

Report for Resolution

Report to Planning Applications Committee
Date 21 April 2011
Report of Head of Planning Services
Subject 10/00755/O Cordova Buildings Starling Road Norwich NR3
3ED

Item
5(1)

SUMMARY

Description:	Demolition of redundant shoe factory and erection of 22 No. flats with associated bin and cycle stores plus car parking.
Reason for consideration at Committee:	Objection
Recommendation:	Approve subject to conditions and a S106 Agreement
Ward:	Sewell
Contact Officer:	Mr Lee Cook Senior Planner 01603 212536
Date of receipt:	19th April 2010
Applicant:	Priory Pension Fund
Agent:	Ross Powlesland Associates

INTRODUCTION

The Site

Location and Content

1. The site is located to the north end of Starling Road and lies at the junction with Starling Road and Waterloo Road. The site is just outside the Norwich City Centre Conservation Area. Magpie Road to the south now forms part of the gyratory system. The area is within a controlled parking zone and is within easy reach of local retail shops, Anglia Square and the City centre.
2. The surrounding area is mixed in character with commercial properties along the east and north side of Starling Road and residential properties running along Heath Road to the east, Waterloo Road to the west and north and on Starling Road to the south-west. The application site currently accommodates a commercial building and a large forecourt to the Starling Road frontage and a further storage/commercial area at the rear. The forecourt is currently used as a car wash facility. Along the west side of the site are long standing advertisement hoardings fronting Waterloo Road.

Constraints

3. Within the area of main archaeological interest. Previous contaminative uses of the site.

Topography

4. The site is relatively flat and has existing planting along its southern boundary.

Planning History

5. The buildings on site have existed for a number of years and the site itself has had some previous industrial and storage and distribution use. Enforcement action has previously been taken to remove car sales and servicing from the site.
6. Relevant history includes **4/1992/0807** - Single storey re-building of fire damaged building. (Approved - 01/12/1992). **4/1993/0069** - Change of use of part factory premises to factory shop area. (Approved - 25/03/1993). **08/01139/U** - Proposed Car wash business incorporating an external washing area, an internal drying area and internal hand wash area. (Approved - 12/01/2009).

Equality and Diversity Issues

There are no significant equality or diversity issues.

The Proposal

7. The application is for outline planning permission. Matters of access, appearance, layout and scale form part of the assessment of this application with landscaping being a reserved matter for further application submission.
8. The proposal includes the demolition of buildings on site and shows the removal of the advert hoardings to Waterloo Road. The scheme is for 20 No. 1 bed flats and 2 No. 2 bed flats with associated bin and cycle stores plus car parking. The access point to the parking area is shown at the dog leg of Starling Road. The development also has private garden space within the scheme.

Representations Received

9. Advertised on site and adjacent and neighbouring properties have been notified in writing. 1 letter of representation has been received from the adjacent commercial use citing the issues as summarised in the table below.

Issues Raised	Response
Concern that the factory building and boundary wall are to be removed and replaced by a low wall. Requests an assessment of impacts of security and amenity and a wall of between 1.95 to 2.1 metres is provided.	Paras 31 and 33
Have enjoyed privacy in rear gardens due to location of commercial building and concerned about overlooking.	Paras 30, 31 and 32

10. **Norwich Society:** It is a shame to lose the façade of the main block of the old shoe

factory which is a good solid example of Norwich's heritage. This is a family area, not one requiring yet more one-bed apartments. Please try to conserve the building and convert it; soon there will be no examples left of these shoe factories.

Consultation Responses

11. **Historic Environment Service:** The site is adjacent to a medieval leper hospital - archaeological evaluation has previously been requested but not carried out - there is a brief in place for the work; however, the new Outline application should have three part condition imposed.
12. **Policy:** Replacement Local Plan policy HOU1 states that the Council will seek the provision of new housing to meet the needs of local people. The housing need is also addressed in the Joint Core Strategy which is jointly being produced by Norwich City Council, Broadland District Council and South Norfolk District Council. There is a need for an additional 3,000 homes in Norwich until 2026. The proposed development is on a brownfield site and appears suitable for such development in principle.
13. The proposal has to be assessed against the criteria set out in policy HOU13 which comprise both design matters (HBE12) and transport matters, such as parking provision (TRA6) and cycle parking provision (TRA7). The site is also in an Area of Main Archaeological interest, and an appropriate assessment of the archaeological significance of the site is required as set out in Policy HBE3. We would expect the scheme to achieve high energy efficiency and promote sustainable design where possible as required by Policy EP18. Other requirement such as accessibility for wheelchair users (HOU5), etc apply as usual. The proposal development is acceptable in principle. Final decision should take into account comments from Conservation & Design and Transport.
14. **Design and Conservation:** This is a site just north of the city centre conservation area. It is situated in a predominantly residential area, although this site and others along the east of Starling Road are or were industrial. The surrounding buildings are mainly two storey residential buildings and this scheme will therefore not be out of keeping. The layout of the proposal works well and re-creates active street frontages to both Waterloo Road and Starling Road. This will be hugely beneficial to the appearance of the area, particularly when looking north up Starling Road as at present the view is of a vacant site and the back of the houses in Jolly Gardener's Court. The flats overlooking the street will also provide better security in the area. The blocks fronting Waterloo Road are well-positioned to align with existing properties on the street and are staggered which helps to break up the massing of the building. I am pleased to see that some entrances into the blocks are accessed directly from the street. The layout also provides a garden to the rear of the development; this provides a shared amenity space and should also provide an attractive setting for the development. The details of the landscaping scheme should be conditioned under reserved matters.
15. The elevations are quite simple but the use of projecting and set-back elements provides it with some interest and visually breaks up the facades. Materials should be conditioned to ensure a high quality finish to the build. A low red brick wall is suggested for the boundary treatment, which will be acceptable and relate to other front gardens in the vicinity. However, the details should be conditioned. It is also noted that there are a couple of narrow alleyways between blind gable ends. These should be well-lit to ensure a safe environment, as should the car park. To summarise, the scheme is acceptable and will improve the built environment in the area.

16. **Arboricultural Officer:** This proposal presents a good opportunity for extending the existing tree canopy cover in this densely built part of the City. The garden area within particularly lends itself to the planting of a tree of potential stature. In addition to the tree planting within, and on the periphery of the site, there is the opportunity to secure funding for street tree planting through policy NE4 of the RLP; the amount based on the current years budget = £609.17 in order to secure sufficient funds for each street tree to be sourced, planted and maintained to independence in the landscape through the Council tree contract.
17. **Transportation:** This scheme is fine in principle from a transportation viewpoint. I am happy with the slightly low level of car parking, particularly in view of the proximity to the City Centre, and the relatively small nature of the flats, but can we please ensure that the applicant is aware that these new properties will not be eligible for parking permits. I am pleased that the buildings aim to provide a street frontage to both Waterloo and Starling Roads. I did see this proposal informally, and some of the issues that I raised then (the width of the access to the car park and the location/accessibility of the cycle parking) have been resolved.
18. The bin store has been split into two, presumably each one serving eleven flats. Needs to show that the stores can actually accommodate the required break down of bins. There needs to be approximately 2000litres of storage for non-recyclable waste (down to 1650 litres would be OK, given the small nature of the flats), and a similar amount (but in three containers) for recyclables. Bike stores need to accommodate 22 cycles. Both are minor points, but need to be an integral part of the building. The scheme will attract a transport contribution of £6207.
19. **Pollution Control:** Have viewed the phase one report by Harrison Geotechnical (Ref GN14469DS) for this site and agree with the results and recommendations. If planning consent is given suggest a site investigation to be carried out and a risk appraisal produced to cover all aspects of potential contamination for the proposed end use, as recommended in the report.
20. A loss of amenity due to noise has been assessed and agrees with the report by Sound Acoustics Ltd (ref Meadows Shoes) that noise is unlikely to be an issue at this location. However, the report recommends upgraded double glazing to a selection of the proposed dwellings. Whilst this would be beneficial in acoustic terms, it is possible that any benefit would be compromised by the addition of trickle vents, as suggested. The inclusion of acoustic ventilation to all habitable rooms on the appropriate facades would be preferable (either solely or in addition to the upgraded glazing) and may not lead to excessively increased costs. Note that the type of ventilation should be in accordance with current building regulations. Also suggests conditions relating to loss of amenity due to nuisance lighting.
21. Informatives are suggested for the demolition/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

PPS5	Historic Environment
PPG13	Transport (January 2011)
PPG24	Noise

Relevant Strategic Regional Planning Policies

ENV7	Quality in the built environment
ENG1	Carbon Dioxide Emissions and Energy Performance
H2	Affordable Housing
T14	Parking
WM6	Waste Management in Development

Relevant policies of the Joint Core Strategy for Broadland, Norwich and South Norfolk (March 2011)

Policy 1	Addressing climate change and protecting environmental assets
Policy 2	Promoting good design
Policy 3	Energy and water
Policy 4	Housing delivery
Policy 5	The economy
Policy 6	Access and transportation
Policy 9	Strategy for growth in the Norwich Policy Area
Policy 20	Provision and support of infrastructure, services and facilities

Relevant Local Plan Policies

EP1:	Contaminated Land
EP18:	High standard of energy efficiency for new development
EP20:	Sustainable use of materials
EP22:	High standard of amenity for residential occupiers
EMP3:	Protection of small business units and land reserved for their development
HBE3 :	Archaeology
HBE12:	Design
HOU1 :	Provision of new housing to meet needs
HOU13:	Proposals for new housing development on other sites
HOU18:	Construction of houses in multiple occupation
NE4:	Street tree contributions
NE9:	Comprehensive landscaping scheme and tree planting
TRA5:	Approach to design for vehicle movement and special needs
TRA6:	Parking standards – maxima
TRA7:	Cycle parking standards
TRA8:	servicing standards
TRA11:	Contributions for transport improvements in the wider area

Supplementary Planning Documents and Guidance

Trees and Development SPD – September 2007
 Transport Contributions – Draft January 2006
 Accessible and Special Needs Housing SPD – June 2006
 Development of house in multiple occupation – June 2006

Written Ministerial Statement: Planning for Growth (23 March 2011) by the Minister for Decentralisation, Greg Clark, MP

This statement includes, amongst other things, that when deciding whether to grant planning permission, planning authorities should support enterprise and facilitate housing, economic and other forms of sustainable development.

Principle of Development

Policy Considerations

22. Residential development of such a brownfield site is encouraged by PPS1 and PPS3, and local policies HOU13 and HOU18, particularly where the scheme can contribute to the overall housing demands of the city. Loss of the existing employment also needs consideration against Local Plan policy EMP3.
23. The site is underused in terms of employment activities with only part use of buildings at the rear and the forecourt used as a hand car wash facility. In this instance an assessment of employment land in Norwich has been made on a wider basis and suitable areas to be retained have been considered. The retention of the employment use of the land is not considered appropriate given its location and lawful industrial use within a residential area. The site is included within a larger area for future residential redevelopment within the sites allocation DPD recently at consultation.
24. The re-use of land is encouraged under policy and the scheme provides 22 flats at approximately 101 dwellings to the hectare. The scheme is laid out to respect amenity and has adequate garden space and provision for parking and servicing. As such the scheme accords with local and national policies for development and re-use of land.

Housing Proposals

Affordable Housing

25. If the application were considered against the new Joint Core Strategy (JCS) Policy 4 (adopted locally on 24th March), this planning application would be required to provide 33% affordable housing (7 no. affordable units in total)
26. However, in the very particular circumstances of this case, applying the new policy could be considered to be unreasonable. In coming to this conclusion, it is necessary to consider the history of the proposal as the application has been in gestation for a prolonged period despite the date of 18th February 2011 being the revised valid date.
27. Informal discussions began in 2006 and more detailed discussion on a housing scheme for this and an adjacent site in January 2009 and the formal application was first validated in October 2010. At the time of submission there was no need to demonstrate provision of 10% on-site renewable energy as the East of England Plan (and hence policy ENG1) had been revoked on July 6th 2010. However, this was re-instated, meaning the scheme needed to include a renewable energy strategy in order to be determined. Sufficient information was provided to enable determination, but the Council's resourcing shortages didn't allow the application to be considered at Planning Applications Committee on March 31st 2011 which had been expected. Had the proposal been able to be considered at the Committee on March 31st, as was intended by Officers and anticipated by the applicant, the JCS Policy 4 would have been recently adopted at the end of the process for this application and no affordable housing would have been requested to comply with extant policy (i.e. the previous affordable housing threshold applying to schemes of 25 units and above).
28. This view is taken with regard to the particular timing of this application. However; given that the agents have been aware of the JCS Inquiry and, more recently, its outcome, there should be a pragmatic and balanced view of policy application and future development coming forward in a timely manner. It is suggested, therefore, that the commencement timing for development is reduced in total to support the change in policy and need to provide for an acceptable provision of affordable housing within the Norwich area. This would mean that application for the approval of reserved matters shall be made to the local planning authority not later than 6 months from the date of the permission and development should commence within 6 months from the date of approval of the reserved matters to be approved instead of the usual 3 years and 2 years respectively.
29. If the application were to be refused for non-provision of affordable housing and the

applicant chose to pursue a complaint to the Ombudsman, then it is possible that the Council could be criticised or be found to be at fault for maladministration, due to the delay in the application not reaching Committee on 31st March. This particular delay was not the fault of the applicant.

Impact on Living Conditions

Overshadowing, Overlooking, Loss of Privacy and Disturbance

30. Various issues related to layout and impact on amenity have been assessed and have been part of ongoing discussions with the agent to overcome any local concerns. The scheme provides U shape arrangement of buildings to maximise site coverage. The new buildings provide a garden to garden relationship along the northern edge of the site. This arrangement follows the layout of housing to the north.
31. The blocks of flats are variously stepped to fit into the space available and orientated to limit overshadowing of existing properties. The parking court is located on the east side of the site to give a separation between the new east block and properties on Heath Road. The existing factory building will be removed and a condition is suggested in relation to boundary treatments along this edge to maintain security and amenity for existing residents. Overall this new building is situated sufficiently far enough away from side boundaries to avoid any significant overlooking of private areas to adjacent properties.
32. Careful consideration has been given to the relationship of the proposed buildings to the surrounding area. The proposed layout achieves appropriate distances between new and existing buildings and does not as a result create overshadowing or overlooking problems.
33. The scheme provides a reasonable standard of living and garden spaces which would provide an attractive living environment and which would integrate well with the character of the area. The scheme also enhances the green space and links at the western end of the site which will also provide benefits to the appearance of the area. Parking and garden areas will have natural surveillance from future residents thereby helping reduce any security issues arising from opening out parts of the site.

Design

Site Layout and Building Design

34. The buildings footprints have been designed to give each block a good setting and space within the site and street scene. The development also seeks to retain some of the mature trees adjacent to the site. There is a mix of building styles with various architectural detail and features in the area but these buildings are mainly two storeys in height. The proposed dwellings follow this scale of development, with the exception of the east wing, which steps up to follow the height of buildings at the rear of Jolly Gardeners Court.
35. The scheme is appropriate in scale and form and steps between building forms in the area in an appropriate manner without dominating the area or creating amenity issues. The scheme proposes relatively simple forms of domestic dwellings and a limited range of detailing to the walls and joinery. It is suggested that details of materials form a condition of any consent. The site is bounded by advert hoardings to its west boundary and a condition is also suggested to ensure their removal prior to first occupation of the development. Subject to these details and requirements the design and scale of development is considered to be appropriate.

Building for Life

36. The scheme should pass the minimum 14 point required. The scheme required more detail on landscaping and parking/bin store areas. However this is partly covered by reserved matters and conditions could cover stores and architectural treatment. Also it would be good to address adaptability e.g. potential for altering houses internally as well as externally and a sustainable construction technique.

Retention of Existing Building/Façade

37. The Norwich Society has expressed a desire to retain the existing factory building or parts of its façade. However; following a fire at the site the front elevation was considerably altered as part of the rebuilding process which also included the construction of a completely new roof and wing adjacent to the factory car park. Parts of the building linking into the Enterprise Garage site were also severely damaged. Some of the older building remains, which is potentially difficult to convert in part of any redevelopment. A condition is suggested that the applicant provides a photographic record of the building and its interior as it stands now.

Transport and Access

Vehicular Access and Servicing

38. The scheme provides a single access point which is close to the existing eastern access and historic access into the commercial building. This links onto the corner of Starling Road and is designed to prevent fly parking and of an appropriate width to slow vehicles coming in and out of the site. It is intended to use a different palette of materials to differentiate the site access from the highway which will help define this edge of the site. The layout provides a single new parking area to the blocks of flats with pedestrian links into the main part of the site. Conditions are suggested in terms of lighting and security gates for the footway links. As well as boundary treatments to prevent fly parking on garden spaces. Highways officers have reviewed the scheme and regard it as being of an acceptable design and size for the development proposed.
39. Building access and bin storage areas are within easy access of the highway. The bin stores themselves are split into two areas of the site to limit the distance to travel from each new block. Each communal store has been reviewed and is capable of taking the bin requirement for each part of the and as such will make an adequate provision for servicing.

Car Parking

40. Proposed levels of parking are in line with the maximum suggested in Appendix 4 of the Adopted Local Plan and as such this level of provision accords with local policy and advice on encouraging sustainable modes of transport and car usage. Parking is provided at below 1:1 provision and 17 spaces are provided, including 2 disabled parking bays. Given the proximity to the City Centre, and the relatively small nature of the flats this level of provision is considered acceptable. An informative is however suggested to ensure that the applicant is aware that these new properties will not be eligible for parking permits..

Cycling Parking

41. Adequate cycle storage has also been built into the scheme with access from garden or parking spaces and in close proximity to building entrances. The store areas for the flats have been revised to create large enough areas for site provision in a safe and secure manner. These aspects of the development enhance the design and operation of the scheme and long term amenity value for the residents. A condition is suggested to ensure provision of stores and parking areas within the scheme.

Environmental Issues

Site Contamination and Remediation

42. 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.

Noise

43. In terms of noise impacts from commercial uses and road traffic noise these have been assessed as part of the application. The noise report has been provided giving recommendations to reduce impacts on future tenants. Given the proximity of the existing

commercial premises and the roadway it is considered that noise impacts should be taken into account and as appropriate, conditions imposed to ensure an adequate level of protection against noise. Units closest to the commercial use have been designed to avoid windows to habitable rooms facing directly towards this use. They have also been pushed away from the boundary by placing the access and bike/bin stores closest to the commercial use.

44. In this case Pollution Control Officers have agreed that the noise occurring within the area can be mitigated by double glazing systems (to a higher standard than normal) and acoustic ventilators. In this respect to maintain an appropriate level of amenity the Pollution Control Officer has requested a condition for windows to be insulated in accordance with a scheme to be approved by the Council to provide protection from road traffic and other noise.

Archaeology

45. The site is within an Area of Main Archaeological interest, therefore an appropriate assessment of the archaeological significance of the site, and where necessary, a programme of archaeological work in accordance should be prepared. The Historic Environment Service have requested that this be dealt with by way of a three part condition on any permission for the site.

Water Efficiency

46. The agent has indicated that the scheme is designed to meet sustainable homes Code 4 with water consumption to be limited to 105 litres per person per day by incorporating: a) 6/4 dual flush WC cisterns; b) Flow reducing aerating taps; c) 6/9 litres/min showers; d) 60 litre max volume washing machine; e) 18 litre max volume dishwasher. It would therefore be reasonable to impose a condition requiring the development to meet appropriate levels of water usage as promoted by JCS Policy 3.

Energy Efficiency and Renewable Energy

47. An energy efficiency statement has been submitted with the scheme to show how 10% energy generation will be met on site in accordance with policy ENG1 of the East of England Plan. This is shown as being achieved through the installation of ground source heat pumps connected to six of the flats.
48. The agent has confirmed that the proposal would include for a heat pump in each of the six flats. These pumps are about the size of a domestic heating boiler and there would be no need for any additional buildings in connection with this proposal. The heat source would be generated from deep bores creating limited disturbance to the site.
49. The agent has also advised that the development will additionally aim to improve construction design to further reduce the end use requirement for energy. A condition is suggested to ensure installation and maintenance of the energy technologies for the site.

Lighting

50. On site lighting to external spaces and access and lights to the proposed stairwells etc could potentially cause amenity and design issues for the area. The new access and parking also needs to have appropriate lighting to serve its use. Insufficient information is available at the present time and it is therefore suggested that conditions are imposed requiring details to be agreed for the final scheme to ensure appropriate design, location and levels of illumination.

Trees and Landscaping

Loss of Trees or Impact on Trees

51. The scheme is designed to take account of and seeks to retain the trees along the northern boundary. Development sits around a central green which mirrors the development to the north. Trees between the two sites provide important amenity and ecological value. Arboricultural information and a scheme for tree protection have been submitted with the application and given that it will be important to ensure that trees are

retained in good health conditions are suggested to ensure compliance with arboricultural measures during construction.

New Landscape Planting

52. No specific information is provided at this stage with the application, landscape being a reserved matter for future consideration. However; there are potential planting areas to the front of buildings as well as a central private amenity space which could accommodate planting to soften the impact of any building and provide biodiversity enhancements for this site. In addition contributions to street trees are sought which would provide potential planting along the west side of the site to provide an extension of the well-planted Green to the corner of Wellington Road. The street tree planting will improve the street scene and add value to landscape diversity within the area and the sites linkages with those existing to the south.

Planning Obligations

Transport Improvements

53. As the proposal is for a development of more than 10 dwellings a contribution towards transportation improvements, in the form of a commuted payment, would normally be required under Policy TRA11. The transportation officer, following assessment of the scheme and impacts on the area, has identified that there is a need for a contribution of £6207.30.

Tree Contributions

54. As the proposal provides for a development of a design and frontage width which has landscape enhancement implications, a contribution towards additional trees, in the form of a commuted payment, would normally be required under Policy NE4. The arboricultural officer, following assessment of on-site impacts on the area, has identified that there is a need for additional tree planting within the area close to the application site which will require Council planting and maintenance. On the basis of the information provided a tree contribution of £1,827.51 for three trees should be sought.

Conclusions

55. The proposed scheme provides an arrangement of 22 dwellings with associated parking and servicing. The buildings respond to the constraints and topography of the site, retains existing trees and would lead to an attractive development in accordance with local and national policy. The scheme should also enhance the townscape and potentially increase security in this area. The scheme also provides for appropriate contributions to meet tree planting and transportation improvements. The proposed development achieves a high standard of design and would be well integrated with the surrounding area.
56. The development of 22 dwellings, if considered against the new Joint Core Strategy (JCS) Policy 4, would be required to provide 33% affordable housing (7 no. affordable units in total) which would contribute to the promotion of affordable housing in Norwich. However, in the very particular circumstances of this application, applying the new policy could be considered to be unreasonable and a balanced approach is suggested on policy application and on future development coming forward in a timely manner. Therefore, it is considered reasonable that the commencement timing for development is reduced to just over a year (6 months and 6 months as detailed in paragraph 28) in total to support the change in policy and identified need to provide for an acceptable provision of affordable housing within the Norwich area.

RECOMMENDATIONS

To approve Application No 10/00755/O Cordova Buildings Starling Road Norwich and grant outline planning permission, subject to:

- (1) the completion of a satisfactory S106 agreement to include the provision of contributions to sustainable transportation improvements and street trees, and the following conditions:-
1. Application for the approval of reserved matters to be made not later than 6 months from date of permission
 2. Commencement of development 6 months from the date of approval of the reserved matters to be approved
 3. Matters to relate to landscaping, planting and site treatment works
 4. Landscape maintenance
 5. Development that is the subject of this 'reserved matters' approval shall comply with all conditions imposed on the permission
 6. Details of Facing and Roofing Materials; Boundary treatments, walls and fences; external lighting; biodiversity enhancements
 7. Record of existing buildings on site
 8. Details of car parking, cycle storage, bin stores, access road
 9. Compliance with AIA, AMS and Tree Protection Scheme implemented prior to commencement
 10. Retention of tree protection
 11. Provision of renewable energy sources
 12. Water efficiency
 13. Noise protection measures
 14. 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
 15. Imported materials.
 16. Archaeology - investigation, evaluation and mitigation
 17. Removal of hoardings
 18. Drawing numbers

Reasons for approval: The development of 22 dwellings would contribute to the delivery of housing in Norwich. The proposed development, subject to conditions, would be well integrated with the surrounding development in form and layout and would make good use of this brown field site. The scheme provides adequate parking and servicing space with ease of access to future residents. The individual layout of blocks has regard to amenity issues in the area for existing residents and subject to conditions should limit amenity impacts for future residents of the scheme. The scheme is laid out to retain existing trees around the site and also allows sufficient space for further landscape and biodiversity enhancement to improve the amenity of the area. The scheme also provides for appropriate contributions to meet tree planting and transportation improvements in the area.

The development of 22 dwellings, if considered against the new Joint Core Strategy (JCS) Policy 4, would be required to provide 33% affordable housing (7 no. affordable units in total) which would contribute to the promotion of affordable housing in Norwich. However, in the very particular circumstances of this application, applying the new policy could be considered to be unreasonable and a balanced approach is suggested on policy application and on future development coming forward in a timely manner. Therefore in this particular case it is considered reasonable that the commencement timing for development is reduced to recognise the need to support the change in policy and need to provide for an acceptable provision of affordable housing within the Norwich area.

The decision has been made with particular regard to PPS1, PPS3, PPS5, PPG13 and PPG24; policies ENV7, ENG1, H2, T14 and WM6 of the East of England Plan 2008; policies 1, 2, 3, 4, 5, 6, 9 and 20 of the Joint Core Strategy (March 2011); and saved policies EP1, EP18, EP20, EP22, EMP3, HBE3, HBE12, HOU1, HOU13, HOU18, NE4, NE9, TRA5, TRA6, TRA7, TRA8 and TRA11 of the City of Norwich Local Plan (Adopted Version 2004) and to all material planning considerations

The following informative notes should be appended to any consent:

1. Considerate construction and timing to prevent nuisance;
2. An asbestos survey should be carried out;
3. Materials removed from site should be classified and disposed of at suitable licensed facilities;
4. Site clearance to have due regard to minimising the impact on wildlife
5. Advise that new flats will not be eligible for permits within the CPZ

(2) where a satisfactory S106 agreement is not completed prior to 19th May 2011 that delegated authority be given to the Head of Planning Services to refuse planning permission for Application No 10/00755/O Cordova Buildings Starling Road Norwich for the following reason:

In the absence of a suitable legal agreement or undertaking relating to the provision of street trees and transportation contributions the proposal is contrary to saved policies NE4, TRA11 and HOU6 of the adopted City of Norwich Replacement Local Plan (November 2004) and policy 20 of the Joint Core Strategy ..



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Planning Application No 10/00755/O
 Site Address Site of Cordova Building, Starling Road, Norwich
 Scale 1:1,250

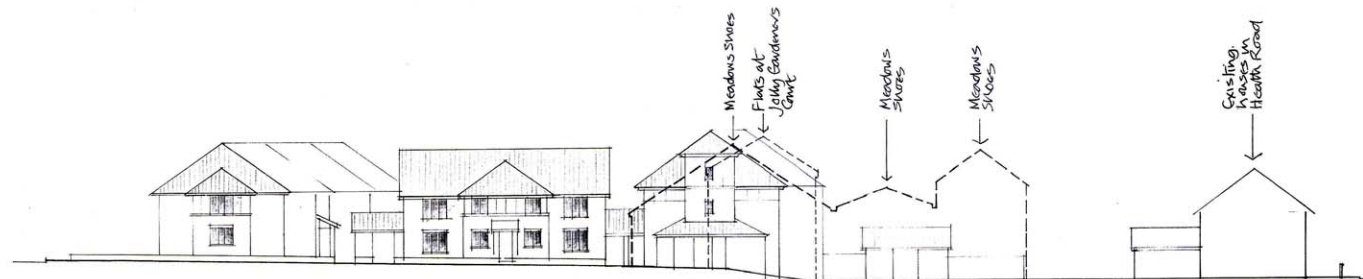


NORWICH
 City Council

PLANNING SERVICES



1000755 0



Street elevation to Starling Road showing proposed dwellings and buildings to be demolished



Site Layout Plan 1:200

- Schedule**
- 2 no 2 bedroom flats
 - 20 no 1 bedroom flats
 - 16 no parking spaces including
 - 2 no disabled access spaces
 - 2 no bike stores
 - 2 no bin stores
 - 1 no gardeners store

DO NOT SCALE - ALL DIMENSIONS TO BE CHECKED PRIOR TO
SETTING OUT AND THE ARCHITECT NOTIFIED OF ANY DISCREPANCY.

CLIENT		
PRIORY PENSION FUND RESIDENTIAL DEVELOPMENT STARLING ROAD		
TITLE		
SITE LAYOUT		
Ross Powlesland Associates LLP Chartered Architects 12a Central Mailings, Crown Place, Woodbridge, Suffolk, IP12 1BS Tel 07771 637094 email fowdango12a@btinternet.com		
SCALE	DATE	DRAWN BY
1:200	Mar 2010	R.P.
DRAWING NO.		
1612 / 10		