

Report for Resolution

Report to Planning Applications Committee
Date 02 December 2010
Report of Head of Planning Services
Subject 10/01876/F Land adjacent to 120 Southwell Road, Norwich

Item
5 (2)

SUMMARY

Description:	Redevelopment of site to provide 2 No. two bed and 3 No. one bed apartments with associated external works and stores.
Reason for consideration at Committee:	Objection
Recommendation:	Approve subject to conditions
Ward:	Town Close
Contact Officer:	Mr Mark Brown Senior Planner 01603 212505
Date of receipt:	21st October 2010
Applicant:	Mr Richard Spurling
Agent:	Lucas Hickman Smith

INTRODUCTION

The Site

Location and Content

1. The site is a triangular plot located to the north of Southwell Road, to the southwest of Brazengate and northwest of the Southwell Road bridge. The site previously formed part of the garden to number 120 Southwell Road and has recently been cleared. Access to the site is from Southwell Road and the site was previously occupied by a dilapidated single garage located to the east end of the site fronting onto Southwell Road. The site slopes from Southwell Road to the north to approximately 2.5m below Southwell Road at its rear boundary, land continues to drop to the north down to Brazengate
2. The northeast boundary of the site with Brazengate is fairly heavily planted with a large number of young trees.
3. The site is located in a primarily residential area with terraces to the west and a more modern terrace to the south on the opposite side of the street. The site is within easy walking distance of the City Centre and close to the local centre at Grove Road.

Planning History

4. The site gained outline planning permission in 2009 for a pair of two storey semi-detached dwellings under consent 09/00316/O granted in June 2009.

Equality and Diversity Issues

5. There are not considered to be any significant equality or diversity issues resulting from the proposals.

The Proposal

6. The proposal is for the erection of a block of five flats on the site consisting of 3 one bed dwellings and 2 three bed dwellings. The flats are arranged over three floors with a lower ground floor being predominantly below the level of Southwell Road with two storeys above. Four parking spaces are provided to the front of the property along with five stores for cycles and an area for refuse storage. Small amenity areas are provided to the front and side with a slightly larger communal amenity area to the rear.

Representations Received

7. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. Nine letters of representation have been received citing the issues as summarised in the table below.

Issues Raised	Response
Lack of parking – proposals will put pressure on existing on street parking.	See paragraphs 24-26
Highway safety concerns over the implications for vehicles reversing out of parking spaces on to Southwell Road, adjacent to the bridge and the point at which the road narrows.	See paragraphs 27-28
Further highway safety concerns over visibility to the east due to the wall of the storage block and visibility to the west due to on street parking.	See paragraphs 27-28
Development is not consistent with the character of the area which is predominantly terraces of dwelling houses.	See paragraphs 13-15
Overdevelopment of the site.	See paragraph 12
Proposals do not fit in with the existing architecture of the area and would fail to reinforce and complement the character of the area in accordance with policy HBE12.	See paragraph 15
Proposals could make more effort to fit with the areas character such as the use of flemish bond brickwork, corbelling, chimneys and sash windows as opposed to casement windows.	See paragraph 15
Concern over the lack of technologies to protect the environment such as grey water	See paragraphs 16-17

recycling and solar heat systems.	
Consultation Responses	
<p>8. Transportation – This scheme has been revised over the earlier application, and my concerns have been addressed. I have no objection. Please ensure that the applicant is aware that these properties will not be eligible for parking permits.</p> <p>9. Environmental Health – I have viewed the historic mapping for this site, and it appears to have been associated with the residential dwellings to at least as far back as 1885. I also note that the site is already cleared. There is little point in doing a phase one site investigation (desk top study and site walkover) therefore.</p> <p>Although this is a sensitive end use, I am not too concerned about contamination due to the site history. However, it's proximity to the railway may have led to potential contamination in the past. I would therefore just suggest a precautionary condition re unknown contamination along with the requirement to import clean soil onto site. It would also be beneficial to include our usual informatives.</p> <p>10. Tree Protection Officer – The proposed development should be achievable but full compliance with the arboricultural implications assessment should be a condition of any consent.</p>	
ASSESSMENT OF PLANNING CONSIDERATIONS	
Relevant Planning Policies	
Relevant National Planning Policies	
PPS1 – Delivering Sustainable Development PPS3 – Housing PPG13 – Transport	
Relevant Strategic Regional Planning Policies	
Adopted East of England Plan	
ENV7 – Quality in the Built Environment T8 – Local Roads WM6 – Waste Management in Development	
Relevant Saved Local Plan Policies	
Adopted City of Norwich Replacement Local Plan	
NE9 – Comprehensive Landscaping Scheme HBE12 – High Quality of Design HBE19 – Design for Safety and Security EP1 – Contaminated Land EP18 – High Standard of Energy Efficiency EP22 – High Standard of Amenity HOU13 – Proposals for New Housing Development HOU18 – Construction of New Flats TRA5 – Approach to Design for Vehicle Movement and Special Needs TRA6 – Parking Standards – Maxima TRA7 – Cycle Parking Standards TRA8 – Servicing Provision TRA9 – Car Free Housing	

Principle Policy Considerations

11. The site is located in a central location on the edge of the city centre and within easy walking distance of the Grove Road local centre. The site has consent for two semi-detached dwellings and therefore the principle of residential use has been established. The principle policy considerations in the case are HOU13 and HOU18 which allow for residential development in principle subject to a number of criteria which are discussed further below.

Housing Density

12. The site is relatively small measuring approximately 340sqm this represents a density of 147 dwellings per hectare which is high, although not uncommon, for a centre or edge of centre location. The density is high in relation to the immediate area and certainly at the upper limit of what might be possible. It is appropriate to consider the implications of the density and these are discussed further below in assessing the design, access, parking, affect on the amenity of existing neighbouring residents and future residents and on the character of the area.

Design

13. The proposed layout situates the block facing onto Southwell Road perpendicular with the neighbouring terrace. The building is three storeys high, however the topography of the site is utilised to provide two flats at lower ground floor level. This ensures that the eaves and ridge height are no higher than the neighbouring terrace.
14. The overall footprint, scale and proportions of the block are not considered to be out of keeping with the area.
15. In relation to the detailed design, buff brickwork and slate roofs are proposed. Timber joinery is proposed in the form of simple casement windows. The detailed design picks up on some elements of adjacent terraces although is certainly not a fully detailed pastiche. Some objectors have raised concern over the lack of detailing such as chimneys, corbelling and sash windows. The immediate area is mixed in style with Victorian terraces to the north and more recent developments to the south of Southwell Road. Many of the Victorian terraces in the area have been installed with casement or mock sash casement windows under permitted development rights and given that the area is outside any conservation area it is not considered necessary to require or condition this level of detail.

Energy Efficiency

16. The design and access statement submitted with the application details that the proposals would be a timber construction, insulated beyond building regulation requirements, constructed with timber joinery, fitted with energy efficient lights and fittings and that low water use sanitaryware would be fitted. As detailed above the site is located within a sustainable location with excellent links to local facilities and services.
17. This is considered to be consistent with the objectives of saved local plan policy EP18. The scheme is below the threshold of 10 dwellings for which a full energy efficiency statement and on site renewables are required by virtue of policy EP18 and East of England Plan policy ENG1.

Neighbour Amenity

18. A gable end faces towards the nearest neighbouring property at 120 Southwell Road. In terms of overlooking there are not considered to be any significant implications. The revised rear garden of 120 Southwell Road is set back some distance and properties on

the opposite side of Southwell Road are sufficiently separated to avoid any significant overlooking issues.

19. With reference to overshadowing given the orientation of the site the main implications would be potential loss of morning sun to the side of 120 Southwell Road. There are two east facing windows within the gable end to number 120 which would be affected along with a small outbuilding, however given the location of other windows to the rear, and the obscured glazing in the upper windows, the affects on the amenity of 120 Southwell Road are not considered to be so significant to merit refusal of the application.

Amenity for Future Residents

20. Given the amount of accommodation on the site, the amenity areas provided are fairly limited in size. This is a result of the sites unusual shape and the relatively large footprint of the proposed development. However a communal amenity area has been provided to the rear which is indicated to be landscaped to a reasonably high standard with a separate drying area. A minor amendment to the internal layout now provides for improved access to this communal area for flats on the upper floors.
21. The two lower ground floor flats are provided with small private amenity areas. One of these flats is proposed as 'car free' and in line with the objectives of TRA9 is provided with further amenity areas. Two private amenity areas are provided to this flat one to the rear and an area to the front which would benefit from a south facing aspect.
22. Whilst limited in size, workable amenity space has been provided and on balance it is considered that this meets the local plan policy objectives of HOU13, HOU18 and EP22.
23. The finer details for the hard and soft landscaping of the areas as well as the future management and maintenance of the communal areas will be important in ensuring the satisfactory provision of defensible external amenity areas and should form a condition of any permission.

Car Parking

24. Four car parking spaces have been provided for the five flats on site. Local plan policy TRA6 sets out maximum parking standards for the City and for this location and size of unit a maximum of one space per dwelling would be acceptable.
25. One unit on site is car free and as such local plan policy TRA9 applies. This allows for car free housing in highly accessible locations. The proposals are considered to comply with the objectives of both policy TRA6 and TRA9.
26. Significant concern has been expressed by local residents to the lack of parking for the site and the potential implications for on street parking. The site is located within permit parking zone 'x' which operates between 8am – 6.30pm Monday to Saturday. New residents of the flats would not be eligible for parking permits and this would be detailed as an informative on any decision notice for approval. Concern is raised over illegal parking and over the impact of parking outside the hours restrictions. However, as the site is within a controlled parking zone, illegal parking can be subject to enforcement action and it would be extremely difficult to keep a car on-street without a parking permit. In this case it would not be possible to provide further parking on the site and the proposals are considered to comply with current planning policy which seeks to reduce the reliance on the private car. Clearly the objectives of planning policy to reduce reliance on the private car and the reality of car use often conflict. However, it is not considered that the lack of

parking at the site would cause any demonstrable harm to matters of acknowledged interest such as highway safety, and the existence of on-street parking controls around the site is consistent with the advice given in PPG 13.

Access and Highway Safety

27. Concern over highway safety has also been raised by local residents given the sites location near the bridge at which point the road narrows and due to the location of the cycle stores and permit parking bays which could hinder visibility.
28. Given local concern over highway safety the proposals have been discussed further with the Councils transport planner. Southwell Road is unclassified, and the proposed access arrangements are not uncommon in more minor side streets such as this (and in most cases, do not even require Planning Permission). The cycle stores and bridge parapet do not impinge on the recognised visibility splay, which is more than adequate in these circumstances, and is only compromised by vehicles parking on the street. However, the arrangement of driveway accesses adjacent to parking bays is not uncommon in urban locations and given the access is on a minor side street and some distance from a bend, brow of a hill, pedestrian crossing or any other feature that might be an added complication, it is not considered that the proposals would have any significant highway safety implication which could justify refusal of the proposals.

Cycling Parking and Refuse Storage

29. Cycle stores and a communal refuse storage area have been provided to the eastern corner of the site. These are considered to meet the policy requirements of local plan policy TRA7 and TRA8 and their provision should form a condition of any consent.

Impact on Trees

30. An arboricultural implications assessment has been submitted with the application which indicates that the proposals are achievable without detriment to adjacent trees to the northeast of the site along Brazengate. One single Ash tree to the southwest of the site is proposed for removal due to being unstable. It is proposed to replace this by a new tree located within the planting strip to the front of the site.
31. A method statement for tree protection and a no dig method to the pathway along the northeast boundary of the site have been submitted and compliance should form a condition of any consent.

Conclusions

32. The proposals are an intense development for a fairly confined site, however having considered relevant policy and other material considerations it is considered that the proposals meet development plan policy objectives. The site is in an extremely well connected sustainable location. The provision of housing developments on windfall sites such as this is consistent with both local policy and PPS3. Parking, cycle and refuse storage areas have been provided in line with local policy requirements. External amenity areas are of limited size, however subject to conditions requiring further details are considered to be of sufficient quality and size. It is not considered that there are any significant implications for neighbour amenity neither is it considered that the proposals would have any significant highway safety implication which could justify refusal of the proposals. Subject to conditions ensuring compliance with the submitted arboricultural implications assessment the proposals would not have any significant arboricultural implications. Therefore on balance the proposals are considered to be acceptable and the

recommendation is to approve the application subject to the conditions listed below.

RECOMMENDATIONS

To approve Application No (10/01876/F, Land adjacent to 120 Southwell Road, Norwich) and grant planning permission, subject to the following conditions:-

1. Standard time limit;
2. Development in accordance with the submitted plans;
3. Compliance with the arboricultural implications assessment including replacement planting and methods for tree protection and a no dig pathway construction along the northeast boundary;
4. Provision of the cycle stores, parking areas and refuse storage areas prior to first occupation;
5. Submission of landscaping details for the external amenity areas including hard and soft landscaping and future management and maintenance and provision of those areas prior to first occupation;
6. Details of bricks and tiles to be used in the development;
7. Development to cease pending details to deal with contamination should previously unidentified contamination be identified during the course of development.

(Reasons for approval: The decision has been made with particular regard to PPS1, PPS3, PPG13, policies ENV7, T8 and WM6 of the adopted East of England Plan and saved policies NE9, HBE12, HBE19, EP1, EP18, EP22, HOU13, HOU18, TRA5, TRA6, TRA7, TRA8 and TRA9 of the adopted City of Norwich Replacement Local Plan. The proposals are an intense development for a fairly confined site, however having considered relevant policy and other material considerations it is considered that the proposals meet development plan policy objectives. The site is in an extremely well connected sustainable location. The provision of housing developments on windfall sites such as this is consistent with both local policy and PPS3. Parking, cycle and refuse storage areas have been provided in line with local policy requirements. External amenity areas are of limited size, however subject to conditions requiring further details are considered to be of sufficient quality and size. It is not considered that there are any significant implications for neighbour amenity neither is it considered that the proposals would have any significant highway safety implication which could justify refusal of the proposals. Subject to conditions ensuring compliance with the submitted arboricultural implications assessment the proposals would not have any significant arboricultural implications. The proposals are therefore considered to be acceptable.)



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Planning Application No - 10/01876/F
Site Address - Land adjacent to 120 Southwell Road
Scale - 1:500



NORWICH
City Council

PLANNING SERVICES





02
1182.10

First Floor Plan

1:100

an to no 120

Propo. 1800-high
close- boarded
timber fence

Soft paved area
with aggregate or
bark finish, for
clothes alrer/swing/
trampoline

Terrace with
permeable brick
paver finish

Prop. close-boarded fence 1.5m

Bank down to Brazen Gate

Concrete

Brazen Gate

Garden to Unit 0.2

Unit 0.2

Unit 0.1

C/B 1.5m

Prop. 1200-high
close- boarded
timber fence

Neighbour's
shed

Escape
door

Garden to Unit 0.2

Landing

Light
well

Vold Under Deck

Cut-outs in deck over, to enable
Tree/shrub planting in bank

Escape
window

Garden to Unit 0.1

Timber steps

03

Lower Ground Floor Plan

1182.10

1:100

Retained garden to no 120

First Floor

Unit 2/1 2-bed

Upper Ground Floor

Unit 1/1 2-bed

Unit 1/2 1-bed (duplex)

Lower Ground Floor

Unit 0/1 1-bed

Unit 0/2 1-bed

02
1182.15

01
1182.15

LP

05
1182.15

02
1182.10

Upper Ground Floor Plan

1:100

Bath

Bed 1

Bath

Kitchen

Unit 1.2

Bed

Unit 1.1

Bed 2

Living

Landing

Light well

New S/T/V
Planting and
Tree

Concrete Block
Paving to
Parking Bays

Store

Store

Store

Store

Timber fence
1200-high at
edge of deck

New Shrub
Planting

Wall

Footway - Asphalt

TP (repositioned)

Double yellow lines

Permit parking

Southwell Road
Asphalt - 30 MPH

03
1182.15

04
1182.15



