

## Report for Resolution

**Report to** Planning Applications Committee  
**Date** 14 October 2010  
**Report of** Head of Planning Services  
**Subject** 10/01123/F James 1st 29 Drayton Road Norwich NR3 2DQ

**Item**  
**5 (7)**

### SUMMARY

**Description:** Part demolition and rebuilding of existing pub building and conversion to form 4 No. residential units and construction of 1 No. residential dwelling with associated parking and site works. (Revised).

**Reason for consideration at Committee:** Objection

**Recommendation:** Approve subject to conditions

**Ward:** Mile Cross

**Contact Officer:** Mrs Caroline Dodden                      Planner (Development)  
01603 212503

**Valid Date:** 15 May 2010

**Applicant:** P And S Waterfield

**Agent:** Peter J Murrell

### INTRODUCTION

#### The Site

##### Location and Context

1. The former James I Public House site is located on the north east side of Drayton Road on the western corner with Ropemakers Row. There are two and three storey flats to the north west of the site and two short rows of terraced houses on the opposite side of Ropemakers Row. New larger terraced blocks of housing are located on the south western side of Drayton Road.

##### Relevant Planning History

There is no recent formal planning history relevant to the current proposal, although informal discussions have taken place prior to the submission of the current application.

#### The Proposal

2. The proposal is for the part demolition and rebuilding of the existing pub building and conversion to form 4 No. residential units (two, 4 bed units and two, 1 bed units) and construction of 1 No. residential dwelling (one, 3 bed unit) with associated parking and site works. The design and scale of the development has been revised

since originally submitted.

## Representations Received

3. Adjacent and neighbouring properties have been notified in writing. Two letters of representation have been received citing the issues as summarised in the table below.

Issues Raised	Response
Great concern that the pub has already been partially demolished.	See paragraph 13
The City's cultural heritage is being lost, which should be borne in mind when other closures are being considered.	See paragraph 6
There are no realistic alternative pubs for the local population. A pub amongst other things is a focus for the local community.	See paragraph 6
The pub offered local employment and a social focus. Should any redevelopment occur, it should be for development that provides employment rather than for housing.	See paragraph 8

## Consultation Responses

4. **The Norwich Society** – (Commenting on the original submission). The whole character of this pretty Georgian pub will be completely lost by this conversion. Urge that the unauthorised demolition of the pub is stopped. If it were to be replaced, the Committee would be more sympathetic to a scheme with architectural merit. To put 4 units into the building is unacceptable and the central unit would have little daylight and because of the 5<sup>th</sup> (new) unit there would be little garden space.
5. **Transportation section** – Whilst the current parking arrangements are less than satisfactory, the re-use of the lower level parking area would be acceptable provided the existing pub building is sympathetically converted. The individual bin stores would be acceptable and cycle storage could be achieved in the rear gardens. The official highway hugs the east side of the existing building and so any windows cannot be outward opening over the highway.

## ASSESSMENT OF PLANNING CONSIDERATIONS

### Relevant Planning Policies

#### Relevant National Planning Policies

PPS1 – Delivering Sustainable Development

PPS3 - Housing

## **Relevant Local Plan Policies**

HBE12 – High quality of design

EP22 – Residential amenity

HOU13 – New housing on other sites

HOU15 – Conversion of vacant or underused parts of buildings to residential

SHO21 – Historic public houses

SR12 – Green links network

TRA6 – Maximum parking standards

TRA7 – Cycle parking standards

## **Principle of Development**

### **Policy Considerations**

6. The former James I Public House is not a Listed Building and is not an identified historic public house under Policy SHO21, but it has been considered under this Policy with regard to its potential of being the last public house serving a significant residential population. As part of the Applicant's submission a list of 17 public houses have been listed, which are located within approximately 1 mile of the site. The King Edward VII, on Aylsham Road, is situated within 200 metres of the site. With another public house being in such close proximity, it is considered that the loss of the public house would be acceptable under Policy SHO21 as it is not considered to be the last remaining public house that would serve this residential area.
7. The proposal has been mainly assessed against Policy HOU13 as the proposal seeks to partially rebuild the existing pub building as well as providing a new dwelling at the rear of the site. Policy HOU15 is relevant as the original pub building would be converted and the new and rebuilt elements would provide residential accommodation in the form of individual houses.
8. The site is located within a largely residential part of Drayton Road. It does not fall within an identified employment area or a local shopping centre. Consequently, it is considered that the principle of the provision of residential dwellings on the site is an acceptable alternative to other permitted commercial uses.
9. As well as the national policies seeking good design for new development, Local Plan Policy HBE12 requires a high standard of design for all new development. Policy EP22 considers the impact of new development on the amenity of the neighbouring properties and Policies TRA6 and TRA7 set down the maximum standards for car and cycle parking.

## **Impact on Living Conditions**

### **Residential amenity**

10. The existing pub building has two storey flats immediately to the west and two small rows of terraced houses that run at right angles to Ropemakers Row to the east. The proposal would raise the roof of the pub building by approximately 700mm and create a square two storey building on a similar footprint to the former pub. As the neighbouring flats have their internal staircase on this side of their building, it is considered that the resulting building would not cause any loss of residential amenity to the occupiers of the flats themselves.
11. The new house would be positioned at the rear of the site and would face the side of the terraced houses gardens on the opposite side of Ropemakers Row at the front and the three storey flat complex at the rear. It is considered that the new dwelling would not have a significant impact with regard to overlooking or loss of privacy or light in relation to these properties.

## **Design and Layout**

12. Originally, it is understood that the existing building was made up of two cottages and the pub was located in the eastern corner building, creating an L-shaped footprint. The proposal seeks to restore this general layout where the front facade of the original cottages is used to rebuild two houses and the original pub building would be converted in to two residential units.
13. The Applicants have made it clear that the existing building was in a poor state of repair and so certain parts of the structure have, out of necessity, either been demolished or will need to be demolished and would need to be rebuilt. This includes the roof of the original cottages, which would then be replaced with a roof height that matches that of the eastern pub building. The ground floor corner would also need to be rebuilt, due to subsidence, and a new replacement shop style front added.
14. Bearing in mind that this building has been altered both internally and externally over many years and its poor state of repair, the overall design of the proposed building has sought, as much as is possible and practical, to retain its character.
15. Mainly due to its more modern shape footprint, the new house to the rear of the site does not look to mimic the design of the existing building. Instead, whilst still being of an appropriate scale, its design is more in keeping with the less traditional terraced housing directly opposite on Ropemakers Row.
16. Each residential unit would have a small garden and one parking space. This is considered acceptable and appropriate when looking at the surrounding residential developments and their densities.

## **Transport and Access**

### **Car Parking**

17. Four car parking spaces have been retained at the front of the site, where the pub car parking had been. Two of those spaces would be accessed directly from

Drayton Road. A further space is proposed adjacent to the new dwelling at the rear of the site. Bearing in mind the constraints of the site in terms of the change in levels, rising south to north, along with the footprint of the building, it is considered that the parking layout is acceptable.

### **Cycling Parking**

18. If the Committee is minded to approve the application, it is recommended that a condition be imposed to require the submission of details for cycle parking. It is considered that this requirement could be acceptably provided within the private garden each unit would have.

### **Green Links**

19. The proposal would not have any detrimental impact on the existing Green Link, which runs alongside the site.

### **Conclusions**

20. Bearing in mind the pub building has no formal status in terms of being a listed building, that it is not identified as an historic public house and it is in a poor state of repair, it is considered that the proposed conversion, part rebuilding and new build to provide five residential units is of an appropriate and acceptable scale and design, where the proposal seeks to retain as much of the character of the existing building as possible.

## **RECOMMENDATIONS**

To approve Application No 10/01123/F and grant planning permission, subject to the following conditions:-

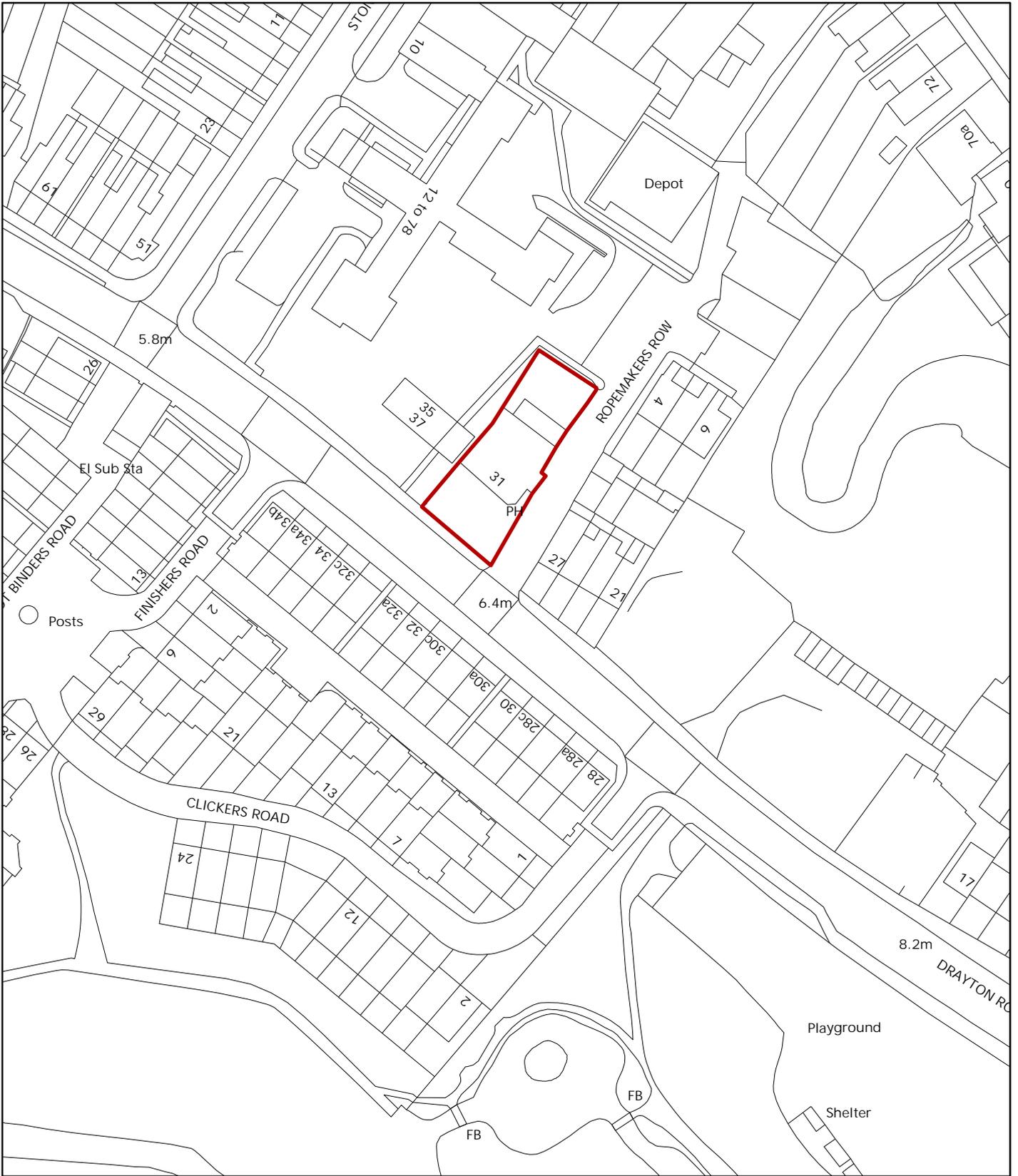
1. Commencement of development within three years.
2. In accordance with the submitted plans and details.
3. Submission of details or samples of materials prior to commencement.
4. Provision of car parking in accordance with drawing no. 09/08/04 rev.c prior to occupation.
5. Details of cycle storage and bin storage submitted, provided prior to first occupation and permanently retained.
6. Details of surfacing materials and boundary treatments submitted and agreed prior to commencement.
7. Removal of permitted development rights for the alteration of windows in the east elevation of the existing building or their replacement (unless on a like-for-like basis).

Informative:

1. Construction working – hours of operation.

Reasons for approval: The decision has been made with particular regard to Saved Local Plan Policies SHO21, HOU13, HOU15, HBE12, EP22, TRA6 and TRA7 of the City of Norwich Replacement Local Plan and the objectives of PPS1 and PPS3. The proposal is considered to be an acceptable conversion and new build scheme, which would not see the loss of the last public house in the local area, would provide acceptable living conditions for the future residents and would not be detrimental to the residential amenities of the neighbouring residential occupiers.





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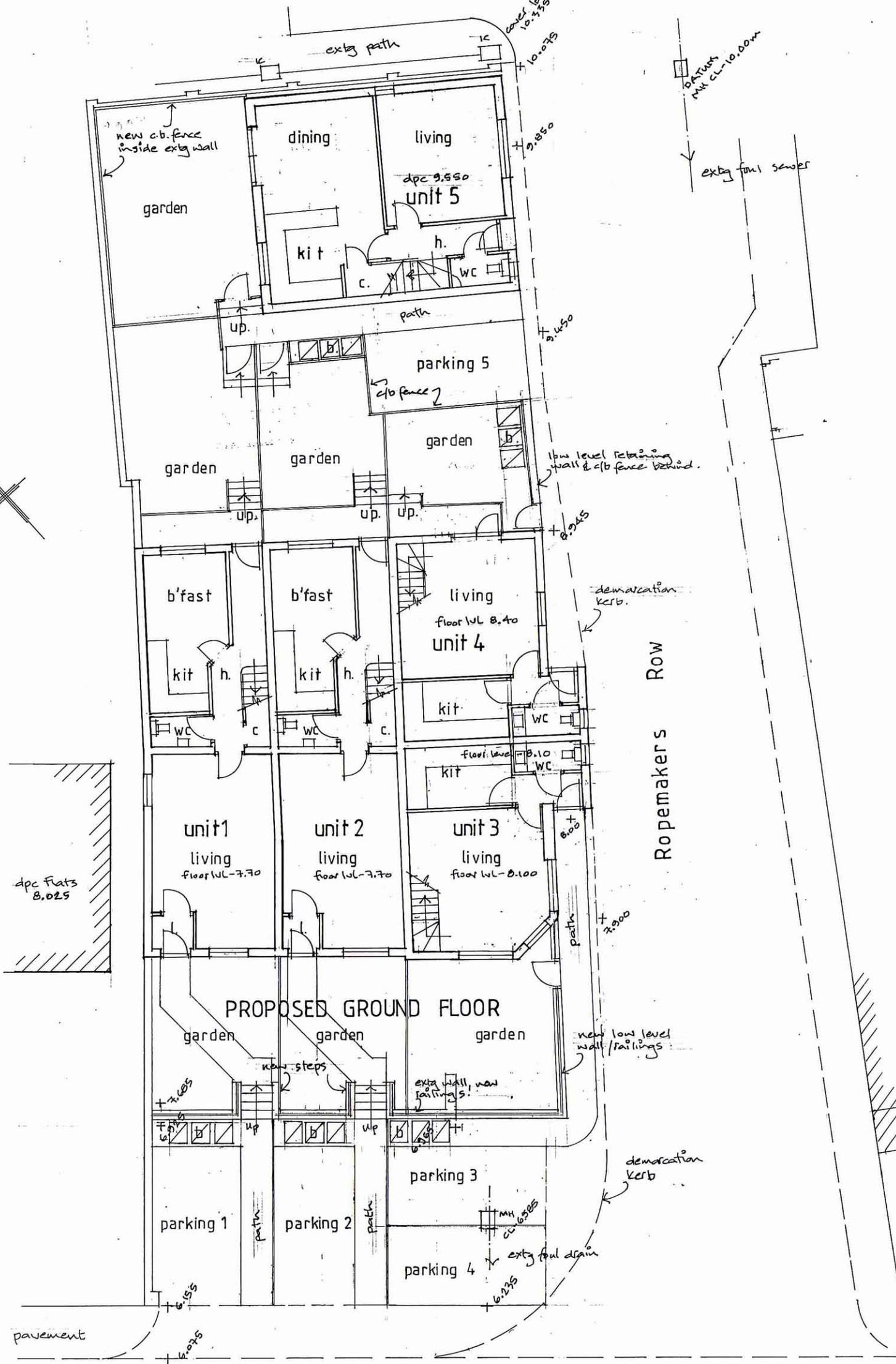
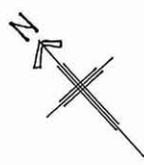
Planning Application No - 10/01123/F  
 Site Address - James 1st 29 Drayton Road  
 Scale - 1:1,000



**NORWICH**  
 City Council

PLANNING SERVICES





Drayton Road