

Planning Applications Committee
Section B
29 January 2009

Agenda Number:	B4
Section/Area:	OUTER
Ward:	Sewell
Officer:	Lee Cook
Valid Date:	28th October 2008
Application Number:	08/01135/F
Site Address :	Site Of Former Start-Rite Shoes Ltd, Crome Road. Norwich.
Proposal:	Re-design of ten dwellings (plots 94-103) of existing approved development. (Amendment to previous planning approved scheme 05/00569/F).
Applicant:	Taylor Wimpey
Agent:	Taylor Wimpey

THE SITE

The site is located to the north of the city and forms part of a larger redevelopment site situated between Crome Road, Silver Road and Romany Road. The site formerly housed the now demolished Start-Rite Shoe Factory. The part of the site that relates to the current application is located approximately within the centre of the larger site, with access from the new internal roadway (Cobblers Mews) which runs between Crome Road and Romany Road.

The surrounding area is predominantly residential in character together with allotments to the northeast of the site. Significant changes in land levels exist within the site, with severe falls from the south of the site to the north.

RELEVANT PLANNING HISTORY

05/00137/F – Redevelopment of site with 184 residential units, comprising 111 flats and 73 houses, with associated access, car parking and public open space. (Withdrawn - 06/06/2005)

05/00569/F - Redevelopment of site with 151 residential units, comprising 91 flats and 60 houses with associated access, car parking and public open space (Revised Proposal). (Approved - 12/05/2006)

07/00854/F - Amendments to Plots 32 to 60 and 88 to 92 and associated infrastructure from previous planning permission 05/00569/F 'Redevelopment of site with 151 residential units, comprising 91 flats and 60 houses with associated access, car parking and public open space'. (Withdrawn - 15/08/2007)

07/00932/F - Amendments to Plots 29 to 31, sub-station and associated infrastructure from previous planning permission 05/00569/F. (Approved - 08/08/2008)

07/00959/F - Amendments to plots 32 to 60 and associated infrastructure from planning approved scheme ref 05/00569/F. (Withdrawn - 20/11/2008)

08/00096/F - Amendments to plots 32 to 60 and associated infrastructure from planning approved scheme ref 05/00569/F (revised proposal). (Committee Approval 13/11/2008)

THE PROPOSAL

Re-design of ten dwellings (plots 94-103) of the existing approved development. (Amendment to previous approved scheme 05/00569/F). The units are each 3 bedroom in size with 3 of the units having an integral garage and drive and the remainder having forecourt parking.

CONSULTATIONS

Advertised in the press, on site and neighbours notified. No letters of representations have been received.

Strategic Housing: No objections to the scheme as the site area does not affect the affordable housing element of the larger scheme. Also as the units to be changed will remain the same in number, tenure and number of rooms the affordable housing element agreed to be provided should not need to be altered.

Transportation: No objection in principle with a revision to the unit types. The originally submitted scheme caused concern on the basis of the quantity and location made for the provision for formal bin storage. Also initial concerns were raised on the parking layout and lack of soft landscaping along the frontage.

Following negotiation the layout has been amended to revise bin storage, parking layout and landscaping and the transportation objection has been withdrawn.

PLANNING CONSIDERATIONS

Relevant National Planning Policies:

PPS1	Delivering sustainable development
PPS3	Housing

Relevant East of England Plan 2008 policies:

ENG1`	Carbon Dioxide emissions and energy performance
WM6	Waste management in development
ENV7	Quality in the built environment

Relevant Local Plan Policies:

NE9 – Comprehensive landscaping scheme and tree planting
HBE12 – High quality of design, with special attention to height, scale, massing and form of development
EP1 – Contamination of land – evaluation and treatment
EP2 – Testing for ground stability conditions
EP16 – Water conservation and sustainable drainage systems
EP18 – High standard of energy efficiency for new development
EP22 – High standard of amenity for residential occupiers
HOU4 – Element of affordable housing to be negotiated in private developments
HOU5 – Accessible housing
HOU6 – Contribution to community needs and facilities by housing developers
HOU12 B54 – Site allocated for housing development
SR1 – Minimum standards for provision of open space
SR4 – Provision of open space to serve new development
SR7 – Provision of children's equipped playspace to serve development
TRA3 – Modal shift measures in support of NATS
TRA5 – Approach to design for vehicle movements and special needs
TRA6 – Parking standards – maxima
TRA7 – Cycle parking standards
TRA11 – Contributions for transport improvements in wider area

Main issues:

The main issues in respect of the application are considered to be the design, layout and traffic impact of the proposals. Although the site is part of a larger development consideration has also be given to the likely impact on the living conditions of nearby future residents.

The current application seeks to amend the approved scheme on the site for part of the terrace of housing which runs along the southern side of the central roadway opposite to the approved open space area. The change arises from a reported market demand issue for units on the site. At present the terrace takes the form of a two and a half storey row of houses with integral garages and one forecourt parking space. The revised scheme creates more internal living space by removing the integral garage and rationalising the floor layouts for 7 of the

units. These remain at two and a half storeys in height whilst the remaining 3 units are revised to a full three storey height and retain the integral garage.

Following discussions with the agent the line of the houses has been revised and pushed back slightly in the street scene to allow better amenity and access to the front of the site with the separation of the forecourt parking and front of the dwellings. This also gives more space to the frontage for additional landscaping to the scheme. Improved pedestrian footways around the block have also been provided above the original scheme which gives better safety and access through to the rear gardens and adjacent parking courtyard. Individual refuse storage areas are also provided within each curtilage to meet current standards and to ensure individual responsibility for wheelie bins.

Whilst it is considered important to try to ensure that the site is developed, it is also considered equally important to ensure that this is not done at the expense of the overall design and living environment of the scheme. The design retains the core design features of the original scheme and in some respects is an improvement to the pattern of development in what was originally a row of 17 identical houses. The slight change in levels and building line also helps in improving the variety of the street scene and character and appearance of the area. Given the internal layout of the site and distance between groups of buildings the increase in height of 3 of the units is not considered to lead to a loss of privacy or overlooking to the neighbours, nor would they be overbearing in scale or result in a loss of outlook.

As indicated above, the scheme under consideration together with other parts of the site has been the subject of lengthy negotiations. The design of dwellings proposed is considered to be in keeping with the remainder of the development and the scale and details of the scheme are considered to be appropriate and to reflect those around the site. The layout provides for an acceptable means of access to the site, together with appropriate cycle and bin storage facilities. The level of car parking proposed is also considered to be acceptable. Given the changes now made to the servicing and layout of this part of the site, it is considered that the revised scheme as proposed represents an acceptable alternative layout for the site which is also unlikely to cause significant detriment to residential amenity.

The principle of the residential development of the site has already been approved and was subject to a significant number of conditions and a s106 agreement. Consequently it is not considered necessary to request the developer to enter a new agreement to cover the matters previously addressed (affordable housing, public open space, play provision, street trees, community use of 'Conservation Area' at the nearby school, and highway improvements). However: a revision to that agreement is required to ensure that the provisions continue to apply to the current amended scheme.

The adoption of the East of England Plan since the original permission was granted can be considered to constitute a material change in circumstance. Therefore, it is suggested that the previous conditions are carried forward, with the addition of a further condition reflecting the requirement for renewable energy provision on site under ENG1.

Conclusion:

In conclusion it is considered therefore that the proposed revisions are acceptable and would result in an acceptable form, design and layout of development that would be in keeping with the surrounding character of the area, would not have a detrimental impact on the living conditions of residents and would meet the relevant criteria of the saved Replacement Local Plan policies, central government guidance and the policies of the East of England Plan.

RECOMMENDATIONS

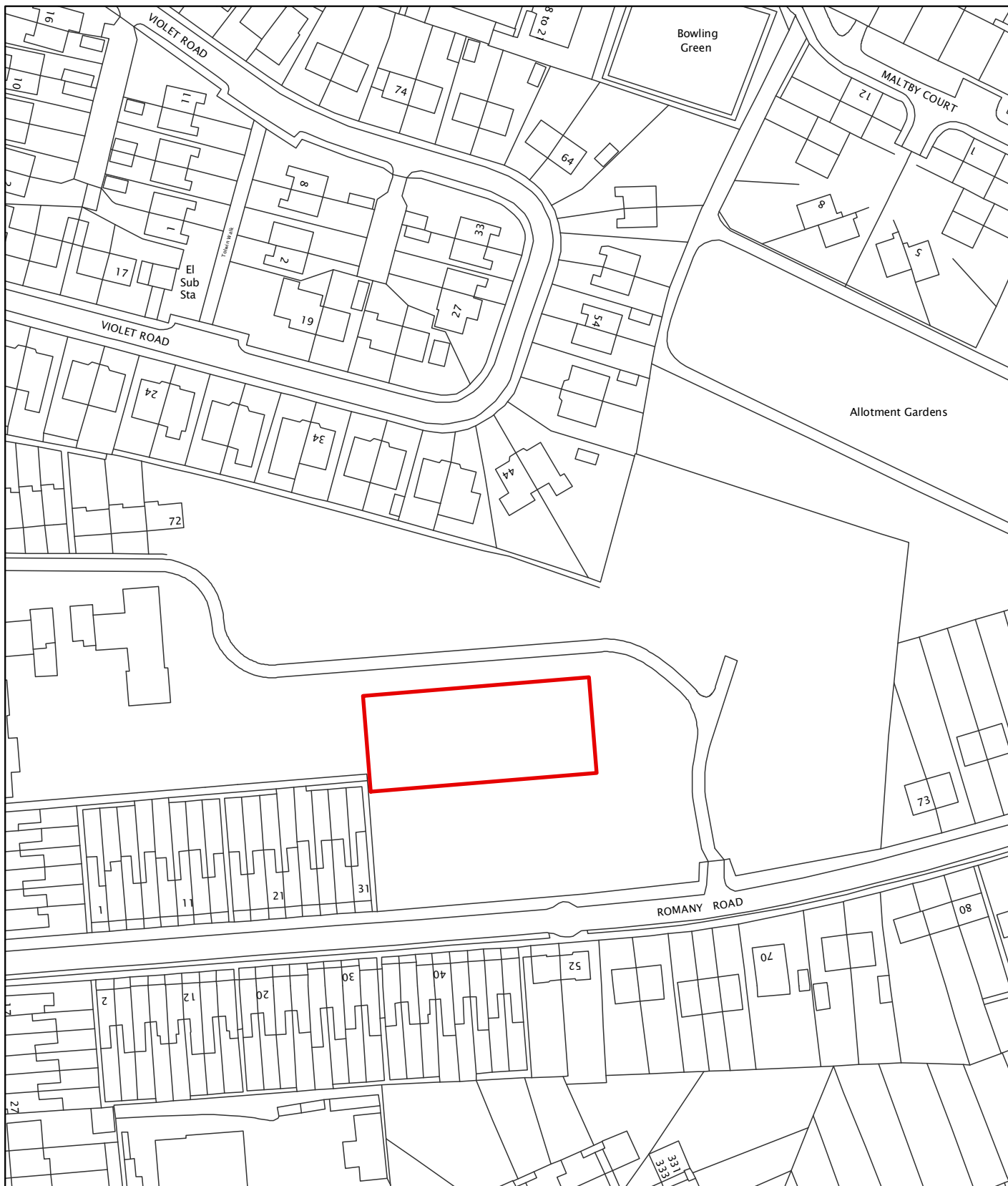
APPROVE PLANNING PERMISSION subject to a revision to the s106 agreement relating to 05/00569/F to ensure that the requirements imposed on the original permission remain in force and to the following conditions:

1. Standard time limit.
2. All conditions of previous permission reference 05/00569/F to apply where still relevant, including conditions relating to boundary treatment, bin storage, materials, landscaping and roads, parking areas and footpaths.
3. Development to ensure that at least 10% of its energy requirement is achieved through decentralised and renewable or low-carbon sources as required by policy ENG1 of the East of England Plan 2008.

Reasons for Approval:

The proposed revisions are considered acceptable and would represent an appropriate form of redevelopment for the site, which would not have a detrimental impact on the living conditions of neighbouring residents and would result in an acceptable form, design and layout of development that would be in keeping with the surrounding character of the area and meet the relevant criteria of the saved Replacement Local Plan policies, central government guidance and the policies of the East of England Plan.

The proposals are therefore considered to meet the relevant criteria of PPS1 and PPS3, East of England Plan Policies ENG1, ENV7 and WM6 and save Replacement Local Plan Policies NE9, HBE12, EP1, EP2, EP16, EP18, EP22, HOU4, HOU5, HOU6, HOU12 B54, SR1, SR4, SR7, TRA3, TRA5, TRA6, TRA7 and TRA11 and all material considerations.



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Site Address - Site of former Start-Rite Shoes Ltd. Crome Road, Norwich

Scale - 1:1250



NORWICH
City Council

DIRECTORATE OF REGENERATION
AND DEVELOPMENT

