



PLANNING APPLICATIONS COMMITTEE

10.00am – 2.45pm

31 March 2011

Present: Councillors Bradford (chair), Gee (vice chair) (to end of item 8), Blower, Collishaw, Little, Lubbock, Read (substitute for Councillor Haynes) (to beginning of item 7), Offord and Wright (J)

Apologies: Councillors Banham, Driver, Haynes and Lay

1. DECLARATIONS OF INTEREST

Councillor Offord declared a pre-determined view in item 8, below, Application Nos 10/02177/F and 10/02178/L, Ferry Boat Inn 191 King Street, Norwich, and did not intend to speak or take part in the determination of that item.

Councillor Read declared a personal interest in item 7, below, Application No 11/00071/U Queen Charlotte 286 Dereham Road Norwich, because he knew the applicant.

2. MINUTES

RESOLVED to agree the accuracy of the minutes of the meeting held on 3 March 2011.

3. APPLICATION NO 10/02162/F, GARAGES ADJACENT TO 73 PECKOVER ROAD, NORWICH

The senior planner (development) presented the report with the aid of plans and slides. He referred to the supplementary report of late additions to reports (circulated at the meeting) and said that two further representations had been received in respect of this application from local residents, who had previously made representations to this application. Members were advised that the redevelopment of the other nearby garage site had been assessed and discussed with the applicant, but was not considered to be a suitable alternative site for redevelopment because of access, density and amenity issues. The application was recommended for approval as set out in the report with an additional condition requiring bat and bird boxes to be installed on the site to further enhance the biodiversity of the environment on the site.

A local resident then addressed the committee with his objections to the scheme including: concerns about the consultation process and communication from the council about the committee meeting; there was a demand for the garages and that

there were too many cars parked on Peckover Road which was on a bus route; and that the photographs taken of the car park were taken when it was not busy.

The agent then responded and explained about the public consultation and the proposal. He confirmed that the garage site further up the hill had been considered but was not the right site to develop but this site provided an opportunity for garage tenants to relocate.

The senior planner said that there had been a pre-application event arranged by the council's housing services which had involved tenants and other residents. The planning consultation had been more extensive than would be expected for a site of its size and a notice had been put up at the site. It was clear from the responses that members of the public did see the notice. The senior development officer (enabling), housing services, explained that there were pre-application letters sent to local residents and garage tenants.

During discussion committee members expressed concern that whilst planning services had contacted neighbours and put up a site notice, letters should have been sent to the garage tenants and this would be good practice if further sites came forward for development. Members were also advised that tree maintenance had been discussed with the agent.

RESOLVED, with 7 members voting in favour (Councillors Bradford, Little, Gee, Lubbock, Wright, Offord and Blower), no members voting against and 2 members abstaining (Councillors Read and Collishaw) to approve Application No 10/02162/F, Garages adjacent to 73 Peckover Road Norwich, and grant planning permission, subject to the following conditions:

1. Standard time limit;
2. Development in accordance with the submitted plans;
3. Compliance with the arboricultural implications assessment and method statement for construction and protective fencing. Provision of an auditable system of arboricultural site monitoring.
4. Provision of the sheds, parking areas, cycle stores and refuse storage areas prior to first occupation;
5. Submission of a landscaping scheme including:
 - (a) details for replacement tree planting;
 - (b) hard and soft landscaping details including details for site frontages and all boundary treatments;
 - (c) details of the future management and maintenance of the landscaped areas;
 - (d) provision of landscaping prior to first occupation.
6. Details of bricks, tiles, solar panels and timber cladding colour to be used in the development;
7. Site contamination investigation and assessment to be carried out and if contamination is found a scheme of remediation and mitigation to be agreed and carried out. Should during development, contamination not previously identified be found development is to cease pending details to deal with contamination;
8. Proposals to meet code for sustainable homes level 4 for water.
9. Provision of bat and bird nesting boxes on the site.

The following informative notes should be appended to any consent::

1. Considerate construction and timing to prevent nuisance;
2. An asbestos survey should be carried out;
3. Materials removed from site should be classified and disposed of at suitable licensed facilities;
4. Site clearance to have due regard to minimising the impact on wildlife.

(Reasons for approval: The decision has been made with particular regard to PPS1, PPS3, PPS9, PPG13, policies ENV7, T8, T14 and WM6 of the adopted East of England Plan, policies 1, 2, 3, 4 and 20 of the emerging Joint Core Strategy and saved policies NE2, NE9, HBE12, EP1, EP18, EP20, EP22, HOU13, SR3, TRA5, TRA6, TRA7 and TRA8 of the adopted City of Norwich Replacement Local Plan.

The proposals provide for the redevelopment of an existing brownfield garage site. Alternative provision is limited for this site, however current local plan parking policies seek to minimise the reliance on the private car and whilst matters of highway safety and congestion are material planning considerations, it is not considered in this case that the proposals would have any significant detrimental impacts in these areas. The site has good connections to nearby services and is considered to be an appropriate location for new residential development. The layout and design of the proposals are considered to be acceptable given site constraints and subject to conditions. The scheme provides adequate parking and servicing space and makes proposals for enhancing footpath links in the area. The scheme is laid out to retain existing trees around the site and also allows potential for further landscape and biodiversity enhancement to improve the amenity of the area. It is not considered that there are any significant detrimental impacts to the amenities of adjacent properties. The proposals are therefore considered to be acceptable subject to the conditions imposed.)

4. APPLICATION NO 11/00369/F 21 AND 23 HORNING CLOSE NORWICH NR5 8DN

The planning team leader (development) presented the report with the aid of plans and slides, and supplementary report of late additions to reports (circulated at the meeting). The applicant had provided clarification that there was no intention to move the existing fence between numbers 25 and 27 Horning Close and the resident concerned had been advised of this in writing as requested. A representation had also been received from Councillor Makoff, ward councillor for Wensum ward, expressing concerns about location of the proposed bin store and that there was potential for fly-tipping and anti-social behaviour. The response to this was set out in the supplementary report.

Councillor Read, ward councillor for Wensum Ward, said that he was encouraged that the waste and recycling facilities and supported the scheme. He said that he had some concerns about the ground conditions.

Councillor Lubbock welcomed the density of the proposal as good use of land to provide affordable housing.

RESOLVED To approve Application No 11/00369/F 21 and 23 Horning Close and grant planning permission, subject to the following conditions:

1. Standard time limit (3 years)
2. In accordance with submitted plans and details as amended
3. In full accordance with submitted Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan.
4. No occupation until sheds, parking area and bin store provided
5. Submission of a landscaping scheme including:
 - (a) hard and soft landscaping details including site frontages and communal areas including details of all boundary treatments;
 - (b) details of site lighting;
 - (c) close boarded fencing to have 13cm gaps at ground level;
 - (d) details of the future management and maintenance of the landscaped areas;
 - (e) provision of landscaping prior to first occupation.
6. Details of bricks, tiles and solar panels to be used in the development.
7. Proposals to meet code for sustainable homes level 4 for water.

Informatives:

1. Considerate construction and timing to prevent nuisance.
2. Materials removed from site should be classified and disposed of at suitable licensed facilities.
3. Site clearance to have due regard to minimising the impact on wildlife.

(Reasons for approval: The proposed development would replace two existing dwellings on the site and provide six new two-bedroom flats. The flats would each have a private garden area with individual shed to provide cycle parking provision and would have access to a communal bin store and parking area to the site frontage. Although the proposal would result in the loss of four trees, replacement planting is proposed and this is considered acceptable in this instance. The proposed development would be unlikely to result in any material detriment to the living conditions of existing residents around the site and would provide an acceptable standard of amenity for future residents. The proposal would result in the more efficient use of land and would also provide for affordable housing within the area which would help to balance the mix of housing provision available and meet an identified need. The design details of the scheme are considered acceptable and in keeping with the character and appearance of the surrounding area and the proposal would meet code 4 of the Code for Sustainable Homes and include provision for energy efficiency. The proposal is considered unlikely to have a detrimental impact in terms of wildlife and habitat and, subject to condition, the ecological impact of the scheme is considered acceptable.

The proposal is therefore considered to meet the relevant guidance contained in PPS1, PPS3, PPS9 and PPG13, the policies ENV7, T8, T14 and WM6 of the East of England Plan 2008, policies 1, 2, 3, 4 & 20 of the emerging Joint Core Strategy and saved policies NE9, HBE12, HBE19, EP18, EP20, EP22, HOU18, TRA5, TRA6, TRA7 and TRA8 and all other material considerations))

5. APPLICATION NO 10/02193/F LAND AT THE CORNER OF STAFFORD STREET AND BELVOIR STREET, NORWICH

The senior planner (development) presented the report with the aid of plans and slides and referred to the supplementary report of late additions to reports (circulated at the meeting), in particular to the adoption of the Joint Core Strategy for Norwich, Broadland and South Norfolk on 24 March 2011, and that it now formed part of the development plan for the area and full weight should be given to its policies and that the site was no longer adjacent to the Heigham Grove conservation areas. Two further representations had been received from local residents who had previously made representations to the application. These were reproduced in the supplementary report and had been circulated to members of the committee. The issues relating to car parks use and the use by the school were covered in paragraphs 23 to 25 and 35 to 39 in the main report. Members were advised that it was not in the remit of the planning applications committee to amend or overturn the decision of the council's executive on 28 July 2010 to dispose of the site, but to consider the proposals against planning policy and other material considerations.

Two local residents then addressed the committee with their objections to the scheme and displaying slides to demonstrate car park use at various times of the day; that there were 420 permit users within the controlled parking zone (CPZ); querying the council decision to dispose of the site as a car park without public consultation; lack of parking facilities for visitors to residents; that the majority of residents were opposed to the loss of the car park; and that if the proposal went ahead there should be 3 houses rather than 5 to allow for some car parking to be retained.

The agent then addressed the committee. He said that people picking up or dropping off children at the school should not be using the car park and reiterated that the application before the committee was for 5 affordable units.

Discussion ensued in which members noted the low level of use in the car park and considered that there might be some benefit to residents if people were not using the car park to drop off or collect children who attended the school as there would be fewer cars in the immediate area. Permit use within the CPZ was also considered. It was pointed out that the residents of this car free development would not be eligible to apply for a permit, including visitor permits. Members considered that residents of the new development should be encouraged to join a car share scheme.

RESOLVED, with 7 members voting in favour (Councillors Bradford, Little, Gee, Lubbock, Wright, Offord and Blower), 1 member against (Councillor Collishaw) and 1 member abstaining (Councillor Read, having not been present at the previous meeting when the application was considered) to approve Application No 10/02193/F Land at the corner of Stafford Street and Belvoir Street, Norwich and grant planning permission, subject to the following conditions:

1. Standard time limit;
2. Development in accordance with the submitted plans;
3. Tree protection conditions to ensure:
 - (a) compliance with the arboricultural implications assessment and method statement for construction;

- (b) a further arboricultural method statement for the provision of boundary treatments to the southeast of the site within root protection areas;
 - (c) trenchless provision of services within root protection areas;
 - (d) a pre-demolition site meeting between the developer's appointed consulting arborist, demolition site agent, and the Council's tree protection officer takes place;
 - (e) all demolition and construction works carried out within any root protection area are carried out under arboricultural supervision;
 - (f) an auditable system of arboricultural site monitoring is implemented to the approval of the Council's tree protection officer.
4. Provision of the sheds, parking areas and refuse storage areas prior to first occupation;
 5. Submission of a bat foraging survey and if bats are using the site for foraging submission of mitigation and enhancement measures;
 6. Submission of a landscaping scheme including:
 - (a) hard and soft landscaping details including site frontages and communal areas including details of all boundary treatments;
 - (b) details for the piece of land between the site and the gable wall of number 2 Stafford Street, to include a boundary with a secure gate along the southern boundary as far as the gable wall;
 - (c) details of site lighting;
 - (d) close boarded fencing to have 13cm gaps at ground level;
 - (e) details of the future management and maintenance of the landscaped areas;
 - (f) provision of landscaping prior to first occupation.
 7. Details of bricks, tiles, solar panels, window lintels and sills to be used in the development;
 8. Site contamination investigation and assessment to be carried out and if contamination is found a scheme of remediation and mitigation to be agreed and carried out. Should during development, contamination not previously identified be found development is to cease pending details to deal with contamination;
 9. Details for the provision of the on-site public parking bays, including details of operation and signage.
 10. Proposals to meet code for sustainable homes level 4 for water.

The following informative notes should be appended to any consent::

1. Residents of the new dwellings will not be eligible for parking permits;
2. The applicant is encouraged to offer car club membership to prospective tenants of the properties.
3. Considerate construction and timing to prevent nuisance;
4. Materials removed from site should be classified and disposed of at suitable licensed facilities;
5. Site clearance to have due regard to minimising the impact on wildlife.

(Reasons for approval: The decision has been made with particular regard to PPS1, PPS3, PPS9, PPG13, policies ENV7, T8, T14 and WM6 of the adopted East of England Plan, policies 1, 2, 3, 4 and 20 of the emerging Joint Core Strategy and saved policies NE9, HBE12, EP1, EP18, EP20, EP22, HOU13, SR3, TRA3, TRA5, TRA6, TRA7 and TRA8 of the adopted City of Norwich Replacement Local Plan.

The site is a brownfield site located to the west of Norwich within easy walking distance of the Dereham Road local centre. The site is in a sustainable location for new housing with good pedestrian, cycle and public transport links to the City Centre. The proposals would increase pressure for on-street parking, however it is considered that this can only be a material consideration where there are demonstrable safety issues that cannot be resolved by the introduction or enforcement of on-street parking controls. This particular area is already fully covered by on-street parking controls that should deal with any highway safety issues. Given the constraints of the trees the layout and design are considered to be the most effective way to efficiently redevelop the site and it is not considered that the layout would lead to any significant detrimental affects to the amenities of nearby residents. Subject to the conditions imposed the proposals are considered to be acceptable and in line with development plan policy.)

6. APPLICATION NO 10/02101/F CAR PARK (CORNER DOURO PLACE) WYMER STREET, NORWICH

The senior planner (development) presented the report with the aid of plans and slides.

Five local residents addressed the committee and outlined their objections with the aid of a scale model and slide. Their concerns included: the consultation; access and loss of amenity; loss of car parking provision and that there would be displacement of parking from neighbouring streets; that the design and amenity of the proposal was out of keeping with the houses in Wymer Street; and safety issues for pedestrians and cyclists. Councillor Bearman, county councillor for the Mancroft Division, summed up the issues raised by residents and referred to the petition signed by 82 residents opposing the proposed loss of the car park and pointing out that a proposal for development in the Douro Place car park had been rejected in May 2010.

The agent then addressed the committee and said that the same processes had been applied to this scheme as to the others. There had been some confusion over the naming of the site from the applicants but it had always been clear that this was the intended site. It had not been a deliberate attempt to mislead residents and had come to attention in the pre-application consultations. The scheme would be of high sustainable energy levels; footpaths would be on desire lines and the car park in Douro Place would be made available to permit holders.

The senior planner referred to the report and responded to the issues raised by the residents and the agent. The issue of the misnaming of the car park in the pre-application consultation had resulted in wider consultation at the formal application stage and therefore residents were not disadvantaged in being given the opportunity to respond to the consultation. As shown by the model the site was set back from Wymer Street and the proposed design was considered suitable, given the trees and

access and that the main view would be from Douro Place which had mixed development. It was expected that the development would result in fewer car movements in Wymer Street, once people knew that the car park was not available, and that safety concerns were addressed in paragraph 38 of the report. The amount of overlooking was not considered to be significantly detrimental to warrant refusal in an urban location.

Discussion ensued in which members expressed concern about the ability for vehicles to turn given the narrowness of the street. Wymer Street was a cul-de-sac and the only turning space should the development go ahead would be the entrance to the private development, and that the trees affected visibility. The safety of pedestrians and cyclists would also be compromised. Members considered that there would be a cumulative effect of the scheme proposed for Belvoir Street and Stafford Street and the proposals for the Dereham Road rapid bus transit scheme. It was suggested that the scheme should be car free rather than provide 4 car parking spaces to the residents of the new development. Some members were also sympathetic to the comments of the Norwich Society regarding the design being out of character with the houses in Wymer Street. Councillor Lubbock pointed out that a modern design of building was required in order to achieve the high levels of energy efficiency.

The senior planner referred to the issue of turning at the end and said that it was not ideal but that a condition could be placed on any approval to ensure that the ability to turn was retained and that the entrance to the development was kept open. The solicitor advised the committee that as it was private land there would be no legal right for public access. Officers advised members that as the development site was set back from Wymer Street and the trees obscured the view of the new building, as demonstrated on the scale model, loss of amenity to the character of the street could be challenged. It would also be difficult to sustain the contention that the development would lead to an increase in traffic as the removal of the car park would reduce cars being driven to use it. Members could consider deferring consideration of the application to enable further discussion with the agent on the creation of a proper turning head and make the development car free, reducing traffic movements further. Councillor Lubbock said that she hoped that if the application was refused the agents could bring back a scheme which was car free and with a turning head that was part of the adopted highway.

Councillor Read moved and Councillor Offord seconded that the planning application in respect of this site be refused on the grounds that development would generate additional traffic on this street and on grounds of highway safety as there was not a turning point at the end of this cul-de-sac.

RESOLVED, with 6 members voting in favour (Councillors Bradford, Gee, Offord, Read, Blower and Collishaw), 1 member voting against (Councillor Wright) and two members abstaining (Councillors Little and Lubbock) to refuse Application No 10/02101/F Car Park (Corner Douro Place) Wymer Street, Norwich and to ask the head of planning service to draft reasons for refusal on the grounds of highway safety due to the lack of a turning point at the end of the cul-de-sac and additional traffic generated from the development.

(Reasons for refusal subsequently provided by the head of planning services:-

1. The existing resident's car park whilst not forming part of the adopted highway provides a Council owned turning and waiting area for vehicles accessing Wymer Street. The proposals will result in the loss of the car park and the loss of the turning area with no provision for any replacement public adoptable turning area for vehicles. It is considered that the lack of a turning area would result in congestion of the highway and would be detrimental to highway safety as a result of the conflict between turning vehicles, pedestrians and cyclists utilising the street as a key link into and out of the City Centre. As such the proposals are considered to be contrary to policy T8 of the adopted East of England Plan (May 2008), policy 2 of the adopted Joint Core Strategy for Norwich, Broadland and South Norfolk (March 2011), saved policies HOU13, TRA3, TRA14 of the adopted City of Norwich Replacement Local Plan (November 2004) and the objectives of PPG13, PPS3.
2. The proposals would increase traffic movements along an already congested street. Wymer Street is narrow with space for parking along one side, there are limited areas to pull in and wait for cars travelling in the opposite direction and poor facilities for turning. Further traffic movements would result in further congestion of the highway and would be detrimental to highway safety. As such the proposals are considered to be contrary to policy T8 of the adopted East of England Plan (May 2008) and the objectives of PPG13, PPS3.)

(The meeting was adjourned for a short break and then reconvened.)

7. APPLICATION NO 11/00071/U QUEEN CHARLOTTE 286 DEREHAM ROAD NORWICH NR2 3UU

(Councillor Read had declared a personal interest in this item.)

Councillor Read referred to the comments of the Campaign for Real Ale (CAMRA) and said that in reality the premises was not viable as a public house. He asked members to consider the application on its merits.

(Councillor Read left the meeting at this point.)

The planning team leader presented the report with the aid of slides and plans. As part of the presentation members were shown the locations of public house premises in the vicinity. The planning team leader also referred to the additional representation that was summarised in the supplementary report of late additions to reports (circulated at the meeting).

RESOLVED to approve Application No. 11/00071/U Queen Charlotte 286 Dereham Road Norwich and grant planning permission, subject to the following conditions:

1. Standard time limit (3 years)
2. In accordance with submitted plans and details
3. Use of the premises only as a community centre, with ancillary creche, play group or day nursery and education use only; no use as a place of worship,

clinic, health centre, art gallery, museum, library, law court, or non-residential education and training centre

4. No use of the premises to take place between 2300 hours and 0700 hours
5. No amplified music to be played outside
6. No amplified music to be played on the premises unless in accordance with a scheme to limit the volume of the music and ensure that doors and windows are kept shut
7. No use as approved until details of measures to provide information on sustainable transport to future users of the site have been submitted and agreed
8. No use as approved until secure and covered cycle parking has been provided
9. No use as approved until adequate provision for refuse and recycling storage on site has been identified and the details of the provision have been submitted and agreed
10. Details of external lighting and security measures proposed, including CCTV if required, to be submitted and agreed prior to installation
11. No plant or machinery to be installed on site unless in accordance with details first submitted and agreed

Informatives:

1. Change of use only; any alteration to the fabric of the building or development within the site is likely to require a further planning permission.
2. Considerate construction.

(Reasons for approval:

1. The proposed change of use of the pub to a community centre is considered acceptable in principle, will not result in an unacceptable loss of the last pub in the area, would provide an acceptable alternative community use for the building and is in a location which facilitates access on foot, by cycle or by public transport. The building is considered suitable for the alternative use proposed in design terms and the proposal is also considered acceptable in respect of equality. Subject to conditions, it is considered that the proposal would not have a significant detrimental impact on local living conditions, that adequate provision can be made on site for cycle parking and servicing and that mitigation of the potential transport impacts of the proposal can also be made by the promotion of sustainable means of travel to the site.
2. The proposal is therefore considered acceptable and to meet the relevant policies and guidance of PPS1, PPS4, PPG13, PPS23, East of England Plan 2008 policies ENV7 and WM6, emerging Joint Core Strategy policies 1, 2, 6 and 9 and saved City of Norwich Replacement Local Plan 2004 policies SHO21, AEC2, TRA3, TRA5, TRA6, TRA7, TRA8, NE8, HBE12, EP22 and HBE19 and all other material considerations)

8. APPLICATION NOS 10/02177/F AND 10/02178/L, FERRY BOAT INN, 191 KING STREET, NORWICH, NR1 2DF

(Councillor Offord had declared a pre-determined view in this item and therefore stood down from the committee for the duration of the consideration of the item and did not take part in its determination.)

The senior planner (development) presented the report with the aid of plans and slides, and referred to the supplementary report of late additions to reports for consideration (which was circulated at the meeting). Members were advised of typographical errors to the recommendations in the report and of two further representations, one in support and one objecting to the proposal.

Councillor Grahame, ward councillor for Thorpe Hamlet ward, spoke on behalf of residents. She pointed out that there were a small number of residents opposed to the scheme but that 90% of those she had spoken to were in favour of a scheme that would benefit the wider community. The key issues were the loss of the trees and access to the river.

Representatives of the canoe hire firm and Visit Norwich Ltd then addressed the committee in support of the application, which they considered would benefit the local economy and bring tourists into the city.

The applicant addressed the committee and said that he was aware of the concerns of some residents. There had been a misunderstanding that the backpackers' hostel would be a half-way house hostel which was not the case. S106 funding would be used to provide 20 additional trees. The café would be open to the public and access would be maintained to the river. There was widespread support for the scheme to support tourism in the city and from the Diocese of Norwich.

Discussion ensued in which members considered retaining access to the river and the potential to extend the riverside walk to the north east of the site, should the neighbouring premises be redeveloped in the future. Members also noted that parts of the site were at risk of flooding in the 1:1,000 year event but that the design allowed for compensatory flood plain storage in the car park area.

RESOLVED to approve:

- (1) Application No (10/02177/F Ferry Boat Inn 191 King Street, Norwich, NR1 2DF) and grant planning permission, subject to the completion of a S106 agreement to secure:
 - (i) The transport contribution of £11,400.00;
 - (ii) A contribution towards the provision and maintenance of replacement planting of £11,574.23;
 - (iii) Daytime public access to the centre and northeast corner of the site and necessary works to link the site to any future riverside walk provided on the site to the north.

and subject to the following conditions:

1. Development to be carried out in full accordance with the plans submitted.
2. The bar to be retained as an A4 public house and the Cycle/Canoe hire to be retained for that specific use, and for these to be available on first occupation.
3. A schedule of works and specification for the retention of the flint wall and the door arch in situ, details for their support and protection during demolition works and details for their incorporation into the new buildings, including details of any

repair. The details shall also include measures for the ongoing protection of the door arch.

4. The following details be submitted prior to commencement:
 - (a) Large scale elevations and sections of new window and door joinery, including details of all glazing bars, opening lights, sill details and relationship with cladding;
 - (b) Details of the colour finish to new external timber windows and doors;
 - (c) Species and colour finish of external timber cladding;
 - (d) Colour finish of lime render;
 - (e) Details of all roof materials, including manufacturer, type, finish and colour;
 - (f) A section indicating how the solar panels are to be incorporated into the roof to minimise their projection from the roof slope;
 - (g) Details of all flues for the café and wood burner including their projection material and colour finish;
 - (h) Details of the type, material and colour finish of all rainwater goods;
 - (i) Large scale drawings of the eaves detail;
 - (j) A specification for the provision of the 'living roof' including details of drainage, species;
 - (k) Details for the construction of the brick, chalk and flint walls, including material selection, mortar mix and pointing details.
 - (l) Details of the car park entrance barrier;
 - (m) Details of the openings and grills to the car park including gauge, materials and colour.
 - (n) Details of any bird and/or bat boxes to be provided.
5. Details of a CCTV system to include coverage of the central area and the car park entrance.
6. Archaeology investigation, mitigation and recording.
7. Full details for the provision, management and maintenance of soft and hard landscaping including boundary treatments, external lighting, railings, slopes and external steps.
8. Details of cycle stands for visitors and within the secure bike storage, these to be provided prior to first occupation.
9. Raised refuse storage area to be provided prior to first occupation.
10. Servicing management plan to be submitted and deliveries to take place outside peak hours but not before 07:00 or after 19:00.
11. Details of travel information to staff and visitors.
12. Works to cease should contamination be identified during the course of development.
13. Provision of a detailed scheme to manage surface water runoff to detail measures for sustainable drainage systems.
14. Provision of the solar thermal and photovoltaic panels in line with the renewable energy statement, to be fully operational prior to first occupation.
15. Minimum finished floor levels to habitable rooms;
16. Minimum finished floor levels to the open plan cooking/café area, boat/cycle hire area and car park, these areas shall not be used for habitable accommodation (sleeping/living areas);
17. Provision and implementation of a scheme of flood proofing measures;
18. Submission of a flood warning and evacuation plan.
19. Details for the installation of any plant and machinery at the premises along with details to mitigate noise and vibration.

20. Details of extraction and ventilation systems including details of flues and filtration.
21. Details of any new amplification system to be submitted to and approved along with details of noise mitigation measures;
22. Windows within the west elevation of the function room to be non-opening and the barn door to the north to not be opened after 19:00. Acoustic/mechanical ventilation is to be provided where necessary.
23. The function room to be used only between the hours of 08.00 to 23.00 hours.

Informative Notes:

1. Considerate construction;
2. Asbestos surveys;
3. Advertisement consent would be required for any signage and separate listed building consent for any signage proposed on the listed building;
4. Secure access to non-private parts of the building;
5. Considerate construction to mitigate impact on wildlife.

(Reasons for approval: The decision has been made with particular regard to PPS1, PPS4, PPS5, PPS9, PPS23, PPS25, PPG13, PPG24, the Good Practice Guide on Planning and Tourism, policies E6, T8, T9, ENV6, ENV7, ENG1, WM6 and NR1 of the adopted East of England Plan, policies 1, 2, 3, 5, 11 and 20 of the emerging Joint Core Strategy, saved policies NE3, NE8, NE9, HBE3, HBE8, HBE9, HBE12, HBE13, EP1, EP16, EP17, EP18, EP20, EP22, TVA3, TVA4, TVA6, TVA8, SHO21, AEC1, SR11, TRA3, TRA5, TRA6, TRA7, TRA8, TRA11, TRA12, TRA15 and CC11 of the adopted City of Norwich Replacement Local Plan and other material considerations.

The decision is considered to be finally balanced. Specifically the proposals have a number of shortfalls and aspects which are considered to be far from ideal. These being a) the brick and flint outbuilding not being incorporated into the proposals; b) the lack of a riverside walk across this frontage of the site; and c) the loss of trees on the site and the inability to provide full on site replacement planting. However these have been weighed against the benefits of the scheme, specifically the redevelopment of a brownfield site in a sustainable location which subject to the conditions suggested could enhance the character and townscape of the conservation area and Broads; bringing a currently disused listed building back into use; improved visitor facilities including canoe and cycle hire which would improve access to the Broads; new visitor accommodation to support a sector of the tourism economy with potential knock on effects for the local economy; and provision of new employment opportunities. On balance having weighed up the merits and weaknesses of the scheme, subject to the extensive conditions imposed and the S106 provisions the proposals are considered to be acceptable.)

- (2) Application No (10/02178/L Ferry Boat Inn 191 King Street, Norwich, NR1 2DF) and grant listed building consent, subject to the following conditions:

1. Standard Time limit;
2. Development to be carried out in full accordance with the plans submitted;
3. A schedule of works and specification for the retention of the flint wall and the door arch in situ, details for their support and protection during demolition works and details for their incorporation into the new buildings,

- including details of any repair. The details shall also include measures for the ongoing protection of the door arch.
4. A schedule of works detailing all internal and external alterations to the those parts of the listed building to be retained.
 5. Any damage to the listed building to be repaired to the written satisfaction of the LPA.

(Reasons for approval: The decision has been made with particular regard to PPS5, policies ENV6 and ENV7 of the adopted East of England Plan, policy 2 of the emerging Joint Core Strategy and saved policy HBE9 of the adopted City of Norwich Replacement Local Plan.

Whilst it would have been preferable to retain the brick and flint outbuilding on balance the benefits of the scheme in terms of the redevelopment of the site and the bringing of the listed building back into use are considered to outweigh the weaknesses of the scheme. The conditions imposed are considered to be vital to ensuring that the works to the listed building do not have any negative impact on the historic importance or fabric of the listed building.)

(The meeting then adjourned for lunch. The meeting then reconvened at 2.15pm. Councillor Gee had left the meeting at this point.)

9. APPLICATION NO 10/01737/F THORPE HOUSE, 79 THORPE ROAD, NORWICH, NR1 1UA.

The senior planner (development) presented the report with the aid of plans and slides, and referred to the supplementary report of late additions to reports for consideration (which was circulated at the meeting), which gave further information in relation to parking provision and the section 106 planning obligations.

RESOLVED to approve Application No. 10/01737/F, Thorpe House, 79 Thorpe Road, Norwich, NR1 1UA, and grant planning permission, subject to:

- (1) the completion of a satisfactory S106 agreement by 29 April 2011, to include the provision of contributions to sustainable transportation and subject to the following conditions:

1. Standard time limit;
2. Development shall be in accordance with the plans as approved;

Prior to demolition of the existing single-storey office block

3. Car parking site layout plan for the employment offices car park to be agreed;

Prior to first commencement of development of residential units

4. No commencement of development of the residential units until the single storey office block has been demolished and the site laid out and made available for car parking for the office block in accordance with details to be agreed;

5. Contamination studies to be undertaken - An intrusive investigation and risk appraisal; a remediation scheme and mitigation as appropriate; certification of imported material where necessary;
6. Ground water protection surveys - investigation, assessment and remediation measures where necessary;
7. Noise survey to be undertaken and results agreed;
8. Development shall be undertaken in accordance with the Arboricultural Implications Assessment, Method Statement and Tree Protection Plan;
9. Ground works within the Root Protection Area, and any other works that may affect the tree, shall only be undertaken under arboriculturalist supervision;
10. Office employee and visitor cycle parking to be provided and made available for first use by the remaining office in accordance with details to be agreed;
11. Drainage strategy to be agreed and soakaway details to be approved by Environment Agency;
12. Water efficiency measures to be agreed and provided;
13. Details of design and appearance and samples of materials where necessary to be agreed for following: walls and roof, cills, brick plynth, doors, windows, cladding panels, eaves detailing, rainwater goods and balcony materials;
14. Details to be agreed for boundary treatments, materials and designs of brick & railings, brick/tiles/mortar mix (including the colour of pointing), joinery details and eaves/rainwater goods details.
15. Details to be agreed on the materials and appearance of the photo-voltaic panels and ground source heat pumps infrastructure;

Prior to first residential occupation

16. No occupation of the residential units until the footpath along Cremorne Lane has been re-instated, parking restrictions restored and the new access completed to an agreed set of details;
17. Windows and acoustic installation and noise mitigation measures to be installed and available for first use as per the agreed recommendations of the noise survey;
18. Landscaping scheme to be agreed and provided, which shall include location/treatment of manhole covers and any hard surface areas which can disrupt lawn areas;
19. Landscaping scheme / layout to be agreed for whole of car park area (residential and remaining office users) at the rear of Thorpe House to be agreed and provided, to include location/treatment of manhole covers and any hard surface areas, additional tree planting within the car park area and along the Cremorne Lane boundary, and to show a clarification of the residential parking allocations and a separation and allocation between the different uses; and to include details of car parking materials;
20. Residential car parking management plan to be agreed and implemented;
21. Car parking at the front of the office block on Thorpe Road shall be formalised and laid out to an improved design;
22. Details of all boundary treatments to be agreed and provided;
23. Residential and residential visitor cycle parking to be provided in accordance with details to be agreed;
24. Refuse store elevation details and doors to be agreed and facility provided;

25. Development to use the Renewable Energy Generation scheme as proposed, and to make the photovoltaic panels and ground source heat pumps ready for first use and implemented thereafter;
26. Any lighting locations to be agreed and shall not be cause nuisance to neighbours.

(Reasons for approval: The proposed residential scheme will provide high density housing within an appropriate part of the City which will enhance the visual amenity of this part of the City by utilising a currently underused brownfield site. The scheme will provide a suitable form of development and a modern, high quality of design that enhances the Cremorne Lane street frontage and improved the setting of Thorpe House, proposing a modern approach to scale, massing and elevation treatment that still respects the nearby Conservation Area and which is appropriate and complementary to the neighbouring developments. The development will provide a considered layout that addresses the site constraints and minimises the detrimental impact on neighbouring sites whilst enhancing and preserving the function of the principle office building at Thorpe House through the retention of appropriate levels of car parking and addition of cycle storage.

Although there is a limited range of housing types proposed, the scheme will provide a suitable density of good-quality housing for the City which offers a form of accommodation suitable to the character of the surrounding area. Subject to the use of conditions the scheme will ensure that any requirements for car-free housing will be satisfied whilst an appropriate level of residential and employment car parking remains available. Subject to the conditions imposed, the scheme will provide appropriate and sensitive levels of site treatment, contamination and noise mitigation, architectural detailing, a suitable degree of on-site renewable energy generation, and a high quality of landscaping and site layout that will enhance the setting of the new block of apartments. The proposals will include adequate on-site secure and covered individual cycle storage and suitable landscaped shared amenity space. Subject to the completion of a suitable legal agreement the scheme will provide for necessary local transportation and play provision contributions.

The proposals are therefore in accordance with national policy PPS1, PPS3, PPG13, PPS23, PPG24, policies SS1, ENV7, WM6, ENG1 and NR1 of the East of England Plan (May 2008), policies 1, 2, 3, 4, 6, 7 and 9 of the Joint Core Strategy for Broadland, Norwich and South Norfolk (adopted March 2011), and saved policies NE9, HBE12, HBE19, EP1, EP16, EP17, EP18, EP22, EMP3, HOU1, HOU5, HOU6, HOU13, HOU18, TRA3, TRA5, TRA6, TRA7, TRA8, TRA9, TRA10, TRA11 and TRA14, of the adopted City of Norwich Replacement Local Plan (November 2004).)

Informative notes:

1. Materials removed from the site should be classified, analysed and disposed carefully;
2. All practical methods shall be taken to prevent dust emission;
3. Construction site noise shall be mitigated by appropriate times of operation, direct noise minimisation practices, and through liaison with NCC officers;
4. Standard construction good practice note;
5. If a Controlled Parking Zone is introduced, new flats will not be eligible for permits;
6. Guidance on use of soakaways or other infiltration systems.

- (2) if a satisfactory S106 agreement is not completed prior to 29 April 2011, that delegated authority be given to the Head of Planning Services to refuse planning permission for Application No 10/01737/F, Thorpe House, 79 Thorpe Road, Norwich, NR1 1UA, for the following reason:

In the absence of a suitable legal agreement or undertaking relating to transportation contributions the proposal is contrary to saved policies TRA11 and HOU6 of the adopted City of Norwich Replacement Local Plan (November 2004).

10. APPLICATION NO 11/00308/F GARAGES ADJACENT TO 63 - 79 BERNERS STREET, NORWICH

The senior planner (development) presented the report with the aid of plans and slides. Transport planners had requested an additional informative note to advise the applicants that the parking spaces will need crossovers and dropped kerbs to be created which would need to be provided at the applicant's costs.

During discussion members considered that the constraints to the design layout because of the manhole cover had resulted in a better scheme.

RESOLVED To approve Application No 11/00308/F, Garages adjacent to 63 - 79 Berners Street, Norwich, and grant planning permission, subject to the following conditions:

1. Standard time limit;
2. Development in accordance with the submitted plans;
3. Compliance with the arboricultural implications assessment and method statement for construction and provision of services. Provision of an auditable system of arboricultural site monitoring.
4. Provision of the sheds, parking areas, refuse storage areas and cycle stores prior to first
5. occupation;
6. Submission of a landscaping scheme including:
 - (a) details for replacement tree planting;
 - (b) hard and soft landscaping details for all communal areas and site frontages including details of all boundary treatments;
 - (c) details of the future management and maintenance of the landscaped areas;
 - (d) reprovision of the community notice board and grit bin;
 - (e) provision of landscaping prior to first occupation.
7. Details of bricks, tiles, solar panels and timber infill panels to be used in the development;
8. Site contamination investigation and assessment to be carried out and if contamination is found a scheme of remediation and mitigation to be agreed and carried out. Should during development, contamination not previously identified be found development is to cease pending details to deal with contamination;
9. Archaeological monitoring and submission of results;
10. Proposals to meet code for sustainable homes level 4 for water.

The following informative notes should be appended to any consent:

1. Considerate construction and timing to prevent nuisance;
2. An asbestos survey should be carried out;
3. Materials removed from site should be classified and disposed of at suitable licensed facilities;
4. Site clearance to have due regard to minimising the impact on wildlife.
5. Costs relating to the implementation of cross-overs and dropped kerbs to access parking spaces need to be borne by the applicant.

(Reasons for approval: The decision has been made with particular regard to PPS1, PPS3, PPS9, PPG13 policies ENV7, T8, T14 and WM6 of the adopted East of England Plan policies 1, 2, 3, 4 and 20 of the emerging Joint Core Strategy and saved policies NE9, HBE4, HBE12, EP1, EP18, EP22, HOU13, HOU18, TRA5, TRA6, TRA7 and TRA8 of the adopted City of Norwich Replacement Local Plan.

The proposals provide for the redevelopment of an existing brownfield garage site. Of the 27 parking/garage spaces on site, 19 spaces are tenanted and 8 are void. It is suggested that alternative parking provision would be offered to existing tenants at Penn Grove. The loss of parking could clearly lead to greater demand for on street parking which is limited. However, in this case it is not considered that this would lead to any significant demonstrable harm in planning terms. Current local plan parking policies seek to minimise the reliance on the private car and whilst matters of highway safety and congestion are material planning considerations, it is not considered in this case that the proposals would have any significant detrimental impacts in these areas. The site has good connections to nearby services and is considered to be an appropriate location for new residential development. Subject to conditions the design of the proposal is considered to be acceptable taking into account the constraints of the site. It is not considered that there are any significant detrimental impacts to the amenities of adjacent properties. The proposals are therefore considered to be acceptable subject to conditions.)

11. APPLICATION NO 11/00034/F 71 MELROSE ROAD NORWICH NR4 7PW

The planning development manager presented the report with the aid of plans and slides.

RESOLVED to approve Application No 11/00034/F, 71 Melrose Road, Norwich and grant planning permission, subject to the following conditions:

1. Standard time limit
2. In accordance with plans
3. Facing and roofing materials to match

(Reason for approval: The decision is made with regard to policy HBE12 and EP22 of the City of Norwich Replacement Local Plan Adopted Version, November 2004, policy 2 of the emerging Joint Core Strategy and all material considerations. The extensions are of good design and will not have any adverse impact on the neighbouring properties.)

12. APPLICATION NO 10/00907/F LAND AT THE CORNER OF ST SAVIOURS LANE AND BLACKFRIARS STREET NORWICH

The planning development manager introduced the report and together with the planning team leader (development) answered members questions. Members were advised that the proposed development was part of the Northern City Centre action plan. The planning team leader advised members that the whole development was two or three storeys high and that the reference to four or five storeys should be deleted from the third bullet point under the heading "The Proposal". Members were advised that transport could not be achieved through planning obligations but by a Grampian agreement and referred to the prioritisation framework of affordable housing to Section 106 contributions as set out in paragraph 39 of the report.

Discussion ensued on the design and reference was made to the comments of the Norwich Society. Members were advised that the urban design and conservation planning officers did not object to the design.

RESOLVED,

- (1) to approve Application No 10/00907/F Land at The Corner of St Saviours Lane and Blackfriars Street Norwich and grant planning permission, subject to the completion of a satisfactory S106 agreement by 29 April 2011 to include the provision of Affordable Housing (5 rented units) and contributions relating to Education and Play (and a requirement that the open space is available for the use of the residents) and subject to the following conditions:

1. Commencement within 12 Months;
2. Submission of samples of materials
3. Boundary treatment;
4. Prior approval of details:-
 - (a) Roof, eaves and verge, water goods;
 - (b) Windows, doors, balconies, balustrades, décor panels;
 - (c) Shopfront treatment to the offices;
 - (d) Solar panels, rainwater harvesting
5. Sound Insulation to units fronting St Saviours/Blackfriars Street;
6. Flood risk – finished floor levels (as per form FRSA013a);
7. Flood risk – materials;
8. Surface water disposal;
9. Surface water - maintenance scheme;
10. Contamination – soil;
11. Contamination – methods statement;
12. Pollution prevention;
13. Surface water drainage;
14. Fire Hydrant;
15. Archaeological Agreement;
16. Archaeological investigation, excavation or recording;
17. Cycle/refuse storage provision details
18. Tree Protection;
19. Landscaping planting and site treatment scheme;
20. Maintenance of landscaping;
21. Plant and machinery details;
22. Fume/Flu details.

- 23. Provision and maintenance of the solar panels
- 24. Provision of off site highway (footpath) improvements prior to first occupation;
- 25. Water efficiency to Code of Sustainable Homes level 4.

(Reasons for approval): It is considered that the proposals Services are consistent with PPS1 which seeks a high quality in the design of new housing which in turn contributes to the creation of sustainable communities. It also represents new residential units on a 'brownfield' site in accordance with the suggestions in PPS3. The scheme has taken account of the close proximity to the Inner Link Road and the Smurfit factory in terms of the potential for noise disturbance to prospective residents in accordance with the requirements of PPG24. Mitigation measures have been identified and will be incorporated with the use of suitable conditions. It will also enhance the character of the City Centre Conservation Area and provide good quality living accommodation in accordance with policies ENG1; ENV6 and 7 of the East of England Plan; policies 1, 2, 3, 4, 5, 6, 7, 11 and 20 of the Joint Core Strategy; saved policies HBE3, 8 and 12; HOU4 and 6; TRA5, 6 and 7; SR4 and 7; EP1, 18 and 12 of the City of Norwich Replacement Local Plan; policies LU1 and 3; MV1; TU1; ENV1 and WW1 of the Northern City Centre Area Action Plan and all other material considerations).

- (2) where a satisfactory S106 agreement is not completed by 29 April 2011 that delegated authority be given to the head of planning to refuse planning permission for Application No (10/00907/F) if appropriate.

CHAIR