

Report for Resolution

Report to Planning Applications Committee
Date 31 March 2011
Report of Head of Planning Services
Subject 10/01737/F Thorpe House, 79 Thorpe Road, Norwich, NR1 1UA.

Item
5(8)

SUMMARY

Description:	Demolition of rear extension and partial redevelopment of car park to provide residential development comprising 12 No. flats (3 No. one bedroom and 9 No. two bedrooms) with associated residential car parking, cycle and refuse stores and amenity area, and retaining a reduced level of car parking for employment use.	
Reason for consideration at Committee:	Objections (Major Development)	
Recommendation:	(1) Approve subject to completion of a S106 Agreement by April 29 th ; (2) Refuse if the Section 106 Agreement is not completed by April 29 th .	
Ward:	Thorpe Hamlet	
Contact Officer:	Rob Parkinson	Senior Planning Officer 01603 212765
Date of Revised Validation:	29 th January 2011.	
Applicant:	Futuresmart Ltd	
Agent:	Mr Mark Nolan	

INTRODUCTION

The Site

Location and Context

1. The application site fronts Cremorne Lane, as it lies behind the 3-storey office premises of Thorpe House (no. 79 Thorpe Road). The proposed residential development site is within the existing car park at the offices, although the application also proposes the removal of a small single-storey office wing perpendicular to the office block and orientated along the Cremorne Lane side of the site. The rear car park to the offices currently has 48 car parking spaces, with a further 8 spaces at the front of the building, accessed from within a bus stop lay-by on Thorpe Road outside the premises. The 8 spaces at the front of Thorpe House are outside the application site.
2. The site slopes quite dramatically from the north at Thorpe Road, downhill to the

south along Cremorne Lane. The car park is surrounded by a 1.5m palisade wooden fence along the south and west, and a brick wall of similar height along Cremorne Lane to the east.

3. The area behind the offices of Thorpe Road is residential in character; 3 and 4 storey apartment blocks neighbour the site to the west and south-west in an early 1990s development around Glendenning Road, and immediately south of the site lies a car park and 2 to 3 storey apartments of the same era along Cremorne Lane, and the railway beyond that (and the Utilities Site beyond that). Opposite the site to the east along Cremorne Lane are the rear curtilages of a row of terraced housing fronting Salisbury Road with most properties having garages at the end of the gardens. Parking for these properties seems to be available both at the rear within or outside their private garages on Cremorne Lane, or through on-street parking along Salisbury Road.
4. The site is not within a Conservation Area but the valley topography of the area makes it visible from parts of the Thorpe Ridge Conservation Area and which has its boundary along Thorpe Road and includes the terraces on the south side of Thorpe Road adjacent to (but not including) 79 Thorpe Road. There is a row of shrubs and a notable tree along the western perimeter of the site, outside the application boundary.

Planning History

There is no previous planning history at the site.

Equality and Diversity Issues

There are no significant equality or diversity issues.

The Proposal

5. The scheme proposes redevelopment of the bottom / southern half of the car park, to position a 2- to 3-storey block of 12no. flats in a complex that faces Cremorne Lane, in broad alignment with the block of apartments to the south. Some landscaped shared amenity space is provided for residents at the rear of the block, in the south-west corner of the site. The scheme proposes 9 no. 2-bed apartments and 3 no. 1-bed apartments, with integral and shared internal cycle stores and external bin store. 1:1 car parking is possible for the new apartments, and 33 parking spaces are retained for the office premises (comprising 25 at the rear and 8 at the front).
6. The site continues to be accessed from Cremorne Lane, for both residential and office users. To make room for the block of flats, and retain the use of the car park, its entrance is moved further north. This is a shared entrance drive, although actual parking spaces are shown to be separated in the redevelopment layout. repositioning of the entrance, and the requirement to maintain a satisfactory level of car parking on site, means the single-storey modern part of the office block is proposed for demolition, leaving the main body of the three-storey offices intact and providing a new enclosure for commercial bin stores (which are currently loose paladins in the car park).

Representations Received

7. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. 2 letters of representation have been received citing the issues as summarised in the table below.

8.

Issues Raised	Response
Overlooking will increase for residents in the flats behind (to the west and south) and the gardens and balconies of both the existing flats and the Salisbury Road terraced houses will be overshadowed by the tall height of the building if it is higher than existing flats on Cremorne Lane.	See para 22-25
Traffic generation will increase; Cremorne Lane is a narrow road with daily lorry movements serving the Utilities Site.	See para 34.
Construction traffic will be disruptive.	This is a short-term issue that planning cannot control, although 'good practice' is advised.
Previous experience has shown there is a need for roads to be kept clean.	Wheel washing facilities are covered by good practice in construction (see Informative 4).
In the interests of security of the rear of the Salisbury Road terraces backing onto Cremorne Lane, no pedestrian access should be provided to the Glendenning Road / Scott Road areas.	No access from the application site to the Glendenning Road / Scott Road area is proposed.
For residential privacy and security, a boundary wall and vision splays should be provided prior to occupation and planting should be provided in front of the development to reduce noise.	Boundary treatments and planting will be required by condition to be provided around the site. Noise will not be an issue from the development and there is minimal room in front of the building for new planting although some will be provided.
Car parking on site may not be sufficient for the proposed flats and the impending controlled parking zone may restrict on-street parking further, causing an impact for residents of Salisbury Road who need access to the garages on Cremorne Lane.	See para 37-41

Consultation Responses

9. **Environment Agency:** The site investigation report indicates that part of the site may have been affected by contamination as a result of its possible use associated with operation of the once adjoining omnibus depot that has since been redeveloped, together with the presence of historic tanks and an electricity sub-station in close proximity to the site. An intrusive investigation is recommended to determine the levels of any contaminants present and the associated risks to identified receptors, including groundwater as the site is located on a "Secondary A", Sand & Gravel Aquifer overlying a "Principal" Crag Aquifer, and is within a Groundwater Source Protection Zone 1, controlled waters at this site are considered to be of high environmental sensitivity. There are generic remedial options available to deal with the risks to controlled waters posed by contamination at this site, so conditions are appropriate. In addition to conditions around contamination and water protection, informatives are also provided (e.g. water efficiency).
10. **Environmental Health Pollution Control:** A Phase 1 site investigation report has been submitted. A site investigation will be carried out and a risk appraisal produced to cover all aspects of the potential contamination for the proposed end use. Further investigation is recommended in the report but the range of contaminants of concern is rather limited. This is a sensitive end-use and the investigation will need to be expanded over that recommended to fully appraise the site in terms of risk. Conditions are suggested to be applied to any consent. The proposed dwellings may be adversely affected by noise from the railway and an acoustic survey is suggested as being required to assess the impact of rail noise on the dwellings; conditions are recommended for surveys and mitigation measures where necessary. Informatives are suggested for 'good practice' construction.
11. **Norwich Society:** This is uninspiring, merely following the pattern of previous development nearby. The opportunity to put in an interesting contemporary design on a good site has been missed.

ASSESSMENT OF PLANNING CONSIDERATIONS

Relevant Planning Policies

Relevant National Planning Policies

PPS1 - Delivering Sustainable Development
PPS1 Supplement – Planning for Climate Change
PPS3 – Housing
PPG13 – Transport (January 2011)
PPS23 - Planning and Pollution Control
PPG24 – Planning and Noise
PPS25 – Development and Flood Risk

Relevant Strategic Regional Planning Policies - East of England Plan (May 2008)

SS1 - Achieving Sustainable Development
ENV7 - Quality in the Built Environment
WAT1 – Water Efficiency
WM6 - Waste Management in Development
ENG1 – Carbon Dioxide Emissions and Energy Performance

NR1 - Norwich Key Centre for Development and Change

Relevant policies of the Joint Core Strategy for Broadland, Norwich and South Norfolk (March 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 7 – Supporting communities

Policy 9 – Strategy for growth in the Norwich Policy Area

Relevant Saved Policies of the Adopted City of Norwich Replacement Local Plan (November 2004)

NE9 - Comprehensive landscaping scheme and tree planting

HBE12 - High quality of design in new developments

HBE19 - Design for safety and security including minimising crime

EP1 - Contaminated land

EP16 - Water conservation and sustainable drainage systems

EP17 – Protection of watercourses from pollution from stored material, roads & car park

EP18 - High standard of energy efficiency in new developments

EP22 - High standard of amenity for residential occupiers

EMP3 – Protection of small business units and land reserved for their development

HOU1 - Provision of new housing to meet needs

HOU5 - Accessible housing

HOU6 – Contribution to community needs and facilities by housing developers

HOU13 – Proposals for new housing development on other sites

HOU18 – Conversion of properties to houses of multiple occupation and building flats

TRA3 – Modal shift measures in support of NATS

TRA5 - Approach to design for vehicle movement and special needs

TRA6 - Parking standards - maxima

TRA7 - Cycle parking standards

TRA8 - Servicing provision

TRA9 – Car free housing - criteria

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

TRA11 – Contributions for transport improvements in the wider area

TRA14 - Enhancement of the pedestrian environment and safe pedestrian routes

SR7 - Provision of children's equipped playspace to serve development

Supplementary Planning Documents and Guidance

Energy Efficiency and Renewable Energy (Adopted December 2006)

Trees and Development (Adopted September 2007)

Transport Contributions (January 2006)

Principle of Development

Policy Considerations

12. Residential development of such a brownfield site is encouraged by PPS1 and PPS3, and local policies HOU13 and HOU18, particularly where the scheme can contribute to the overall housing demands of the city (HOU1). The scheme's design needs to be of a suitably high standard to enhance the area and avoid impacts on neighbouring sites, as required by the Joint Core Strategy (JCS) and Local Plan policies HBE12, HBE18, EP22.

13. Loss of the existing single-storey office block wing also needs consideration against Local Plan policy EMP3 as it is causing a loss of office space and should be justified. The viability and attractiveness of the main office block should not be allowed to be compromised by the development, its consequent loss of parking or use of the same site.
14. The scheme has included an employment analysis that justifies the loss of the office space. The site is in an area of offices but has seen the 205 sq.m. floorspace single-storey building become surplus to requirements and existing users have arranged to be moved into the main office to consolidate activities in the main building. Originally constructed as a temporary building immediately after the war, the structure is considered unfit for purpose (e.g. containing an uninsulated polycarbonate roof) and having exceeded its expected lifespan. Although there is a shortage of small start-up office space in the city, there is very little known demand for this quality of office space in this location, particularly given that it is showing signs of age and wear, doesn't make best use of the site, and is said to need fairly substantial investment to become lettable. Given that the single-storey block appears to be ancillary to the main function of the premises, and as a consequence of the re-organisation that can take place following its removal (notwithstanding that the demolition would not need planning permission on its own), it is felt acceptable for the office to be removed as part of regeneration of this underused site.

Housing Proposals

Affordable Housing

15. Considered against the new Joint Core Strategy (JCS) Policy 4 (and expected to be adopted by 24th March), this planning application would be required to provide 30% affordable housing (4 no. affordable units in total).
16. However, in the very particular circumstances of this case, applying the new policy could be considered to be unreasonable. In coming to this conclusion, it is necessary to consider the history of the proposal as the application has been in gestation for a prolonged period despite the date of 29th January, 2011 being the revised valid date.
17. Informal discussions began in January 2010 and the formal application was submitted in September 2010. At the time of submission there was no need to demonstrate provision of 10% on-site renewable energy as the East of England Plan (and hence policy ENG1) had been revoked on July 6th 2010. However, this was re-instated in November, meaning the scheme needed to include a renewable energy strategy in order to be determined. Sufficient information and necessary revisions to the scheme were provided to enable determination and further public consultation, but the Council's resourcing shortages didn't allow the application to be considered at Planning Applications Committee on March 3rd 2011 which had been expected. Had the proposal been able to be considered at the Committee on March 3rd, as was intended by Officers and anticipated by the applicant, the JCS Policy 4 would have had no formal status at that time and no affordable housing would have been required to comply with extant policy (i.e. the previous affordable housing threshold applying to schemes of 25 units and above).
18. Notwithstanding the JCS policy, nor the application history, given the type, size, location and number of dwellings proposed, it is considered that the scheme will nevertheless still help to meet the overall housing needs of the city in accordance

with Local Plan policy HOU1 and JCS policy 4. If the scheme were to require affordable housing, it is possible that the site could remain undeveloped and this under-used part of the city could remain so for the foreseeable future. Alternatively, if the affordable housing provision were required at this stage, the applicant may consider it necessary to try to increase the value of the site by providing more units on the site and this may be difficult to resist.

19. If the application were to be refused for non-provision of affordable housing and the applicant chose to pursue a complaint to the Ombudsman then the Council could be found to be at fault for maladministration due to the delay in the application not reaching Committee on 3rd March. This delay was not the fault of the applicant.

Housing Numbers and Density

20. The scheme proposes a high density residential development consistent with the apartment blocks of the neighbouring sites. Although quite intense, the scheme has made beneficial use of the site to minimise the footprint of the building and optimise the availability of external amenity space, to be shared by all residents, whilst providing a level of residential car parking consistent with policy, and retaining a level of car parking for the remaining office space that should continue to remain viable as a result.

Impact on Living Conditions

Noise and Disturbance to neighbours

21. Aside from the short-term concerns around construction noise and disturbance this proposal will not create noise in the area.

Overlooking, overshadowing and overbearing development

22. The proposed block is positioned in line with the block of flats to the south. This retains an acceptable distance between the new properties and those to the rear (west) albeit a slightly closer one than is the case currently between existing blocks. By retaining the north-south alignment, the layout avoids interrupting the south-facing sun route to the amenity land at the rear of the block addressing Cremorne Lane, and ensures users of the new flats amenity space can receive adequate light. It is also positioned far enough from the block to the rear to avoid compromising light received to existing blocks to the west.
23. There are no windows in the block to the south facing north towards the new site. Within the new block, some windows face south but these are only kitchen windows, and the majority of windows facing east are mostly bedrooms, although there are three windows to living rooms at the upper floors, each with a Juliet balcony to allow for improved contact with the outside. Overall this arrangement is considered to minimise overlooking to the east whilst providing a suitable level of amenity for new residents and an appropriate design.
24. With regard to the scale and mass having an effect on properties along Salisbury Road / Cremorne Lane, the scheme keeps a consistent height with the neighbouring block. There is a balcony proposed for the second floor apartment facing west towards the houses but its size is small enough to prevent much more than a drying area or single seat. Although the block will impede some of the outlook for residents of the block to the west, there will be approximately 15m between buildings, and it is considered to generally avoid appearing too overbearing, particularly as the existing trees are retained and further planting could

be required by condition. The proposal has ensured the scheme keeps a profile consistent with, or lower than, its neighbours, to avoid being overbearing or appearing inconsistent with the streetscape.

Loss of Privacy

25. There are no private garden spaces in the developments to the south or west, and the scheme is far enough from the private gardens along Cremorne Lane to avoid intruding on residential privacy.

Design

Layout

26. The scheme is set out in the south-eastern corner of the site and maintains the building line established by developments to the south. An area of shared communal amenity space is provided at the rear, in the south-west corner of the site, large enough for sitting out and accommodating a drying area. This can be accessed by, and is available to, all dwellings, via a communal exit at the rear (west) elevation. A shared cycle store is provided inside the block, accessed from the entrance at the rear. There are 5 flats on the ground floor, 5 at first floor, and 2 in the second floor roof space. A refuse store is provided adjacent to the apartment block, designed to appear as a part of the main building. Overall the plan form appears to link well with the area's existing pattern of development. No access from the application site to the Glendenning Road / Scott Road area to the west or south is proposed.

27. It is considered more appropriate to design the building to fit in contextually with the blocks of flats to the south rather than 79 to the north. In this way the scheme contributes more to the homogeneity of the neighbourhood of flatted development.

Form

28. The building uses a stepped-height to provide a relief and interest to the profile, whilst accommodating the difference in levels. The highest part of the building is in the centre of the building, to minimise the jump in height, and includes accommodation in that space. The overall scale and mass is consistent with the neighbouring blocks of apartments around the site and, like the block to the south, avoids being so high as to dwarf or intrude into the setting of the terraced houses along Cremorne Lane. This new block of flats is deeper in plan than existing flats and has a larger roof span, however the hipped roof allows it to have a similar angle of roof pitch to adjacent flats. The general breakdown of sectional elements in the massing also ties it more closely with existing flats than the more solid block of Thorpe House.
29. The design detailing is contemporary and attempts to connect with the neighbouring blocks, using horizontal proportioning, porches and roof protrusions in the way that the neighbouring blocks have been given balconies. The rear Juliette balconies improve surveillance and overlooking of the amenity space, and activity. It is considered appropriate for the design and appearance to reflect those of its surroundings and not appear too unusual in a manner that could deflect interest from the historic appearance of Thorpe House.
30. The removal of the office building allows for the street frontage to be 'reclaimed' and the experience of walking along Cremorne Lane to be improved by providing landscaping, including a lower boundary wall and a better visual connection with

the car park inside. These details will be required by condition, but the principle is successful in achieving a better integration with its residential surroundings whilst remaining a secure facility for car park users. Removing the office building also improves the light and setting for new residents, and enhances the setting of the main office building, which has its own valued historic appearance that is rather obscured by the existing block.

31. The use of projecting brick elements and projecting window bays to the front elevation offers a more appropriate scale. Red brick walls, stone cills, and natural tiles will keep the development consistent with its surroundings. Final details of all materials, windows and doors, rainwater goods, balcony materials and boundary treatments will need to be agreed by condition. Because of the relative simplicity of the design it will be important to tightly condition materials i.e. brick/tiles/mortar mix (including the colour of pointing), joinery details and eaves/rainwater goods details and the use of solar thermal or photo-voltaic installations.

Building for Life

32. Because the scheme is a single block of apartments, a formal assessment against the Building for Life criteria will leave many areas under-fulfilled, as the criteria are orientated to proposals with a wider variety and mix of types of residential development. Nevertheless the scheme is considered to be a suitable quality, providing sufficient amenity space and an appropriate landscaped setting, subject to the use of conditions and subsequent agreement of certain details such as car park landscaping, and a form of design that is complementary to its setting.

Conservation Area – Impact on Setting

33. The setting of the Conservation Area will benefit from this under-used site and car park being redeveloped, and the scheme's design is appropriate to its surroundings and will not harm the appearance of nearby Conservation Areas.

Transport and Access

Transport Assessment

34. Recent developments along Cremorne Lane have led to an increase in traffic generation in the general area but these effects have been taken into account in the Transportation Planner's assessment of the scheme and are found to be acceptable as traffic from the new developments can use either Cremorne Lane or Salisbury Road. The Transportation Planner has also considered the junction of Cremorne Lane and Thorpe Road to be adequate for the additional transport loads.

Vehicular Access and Servicing

35. In transport and access terms, the proposal will only function if the single-storey office block were demolished from the start, to allow adequate access and secure the continued provision of car parking for the office scheme before the residential flats are built and expect parking to be provided. Conditions are proposed to ensure the office space is removed and that part of the office car park provided in an agreed revised layout and to an agreed finish, prior to the residential development element being first occupied.
36. Wheel washing facilities will be included within the Informative notes as a part of good practice in the construction period.

Car Parking

37. The proposed revisions to the car park provide some separation between the two uses, although a management plan and design details will be required by condition to establish the exact layout and appearance to make sure that residential spaces remain available and to avoid conflict with employment vehicles.
38. The Local Plan standard for employment floorspace car parking sets out a maximum of 1 space per 35 sq.m. office floorspace. The office currently provides 1,350 sq.m. gross floorspace, which equates to 1 space per 41 sq.m. and a lower level of overall car parking than the upper limits would allow for. The Transportation Planner has actually considered it appropriate to ensure there are a minimum of 1 space per 50 sq.m. floorspace given that the area is so close to the rail station and on a good bus route, whilst allowing some additional capacity for increased demand on employment car space in the future.
39. The flats could all benefit from 1:1 car parking, given an appropriate layout. This is the maximum allowed within the Local Plan parking standards and is sufficient particularly given these are 2 or 1-bed flats. However, recent plans have shown some spaces for visitor parking, which would not be acceptable as there are currently no on-street restrictions which visitors should utilise. A clarified and revised car parking layout will be required by condition, to show compliance with parking standards. Further parking on-street would be acceptable until such time as any Controlled Parking Zone is established, after which time the new apartments will not be entitled to on-street parking permits. An informative note will be used to ensure the developer / occupants are aware of this.

Cycling Parking

40. Secure and covered cycle parking has been provided within the revised plan for the block, sufficient for all dwellings and there are some visitor stands shown at the front of the site too. Condition 23 refers.
41. Re-organising the rear car park and losing some of the office car parking spaces mean it will be necessary to ensure there is adequate cycle parking available for users of the remaining office. Condition 10 refers.

Refuse Storage

42. The residential refuse facility is proposed in an enclosure adjoining the building on the north side of the front elevation. Being attached to the main building rather than a stand alone structure, it is therefore slightly less prominent in the street scene. It is roofed, locked and enclosed but needs to be large enough for containing communal paladins. Condition 24 refers.

Environmental Issues

Site Contamination and Remediation

43. An initial site appraisal Phase 1 investigation report has been submitted but further site investigation will be needed to be carried out and a risk appraisal produced to cover all aspects of the potential contamination, particularly as part of the site may have been affected by contamination as a result of its possible use associated with operation of the once adjoining omnibus depot that has since been redeveloped (Cremorne Lane flats), together with the presence of historic tanks and an electricity sub-station in close proximity. Although further investigation is recommended in the report, the range of contaminants of concern is rather limited

and the investigation will need to be expanded over that recommended to fully appraise the site in terms of risk.

Water source protection measures and water efficiency

44. The site is located in a sensitive area (see para 7). Consequently, conditions are recommended for use to ensure the site is subject to adequate investigation, assessment and remediation where necessary for the protection of controlled waters. Whilst PPS23 would ordinarily require a degree of prior knowledge as to the effects of the scheme on the groundwater reserves, the Environment Agency is satisfied that there are generic remedial options available to deal with the risks to controlled waters posed by contamination at this site and works can be undertaken by condition.

Energy generation, energy and water efficiency

45. An energy efficiency statement recently submitted with the scheme has demonstrated the proposal to be able to achieve improved levels of energy efficiency over and above the minimum requirements of the Building Regulations. In responding to the requirements of regional policy ENG1 to demonstrate at least 10% of its energy demand to be provided by on-site renewable energy systems, the scheme has ruled out air source heat pumps due to their possible noise creation (which is welcomed). Instead the scheme proposes to use a combination of ground source heat pumps (for 3 of the 2-bedroom ground floor flats) and solar photovoltaic panels on the south-facing roofs (for serving a flat in the roof). In combination, these can provide at least 10% of the overall energy requirement for the proposal. Conditions will be used to ensure these are installed and available for use on first occupation. Water efficiency measures will also be required by planning condition (no. 12).

Noise

46. The site is approx 80m from the rail lines to the south and it is possible that the proposed dwellings may be adversely affected by noise from this source. It is recommended that an acoustic survey is required by condition to assess the impact of rail noise on the dwellings, as set out by PPG24. Conditions are recommended by Environmental Health Officer, and results of the noise assessment should be provided to the Council for comment and approval prior to commencement of the scheme. Depending on the outcome of the noise assessment, and before any dwelling is first used in accordance with any permission, the windows of any habitable rooms likely to be adversely affected by rail noise shall be insulated accordingly and mitigation measures needed may include installing acoustic vents to enable ventilation to be provided without having to open windows.

Flood Risk

47. The site is not in a flood risk area, nor large enough to require a flood risk assessment. A condition will be applied for the agreement of site drainage measures, for example soakaways, to establish details of contamination prevention and groundwater protection.

Archaeology

48. Norfolk Landscape Archaeology did not consider it necessary to provide comment.

Lighting and CCTV

49. A condition is suggested to ensure the type and positioning of external lighting, including security lighting, will avoid causing nuisance to local residents.

Trees and Landscaping

Impact on trees and replacement planting

50. The proposal will be achievable without causing unacceptable harm to the neighbouring tree but it will require conditions to ensure the scheme is undertaken in accordance with the submitted Arboricultural Implications Assessment and under arboricultural supervision. Further tree planting would be beneficial if secured through a landscaping scheme, in particular if the scheme provided an improved setting within the car park and along the Cremorne Lane frontage.
51. A landscaping scheme, to include boundary treatment details, needs to be agreed prior to the first demolition of the single-storey office block and construction of the residential block to comprehensively cover the whole site. The shrub planting at the front of the block will help to provide an area of defensible space in front ground floor windows. The benefits that a landscaping scheme for the whole site could provide would be two-fold: Firstly, to both improve the Cremorne Lane frontage and improve the pedestrian environment, and, secondly, to reduce the hardness of the large expanse of hard surfacing in the car park which is a less desirable outlook for residents by breaking it up with trees, to help reduce the impression of a car dominated environment. Detailing of the car parking will be important to ensure there are not too many overtly prominent materials which will draw attention to the surface parking. Overall, the landscaping scheme and drainage strategy details agreed in advance will need to include location/treatment of manhole covers and any hard surface areas which can disrupt lawn areas and detract from a quality finish.

Planning Obligations

Transport Improvements

52. Provision of 12 new residential units requires a sustainable transport contribution of £3,385.80, to be provided within a Section 106 Agreement.

Open Space and Play Equipment

53. In creating 9 additional child bedspaces, the scheme is required by Local Plan policy SR7 to contribute towards children's play equipment if it cannot be provided on-site. Although on-site space is limited, there is a recognised shortage of play facilities in the area and the area is somewhat cut-off from local playspace facilities elsewhere.

Miscellaneous

54. Although not part of the Section 106 Agreement, the footpath along Cremorne Lane would need to be re-instated and the new access revised. This will be required by condition to be complete prior to first residential occupation of the new dwelling.

Conclusions

55. Redevelopment of the site is acceptable in principle and will make a valued addition to the housing stock of the area and provide an efficient use of an under-used brownfield site. In this instance and because of the applications procedural history it is considered that a relaxation of the requirements of the new JCS policy 4 should be exercised. The form of the development will not have a detrimental impact on the form and character of the area or the amenities of neighbouring residents, and will enhance the facilities for the office and the pedestrian environment of Cremorne Lane. The loss of existing office floorspace in the form of the demolition of the

modern office extension has been justified and is considered appropriate to facilitate the overall redevelopment of the site and the ongoing provision of a satisfactory level of car parking for the remaining principle office block of Thorpe House. The transport impacts are felt able to be accommodated on site and it is considered that anticipated loads from nearby recent or permitted developments should not be so significant as to be cumulatively detrimental alongside this proposal. The design overall is a valued addition to the streetscape and will enhance the area, providing an appearance consistent with its surroundings.

RECOMMENDATIONS

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 29th April 2011, to include the provision of contributions to sustainable transportation and childrens play provision 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 Env 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 – to include on-site play provision where possible [and to account for provisions of S106 agreement];
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.

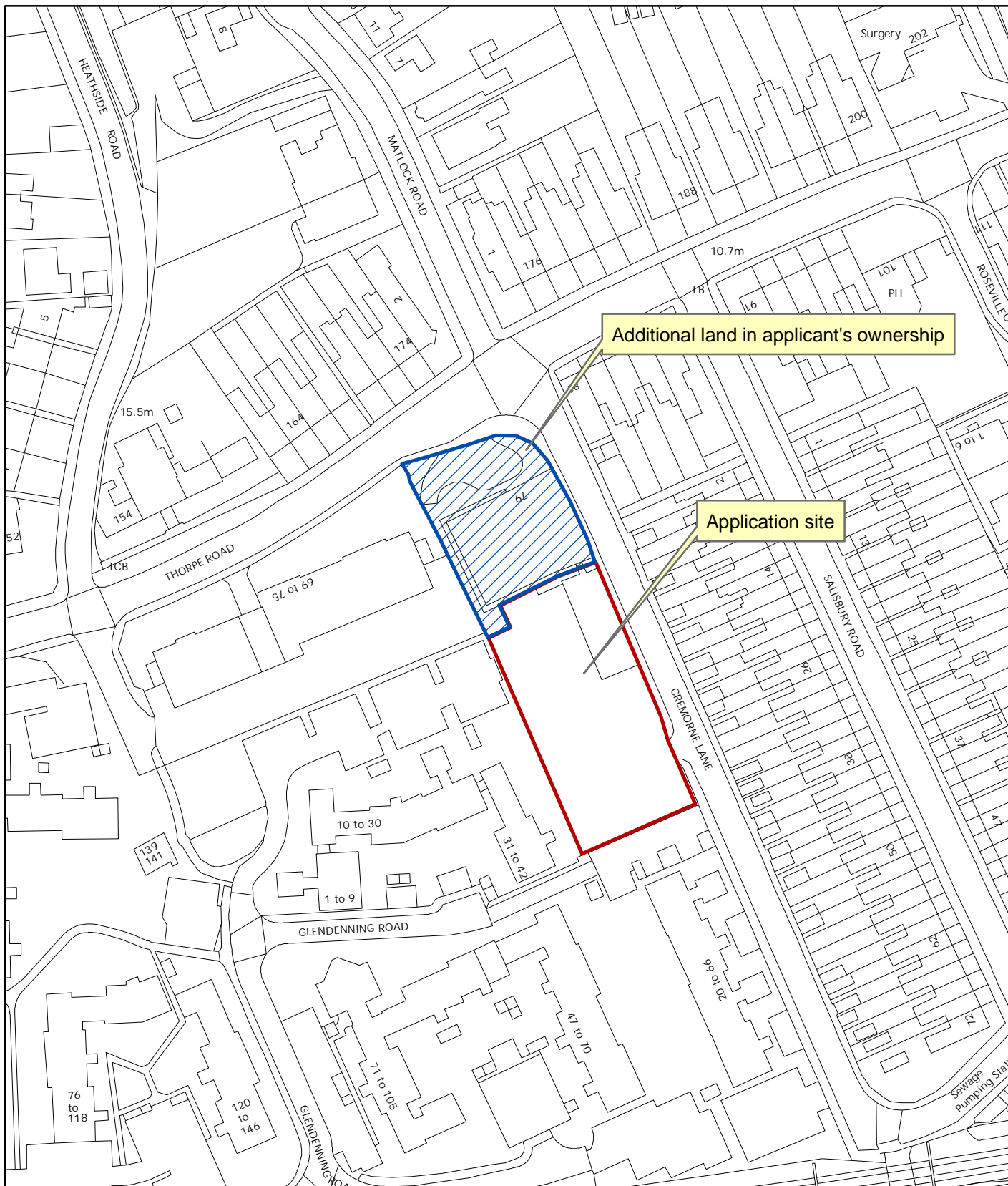
The proposals are therefore in accordance with national policy PPS1, PPS3, PPG13, PPS23, PPG24, policies SS1, ENV7, WM6, ENG1 and NR1 of the East of England Plan (May 2008), policies 1, 2, 3, 4, 6, 7 and 9 of the Joint Core Strategy for Broadland, Norwich and South Norfolk (adopted March 2011), and saved policies NE9, HBE12, HBE19, EP1, EP16, EP17, EP18, EP22, EMP3, HOU1, HOU5, HOU6, HOU13, HOU18, TRA3, TRA5, TRA6, TRA7, TRA8, TRA9, TRA10, TRA11, TRA14, and SR7 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 29th 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 the provision of children's play provision and transportation contributions the proposal is contrary to saved policies SR7, TRA11 and HOU6 of the adopted City of Norwich Replacement Local Plan (November 2004)..



© Crown Copyright and database right 2011. Ordnance Survey 100019747.

Planning Application No 10/01737/F
 Site Address Thorpe House, 79 Thorpe Road, Norwich NR1 3UA
 Scale 1:1,250



NORWICH
 City Council

PLANNING SERVICES



CORPORATE RESOURCES
26 JAN 2011
POST ROOM



CLIENT
FUTURESMART LTD

12 Flats, Cremorne Lane

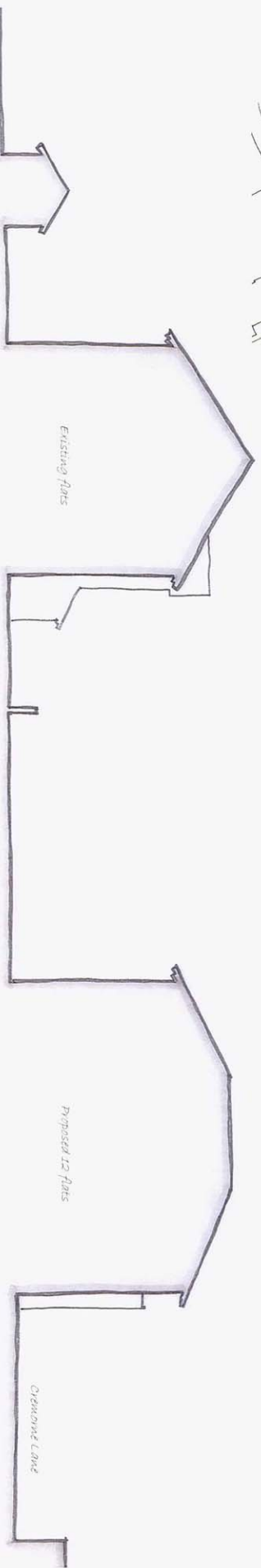
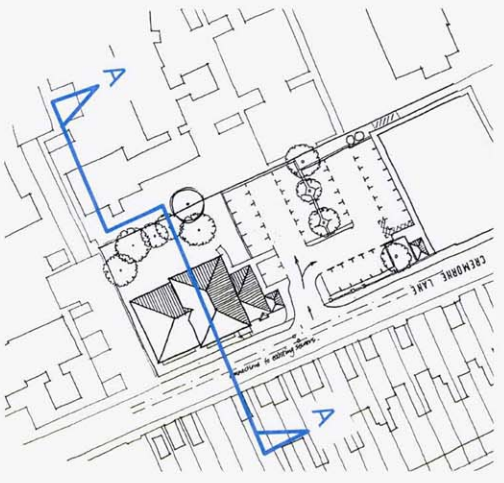
LANDSCAPING & SITE PLAN scale 1:200

3979-5 - Jan 2011



SITE ELEVATION n15

CORPORATE RESOURCES
26 JAN 2011
POST ROOM



SECTION A - A scale 1:200

CF

Architects: Engineers: Quantity Surveyors:
Chaplin Farrant Limited
Tel: 01863 700000
Fax: 01863 700001
e: info@chaplinfarrant.com
www.chaplinfarrant.com
The above is a copy of the Architects and shall not
be reproduced without their permission.
Check all dimensions and report any errors or omissions.
Do not scale from this drawing.

CLIENT
FUTURESMAART LTD
PROJECT
12 Flats, Cremorne Lane
3979-3 - Jan 2011
DRAWING



CF

Architect: Ferguson, Dwyer, Associates
Chaplin Farrent Limited
Tel: 01860 700000
Fax: 01860 700001
www.ferguson-dwyer.co.uk
The drawing is copyright of the Architects and shall not
be reproduced without their permission.
Check all dimensions and report any errors or omissions.
Do not scale from this drawing.

CLIENT
FUTURES MART LTD

PROJECT
12 Flats, Cremorne Lane

DRAWING
3979-4 - Jan 2011