic parks and gardens adjacent to the site on the west.
4. There is a county wildlife site and local nature reserve south west of the site.
5. Tree Protection Order 112 at the entrance.
6. Along Ipswich Road outside of the site there is a risk of flooding from surface water.

Relevant Planning History

7. The records held by the city council show the following planning history for the site.

Case no	Proposal	Decision	Date
4/1994/0857	Illuminated forecourt signage, manolith and fascia.	INSFEE	01/11/1994
4/1995/0797	Construction of jet wash, vacuum unit and air/water Units.	REF	30/10/1995
4/1995/0798	Internally illuminated signs for jet wash, vacuum and air/water units.	REF	26/10/1995
4/1996/0418	Installation of 25,000 litre diesel tank.	APCON	08/07/1996
4/1996/0556	Condition 2: details of full structural details of tank, its surround, associated	APPR	18/10/1996

Case no	Proposal	Decision	Date
	pipework and monitoring system for previous permission 4960418/F "Installation of 25,000 litre diesel tank".		
4/1997/0007	Internally illuminated price/facility sign to be incorporated on existing identification sign.	TEMP	16/01/1997
4/1997/0326	Installation of 16 no. collection boxes.	APCON	06/06/1997
06/00935/F	Construction of conveyor car wash facility and vacuum bays and alteration to access.	APPR	17/11/2006
06/01238/A	Internally Illuminated fascia signs.	APPR	02/02/2007
10/02187/F	Change of use to vehicle washing facility and site portable building.	APPR	16/03/2011
11/00685/D	Details of Condition 4: foul and surface water drainage of previous permission 10/02187/F 'Change of use to vehicle washing facility and site portable building.'	APPR	08/09/2011
16/00290/F	Retain use of land as vehicle hand washing facility and retain portable buildings.	APPR	16/09/2016
16/01667/VC	Removal of Conditions 2 and 3 from previous permission 16/00290/F	REF	06/01/2017
17/00292/D	Details of Condition 2: Boundary treatments and Condition 3: Arboricultural Impact and Method Statement of previous permission 16/00290/F	APPR	19/04/2017
20/00703/F	Change of use of land rear of car wash to overflow car park.	REF	14/09/2020

The Proposal

8. To better utilise the site which is half unoccupied by erecting a vehicle rental premises. The proposed vehicle rental will include erecting a rental office which will have an area of 68.3 square metres. The site would accommodate a total of 19 vehicles to be kept on site. The vehicle rental aspect of the business will be operating along with the car wash which is the existing use of the site.
9. The proposed vehicle parking arrangement will include provision for 6 long stay car parking bays. 13 informal parking storage bays. 2 disabled parking bays will be provided at the front of the rental office, these will be used for vehicle drop offs and pick ups. A total of 6 electrical vehicle charging points will be provided. 2 Sheffield stands will be installed for storing bicycles.

10. The proposed works will also include landscaping to the site which will include new boundary hedgerow, planting of 5 trees, ground surfacing, changes to the access and removal of one tree.

Summary of Proposal – Key facts:

11. The key facts of the proposal is summarised in the tables below:

Operation	Key Facts
Opening hours	Monday – Friday 8am – 5pm Saturday 9am – 1pm Sunday 10am-1pm
Ancillary plant and equipment	2 air conditioning units

Transport Matters	Key Facts
Vehicular access	Separate entrance and exit from Ipswich Road
No of car parking spaces	19
No of cycle parking spaces	2

Representations

12. Adjacent and neighbouring properties have been notified in writing. 2 letters of representation have been received citing the issues as summarised in the table below:

Issues raised	Response
Opening hours of the car rental are unclear	See main issue 3
Additional light in car parking area and illuminated signage would have an impact on residential properties and wildlife	See main issue 3
The proposal will generate vehicle noise and have an adverse impact on the buffer from Ipswich Road	See main issue 4
Increased traffic to the area	See main issue 4
Car parking provision for people renting vehicles	See main issue 4
Extra cars in the area will increase pollution	See main issue 4
The proposal increases dependency on car use	See main issue 4
Increase the floodrisk to the area	See main issue 5
Impact on the appearance and enjoyment of the public open space	See main issue 6
Removing trees reduces the sites ability to store carbon, ability to cool temperatures in warmer weather and	See main issue 6

Issues raised	Response
reduce biodiversity	
The proposal will destroy an area of semi natural habitat which does not align with Norwich's Biodiversity Strategy	See main issue 7
The car rental will attract crime which will impact local residents	Other matters
A food outlet has been seen on site operating till 9pm. Residents have not been notified of this.	Other matters

Consultation responses

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

Statutory and non-statutory consultees

Environmental Protection (Norwich City Council)

14. I have reviewed the details of this application and have the following conditions to add: restricted operating hours; details of lighting; contaminated land.

Highways (local highways authority) (Norfolk County Council)

15. It is understood that historically this was a petrol filling station, since demolished, hence the provision of two points of vehicular access to the site. The site has operated as a hand car wash for several years and now wishes to supplement that use with a vehicle rental premises and associated car parking area to the rear to store rental vehicles and for other parking purposes.
16. The Ipswich Road (A140) is a primary radial route, it has a 30mph speed limit, is street lit and has footway provision either side, it has a pedestrian crossing refuge near and is served by frequent bus routes to the city centre from the county. There is adequate visibility from both points of access in both directions and there is no recorded injury accident history near to the site.
17. As proposed the site would continue to operate as a hand car wash and have the points of access signed as IN and OUT, the site layout plan indicates there would be capacity for around 10 cars on the car wash site. Traffic circulation markings will facilitate safe and efficient movement of vehicles associated with the car was and with vehicles leaving the car rental business.
18. For the car rental use there would be small cabin office and space for two access car spaces in front and 2 cycle stands for staff or customers. The vehicular ingress from Ipswich Road would have signs indicating where vehicles for the car rental and car wash need to proceed to. To the rear of the car rental office would be a ramp down to a rear private car parking area with capacity for 19 vehicles, the gradient and surface materials are considered adequate. There would be a turning space suitable for cars/vans to turn around and exit the car park in a forward gear. It is proposed to slightly widen the ingress to the site from Ipswich Road to facilitate ease of movement, this work will need to be carried out by a streetworks contractor.

19. Given the extant operation of the car wash and the small scale of the car rental and new car park, and the provision of suitable means of vehicular access in and out of the site and internal circulation measures, it is not considered there are sufficient grounds to justify a highway objection.
20. I am able to comment that in relation to highways issues only, as this proposal does not affect the current traffic patterns or the free flow of traffic, that Norfolk County Council does not wish to restrict the grant of consent. Should your Authority be minded to approve the application I would be grateful for the inclusion of the following conditions and informative notes on any consent notice issued;-
21. SHC 09 amended.
22. Prior to the commencement of the car rental use hereby permitted the vehicular access indicated for improvement on Drawing No.23/20/04 Rev B shall be widened in accordance with the Norfolk County Council 'light commercial' access construction specification details to be agreed in writing by the Local Planning Authority. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.
23. Reason: To ensure construction of a satisfactory access and to avoid carriage of extraneous material or surface water from or onto the highway in the interests of highway safety and traffic movement.
24. SHC 11 amended
25. Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order (2015), (or any Order revoking, amending or re-enacting that Order) no gates/bollard/chain/other means of obstruction shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.
26. Reason: In the interests of highway safety.
27. SHC 21 amended
28. Prior to the first use of the development hereby permitted the proposed access/on-site car and cycle parking/servicing/loading/unloading/turning/waiting area and traffic circulation markings and IN/OUT signage shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.
29. Reason: To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety.
30. Inf. 2
31. This development involves works within the public highway that can only be carried out by Norfolk County Council as Highway Authority unless otherwise agreed in writing.
32. It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway

Authority. Please note that it is the Applicants' responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council. Advice on this matter can be obtained from the County Council's Highway Development Management Group. Please contact developer.services@norfolk.gov.uk

33. If required, street furniture will need to be repositioned at the Applicants own expense.

34. Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

Tree Protection Officer (Norwich City Council)

35. No objections from an arboricultural perspective. Condition TR7 -works on site in accordance with AIA/AMS/TPP, would be appropriate.

Assessment of Planning Considerations

Relevant Development Plan Policies

36. **Greater Norwich Local Plan for Broadland, Norwich and South Norfolk adopted March 2024 (GNLP)**

- GNLP 2 Sustainable Communities
- GNLP3 Environmental Protection and Enhancement
- GNLP4 Strategic Infrastructure
- GNLP6 Economy (including retail)

37. **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
- DM8 Planning effectively for open space and recreation
- DM11 Protecting against environmental hazards
- DM16 Supporting the needs of business
- DM17 Supporting small business
- DM30 Access and highway safety
- DM31 Car parking and servicing

Other material considerations

38. **Relevant sections of the National Planning Policy Framework 2023 (NPPF):**

- NPPF2 Achieving sustainable development
- NPPF4 Decision-making
- NPPF11 Making effective use of land
- NPPF12 Achieving well-designed places
- NPPF14 Meeting the challenge of climate change, flooding and coastal change

Case Assessment

39. 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 Policy Framework (NPPF), the council's 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

40. Key policies and NPPF paragraphs – DM1, DM16, DM17, GNLP3 GNLP4, NPPF section 11.
41. The aim of policy DM1 is to promote sustainable development and reduce the reliance on private car. The policy also seeks to support businesses whilst enabling a balanced growth which does not have a harmful impact on the natural environment or increase the effects of climate change.
42. The application proposes to create a new vehicle rental business. The site is located outside of the city centre and other defined centres or destinations. The proposal is said to be in response to the needs of the local area and the desire to better utilise the site by growing the businesses through introducing a new service for vehicle rental which is complementary to the existing car washing business.
43. The site itself is large and mostly unused as the car wash only has several small structures on the site leaving the majority of the land unoccupied therefore providing ample space for vehicles to park and wait whilst others are being serviced. The proposal would be intensifying the use of the land by providing an additional service and will likely increase the vehicle movements on the site. The use of the site is considered to likely increase the use of private vehicles as some customers may drive to the site and leave their vehicle at the site to use an alternative hired vehicle which would likely increase parking pressure within the site.
44. The site is located 1.5 miles from the city centre which is approximately 30 minutes walk. Ipswich Road (A140) is a bus route served by several bus services into the city centre. Therefore customers would be able to sustainably access the site from the city centre.

45. The proposal includes provision of two cycle stands and 6 electrical vehicle charging stations which further promotes sustainability.
46. The proposal for a vehicle rental centre outside of the city centre is acceptable in principle as the use is an extension of the existing business.

Main Issue 2. Design

47. Key policies and NPPF Sections– GNLP2, DM3, NPPF Section 12.
48. The proposed vehicle rental centre will include a small office which will occupy 68.3 square metres of the site. The office will be constructed using cladding panels and will feature glazing panels. The small structure will have a flat roof and the front elevation has a double door access and on the rear elevation there is an additional door for fire exit. The overall appearance and scale of the office is acceptable.
49. To facilitate the use of the site as a car rental the proposal includes provision of 19 vehicle parking spaces, this will include 6 long stay parking bays and 2 of them will have an electrical vehicle charging point. 13 parking bays of which 3 have electrical vehicle charging point. There are also 2 drop off and pick up bays at the front of the office, 1 of which has an electrical charging point. In total 6 electrical vehicles charging points will be provided.
50. The rear of the site which will be used as the vehicle parking area will be laid out with parking bays. The size of the parking bays is in accordance with the highways parking standards. The surface material proposed within the parking area is turfpavers, this is considered to be adequate surfacing materials. The parking area at the rear is accessed by a tarmacked ramp with a gradient of 1:12. The ramp would provide two directional movement to and from the parking area.
51. The area in front of the car rental office has been indicated for two disabled parking bays, these will mostly be used for vehicle pickups and drop offs. Along the southern elevation of the office two cycle stands would be installed and this would be for use by staff members or customer.
52. The site would remain largely undeveloped land. The neighbouring building which is Ipswich Road Community Hub is concealed by the vegetation which surrounds the site. The site cannot be easily viewed from the adjacent park due to the thick vegetation, which is to be enhanced.
53. The use of the site as both car wash and car rental will intensify the use of the site however it is not considered to be unacceptable.

Main Issue 3. Amenity

54. Key policies and NPPF Section – DM2, DM11, NPPF Section 12.
55. The proposed development will increase the activity on site. The erection of a car rental premises will result in a slight increase in movement to and from the site. It is considered that the use and movement of vehicles in the car washing part of the site is unlikely to significantly change.
56. Movement from the car rental premises would be from customers coming on site to pick up and drop off rental cars. It is most likely that most of the people

coming to the site for car rental would have travelled by sustainable transport to the site. The vehicles rented will be picked up and dropped off at the bays in front of the rental office and then staff members will then move the car to the storage area at the rear of the site. The movement of the cars around the site will result in some vehicle movement noise however this will not be significantly different from the noise from the car wash. Ipswich Road is a busy route into the city centre and already experiences traffic noise. The car parking area is located at the rear of the site allowing a reasonable buffer from the residential properties along Ipswich Road. Furthermore in regards to noise consideration is given to the fact that the car rental will operate the same hours as the car wash therefore there is no activity on the site outside of the current opening hours and thus the hours when noise would be experienced remain the same.

57. Colleagues in Environmental Protection did not raise any concerns regarding noise from the site and given the context of the site it is considered that the level of noise would not be to a degree that it is considered to result in harm to residential amenity. The noise produced from vehicle movements on site will most likely be less if not equal to the existing traffic noise from Ipswich Road.
58. The proposal also includes installing 2 air conditioning units on the side elevation of the rental office. It is considered that given the distance from the residential properties on Ipswich Road and the surrounding context the noise from the air conditioning units would not be harmful to the nearby residential receptors.
59. It is considered likely that the proposed development will require external lighting to be installed. The applicant is yet to confirm the details of the external lighting. A condition is recommended for details of external lighting to be submitted and approved by the local planning authority prior to installation on site.
60. In regards to signage the applicant has confirmed that an advertisement consent application will be submitted at a later date.

Main Issue 4. Transport

61. Key policies and NPPF Sections – GNLP2, GNLP4, DM28, DM30, DM31, NPPF Section 9.
62. The site is sustainably located 1.5 miles from the city centre and can be accessed by bus and is within walking distance from the city centre. It is anticipated that the car rental service would be mostly used by local residents who would most likely access the site by sustainable means. The proposed car rental will be a small scale operation and it is envisaged that the car rental would not significantly increase the traffic on Ipswich Road. It is envisaged that the number of vehicles to the site would not be significantly increase and there would be no significant difference in the level of traffic on Ipswich Road. In regards to the concern that the proposed use would encourage car use. It is acknowledged that the proposed car rental promotes use of cars however it is considered that the service would be most likely used by those who do not own cars. Consideration is also given to the fact that there will be some provision for electric vehicles therefore reducing the impact of carbon emissions and harm on the environment. Cycle stands have also been provided to enable staff and visitors to cycle to the site.

63. Vehicle movements would be predominantly within site, the site can be accessed from Ipswich Road. The site has a separate means of access and exit. This will be made clear to visitors by the use of double sided signage and directional arrows around the site. At the entrance the double sided signage will state 'IN' and 'No Exit'. Additional signage stating car wash and car rental will be installed at the entrance and these signs will include directional arrows.
64. Within the site there are separate vehicle movement routes for the car wash and car rental. Clear signage in the way of road markings will be used to direct movement of vehicles around the site. The entrance has been divided into two sections to allow vehicles to navigate separately following road markings to the car wash and car rental. This avoids vehicle conflict when moving around the site and allows a clear movement system within the site.
65. The site has a single point of exit however within the site there are separate routes for exit for vehicles from the car wash and car rental vehicles. The movement pattern employed within the site reduces confusion and the likelihood of collision within the site. There were negotiations between the applicant and highways officer which has resulted in an improved site layout. The highways authority did not object to the site layout proposed therefore it is considered to be acceptable.
66. One of the key issues raised in the objections is the need to provide on site parking provision for the customers of the car rental who wish to leave their car and hire an alternative car. Provision has been made on site to allow customers to leave their cars on the site therefore reducing the need for off site parking on Ipswich Road.

Main Issue 5. Flood risk

67. Key policies and NPPF Sections – GNLP2, DM5, NPPF Section 14.
68. The land on Ipswich Road outside of the site is prone to surface water flooding. The redevelopment of the site will result in changes to the ground surfacing on parts of the site. The car storage area at the rear of the site will be laid with grasscrete allowing grass to grow through. The proposed surfacing will be permeable allowing water to infiltrate into the ground reducing the chance of surface water flooding.
69. The use of grasscrete is a preferable option compared to tarmac, it is considered that as the vehicle movements will be low and the parking area to the rear would only be accessed by members of staff the movements of vehicles will not significantly reduce the effectiveness of the grasscrete as a permeable ground surface. The proposal is for a small car rental service which will have minimal traffic movement as it is being operated at a small scale.

Main Issue 6. Trees

70. Key policies and NPPF Sections – GNLP2, GNLP3, DM7, NPPF Section 15.
71. To facilitate the proposed use one sycamore tree will be removed, the tree is of low quality and value. It is proposed 5 additional trees will be planted along with additional boundary hedging along the western boundary. The protected tree by the site entrance will not be impacted by the proposed development. In order to reduce the impact on the root protection areas of the trees to the south

of the site the ramp proposed within this part of the site will utilise the existing gradient of the ground and therefore will be higher than the tree roots and minimise the harm to the root protection area. Around the site caution has been taken to keep the parking areas outside of the root protection areas of the trees around the site.

72. It is acknowledged that the removal of the Sycamore tree is not ideal however it has a low value the removal is to be compensated by planting 5 trees. The trees and additional hedging on the western boundary will create an additional buffer from the public open space adjacent to the site. This will provide additional screening obscuring the views of the site from Danby Wood. The additional buffer will reduce the visibility of the site. Further consideration in regards to amenity outlook is given to the fact that the area of Danby Wood immediately adjacent to the site is not the main area of the park and is used predominantly as an access to the main area of the park. Overall, it is considered that the additional tree planting and hedging will have screening benefits as well as biodiversity gains for the site. On balance the erection of a car rental is considered to not prejudice the use of the public open space.
73. An arboricultural impact assessment was submitted and the tree protection officer did not object to the plans proposed. It is worth noting that as the site is surrounded by trees and there are trees within the site tree protection measures will be applied during the development. Additionally as the proposed parking area is close to the root protection areas of some of the trees a reduced digging method will be applied when working in such areas.
74. The letters of objection raised a concern regarding the trees and the benefits they provide in regard to climate change. It is acknowledge that trees store carbon, act as shelter in warmer temperatures and they have biodiversity benefit. The proposed development has a neutral impact on the natural environment as the proposal will include high value landscaping compared to the existing overgrown vegetation.
75. Overall the layout of the site and the method of construction to be used will be to ensure there is no harm on the trees and the overall landscape value of the site will be improved.

Main Issue 7. Biodiversity

76. Key policies and NPPF Sections – GNLP3, DM6, NPPF Section 15.
77. The rear of the site which is to be occupied by the car parking area for vehicle rental is currently informal overgrown vegetation. The overgrown areas of vegetation do not provide any significant landscape value.
78. As previously mentioned only one Sycamore tree is to be removed and this is compensated by the planting of 5 trees. The site is not designated for any conservation reason and the proposal will not impact Priority Habitat Areas. Nonetheless it is worth noting the site is adjacent to Local Nature Reserve and County Wildlife Site to the south western corner. The site runs east to west into an overgrown area with grassland and scrub mosaic. The areas to the south and west of the site are informal with grassland/ scrub mosaic, spoil, log and rubble piles and therefore are suitable for habitat by reptiles.

79. A reptile survey was carried out and there were none found on site however a grass snake was found. It is therefore concluded that reptiles are not present on the site however grass snakes are present in the wider landscape likely within Danby Wood and Marston Marsh south west of the site.
80. The site has negligible ecological value. The environment of the site is not conducive to foraging bats, there are opportunities to forage around the southern edge. Habitats surrounding the site including woodland to the south west are more suitable. To ensure foraging activity is maintained artificial lighting at the site would need to be minimised and directed away from the southern boundary trees. There is potential to install enhancements on the southern boundary trees in the form of bat boxes. The preliminary ecological assessment recommends that 3 crevice type bat boxes are installed on southern boundary trees.
81. The boundary trees provide a good habitat for nesting birds. It is recommended that a variety of open fronted and 32mm boxes are included on retained trees facing north or east and must be installed above 2 metres in order to provide long lasting nesting opportunities.
82. In order to have high value diversity landscaping it is recommended that a rich species hedgerow should be included. The ratio mix recommended is 50% hawthorn, 20% field maple, 10% hazel, beech and holly.
83. Overall although the site has low ecological value as existing there is potential to implement the recommended enhancements to increase the biodiversity value of the site. A condition is recommended for biodiversity enhancements as per the preliminary ecological assessment.

Main Issue 8. Contamination

84. Key policies and NPPF Sections – DM11, NPPF Section 15.
85. Due to the use of the site and previous uses it has been considered necessary to attach a condition regarding contamination as there is a chance the land could potentially have contamination.

Main Issue 9. Nutrient Neutrality

86. Assessment of Impacts under the Conservation of Habitats & Species Regulations 2017 (as amended)

87. Site Affected: (a) Broads SAC/Broadland Ramsar
88. (b) River Wensum SAC
89. Potential effect: (a) Increased nitrogen and phosphorus loading
90. (b) Increased phosphorous loading
91. The application represents a 'proposal or project' under the above regulations. Before deciding whether approval can be granted, the Council as a competent authority must determine whether or not the proposal is likely, either on its own or in combination with other projects, to have any likely significant effects upon

the Broads & Wensum SACs, and if so, whether or not those effects can be mitigated against.

92. The Council's assessment is set out below and is based on advice contained in the letter from Natural England to LPA Chief Executives and Heads of Planning dated 16th March 2022.

93. Broads SAC/Broadland Ramsar

94. Does the plan or project create a source of water pollution or have an impact on water quality (e.g. alters dilution)? AND

95. Is the plan or project within the hydrological catchment of a habitats site which includes interest features that are sensitive to the water quality impacts from the plan or project?

96. Answer: NO

97. The proposal does not:-

98. Result in an increase in overnight accommodation in the catchment area of the SAC;

99. By virtue of its scale, draw people into the catchment area of the SAC

100. Result in additional or unusual pollution to surface water as a result of processes forming part of the proposal.

101. Consequently, the proposal would not result in an increase in nutrients flowing into the SAC in the form of either nitrogen or phosphorous.

102. Conclusion: It is not necessary to carry out an assessment under the Habitats regs.

103. River Wensum SAC

104. Does the plan or project create a source of water pollution or have an impact on water quality (e.g. alters dilution)? AND

105. Is the plan or project within the hydrological catchment of a habitats site which includes interest features that are sensitive to the water quality impacts from the plan or project?

106. Answer: NO

107. The proposal does not:-

108. Result in an increase in overnight accommodation in the catchment area of the SAC;

109. By virtue of its scale, draw people into the catchment area of the SAC

110. Result in additional or unusual pollution to surface water as a result of processes forming part of the proposal.

111. In addition, the discharge for the relevant WwTW is downstream of the SAC.
112. Consequently, the proposal would not result in an increase in nutrients flowing into the SAC in the form of either nitrogen or phosphorous.
113. Conclusion: It is not necessary to carry out an assessment under the Habitats regs.

Other matters

114. In the letters of objection a concern was raised regarding the site potential to attract crime. It is acknowledged that the storing of vehicles on site has the potential to attract criminal behaviour. In this case it is considered that the operator can ensure sufficient security measures are installed to deter criminal activity.
115. During the assessment process it has been brought to our attention that a food truck was seen operating on site. This is not a planning material consideration in the assessment of this case. Should it be found that the food truck is permanently on site and therefore changing the use of the land planning permission would be required.

Equalities and diversity issues

116. There are no equality or diversity issues.

Local finance considerations

117. 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. 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.
118. In this case local finance considerations are not considered to be material to the case.

Human Rights Act 1998

119. Officers have considered the implications of the Human Rights Act 1998 in reaching a recommendation to approve this application. They consider that the interference with the human rights of the applicant under Article 8/Article 1 of Protocol 1 is justifiable and proportionate for the protection of the rights and freedom of others or the control of his/her property in this way is in accordance with the general interest.

Section 17 of the Crime and Disorder Act 1998.

120. Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998.

In reaching a recommendation to grant planning permission, officers consider that the proposal will not undermine crime prevention or the promotion of community.

Planning Balance and Conclusion

121. The development is in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

122. To approve application 24/00176/F Eaton Hand Car Wash Ipswich RoadNorwich NR4 6QS and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Details of external lighting;
4. Opening hours;
5. Unknown contamination;
6. Provision of access details;
7. Restriction on obstructions to access;
8. Site layout;
9. Works on site in accordance with AIA, AMS AND TPP;
10. Tree replacements and hedging to be installed and maintained as per plans;
11. Bird nesting season;
12. Ecological enhancements in accordance with Preliminary Ecological Appraisal;
13. Permeable surface to be used.

Informatives:

1. Works within Public Highway
2. Advertisement consent

Background papers: None

Appendices: None

Contact officer: Planner

Name: Nyasha Dzwowa

Telephone number: 01603 987998

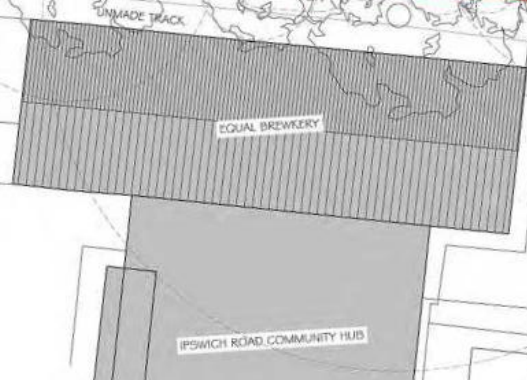
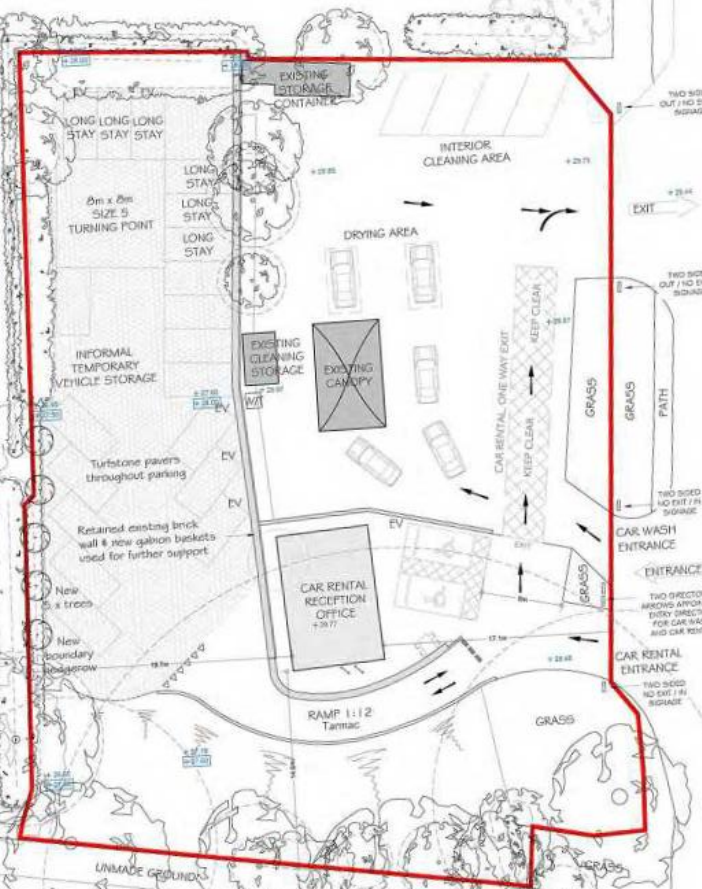
Email address: nyashadzwowa@norwich.gov.uk



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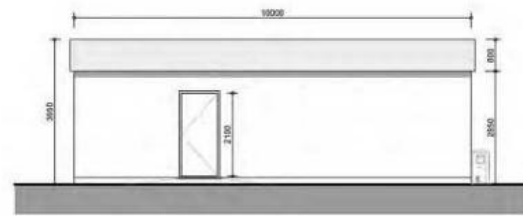
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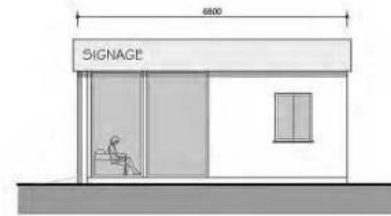


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TITLE: PROPOSED SITE PLAN			
SCALE: 1:200 @ A1	DATE: MAR 24	BY: GZ	CHECKED:
23/20/07			
UNITS: Phillips Barns - Hammonds Road Little Easton - Essex - CO14 4BB Tel: 01204 464081 - www.andyjoneshatch.co.uk			

PROPOSED SITE PLAN



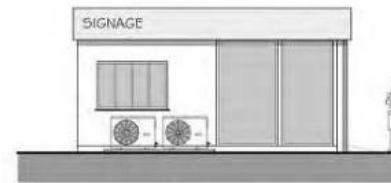
REAR ELEVATION



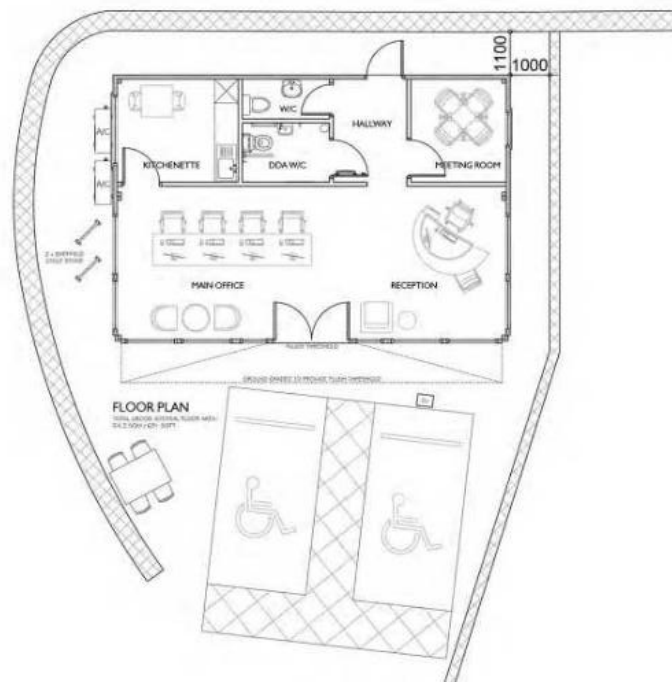
SIDE ELEVATION



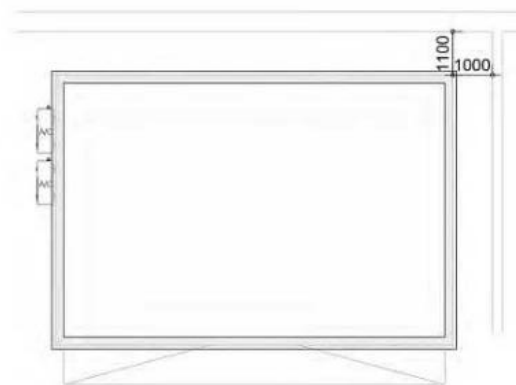
FRONT ELEVATION



SIDE ELEVATION



FLOOR PLAN



ROOF PLAN



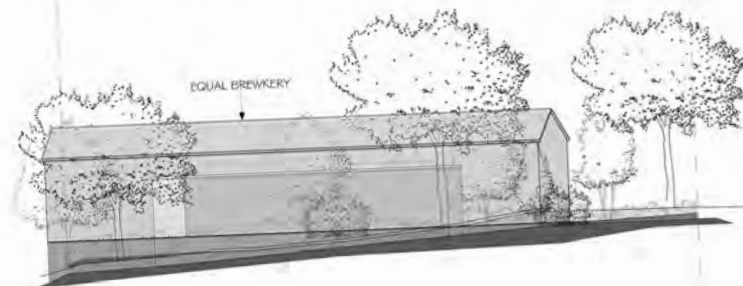
A ADDED EXTERNAL DETAILS, RELOCATION OF 05/03/24 DZ
A/C UNITS

REVISIONS		DATE	DRAWN
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TITLE: PROPOSED VEHICLE RENTAL BUILDING PLANS & ELEVATIONS			
SCALE: 1:100@A2	DATE: MAR 24	DRAWN: DZ	CHKD: -
NO: 23/20/06	REV: A		
Unit 4 Phillows Barns Hammonds Road Little Baddow Essex CM3 4BG Tel: 01245 464681 www.arcadyarchitects.co.uk			

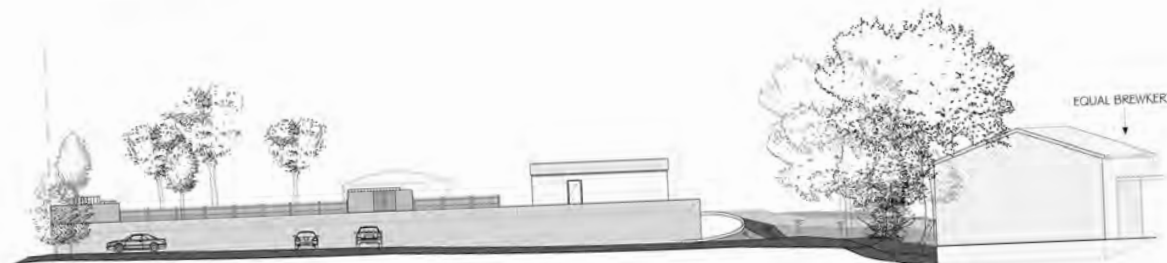
ARCADY
ARCHITECTS



THE SITE
SITE SECTION A - A



THE SITE
SITE SECTION B - B



THE SITE
SITE SECTION C - C



THE SITE
SITE SECTION D - D

