

Report to Planning applications committee

Item

10 December 2020

Report of Area Development Manager

Subject Application no 20/01232/F - Vikings Venture Scout Hut,
Adjacent to 420 Dereham Road, Norwich, NR5 8QQ

**Reason
for referral** Objections

4(c)

Ward:	Wensum
Case officer	Lee Cook - 07917 175648 - leecook@norwich.gov.uk

Development proposal		
Construction of 8 No. two bedroom flats.		
Representations		
Object	Comment	Support
3 plus petition	0	0

Main issues	Key considerations
1 Principle	Policy; housing need; brownfield site; community use
2 Land stability	Guidance; site geo-technical survey; impact on area
3 Transport	Access; congestion; parking and servicing
4 Landscaping and Trees	Replacement planting; tree protection
5 Amenity	Overlooking
Expiry date	11 December 2020
Recommendation	Approve

The site and surroundings

1. The application site is vacant and approximately square, with a 34 m. frontage to Dereham Road to the north, the curtilages of flat blocks in the Whistlefish development to the east, the flank end of a three storey flat block along with its car parking area to the west and the side boundary with the house at 1, Dell Crescent to the south. Opposite to the north side of Dereham Road are a mixture of one and two storey dwellings as well as a car sales site to the west.
2. The site was formerly occupied by a scout hut, which has now been demolished leaving the base surface of this and other buildings but is otherwise soft-surfaced and has a small number of trees remaining along its boundaries. The site has an existing access from Dereham Road. There is a drop of 1 to 2m between the ground level of Dell Crescent and the application site and is uneven, sloping slightly south to north towards Dereham Road and probably more defined in sloping west to east.

Constraints

3. HSE Consultation Sites - Bayer Buffer Zones. Tree Preservation Orders – Sites TPO.433. Evidence of ground stability issues.

Relevant planning history

4.

Ref	Proposal	Decision	Date
08/00633/F	Redevelopment of site to provide a block 9 No. apartments and associated parking and access.	Withdrawn	10/09/2008
08/01322/F	Erection of three storey building comprising eight apartments, with new vehicular access from Dell Crescent.	Approved	24/02/2009
12/00342/ET	Extension of time period for the commencement of development for previous planning permission 08/01322/F 'Erection of three storey building comprising eight apartments, with new vehicular access from Dell Crescent'.	Cancelled	30/07/2013
12/01358/ET	Extension of time of previous permission 08/01322/F 'Erection of three storey building comprising eight apartments, with new vehicular access from Dell Crescent.'	Cancelled	26/07/2012
14/00618/F	Erection of 8 No. two bedroom flats.	Refused	17/11/2014
14/00618/F	Appeal APP/G2625/W/15/3006563 against committee resolution to refuse	Allowed	28/01/2016

5. At its meeting of 6 November 2014, the planning applications committee resolved to refuse application 14/00618/F on the following three grounds:

- (a) That the site and area due to its poor quality of land stability was not suitable for redevelopment for the scheme proposed or that the mitigation required was capable of being provided to address risks;
 - (b) That a new vehicle access onto Dell Crescent would not be safe or suitable and an increase in motor vehicles would lead to pedestrian and vehicle conflicts and lack of access for emergency vehicles; and,
 - (c) That no affordable housing had been provided for or that evidence of viability had been submitted to defend such a position. This decision was subsequently appealed. The appeal was allowed and permission granted largely in line with the set of conditions suggested for this current application (these being updated to include current versions of condition or policies).
6. Within the appeal decision the Inspector noted that the applicant had submitted a land stability assessment report (Site Investigation Report No 9276 dated March 2007) and indicated that no changes in circumstances had occurred since that time. The Inspector accepted that the report was still relevant and noted that the land stability report was comprehensive; accorded with the guidance in the NPPG; and that there was no compelling evidence to dispute its findings or to indicate that site circumstances had changed. Therefore on this basis the Inspector confirmed that the scheme would be in accordance with Policy DM11 and with guidance in the Land Stability section of the Planning Practice Guidance (PPG).
7. On highway and pedestrian safety grounds the Inspector noted that whilst Dell Crescent is narrow in parts, due to parking on one side, it is short and speeds are therefore relatively limited. Even accounting for parked cars the Inspector noted there was sufficient width for one car or an emergency vehicle to pass. Also noted that the transportation officer had stated that there is sufficient room to allow for vehicle manoeuvring and access from Dell Crescent into the site. The Inspector concluded that the proposal would not cause material harm to highway and pedestrian safety in Dell Crescent. In terms of alternative access from Dereham Road the Inspector confirmed that, in accordance with Policy DM30 in the DM Plan, access should be taken from practical alternative points and that it is possible to secure suitable alternative access to the appeal site via Dell Crescent.
8. The appellant did not claim issues of viability, and had submitted a signed Unilateral Undertaking to provide an element of affordable housing on the site with the appeal. The Inspector agreed that the proposed affordable housing contribution of 2 dwellings (above the 20% in JCS4) would therefore be fairly related in scale and kind to the development.

The proposal

9. The scheme is for the erection of 8 No. two bedroom flats within a single 3 storey T shaped block. It largely follows the form and layout of development approved in 2008 and allowed at appeal in 2016.

Summary information

Proposal	Key facts
Scale	
Total no. of dwellings	8 two bed flats – 6 approx. 62.73m ² and 2 approx. 62.94m ²
No. of affordable dwellings	The proposal is below the threshold of 10+ units within the updated SPD and no affordable housing provision is now required
Total floorspace	Approx. 697m ² external footprint
No. of storeys	3
Max. dimensions	Approx. 11.9m deep; 24.1m wide; and max approx. 11.55m high
Density	Approx. 64 dwellings per hectare
Appearance	
Materials	Brick and tile. Timber cladding to stair entrance. Upvc windows. Aluminium doors
Construction	Not shown
Energy and resource efficiency measures	Not shown
Transport matters	
Vehicular access	Access is shown via Dell Crescent for car parking and includes a vehicle turning area to allow vehicles to enter and leave in a forward gear.
No of car parking spaces	Parking is partly undercroft and partly surface providing 4 garages and 4 spaces.
No of cycle parking spaces	Bicycle parking is also shown at the rear of the site for a covered and secure store for 16+ cycles.
Servicing arrangements	Refuse storage and collection is onto the Dereham Road frontage.

Representations

10. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. 3 representations and a petition signed by occupants of 19 addresses in Dell Crescent have been received citing the issues as summarised in the table below. This includes the letter sent direct to Cllr Peek and members of the planning applications committee. All representations are available to view in full at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.
11. In support of some representations historic plans and photos of areas of collapse / excavation / repair etc. and lime kilns / sand and chalk pits / press articles / objection to development to the east have been sent in which are not visible via our website.

Issues raised	Response
Follows an earlier application which was rejected in 2014 by the planning application committee, together with a previous one in 2003.	Noted – para 4 to 9
The developers have refused to listen to the original concerns and decisions of the planning committee. Hope that you refuse application again for same reasons as in 2014.	No comment. Note appeal decision
Realise that something needs to be done with the site, but would like various points / concerns noted.	Noted
Understand the need for more housing However, inappropriate and dangerous applications should be refused.	
Are concerned developer seems to have refused to conduct proper research upon the history the very unstable and dangerous tunnels and chalk pits which exist beneath the site. The evidence and photographs proving this as provided by residents is invaluable and important to consider. Felt the indicative plans and other documents explain known extent of chalk workings and history of uses and subsidence in the area and potential dangers. Subsidence has affected most properties within the crescent, but the area most affected includes the former scout hut itself. Disruption to build around these mines and pits will likely cause damage to the properties in the area.	Para 11 Main issue 2
The Dell Crescent turning point is already parked along with parking now sometimes on both sides of the road when you enter Dell Crescent. Cannot understand why the new residents could not access via Dereham Road and not Dell Crescent. New access results in less parking for the residents already in Dell Crescent, displaced parking and added pressure and blocking existing driveways etc. Emergency vehicles find it difficult to access the area.	Main issue 3
Lack of resident and visitor parking in the proposal leading to obstruction of Dereham Road and Dell Crescent and parking on the highway damaging the verge.	Main issue 3
Dell Crescent is often heavily congested and difficult, additional parking will add to the pressure, noise and general disruption	Main issue 3
Overlooking from new 3 storey building	Main issue 5

Consultation responses

12. 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.

Anglian Water

13. Wish to offer no comments.

Health and safety executive

14. Do not advise, on safety grounds, against the granting of planning permission in this case

Highways (strategic)

15. No written comments. Have discussed likely impacts on Dereham Road from collection vehicles stopping to service the site. Noted the acceptance of schemes in 2008 and 2014 in highway terms.

Tree protection officer

16. There seems to be an opportunity, but no provision has been made for, new tree planting - either on or off-site. Although the AIA recommends that T4 is protected during development, concerned that any subsequent landscaping on site may have an impact on this protected tree (TPO 433). Unable to support application in its current form.
17. Following discussion the agent has confirmed the intention to plant 2 new trees to the site frontage and introduce new mixed species hedges. The Tree Officer has confirmed that if we are not asking for a detailed landscaping scheme at this stage that this a step in the right direction, and, at this stage, would be acceptable.

Assessment of planning considerations

Relevant development plan policies

18. **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
 - JCS9 Strategy for growth in the Norwich policy area
 - JCS12 The remainder of the Norwich urban area including the fringe parishes
19. **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
- DM30 Access and highway safety
- DM31 Car parking and servicing

Other material considerations

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

- NPPF 2 Achieving sustainable development
- NPPF 4 Decision-making
- NPPF 5 Delivering a sufficient supply of homes
- NPPF 9 Promoting sustainable transport
- NPPF 11 Making effective use of land
- NPPF 12 Achieving well-designed places
- NPPF 14 Meeting the challenge of climate change, flooding and coastal change
- NPPF 15 Conserving and enhancing the natural environment
- NPPF 16 Conserving and enhancing the historic environment

21. Supplementary Planning Documents (SPD)

- Landscape and trees SPD adopted June 2016

Case Assessment

22. 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.

Main issue 1: Principle of development

23. Key policies and NPPF paragraphs – JCS1, JCS4, JCS9, DM1, DM11, DM12, DM13, DM22, NPPF sections 2, 5 and 11.
24. The previous permission 14/00618/F lapsed in 2019 and the site has been dormant for a number of years. The site provides the opportunity for new housing on a brownfield site with good access to local services and neighbouring facilities. The application site is now entirely surrounded by residential development, the site to the east on the Dereham Road frontage, formerly occupied by a petrol filling station, having been redeveloped for housing earlier this century. Residential use would be compatible with the character of the area and existing housing development densities. Consultation with the Health and safety executive has confirmed that, as proposed, they do not advise, on safety grounds within Bayer Buffer Zones, against the granting of planning permission. The re-use of land is encouraged by the NPPF and local policies DM12 and DM13. As such the scheme accords with local and

national policies for development and re-use of land and is considered to be an appropriate and preferred alternative use for the site.

25. The applicants previously advised that the 'scout hut', that formerly occupied a small part of the site, was removed some years ago. Whilst local plan policy DM22 offers some protection to buildings in community use, that protection does not extend to seeking to retain now abandoned uses, such as with the circumstances of this site. In addition given that the 2009 permission and 2016 appeal were granted for redevelopment of the site there is no objection, in principle, to the site being put to an alternative use

Main issue 2: Land stability

26. Key policies and NPPF paragraphs – DM11, NPPF sections 11 and 15.
27. Issues of land stability have been recorded and recognised throughout the consideration of various proposals for this site. Assessment of earlier applications referenced PPG14 which gave advice in relation to the determination of planning applications where ground conditions are an issue. This policy note has been replaced and updated by the NPPG which provides current guidance on ground stability to local authorities and developers to ensure that development is appropriately suited to its location, and that there are no unacceptable risks caused by unstable land or subsidence. In this the role of the planning system is in minimising the risk and effects of land stability on property, infrastructure and the public; helping ensure that various types of development should not be placed in unstable locations without various precautions; and to bring unstable land, wherever possible, back into productive use.
28. This area of Dereham Road/Dell Crescent is one known to have experienced subsidence due to poor ground conditions and historically in policy terms noted as a location where appropriate tests must be carried out to establish ground conditions. Current guidance on land stability suggests that a range of planning mechanisms can be used to mitigate and minimise risks of development proceeding including establishing the principle and layout of development; design to avoid mine entries and other hazards; ensuring proper design of buildings to cope with any movement expected, and other site hazards; and requiring ground improvement techniques, as appropriate. If land stability is an issue, developers should seek appropriate technical and environmental expert advice and preliminary assessment of ground instability should be carried out. Investigations are then undertaken to ascertain that their sites are and will remain stable or can be made so. This generally will include assessment in the context of impacts on surrounding areas.
29. With this site a comprehensive geotechnical report, including analysis of boreholes sunk on site, was submitted with the original application in 2008 and the agent has sought confirmation from a consulting civil and structural engineer to confirm that this report is still relevant and that no changes in circumstances have occurred since that time. The engineer has subsequently advised that they believe the geotechnical report's findings still to be sound and with careful consideration a foundation solution can be developed for the site that will not cause undue harm to the wider area.
30. The earlier report notes that chalk quarrying was carried out on the site between the late 19th c. and 1921 and that there is also evidence of a lime kiln having been

present. A subsidence event in 1990 on the highway adjoining 5 & 6, Dell Crescent is noted: this was due to a tunnel collapse which the City Engineer addressed by infilling with concrete. The report notes that the application site has been deep filled, so that there is a deep layer of made-up ground over chalk. Previously Members were advised that the report recommends that the building would need very deep piled foundations as it does not favour the possible alternative of ground treatment due to risks of damage to adjoining sites. The report notes that the chosen construction method will need to take account of any effects on the stability of adjoining structures, including the retaining wall on the south of the site. As previously reported all technical construction matters remain subject to control under the Building Regulations.

31. Where the investigations identifies risks are acceptable or that they can be mitigated to an acceptable level then the Authority can proceed to decision subject to appropriate conditions or obligations to mitigate land stability. Given the noted comments above and the previous conclusion to approve permission in 2009 and at appeal by the Inspector in 2016 for substantially the same scheme as that now applied for, the current application is considered to be acceptable subject to the conditions as previously imposed, for the development to be carried out in accordance with recommendations in the geotechnical report and subsequent submission of a completion report to confirm ground stability issues have been addressed.

Main issue 3: Transport

32. Key policies and NPPF paragraphs – JCS6, DM30, DM31, NPPF sections 2, 9 and 12.
33. Dell Crescent is a short cul-de-sac servicing 44 residential properties - 8 houses and 36 flats (the latter in two separate blocks). With this and the earlier applications an issue for residents objecting to the scheme is the provision of vehicular access to the scheme via Dell Crescent and not Dereham Road.
34. There is an existing small set of gates and crossing on the northern frontage of the site, along with a dropped kerb, indicating that vehicular access to the 'scout hut' was from Dereham Road. In practical terms it might be possible to access the site from Dereham Road. However; this is a principal highway within the major road network where policy DM30 seeks to remove unnecessary access points or prevent new access direct to principle or main highway routes unless there is no practical alternative. The purpose of the policy is to ensure that the main road network works efficiently, in order to encourage or direct main flows of traffic to them rather than to smaller roads. Were an access to Dereham Road to be enhanced and used, the proposed development could at various times generate more traffic than the scout hut and as previously agreed it remains undesirable for this to go directly onto the principle highway network, especially given that a reasonable alternative is proposed and has been agreed in earlier permissions via Dell Crescent.
35. The proposed block of flats would increase the number of residential premises accessed for cars via Dell Crescent. The scheme provides for 8 off-road parking spaces which is not considered to be an unreasonable level of increase in traffic to this road. Because the hammerhead at the end of the Dell Crescent cul-de-sac directly abuts the application site no substantive works outside the site boundaries are required to link the road and site. However, because of the difference in levels

between Dell Crescent and the site (1-2M.), the access road would be ramped within the site. It has previously been confirmed that the potential design is considered acceptable to provide safe access to the site.

36. The central courtyard space is approximately 13.4 metres by 6 metres (plus 5 metres for parking bay depth) which should be sufficient for vehicles expected to use this space to turn within the site and leave in a forward gear back onto Dell Crescent. Emergency services should be capable of accessing the site from Dereham Road in the event of an emergency. The final design of levels, surfacing details and access areas could be secured by way of condition to ensure a suitable finish to the scheme and an adequately designed and protected access onto Dell Crescent.
37. Some residents are concerned that the level of car parking provision is inadequate and would give rise to additional parking in Dell Crescent. There are 4 covered and 4 other parking spaces proposed: 1 space per two bedroom flat. The provision is above minimum standards of 0.5 spaces and below maximum of 1.33 spaces per dwelling allowed under the council's adopted parking standards. The site is also within an area which could be describe under the policy as "accessible" on a public transport corridor and close to transport links in and out of the city. Within the scheme secure bicycle parking is also provided within the rear parking area.
38. The parking area is overlooked and relatively safe for users of the flats and good pedestrian and cycle access is provided. The proposed levels of parking are considered to be in line with the parking standards under policy DM31 and as such this level of provision accords with local policy and advice on encouraging use of alternative sustainable modes of transport and site access. The agent has also been requested to install an electric vehicle charging point (or more) within the parking court and has not objected to the principle of this provision. Suitable conditions are suggested to secure final provision of car and cycle parking and EV charging points.
39. As with the earlier scheme the proposal has been designed with a communal bin storage space to accommodate the bin requirements at the front of the site. This has been revised as previously requested to show capacity to show storage space for 1,100 litre bins as now used. The facilities are capable of access from the adopted highway but would require further design detail to show final appearance and access arrangements to ensure a suitably designed enclosure within the street scene, suitable gradient of access for bin collection and minimum disruption to the highway and damage to street trees. The transport officer has previously confirmed that access here is acceptable and, subject to conditions, the scheme should make adequate provision for servicing.

Main issue 4: Landscaping and Trees

40. Key policies and NPPF paragraphs – JCS1, JCS2, DM3, DM6, DM7, NPPF sections 2, 12 and 15
41. An Arboricultural Implications Assessment has been prepared for the site and a total of five individual trees and two groups of trees have been assessed. Trees of note are both street Lime trees located north of the site. On site vegetation is dominated by one single Sycamore specimen with only general scrub/ small self-set trees found around the site boundaries. The trees proposed for removal are self-

sown specimens, mainly sycamores, elder and hawthorns that are of low quality and currently offer little ecological value. As such there is no objection to the removal of these. Previous assessment showed one class B tree considered worthy of retention (as mentioned), on the Dereham Road frontage, and this has been kept.

42. The landscape setting of the proposed property will be a crucial element to the integration of the site into its surroundings. Following initial comments by the tree officer the agent has confirmed the intention to plant 2 new trees to the site frontage to complement the existing Sycamore tree and introduce new mixed species hedge to west, north and east (sides & front). This would include Hawthorn 40%, Hazel 30%, Field Maple 10%, Holly 10%, Dog Rose 5 %, Guelder Rose 5%; Whips to be 60-80cm high to be planted in 2 staggered rows 450mm apart with 5 No plants minimum per meter. The replacement tree and hedge species should be of a size to make a reasonable impact and be compatible with possible boundary treatments. This will help reduce the impact for the neighbouring properties and also enhance views into the site from Dereham Road.
43. Boundary fence treatments are not detailed in the application. The site is currently secured on three sides by chain-link fencing. The boundary to the south is a retaining wall. In the interests of the amenities of the area approval should be subject to a condition requiring details of a final landscaping scheme and other boundary treatments to be agreed.
44. There is one beech tree on the verge between the site and Dereham Road and two further highway trees on each side of the existing crossover to the site. These are included in the survey but not currently in the tree protection plan. No mention is made of where the site will be accessed from during the build phase. Given that some changes to trees have occurred since the previous application these need to be factored in to the protection measures including restricting construction parking on the verge to aid tree protection and maintain a healthy tree presence along the front of the site. Conditions requiring a detailed tree planting scheme and for tree protection measures to be undertaken during construction are therefore suggested.

Main issue 5: Amenity

45. Key policies and NPPF paragraphs – DM2, DM11, NPPF sections 2 and 12.
46. It is noted that the closest corner to corner distance of the new building to recently built flats on the adjacent development are approximately 22 to 32 metres. The flats on either side of the site have parking spaces at the bordering edges of their plots. Some garden spaces are present to the south for properties on Dell Crescent.
47. The new building is shown as part of the line of tall properties running along the south side of Dereham Road. These will be relatively equally spaced and of similar forms and sit at a lower level than those houses to the south. The proposed separating distances of buildings and gardens and position of new and existing windows in adjacent buildings should not lead to any significant loss of light or overlooking. Whilst trees have been removed in the recent past along the site boundaries additional planting is potentially capable of being provided around the site to help re-establish the landscape setting of the area and aid amenities in the area. The positioning of the building would not therefore result in any significant impact on the amenities of existing residents in the area.

48. All of the proposed flats have two bedrooms and separate kitchen and living spaces, and are designed as 2 bed 3 person accommodation. The proposed floor area for each should exceed the minimum space standards for a single level flat of this type. The scheme also provides for private balconies for the flats and a reasonable sized garden area around the flats similar to other properties in the area. The accommodation and facilities should therefore provide for an appropriate level of amenity for future residents.
49. The development site is situated on Dereham Road which is a main connecting route between the city centre and the A47 and then onto the western part of the county. As such there are high levels of traffic using the road, including a significant proportion of HGV and PSV. To ensure that the associated traffic noise does not become a source of nuisance to the future residents, it is suggested that any windows on the front and sides of the building and building structure are suitably specified to afford adequate protection in line with the World Health Organisation - Guidelines on Community Noise for internal noise levels. A related condition is suggested to confirm the target internal noise protection levels for the flats.
50. With the previous application it was noted that the nature of foundation construction could give rise to concerns about noise within the wider area. Indication is given in the earlier application that the developer would look closely at the construction methods to be used. However; the precise timings and methods of construction were not completely known and it was considered reasonable to impose a condition requiring details to be agreed of the means by which neighbours would be protected from excessive disturbance during the construction period e.g. timing of works on site. This issue remains for the current application and it is considered reasonable to re-impose such a condition.

Compliance with other relevant development plan policies

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

Requirement	Relevant policy	Compliance
Cycle storage	DM31	Yes subject to condition
Car parking provision	DM31	Yes subject to condition
Refuse Storage/servicing	DM31	Yes subject to condition
Energy efficiency	JCS 1 & 3 DM3	Not applicable – below policy threshold
Water efficiency	JCS 1 & 3	Yes subject to condition
Sustainable urban drainage	DM3/5	Yes subject to condition

Other matters

52. The following matters have been assessed and considered satisfactory and in accordance with relevant development plan policies, subject to appropriate conditions and mitigation:

Archaeology

53. Given the Historic Environment Service's comment on the earlier application, no archaeology conditions are proposed. However; an informative is suggested in relation to possible flint workings within the area.

Biodiversity

54. The site has been extensively cleared of surface planting and trees in the last few years. The submitted ecological assessments main observations are that mammal species are absent from the site and adjacent offsite areas, though it is considered that the site could potentially support the occasional hedgehog. The site is likely to support only small numbers of foraging/commuting bats based on the habitat types present and small size of the site. It was also considered likely that a small number of common bird species may nest within the site. It is noted; however, that opportunities may exist to create small habitat areas and to use native species in any landscape planting. Opportunities also exist to enhance the site for various species.
55. The outline of the landscape proposal indicates that 60% of the site will remain under vegetation and details have been suggested by the agent for additional tree and hedge planting to enhance the attractiveness of the site. Further details of biodiversity measures, landscaping and tree replacement are suggested by way of condition to ensure that amenity and ecological functions are addressed for the site.

Contamination

56. The development site is situated within a relatively small area historically excavated for materials such as sand and chalk. As is common with such sites there may have been an unknown quantity of unrecorded material deposited to restore ground levels at the site. Therefore there is a possibility of contamination being present on the site as a result of either the previous commercial use or the material used for infilling. It is therefore recommended that relevant standard conditions now used to control the impacts of contaminated materials should be imposed relating to remediation, validation, to stop works if unknown contaminants are found on site during construction of the development and for the certification of imported soil materials.

Design

57. The proposed block would have a shallow pitched roof, with a projecting gable facing Dell Crescent. The main facing material would likely be a red brick and an element of timber cladding on the north elevation and grey roof tiles. The building line on the Dereham Road frontage would be marginally forward of the flat block to the west and slightly behind the flat block to the east. There is a pedestrian / cycle only access on this frontage.
58. The area in general does not have one distinct style and is made up of a range of dwellings types as you move away from the centre of Norwich. The proposed building is of a scale and appearance which should fit reasonably well into the character of the area. Additional landscaping is suggested to help with the setting of the building.

59. Covered cycle storage is provided within the vehicular hard standing. Parking and communal access area are expected to be lit by site lighting. The proposed refuse bin enclosure needs to be carefully detailed as it abuts directly onto Dereham Road frontage and could if detailed well enhance the site frontage as it is currently a concrete post and chain link fence. Ancillary storage buildings will likely also have a bearing on the setting of the main building and should be designed to be integral to the design of the development. As such the scheme is considered to be acceptable subject to relevant conditions requiring details of materials; lighting; landscaping; stores etc.
60. It was previously reported that whilst the structural integrity of the southern boundary wall is not a planning matter *per se* (non-planning issues may be dealt with under a Party Wall agreement if relevant) it would be possible, via the boundary treatment condition, to seek to ensure that this wall was not part of changes to boundary treatments. This is still considered to be relevant with Dell Crescent having been subject to subsidence in the recent past, due to the mineral workings in the vicinity (see above).

Flood risk

61. The amount of impermeable hard surfacing at the site will change to facilitate the proposed development. However; from this, subject to further detailed design, it is likely that the proposed development will not increase the susceptibility of the site to flooding from surface water run-off, and in design should be capable of being able to endeavour to have a positive impact on the risk of surface water flooding from existing or predicted water flows through the incorporation of additional soft landscaping features and in drainage design, in accordance with Policy DM5.

Affordable housing viability

62. It is noted that one of the committee's reasons for refusal on the 2014 application related to a lack of affordable housing provision on site. Whilst the previous 2014 application and appeal decision were subject to an undertaking to provide for 2 affordable housing units, this no longer applies with the proposal being below the threshold of 10+ units within the updated Affordable Housing SPD. No affordable housing provision is therefore now required.

Equalities and diversity issues

63. There are no significant equality or diversity issues.

Local finance considerations

64. 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.
65. 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

66. The principle of the residential redevelopment of this vacant site is still considered acceptable in the circumstances of the wholly residential surroundings. The land stability issue is recognised and given due consideration with this and the earlier applications. The approach to development outlined within the ground investigation report is considered to be acceptable and conditions are suggested to be repeated on any new permission. The vehicle, cycle and refuse storage provision meets adopted council standards. Whilst the concern of Dell Crescent residents at additional traffic on their road is noted, the level of additional traffic is not considered excessive, to the extent that the provision of a vehicular access to Dereham Road should be sought.
67. A three storey building is compatible with the three storey flat blocks on either side of the site on the Dereham Road frontage, in Dell Crescent and Whistlefish. Residential premises adjoining the site have flank elevations facing the proposed development and there would be no substantive loss of privacy by overlooking. The landscaping scheme would soften the visual impact of the proposed block.
68. The development is in accordance with the requirements of the National Planning Policy Framework and the 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. 20/01232/F - Vikings Venture Scout Hut Adjacent To 420 Dereham Road Norwich NR5 8QQ and grant planning permission, subject to the following conditions:

1. Standard time limit.
2. Development to be in accord with submitted drawings, documents etc.
3. Precise details of external facing materials.
4. Details of refuse storage enclosures and access, courtyard and pedestrian access, Electric Vehicle charging points, car parking and cycle storage.
5. Details of hard and soft landscaping scheme including site lighting, furniture and biodiversity enhancement, implementation programme, landscape maintenance and retention.
6. Details (plans/sections) of access road highway reinstatement.
7. Details additional Arboricultural Method Statement for tree protection.
8. Development in accord with Arboricultural Impact Assessment and protection of root protection areas.
9. Details of construction method statement.
10. Development to be carried out in accordance with recommendations in geotechnical report.
11. Submission of a completion report to confirm ground stability issues addressed.
12. Not less than 3 months before commencement of development, applicant to submit protocol on means to protect neighbours from excessive disturbance during construction period.
13. Protection of individual dwellings from noise daytime & night time.
14. Existing contamination – submission of remediation details prior to development; and submission of verification report prior to first occupation.
15. Stop works if unknown contamination found.

16. Certification of imported materials.
17. Drainage design.
18. Water efficiency measures

Informatives

1. Ground conditions
2. Considerate Constructors
3. Contents of protocol to cover noise audible at boundary at various times, mitigation of vibration effects etc.
4. Advice re previous archaeological site evaluation.
5. Protection of wildlife
6. Works on highway
7. Refuse and recycling bins
8. Vehicle crossovers/dropped kerbs

Article 35 (2) statement

The local planning authority in making its decision has had due regard to paragraph 38 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 at the application stage the application has been approved subject to appropriate conditions and for the reasons outlined in the officer report.



General Notes

1. This drawing must not be scaled and if in doubt ask.
2. All Contractors are to check all dimensions & levels on site prior to commencing any construction or fabrication.
3. This drawing is to be checked and read in conjunction with all Engineers, Architects, Services Engineers and any specialist drawings, together with any relevant additional Engineers' specifications.
4. Where site information or adjoining building details are contrary to issued details then the Engineer is to be informed immediately.
5. No structural members are to be cut, notched, or joined unless shown on the Engineers' details. Unless otherwise noted all connections of structural members including joists & subframes of reinforcement shall be capable of mobilising the full structural capacity of the member.
6. All lock connections to have a minimum of 2 Joists.
7. The foundations have been designed on ultimate ground pressure of 100 kN/m² & this must be confirmed on site before casting of foundations. Unless informed to the contrary in writing it has been assumed that the sub-soil is of a clay soil that has been determined by tests & vegetation & that there is no possibility of heave or shrinkage.
8. Under the provisions of the Party Wall Act 1996 if the excavations are within 3m of adjacent buildings written agreement for the works from the owner & the tenant (if applicable) of adjacent buildings must be obtained before building works commence & one month's notice must be given before building works commence. If the work applies to the party wall two month's notice must be given. Note: If foundations are deeper than normal a further notice may have to be given & agreement received. Note: If foundations, soffits, gutters, etc. encroach across the boundary a written agreement from the owner of the adjoining land/buildings must be obtained & the boundary agreed before building works commence.
9. The Construction (Design & Management) Regulations 2015.
10. The client must make suitable arrangements for managing the project, including the allocation of sufficient time and resources.
11. The construction work can be carried out (so far as is reasonably practicable) without risks to the health and safety of any person affected by the project.
12. Create suitable written facilities as provided.
13. The client must ensure that a construction phase plan is in place before the construction phase starts.
14. The client must ensure that the principal designer prepares a health and safety file for the project which is suitable, regularly updated and is available for inspection.
15. The client must take reasonable steps to ensure that the principal designer and contractor comply with their duties.
16. The client must pass the health and safety file to any new owner(s) (projector(s)) and ensures that the new owner(s) (projector(s)) is aware of the nature and purpose of the file.
17. This drawing is Copyright to Building Plans Ltd.



1:100

0 1m 2m 3m 4m 5m 6m 7m 8m 9m 10m

0 3' 3\" 6' 7\" 9' 10\" 12' 1\" 15' 0\" 18' 2\" 21' 3\" 23' 7\" 26' 0\" 28' 10\" 30' 0\"

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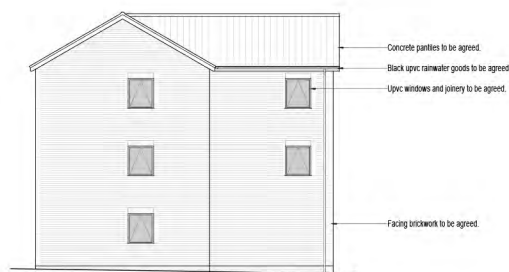
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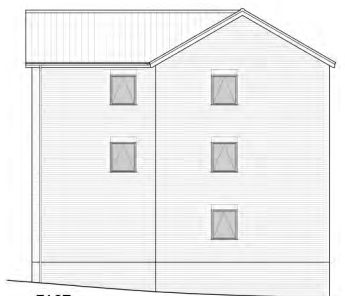
NORTH
PROPOSED ELEVATIONS 1:100



SOUTH
PROPOSED ELEVATIONS 1:100



WEST



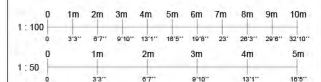
EAST



PROPOSED GROUND FLOOR 1:50

General Notes

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4. Where site information or adjoining building details are contrary to issued details then the Engineer is to be informed immediately.
5. No structural members are to be cut, reduced, or joined unless shown on the Engineers details. Unless otherwise noted all connections of structural members including laps & arrangements of reinforcement shall be capable of maintaining the full structural capacity of the member.
6. All test connections to have a minimum of 2 joints.
7. The foundations have been designed to allowable ground pressure of 100 kPa/m² & this must be confirmed on site before casting of foundations. Unless informed to the contrary in writing it has been assumed that the sub-soil is not a clay soil that has been covered by trees & vegetation & that there is no possibility of heave or shrinkage.
8. Under the provisions of the Party Wall etc Act 1996 if the excavations are within 3m of adjacent buildings written agreement for the works from the owner & the tenant (if applicable) of adjacent buildings must be obtained before building works commence & one month's notice must be given before building works commence. If the work applies to the party wall two month's notice must be given. Note: If foundations are deeper than normal a further notice may have to be given & agreement received. Note: If foundations, soffits, gutters, etc encroach across the boundary a written agreement from the owner of the adjoining land/buildings must be obtained & the boundary agreed before building works commence.
9. The Construction (Design & Management) Regulations 2015.
The client must make suitable arrangements for managing the project, including the allocation of sufficient time and resources.
a. The construction work can be carried out so far as is reasonably practicable without risk to the health and safety of any person affected by the project.
b. Ensure suitable welfare facilities are provided.
These arrangements must be reviewed and maintained throughout the project.
The client must provide pre-construction information to the designer and contractor.
The client must ensure that a construction phase plan is in place before the construction phase starts.
The client must ensure that the principal designer prepares a health and safety file for the project which is suitable, regularly updated and is available for inspection.
The client must take reasonable steps to ensure that the principal designer and contractor comply with their duties.
The client must pass the health and safety file to any new owner(s) (occupier(s)) and ensure that the new owner(s) (occupier(s)) is aware of the nature and purpose of the file.
10. This drawing is Copyright to Building Plans Ltd.



Rev	Date	Amendment	By
A	24.11.2020	Garage doors removed.	JN

Architectural Design,
Building Surveyors and
Planning Services

Building Plans Ltd

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Client:	GCP Project 022 Ltd
Project:	Residential Development
Site address:	Land Adjacent to: 1 Dell Crescent Norwich NR9 8QB
Contents	Proposed Elevations Proposed Ground Floor Plan
Scale @ A1:	1:50, 1:100,
Date:	November 2020
Signed/checked:	P.B./J.N.
Revision:	A
Project No:	3314.0219N
Sheet No:	6