

Report to Planning Applications Committee
Date 6 November 2014
Report of Head of Planning Services
Subject 14/00618/F Vikings Venture Scout Hut Adjacent To 420
Dereham Road Norwich NR5 8QQ

Item

4G

SUMMARY

Description:	Erection of 8 No. two bedroom flats.
Reason for consideration at Committee:	Objection
Recommendation:	Approve subject to S106 agreement. Refuse if agreement not signed by 1 st February 2015
Ward:	Wensum
Contact Officer:	Mr Lee Cook Senior Planner 01603 212536
Valid Date:	12th August 2014
Applicant:	Mr Joe Atashkadeh
Agent:	A Squared Architects

INTRODUCTION

The Site

Location and Context

1. The application site is vacant and approximately square, with a 34 m. frontage to Dereham Road to the north, the curtilages of flat blocks in the Whistlefish development to the east, the flank end of a three storey flat block along with its car parking area to the west and the side boundary with the house at 1, Dell Crescent to the south. There is a drop of 1- 2m between the ground level of Dell Crescent and the application site. The site was formerly occupied by a scout hut, which has now been demolished. The site is otherwise soft-surfaced and has a number of trees along its boundaries.

Constraints

2. HSE Consultation Sites - Bayer CropScience Buffer Zones. Tree Preservation Orders – Sites TPO.433.

Planning History

3.
08/00633/F - Redevelopment of site to provide a block 9 No. apartments and associated parking and access. Withdrawn - 10/09/2008.
08/01322/F - Erection of three storey building comprising eight apartments, with new vehicular access from Dell Crescent. Reported to committee and approved - 24/02/2009.
12/00342/ET - Extension of time period for the commencement of development for previous planning permission 08/01322/F 'Erection of three storey building comprising

eight apartments, with new vehicular access from Dell Crescent'. Cancelled - 30/07/2013.

12/01358/ET - Extension of time of previous permission 08/01322/F 'Erection of three storey building comprising eight apartments, with new vehicular access from Dell Crescent.' Cancelled - 26/07/2012.

Equality and Diversity Issues

There are no significant equality or diversity issues.

The Proposal

4. The scheme is for the erection of 8 No. two bedroom flats within a single 3 storey T shaped block. Access is shown via Dell Crescent for car parking. Parking is partly undercroft and partly surface providing 4 garages and 4 spaces. Bicycle parking is also shown at the rear of the site. Refuse storage and collection is onto the Dereham Road frontage.

Representations Received

5. Advertised on site and adjacent and neighbouring properties have been notified in writing. 6 individual letters of representation and 21 identical letters and petition signed by the addressee's have been received citing the issues as summarised in the table below.

Issues Raised	Response
Commentary on chalk working tunnels and rubbish infill under the site and new access and have provided indicative plans and other documents to explain known extent of chalk workings and history of uses and subsidence in the area. Concern that the new development and access way will interfere with the existing concrete retaining wall which supports adjacent car-park and buildings and also will impact on properties within the Crescent. Piling and materials storage is also likely to cause damage. Support for existing structures will need to be maintained at all times.	Paras 19 to 22, 34
Design and implementation of works will need to be approved by the council's engineers.	Para 22 Condition
A fully independent survey of existing buildings and structures will need to be funded by the applicant. The applicant's contractors and designers should be fully insured.	Private land owner/Party Wall issue
Permanent protection at point of entry (concrete bollards or the like) requested on the applicants land to avoid incursion on to adjacent property and damage to parked	Private matter of trespass, have suggested a condition relating to boundary treatments

cars when vehicles turn in. This protection should be before and after the works.	
Access should be taken from Dereham Road and not Dell Crescent. Parking on Dell Crescent is a problem. Emergency vehicles find it difficult to access the area. Any new access off this road will add to congestion, noise and general disruption.	Paras 23 to 25
Suggest a minimum of 2 spaces per flat plus visitors. Not to do so would make the use of Dell Crescent intolerable.	Paras 26, 27
Development traffic should be via the main Dereham Road. The site will be extremely difficult to develop with structural and parking implications so additional planning conditions should be inserted to protect neighbours property and interests.	Would not normally seek to restrict construction access from either adopted roadways for this scale of development under the Planning Act.
Already an issue with people parking and selling cars on the grass verge on Dereham Road - should consider enforcing a no parking area on the grass verge next to Dereham Road to ensure residents don't use grass verge as short term/additional parking. Request to replace drop down curb with standard curb.	Highways control
Any building over 2 storeys will overlook adjacent properties especially if the trees are removed.	Paras 35,36
The Sycamore trees provide a natural barrier between the proposed development and Whistlefish Court and Dereham Road and would like the trees retained for both privacy reasons and because the trees add to the area for both wildlife and amenity.	Para 35, 36, 43 and 47
Not opposed to building more homes and understand imperative for more housing.	Noted
Scheme has previously been refused by committee. Applicant has chosen to ignore previous halt on development and concerns on ground conditions.	Para 3 Application 08/01322/F was approved following report to Members in February 2009

6. Norwich Society: note the objections regarding the ground conditions. The elevations are banal and crude and we support the requirement for a stability survey in relation to policy EP2. We also note the restricted access via Dell Crescent due to regular pavement parking on both sides of the access road.

Consultation Responses

7. Contracts Development Officer: No objections in principle; main point is the collection of the communal bins. Although there is a tarmac path and dropped kerb from the development to Dereham Road there is a reasonable distance that means that the refuse truck will be stationary on Dereham Road which could hold up traffic

and possibly block visibility - requested transportation view-point on this issue. The bins will have to be 1100's as 660's no longer used.

8. Environmental Protection Officer: No objection in principle; comments on concerns in relation to noise and land contamination.
9. Health and safety executive: do not advise, on safety grounds, against the granting of planning permission in this case.
10. Historic environment service: Commented with earlier application that there has been a previous evaluation here. Condition not required; seek informative to advise applicant of possible flint workings on the site.
11. Natural areas officer: No objection in principle; comments on need for protection of species as detailed within ecology report; need for appropriate level and detail of tree planting; and requirement for appropriate ecological enhancements on site.
12. Norfolk constabulary: No objections in principle - have provided the agent with literature in relation to secured by design guidance.
13. Property services manager: This site definitely contains a tunnel emanating from Dell Crescent; initially recommended a minimum of a desk top study in order to establish the need for ground investigation and special foundations. Following confirmation from the agent that the ground condition report submitted with their earlier application in 2008 forms the basis of site investigation has commented that nothing has changed (since 2008/09) and the approach is still considered to be acceptable.
14. Strategic Housing: No objection in principle, comments on s106 requirements; see assessment below.
15. Transportation Officer: No objection on transportation grounds subject to consideration of the following: confirmed bin collection point is as previously agreed and is okay; refuse store capacity needs updating (1,100 litre bins for general or recycling plus 360 litres for glass); pedestrian access detail from courtyard to avoid conflict with vehicles; surface of the parking court; detailing to ensure that the Dell Crescent highway is made good; and turning movements of vehicles. Also requested addition of informatives.

ASSESSMENT OF PLANNING CONSIDERATIONS

Relevant Planning Policies

National Planning Policy Framework:

Statement 4 – Promoting sustainable transport

Statement 6 – Delivering a wide choice of high quality homes

Statement 7 – Requiring good design

Statement 10 – Meeting the challenge of climate change, flooding and coastal change

Statement 11 – Conserving and enhancing the natural environment

Statement 12 – Conserving and enhancing the historic environment

Relevant policies of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011

Policy 1 – Addressing climate change and protecting environmental assets

Policy 2 – Promoting good design

Policy 3 – Energy and water

Policy 4 – Housing delivery

Policy 6 – Access and transportation

Policy 9 – Strategy for growth in the Norwich Policy Area
Policy 20 – Implementation

Relevant saved policies of the adopted City of Norwich Replacement Local Plan 2004

AEC3	Loss of buildings for community use.
EP2	Testing for ground stability conditions.
EP16	Water conservation and sustainable drainage systems.
EP18	High standard of energy efficiency for new development.
EP22	High standard of amenity for residential occupiers.
HOU13	Proposals for new housing development on other sites.
HOU18	Construction of houses in multiple occupation
NE8	Habitat protection and enhancement
NE9	Comprehensive landscape scheme and tree planting.
TRA5	Approach to design for vehicle movement and special needs.
TRA6	Parking standards (maxima).
TRA7	Cycle parking standard.
TRA8	Servicing standards
TRA18	Major road network.

Supplementary Planning Documents and Guidance

Development of house in multiple occupation – June 2006
Trees and Development SPD – September 2007

Procedural Matters Relating to the Development Plan and the NPPF

The Joint Core Strategy and Replacement Local Plan (RLP) have been adopted since the introduction of the Planning and Compulsory Purchase Act in 2004. With regard to paragraphs 211 and 215-216 of the National Planning Policy Framework (NPPF), both sets of policies have been subjected to a test of compliance with the NPPF. The 2011 JCS policies and the 2004 RLP policies above are considered to be wholly and mainly compliant with the NPPF. Where discrepancies or inconsistent policies relate to this application they are identified and discussed within the report; varying degrees of weight are apportioned as appropriate.

Other Material Considerations

Written Ministerial Statement: 23 March 2011: Planning for Growth
Support of enterprise and sustainable development.
The Localism Act 2011 – s143 Local Finance Considerations

The NPPF states that where a 5 year land supply cannot be demonstrated, applications for housing should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up-to-date.

Since the Norwich Policy Area does not currently have a 5 year land supply, Local Plan policies for housing supply are not up-to-date. As a result the NPPF requires planning permission to be granted unless:

"Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits ... or Specific policies in the NPPF indicate development should be restricted".

Emerging DM Policies

Development Management Policies Development Plan Document – Regulation 22 submission version (April 2013).

The Council submitted the Development Plan Policies local plan and Site Allocations and Site Specific Policies local plan for examination in April 2013. The examination process is now complete with the publication of the Inspector's report for each plan, dated 13th October, 2014 (available at <http://www.norwich.gov.uk/Planning/Pages/DMAAndSAPoliciesPlans.aspx>). Significant weight must now be given to all the following policies, as proposed to be modified by the Inspector's reports, pending formal adoption.

- DM1 – Achieving and delivering sustainable development
- DM2 – Ensuring satisfactory living and working conditions
- DM3 – Delivering high quality design
- DM4 – Providing for renewable and low carbon energy
- DM6 – Protecting and enhancing the natural environment
- DM9 – Safeguarding Norwich's heritage
- DM11 – Protecting against environmental hazards
- DM12 – Principles for all residential development
- DM13 – Communal development and multiple occupation
- DM28 – Encouraging sustainable travel
- DM30 – Access and highway safety
- DM31 – Car parking and servicing
- DM33 – Planning obligations and development viability

Principle of Development

Policy Considerations

16. The site provides the opportunity for new housing on a brownfield site with good access to local services and neighbouring facilities. The application site is now entirely surrounded by residential development, the site to the east on the Dereham Road frontage, formerly occupied by a petrol filling station, having been redeveloped for housing. Residential use would be compatible with the character of the area and approved and existing densities of housing development. The re-use of land is encouraged by the NPPF and local policies HOU13 and HOU18. As such the scheme accords with local and national policies for development and re-use of land and is considered to be an appropriate and preferred alternative use for the site.
17. The applicants previously advised that the 'scout hut', that formerly occupied a small part of the site, was removed some years ago. Whilst local plan policy AEC3 offers some protection to buildings in community use, that protection does not extend to seeking to retain the use, irrespective of whether or not there is a standing building. In addition given that the 2009 permission was granted for redevelopment of the site there is no objection, in principle, to the site being put to an alternative use.
18. The principle of providing for dwellings on this site is acceptable and will help meet the housing needs within Norwich. As set out above as Norwich does not have a 5 year land supply, policies relating to housing within the local plan have no weight.

As such the main issues in assessing any future application on the site are the impact upon land stability, design, living conditions of future and existing residents, parking and servicing. These are addressed below.

Land stability

19. At the time of the earlier application reference was made to PPG14 which gave advice in relation to the determination of planning applications where ground conditions are an issue. The NPPG now provides information on ground stability to local authorities and developers to ensure that development is appropriately suited to its location, and that there are no unacceptable risks caused by unstable land or subsidence. The role of the planning system is in minimising the risk and effects of land stability on property, infrastructure and the public; helping ensure that various types of development should not be placed in unstable locations without various precautions; and to bring unstable land, wherever possible, back into productive use.
20. The area of Dereham Road/Dell Crescent is one known to have experienced subsidence due to poor ground conditions and is referred to in the adopted local plan policy EP2 as a location where appropriate tests must be carried out to establish ground conditions. A comprehensive geotechnical report, including analysis of boreholes sunk on site, was submitted with the original application and the agent has confirmed that this report is still relevant and that no changes in circumstances have occurred since that time. The report notes that chalk quarrying was carried out on the site between the late 19th c. and 1921 and that there is also evidence of a lime kiln.
21. A subsidence event in 1990 on the highway adjoining 5 & 6, Dell Crescent is noted: this was due to a tunnel collapse which the City Engineer addressed by infilling with concrete. The report notes that the application site has been deep filled, so that there is a deep layer of made-up ground over chalk. Previously Members were advised that the report recommends that the building would need very deep piled foundations; it does not favour the possible alternative of ground treatment. The report notes that the chosen construction method will need to take account of any effects on the stability of adjoining structures, including the retaining wall. All technical construction matters remain subject to control under the Building Regulations.
22. Where the investigations identifies risks are acceptable or that they can be mitigated to an acceptable level then the Authority can proceed to decision subject to appropriate conditions or obligations to mitigate land stability. In the circumstances and as nothing has changed on site to vary the previous conclusion to approve permission in 2009 for essentially the same scheme as that now applied for, the current application is considered to be acceptable subject to the conditions as previously imposed for the development to be carried out in accordance with recommendations in the geotechnical report and submission of a completion report to confirm ground stability issues have been addressed.

Transport and Access

Vehicular Access and Servicing

23. With this and the earlier application a main issue for residents objecting to the

scheme concerns the proposal to provide vehicular access to the scheme via Dell Crescent. There is an existing set of gates on the northern frontage of the site, along with a dropped kerb, indicating that vehicular access to the 'scout hut' was from Dereham Road. In practical terms it would be possible to access the proposed development from Dereham Road, however this is a principal highway defined as being part of the major road network where local plan policy TRA18 states that new access direct to the major road network will not be permitted unless there is no practical alternative.

24. The purpose of the policy is to ensure that the main roads work efficiently, in order to encourage or direct traffic to them rather than smaller roads. Were the existing Dereham Road access to be used the policy would not technically be breached, nevertheless the proposed development could at various times generate more traffic than the scout hut and as previously agreed it would be undesirable for this to go directly onto Dereham Road.
25. Dell Crescent is a short and not particularly wide cul-de-sac. It services 44 residential premises: 8 houses and 36 flats in two separate blocks. The proposed flat block would increase the number of residential premises serviced by the road. It is not considered to be an unreasonable level of increase of traffic to this road. Because the hammerhead at the end of the Dell Crescent cul-de-sac directly abuts the application site no substantive works outside the site boundaries are required to link the road and site. However, because of the difference in levels between Dell Crescent and the site (1-2M.), the access road would be ramped within the site. The potential design is considered acceptable to provide access to the site.

Car Parking and Cycling Parking

26. Some residents are concerned that the level of car parking provision is inadequate and would give rise to parking in Dell Crescent. There are 4 garages and 4 other spaces proposed: 1 space per two bedroom flat. The provision equals the maximum allowed under the Council's adopted parking standards: any more spaces would breach the standard set out in policy TRA6 of the adopted local plan. Any person seeking to park in Dell Crescent would find it difficult to do so other than at risk to the safety of their vehicle.
27. The site is also within an area close to transport links in and out of the city. Within the scheme secure bicycle parking is also provided within the rear parking area. The parking area is overlooked and relatively safe for users of the flats. Proposed levels of parking are in line with the maximum suggested by policy and as such this level of provision accords with local policy and advice on encouraging sustainable modes of transport and car usage.
28. The central courtyard space is approximately 13.4 metres by 6 metres (plus 5 metres for parking bay depth) which should be sufficient for vehicles expected to use this space to turn within the site and leave in a forward gear back onto Dell Crescent. The design of surfacing details and access could be secured by way of condition to ensure a suitable finish to the scheme and an adequately designed and protected access.

29. As with the earlier scheme the proposal has been designed with a communal bin storage space to accommodate the bin requirements at the front of the site. This is shown as holding five 660 litre bins but would need to be updated to show storage for 1,100 litre bins as now used. The facilities are capable of access from the adopted highway but would require further design detail to show final appearance and access arrangements to ensure a suitably designed enclosure within the street scene and minimum disruption to the highway and damage to street trees. The transport officer has confirmed that access here is acceptable and, subject to conditions, the scheme makes adequate provision for servicing.

Design

Layout, Form and Scale

30. The proposal is for the erection of a three storey building comprising eight apartments, with four ground floor garages, four other car parking spaces being laid out on a hard standing. All the flats comprise two bedrooms. Vehicular and pedestrian access to the site would be from Dell Crescent, shortly before the end of this cul-de-sac. An additional pedestrian access from Dereham Road is proposed. The building line on the Dereham Road frontage would be marginally forward of the flat block to the west and slightly behind the flat block to the east.
31. The proposed block would have a shallow pitched roof, with a projecting gable facing Dell Crescent. The main facing material would be a red brick, with some buff brick detailing and an element of timber cladding on the north elevation. Roof tiles would be grey. Covered cycle storage is provided within the vehicular hard standing. The parking areas will be lit by street lighting. The refuse bin enclosure abuts the Dereham Road frontage; there is a pedestrian only access on this frontage.
32. The proposed refuse area needs to be carefully detailed as it abuts directly onto Dereham road and could if detailed well enhance the view as it is currently a concrete post and chain link fence. The screening of the proposed property will be crucial to the integration of the site into the surroundings. The replacement tree species should be of a size to make an immediate impact and be compatible the proposed boundary treatment. This will help reduce the impact for the neighbouring properties and also enhance views into the site from Dereham Road.
33. The area in general does not have one distinct style and is made up of a range of dwellings types as you move away from the centre of Norwich. The proposed building is of a scale and appearance which should fit reasonably well into the character of the area. Additional landscaping is suggested to help with the setting of the building. The ancillary storage buildings could have a bearing on the setting of the main building and should be designed to fit with the general layout of the site and aid interpretation of its operation. As such the scheme is considered to be acceptable subject to relevant conditions requiring details of materials; landscaping; stores etc.
34. Boundary treatments are not detailed in the application and in the interests of the visual amenities of the area approval should be subject to a condition requiring details of such treatments to be agreed. The site is currently secured on all sides by chain-link fencing. The boundary to the south is a retaining wall. It was previously

reported that whilst the structural integrity of the wall is not a planning matter *per se* (non-planning issues may be dealt with under a Party Wall agreement if relevant) it would be possible, via the boundary treatment condition, to seek to ensure that this wall was not part of changes to boundary treatments. This is still considered to be relevant with Dell Crescent having been subject to subsidence in the recent past, due to the mineral workings in the vicinity (see above).

Impact on Living Conditions

Overlooking and Overshadowing

35. The closest corner to corner distance of the new building to recently built flats on the adjacent development are 22.5 to 32 metres. Whilst trees are shown as being removed along the east boundary additional planting is shown around the site to help re-establish the landscape setting of the area.
36. The building is shown as part of the line of properties running along the south side of Dereham Road. These will be relatively equally spaced and of similar forms. The positioning of the building would not therefore result in any significant impact on the amenities of existing residents in the area.

Environmental Issues

Noise

37. The development site is situated on Dereham Road which is a main connecting route between the city centre and the A47 and then onto the western part of the county. As such there are high levels of traffic using the road, including a significant proportion of HGV and PSV. To ensure that the associated traffic noise does not become a source of nuisance to the future residents, it is suggested that any windows on the front and sides of the building are suitably specified to afford adequate protection in line with the World Health Organisation - Guidelines on Community Noise for internal noise levels.
38. This will involve the developer carrying out an environmental noise assessment at the site to accurately specify the window requirements and dependant on the noise levels it may be necessary to include additional ventilation such that background ventilation can still be provided with the windows closed. A condition is therefore suggested requiring submission of noise attenuation details.
39. With the previous application it was noted that the nature of foundation construction could give rise to concerns about noise within the area. Indication is given in the earlier application that the developer would look closely at the construction methods to be used. However; the precise timings and methods of construction were not completely known and it was considered reasonable to impose a condition requiring details to be agreed of the means by which neighbours would be protected from excessive disturbance during the construction period e.g. timing of works on site. This issue remains for the current application and it is considered reasonable to re-impose such a condition.

Site Contamination and Remediation

40. The development site is situated within a relatively small area historically excavated for materials. As is common with such sites there may have been an unknown quantity of unrecorded material deposited to restore ground levels at the site.

Therefore there is a possibility of contamination being present on the site as a result of either the previous commercial use or the material used for infilling. It is therefore recommended that relevant standard conditions now used should be imposed relating to remediation, validation and to stop works if unknown contaminants are found on site during construction of the development.

Archaeology

41. Given the Historic Environment Service's comment on the earlier application no archaeology conditions are proposed. An informative is however suggested in relation to possible flint workings within the area.

Sustainable Construction and Water Conservation

42. The size of the development is below the threshold for an energy efficiency statement. The agent has indicated that the scheme can be designed to incorporate facilities to limit internal water consumption. It would therefore be reasonable to impose a condition requiring the development to meet appropriate levels of water usage as promoted by JCS policy 3.

Trees and Landscaping

Loss of Trees or Impact on Trees

43. This site is part of a chain of green spaces large and small that stretch along the Dereham Road corridor towards the city centre, and any ecological enhancements that can be incorporated into this proposal could have wider-ranging benefits. The trees proposed for removal are self-sown specimens, mainly sycamores, that currently offer little ecological value and there is no objection to the removal of these. However, there does appear to be a discrepancy in the proposals for replacement tree planting. In an urban setting like this, there is no issue about the use of at least a proportion of non-native tree and shrub species.
44. An Arboricultural Implications Assessment has previously been prepared for the site. There is one class B tree considered worthy of retention, on the Dereham Road frontage, and this is to be kept. There are two class A beech trees on the verge between the site and Dereham Road and two further highway trees on each side of the existing crossover to the site. The latter are not currently included in the survey or tree protection plan. No mention is made of where the site will be accessed from during the build phase. Given that some changes to trees have occurred since the previous application these need to be included and factored in to the protection measures including restricting construction parking on the verge to aid tree protection. Conditions requiring a detailed tree planting scheme and for tree protection measures to be undertaken during construction are therefore suggested.

Replacement Planting and Ecological Enhancements

45. The recommendations of the ecological assessment should be followed to ensure that no harm or disturbance is caused to nesting birds, bats or hedgehogs that might be present or use the site for breeding or foraging purposes. The site does not appear to have been intensively managed for some time and it is possible that amphibians (frogs, toads or newts) may be present although the number is likely to be very small. The mitigation measures outlined for hedgehog will, to a large extent, apply to them too.

46. The ecological assessment recommends several biodiversity measures that could be incorporated into the development. The outline of the landscape proposal indicates that 60% of the site will remain under vegetation, and that apart from the trees this will be principally under grass, although no details are given (for example, will the grassed areas be wholly close-mown amenity grassland, or will a proportion of them be managed in a more 'wildlife friendly' manner).
47. Further details of biodiversity measures, landscaping and tree replacement are suggested by way of condition to ensure that amenity and ecological functions are addressed for the site. The details should also be accompanied with a preparation method statement including preparation of the ground, any root protection methods as appropriate, short term and long term management plans and who is responsible for the maintenance of the site post construction.

Local Finance Considerations

48. Under Section 143 of the Localism Act the council is required to consider the impact on local finances. It is a material consideration when assessing this application. The benefits from the finance contributions for the council however must be weighed against the above planning issues. In this case the financial considerations are relatively minor and therefore limited weight should be given to them.

Financial Liability	Liable?	Amount
New Homes Bonus	Yes	Based on council tax band. Payment of one monthly council tax amount per year for six years
Council Tax	Yes	Band not yet known
Community Infrastructure Levy	Yes	£75 per square metre

Planning Obligations

Affordable Housing

49. The scheme is for eight flats in a single block with a policy requirement for two affordable units. No acknowledgement of the policy is given in the submitted documents but the agent has confirmed that the applicant would be happy to proceed with the first draft of the agreement and an undertaking for legal costs to prepare a draft s106 for affordable housing provision has been provided.
50. On the basis that it will be unlikely that the applicant will want to spend time now to find out if an RP might be interested in taking on affordable houses on site format for the S106 agreement is suggested along the lines of: a) provide two units on site; b) before going to off-site contribution provide evidence of approaches to 6 RP's and no expressions of interest having been received following 6 months; and c) provide off-site contribution to policy calculation.
51. No viability issue has been raised at this stage. If it were and we agreed the scheme was not viable then consideration would be given to encouraging

implementation of the scheme e.g. if agreed then would suggest the permission/S106 agreement is termed to require 18 month to start on site and then 12 or 18 months to occupation to avoid full liability of the affordable housing element. The S106 would revert to a); b) and c) above if development was not achieved within these timeframes (with no overage clause).

Conclusions

52. The principle of the residential redevelopment of this vacant site is still considered acceptable in the circumstances of the wholly residential surroundings. The land stability issue is recognised and given due consideration with this and the earlier application. The approach to development outlined within the ground investigation report is considered to be acceptable and conditions are suggested to be repeated on any new permission. The vehicle, cycle and refuse storage provision meets adopted Council standards. Whilst the concern of Dell Crescent residents at additional traffic on their road is understandable, the level of additional traffic is not considered excessive, to the extent that the provision of a vehicular access to Dereham Road should be sought.
53. A three storey building is compatible with the three storey flat blocks on either side of the side on the Dereham Road frontage, in Dell Crescent and Whistlefish. Residential premises adjoining the site have flank elevations facing the proposed development and there would be no substantive loss of privacy by overlooking. The landscaping scheme would soften the visual impact of the proposed block.

RECOMMENDATIONS

To approve application no 14/00618/F Vikings Venture Scout Hut adjacent to 420 Dereham Road Norwich NR5 8QQ and grant planning permission, subject to:

- (1) the completion of a satisfactory S106 agreement by 1st February 2015 to include the provision of affordable housing and subject to the following conditions:
1. Standard time limit.
 2. Development to be in accord with submitted drawings, documents etc.
 3. Precise details of external facing materials.
 4. Details of refuse storage enclosures.
 5. Details of courtyard and pedestrian access, car parking and cycle storage.
 6. Details of Landscaping, landscape maintenance.
 7. Details (plans/sections) of access road highway reinstatement.
 8. Details additional AMS for tree protection.
 9. Development in accord with AIA;
 10. Development to be carried out in accordance with recommendations in geotechnical report.
 11. Submission of a completion report to confirm ground stability issues addressed.
 12. Not less than 3 months before commencement of development, applicant to submit protocol on means to protect neighbours from excessive disturbance during construction period.
 13. Protection of individual dwellings from noise daytime & nighttime.
 14. Existing contamination – submission of details prior to development.
 15. Existing contamination - submission of verification report prior to first

- occupation.
16. Stop works if unknown contamination found.
 17. Certification of imported materials.

Informatives

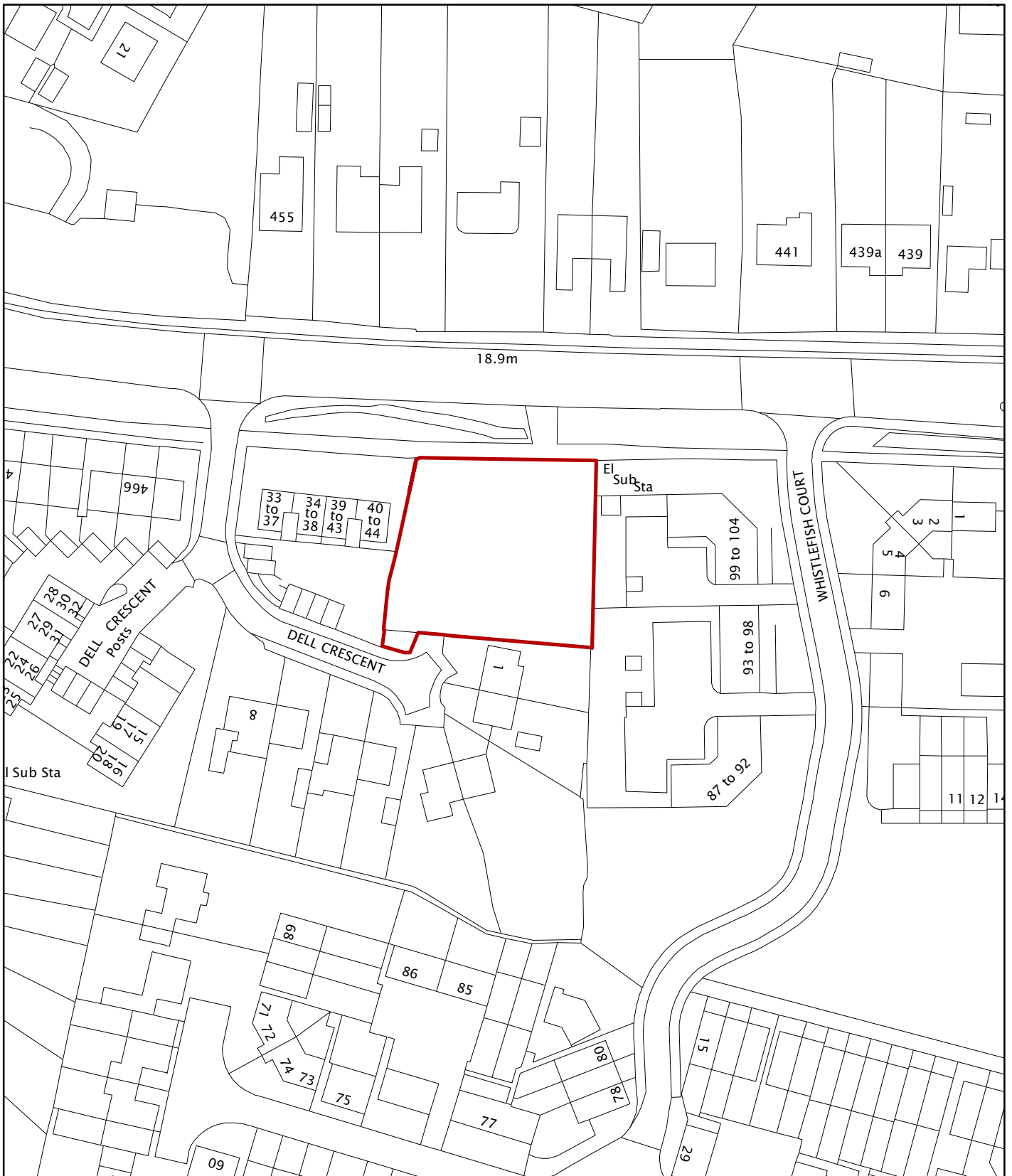
1. CIL
2. Considerate Constructors
3. Contents of protocol to cover noise audible at boundary at various times, mitigation of vibration effects etc.
4. Advice re. previous archaeological site evaluation.
5. Protection of wildlife
6. Shared surface matters
7. Refuse and recycling bins
8. Vehicle crossovers/dropped kerbs
9. Address naming and numbering

Article 31(1)(cc) Statement

The local planning authority in making its decision has had due regard to paragraph 187 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations, the application has been approved for the reasons outlined within the Officers committee report with the application.

(2) where a satisfactory S106 agreement is not completed prior to 1st February 2015 that delegated authority be given to the Head of Planning Services to refuse planning permission for Application No 14/00618/F Vikings Venture Scout Hut Adjacent To 420 Dereham Road Norwich NR5 8QQ for the following reason:

Policy 4 of the Adopted Joint Core Strategy for Broadland, Norwich and South Norfolk (March 2011) seeks the target provision of 20% affordable housing on sites of 5 to 9 dwellings in line with the most up to date housing market assessment. No affordable housing provision has been provided for within the scheme, nor has it been demonstrated that the provision of affordable housing would render the scheme unviable and therefore in the absence of a legal agreement relating to the provision of affordable housing the proposal is considered to be contrary to policies 4 and 20 of the Adopted Joint Core Strategy for Broadland, Norwich and South Norfolk (March 2011) and would undermine the objectives of the National Planning Policy Framework to deliver housing need in affordable housing in sustainable locations



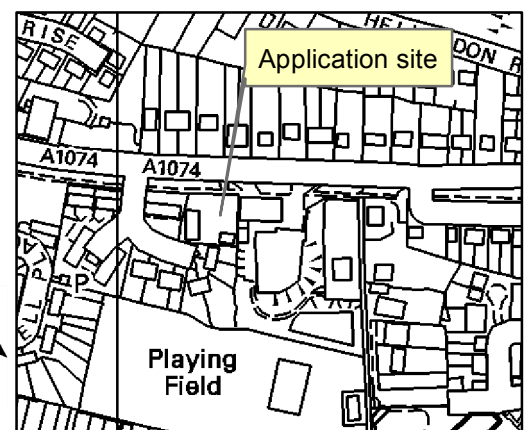
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Planning Application No 14/00618/F
 Site Address Vikings Venture Scout Hut
 Adjacent to 420 Dereham Road
 Scale 1:1,000

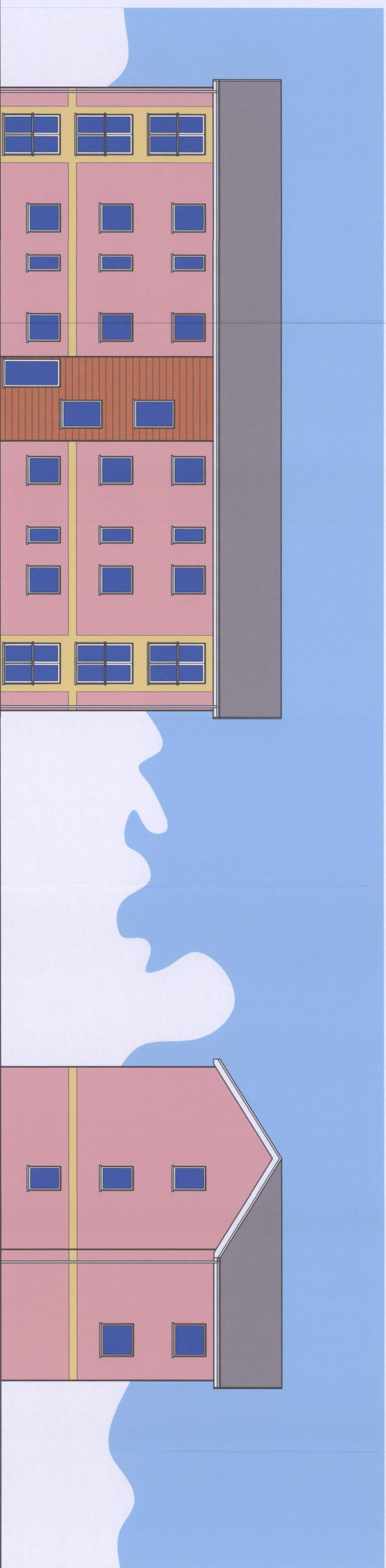


NORWICH
 City Council

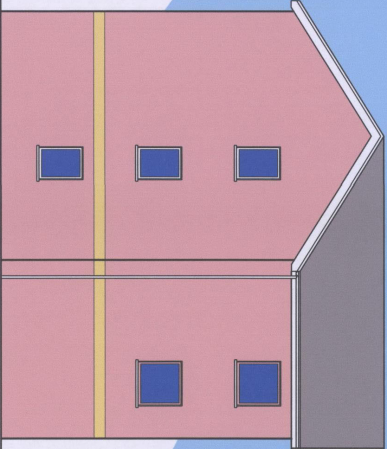
PLANNING SERVICES



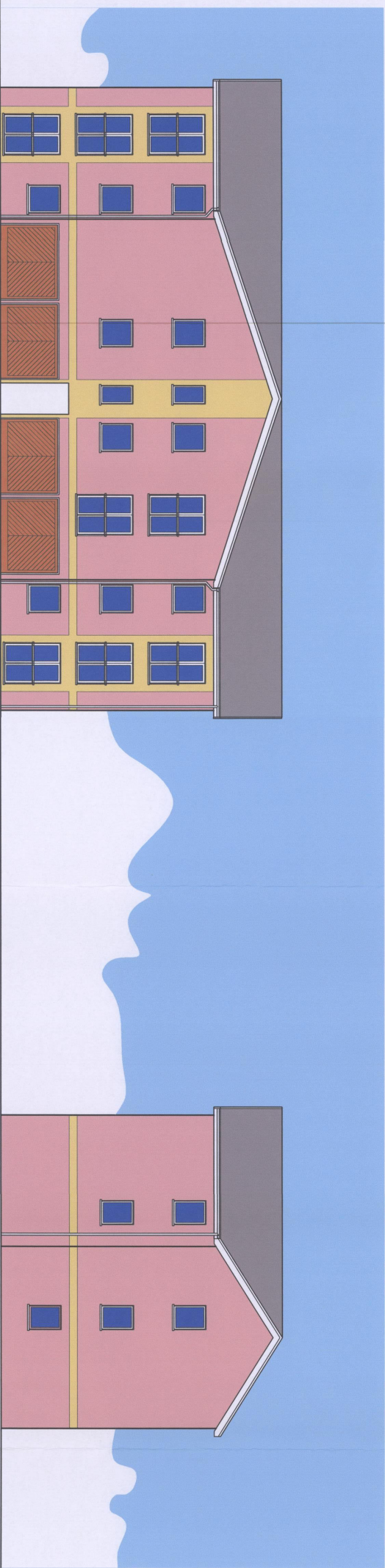




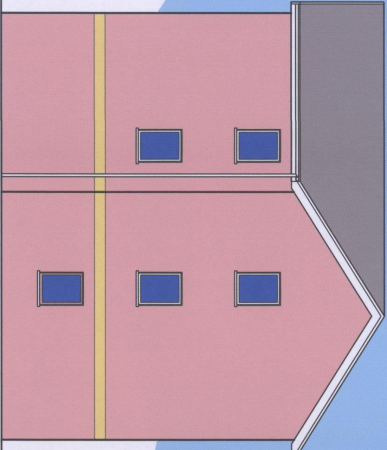
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

