

Report to Planning applications committee

Item

14 January 2021

Report of Area development manager

Subject Application no 20/01429/F - Land North of 13 - 46
Lakenfields, Norwich

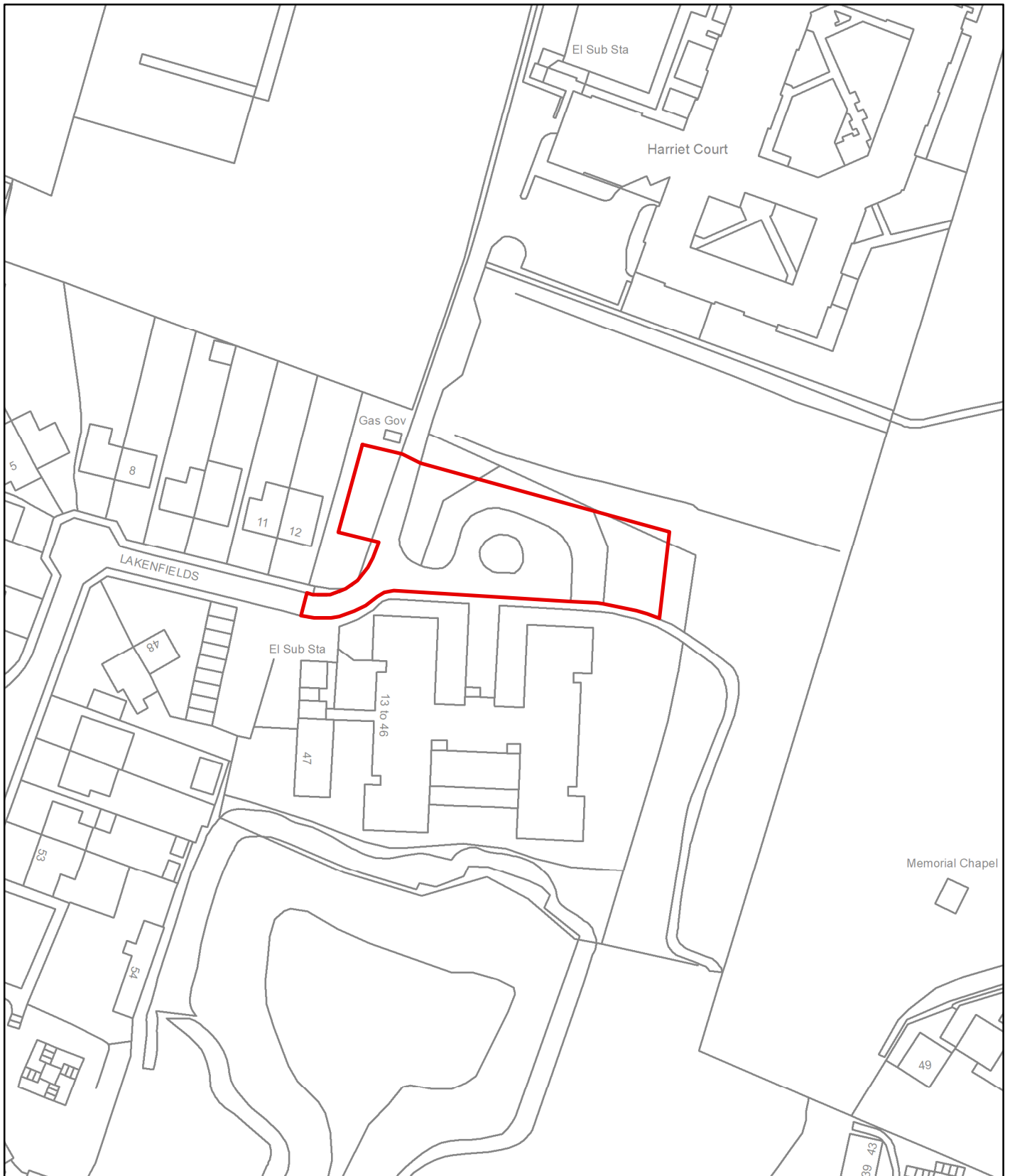
Reason for referral Objections

4(a)

Ward:	Lakenham
Case officer	Maria Hammond - 07717 451417 - mariahammond@norwich.gov.uk

Development proposal		
Construction of 6 dwellings with associated works.		
Representations		
Object	Comment	Support
2	0	0

Main issues	Key considerations
1	Principle of loss of existing use and proposed new housing
2	Design
3	Amenity
4	Transportation and parking
5	Landscape, trees and ecology
6	Contamination and air quality
Expiry date	25 January 2021
Recommendation	Approve



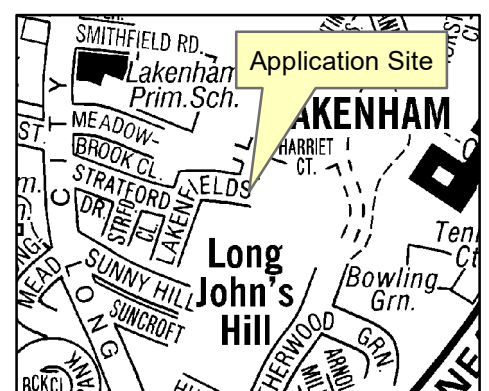
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Planning Application No 20/01429/F
 Site Address Land north of 13-46 Lakenfields

Scale 1:1,000



NORWICH
 City Council
 PLANNING SERVICES



The site and surroundings

1. The site is an area of 0.098ha currently occupied by a circular access road with car parking on surrounding grass verges to the north, east and west of this. A further area of unused grass verge exists to the west of the site, separated by a section of road. These roads are not adopted.
2. The road to the east and car parking serves Webster Court, a residential institution managed by St Martins Housing Trust, and the road to the north gives access to Harriet Court, an extra care housing development managed by Broadland Housing. Part of County Hall Woods separates the application site from Harriet Court and the footpath along the road to Webster Court gives access through the woods to County Hall and beyond.
3. This land all exists at the north-eastern extent of Lakenfields, a narrow residential road off Stratford Drive to the east of Long John Hill/City Road. Dwellings along Stratford Drive are 1930/40s semis with off-road parking. At its eastern extent, the road splits at a T junction with Lakenfields extending to the north, turning through to the north-east and to the south. Along these stretches of road are later pairs of two storey semis and the road becomes narrower and parking is permit controlled. At the southern extent of Lakenfields is a development of three storey flats within landscaped grounds and with a car park.
4. At the north-eastern extent, the highway of Lakenfields ceases to be adopted and it gives vehicular access only to Webster Court and Harriet Court. Webster Court is an 'H' shaped building up to two and a half storeys in height under mono-pitch roofs split by clerestorey windows. This is served by staff and resident car parking within the application site and has amenity space around the building. Harriet Court is a tall two storey building with lower single storey sections and is not visible from the application site.

Constraints

5. The land immediately north and east of the site is part of the County Hall Woods county wildlife site and designated open space protected by Policy DM8.
6. There is an isolated area at risk of surface water flooding around the existing road.

Relevant planning history

7. No relevant applications.

The proposal

8. It is proposed to construct six new dwellings on the site.
9. These would all be one bedroom dwellings in a three storey block on an approximate southeast-northwest axis across the site, maintaining the vehicular access across the north of Webster Court. Three car parking spaces with turning space and a cycle store would be accessed off this and seven replacement car parking spaces are proposed on the grass verge along the western boundary of the

site. External amenity space would exist between the building and woodland to the north.

10. The building would be a long, linear construction, effectively composed of three modular units stacked on top of each other each side of a central communal stair enclosed by hit and miss cladding. Access to the upper level dwellings would be from external balconies across the north elevation. The units would have a continuous buff brick finish under a dual-pitched tiled roof. A soft and hard landscaping scheme has been submitted which incorporates bin and cycle storage and seating areas.

Summary information

Proposal	Key facts
Scale	
Total no. of dwellings	Six
No. of affordable dwellings	All to be offered for affordable rent
Total floorspace	306 sqm
No. of storeys	Three
Max. dimensions	5 metres by 31 metres in footprint and 10 metres to the ridge.
Density	61 dwellings per hectare
Appearance	
Materials	Buff brick with white mortar, slate effect steel sheets to pitched roofs and reinforced PVC membrane to flat roof, grey composite cladding, grey UPVC windows, grey aluminium and composite doors and black UPVC rainwater goods
Construction	Modular units constructed off-site
Energy and resource efficiency measures	Units design to a high standard of thermal efficiency with fabric and energy performance in accordance with Building Regulation. Electric boilers.

Proposal	Key facts
Transport matters	
Vehicular access	Use existing access to Webster Court off Lakenfields
No of car parking spaces	Seven for Webster Court and three for proposed dwellings
No of cycle parking spaces	Eight under covered shelter with enclosed garden space
Servicing arrangements	Bin storage enclosure at rear of site

Representations

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

Issues raised	Response
Concern about car park planned to be 2.5m from doors and windows which are opened regularly. Don't want exhaust fumes entering the house and wouldn't like car head lights suddenly lighting up the bathroom when in use.	See main issue 3
There are no pedestrian pathways leading to Harriet Court with access being on a blind corner. Pedestrians are then forced onto the road. Many people use this very narrow road to schools, nurseries, County Hall, Bracondale, the new estate on the old Norfolk Cricket Ground. There is no turning space to Harriet Court. There are so many blind corners in Lakenfields and it is such a narrow little cul-de-sac.	See main issue 4 – there is no highway objection
With the removal of the roundabout how will two way traffic be possible? Everyone has to walk on the road and with delivery drivers in quite large vehicles this is a hazard to people's safety. It would be sensible to do a lengthy traffic survey to see the near misses on this corner.	See main issue 4 – there is no highway objection

Issues raised	Response
Most houses have dropped kerbs so parking is already a problem.	See main issue 4 – there is no highway objection
Why spoil such a pretty little green wooded area	See main issues 1 and 2

Consultation responses

12. 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.

Environmental protection

13. This is only a relatively small development but it will nonetheless have some impact on the pollution levels monitored at the Defra urban background air quality monitoring station, and especially during the construction phase. The station monitors NO₂, O₃ and particulates. It is therefore important this potential negative impact is minimised as much as is possible.
14. I understand the dwellings will be heated by electric boilers and will be prefabricated which will significantly minimise the impact.
15. The car parking spaces are configured particularly close to the station due, I understand, to the proximity of the tree at the other end of the designated parking area. I am concerned these spaces are so close and would undoubtedly be well utilised given their dual purpose to also serve Webster Court. I understand a 0.9 m high hedge is proposed around the spaces but I would like to see this elevated to 2m on the side closest the station. In addition a sign erected and maintained requesting vehicle engines to be switched off.
16. A full environmental construction policy to be submitted and approved by the LPA which must include measures to reduce particulate and NO_x pollution as well as noise.
17. From an air quality perspective, it is only maintaining the integrity of the AURN station that concerns me.

Defra (Bureau Veritas)

18. The building work will be quite close to the site and we think it may be best to temporarily shut down the site while building is in progress. If the building phase was going to take many months, then a possibility that we could move the site temporarily or permanently at a cost to be covered by the developer.
19. Long-term, we do not think that the extra building will adversely affect the site's urban background classification. It would be useful to know where the building's heating flues etc. will be.

20. Regarding the new parking spaces nearby, these should not be much of a problem as long as vehicles do not park with their engines idling, e.g. ice cream vans or food vans.
21. According to information we have found online, it appears there will be a low (0.9m) hedge around the back and sides of the parking spaces. This hedge is low, but will be close to the door of the monitoring station enclosure. It will be important that this does not obstruct the entrance of the enclosure, or access for gas cylinder deliveries etc. The hedge will need to be maintained and kept pruned back, to make sure it does not become an obstruction.
22. In response to additional information about construction and boilers: In the light of this, it looks unlikely that we will need to shut down the site temporarily, although if we see any spikes in the data during the short building period we should be prepared to flag the data accordingly.

Highways (local)

23. In principle we have no objection. The revised site layout makes adequate provision for cycle storage.
24. Should your Authority be minded to approve the application I would be grateful for the inclusion of the following condition on any consent notice issued;-

Prior to the first occupation of the development hereby permitted the proposed on-site car and cycle parking shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety.

Housing strategy

25. The housing strategy and enabling team welcomes the application for the 6 units of 1 bedroom flats. There is a high level of need for 1 bedroom affordable homes in Norwich. The size of the flats in this proposal is compliant with the requirement of the Nationally Described Space Standards for 1 bedroom 2 person flats. It is noted that the development uses Modern Methods of Construction, i.e. Modular housing units, which is encouraged by government to improve safety requirements, environmental needs, quality standards as well as reducing living costs by delivering houses with low energy bills. It is noted that the homes are designed to comply with Part M Building Regulation requirements to provide safe and level access to all which will help support independent living.

Landscape (response summarised in paragraphs 26 to 38 below)

Landscape effects

26. The loss of existing amenity space, grass and hardstanding would have a minor effect. The effects on existing trees would be relatively minor. The Whitebeam T14 is a good specimen and makes a positive contribution to the streetscape.

Visual effects

27. The existing appearance of the site is mainly of hard surfacing, parked vehicles and amenity grass which do not contribute positively. It is the surrounding woodland which provides an attractive setting to the site and provides residents of adjacent properties with attractive views.
28. The scale and massing of the proposed building would be ameliorated to an extent by the backdrop of surrounding woodland. In the main view eastwards along Lakenfields the built form would appear taller than surrounding buildings and would partially block views of the woodland. This would result in minor adverse effects for residents and users of the pedestrian route through the woodland. However, the building height would not be significantly greater than others in the vicinity and the appearance would be partially softened by proposed landscaping.

Landscape scheme

29. A single tree is proposed where there is more space for future growth and in a location where the tree would contribute to the streetscape. It would be useful to have confirmation that the Statutory Utility (Gas) has given approval for this tree to be planted.
30. The amount of proposed amenity space is reasonable given the proximity of natural areas and public open space. However, the layout and design of the semi-private space to the north of the building would not be particularly attractive or useable, being fairly narrow and overshadowed by the proposed building and adjacent woodland. The quality of this space could be improved by the addition of some seating towards the eastern side where more sunlight would be available. It would also be beneficial if the existing chain-link fence could be replaced with a lower less formal boundary treatment such as timber post and rail which would allow a better visual connection between the space and the woodland to be enjoyed by residents.
31. The revised site layout shows a communal patio. Request details of hard surfaces and boundary treatments (subsequently submitted).
32. Timber posts around the grass area to the south would provide protection from parking. However, cutting grass around such posts can be a maintenance issue. It may be preferable to locate the posts within a cobbled strip.

Conclusion

33. No objection subject to revised landscape scheme, improvements to amenity space and further information/clarification.

Ecology

34. The Preliminary Ecological Assessment (PEA) has been written by a suitably qualified Ecologist and its conclusions are supported.

Habitat

35. The site is adjacent to and partly surrounded by woodland that forms part of County Hall Woods, which is a County Wildlife Site (CWS). The site itself has no significant habitat features.

Protected species

36. The adjacent woodland is likely to contain bat roosts and be significant as a commuting corridor for bats. The PEA notes that light trespass may increase light levels in the nearby woodland and affect nocturnal species, in particular bats. The surrounding area is highly suitable for hedgehog and the species may forage on the grassland on the site.

Avoidance, mitigation, and Enhancement

37. All PEA recommendations (tree work outside bird nesting season, lighting plan, removal of fence to woodland) are supported. Other recommendations: creation of a wildflower meadow, installation of hedgehog refuges and access panels in any fences, and additional tree planting, have been included in the landscape plan.

Conclusion

38. No objection subject to all the PEA recommendations for mitigation and enhancement being incorporated into proposals.

Local Lead Flood Authority

39. The Local Planning Authority would be responsible for assessing the suitability for any surface water drainage proposal for minor development in line with National Planning Policy Framework (NPPF).

Tree protection officer

40. No objections from an arboricultural perspective. However, it is important that the tree protection measures are implemented, therefore applying condition TR7 (works on site in accordance with the AIA) would be appropriate.

Assessment of planning considerations

Relevant development plan policies

41. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
- JCS1 Addressing climate change and protecting environmental assets
 - JCS2 Promoting good design
 - JCS3 Energy and water
 - JCS4 Housing delivery
 - JCS6 Access and transportation
 - JCS20 Implementation
42. **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

- DM12 Ensuring well-planned housing development
- DM13 Communal development and multiple occupation
- DM28 Encouraging sustainable travel
- DM30 Access and highway safety
- DM31 Car parking and servicing
- DM32 Encouraging car free and low car housing
- DM33 Planning obligations and development viability

Other material considerations

43. Relevant sections of the National Planning Policy Framework February 2019 (NPPF):

- NPPF2 Achieving sustainable development
- NPPF5 Delivering a sufficient supply of homes
- NPPF9 Promoting sustainable transport
- NPPF11 Making effective use of land
- NPPF12 Achieving well-designed places
- NPPF14 Meeting the challenge of climate change, flooding and coastal change
- NPPF11 Conserving and enhancing the natural environment

44. Supplementary Planning Documents (SPD)

- Trees, development and landscape SPD adopted June 2016

Case Assessment

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

Main issue 1: Principle of development

46. Key policies and NPPF paragraphs – DM8, DM12, DM13, DM30, NPPF sections 5 and 9
47. The proposal would occupy an area of brownfield land used for private access and car parking. The road is not adopted and vehicular and pedestrian access to Webster Court and Harriet Court would be maintained, as would the pedestrian route to County Hall Woods which is well used by the public. Car parking to Webster Court would be replaced and this is considered further in section 4 below. In principle, the loss of the area of road and parking is not unacceptable.
48. Policy DM12 allows for new residential development across the city, other than in locations subject to certain exceptions. None of these apply here and therefore the principle of new housing, and specifically a new flatted development, is acceptable in accordance with Policies DM12 and DM13, subject to consideration of the detailed criteria of these policies below.

49. In accordance with paragraphs 117 and 118, the proposal would make a more effective use of this area of brownfield land. One representation considers the proposal would spoil a green space, however the existing use and condition of the land has little amenity or biodiversity value and redeveloping it for housing creates an opportunity to enhance the soft landscaping and biodiversity interest whilst contributing to local housing need. In principle, this is considered more beneficial than retaining the land for access and car parking.
50. It should be noted the application is proposed by Broadland Development Services for Broadland Housing Association on land being acquired from the city council. The proposal is to be funded by the government's 'Next Steps Accommodation Programme' which is designed to provide longer term move-on accommodation as part of MHCLG's Covid-19 Rough Sleeping Response to ensure that rough sleepers brought into emergency accommodation in respect of Covid-19 do not return to sleeping rough. The six flats are all proposed to be one bedroom in response to identified local need, as supported by the strategic housing comments above, and would be offered for affordable rent.
51. Short and stringent timescales are attached to the funding, hence the proposed use of pre-fabricated modular units which, subject to a resolution for approval at this planning applications committee meeting, should allow for construction within a matter of weeks with tenants in occupation by the end of March 2021.
52. The proposal to offer the dwellings for affordable rent and meet a local need is welcomed. It is, however, noted that, in accordance with paragraph 63 of the NPPF, affordable housing should not be sought for residential developments which are not major developments (i.e. less than 10 dwellings). Accordingly, the tenure cannot be secured by planning obligation should permission be granted and this lessens the weight which can be attributed to this in the determination of the application. It would, however, also meet the local need for more one bedroom dwellings and that can be secured through an approval.
53. The development would not occupy any of the area of woodland designated as open, so is in accordance with Policy DM8 in this respect.

Main issue 2: Design

54. Key policies and NPPF paragraphs – JCS2, DM3, DM12, DM13, NPPF section 12
55. The proposal would form a long, linear building across the site with amenity space to the rear and parking to each side. This layout has been influenced by two utilities easements which run through the site and cannot be built over, but also responds well to its surroundings by fronting the retained access road, backing onto the woodland and optimising the south facing aspect.
56. In terms of scale, the footprint is relatively modest, although long in form. At three storeys, the height is more significant and taller than the two storey semis along Lakenfields and predominant two storey parts of Webster Court which would form its immediate context. Webster Court, and also Harriet Court on the northern side of the woodland, feature taller sections and are large buildings of an institutional, rather than residential scale. Furthermore, the flatted development at the southern extent of Lakenfields is three storey in height and similar in form to the proposed building. Whilst these taller buildings exist in the surrounding area, the proposed

development would need be seen in the immediate context of them. The applicant has been asked to consider a lower roof form than the dual-pitch proposed, however it is understood that this is necessary to accommodate mechanical and electrical plant and altering this to a flat roof would require the same space to be provided and thus not reduce the height. The other alternative to lower the height would be to remove the second storey flats and thus reduce the proposal to four dwellings, rather than six and the easements and other constraints across the site limit any opportunity to provide more flats at a lower level.

57. Importantly, the building would be seen against the backdrop of the woodland which includes trees up to 20 metres in height that would extend above it and provide an attractive setting. Also, the communal stair at the centre of the plan would have a flat roof lower than the pitched roof to either side and hit and miss boarding giving a less solid appearance and breaking up the overall mass of the building. Therefore, whilst it is acknowledged that the three storey height would be taller than the closest neighbouring buildings, it would not be uncharacteristic for the wider area and the wooded backdrop and broken mass of the building would mitigate the visual impact. The scale is therefore not unacceptable.
58. Modular construction is proposed to ensure this government funded project can be delivered promptly and meet an existing need for affordable, one bedroom flats in the city. By virtue of the pre-fabricated nature of each unit, the scale and design is defined within set parameters, however the external appearance has been tailored to the specific circumstances of this site. Full details of materials have been submitted and buff bricks are proposed to reflect the local vernacular and achieve a high quality finish, with the flat roofed and cladded stair core at the centre and large window openings offering interest and a more contemporary appearance. The slate effect steel tiling proposed is considered to be a lower quality material, however given the height and relatively shallow pitch of the roof, there would be limited views from ground level so it is not unacceptable.
59. It is not considered the modular construction would be apparent, once completed, and the detailed design and materials would reflect and enhance local character. A timber pergola style structure is proposed to provide cycle storage to the eastern side of the site and this is appropriate in design. A detailed hard and soft landscaping scheme, considered below, has been submitted to ensure the treatment of external spaces complements the building.
60. On balance, the proposal is acceptable in design in accordance with Policies JCS2, DM3 and DM12(b).

Main issue 3: Amenity

61. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 127 and 180-182.
62. Internally, each unit is designed to comply with internal space standard for one bedroom, two person flats and the rooms would have adequate natural light and outlook, making the most of the south facing aspect.
63. Externally, there would be a communal amenity space across the north and east of the site of approximately 250sqm. This is proposed to be landscaped and include a patio at the eastern end. Whilst it is largely to the north of the building, and thus

would be overshadowed for a large proportion of the day, and is enclosed by the tall woodland to the north and east, it would be a largely private space with a pleasant outlook to the woods so is considered to be sufficient in size and quality to provide external amenity space in accordance with Policies DM2 and DM13 (c).

64. The closest neighbouring occupiers are those at Webster Court south of the site. At the closest point, there would be approximately 10 metres apart, although they are aligned on different axis so the gap increases to the west. The accommodation on the north elevation of Webster Court has windows and Juliet balcony openings facing towards the site and the proposed flats would each have floor to ceiling openings to bedrooms and living/kitchen/dining rooms. There would, therefore be some overlooking and reduced privacy between the two buildings, however the increasing distance to the west and oblique angle would mitigate this to some extent. The applicant has been asked to consider reducing the size of the openings to further reduce the perception of overlooking, however these have been proposed to maximise the south facing light and solar gain. Furthermore, the applicant has noted that the accommodation at Webster Court is occupied on a relatively short-term basis and has some communal spaces, so there is not the same level of permanence or self-containment as residential dwellings. The well-used footpath through to County Hall Woods also passes these openings with no boundary or screening between this and the ground floor units, so they are open to views from passing pedestrians. It is considered that there would be some overlooking and loss of privacy to Webster Court but, on balance, this is not unacceptable.
65. The west elevation would have one narrow floor to ceiling window to the living/kitchen/dining rooms and face towards the rear gardens of some of the semi-detached dwellings on Lakenfields. The distance of 17 metres and relatively narrow size of the opening is considered sufficient to mitigate any unacceptable overlooking in this direction. To the north and east, the openings would only face the woodland.
66. In terms of activity, it is not considered that the six flats would result in an intensity of use and activity that would be detrimental to neighbouring occupiers or local amenity. The proposal does include in the relocation of parking to serve Webster Court to an area along the western boundary, with spaces sited within 2.5 metres of the boundary with a neighbouring dwelling and its rear garden. An objection has raised concern about the impacts of lights and pollution affecting the amenity and health of neighbouring occupiers. This closest dwelling has windows and doors in the side and rear elevation, from which the use of the parking area would be seen and experienced. The proposal has been amended to incorporate a hedge around the perimeter of the parking spaces to buffer the effects to some extent and signage to remind drivers to switch their engines off has been recommended. Given that these parking spaces would be accessed off an existing road to Harriet Court and that car parking currently exists on the opposite side of this road, it is not considered that relocating the spaces here would result in such significant additional impacts on the amenity of this or any other neighbouring occupier that their amenity would be unacceptably affected.
67. The modular construction would significantly reduce the construction period and disruption arising from it. Nonetheless, a construction management plan has been submitted which would mitigate any adverse impacts on the amenity of neighbouring occupiers.

68. The proposal is therefore considered acceptable with regard to the standard of amenity for future occupiers and, on balance, the impact on amenity of neighbouring occupiers is not unacceptable in accordance with Policies DM2, DM12(b) and DM13.

Main issue 4: Transport

69. Key policies and NPPF paragraphs – JCS6, DM13, DM28, DM30, DM31, NPPF section 9
70. The proposal would retain the existing access to Harriet Court and share the access with Webster Court. The adopted highway ends just west of Webster Court and there is no objection from the Highway Authority.
71. Objections have raised concern about the safety of highway users. The footpath along the northern side of Lakenfields ceases at the western end of the site and it is noted there is no existing dedicated pedestrian path to Harriet Court to the north. This is, however, a no through route with limited traffic using the single track road that has a passing place and the proposal would not increase any traffic (pedestrian or vehicular) using this. Concern has also been raised about the loss of the existing roundabout feature for vehicles needing to turn. The proposal does incorporate a turning space at the eastern end of the site to serve the parking so it not considered there would be additional hazardous movements resulting from the development and it should be highlighted that this is also a no through route for vehicles that would serve only Webster Court and the proposed six flats. The concerns about highway safety are therefore appreciated, however it is not considered that the layout or use of this development would result in any unacceptable impact on highway safety.
72. At present, the application site is used for car parking for Webster Court on grass verges around the access loop. Signage identifies that these spaces are for residents and staff only and there is space for approximately 15 vehicles. The application proposes relocating this parking to the western boundary where seven spaces would be provided.
73. A parking survey has been undertaken which recorded the number of vehicles parked at the site on five different occasions at different times over a nine day period. Between three and seven cars were observed at any one time and this corresponds with a weekday afternoon site visit where seven cars were present. Adopted parking standards require a minimum of one space and maximum of nine for a residential institution of this size (33 units). It is noted that parking on Lakenfields and Stratford Drive is controlled by permits and on-street parking outside controlled times is limited by the narrow width of Lakenfields and multiple openings to driveways. Therefore, whilst there would be a reduction in parking, this is not unacceptable, and it is not considered likely to result in overflow parking on neighbouring roads. The provision of this replacement parking is proposed to be the first phase of development so there is no disruption to Webster Court during construction.
74. Three parking spaces are proposed for the six flats. The applicant considers, from their experience of such developments, that residents are unlikely to all own cars and consider the proposed three spaces adequate. Adopted parking standards allow for car-free development in controlled parking zones inside the outer ring road

so the provision of three flats that would not benefit from a parking space is acceptable and, as noted above, the existing controls are considered sufficient to manage any overflow onto neighbouring roads. In addition, the landscape scheme incorporates knee rails and wooden posts to prevent parking on the grass around the building. The proposal has been amended to incorporate a covered cycle store in the secure amenity space for residents and additional visitor spaces outside the front door to promote cycling. In addition, the footpath through County Hall Woods provides a pedestrian route to Bracondale, where more frequent bus services operate than on City Road/Long John Hill, west of the site. It is therefore considered the site is acceptably served by parking and access to sustainable travel.

- 75. A bin store enclosed by brick walls with adequate capacity for the required bins is proposed adjacent to the Harriet Court access road.
- 76. The proposal is considered acceptable with regards access, parking and servicing in accordance with Policy DM31.

Main issue 5: Landscaping, trees and ecology

- 77. Key policies and NPPF paragraphs – DM3, DM6, DM7, NPPF paragraphs 127, 170 and section 15
- 78. The proposal would not encroach on nor directly affect the adjacent county wildlife site. This woodland is likely to be used by species including bats and hedgehogs. A sensitive lighting scheme to limit light trespass from the development to the woodland is proposed and new boundary treatments would incorporate small mammal access gaps which can be secured by condition. Existing chain link fences to the woodland which restrict permeability would be retained, but vegetation would be allowed to grow through to visually connect the site with it for the benefit of the amenity of occupiers whilst retaining the fence for security.
- 79. Removal of existing vegetation should be outside the bird nesting season or first checked by an ecologist and this can be secured by condition.
- 80. Three very young trees would require removal but a more mature and significant tree in the southwest corner would be retained. An arboricultural impact assessment has demonstrated there would be no significant harm to this or the trees in the woodland and proposed facilitative pruning and protection measures can be secured by condition.
- 81. The landscape scheme incorporates a new tree in a prominent position at the front of the site as well as extensive soft landscaping beds on all sides of the building and climbing plants over the external faces of new boundary treatments.
- 82. Full details of hard surfacing and boundary treatments have been submitted (subsequent to the landscape comments above). Along with the soft landscaping, this is considered appropriate to complement the appearance and amenity of the development, assimilate it in its setting and enhance biodiversity. It is not considered any harm to protected species would result from the proposal, subject to agreement of a sensitive external lighting scheme.

Main issue 6: Contamination and air quality

- 83. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 178-181

84. A site investigation has found no contaminants above levels of concern so remediation or other precautions are required. The risk of unidentified contamination being found during construction can be addressed by condition.
85. A Defra automatic air quality monitoring station exists immediately outside the northwest corner of the site, adjacent to the proposed car parking, which records urban background levels. The size and nature of the development are not considered to adversely affect the site's classification and signage around the parking would help mitigate any additional impacts on the readings from vehicle emissions.
86. Construction could affect the monitoring results, but the modular method would limit the period of impact as well as the pollutants arising from it. The use of electric, rather than gas boilers, would also limit impacts during occupation and it is not considered that there is an air quality issue in this area that would affect future residents.

Compliance with other relevant development plan policies

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

Requirement	Relevant policy	Compliance
Water efficiency	JCS 1 & 3	Yes subject to condition
Sustainable urban drainage	DM3/5	The proposal would result in a modest increase in the impermeable site area by 5 sqm. Rainwater from the rear roof slope would drain via water butts to attenuate some run-off, with the remaining drawing to the public sewer, as existing. Permeable paving is also proposed. There is a risk of surface water pooling around the existing road surface, but this is not connected to any wider flow path or area at risk. Whilst the proposal is not the highest ranked solution in the sustainable drainage hierarchy, the additional run-off would be managed to minimise the flooding risk within and outside the site in accordance with Policy DM5.

Equalities and diversity issues

88. There are no significant equality or diversity issues.

S106 Obligations

89. As noted above, the intention to offer these dwellings for affordable rent to people in need is welcomed, however, in accordance with paragraphs 56 and 63, it is not appropriate to require this by planning obligation on this scale of development.

Local finance considerations

90. 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.
91. 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.
92. In this case local finance considerations are not considered to be material to the case.

Conclusion

93. Six new one bedroom flats are proposed in meet an identified local need on an area of brownfield land currently used for access and parking. The access would be retained and parking would be relocated within the development and housing is considered to be a more efficient and beneficial use of this site.
94. The design and layout of the development is considered to be appropriate to its setting and the three storey scale would not be unacceptable in the immediate surrounding context of two storey buildings given the background of woodland and the well-designed form. An appropriate landscaping scheme to complement the development has also been proposed and would include biodiversity enhancement whilst mitigating any adverse impact on the adjacent woodland which is a county wildlife site.
95. There would be some additional overlooking and loss of privacy to Webster Court which, on balance, is not unacceptable and additional measures have been incorporated to satisfactorily mitigate any adverse amenity impacts from the relocated parking.
96. Parking for Webster Court would be reduced as a result of the proposal and only three parking spaces would serve the proposed six flats. Given the existing levels of parking at Webster Court and likely low car ownership of the flats, as well as existing and proposed measures to manage on street parking and fly parking, the proposal is acceptable in this respect.
97. Subject to conditions, the proposal is considered acceptable in all other respects and the development contributes to meeting an identified local housing need that results in public benefits that weigh in its favour.
98. The development is in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

To approve application no. 20/01429/F - Land North of 13 - 46 Lakenfields, Norwich and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Vegetation clearance outside bird nesting season
4. Work in accordance with arboricultural assessment
5. Parking, cycle parking and bin storage to be completed prior to first occupation
6. Landscape implementation and subsequent management
7. Small mammal access gaps in new boundaries
8. Drainage scheme implementation and maintenance
9. Unidentified contamination
10. Water efficiency

Article 31(1)(cc) statement

The local planning authority in making its decision has had due regard to paragraph 38 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations, following negotiations with the applicant and subsequent amendments the application has been recommended for approval subject to appropriate conditions and for the reasons outlined in the officer report.



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To be read in conjunction with Landscaping drawing

Easement Key

- HV Line - 3m Easement
- Gas Line - 3m Easement

Site Legend

- Existing asphalt
- New asphalt to match existing
- Herringbone Brick paving
- Marley Saxon Slabs
- Hedge
- Grass
- Maintained Planting
- Boundary Line

- CL1.8m 1.8m high chain-link fence (existing)
- BW1.8m 1.8m high brick wall with capping detail
- KR0.3m 0.3m Timber Knee Rail
- PM1.2m 1.2m Planted Mesh
- PM1.8m 1.8m Planted Mesh
- TP0.3m 0.3m Timber Post
- HM1.5m 1.5m Hi-t and miss fence
- CBG1.2m 1.2m Close boarded gate
- H1.5m 1.5m Native hedge
- H0.9m 0.9m Native hedge

PS	Issued for Planning update	11.12.20	JK
PS	Issued for Planning	28.11.20	JK
PS	Issued for Planning	18.11.20	JK
PS	Issued to client for comment	18.11.20	JK
PS	Issued for planning	15.11.20	JK
PI	Issued for information	05.11.20	JK
Rev	Comment	Date	Chk
Project No.	304904	Scale @ A1: As Indicated	Drawn By: JK

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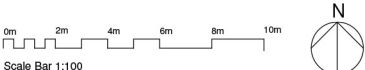
Project:
Webster Court
Lakenfields
Norwich

Client:
Broadland Development Services

Title:
Proposed Site Layout

Drawing Number:		
WEBCRT-IW-SA-XX-DR-A-1000		
Status:	Purpose of Issue:	Revision:
D5	PLANNING	P6

Proposed Site Plan
1 : 100

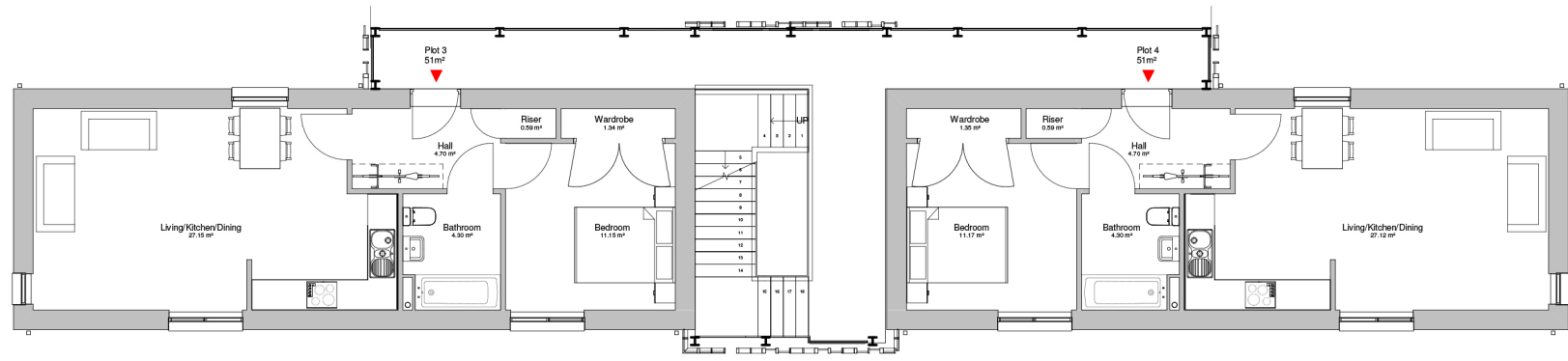


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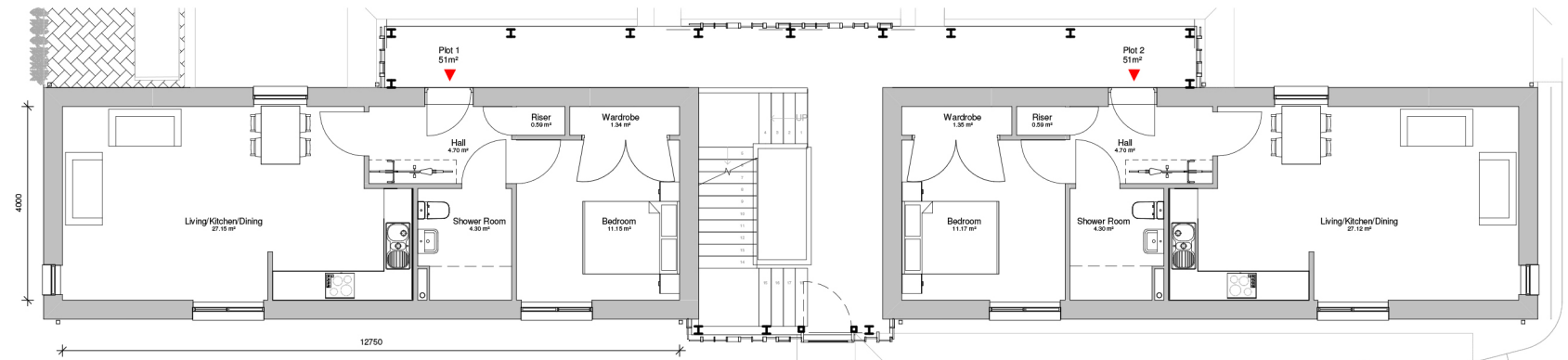
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First Floor
1 : 50



Ground Floor
1 : 50

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P3 Issued for client for comment	15.11.20	JK
P2 Issued for planning	15.11.20	JK
P1 Issued for information	15.11.20	JK
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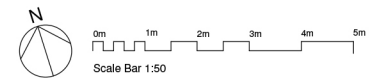
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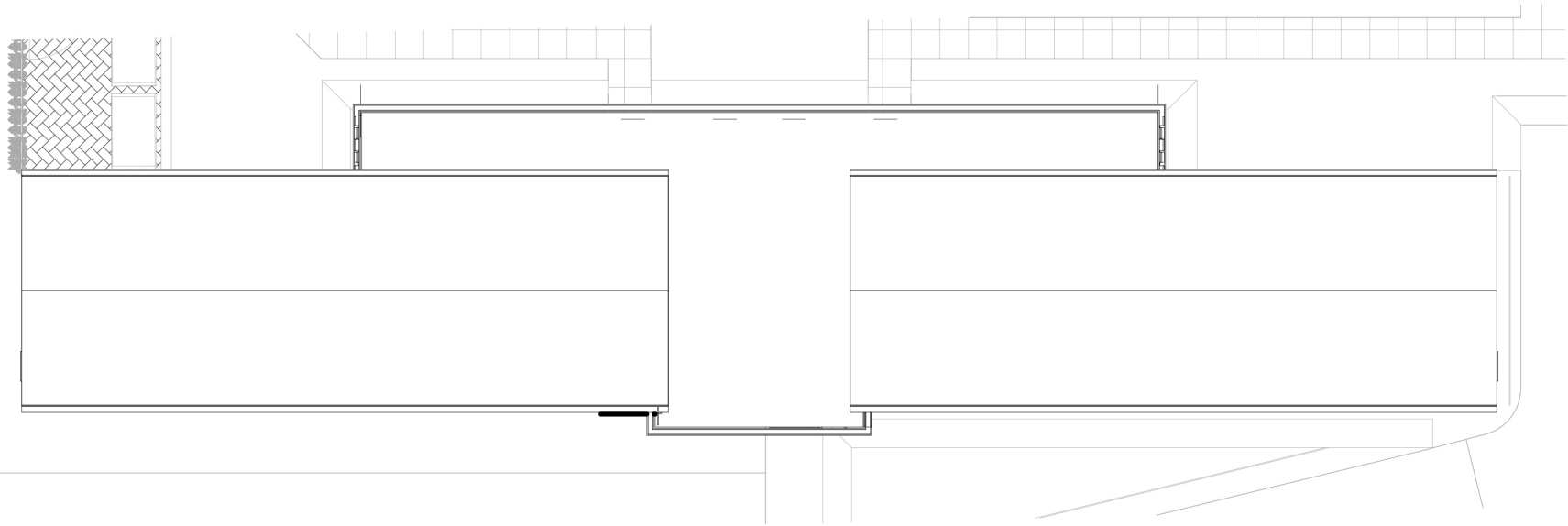
Project:
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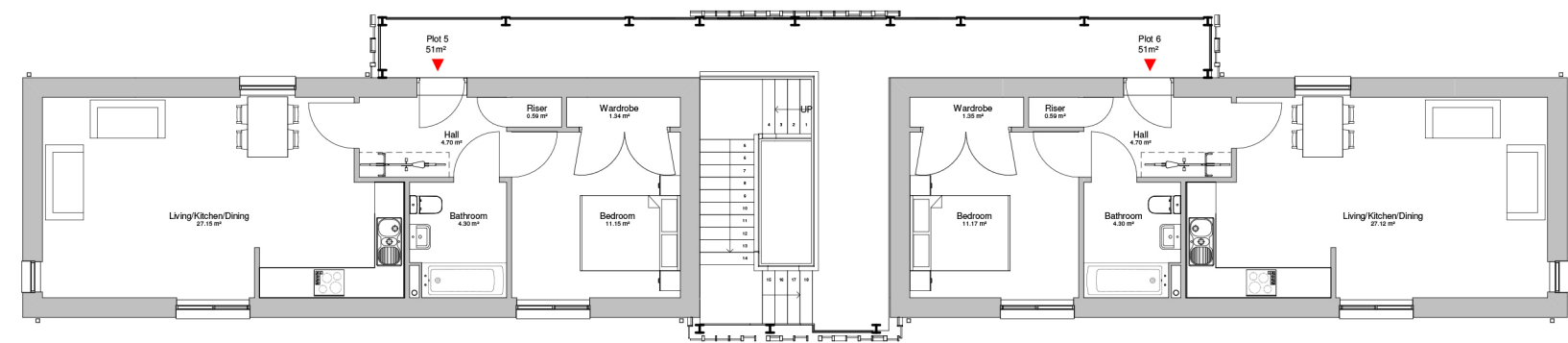
Title:
Proposed Ground & First Floor Plan

Drawing Number: WEBCRT-IW-XX-XX-DR-A-1001		
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Roof Plan
1 : 50



Second Floor
1 : 50

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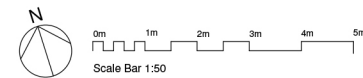
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Project:
Webster Court
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Client:
Broadland Development Services

Title:
Proposed Second Floor & Roof
Plan

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Material Legend

1 : 50

- (1.0) Buff Brick
- (2.0) Grey Slate Roof Tile
- (3.0) Anthracite Composite Cladding
- (4.0) Anthracite UPVC Casement Windows
- (5.0) Black UPVC Rain Water Goods

Ridge Level

(2.0)

(1.0)

Second Floor

(4.0)

First Floor

(5.0)

Ground Floor

150.0

South Elevation

1 : 50

Ridge Level

(2.0)

(1.0)

Second Floor

(4.0)

First Floor

(5.0)

Ground Floor

150.0

North Elevation

1 : 50

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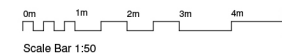
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Webster Court
Lakenfields
Norwich

Client:
Broadland Development Services

Title:
Proposed Elevations 1 of 2

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- ### Material Legend
- 1 : 50
- (1.0) Buff Brick
 - (2.0) Grey Slate Roof Tile
 - (3.0) Anthracite Composite Cladding
 - (4.0) Anthracite UPVC Casement Windows
 - (5.0) Black UPVC Rain Water Goods



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P3 Issued to client for comment	18.11.20	JK
P2 Issued for planning	18.11.20	JK
P1 Issued for information	18.11.20	JK
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Title:
Proposed Elevations 2 of 2

Drawing Number: WEBCRT-IW-XX-XX-DR-A-1004		
Sheet: D5	Purpose of Issue: PLANNING	Revision: P4

