

Report to Planning applications committee

Item

15 June 2017

Report of Head of planning services

Subject Application no 17/00640/F - Flat F And Flat G, 9 Unthank Road, Norwich, NR2 2PA

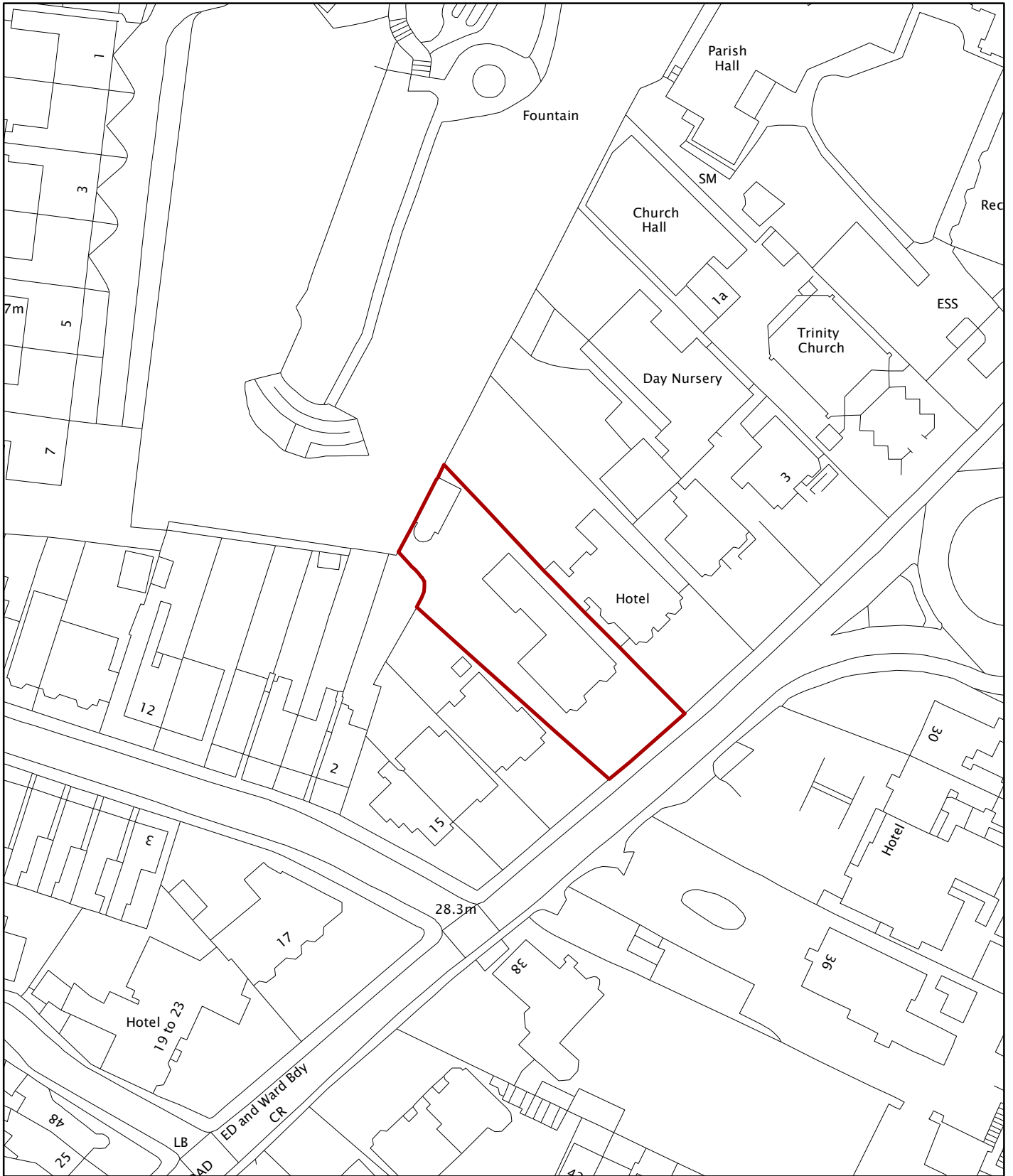
5(b)

Reason for referral Objections

Ward	Nelson
Case officer	Lara Emerson - laraemerson@norwich.gov.uk

Development proposal		
Change of use of 9F (managers' accommodation) and 9G (office accommodation) to 2 no. dwellings.		
Representations		
Object	Comment	Support
3	0	0

Main issues	Key considerations
1. Principle of development	Loss of office space; creation of residential units.
2. Design & heritage	Subdivision of plot.
3. Amenity	Suitability of units for residential accommodation; noise & disturbance; internal and external amenity space.
4. Transport	Access, car parking, cycle parking & refuse storage.
Expiry date	2 June 2017
Recommendation	Approve



© Crown Copyright and database right 2017. Ordnance Survey 100019747.

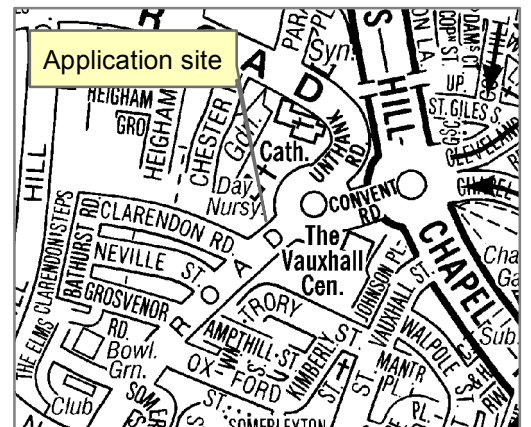
Planning Application No 17/00640/F
 Site Address 9 Unthank Road

Scale 1:1,000



NORWICH
 City Council

PLANNING SERVICES



The site, surroundings and constraints

1. The site sits on the north side of Unthank Road within the Heigham Grove Conservation Area. The area is characterised by large detached mid to late C19th villas which are in various uses (offices, medical centres, houses, flats etc). The site backs onto the Plantation Gardens and also shares a boundary with residential properties on Clarendon Road.
2. The main building on the site, 9 Unthank Road, is a large locally listed detached Victorian villa fronting Unthank Road which has been split into 5 individual flats. There is an area for car parking to the front of this. The rear of the site provides additional car parking spaces and lawned areas. There is a rear extension of modern design which was granted planning permission in 2006 to provide a manager's flat. Against the northern boundary is a converted outbuilding which provides office accommodation for the MJB Hotels Group which operates from the site.

Relevant planning history (*planning history of whole site*)

3.

Ref	Proposal	Decision	Date
4/1995/0481	Change of use of ground floor and part first floor to office accommodation.	Refused	29/06/1995
4/2000/0198	Conversion to 5 flats (Retrospective).	Approved	21/06/2000
05/01120/C	Demolition of existing rear extension to facilitate alterations to basement and erection of new rear extension to form owner's accommodation.	Refused	13/01/2006
05/01121/F	Demolition of existing rear extension, alterations to basement and erection of new rear extension to form owner's accommodation.	Refused	13/01/2006
06/01034/F	Erection of new extension to form Manager's accommodation (including conversion of existing rear store).	Approved	30/11/2006
06/01035/F	Conversion of outbuilding to office unit for the Beeches Hotel Group.	Approved	08/01/2007
07/00680/D	Details of part condition 2 for (a) external joinery; (b) facing and roofing materials; and (c) rainwater goods, for previous planning permission 06/01034/F "erection of new extension to form Manager's accommodation (including conversion of existing rear store)".	Approved	13/07/2007
07/00679/D	Details of part condition 3 for (a) external joinery; (b) facing and roofing materials; and (c) rainwater goods, for previous planning permission 06/01035/F "Conversion of outbuilding to office unit for the Beeches Hotel Group".	Approved	13/07/2007

The proposal

4. Change of use of manager's accommodation and office accommodation to two separate C3 residential units.
5. The proposals include provision of vehicular access to the west of the building, pedestrian access to the east of the site, private external amenity space, 1 car parking space, 2 cycle parking spaces & a refuse storage area per dwelling.
6. Note that the initial plans showed 2 car parking spaces per dwelling and no refuse or bike storage.

Summary information

Proposal	Key facts
Scale	
Total no. of dwellings	2
No. of affordable dwellings	0
Total floorspace	Approx. 60m² per dwelling
Transport matters	
Vehicular access	Vehicular access from Unthank Road along gravel track to the west of the main building
Pedestrian access	Pedestrian access from Unthank Road along paved track to the east of the main building
No of car parking spaces	1 per dwelling
No of cycle parking spaces	2 covered and secure cycle parking spaces per dwelling

Representations

7. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. 3 letters of representation have been received citing the issues as summarised in the table below. All representations are available to view in full at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.

Issues raised	Response
Overdevelopment of the site	See main issue 3 relating to amenity.
Anti-social behaviour	See main issue 3 relating to amenity.
Noise pollution	See main issue 3 relating to amenity.
Environmental/air pollution	See main issue 4 relating to transport.
Use of parking spaces for commercial use	See main issue 4 relating to transport.
Poor track record of landlord	This is not a material planning consideration.
Impact on property values	This is not a material planning consideration.
Outbuilding already in residential use	It is not clear whether the change of use has already taken place but in any case this does not affect the assessment of the

Issues raised	Response
	proposals.
Unclear on what basis the residential units would be used (market, rented or holiday lets)	This is not a material planning consideration - they are all C3 residential uses.
Impact on conservation area	See main issue 2 relating to design.

Consultation responses

8. 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.

Design and conservation

9. This is not an application that I intend to provide conservation and design officer comments on because it does not appear on the basis of the application description to require our specialist conservation and design expertise. This should not be interpreted as a judgement about the acceptability or otherwise of the proposal.

Highways (local)

10. No objection.
11. Rearmost building is more than 45m from the highway so need to consult Norfolk Fire Service to ensure that the access is adequate for fire engines.
12. Cycle storage is required.
13. Advise some landscaping to the front of the site.
14. New properties would not be eligible for on-street parking permits.
15. Advise the path to be paved to allow access to the highway with wheelie bins (*a paved path has been provided as a result of this comment*).

CNC Building Control

16. The unit at the back of the site is more than 45m away from the point a fire appliance can attend. As this is an existing building there would need to be agreement from Norfolk Fire and Rescues Service for this to be acceptable or the dwelling would need to be provided with sprinklers to support the building regulation application.

Norfolk Fire Service

17. No response.

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)**
 - JCS2 Promoting good design
 - JCS3 Energy and water
 - JCS4 Housing delivery
 - JCS5 The economy
 - JCS6 Access and transportation

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
 - DM9 Safeguarding Norwich's heritage
 - DM12 Ensuring well-planned housing development
 - DM17 Supporting small business
 - DM28 Encouraging sustainable travel
 - 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):**
 - NPPF0 Achieving sustainable development
 - NPPF1 Building a strong, competitive economy
 - NPPF4 Promoting sustainable transport
 - NPPF6 Delivering a wide choice of high quality homes
 - NPPF7 Requiring good design

Case Assessment

21. 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

22. Key policies and NPPF paragraphs – DM12, DM17, NPPF paragraphs 49 and 14.
23. The loss of the office space within the outbuilding accords with Policy DM17 since it is not a usable space. It is a very small unit, accessed through the curtilage of 9 Unthank Road and is currently restricted by a condition limiting use to the MJB Group only. As such, the loss of this office space is considered acceptable.

24. The principle of residential development is considered acceptable in this location since the development accords with all of the criteria set out within Policy DM12. The site is in a very sustainable location close to the city centre and on a major bus route between the hospital, university and train station.

Main issue 2: Design & heritage

25. Key policies and NPPF paragraphs – JCS2, DM3, DM9, NPPF paragraphs 9, 17, 56, 60-66 and 128-141.
26. The proposals do not involve any building works, as such, but the subdivision of the plot and the intensification of the site do have an impact on the character of the area. The rear part of the site is well screened from the wider conservation area. The erection of low picket fences to delineate boundaries around amenity spaces is considered an appropriately soft treatment of the area to the rear of the site and allows the site as a whole to still be identifiable.
27. The permitted development rights of the new independent dwellings are proposed to be removed by condition in part to protect the character of the site and its surroundings.

Main issue 3: Amenity

28. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.
29. Both units provide suitable residential accommodation with sufficient internal and external amenity space. The permitted development rights of the new independent dwellings are proposed to be removed by condition in part to protect the amenities of future occupants.
30. It is considered that the 5 existing flats and the two new dwellings can comfortably sit on a site of this size and this therefore wouldn't be considered an over-intensification of the site. The site would have a density of 58 dwellings per hectare which is fairly normal for a site in this part of the city.
31. Some neighbours have raised concerns about increases in anti-social behaviour, noise & disturbance from occupants of the new dwellings. It is understood that the 5 existing flats in the main building are let out on a short-term basis, but it is important to note that these are still considered C3 residential dwellings since no communal spaces or facilities are provided to guests. The proposals are also to be assessed on the basis of the provision of two new C3 dwellings. As such, there is not considered to be any significant increase in the level of noise or disturbance to nearby properties, especially as this area is characterised by densely populated terraced streets.

Main issue 4: Transport

32. Key policies and NPPF paragraphs – JCS6, DM28, DM30, DM31, NPPF paragraphs 17 and 39.
33. The site sits in a highly sustainable location close to the city centre, the Unthank Road local centre and a number of public transport routes.

34. The proposed new dwellings are to be accessed from Unthank Road, via a gravel track which runs to the left of the main building. This is considered sufficient for private vehicles. Since the rearmost building is more than 45m from the highway, Norfolk Fire Services are likely to require that a sprinkler system is installed (this is a matter that will be dealt with through the Building Control process).
35. The plans show one parking spaces being allocated to each dwelling. This accords with the parking standards set out in DM31 and Appendix 3 of the local plan.
36. Secure and covered space is provided for the storage of 2 bicycles per dwelling. Bin storage spaces are allocated to each dwelling. A paved footpath has been provided to the right of the main building to allow the easy transportation of wheelie bins from the properties to the highway and back again.
37. Neighbours have raised concerns about the provision of car parking leading to increased levels of noise and air pollution from vehicle movements on the site. The provision of 2 car parking spaces is unlikely to lead to any significant increase in pollution, in addition the nearest neighbouring property is 30m away from these parking spaces. It should also be noted that 4 car parking spaces already exist in this location and are in use.
38. Neighbours also raised concerns about the potential for the use of these car parking spaces as a commercial car park. Any such use would not be permitted by this approval and would therefore require separate planning consent.

Other matters

Water efficiency

39. A condition is recommended which requires the dwellings to be converted to meet the regulation 36 2(b) requirement of 110 litres/person/day water efficiency set out in part G2 of the 2015 Building Regulations for water usage.

Equalities and diversity issues

40. There are no significant equality or diversity issues.

Local finance considerations

41. 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. 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

42. The development provides two units of accommodation in a sustainable location 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.

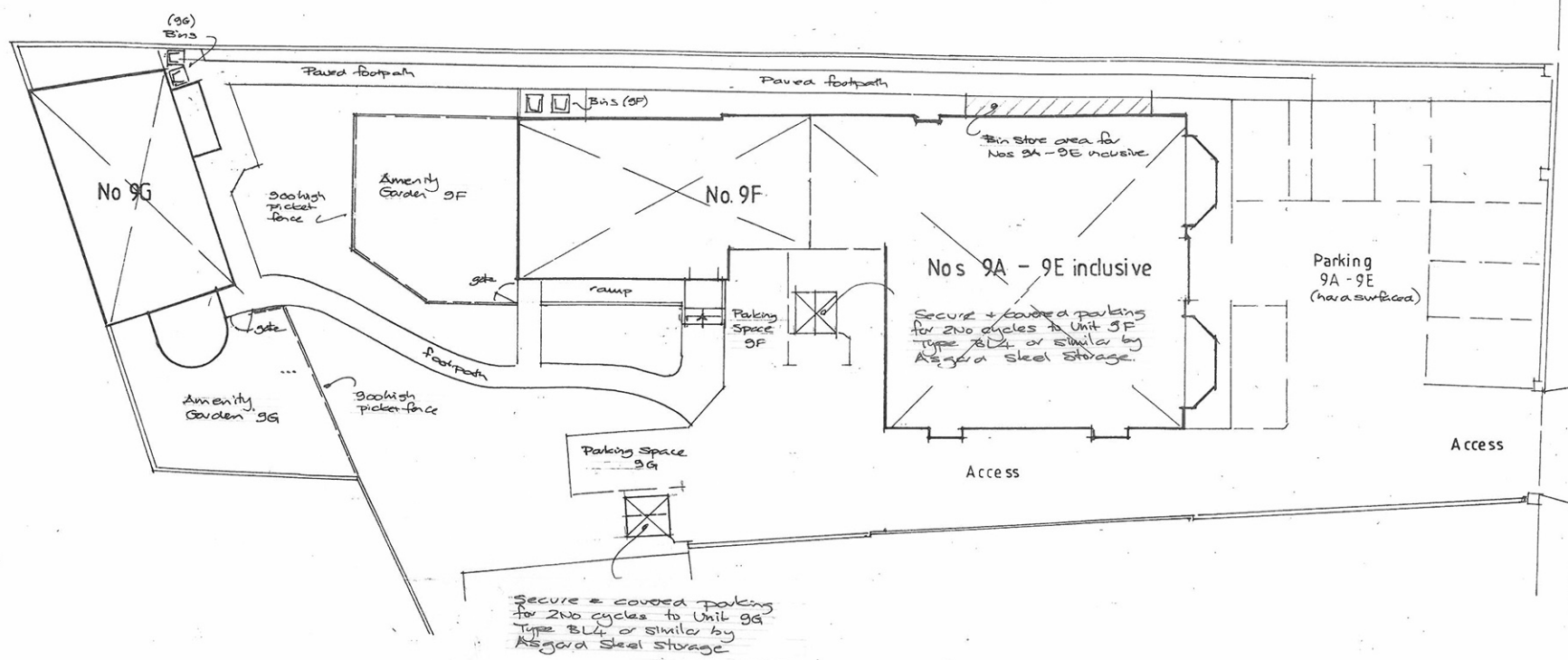
Recommendation

To approve application no. 17/00640/F - Flat F And Flat G 9 Unthank Road Norwich NR2 2PA and grant planning permission subject to the following conditions:

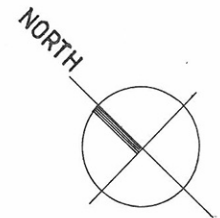
1. Standard time limit;
2. In accordance with plans;
3. Remove PD rights;
4. Water efficiency.

Informatives:

1. Not eligible for parking permits.
2. Street naming & numbering.



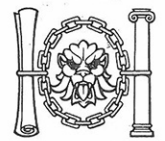
Unthank Road



- Revision B Plan amended to show parking for one vehicle.
- Revision A: Private amenity gardens shown to Nos 9F & 9G. Bin stores to 9F & 9G relocated. Bin stores to 9A-9E added. Paved footpath for bin access added along North East boundary.

5 June 2017
17 May 2017

Do not scale from this drawing. Check all dimensions on site. Not to be reissued or copied without consent of JWM Design.



JWM Design

23 Litcham Road,
Mileham,
Kings Lynn,
Norfolk PE32 2PS

John W Moulton MCIAT Architectural Technologist
Tel/Fax 01328 701779 Mobile: 07770 380132

Email : jwmdesign@btconnect.com

Site Plan for Nos 9F & 9G, Unthank Road, Norwich for Mrs M J Burlingham.

Block Plan:

Scale: 1:200

Date: April 2017

Drawing No: 1128/4B