

Report for Resolution

Report to Planning Applications Committee
Date 10 February 2010
Report of Head of Planning Services
Subject 10/02100/F Garages rear of 50 - 64 Jamieson Place
Norwich

Item
5(2)

SUMMARY

Description:	Redevelopment of site to provide 3 No. houses.
Reason for consideration at Committee:	Objection
Recommendation:	Approve subject to conditions
Ward:	Wensum
Contact Officer:	Mr Mark Brown Senior Planner 01603 212505
Date of receipt:	2nd December 2010
Applicant:	Orwell Housing Association Ltd
Agent:	Barefoot & Gilles Ltd

INTRODUCTION

The Site

Location and Content

1. The site is located at the end of Jamieson Place which forms part of a perimeter block with Knowland Grove with a cul-de-sac (also known as Jamieson Place) running west, parallel with Dereham Road. The garage block is located at the end of this cul-de-sac. The block comprises 32 garages in two north-south orientated rows. Rear gardens of terrace housing on Jamieson Place and Knowland Grove boarder the north and east boundaries of the site. To the west is the Cherry Tree public house, which sits approximately 1.5m below the level of the application site. The western boundary is defined by trees and shrubs located in the adjacent site.
2. Access to the site is from the south onto Jamieson Place, beyond which is a footpath to Dereham Road. There is an electricity sub-station located within the end of the garage block in the southwest corner of the site. An alley way runs along the eastern boundary providing rear access to the 50-64 Jamieson Place. To the north an alley runs between the site and Knowland Grove providing rear access to 66-74 Jamieson Place and 41-51 Knowland Grove.

Planning History

3. There is no recent planning history on the site.

Equality and Diversity Issues

There are not considered to be any significant equality or diversity issues.

The Proposal

4. The proposal is for the demolition of the garages and the erection of three dwellings comprising three two-bedroom dwellings. The proposed dwellings form a terrace facing south towards the access and Jamieson Place. Parking spaces are provided to the front of the properties and private gardens to the rear. The substation is maintained in its existing position. Rear access is provided via an extension of the alley along the eastern boundary, which has been adjusted to link into the alley to the north of the site running through to Knowland Grove. Bin storage areas and sheds for cycle storage are provided within rear gardens.

Representations Received

5. Adjacent and neighbouring properties have been notified in writing. One anonymous letter of objection has been received. Due to the letter being anonymous it has not been possible to acknowledge the letter or advise the writer of this meeting. The concerns raised in the letter are summarised in the table below.

Issues Raised	Response
Alternative garage provision would involve walking longer distances potentially in ice hazardous conditions.	See paragraphs 11 & 12.
Parking in Jamieson Place is difficult with the loss of garaging and construction vehicles it will be impossible for residents to park near their homes. I am disabled and rely on taxis being able to park immediately outside my house.	See paragraphs 12&13.

6. Pre-application consultation has been undertaken by the applicants who have advised that, at the time of submitting the application four responses had been received. One response was in support of the proposals and three objected to the proposals raising concern over the loss of garaging/parking, loss of privacy and one resident raising concerns over devaluation of property.

Consultation Responses

7. **Norwich Society** – The Committee viewed the various garage sites that are to be developed for “affordable” housing. As the ratio of garages occupied is low it seems sensible to use the land for housing. As a committee, we generally approve of the designs, though they are safe without much inspiration on the whole.
8. **Transport** – No objection in principle to this scheme, although I am not convinced that creating a new through route via rear access paths is particularly desirable from a security perspective. I’m also not convinced about the layout of the parking/footpaths to the frontage. Residents are never going to walk along the pathways shown. Perhaps it would be better to extend the front gardens and provide a gate in each frontage, and consider the desire lines to each one.

9. **Tree Protection Officer** – This should be conditioned to comply with the arboricultural implications assessment, method statement and tree protection plan.
10. **Environmental Health** – The residential end use is a sensitive one, and there is a possibility of contamination due to the current or previous uses. I have therefore recommended conditions for a site investigation to determine this. I have also suggested conditions for noise and light nuisance, along with informatives for the demolition and construction phases.

ASSESSMENT OF PLANNING CONSIDERATIONS

Relevant Planning Policies

Relevant National Planning Policies

PPS1 – Delivering Sustainable Development
PPS1 Supplement Planning and Climate Change
PPS3 – Housing
PPG13 – Transport
PPG24 – Noise

Relevant Strategic Regional Planning Policies

ENV7 – Quality in the Built Environment
T8 – Local Roads
T14 – Parking
WM6 – Waste Management in Development

Relevant Local Plan Policies

NE9 – Comprehensive Landscaping Scheme
HBE12 – High Quality of Design
HBE19 – Design for Safety and Security
EP1 – Contaminated Land
EP18 – High Standard of Energy Efficiency
EP20 – Sustainable use of materials
EP22 – High Standard of Amenity
HOU13 – Proposals for New Housing Development
SR3 – Urban Green Space
SR12 – Green Links
TRA5 – Approach to Design for Vehicle Movement and Special Needs
TRA6 – Parking Standards – Maxima
TRA7 – Cycle Parking Standards
TRA8 – Servicing Provision

Supplementary Planning Documents and Guidance

Trees and Development SPD – September 2007

Principle Policy Considerations

11. The principle policy considerations are the loss of the garaging and an assessment against saved local plan policy HOU13 for the provision of new housing. National policy in PPG13 has recently changed to remove the requirement for councils to limit the number of parking spaces allowed in new residential developments and placing the onus on councils and communities to adopt policies appropriate for their area. Currently saved and adopted

local plan policies remain in place which set out maximum parking standards for the City. There are no planning policies which seek the retention of parking or garaging provision. However, it is appropriate on a case by case basis to consider whether the loss of the garaging provision would have other material or detrimental effects on the locality.

12. Based on the information submitted with the application, of the 32 garages on site 12 spaces are tenanted and 20 are void. It is suggested that alternative parking provision would be offered to existing tenants at either Knowland Grove or Randle Green (north side), the former of which is approximately 200m from the site. In this case it is not considered that the loss of parking would lead to any significant demonstrable harm in planning terms. Current local plan parking policies seek to minimise the reliance on the private car and whilst matters of highway safety and congestion are material planning considerations, it is not considered in this case that the proposals would have any significant detrimental impacts in these areas.
13. A neighbour has raised concern over the loss of parking, the ability to park adjacent to their property and the impact of construction vehicles. As detailed above there is alternative garaging provision within close proximity to the site and as such it is not considered that the proposals are likely to have a significant impact on highway congestion. The construction period would clearly be a limited time of some possible disruption, however this is clearly an inevitable part of any development. An informative note can be appended to any approval to promote considerate construction.
14. In terms of policy HOU13, the site is a brownfield site located to the west of Norwich within easy walking distance of the Dereham Road/Larkman Lane district centre. The site is in a sustainable location for new housing with good links to the City Centre along Dereham Road. The proposals are at a density of 39 dwellings per hectare which given the constraints of the site is considered to be sufficient. The proposals are therefore considered to be acceptable in principle subject to assessment against the criteria in policy HOU13, other development plan policies and material considerations.

Layout and Design

15. There are a number of constraints to the layout of the site, including the sub-station in the southeast corner which needs to be retained, the existing routes through the site and the alley ways to the east and north, the tree groups to the southwest of the site and the sites shape which is extremely long and narrow.
16. The proposed layout positions the terrace of three dwellings in the centre of the site facing south, with rear gardens to the north and parking and landscaped areas to the south. The two alleys adjacent to the site and the existing public routes through the site result in the two alleys being linked up creating one longer alley. Whilst this may not be ideal from a security perspective it is not considered that there is a better alternative solution which maintains existing routes through the site. Although the proposals result in a longer alley southern section is opened up by the treatment at the front of the site.
17. Gardens to the rear provide for external amenity space, bin storage and sheds for cycle parking. The electricity sub-station is retained although with new doorways to improve its appearance, the details of these doors should form a condition of any consent. Far more detail is required for the areas to the front of the properties, the green space around the parking could very easily be misused and the indicated pathway does not following the natural desire line for access to plot 1. Good quality landscaping and boundary treatments would be required to prevent parking on the green space. The relationship and transition between the green space and the alleyway to the east will also be vital to the success of the layout. It is considered that these matters can be resolved and reviewed by a

condition requiring the submission of a detailed landscaping scheme.

18. The form and massing of the properties is fairly simple consisting of two storey properties with pitched roofs. Proposed materials are red brick, timber windows and pantiles. It is suggested that specific details be conditioned. Subject to such a condition the proposals are considered to be acceptable and in line with the objectives of saved policy HBE12.
19. The size of the development is below the threshold for an energy efficiency statement, however the design and access statement submitted with the application details that the applicants are committed to achieving code for sustainable homes level 4. Part of the proposals to achieve this include solar thermal panels on the south elevation, specific details of which should be conditioned to ensure their projection from the roof slope is limited.

Access Parking and Servicing

20. Provision is made for one car parking space per dwelling which is consistent with the maximum parking standards set out within saved local plan policy TRA6. An access and turning area is provided and necessary due to the restricted width of the access point due to the trees and a sub-station on either side.
21. Areas for bin storage and sheds for cycle parking are provided within the rear gardens of the houses with access to the rear consistent with the requirements of policies TRA7, TRA8 and WM6.

Trees

22. There is a group of category C trees along the western boundary and a group of category B trees to the southwest of the site. The proposals are outside the root protection areas for these trees. The main implications are for the demolition and reinstatement of the landscaped areas of the site. Arboricultural method statements have been supplied for demolition close to these tree groups and for a protective fence during site construction works. Subject to compliance with these the proposals are considered to be acceptable.

Ecology

23. An ecological appraisal has been submitted with the application; this does not identify the specific presence of any protected species and the proposals are considered to have a neutral impact. A number of mitigation and enhancement measures are suggested. Native landscaping with berry bearing species is suggested within the ecological appraisal and this can be achieved via landscaping conditions. It is also suggested that informative notes are used to provide further advice on site clearance.

Urban Green Space and Green Links

24. An area of Urban Green Space is located to the south of the site within which the category B tree group referred to above is located. Subject to the tree conditions suggested above the proposal would have no impact on this area of greenspace.
25. A green link from Bowthorpe to the Wensum valley runs through the site, although it is not considered that the pedestrian route around the site necessarily represents a desirable path between the two as it utilises a number of passage ways designed only for access to rear gardens. Whilst the route through the site will be retained as part of the proposals, it is not considered that it would be appropriate to promote use of the alley to the north of the site for anything other than rear garden access. However, in terms of biodiversity corridors the proposals have the potential through the provision of significant additional soft landscaping to enhance the corridor between the two areas.

Amenity

26. The proposed dwellings are well orientated in relation to neighbouring properties. Overshadowing to adjacent properties would be limited due to the orientation of the proposals and the location of the proposed dwellings' rear gardens to the north. It is possible that some evening loss of light could occur to the adjacent plots to the west however it is considered that this would not be significant enough to result in any detrimental impact on amenity.
27. In terms of overlooking, the properties are a significant distance from the dwellings proposed, are at a higher level and are reasonably well screened by landscaping in their rear gardens. There are no east facing windows and due to the orientation of gardens within properties to the east there would be no significant loss of amenity as a result of overlooking.
28. In terms of the amenity of future residents of the properties themselves, the dwellings are of a good size for a two bed property at 78m². Sufficient private external amenity space is provided via the proposed rear gardens. Dereham Road is a heavily trafficked road which could have implications for noise to future residents of the properties and as such a noise assessment has been submitted with the application. This noise assessment has taken noise readings at the site and the site has been identified as within noise exposure category B. Within this category PPG24 advises that noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise. In this case the noise can be mitigated by double glazing systems (to a higher standard than normal) and acoustic ventilators. A condition should be imposed on any consent to ensure that satisfactory noise levels are achieved within living rooms and bedrooms.

Contamination

29. A desk based assessment has been submitted with the application which identifies potential pollutants at the site. Given the sensitive residential end use it is considered necessary to condition a site investigation and a scheme of remediation and mitigation to be carried out as appropriate.

Conclusions

30. The proposals provide for the redevelopment of an existing brownfield garage site. Of the 32 garages on site, 12 are tenanted and 20 are void. There is alternative garaging provision within close proximity to the site and as such it is not considered that the proposals are likely to have a significant impact on highway congestion. The site has good connections to nearby services and is considered to be an appropriate location for new residential development. The design and layout are considered to be acceptable given the constraints of the site. Landscaping will be particularly important to the success of the schemes layout and this can be covered by conditions. It is not considered that there are any significant detrimental impacts to the amenities of adjacent properties. The proposals are therefore considered to be acceptable subject to the conditions listed in the recommendation below.

RECOMMENDATIONS

To approve Application No (10/02100/F Garages rear of 50 - 64 Jamieson Place, Norwich) and grant planning permission, subject to the following conditions:-

1. Standard time limit;
2. Development in accordance with the submitted plans;
3. Compliance with the arboricultural implications assessment and method statement for

construction and protective fencing.

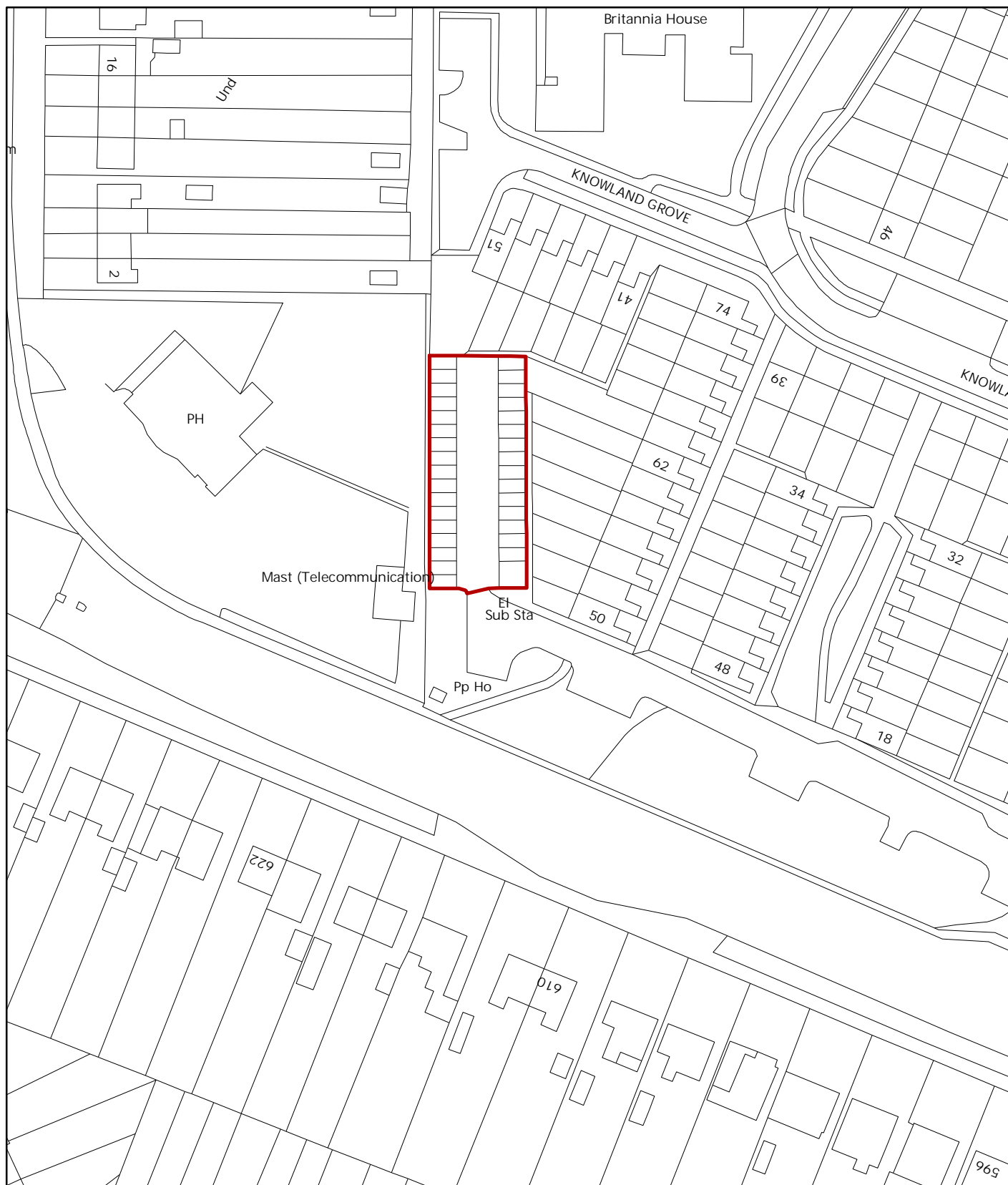
4. Provision of the sheds, parking areas and refuse storage areas prior to first occupation;
5. Submission of a landscaping scheme including:
 - hard and soft landscaping details including site frontages and details of all boundary treatments;
 - details of the future management and maintenance of the landscaped areas;
 - provision of landscaping prior to first occupation.
6. Details of bricks, tiles, solar panels and new doors to the sub-station to be used in the development;
7. Site contamination investigation and assessment to be carried out and if contamination is found a scheme of remediation and mitigation to be agreed and carried out. Should during development, contamination not previously identified be found development is to cease pending details to deal with contamination;
8. Insulation of bedroom and living rooms windows and the provision of acoustic ventilation where necessary;

The following informative notes should be appended to any consent:

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

(Reasons for approval: The decision has been made with particular regard to PPS1, PPS3, PPG13, PPG24, policies ENV7, T8, T14 and WM6 of the adopted East of England Plan and saved policies NE9, HBE12, HBE19, EP1, EP18, EP20, EP22, HOU13, SR3, SR12, TRA5, TRA6, TRA7 and TRA8 of the adopted City of Norwich Replacement Local Plan.

The proposals provide for the redevelopment of an existing brownfield garage site. Of the 32 garages on site, 12 are tenanted and 20 are void. There is alternative garaging provision within close proximity to the site and as such it is not considered that the proposals are likely to have a significant impact on highway congestion. The site has good connections to nearby services and is considered to be an appropriate location for new residential development. The design and layout are considered to be acceptable given the constraints of the site. Landscaping will be particularly important to the success of the schemes layout and this can be covered by conditions. It is not considered that there are any significant detrimental impacts to the amenities of adjacent properties. The proposals are therefore considered to be acceptable subject to the conditions imposed)



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Planning Application No - 10/02100/F

Site Address - Garages to rear of 50-64 Jamieson Place

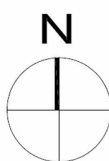
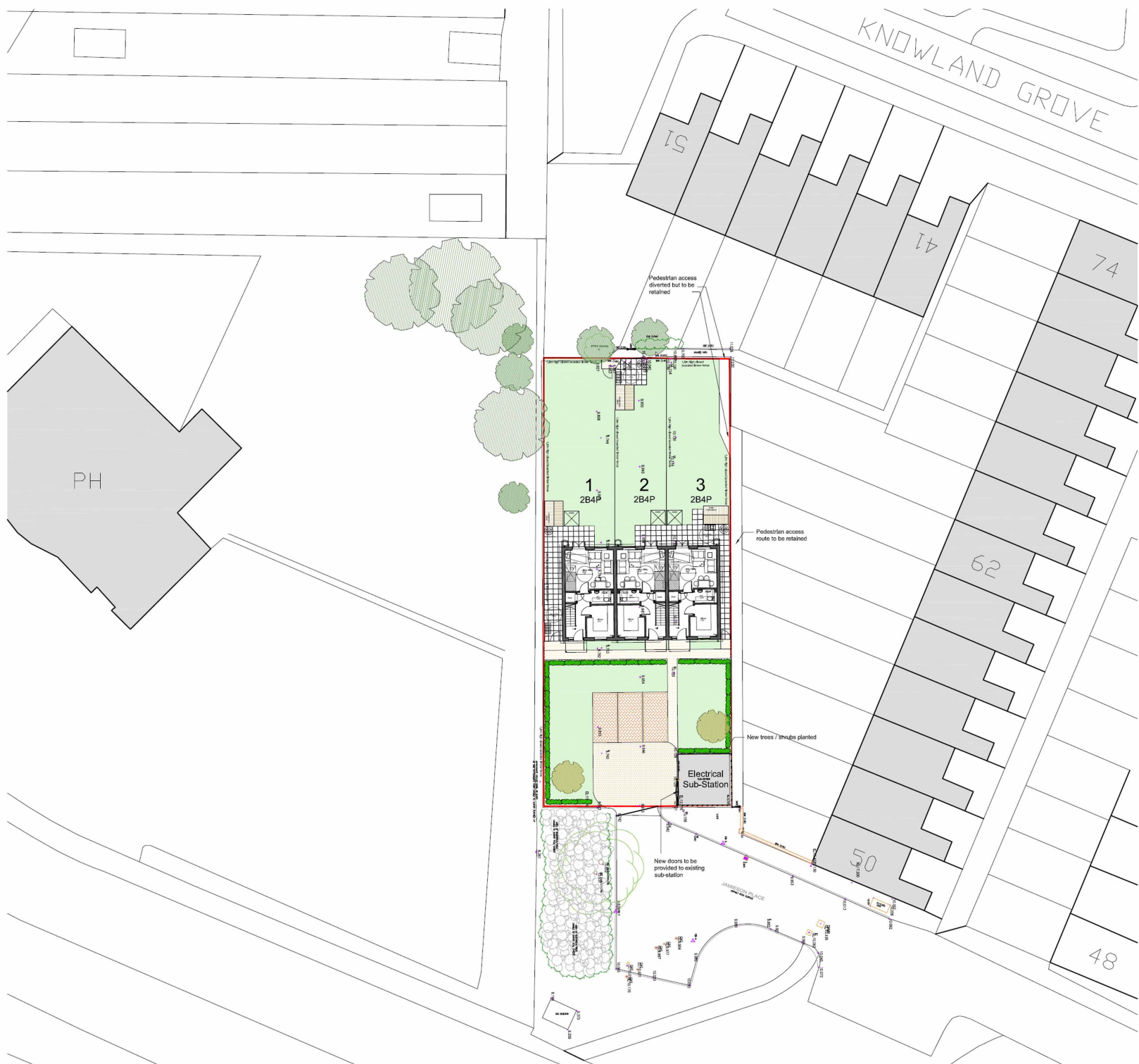
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PLANNING SERVICES





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