

Report to Planning applications committee

Item

13 February 2020

Report of Area development manager

Subject Application no 19/01389/F & 19/01390/L - 191 King Street, Norwich, NR1 2DF

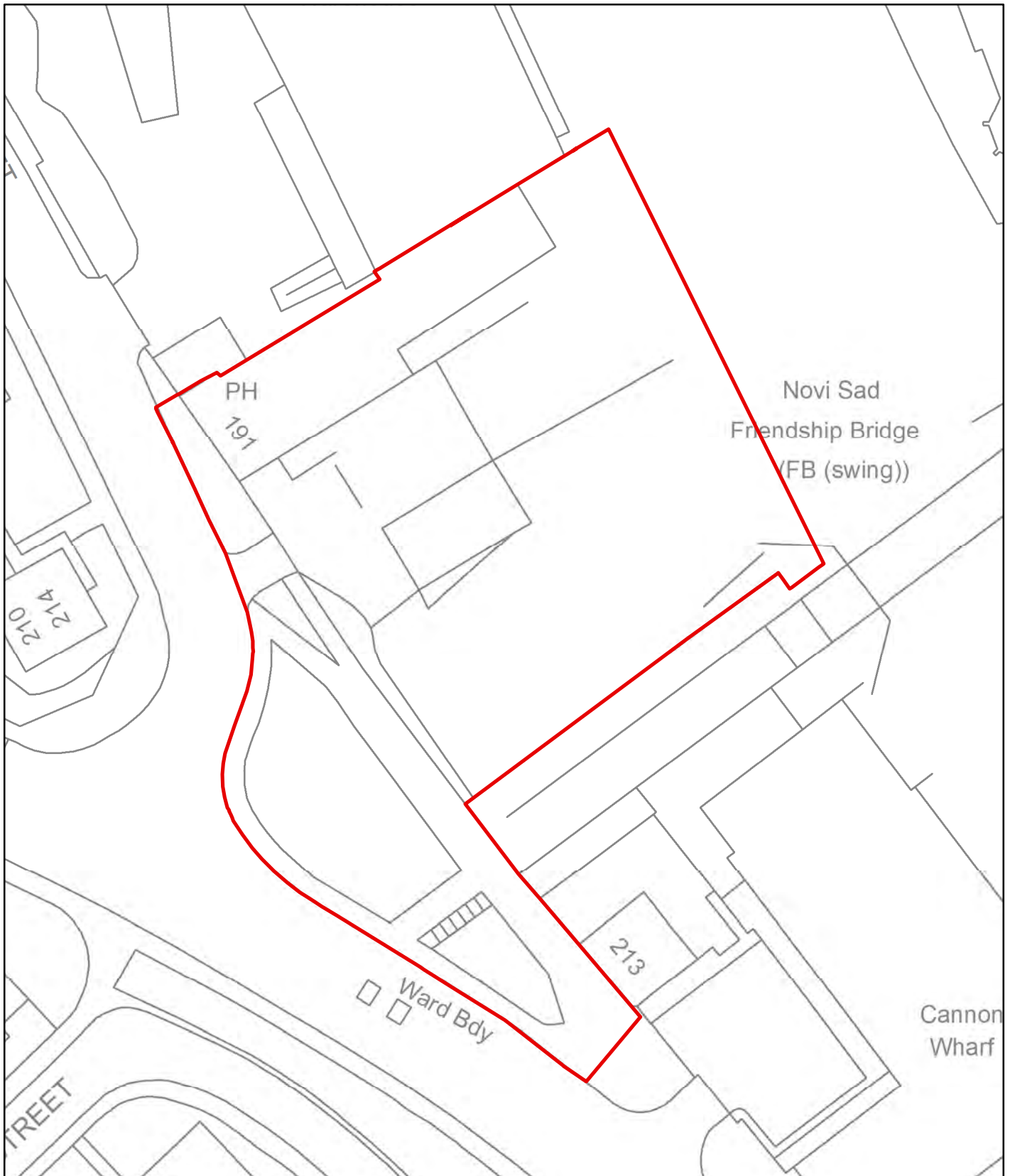
Reason for referral Objections

4(a)

| | |
|---------------------|-------------------------------------------------------------------------------------------|
| Ward | Thorpe Hamlet |
| Case officer | Lara Emerson - laraemerson@norwich.gov.uk |

| Development proposal | | |
|-------------------------------------------------------------------------------------|---------|---------|
| Partial demolition of buildings, construction of 41 dwellings and associated works. | | |
| Representations | | |
| Object | Comment | Support |
| 1 | 0 | 0 |

| Main issues | Key considerations |
|-------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Design & Heritage | Height, scale, massing and detailing of new buildings. Impact on listed building, impact on conservation area, protection of mediaeval arch. |
| 2. Landscaping and open space | On-site and off-site landscaping, riverside walk and provision of moorings. |
| 3. Transport | Access, car parking, cycle parking, refuse storage and collection. |
| 4. Amenity | Impact on surrounding neighbours, amenity for future residents. |
| 5. Flood risk | Flood risk of development, water management and disposal, evacuation plans. |
| 6. Affordable housing | Outcome of viability assessment, s106 agreement. |
| Expiry date | 21 st February 2020 (extended from 10 January 2020) |
| Recommendation | Approve subject to the satisfactory completion of a legal agreement |



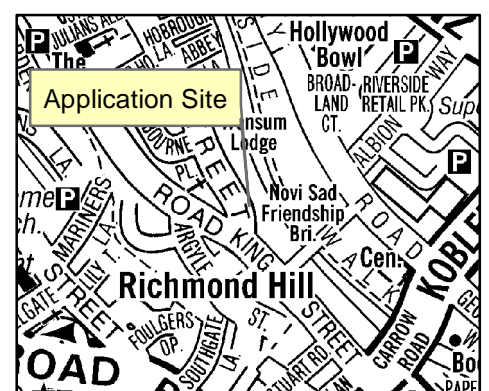
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Planning Application No 19/01389/F & 19/01390/L
 Site Address Ferry Boat Site 191 King Street

Scale 1:500



NORWICH
 City Council
 PLANNING SERVICES



The site and surroundings

1. The site is located to the east of King Street at its junction with Rouen Road and the Novi Sad footbridge. Currently the site is occupied by the Ferry Boat Inn which is a Grade II listed building of 2½ storeys in height, in three bays with three large gable dormers extending west over King Street. To the south of the main building is a long stretch of flint wall which forms the south boundary wall to a number of extensions to the rear of the main building. There are also a series of single storey extensions which project eastwards towards the main river including a boat house at the eastern end.
2. A detached outbuilding, dating from the 17th century is located to the south of the main building and contains evidence of an earlier medieval building with an arch thought to be from that date. The outbuilding is not historically connected to the Ferry Boat and is a survival of residential slum clearance and has later formed part of the curtilage along with the car park further to the south which dates from the 1980s.
3. The site is particularly prominent in views from the east side of the river and from the south on King Street and the site slopes from King Street down to the river. The River Wensum, which forms part of the Broads National Park, is located to the east of the site. On the other side of the river there are residential flats forming part of a wider mixed use riverside area. To the north is an allocated site on which there are brick former warehouse buildings hard up against the river. On the west of King Street there are flat roofed post-war residential properties originally constructed as council housing, and to the south of this is a small green space at the junction of Rouen Road and King Street. The Novi Sad footbridge is located to the south of the site, while further south is the residential Cannon Wharf scheme which forms part of the wider Read Mills development. To the northwest corner of the Cannon Wharf site is 213 King Street (Cannon House) a small two storey Grade II listed building which is in residential use.

Constraints

4. The former Ferry Boat Inn pub on the site itself is Grade II listed and on the council's Buildings at Risk Register. Adjacent to the site is 213 King Street which is Grade II listed. The King Store warehouse is also adjacent to the site and is locally listed.
5. City Centre Conservation Area – King Street Character Area
6. The site is at risk of flooding.
7. King Street forms part of the South City Centre Regeneration Area.
8. The site sits within the Area of Main Archaeological Significance.
9. The site runs directly down to the River Wensum, which forms part of the Broads National Park.

Relevant planning history

10. The Ferry Boat Inn has been vacant since 2006 and the site has been subject to an extensive planning history over the past decade, detailed below. Most recently,

permission was granted for 41 dwellings in 2016 (reference 15/01810/F), but this permission was not implemented within the required 3 years and lapsed in October 2019.

| Ref | Proposal | Decision | Date |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|
| 10/01471/F | Alterations and extensions to provide a 150 - 200 bed backpackers' hostel (amended proposals). | Withdrawn | 09/11/2010 |
| 10/01472/L | Alterations and extensions to provide a 150 - 200 bed backpackers' hostel (amended proposals). | Withdrawn | 09/11/2010 |
| 10/02177/F | Alterations and extensions to the Ferry Boat Inn and construction of new accommodation block to provide a 150 - 200 bed backpackers' hostel. | Approved | 18/07/2011 |
| 10/02178/L | Alterations and extensions to the listed building and removal of curtilage buildings to provide a 150 - 200 bed backpackers' hostel. | Approved | 18/07/2011 |
| 11/01970/D | Details of Condition 5: schedule of works for retention of flint wall and door arch, Condition 6 (a) window and door joinery; (b) colour finish of for new external windows and doors; (c) external timber cladding; (d) colour finish of lime render; (e) details of roof materials; (f) solar panels; (g) flues; (h) rainwater goods; (i) eaves details; (j) provision of living roof; (k) brick, chalk and flint walls; (l) car park entrance barrier; (m) grilles to car park openings; (n) bird and bat boxes; Condition 8: archaeological evaluation (parts a _ b), Condition 10: cycle stands, Condition 15: surface water runoff and Condition 19: flood proofing measures of previous planning permission 10/02177/F 'Alterations and extensions to the Ferry Boat Inn and construction of new accommodation block to provide a 150 - 200 bed backpackers' hostel.' | Approved | 26/03/2012 |
| 11/01978/D | Details of Condition 3: schedule of works for retention of flint wall and door arch and Condition 4: schedule of works detailing all internal and external alterations of previous planning permission 10/02178/L 'Alterations and extensions to the listed building and removal of curtilage buildings to provide a 150 - 200 bed backpackers' hostel.' | Approved | 26/03/2012 |

| Ref | Proposal | Decision | Date |
|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|------------|
| 15/00273/F | Redevelopment of site to provide 43 dwellings including partial demolition of buildings on site and erection of a riverside walkway/staithe. | Refused | 09/09/2015 |
| 15/00274/L | Redevelopment of site to provide 43 dwellings including partial demolition of buildings on site. | Refused | 09/09/2015 |
| 15/00329/DCON | Erection of a riverside walkway/staithe on the river Wensum associated with proposed residential development at the former Ferry Boat Inn. | Withdrawn | 21/10/2015 |
| 15/01810/F | Redevelopment of site to provide 41 dwellings including partial demolition of buildings with associated works. | Approved | 12/10/2016 |
| 15/01811/L | Redevelopment of site to provide 41 dwellings including partial demolition of buildings with associated works. | Approved | 12/10/2016 |
| 17/00549/D | Details of Condition 6: Archaeological written scheme of investigation; Condition 7: Site investigation report; Condition 19: Written statement confirming 10% of dwellings will be designed to and meet M4(2) of 2015 Building Regulations; Condition 27: Written statement confirming 10% of dwellings will be designed to and meet M4(2) of 2015 Building Regulations of previous permission 15/01810/F | Approved | 12/05/2017 |
| 17/01121/NMA | Non-material amendment of previous permission 17/01121/NMA to regularise differences of window and door openings. | Cancelled | 17/10/2017 |
| 17/01957/D | Details of Condition 3: Construction Method Statement of planning permission 15/01810/F. | Approved | 06/02/2018 |
| 17/01960/D | Details of Condition 6: Archaeology of planning permission 15/01810/F. | Withdrawn | 29/08/2019 |
| 17/01963/D | Details of part condition 17: (a) details of works to river wall; (b) details of glazed structure in King Street block; (c) internal elevations facing private courtyards (Burgage plot and Ferry Boat Inn); (d) details of balconies; and (e) details of gates of previous planning permission 15/01810/F. | Withdrawn | 29/08/2019 |
| 17/01964/D | Details of Condition 10: compensatory flood storage; Condition 11: basement flood proofing and Condition 13: surface water drainage of previous planning permission 15/01810/F. | Approved | 16/03/2018 |
| 17/01970/D | Details of Condition 5(a): photographic record of the buildings to be demolished; | Part-approved, | 30/08/2019 |

| Ref | Proposal | Decision | Date |
|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|------------|
| | 5(b): reclamation and re-use of materials assessment and 5(c): a program of conservation measures to protect the feature during the construction phase of previous permission 15/01810/F. | part-refused | |
| 17/02000/D | Details of Condition 16c: Windows of previous permission 15/01810/F. | Withdrawn | 29/08/2019 |
| 17/02001/D | Details of Condition 7b: Contamination remediation strategy of previous planning permission 15/01810/F. | Approved | 16/02/2018 |
| 17/02002/D | Details of Condition 14: landscaping of previous planning permission 15/01810/F. | Withdrawn | 29/08/2019 |
| 18/00011/NMA | Non-material amendment of previous permission 15/01810/F to allow alterations to balcony design, window positioning and addition of gutters and downpipes. | Refused | 01/02/2018 |
| 18/01433/D | Details of condition 15: Demasting moorings of previous permission 15/01810/F. | Approved | 30/08/2019 |
| 19/00984/VC | Variation of Condition 2: record of buildings; Condition 3: schedule of repairs; Condition 4: fire and soundproofing insulation and Condition 5: joinery and materials of previous listed building consent 15/01811/L to allow for demolition of the buildings located to the rear of the site as a first phase of development. | Withdrawn | 30/08/2019 |

The proposal

11. The proposed development includes provision of 41 dwellings, ranging in size from studio flats to 4 bedroom houses. A full breakdown of the types of units to be provided can be found within the 'Summary information' section, below.
12. The proposals are almost identical to those which were approved in 2016 (reference 15/01810/F & 15/01811/L – full committee report attached at Appendix A). The development includes the following elements:
 - a) Demolition of outbuildings and modern single storey element at rear of Ferry Boat Inn.
 - b) Refurbishment & conversion of the Ferry Boat Inn to residential apartments.
 - c) A group of 2 storey townhouses running from the rear of the Ferry Boat Inn down to the river (known as the burgage plot).
 - d) A 2-3 storey townhouse block on King Street adjacent to the Ferry Boat Inn.
 - e) A 5 storey residential block on the corner of King Street and the Novi Sad footbridge.

- f) A 4-5 storey wharf-style block fronting the river adjacent to the bridge.
 - g) Basement providing car parking and cycle parking.
 - h) Courtyard, riverside walk and landscaping to highway verge.
13. Due to the sloping nature of the site, an additional storey of development is viewable from the river than from King Street, so a block which reads as 4 storeys from King Street (plus basement) would read as 5 storeys from the river.
 14. There are two small differences between the previously approved scheme and the current application. These differences are summarised below.
 15. A historic arch and section of wall was discovered within one of the outbuildings on the site a number of years ago. It is considered likely that the arch dates from the medieval period and it is agreed amongst heritage professionals that the arch is of relatively high historic significance. The previously approved scheme (15/01810/F & 15/01811/L) showed the arch being retained, but surrounded by a stairwell providing access from ground level to the basement car park. The approval included a condition which required the applicant to provide a method statement for protection of the arch during construction. The developer attempted to discharge this condition but after extensive negotiation with the council, no solution could be found and it became clear that the form of development on this part of the site would likely cause damage to the arch. As such, during the course of this application, the applicant has been required to redesign this area of the site. The resultant design removes the stairwell. A method statement has been provided which shows how the arch would be protected during construction.
 16. As per the request of the council's transport officer, some minor changes have also been made to cycle storage, car parking and refuse storage arrangements during the course of the application.

Summary information

| Proposal | Key facts | |
|-----------------------------|----------------------------|-------------------------------------------------------------------------------------------|
| Scale | | |
| Total no. of dwellings | Studios | 7 |
| | 1 bed flats | 7 |
| | 2 bed flats | 21 |
| | 3 bed flats | 2 |
| | 3 bed houses | 1 |
| | 4 bed houses | 3 |
| | Total | 41 |
| No. of affordable dwellings | 0 | |
| No. of storeys & heights | Riverside 'Wharf' building | 4 stepping up to 5 storey (plus basement car park) Height: 15–20.7m (above bank level) |

| Proposal | Key facts | |
|----------------------------|--------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| | Corner Tower | 5 storey (plus basement car park below street level) Height: 16.4m above street level |
| | Bridge link block | 3 storey (plus basement car park below street level). Height: 10.8–11.6m above bridge ramp |
| | King Street block (adjacent to Ferry Boat Inn) | 2–3 storey Height: 6.2–9.5m |
| | Burgage plots (extending to the rear of the Ferry Boat Inn to the river frontage) | 2–3 storey Height: 11.4m above bank level |
| Details | | |
| Materials | Brick including textured brick bond, render, zinc cladding, fibre cement roof tiles, profiled metal cladding | |
| On-site energy generation | Air source heat pumps (providing 23% of the site’s predicted energy consumption) | |
| Transport matters | | |
| Vehicular access | Via King Street | |
| No of car parking spaces | 20 car parking spaces (incl 3 disabled spaces) 1 electric charging point to be provided | |
| No of cycle parking spaces | 80 secure spaces for residents, 6 spaces for visitors | |
| Servicing arrangements | Communal bin store, collections via King Street | |

Representations

17. The application has been advertised on site and in the press, and adjacent and neighbouring properties have been notified in writing. 1 letter of representation has been received citing the issues as summarised in the table below.

| Issues raised | Officer Response |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| The corner tower element is out of keeping with the scale of the listed Ferry Boat Inn and the listed cottage (213 King Street) opposite. Whilst there are larger buildings to the south of the Novi Sad Friendship Bridge that reflect the warehouses of the old industrial area, the scale of buildings north of the bridge along King Street is much smaller. The gap between the Ferry Boat Inn and 213 King Street should not be infilled with such a large building as it will negatively impact on the setting of both listed buildings and adversely affect this part of the Norwich City Centre Conservation Area. | See Main Issue 1: Design & Heritage. |

Consultation responses

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

Design and conservation

19. The design & conservation team have had extensive involvement in the evolution of this scheme, including requesting design changes to better accommodate the medieval arch. Verbal comments suggest that they are content with the overall design of the scheme (which is as previously approved) and, following the submission of revised plans and method statements, that it should be possible to protect and retain the medieval arch within this development. Additional method statements should be required via condition prior to the commencement of works. Further advice will be sought prior to the committee meeting and reported to members through the updates report.

Historic England

Original comments – November 2019

20. The current application is essentially the same scheme and we therefore support it in principle. During development of the original scheme the remains of a possibly 14th century undercroft were discovered on the site. This masonry arch is an exposed structure on the surface, but is probably associated with archaeological deposits as well. Retaining the arch in situ was an important part of the scheme as this heritage asset - designated as part of the conservation area – is of particular historic interest given its context on King Street. Pre-application discussion for an alternative scheme earlier this year raised the possibility of dismantling and relocating the structure, but we raised serious concerns about this in our advice to the applicants.
21. We understand that in discussion of the current, resubmitted proposals the Council officers have sought information on precisely how the arch would be retained in place during construction works, details which are the subject of a condition placed on the previous consent. This has raised concerns that the building design of the approved scheme might not be capable of being built without damage to the arch. If that is the case the plans now submitted could in fact entail harm to a designated heritage asset. Further information to establish this and possible amendments to the scheme to avoid the harm are needed.
22. The National Planning Policy Framework (NPPF) states that the purpose of the planning system is to achieve sustainable development and that protection and enhancement of the historic environment is an overarching objective in this (paragraphs 7 and 8). The significance of listed buildings and conservation areas can be harmed or lost by alteration to them or development in their setting. The NPPF states that clear and convincing justification should be made for any such harm and that 'great weight' should be given to the conservation of listed buildings and conservation areas irrespective of the level of harm caused (paragraphs 193 and 194).
23. Paragraph 189 requires applicants to submit sufficient information to allow the local authority to establish the impact of proposed development on the heritage assets affected. While we would not oppose this application in principle we consider it necessary for further information to be submitted concerning the impact of the development on the surviving medieval undercroft arch and, if appropriate, amendments to the design to ensure its conservation in situ.

Updated comments – January 2020

24. Thank you very much for consulting Historic England on the additional details submitted which relate to the proposed retention of the surviving medieval arch as part of this development. Since receiving the details we have taken the opportunity to visit the site and discuss the matter with the applicant and are broadly content with the proposals.
25. In the previously consented version of the scheme the arch was also to be retained but concerns have been raised about the practicality of the retention given the amount and proximity of new development around it. The new proposals would place the historic wall in an open area between the ranges of new building. Levels will require to be changed across the site and in the Wickham Yard area. This could result in the loss of archaeological material and potentially evidence associated with the arch. Providing a construction process is established that would protect the wall during building and a suitable archaeological program is agreed we would not object to the new design.
26. This is perhaps a better location for the wall than previously approved but would make it more exposed to the weather. The proposed soft capping to the top of the wall is acceptable in principle, but needs to be carefully installed following the best current practice and suitably maintained. It would also be advantageous to explore removal of the masonry paint on the wall so any moisture in the core of the wall is not trapped.

Environmental protection

27. The information provide with this application included a Desk Study by AF Howland Associates Limited, a Site Investigation produced by Harrison Group Environmental Limited and a Remediation Methodology produced by Anglia Demolition Limited. The Desk Study identified potential sources of contamination and the Site Investigation identified some sources of contamination on site. The remediation methodology is considered to be generally acceptable at a basic level and is suitable for use by a remediation contractor. But the Remediation Methodology report is not considered to have sufficient detail to represent a Remediation Method Statement. The reports also indicate that there may be unexpected contamination present on site, and that soils will be imported for placement within the garden areas. Therefore I recommend the following conditions:
 1. Remediation strategy; verification plan; and monitoring, maintenance and contingency plan.
 2. Works to stop if unknown contamination is found.
 3. Topsoil certification to be submitted.

Environment Agency

Original comments – November 2019

28. We have reviewed the submitted flood risk assessment (FRA), by Clancy Consulting referenced 8/0968/FRA and dated 1st October 2019, and consider it does not comply with the requirements set out in the Planning Practice Guidance, Flood Risk and Coastal Change, Reference ID: 7-030-20140306. It does not,

therefore, provide a suitable basis for assessment to be made of the flood risks arising from the proposed development. In particular, the submitted FRA fails to

1. Use the correct flood levels.
2. Correctly demonstrate the location of the development in comparison to Flood Zones 2 and 3.
3. Ensure no building works or land raising is to take place within Flood Zone 3b (functional floodplain).
4. Correctly calculate the expected flood depths on site and within the buildings.
5. Provide Finished Floor Levels above the design flood level with climate change and freeboard.
6. Provide safe refuge above the extreme flood level including climate change and freeboard.
7. Demonstrate adequate flood storage compensation for the proposed development.

Updated comments – December 2019

29. Following our response referenced AE/2019/124576/01-L01 and dated 4 November 2019, a revised flood risk assessment (FRA) has been submitted in support of this application.
30. The site lies within the 1% (1 in 100) annual probability with climate change flood extent and the submitted flood risk assessment (FRA) prepared by Clancy Consulting, referenced 8/0968/FRA and dated 1 October 2019 (with revisions) fails to show that the proposed development will not result in a net loss in floodplain storage. As a result, the proposed development could impede flood flow and reduce flood storage capacity, thereby increasing the risk of flooding elsewhere.
31. The applicant can overcome our objection by revising their development proposals or flood storage compensation arrangements to a level for level scheme to ensure that there will be no loss of flood storage capacity on site, and the scheme will work adequately. The FRA should cover the deficiencies highlighted above and demonstrate that the development will not increase risk elsewhere and where possible reduces flood risk overall. If this cannot be achieved we are likely to maintain our objection to the application.

Final comments – January 2020

32. Thank you for your reconsultation dated 9 January 2020. We are able to remove our previous objection, and instead condition that the required information on the design on the compensatory flood storage scheme is provided prior to the commencement of the development, and therefore we have no objection to this planning application, providing that you have taken into account the flood risk considerations which are your responsibility. We recommend the following conditions:

Condition 1

33. Prior to the commencement of development, full details of how compensatory flood storage shall be provided on site, including (but not limited to) hydrographs, calculations, design drawings, cross-sections, details of flow pathways, and maintenance details, for a range of flood events shall be submitted in writing to demonstrate that lost storage will always be replaced at the same level and rate at which it is lost and that flood water will return to the river as water levels fall.

Reason for condition 1

34. To ensure no net loss of flood storage for all events up to and including the 1% annual exceedance probability event (1 in 100 year event), inclusive of climate change, so that flood risks on and off site are not increased as a result of building within the floodplain.

Condition 2

35. Any excavated material arising from the provision of the compensatory flood storage scheme shall be removed from the flood plain.

Reason for condition 2

36. To ensure flood storage is not lost as result of the development.

Highways (local)

37. Generally positive about the scheme and the transport arrangements. Specific comments regarding the layout of facilities.

Final comments following amendments – January 2020

38. The cycle and car parking layout appears to be much improved, happy to agree to this revision. It would be wise for all the parking spaces to have an EV chargepoint
39. Will access to the riverside walk be gated, otherwise it will get targeted with crime and ASB as occurs under the bridge adjacent?
40. Will we receive a financial contribution towards the landscaping scheme for the King Street verge to be done with TCF?

Landscape

Original comments – October 2019

41. The submitted documents appear to be broadly in line with what was previously submitted under the original application. The landscape strategy however is unclear with conflicting plans across the submission. It is therefore difficult to assess the acceptability of the external landscape elements of the proposal and subsequently appearance of the development.
42. It is recommended that as a minimum the case officer secures a coherent landscape strategy prior to approval. A detailed landscape scheme can then be conditioned as required.

43. Heritage and Highway colleagues have also brought to my attention parts of the application which may require further consideration and could have effect on landscape. It would therefore be beneficial for officers to collaborate prior to responding to the applicant to ensure clarity of what is expected.
44. Given the uncertainty as to what is currently proposed with regard to landscape, a holding objection is raised.

Final comments – January 2020

45. The submitted documents appear to be broadly in line with what was previously submitted under the original application. Additional and amended documentation has been submitted since meeting with the applicant in December 2019. These comments are made only in respect of the additional and revised information received.
46. Uncertainties remain with regard to landscape however, sufficient principles have been established for on-site landscape to enable a detailed scheme to be conditioned. Off-site public realm improvements remain to be clarified and should be conditioned as notwithstanding the layout plans submitted as part of this application. Subject to the above, and the below conditions, the holding landscape objection is overcome.
47. The following conditions are recommended:
 - Given the proposed materials and furniture outlined in the Design and Access Statement Addendum to be used near the retained arch, the case officer, in consultation with the conservation officer, may wish to condition DE14 Heritage Interpretation.
 - Condition requiring public realm improvements. Exact wording to be discussed with the case officer. For the avoidance of doubt, a plan outlining the area would be beneficial with condition wording adapted from the previous permission.
 - Full landscaping details condition

Strategic Housing

48. As discussed, we have looked at the viability assessment prepared by the DV and agree that it is not viable for the scheme to provide any affordable housing. However, we would suggest the s.106 contains a review clause if development does not commence within 12 months and then built out within two years.

Norfolk County Planning Obligations

49. There is spare capacity at Early Education, Primary and High school levels, therefore Norfolk County Council does not require contributions on this occasion. No fire hydrants are required due to sufficient infrastructure already being in place. New development will have an impact on the library service and mitigation will be required to develop the service, so it can accommodate the residents from new development and adapt to user's needs. Mitigation for new and existing GI features identified as strategic shall be funded by the Community Infrastructure Levy (CIL) through the Greater Norwich Investment Programme.

Norfolk County Council Historic Environment Service

50. I can confirm that we have received and reviewed an updated method statement for archaeological mitigation from the applicant's archaeological contractor and we have identified a number of issues with the method statement which mean it cannot be approved in its present form.
51. Our recommendations remain unchanged from that given in our meeting on 07/11/2019, additional archaeological evaluation by ground penetrating radar survey is required in accordance with National Planning Policy Framework 2019 paragraph 189. The ground penetrating radar survey is required to provide more information on the archaeology of the site in general and specifically address the issue of the arch.
52. At present we don't know if the arch is attached to any below-ground structural remains. A worse-case scenario is that the arch is attached to the remains of a medieval undercroft with side chambers extending beyond the existing boundaries of the site. Further information is required in order to assess the impact of piling around the margins of the underground carpark.

Norfolk Police Architectural Liaison

53. Various detailed recommendations regarding controlling public access to vulnerable private spaces.

Citywide Services

54. I have now looked at the design and access statement and confirm the number of bins and location is sufficient for capacity and collection. The D & A statement mentions an email from 2014 with my colleague Siobhan O'Neill. I have read this email and can confirm the agreement was as long as the surface is even between the bin store and the collection point then the distance to the bin store is not an issue (if you wish to view this email please take a look at process EH19/16711).

Anglian Water

55. There are assets owned by Anglian Water or those subject to an adoption agreement within or close to the development boundary that may affect the layout of the site. Anglian Water would ask that an informative be included within your Notice should permission be granted.
56. The foul drainage from this development is in the catchment of Whitlingham Trowse Water Recycling Centre that will have available capacity for these flows.
57. We note that the site falls within a Source Protection Zone, we have assessed the potential impact of the site and have concluded that there is no risk to our potable water source.
58. The sewerage system at present has available capacity for these flows. If the developer wishes to connect to our sewerage network they should serve notice under Section 106 of the Water Industry Act 1991. We will then advise them of the most suitable point of connection.

59. From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management.

Lead Local Flood Authority

60. I can confirm that the County Council as Lead Local Flood Authority has no comments to make.

Council for British Archaeology

61. Detailed comments concluding as follows.
62. The CBA is strongly opposed to this application because it will result in substantial harm to the Listed Grade II Ferry Boat Inn and substantial harm to non-designated heritage assets which have the potential to be nationally important. We therefore find the application to be contrary to paragraphs 195, 196 and 197. We strongly recommend that this application is withdrawn or refused, and a revised application submitted that is properly informed by an assessment of heritage significance and impact as required by paragraph 189 and 190 of the NPPF.

Further comments were sought following the submission of revised proposals, but no response has been received.

Society for the Protection of Ancient Buildings

63. Detailed comments concluding as follows.
64. Section 189 of the NPPF states that in determining applications 'local authorities should require an applicant to describe the significance of any heritage assets affected'. The applicant should therefore be asked to carry out a more detailed heritage assessment of the flint wall and outbuildings.
65. Section 190 of the NPPF states that 'Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal' and clearly you will not be able to meet this requirement until the applicant has produced this information.
66. Paragraph 194 of the NPPF states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. We consider that, in the absence of all the information outlined above, the application in its current form fails to meet this requirement.
67. Once the outstanding information is available The SPAB would be very happy to review it and make further comments on the application at that stage.

Further comments were sought following the submission of revised proposals, but no response has been received.

Broads Authority

68. I can confirm that the Broads Authority does not wish to raise an objection. However, I would like to make the following comments:
69. The site is within a prominent position on the edge of the Broads Executive Area, the river delineating the boundary here. There is no objection to the level of development proposed and the overall design. The inclusion of a path down to and along the edge of the river is welcomed, as well as the river access which existed historically.
70. The Ferry Boat Inn is an attractive Listed property. The buildings stepped down in scale along the thin burgage plot down the river here. This has meant that historically there has been views to the Ferry Inn from the river, these views help the historic relationship with the river to be read. The relationship the building had with the river peaked, as the heritage statement highlights, when it became the Ferry Boat Inn during WW1 (when Boulton and Paul opened their works on the other side of the river) and a ferry operated to take the workers across. The inclusion of a three storey building behind will block important views to the Ferry Inn. There are therefore concerns that the historic relationship that the Ferry Inn had with the river will be lost. It is therefore considered that through should be given to reducing the height of the proposed development, to replicate the previous form of the burgage plot, and allow views from the river to the Ferry Inn to be retained.

Assessment of planning considerations

Relevant development plan policies

71. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
- JCS1 Addressing climate change and protecting environmental assets
 - JCS2 Promoting good design
 - JCS3 Energy and water
 - JCS4 Housing delivery
 - JCS6 Access and transportation
 - JCS7 Supporting communities
 - JCS9 Strategy for growth in the Norwich policy area
 - JCS11 Norwich city centre
 - JCS20 Implementation
72. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**
- DM1 Achieving and delivering sustainable development
 - DM2 Ensuring satisfactory living and working conditions
 - DM3 Delivering high quality design
 - DM4 Providing for renewable and low carbon energy
 - DM5 Planning effectively for flood resilience
 - DM6 Protecting and enhancing the natural environment
 - DM8 Planning effectively for open space and recreation
 - DM9 Safeguarding Norwich's heritage
 - DM11 Protecting against environmental hazards
 - DM12 Ensuring well-planned housing development
 - DM22 Planning for and safeguarding community facilities
 - DM28 Encouraging sustainable travel

- DM30 Access and highway safety
- DM31 Car parking and servicing
- DM32 Encouraging car free and low car housing
- DM33 Planning obligations and development viability

Other material considerations

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

- Section 2 Achieving sustainable development
- Section 5 Delivering a sufficient supply of homes
- Section 8 Promoting healthy and safe communities
- Section 9 Promoting sustainable transport
- Section 12 Achieving well-designed places
- Section 14 Meeting the challenge of climate change, flooding & coastal change
- Section 15 Conserving and enhancing the natural environment
- Section 16 Conserving and enhancing the historic environment

74. Supplementary Planning Documents (SPD)

- Affordable Housing Supplementary Planning Document adopted July 2019
- Open Space & Play Supplementary Planning Document adopted October 2015
- Landscape & Trees Supplementary Planning Document adopted June 2016
- Heritage Interpretation Supplementary Planning Document adopted Dec 2015

Case Assessment

75. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan policies are detailed above. Material considerations include policies in the National Planning Policy Framework (NPPF), the council's standing duties, other policy documents and guidance detailed above and any other matters referred to specifically in the assessment below. The following paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations.
76. Given the site's planning history the principle of this form of development has been established. Although the recent planning permission (15/01810/F) has now lapsed, there have been no material changes to planning policy or to the site itself which warrant re-assessment of the principle of development.

Main issue 1: Design & Heritage

77. Key policies and NPPF paragraphs – JCS2, DM3, DM9, NPPF sections 12 and 16.
78. The development includes the following elements:
- a) Demolition of outbuildings and modern single storey element at rear of Ferry Boat Inn.
 - b) Refurbishment & conversion of the Ferry Boat Inn to residential apartments.
 - c) A group of 2 storey townhouses running from the rear of the Ferry Boat Inn down to the river (known as the burgage plot).

- d) A 2-3 storey townhouse block on King Street adjacent to the Ferry Boat Inn.
 - e) A 5 storey residential block on the corner of King Street and the Novi Sad footbridge.
 - f) A 4-5 storey wharf-style block fronting the river adjacent to the bridge.
79. The scheme is almost identical to that approved in 2016 (refs 15/01810/F & 15/01811/L) and there have been no significant changes to the site's surroundings or planning policy in the intervening years. The committee report for that application (attached at Appendix A) thoroughly assessed heritage and design, and concluded as follows.
- The Ferry Boat Inn conversion works facilitate the use of the former pub for residential purposes. It should be noted that the public house use is only evident at ground and basement level as the upper floors are laid out as residential accommodation. Two flats are proposed, one at ground floor level and the second split across the upper floors. The proposals seek to retain the historic room layout and where modifications are proposed this involves the removal of modern partition walling. In particular the open layout of the former public bar area is retained as well as the broad pattern of circulation between ground floor rooms. Historic internal features including significant staircases/steps and fire places are retained as integral parts of the scheme. It is considered that the scheme responds well to the significant elements of the listed building and as such the re-use for residential purposes is acceptable. The works include the repair and refurbishment of the external and internal fabric which will secure the long term future of this historic building, which is currently on the council's Buildings at Risk Register.*
80. A historic arch and section of wall was discovered within one of the outbuildings on the site a number of years ago. It is considered likely that the arch dates from the medieval period and it is agreed amongst heritage professionals that the arch is of relatively high historic significance, although it should be noted that the structure is not listed in its own right. The previously approved scheme (15/01810/F & 15/01811/L) showed the arch being retained, but surrounded by a stairwell providing access from ground level to the basement car park. The approval included a condition which required the applicant to provide a method statement for protection of the arch during construction. The developer attempted to discharge this condition but after extensive negotiation with the council, no solution could be found and it became clear that the form of development on this part of the site would likely cause damage to the arch. As such, the applicant has now redesigned this area of the site to remove the stairwell and provided a method statement showing how the arch would be protected during construction and safeguarded in the long term. This approach also allows the heritage asset to be better appreciated by the public by incorporating it into a publicly accessible landscaped area. Historic England have issued their final comments which offer support for this proposal. While the method statement provides adequate information regarding the protection of the arch during construction, it is considered necessary to request additional information regarding the long-term proposals for the arch and surrounding area.
81. Historic Environment Services, have stated that a ground penetrating radar survey is required to provide more information on the archaeology of the site since the arch may be connected to below-ground structural remains. They highlight that the arch could be attached to the remains of a medieval undercroft with side chambers

extending beyond the existing boundaries of the site. However, this information was not requested (by Historic Environment Services, or the council as decision makers) during the previously approved application, and there have since been no material changes to the site or planning policy. As such, it is not considered reasonable to request additional information at this stage. Although a written scheme of investigation (WSI) has been submitted with this application, a condition is recommended which requires revised WSI to be provided by the applicant, since the current one is not acceptable to Historic Environment Services.

82. The buildings collectively form a coherent group which modulate in scale and character creating a distinctive development with a strong sense of place. The scheme responds positively to the historic context by incorporating many of the design features highlighted as objectives for new development within the King Street character area. The development has a strong and distinct appearance which reflects the predominant historic building form, layout, scale and materials of the area and also creates a place that has its own locally - inspired character. The scheme's distinctiveness in part is attributable to the quality of materials and architectural detailing and it is also this design quality that justifies a high density contemporary design approach in this part of the conservation area. The National Planning Policy Framework confirms that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation and any harm to a designated heritage asset requires clear and convincing justification. The design qualities of the proposal, along with the benefits associated with securing the long term future of the listed building and the delivery of housing, are considered to outweigh the less than substantial harm identified in this case.

Main issue 2: Landscaping and open space

83. Key policies and NPPF paragraphs – DM3, DM8, NPPF sections 8, 12 & 15.
84. The proposed landscape strategy includes a number of elements focused on the river frontage, the residential courtyard and King Street.
85. Given the proposed development requires modification of the highway fronting the site to allow for servicing, there is both the justification and opportunity to secure an appropriate level of enhancement on the area of highway verge on King Street. This area of land provides an important pedestrian junction between King Street, Rouen Road and the Novi Sad footbridge. The application provides a broad vision for this area and suggests that there would be an enhanced cycle way, pedestrian walkways, a servicing bay for the development itself, some seating and some soft landscaping within a sustainable drainage scheme (rain gardens/swales). Full details are to be agreed via condition.
86. Across the river frontage a partially enclosed river walkway is proposed. This would be assessed via the existing Novi Sad bridge ramp and via Wickhams Yard. The route would provide access to the river frontage to a small 'staithe area' which would function as a small amenity area. The Broads Authority have indicated support for a demasting facility in this location and are supportive of the details submitted with this application.
87. A landscaped courtyard is proposed in the internal space created by the perimeter buildings. This area will function as space from which residents would access

parking and refuse facilities but also as an area of communal amenity space. Although the space is constrained in size and will be overshadowed by the development, provided the space is landscaped to a high standard the space will function well as a private courtyard. Given the changes which have been made to the area around the medieval arch, this courtyard space will also incorporate the arch at a lower level, along with some visitor cycle stands. Full landscaping details are to be agreed by condition.

Main issue 3: Transport

88. Key policies and NPPF paragraphs – JCS6, DM28, DM30, DM31, NPPF section 9.
89. It is proposed that the site is accessed from King Street. A basement car park, accessed via a ramp, provides 20 car parking spaces. Within the basement and ground floors, there are three secure cycle stores which provide space for a total of 80 cycles. The site also includes 6 Sheffield cycle stands which provide further space for the storage of 12 visitors' cycles. These provisions accord with local plan policies and are considered acceptable.
90. A communal bin store is proposed on the ground floor fronting King Street. The store provides a sufficient number of bins and would be accessible for collection from King Street.

Main issue 4: Amenity

91. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.
92. DM2 seeks to ensure satisfactory living conditions for existing occupiers living close to the development and future occupiers of the scheme. The amenity impacts of the development have not changed since the previous consent was granted (15/01810/F). The assessment which was contained within the previous committee report is repeated below for completeness (full report attached at Appendix A).
93. There are no residential properties immediately adjoining the site but within the vicinity there are a large numbers of residential properties, particularly Cannon House, apartments that form part of the Cannon Wharf and Sidestrand developments and to the west properties on King Street. A number of objections have been received from these residents on the basis that given the height and proximity of the development there will be an unacceptable impact on their amenities as a result of loss of light, overshadowing, overlooking and loss of privacy.
94. The Sidestrand development is situated on the opposite side of the River Wensum approximately 35m from the site boundary. The separation afforded by the river and the riverside walk will minimise direct impacts of the development on these dwellings, although given the orientation there will be some degree of overshadowing of the river. To the south, Cannon House (213 King Street) and apartments forming part of the Cannon Wharf development are closer to the site boundary – 11.6m to the garden boundary of Cannon House, 13.4m to north facing fenestrated elevation of Cannon Wharf. This façade of Cannon Wharf includes a large number of windows and balconies which face the site with views towards the city, including of the cathedral.

95. The scheme includes a continuous development frontage abutting the Novi Sad bridge access ramp. The elevation visible from Cannon wharf includes the side elevations of the 'bridge tower' and the 'wharf' block and the three storey link building. This south facing elevation has a large number of windows, balconies and the link building has a top floor private roof terrace. This frontage has been designed as an outward facing principal elevation of the development and includes windows to bathrooms, bedrooms and open plan living space. The residential use of rooms and balconies will therefore be apparent from the Novi Sad bridge and to residents living in Cannon Wharf and Cannon House.
96. In terms of impact, given the development is to the north, the extent of overshadowing of buildings to the south will be limited although daylight levels are likely to be affected to some extent given the massing and height of the development. However, the variation in height of the development and in particular the three storey link block will reduce this impact and assist in reducing the possible overbearing appearance of the development. For residents living to the south, the change in outlook will be substantial, views across a largely vacant site replaced with a high density urban form of development. Existing privacy levels will be negatively affected since overlooking will be possible between existing and proposed windows and balconies. However, these impacts need to be assessed in the context of the location – a location close to the city centre where the prevailing character of development is high density. In addition the development has been designed to provide a varied and active frontage to the Novi Sad bridge - an important public route for pedestrians and cyclists and which separates the site from established development to the south. A less outward looking design would not be as successful in responding to this 'street' frontage. In these circumstances it is not considered necessary or desirable to prevent overlooking/loss of outlook but to avoid levels that are considered unacceptable in this location. On this basis the amenity levels for both existing and future occupiers of the development are considered acceptable.
97. In terms of general amenity levels for residents of the new development, the dwellings have been designed to meet nationally described space and to have access to outdoor amenity space. Most of the dwellings are dual aspect with principal windows outward facing with good outlook and light levels. Given the density and mix of development, balconies function as outdoor space for the flats, whereas houses and duplex apartments have small courtyards. In addition the layout provides for an area of communal private courtyard and for a public open space adjacent to the River Wensum. On this basis the development meets the requirements of DM2.

Main issue 5: Flood risk

98. Key policies and NPPF paragraphs – JCS1, DM5, NPPF section 14.
99. The site lies within fluvial Flood Zone 3a which is defined by the 'Planning Practice Guidance: Flood Risk and Coastal Change' as having a high probability of flooding. The proposal is for a residential development of 41 flats, which is classified as a 'more vulnerable' development, as defined in Table 2: Flood Risk Vulnerability Classification of the Planning Practice Guidance. Therefore, to comply with national policy the application is required to pass the Sequential and Exception Tests and be supported by a site specific Flood Risk Assessment (FRA).

100. The site lies partly within the flood extent for a 1% (1 in 100) annual probability event, including an allowance for climate change. The site does not benefit from the presence of defences.
101. Finished ground floor levels for Burgage Plot have been proposed at 2.65m AOD. This is 0.3m above the 1% (1 in 100) annual probability flood level including 35% climate change of 2.35m AOD and therefore dry in this event. Flood resilience/resistance measures have not been proposed to be included Burgage Plot building, even though it is at risk of flooding by 0.45m in the extreme 0.1% (1 in 1000) annual probability flood with a flood level of 3.10m AOD. The houses in Burgage Plot are proposed to be three-storey houses so they will have a first floor to provide refuge above the extreme 0.1% (1 in 1000) annual probability flood level of 3.10m AOD.
102. Finished ground floor levels for Wharf Building have been proposed at 4.65m AOD. This is 2.3m above the 1% (1 in 100) annual probability flood level including 35% climate change of 2.35m AOD and therefore dry in this event and 1.55m above the 0.1% (1 in 1000) annual probability flood level of 3.10m AOD, so also dry in this extreme event. The site level outside the apartments is around 2.53m AOD and therefore not at risk of flooding in the 1% (1 in 100) annual probability flood event including climate change. Therefore this proposal does have a safe means of access in the event of flooding from all new buildings to an area wholly outside the floodplain up to a 1% (1 in 100) / 0.5% (1 in 200) annual probability including climate change flood event.
103. The lowest site level is around 1.29m AOD along the riverside walkway and therefore at risk of flooding by 1.06m depth in the 1% (1 in 100) annual probability flood event including climate change. Therefore assuming a velocity of 0.5m/s the flood hazard on the riverside walkway is danger for most including the general public in the 1% (1 in 100) annual probability flood event including climate change. As such, an Emergency Flood Plan has been proposed by the applicant but you should determine its adequacy to ensure the safety of the occupants.
104. Compensatory storage has been provided using voids beneath Burgage Plot and the basement car park, with water entering through grills or permeable sections of wall. The Flood Risk Assessment has stated that the scheme will provide sufficient compensatory volume and that the floodwater is designed to enter the storage areas at the correct levels, to try to mimic a level for level compensatory storage scheme. The design is acceptable in principle, but further information will be required at the discharge of conditions stage to ensure that the scheme performs adequately in any future flood events. This will include plans and drawings of the proposed openings, details of their future maintenance, and the rate of flow through the openings based on the flood hydrographs.

Main issue 6: Affordable housing

105. Key policies and NPPF paragraphs – JCS4, DM33, NPPF section 5.
106. JCS4 requires developments of this scale to allow for 33% of the new dwellings to be affordable. On the basis of 41 dwellings this equates to 14 units. The policy indicates that this requirement may be reduced and the balance of expected tenures amended where it can be demonstrated that site characteristics, including infrastructure provision together with the requirement for affordable housing would

render the site unviable in prevailing market conditions. Policy DM33 goes on to state the council's approach to securing planning obligations and development viability. It sets out a general principle that planning obligations will be used to secure, amongst other things, the delivery of affordable housing. It also states that policy requirements may be negotiated if scheme viability was demonstrably compromised, and requirements may be reduced by agreement.

107. The scheme does not provide for an affordable housing contribution of any type either on site or in the form of a commuted sum. This absence of affordable housing has been justified on the basis that any level of contribution would render the development unviable. A viability appraisal has been submitted to substantiate this position and this includes a detailed cost appraisal.
108. The costs of the development along with projected development values have been reviewed by planning officers, the council's senior housing development officer and the District Valuer. The assessment indicates a profit level of 11.2% for a 100% market housing scheme. This is well below the expected profit of 15-17.5% as set out in the council's SPD. On this basis the development would not be viable if an affordable housing contribution was to be sought. The applicant has stated their commitment to developing this site within a short time period, indicating a start within 15 months and completion within a further 24 months.
109. The adopted Affordable Housing SPD states that where reduced affordable housing is accepted a Section 106 Agreement will be required and include an affordable housing viability review clause. This will require development viability to be reassessed in the event of development not being delivered within an agreed timescale. Given the complexities of this particular site an appropriate timescale would be commencement within 15 months and occupation within 24 months from commencement. Such a delivery timescale would ensure the early development of a key site within the south city regeneration area, secure the future use of the listed Ferry Boat Inn and provide new homes that would contribute to the five year land supply.

Compliance with other relevant development plan policies

| Consideration | Relevant policy | Compliance |
|----------------------------|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Renewable energy provision | JCS 1 & 3; DM3 | On-site air source heat pumps to provide 23% of the site's energy demands, exceeding the 10% policy requirement |
| Water efficiency | JCS 1 & 3 | Water efficiency strategy submitted demonstrating how the scheme's fittings would reduce water consumption to an acceptable level (103.2 litres per person per day) |
| Biodiversity | DM6 | Yes subject to installation of bat boxes as per ecological report recommendations |
| Contamination | DM11 | Yes subject to conditions as recommended by Environmental Protection |

Equalities and diversity issues

110. There are no significant equality or diversity issues.

S106 Obligations

111. A Section 106 Agreement is necessary to require an affordable housing review if the development has not commenced within 15 months of planning permission being granted, or if the development is not occupied within 24 months of commencement.

Local finance considerations

112. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority. In this case local finance considerations are not considered to be material to the case.

Conclusion

113. Both the NPPF and DM9 require all development to have regard to the historic environment and maximise opportunities to preserve, enhance or better reveal the significance of designated assets. These policies are rooted in the requirements of the Planning (Listed Buildings and Conservation Areas) Act 1990 which imposes a duty on local authorities to have special regard and pay special attention to development affecting listed building and their settings and conservation areas. The site is located in one of the most historic parts of Norwich and development directly affects a building which functioned as a public house for almost 200 years. The comprehensive proposals for a high density, high rise and contemporary form of urban development have been carefully assessed in this context. It is considered that the scheme is of an appropriate design for the location; delivers housing in a highly sustainable location and secures the regeneration and use of an important heritage asset and a site which has now been vacant for a substantial number of years.
114. The development is therefore assessed as being in accordance with the requirements of the National Planning Policy Framework and the adopted Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

To approve application no. 19/01389/F - 191 King Street Norwich NR1 2DF and grant planning permission subject to the completion of a satisfactory legal agreement to include provision of affordable housing and subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Archaeological written scheme of investigation to be provided
4. Materials and details to be agreed
5. Heritage Interpretation scheme to be agreed
6. Full on-site landscaping details condition, including biodiversity measures

7. Details of public realm improvements to highway verge
8. External lighting scheme to be agreed
9. Bin storage and car parking to be laid out as shown on the approved plans, made available for use prior to occupation and retained as such thereafter
10. Full details of cycle storage to be submitted, including product, layout and security measures
11. Details of electric charging points
12. Management, maintenance, and public accessibility arrangements for whole site including riverside walk to be agreed
13. Full details of works to and around historic arch
14. Photographic record of buildings to be demolished
15. Construction method statement
16. Flood warning and evacuation plan to be provided
17. SUDS details to be agreed and provided
18. Remediation strategy; verification plan; and monitoring, maintenance & contingency plan
19. Works to stop if unknown contamination is found
20. Topsoil certification to be submitted
21. Details of compensatory flood storage
22. Any excavated material arising from the provision of the compensatory flood storage scheme shall be removed from the flood plain
23. Demasting moorings to be provided prior to occupation
24. Water efficiency measures to be installed in accordance with submitted strategy
25. Renewable energy to be provided in accordance with submitted energy strategy
26. No works during bird nesting season without prior consent
27. 10% of the dwellings to meet requirement M4(2) of the 2015 Building Regulations for accessible and adaptable dwellings
28. PD rights removed – extract flues, plant & machinery
29. Prior to first occupation of any part of the development the approved works to the listed building shall be completed to the written satisfaction of the local planning authority

Informatives:

1. Six informatives regarding Anglian Water assets and consents as per AW consultation comments
2. This permission is subject to a legal agreement
3. The landscape works within the highway will require a S278 agreement and will be subject to the payment of fees
4. A planning brief for the archaeological Written Scheme of Investigation will be provided by Norfolk County Council, Historic Environment Service and will specify the nature of the investigation required for this site
5. Residents will not be eligible for on-street parking permits

To approve application no. 19/01390/L - 191 King Street Norwich NR1 2DF and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Photographic survey
4. Full schedule of repairs
5. Details to be submitted, including:
 - a. New/replacement external joinery

- b. New/replacement internal joinery
 - c. Fire protection
 - d. Internal finishes
 - e. Rainwater goods
 - f. Bricks, including samples
 - g. Service routes
 - h. External decoration
- 6. Any damage to be made good
 - 7. All works of repair to match adjacent work
 - 8. Any historic features not previously identified to be retained and reported

Informatives:

- 1. Only the works shown are approved
- 2. Original historic fabric to be retained
- 3. It is an offence to carry out work to a listed building until conditions have been complied with



REV DATE NOTES

17.02.14 PLANNING SUBMISSION

18.06.15 REVISED PLANNING SUBMISSION

20.08.15 REVISED PLANNING SUBMISSION

25.08.15 REVISED PLANNING SUBMISSION

25.08.15 REVISED PLANNING SUBMISSION

26.11.15 REVISED PLANNING SUBMISSION

26.11.15 REVISED PLANNING SUBMISSION

0 5m

5th studio

Architecture & Urbanism

Project: FERRY BOAT INN SITE

Drawing Title: Proposed Ground Floor Plan

Scale: 1:200 @ A3 / 1:100 @ A

Status: PLANNING

Unit 14
25 West Street
London WC1X 8PF
+44 (0)20 7691 7722

www.5thstudio.co.uk

FBI-PL-111C

This architectural elevation drawing shows a row of buildings along a street. From left to right, the buildings are: a low, modern structure with a flat roof; a two-story building with a gabled roof and two chimneys; a three-story building with a gabled roof and multiple windows; a tall, modern building with a grid-like facade and large windows; a small, modern building with a flat roof; a small, modern building with a flat roof; a small, modern building with a flat roof; a small, modern building with a flat roof; a small, modern building with a flat roof; and a small, modern building with a flat roof. The drawing is a line art representation with some grey shading on the tall building.

Ferry Boat Inn: Barge Plot

Ferry Boat Inn: King Street Frontage

Novi Sad Footbridge

Cannon Cottage

Cannon Wharf

[illegible]

Report to Planning applications committee

Item

10 March 2016

Report of Head of planning services

Subject Application nos 15/01810/F and 15/01811/L -
191 King Street, Norwich, NR1 2DF

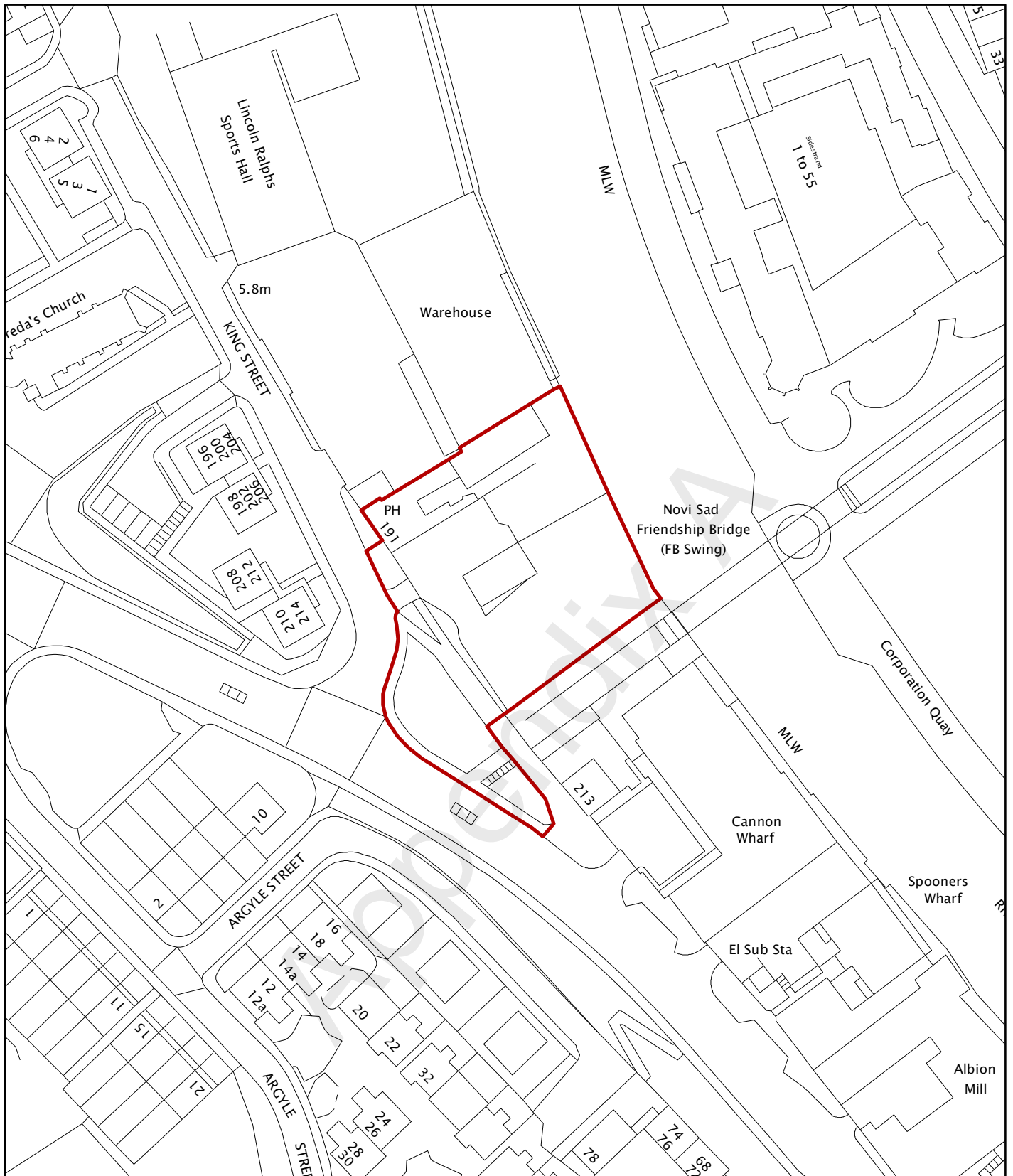
4(a)

Reason for referral Major, previously refused at committee.

| | |
|---------------------|-------------------------------------------------------------------------------------------------|
| Ward: | Thorpe Hamlet |
| Case officer | Tracy Armitage - tracyarmitage@norwich.gov.uk |

| Development proposal | | |
|----------------------------------------------------------------------------------------------------------------|---------|---------|
| Redevelopment of site to provide 41 dwellings including partial demolition of buildings with associated works. | | |
| Representations | | |
| Object | Comment | Support |
| | 2 | |

| Main issues | Key considerations |
|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 Design and heritage impacts | Height and massing of the development. Whether the design respects the context and pays special attention to the desirability of preserving or enhancing the character and appearance of the conservation area. |
| 2 Open space and landscape | Landscape strategy for the site Public benefit of waterfront proposals Landscape strategy for the site |
| 3 Amenity | Impact on residents living close to the site Level of amenity for future occupiers |
| 4 Affordable housing | Whether provision of affordable housing is viable |
| 5 Works to Listed building | Demolition of existing outbuildings and works to the listed Ferry Boat Inn - whether they have special regard to the desirability of preserving the listed building and its setting. |
| Expiry date | 17 March 2016 |
| Recommendation | APPROVE 15/01810/F, subject to S106 and conditions APPROVE 15/01811/L, subject to conditions |



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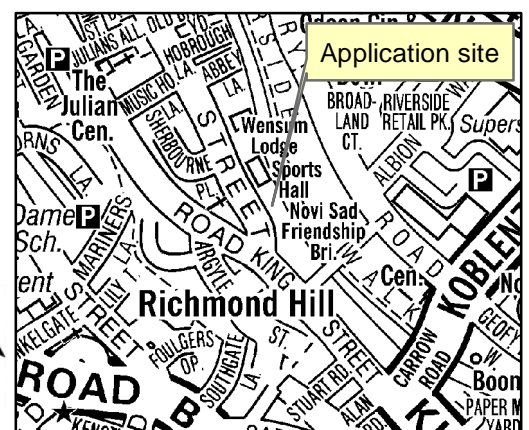
Planning Application No 15/01810/F & 15/01811/L
 Site Address Former Ferry Boat PH
 191 King Street

Scale 1:1,000



NORWICH
 City Council

PLANNING SERVICES



The site and surroundings

1. The site is located to the east of King Street at its junction with Rouen Road and the Novi Sad bridge. Currently the site is occupied by the Ferry Boat Inn a grade II listed building of 2½ storeys in height, in three bays with three large gable dormers extending west over King Street. To the south of the main building is a long stretch of flint wall which forms the south boundary wall to a number of extensions to the rear of the main building, there is also a series of single storey extensions which project eastwards towards the main river including a boat house at the eastern end.
2. A detached outbuilding is located to the south of the main building and contains evidence of an earlier 15th century building with a head of a door way from that date. The outbuilding is not historically connected to the Ferry Boat and is a survival of residential slum clearance and has later formed part of the curtilage along with the car park further to the south which dates from the 1980s.
3. The site is occupied by a number of trees, three Alders are located immediately adjacent to the river on the eastern boundary of the site a Sycamore and an Ash are located more centrally within the site and a Robinia and a three Rowans are located close to the sites access. Two of the Alders and the Ash are identified within the Arboricultural Implications Assessment as category grade B trees (of moderate quality and amenity value), the remaining trees are category C trees (of low quality and amenity value).
4. The River Wensum is located to the east of the site and forms part of the Broads opposite which are residential flats forming part of the wider mixed use riverside area. To the north are brick former warehouse buildings hard up against the river which are utilised by community music east. Opposite the site to the west are flat roofed post-war residential properties original constructed as council housing, to the south of this is a small green space at the junction of Rouen Road and King Street. The Novi Sad Bridge is located to the south and offers important views of the site, further south is Cannon Wharf a residential scheme which forms part of the wider Read Mills development. To the northwest corner of the Cannon Wharf site is 213 King Street (Cannon House) a small two storey grade II listed dwelling which is residential use. The site is particularly prominent in views from the east side of the river and from the south on King Street.

Constraints

- City Centre Conservation Area – King Street Character Area
- Listed buildings:
 - On site: Former Ferry Boat Inn pub – Grade II listed. On the council's Buildings at Risk Register
 - Adjacent to the site - 213 King Street Grade II, King Store warehouse locally listed
- Flood risk - Parts of the site are at risk of flooding
- Sloping site - slopes down from King Street to the River Wensum

- Regeneration Area – King Street forms part of the South City Centre Regeneration Area
- Main area of archaeological significance
- Broads – The site backs directly on to the River Wensum, part of the Broads.

Relevant planning history

5.

| Ref | Proposal | Decision | Date |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------|
| 10/01471/F | Alterations and extensions to provide a 150 - 200 bed backpackers' hostel (amended proposals). | Withdrawn | 09/11/2010 |
| 10/01472/L | Alterations and extensions to provide a 150 - 200 bed backpackers' hostel (amended proposals). | Withdrawn | 09/11/2010 |
| 10/02177/F | Alterations and extensions to the Ferry Boat Inn and construction of new accommodation block to provide a 150 - 200 bed backpackers' hostel. | Approved | 18/07/2011 |
| 10/02178/L | Alterations and extensions to the listed building and removal of curtilage buildings to provide a 150 - 200 bed backpackers' hostel. | Approved | 18/07/2011 |
| 11/01970/D | Details of Condition 5: schedule of works for retention of flint wall and door arch, Condition 6 (a) window and door joinery; (b) colour finish of for new external windows and doors; (c) external timber cladding; (d) colour finish of lime render; (e) details of roof materials; (f) solar panels; (g) flues; (h) rainwater goods; (i) eaves details; (j) provision of living roof; (k) brick, chalk and flint walls; (l) car park entrance barrier; (m) grilles to car park openings; (n) bird and bat boxes; Condition 8: archaeological evaluation (parts a _ b), Condition 10: cycle stands, Condition 15: surface water runoff and Condition 19: flood proofing measures of previous planning permission 10/02177/F 'Alterations and extensions to the Ferry Boat Inn and construction of new accommodation block to provide a 150 - 200 bed backpackers' hostel.' | Approved | 26/03/2012 |

| Ref | Proposal | Decision | Date |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------|
| 11/01978/D | Details of Condition 3: schedule of works for retention of flint wall and door arch and Condition 4: schedule of works detailing all internal and external alterations of previous planning permission 10/02178/L 'Alterations and extensions to the listed building and removal of curtilage buildings to provide a 150 - 200 bed backpackers' hostel.' | Approved | 26/03/2012 |
| 15/00273/F | Redevelopment of site to provide 43 dwellings including partial demolition of buildings on site and erection of a riverside walkway/staithe. | Refused | 09/09/2015 |
| 15/00274/L | Redevelopment of site to provide 43 dwellings including partial demolition of buildings on site. | Refused | 09/09/2015 |

The proposal

6. The proposed development is a revised scheme following the refusal of planning permission and listed application consent for the redevelopment of the site with 43 dwellings, application refs. 15/00273/F & 15/00274/L (decision date 8 September 2015), for the following planning reason:

The proposed development, by reason of its layout, height, scale and massing would be unduly dense and visually dominant form of development, with buildings of excessive mass and scale adjacent to King Street, the Novi Sad Bridge and the River Wensum. As such the proposals would represent an inappropriate overdevelopment of the site, which would detract from the character and appearance of the conservation area, and the setting of the adjacent listed building. The proposals are therefore contrary to policies DM3 (Delivering high quality design), DM9 (safeguarding Norwich's heritage) and DM12 (Ensuring well-planned housing development) of the Norwich Development Management Policies Local Plan 2014, and paragraphs 9, 17, 56, 60-66, 132, 134, and 137 of the National Planning Policy Framework.

7. The previous application was considered by planning applications committee on 3 September 2015 and the report can be viewed [here](https://cmis.norwich.gov.uk/live/Meetingscalendar/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/167/Committee/3/SelectedTab/Documents/Default.aspx) (or on the city council's website <https://cmis.norwich.gov.uk/live/Meetingscalendar/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/167/Committee/3/SelectedTab/Documents/Default.aspx>) Since the decision to refuse the applications, the applicant and his architects have reconsidered the scheme and made a number of changes taking into account the concerns raised by Planning Applications Committee. The revised proposals include:

- Demolition of existing single storey buildings on the site;
- Renovation and residential conversion of the listed Ferry Boat Inn into 2 dwellings;
- Associated works to listed building – planning ref:15/01811/L;

- New build residential units - 39 dwellings (compared to 15/00273/F - a reduction of 2 units);
- The reduction in the height of the previously proposed 'bridge tower by two storeys; creating a 5 storey corner block building (plus basement).
- Revision to the form and appearance of the building fronting King Street - linked to the corner block and extending towards the listed Ferry Boat Inn.
- Excavation of the site to create lower level parking area with vehicular access from King Street.
- River side pedestrian route across the river frontage of the site.
- Landscaping of the highway land on the corner of Rouen Road/King Street.

Summary information

| Proposal | Key facts | |
|-----------------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| Scale | | |
| Total no. of dwellings | 41 Studios - 6 1 bed flats - 8 2 bed flats - 19 2 bed duplex - 2 3 bed flats - 2 Houses - 4 | |
| No. of affordable dwellings | Nil | |
| Lifetime home standard | 23/41 (56%) | |
| No of storeys | Riverside 'Wharf' building | 5 stepping up to 6 storey (includes basement car park). Height: 15 – 20.7m approx. (above bank level) |
| | Corner Tower | 5 storey (plus basement car park below street level). Height: approx. 16.4m above street level |
| | Bridge link block | 3 storey (plus basement car park below street level). Height: 10.8 – 11.6m (approx.) above bridge ramp |

| Proposal | Key facts | |
|----------------------------|--------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| | King Street block (adjacent to Ferry Boat Inn) | 2-3 storey Height : 6.2 – 9.5m (approx.) |
| | Burgage plots (extending to the rear of the Ferry Boat Inn to the river frontage) | 2 – 3 storey (Max height:11.4m above bank level) |
| Appearance | | |
| Materials | Brick including textured brick bond, render, zinc cladding, fibre cement roof tiles, profiled metal cladding | |
| Transport matters | | |
| Vehicular access | Access from King Street | |
| No of car parking spaces | 20 spaces 3 x disabled use Car charging point | |
| No of cycle parking spaces | 80 spaces | |
| Servicing arrangements | Communal - From King Street | |

Representations

8. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. A total of 2 letters of representation have been received citing the issues as summarised in the table below. It should be noted that one of the representation is from Cannon Wharf Residents Association, who represent residents of Cannon Wharf and Spooners Wharf. All representations are available to view in full at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.

| Issues raised | Response |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| Concern that proposed apartment facing the Novi Sad bridge have balconies and windows facing Cannon Wharf – privacy of residents in Cannon Wharf will be affected | See – para. 55 |
| Riverside walk and area under the bridge Concern over antisocial behaviour | See – para. 48 |

Consultation responses

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

Ancient Monuments Society

10. Welcome the re-use of the site. Regarding the Ferry Boat Inn request a detailed schedule of works in relation to the outbuildings and a detailed assessment of their significance.

Anglian Water

11. Confirm available capacity in the foul sewage network and wastewater treatment works. Recommend condition relating to Anglian Water Assets in the vicinity

Broads Authority

12. The Broads Authority has been consulted on previous schemes for this important riverside site and as there appear to be no substantial changes to the elevation facing the river in this submission, many of the following observations reiterate previous comments. The reduction in height of the block adjacent to Novi Sad Bridge was broadly welcomed, although the scale and massing of the buildings directly on the riverside frontage remain a concern as they contribute to the canalisation of the river between the two bridges, and this may prejudice any aspiration to achieve a lower scale on upstream sites, even though that may be appropriate. The historic photograph of the site in the Design and Access statement shows that previous development on the site was small scale (maximum four storeys) and on narrow plots fronting the river. Whilst it may not be possible or desirable to replicate this form of development, the scheme could take reference from this by breaking up the 'slab' construction of the block adjacent to the Novi Sad Bridge with some articulation, and through providing more permeability of the site with a physical or visual connection with the landscaped centre courtyard from this part of the site.
13. The inclusion of an area for a walk along the riverside is welcomed in principle, but the current provision seems to be a token one at best, in that it is in the main, narrow and almost completely overshadowed by the balconies and soffit of the building above. This together with the use of metal cladding to the soffit and wall of the building would not, in my opinion, make it an attractive space and it is difficult to see who would want to access it and for what purpose. A better alternative would be to set the whole building back from the river side to allow an open area at the water's edge. Previous comments suggested incorporating the vertical planting elements shown on the elevation to the bridge along the riverside walk as an alternative to the vertical metal cladding. The slight increase of depth at the 'staithe' area may be of more use, although the landscaping appears to be limited to one small planting bed. There is no obvious means of using it as a 'boat launch'. The connection to the courtyard via the reinstatement of Wickham's Yard is positive, but given the size of the scheme, the potential number of occupants and that it has also to cater for vehicle access to the undercroft parking, the overall amount of landscaped areas seems somewhat meagre.

14. It is hoped that a high standard of materials and detailed design will be achieved for this significant site
15. In conclusion, concerns remain about the scale of the development adjacent to the river, the width of the riverside walk and the lack of permeability of the site through a physical or visual connection to the inner courtyard, other than via a route shared with vehicles at Wickham's Yard.
16. Navigation and Waterways - The Broads Authority is pleased that the design has been amended from the last application so that the proposed riverside walkway is within the boundary of the existing river frontage as this means that there will be no encroachment on navigable width in the River Wensum. The applicant hasn't provided sufficient detail on the proposed staithe or launching area for the Authority to be able to comment on this properly. We will require a detailed drawing of this showing cross sections and dimensions of the steps and the height of the drop to the water. We also need to know exactly how it will be used – what type of boats they are proposing to launch or moor there and for what purposes, how the boats will get to the staithe/launch area and whether the use of the site will be restricted to residents. As regards the riverside walkway the Authority does not see how this will contribute towards the City's ambitions to create a network of riverside walkways as the public will not be able to use it. A better way for the development to contribute towards providing better riverside access would be to allow the public to access the river from King Street through the recreated Wickham's Yard and then return to King Street by walking along the riverside walkway and along the path which runs parallel to the bridge ramp.
17. As regards the form and mass of the buildings the Authority also feels that these will add to the canalisation of this section of river which is not welcomed.

Environmental protection

18. No objection subject to imposition of standard relating to contamination and construction method statement.

Environment Agency

19. The Environment Agency have requested further details regarding: volumes of compensatory storage; the routing of flood water and the functioning of the surface water scheme at time of river flooding. These details have been submitted and are being discussed. Until these are agreed the Environment Agency are maintaining a holding objection.

Highways (local)

20. The proposed development on a Ferry Boat Inn site has considerable merit with regard to highway and transportation matters and so I have no objection in principle. mid-rise residential land use on this highly accessible city centre location offers highly sustainable development as its location helps to reduce car dependency. Residents of this scheme would enjoy all of the benefits the city centre has to offer within easy walking and cycling distance. A car club is located adjacent to the site on King Street offer residents the option of the mobility of a car without privately owning a vehicle. For this reason a 'low car' development as proposed is an entirely viable position for prospective residents and conforms to Local Plan policy.

21. Cycle storage - The location and capacity of the cycle storage is adequate
22. Parking and traffic - 20 parking spaces for 41 units is proposed and is acceptable. As a new residential development in a CPZ the properties will not have parking permit entitlement. Experience from elsewhere in the city centre indicates that car ownership is lower than elsewhere in the urban area and is often less than 50% of households. Therefore the amount of parking spaces is acceptable.

Historic England

23. This application proposes the erection of new residential buildings on a vacant site adjacent to the grade II listed Ferry Boat public house. The content of the associated application for listed building consent has been the subject of previous consultation with Historic England. We are content with the principle of the replacement building to the rear and the works to the listed building, although we would be happy to offer additional advice on the latter if the Council's conservation officer wishes. The new building adjacent to the Ferry Boat was the subject of a previous application about which we raised concerns. These chiefly involved the scale of new building on the King Street side of the site and how it affected the character of this part of the conservation area. The current application shows this part of the development has been significantly amended to reduce the height of the corner building and change some elements of the ranges adjoining it. We consider this reduction in height a significant improvement and would not wish to oppose the granting of consent in principle.
24. The quality of the new buildings' cladding materials and detailing will be essential in their success. We would therefore recommend the Council apply suitable conditions to any consent controlling these aspects as well as one requiring a program of conservation for the medieval arch which will be preserved within the development.

Housing strategy

25. Having reviewed the viability study provided for the revised scheme I am comfortable that the scheme shows that delivery of any affordable housing is not viable. In light of the nature of the development I would be happy to see the S106 to state this providing we insert a clause for review.

Landscape

26. This revised scheme maintains the positive landscape design principles proposed within previous application for development on this site, these being well defined private, semi-private and public open space at a range of scales, and visual and physical access between King Street and the river. The proposals in general provide adequate private external amenity space, this is enhanced by the revised design of the units fronting King Street making good use of additional terrace space provided.
27. Trees - The tree officer should confirm if the proposed number and specification of tree planting is adequate to offset the loss of trees as part of the proposals. In terms of a courtyard planting an alternative to the Bald Cypress should be considered. We suggest a *Cornus controversa Variegata* would be a more interesting choice than the *Cornus alba* 'Sibirica' proposed within the lower courtyard.

28. Riverside walkway and Staithe - the following details should be conditioned railings along the river edge , details of design of the staithe including levels, materials, seating, planting etc.

29. Planting proposals generally : Proposed positioning of hard and soft landscape elements and treatments as shown are acceptable, however the design of planting and species mixes should be reviewed to maximise plant diversity and interest and a style in keeping with the high quality contemporary design proposed for built form. Plant mixes should be reviewed to ensure enough diversity and interest is provided, in particular the groundcover mix could be diversified and bulb planting introduced. Detailed design needs more careful consideration and should be conditioned

Norfolk historic environment service

30. No objection subject to the imposition of standard archaeological condition.

Natural areas officer

31. The ecology report concentrates mainly of the possible impact of the development on bats which are known to forage along the adjacent stretch of the River Wensum. Bat mitigation measures should be addressed and external lighting and light spillage should be minimised. New planting offers limited opportunity for biodiversity enhancements and loss of existing trees unlikely to be compensated by the new shrub and tree planting. Where planting is proposed it should use a high proportion of plants of value to wildlife through their flowers, fruits or seeds. Proximity of the building to the river provides no scope for a 'green corridor'.

Norfolk police (architectural liaison)

32. Detailed recommendation made regarding security of entrances to the buildings and undercroft parking area.

Norwich Society

33. Successful measures have been taken to reduce the visual impact of the development on the river frontage. The "tower" on the south corner of the site offers a more controlled massing of the elevations at this point. These alterations to the previous application offer a much more acceptable scale. We fully support this application which will provide a high quality contemporary design.

Tree protection officer

34. Further to your recent request I have visited the above-mentioned site and can confirm that the proposed development will require the removal of all the existing vegetation on site including a number of trees. Whilst unfortunate, the trees are not particularly good specimens and their removal as part of the proposed development should be used as a conduit for the planting of a number of replacement trees in the locality. It is recognised that this is not possible on site and therefore consideration should be made to the planting of new trees along Kings Street, or a contribution to planting elsewhere in the locality as part of the Councils future Tree Planting Strategy

Assessment of planning considerations

Relevant development plan policies

- Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)

JCS1 Addressing climate change and protecting environmental assets

JCS2 Promoting good design

JCS3 Energy and water

JCS4 Housing delivery

JCS11 Norwich city centre

JCS18 The Broads

- Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)

- DM1 Achieving and delivering sustainable development
- DM2 Ensuring satisfactory living and working conditions
- DM3 Delivering high quality design
- DM5 Planning effectively for flood resilience
- DM6 Protecting and enhancing the natural environment
- DM7 Trees and development
- DM9 Safeguarding Norwich's heritage
- DM11 Protecting against environmental hazards
- DM12 Ensuring well-planned housing development
- DM13 Communal development and multiple occupation
- DM22 Planning for and safeguarding community facilities
- DM31 Car parking and servicing
- DM32 Encouraging car free and low car housing
- DM33 Planning obligations and development viability

Other material considerations

- Relevant sections of the National Planning Policy Framework March 2012 (NPPF):

NPPF0 Achieving sustainable development

NPPF4 Promoting sustainable transport

NPPF6 Delivering a wide choice of high quality homes

NPPF7 Requiring good design

NPPF10 Meeting the challenge of climate change, flooding and coastal change

NPPF11 Conserving and enhancing the natural environment

- Supplementary Planning Documents (SPD)

Affordable housing SPD adopted - March 2015

Case Assessment

35. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan policies are detailed above. Material considerations include policies in the National Planning Framework (NPPF), the Councils standing duties, other policy documents and guidance detailed above and any other matters referred to specifically in the assessment below. The following paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations
36. The following assessment focuses on the key changes that have been made to the proposed development and matters that have arisen during the assessment. The report considered by Planning Application Committee at the meeting on the 3 September 2015 [here](#) and provides a full appraisal of all other matters.

Main issue 1: Design and Heritage Impact

- Design - Key policies and NPPF paragraphs – JCS2, DM3, NPPF paragraphs 9, 17, 56 and 60-66.
 - Heritage - Key policies and NPPF paragraphs – DM9, NPPF paragraphs 128-141.
37. The design of the development was the principal consideration in the assessment of application 15/00273/F and the focus for the reason for refusal. The revised scheme maintains the broad design strategy to that proposed previously and includes the following core design parameters (set out in the Design and Access Statement):
- (a) Creating a group/ensemble of buildings - creating a tight urban grain, a significant feature of the pattern of development within the King Street character area of the Conservation Area
 - (b) Re-creation of a lost historic narrow lane - Wickhams Yard, linking King Street with the water front. The Conservation Area Appraisal recognises the historic significance of narrow lanes leading to the riverfront and includes a management and enhancement objective that they should be retained.
 - (c) Re-creation of a 'burgage plot', an historic form of building plot – the plot includes the Ferry Boat Inn and new buildings in a narrow plot extending to the water front
 - (d) Buildings which vary in character and scale. It is stated that this is a response to the domestic scale of the Ferry Boat Inn, industrial riverside buildings and the 'pivotal' location of the site. The location being distinctive given the position adjacent to the Novi Sad bridge; 'corner' position at the junction of Rouen Road/King Street; and in a location within the conservation area where building types change from lower domestic buildings to larger format large factories

38. The proposed revisions to the scheme change two of the buildings within the group/ensemble that front King Street. The changes have focused on the massing, height, form and appearance of these buildings .
39. The revised King Street frontage re-establishes Wickhams Yard (a historic lane) adjacent to the Ferry Boat Inn and proposes a three storey building immediately to the east. Wickhams Yard is intended to function as a primary access point serving the development, framed by the historic Inn and the new three storey building. Although the equivalent number of storeys to the Ferry Boat, the eaves and ridge height of the building are higher. The roof form takes a cue from the bay proportions of the listed building and the street elevation has a domestic appearance created by the pattern of fenestration and entrance doorways. The contemporary appearance of the block creates a strong association between this building and the other new buildings on the site.
40. The corner of King Street with the Novi Sad bridge is now marked by a five storey building linked to the King Street frontage block by a lower two storey building. The roof of this link building includes a recessed glazed entrance which provides access to a third storey apartment, the remaining roof space functioning as an external private terrace area . The taller 5 storey block is intended to mark the location of the foot bridge and the transition in the street scape which occurs at this point. This building has a contemporary appearance with recessed windows and brick bays. A secondary access point into the development is created by an opening through this building at street level. A brick colonnade with planting areas forms the remaining street frontage of this building. This facade conceals a communal bin store located in this position and which allows servicing from King Street. This elevational treatment restricts surveillance and level of animation on this corner but it is acknowledged that given pedestrian activity a residential unit in this position would have compromised amenity levels.
41. The reduction in the height of the corner building by two storeys has significantly reduced the massing of this element of the scheme and improved the view of the development particularly from the west and from Rouen Road. In the context of the surrounding area the revised King Street frontage is considered a more a sympathetic gradation between the Ferry Boat Inn and Cannon Wharf than the previous refused scheme. In comparison to Cannon Cottage (Grade II listed) the contrast in massing and height remains marked but the relationship is not dissimilar to the existing juxtaposition of the listed building with Cannon Wharf. The revised design approach to the King Street frontage creates visual interest and variety and positively responds to the listed Ferry Boat Inn and the significant characteristics of the conservation area.
42. The height of the corner building was a particular focus of concern in relation the previous scheme, with Historic England raising an objection to this, the new building adjacent to the Ferry Boat and the impact on the character of these building on the conservation area and the listed building. In relation to this revised scheme Historic England state that 'the current application shows this part of the development significantly amended to reduce the height of the corner building and some elements of the ranges adjoining it'. It is stated that 'this reduction in height a significant improvement and would not wish to oppose the granting of consent'.

43. The remaining buildings in the group, the Riverside Wharf building, the bridge link and the burgage plots remain unchanged and are as previously proposed as part of 15/00274/F. It should be noted that the reason for refusal made reference to the *layout, height, scale and massing of the development and excessive mass and scale of buildings adjacent to the River Wensum*. The Riverside Wharf building remains the largest single building within the group and will be prominent when viewed from the river, the riverside walk and the bridge. The Broads Authority maintain their objection to this element of the scheme given the building's height, close proximity to the river and canyonising effect. The Broads Authority have commented that the riverside block would benefit from a greater degree of articulation and a physical break, which would create a visual connection with the landscaped centre courtyard. However, it should be noted that such a break would be difficult to achieve given the change in levels which raise the court yard a storey higher than riverside level. The design of this element was assessed in some detail previously and considered an appropriate response to the location. The stepping down of the buildings on the river frontage from 6 to 3 storeys is well considered in the context of Cannon Wharf and the locally listed King Street Stores to the north. The scale is also considered consistent with the scale of development either side of the Novi Sad bridge on the opposite side of the river - the approved 66 unit Wherry Road scheme extending to 7 storey in height.
44. In terms of the development immediately to the rear of the Ferry Boat Inn, the 'burgage plot' development reflects, although does not replicate the traditional form of building, and this is considered positive. The three family houses proposed within this plot, range in height between two and three storey and are taller than the buildings they replace. Distinctive materials are proposed, including significant areas of zinc cladding. As such the building will contrast with the listed building but aim to evoke the historic use of this part of the site as a boat yard. This design approach when viewed from the river is considered positive and the scale of the buildings will relate well to the locally listed building to the north – King Street Stores. However, the development will mean that the historic association of the Ferry Boat Inn and the river frontage is reduced and that much of the visual link between the building and the river will be lost, particularly given the height and proximity of the development. In terms of heritage impact this is considered to result in less than substantial harm.
45. The changes to the buildings fronting King Street have been made in order to address the reason for refusal of the previous scheme which centred on the impact on the development on the conservation area and the listed Ferry Boat Inn. In this regard the changes are considered successful and this is apparent in the consultation responses from both Historic England and the Norwich Society. However, significantly the changes have not reduced the design connection of these buildings with the remainder of the development. The buildings collectively form a coherent group which modulate in scale and character creating a distinctive development with a strong sense of place. The scheme responds positively to the historic context by incorporating many of the design features highlighted as objectives for new development within the King Street character area. The development has a strong and distinct appearance which reflects the predominant historic building form, layout, scale and materials of the area and also creates a place that has its own locally - inspired character. These design qualities along with the benefits associated with the securing the long term future of the listed building and the delivery of housing outweigh the less than substantial harm identified in para. 44. The scheme's distinctiveness in part is attributable to the quality of materials and architectural detailing and it is also this design quality that justifies a high density

contemporary design approach in this part of the conservation area. In the event of planning permission being approved it will be necessary to ensure that this design approach is adhered to during the construction phase.

Main issue 2: Open space and landscaping

45. Key policies and NPPF paragraphs – DM3, DM8, NPPF paragraphs 9, 17 and 56.
Key policies and NPPF paragraphs – JCS1, DM6, NPPF paragraph 118.
46. The proposed landscape strategy includes a number of elements focused on the river frontage, the residential courtyard and King Street.
47. In terms of King Street, the scheme includes landscape works to an area of existing highway land fronting the site. This land is currently unsightly not aided by the high concentration of utilities and services located on this road junction. When the previous application was considered there remained some uncertainty over the extent to which this area could be improved given the significant constraints imposed by these services. However, this land is one of only small number of open spaces within the King Street Conservation area and given the proposed development results in loss of trees and biodiversity and requires modification of the highway fronting the site to allow for servicing, there is both the justification and opportunity to secure an appropriate level of enhancement. This open area has therefore been examined in more detail as part of the current application. Having considered a number of options the modifications are likely to focus on widening the space across the site frontage to create a shared space for pedestrians, cyclists and servicing. This would include resurfacing and likely to necessitate the construction of a new retaining wall. Depending on utility constraints this may allow for seating to be incorporated as well as containerised pits for the planting of a small tree. The latter will be conditional on a detailed site survey which will establish the precise routing of existing services. In addition it is proposed to reseed the remaining open space with a mix to improve biodiversity. This will improve not only visual interest but also create compensatory semi-natural habitat close to the wildlife corridor of the River Wensum. Furthermore the scope for street planting at the modified junction of King Street and Rouen Road will be explored. This package of measures is considered appropriate compensation for the loss of trees from the site and will allow the appearance and function of this open space to be improved.
48. Across the river frontage a partially enclosed river walkway is proposed. This would be assessed via the existing Novi-Sad bridge ramp and via Wickhams Yard. Although this section of walkway would not at this time connect to an existing river walkway route it should be noted the adjacent site is allocated for residential development in the SA Plan (policy CC8) and includes a requirement for a riverside walk. In the meantime the route would provide access to the river frontage to a small 'staithe area' which would function as a small amenity area. The Broads Authority have indicated that given the proximity of the site to the Novi Sad bridge they would not support the use of the river frontage for permanent mooring. In addition they have indicated that the current height of the river bank/nor the height of the proposed staithe area would be suitable for the safe launching of boats. They have however supported a de-masting facility in this location and advised that a detailed scheme should be agreed through the imposition of a suitable condition.
49. Representations have raised concerns over antisocial behaviour which may result from unrestricted public access to the river frontage and staithe area. Although there

is a risk that this may occur, it is not considered that public access should be prevented on this basis. The routes into and across the site create a good level of permeability, recreate a historic layout and introduce activity onto the river frontage which will enliven the development. Public access to the river and the staithe area is considered a benefit of the development and a matter that should be secured as part of a planning decision. However, it is also accepted that there will be a need to manage public access and restrict it entirely after dark. Such management arrangement will be secured through a legal agreement.

50. A landscaped courtyard is proposed in the internal space created by the perimeter buildings. This area will function as space from which residents would access parking and refuse facilities but also as an area of communal amenity space. Although the space is constrained in size and will be overshadowed by the development, provided the space is landscaped to a high standard the space will function well as a private courtyard. The council's landscape officer has indicated that a detailed scheme should include suitable tree planting and diverse planting which creates visual interest and texture. She has also indicated that planting should extend towards Wickhams Yard to assist in creating a green link with the river.

Main issue 3: Amenity

51. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.
52. DM2 seeks to ensure satisfactory living conditions for existing occupiers living close to the development and future occupiers of the scheme.
53. There are no residential properties immediately adjoining the site but within the vicinity there are a large numbers of residential properties, particularly Cannon House, apartments that form part of the Cannon Wharf and Sidestrand developments and to the west properties on King Street. A number of objections have been received from these residents on the basis that given the height and proximity of the development there will be an unacceptable impact on their amenities as a result of loss of light, overshadowing, overlooking and loss of privacy.
54. The Sidestrand development is situated on the opposite side of the River Wensum approximately 35m from the site boundary. The separation afforded by the river and the riverside walk will minimise direct impacts of the development on these dwellings, although given the orientation there will be some degree of overshadowing of the river. To the south, Cannon House (213 King Street) and apartments forming part of the Cannon Wharf development are closer to the site boundary – 11.6m to the garden boundary of Cannon House, 13.4m to north facing fenestrated elevation of Cannon Wharf. This façade of Cannon Wharf includes a large number of windows and balconies which face the site with views towards the city, including of the cathedral.
55. The scheme includes a continuous development frontage abutting the Novi Sad bridge access ramp. The elevation visible from Cannon wharf includes the side elevations of the 'bridge tower' and the 'wharf' block and the three storey link building. This south facing elevation has a large number of windows, balconies and the link building has a top floor private roof terrace. This frontage has been designed as an outward facing principal elevation of the development and includes windows to bathrooms, bedrooms and open plan living space. The residential use of rooms and balconies will therefore be apparent from the Novi Sad bridge and to residents living in Cannon Wharf and Cannon House.

56. In terms of impact, given the development is to the north, the extent of overshadowing of buildings to the south will be limited although daylight levels are likely to be affected to some extent given the massing and height of the development. However, the variation in height of the development and in particular the three storey link block will reduce this impact and assist in reducing the possible overbearing appearance of the development. For residents living to the south, the change in outlook will be substantial, views across a largely vacant site replaced with a high density urban form of development. Existing privacy levels will be negatively affected since overlooking will be possible between existing and proposed windows and balconies. However, these impacts need to be assessed in the context of the location – a location close to the city centre where the prevailing character of development is high density. In addition the development has been designed to provide a varied and active frontage to the Novi Sad bridge - an important public route for pedestrians and cyclists and which separates the site from established development to the south. A less outward looking design would not be as successful in responding to this 'street' frontage. In these circumstances it is not considered necessary or desirable to prevent overlooking/loss of outlook but to avoid levels that are considered unacceptable in this location. On this basis the amenity levels for both existing and future occupiers of the development are considered acceptable.
57. In terms of general amenity levels for residents of the new development, the dwellings have been designed to meet nationally described space and to have access to outdoor amenity space. Most of the dwellings are dual aspect with principal windows outward facing with good outlook and light levels. Given the density and mix of development, balconies function as outdoor space for the flats, whereas houses and duplex apartments have small courtyards. In addition the layout provides for an area of communal private courtyard and for a public open space adjacent to the River Wensum. On this basis the development meets the requirements of DM2.

Main issue 4: Flood risk

58. Key policies and NPPF paragraphs – JCS1, DM5, NPPF paragraphs 100 and 103.
59. The site is at risk of flooding. The NPPF and DM 5 seek to direct new residential development to sites at the lowest risk of flooding. The site extends across three flood risk zones. Approximately 44% of the site is at low flood risk whilst the remainder falls into zones 2 and 3, at medium and high flood risk. In accordance with policy, a sequential test has been applied in order to assess whether the development could be accommodated on alternative site/s at lower flood risk. Given the application relates to development within an identified area for regeneration, DM 5 requires only sites within the southern and northern city centre regeneration areas to be considered. These two regeneration areas cover significant geographical areas of the built up part of the city and much of this area is at low risk of flooding (flood zone 1). Within the south city centre area a number of sites have been allocated for residential development and some of these are in low risk areas. In addition given the nature of the area there is likely to be a number of brownfield /possible windfall sites which may be capable of redevelopment. These sites are theoretically available for residential development of a similar scale to that proposed by this application.
60. However, the development of these alternative sites would not result in the same level of wider sustainability benefits compared to the development of the Ferry Boat Inn site. These benefits are referred to in the report but in summary include:

- The development of a long term vacant site within an area identified for regeneration
- Secure the long term future of a historic building currently on the council's Building at Risk register
- The development of a site prominently located within City Centre Conservation Area and highly visible from the River Wensum.
- Provision of public access to the river
- Provision of new homes
- Enhanced public realm area

61. Where such wider sustainability benefits exist the NPPF allows development in flood risk areas provided the 'Exception' Test is met. In terms of meeting this test development must 1) provide wider sustainability benefits to the community that outweigh flood risk and 2) be safe for its lifetime without increasing flood risk elsewhere. In terms of 1) and with reference to DM1, the development will provide a number of sustainability benefits, in particular: deliver 41 new homes in a highly accessible part of the city; result in environmental improvements to a long term vacant site; secure the future of a listed building which has been vacant and neglected for a number of years and provide off site public realm improvements to King Street.

62. In terms of 2) and that of safety, the scheme involves modification of existing site levels to create a basement car park above which the development would be constructed. Most of the new residential units are therefore raised above both the 1:100 and 1:1000 flood level. The Burgage plot dwellings are at a lower level but it is recommended that these are set at minimum of 2.53AOD which protects these units from a 1:100 year flood event. The basement car park is designed to flood and will provide 180m³ of flood water storage. The Environment Agency requested additional information to be submitted in relation to a number of matters including 1 in 20 year flood events and where water would be stored and routed during these times. A revised Flood Risk Assessment has been submitted indicating storage capacity within external areas adjacent to the river and beneath the footprint of the burgage plot. The Environment Agency is in the process of considering this proposal along with the further information requested they requested. It is expected that the EA will provide their final response prior to the meeting of Planning Applications Committee and that it is likely that outstanding details will be capable of being agreed through the imposition of appropriate planning conditions. An update will be provided at Planning Applications Committee.

63. It is proposed that surface water will drain via an attenuation feature into the River Wensum. This strategy is considered acceptable and a planning condition is recommended to secure a detailed scheme.

Main issue 5: Affordable housing viability

64. Key policies and NPPF paragraphs – JCS4, DM33, Affordable Housing SPD, NPPF paragraph 50.

65. JCS4 requires on developments of this scale for 33% of the new dwellings to be affordable. On the basis of 41 dwellings this equates to 14 units. The scheme does not provide for an affordable housing contribution of any type either on site or in the

form of a commuted sum. This absence of affordable housing has been justified on the basis that any level of contribution would render the development unviable. A viability appraisal has been submitted to substantiate this position and this includes a detailed cost appraisal.

66. The costs of the development (including CIL payment of approx. £322,390 along with projected development values have been reviewed by planning officers and the council's senior housing development officer. The assessment indicates a marginal profit level of just below 15% for a 100% market housing scheme. On this basis the development would not be viable if an affordable housing contribution was to be sought. The applicant has stated his commitment to developing this site within a short time period, indicating a start within 15 months and completion within a further 18 months. Such a delivery timescale would ensure the early development of a key site within the south city regeneration area, secure the fabric and future use of the listed Ferry Boat Inn and provide new homes that would contribute to the five year land supply.
67. The adopted Affordable Housing SPD states that where reduced affordable housing is accepted a S106 Obligation will be required and include an affordable housing viability review clause. This will require development viability to be reassessed in the event of development not being delivered within an agreed timescale. Given the complexities of this particular site an appropriate timescale would be commencement within 15 months and occupation of within 18 months.

Main issue 6: Heritage

68. Key policies and NPPF paragraphs – DM9, NPPF paragraphs 128-141.
69. The impact of the development on the conservation area and the setting of the listed Ferry Boat Inn has been assessed in the previous paragraphs. In this section the demolition of existing buildings is assessed along with the works to the Ferry Boat Inn. These works are included within 15/01811/L.
70. The Ferry Boat Inn comprises a number of buildings which vary in age and historic significance. The building fronting King Street dates from around 1630. However, the range immediately to its rear is likely to pre-date that, with the Ferry Boat building being built up against it. Both parts of the building are therefore of significance being of relatively early date. At the rear of the buildings there is a series of single storey extensions that step down towards the river and which historically would have housed river related functions. These single storey buildings along with a flint and brick outbuilding to the south are proposed for demolition. The council's conservation and design officer has advised that the single storey buildings are later than the King Street fronting buildings, with sections possibly dating to the late 19th century. These buildings have been substantially modified and altered but historically housed a boat yard use from which a ferry service was also operated. The existing structures have retained limited architectural and historic significance, with the exception being a substantial external flint wall which lined the original Wickhams Yard. This wall is to be retained as part of the scheme. Given the retention of this feature the design and conservation officer has confirmed that she has no objection to demolition, subject to the historic recording of the buildings.
71. The outbuilding to the south has similarly been heavily modified in the 19th and 20th centuries but does include a brick up arch of an earlier structure from around the 14th

century. The proposed scheme retains this archway feature where it will be incorporated into the lower ground floor level. Given the retention of this feature the design and conservation officer has confirmed that she has no objection to demolition, subject to the historic recording of the buildings.

72. The Ferry Boat Inn conversion works facilitate the use of the former pub for residential purposes. It should be noted that the public house use is only evident at ground and basement level as the upper floors are laid out as residential accommodation. Two flats are proposed, one at ground floor level and the second split across the upper floors. The proposals seek to retain the historic room layout and where modifications are proposed this involves the removal of modern partition walling. In particular the open layout of the former public bar area is retained as well as the broad pattern of circulation between ground floor rooms. Historic internal features including significant staircases/steps and fire places are retained as integral parts of the scheme. It is considered that the scheme responds well to the significant elements of the listed building and as such the re-use for residential purposes is acceptable. The works include the repair and refurbishment of the external and internal fabric which will secure the long term future of this historic building, which is currently on the council's Buildings at Risk Register.

Compliance with other relevant development plan policies

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

| Requirement | Relevant policy | Compliance |
|----------------------------|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Refuse Storage/servicing | DM31 | Yes subject to condition. |
| Energy efficiency | JCS 1 & 3 DM3 | Yes subject to condition An air source heat pump system is proposed to provide a centralised heating and hot water supply to 15 dwellings within the development. The Energy, water and Construction Planning Statement demonstrates that by serving the riverside frontage units with the heat pump system, 23% of the development's estimated energy consumption will be derived from a renewable sources. |
| Water efficiency | JCS 1 & 3 | Yes subject to condition. |
| Sustainable urban drainage | DM3/5 | Yes subject to condition. |

Other matters

74. The officer report for application ref. 15/00273/F ([report to planning applications committee, 3 September 2015](#)) assessed in detail the principal of residential

development on this site. The site is not allocated for a specific type of development in the Local Plan and is located within the south city centre regeneration area identified in the JCS, policy 11, as an area of change, suitable for mixed use development and improved public realm. The proposal consists of the comprehensive redevelopment of the site solely for residential purposes. In accordance with the NFFP and the national objective of boosting housing supply, DM 12 is permissive of residential development except where sites are: designated for non-residential purposes; within a specified distance of a hazardous installation; within or immediately adjacent to the Late Night Activity Zone or at ground floor within the primary or secondary shopping area. None of these exceptions apply to this site.

75. The Ferry Boat Inn building dates from the 17th century, its use as a public house being first noted in 1822 when it was called the Steam Packet. The use as a public house continued until 2006. DM 22 seeks to safeguard community facilities, including public houses, for the benefit of the communities they serve. In terms of market interest, the pub has now been closed for 10 years and marketing over that period of time has not generated interest by a developer wishing to continue with the public house use. Given the deterioration in the condition of the listed building and associated outbuildings, it is highly likely that the viability of re-opening the public house or re-using it for an alternative community purpose will have further reduced over this time period. Although it is considered regrettable that the historic use of this site will be permanently lost, in the context of both DM22 and DM 9 and securing the future viable use of the listed building (on the City Council's Buildings at Risk Register) the principle of re-using the building for non-community purposes is considered acceptable.
76. In addition the following matters have been assessed and considered satisfactory and in accordance with relevant development plan policies, subject to appropriate conditions and mitigation: parking and servicing, contamination, archaeology.

S106 Obligations

77. The following matters would be secured through a S106 Obligation:

- Affordable housing review clause
- Public access arrangements along Wickhams Yard and the river frontage
- De-masting arrangements (if not able to secure through planning condition)

Local finance considerations

78. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy.
79. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority.
80. In this case local finance considerations are not considered to be material to the case.

Conclusion

81. Both the NPPF and DM9 require all development to have regard to the historic environment and maximise opportunities to preserve, enhance or better reveal the significance of designated assets. These policies are rooted in the requirements of the Planning (Listed Buildings and Conservation Areas) Act 1990 which imposes a duty on local authorities to have special regard and pay special attention to development affecting listed building and their settings and conservation areas. The site is located in one of the most historic parts of Norwich and development directly affects a building which functioned as a public house for almost 200 years. The comprehensive proposals for a high density, high rise and contemporary form of urban development have been carefully assessed in this context. It is considered that the revised scheme is of an appropriate design for the location; delivers housing in a highly sustainable location and secures the regeneration of a building and site which have now been vacant for a substantial number of years. The development is therefore assessed as being in accordance with the requirements of the National Planning Policy Framework and the adopted Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

To approve:

- (1) application no. 15/01810/F - 191 King Street Norwich NR1 2DF and grant planning permission subject to the completion of a satisfactory legal agreement to secure those items listed at paragraph 76 and subject to the following conditions:
 1. Standard time limit;
 2. In accordance with plans;
 3. Construction Management Plan
 4. Standard contamination conditions - investigation/remediation and monitoring
 5. Standard archaeological conditions
 6. Prior to demolition historic recording of buildings - placed on the HER
 7. Details of piling/foundation design
 8. Details of river wall works
 9. Full details of SUDs and long term management arrangements
 10. Conditions required by EA regarding flood risk management
 11. Detailed landscape scheme for all hard and soft /seating and planters etc – details to include biodiversity enhancements
 12. Scheme for off-site improvements to adjacent highway land – including street trees
 13. Scheme for de-masting -design and long term management
 14. Materials
 15. Details of; balconies, windows, external doors and gates, bonding, joint treatment, mortar mix, decorative/textured brick work, gates.
 16. Details of external lighting
 17. Completion of Ferry Boat Inn works prior to first occupation of any part of the development
 18. Details of heritage interpretation - public house/14th arch
 19. Compliance - lifetime homes
 20. Compliance - water efficiency

- 21. Compliance - Energy strategy
- 22. Compliance - electric car charging ,cycle parking and refuse facilities

Note required by Anglian Water re assets, no parking permits

(2) application no 15/01811/L - 191 King Street Norwich NR1 2DF and grant listed building consent subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Prior to commencement full schedule of works including sound proofing/fire proofing measures, including method statements for opening up areas currently lined (ground floor back room and fireplaces)
4. Details of light-well lighting, method for blocking of stairs, where new openings full details of elevations, architrave/lining details
5. Record of building and provided to the HER
6. All internal/external features shall be retained unless stated otherwise
7. Details of any replacement windows /doors/secondary glazing if proposed
8. Details of routes/specification and locations of all extracts; boiler flues, heating/hot water systems, plumbing
9. External decoration

Article 35(2) Statement:

The local planning authority in making its decision has had due regard to paragraph 187 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations, following negotiations with the applicant and subsequent amendments the application has been approved subject to appropriate conditions and for the reasons outlined in the officer report.