

Report for Resolution

Report to Planning Applications Committee
Date 10 February 2011
Report of Head of Planning Services
Subject 10/02093/F Garages between 82 and 84 Pelham Road,
Norwich

Item
5(1)

SUMMARY

Description:	Redevelopment to provide 3 No. Houses
Reason for consideration at Committee:	Objection
Recommendation:	Approve subject to conditions
Ward:	Sewell
Contact Officer:	Mr Mark Brown Senior Planner 01603 212505
Date of receipt:	2nd December 2010
Applicant:	Orwell Housing Association Ltd
Agent:	Barefoot & Gilles Ltd

INTRODUCTION

The Site

Location and Content

1. The site is located to the northeast of and on the corner of Pelham Road adjacent to its junction with Sun Lane. The site currently comprises 14 single storey mono-pitch garages. Individual garages are accessed from the centre of the site with the main access to the garage blocks located to the northwest corner of the site. The area is mixed in character with two storey terrace housing to the north and east of the site. To the west are three storey flats and to the south a recently completed development by Orwell Housing Association providing 6 dwellings on another former garage site.

Planning History

2. There is no recent planning history on the site. Planning permission was granted in 2007 for the redevelopment of the garage site, comprising 27 garages, to the south to six dwellings. This development is now complete.

Equality and Diversity Issues

3. There are not considered to be any significant equality or diversity issues.

The Proposal

4. The proposal is for the demolition of the garages and the erection of three dwellings comprising one three-bedroom dwelling and two two-bedroom dwellings. The proposed dwellings form a terrace facing south onto Pelham Road. Parking spaces are provided to the front of the properties and private gardens to the rear with rear access to bin storage areas and sheds for cycle storage.

Representations Received

5. Adjacent and neighbouring properties have been notified in writing. One letter of representation has been received citing the issues as summarised in the table below.

Issues Raised	Response
Disruption whilst the properties are being built.	Some disruption will be inevitable in any development and disturbance from construction is not a reasonable ground on which to refuse permission. However an informative will be imposed to encourage considerate construction and appropriate construction hours.
Garages provide convenient parking and alternatives will be inconvenient.	See paragraphs 11 and 12.
Concerns over increased crime in the area.	See paragraph 16.
Devaluation of property	This is not a material planning consideration.

6. Pre-application consultation has been undertaken by the applicants who have advised that, at the time of submitting the application no responses had been received.

Consultation Responses

7. **Norwich Society** – The Committee viewed the various garage sites that are to be developed for “affordable” housing. As the ratio of garages occupied is low it seems sensible to use the land for housing. As a committee, we generally approve of the designs, though they are safe without much inspiration on the whole.

8. **Transport** – No objection to this small infill development.
9. **Tree Protection Officer** – Following the submission of a revised arboricultural implications assessment which provides for the replacement of the two category c trees on the western boundary. The tree protection officer has confirmed that he has no objection subject to compliance with the AIA and a detailed scheme for replacement planting.
10. **Environmental Health** – The residential end use is a sensitive one, and there is a possibility of contamination due to the current or previous uses. I have therefore recommended conditions for a site investigation to determine this. I have also suggested conditions for light nuisance, along with informatives for the demolition and 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
PPG13 – Transport

Relevant Strategic Regional Planning Policies

ENV7 – Quality in the Built Environment
T8 – Local Roads
T14 – Parking
WM6 – Waste Management in Development

Relevant Local Plan Policies

NE9 – Comprehensive Landscaping Scheme
HBE12 – High Quality of Design
HBE19 – Design for Safety and Security
EP1 – Contaminated Land
EP18 – High Standard of Energy Efficiency
EP20 – Sustainable use of materials
EP22 – High Standard of Amenity
HOU13 – Proposals for New Housing Development
TRA5 – Approach to Design for Vehicle Movement and Special Needs
TRA6 – Parking Standards – Maxima
TRA7 – Cycle Parking Standards
TRA8 – Servicing Provision

Supplementary Planning Documents and Guidance

Trees and Development SPD – September 2007

Principle Policy Considerations

11. The principle policy considerations are the loss of the garaging and an assessment against saved local plan policy HOU13 for the provision of new housing. National policy in PPG13 has recently changed to remove the requirement for councils to limit the number of parking spaces allowed in new residential developments and placing the onus on councils and communities to adopt policies appropriate for their area. Currently saved and adopted local plan policies remain in place which set out maximum parking standards for the City. There are no planning policies which seek the retention of parking or garaging provision. However, it is appropriate on a case by case basis to consider whether the loss of the garaging provision would have other material or detrimental effects on the locality.
12. Based on the information submitted with the application, of the 14 garages on site 8 spaces are tenanted and 6 are void. It is suggested that alternative parking provision would be offered to existing tenants at Sun Lane and Long Row both of which have four spare garage spaces. Sun Lane is within 100m of the site and Long Row approximately 500m from the site. In this case it is not considered that the loss of parking would lead to any significant demonstrable harm in planning terms. Current local plan parking policies seek to minimise the reliance on the private car and whilst matters of highway safety and congestion are material planning considerations, it is not considered in this case that the proposals would have any significant detrimental impacts in these areas.
13. In terms of policy HOU13, the site is a brownfield site located to the north of Norwich just over 1 mile from the City Centre. The site is in a sustainable location with good links to local facilities on Magdalen Road and onwards towards the City Centre. The proposals are therefore considered to be acceptable in principle subject to assessment against the criteria in policy HOU13, other development plan policies and material considerations.

Layout and Design

14. The proposals provide a terrace of three dwellings fronting onto Pelham Road. The properties have a single parking space to the front of the property with private gardens to the rear. The gardens provide for bin storage and sheds for cycle storage with separate rear access. The dwellings are set back from the building line of terraces to the east, however this is considered appropriate given the site's location on the corner and the changing character of the area to the west.
15. The form and massing of the properties is fairly simple, consisting of two storey properties with pitched roofs and gable ends facing east and west. Proposed materials are red brick, render, timber windows and pantiles. It is suggested that specific details be conditioned. Subject to such a condition the proposals are considered to be acceptable and in line with the objectives of saved policy HBE12.
16. A neighbouring resident has raised concern that the additional affordable dwellings could give rise to crime in the area, however these concerns are unsubstantiated. In terms of design for safety and security, the properties provide active frontage to Pelham Road and subject to landscaping and boundary treatments will provide a clear definition between public and private space.
17. The size of the development is below the threshold for an energy efficiency statement,

however the design and access statement submitted with the application details that the applicants are committed to achieving code for sustainable homes level 4. Part of the proposals to achieve this include solar thermal panels on the south elevation, specific details of which should be conditioned to ensure their projection from the roof slope is limited.

18. Landscaping details and in particular boundary treatments will be key to the success of the scheme. Details provided with the application are considered to be acceptable in principle, however further details of materials, soft landscaping, boundary treatments and future management should form a condition of any consent.

Access Parking and Servicing

19. Provision is made for one car parking space per dwelling which is consistent with the maximum parking standards set out within saved local plan policy TRA6. Given the location on an unclassified road, access to the spaces directly onto the street is acceptable.
20. Areas for bin storage and sheds for cycle parking are provided within the rear gardens of the houses with access to the rear consistent with the requirements of policies TRA7, TRA8 and WM6.

Trees

21. Two category C trees are proposed to be removed from the site, a silver birch and an apple tree which are located on the southwest corner. It would be possible for these to be retained with the design proposed, however it is considered that given their limited quality, removal and replacement as proposed would provide for the improved landscaping of this corner of the site.
22. A privet hedge is located along the eastern boundary within the adjacent site. Arboricultural method statements have been supplied for demolition close to the hedge and for a protective barrier adjacent to it. Subject to compliance with these and a detailed scheme for replacement planting the proposals are considered to be acceptable.

Ecology

23. An ecological appraisal has been submitted with the application; this does not identify the specific presence of any protected species and the proposals are considered to have a neutral impact. A number of mitigation and enhancement measures are suggested. Native landscaping with berry bearing species is suggested within the ecological appraisal and this can be achieved via landscaping conditions. It is also suggested that informative notes are used to provide further advice on site clearance.

Amenity

24. The proposed dwellings are well orientated in relation to neighbouring properties. Overshadowing to adjacent properties would be limited due to the orientation of the proposals and the location of the proposed dwellings rear gardens to the north. It is possible that some evening loss of light could occur to the adjacent plot to the west however it is considered that this would not be significant enough to result in any detrimental impact on amenity.
25. In terms of overlooking, the property to the north of the site has a blank gable end, with a small window in the porch at ground floor. The relationship and distances to other

dwellings are such that there would be no significant implications in terms of overlooking to neighbouring properties.

26. In terms of the amenity of future residents of the properties themselves, the dwellings are of a good size ranging between 77 and 88m². Sufficient private external amenity space is provided via the proposed rear gardens.

Contamination

27. 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.

Conclusions

28. The proposals provide for the redevelopment of an existing brownfield garage site. Of the 14 garages on site, 8 are tenanted and 6 are void. It is suggested that alternative parking provision would be offered to existing tenants at Sun Lane and Long Row. In this case it is not considered that the loss of parking would lead to any significant demonstrable harm in planning terms. The site has good connections to nearby services and is considered to be an appropriate location for new residential development. Subject to conditions, the design of the proposal is considered to be acceptable. It is not considered that there are any significant detrimental impacts to the amenities of adjacent properties. The proposals are therefore considered to be acceptable subject to the conditions listed in the recommendation below.

RECOMMENDATIONS

To approve Application No (10/02093/F Garages between 82 and 84 Pelham 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 and method statement for construction and protective fencing. Provision of an auditable system of arboricultural site monitoring.
4. Provision of the sheds, parking areas and refuse storage areas prior to first occupation;
5. Submission of a landscaping scheme including:
 - details for replacement tree planting;
 - hard and soft landscaping details including details for site frontages and all boundary treatments;
 - details of the future management and maintenance of the landscaped areas;
 - provision of landscaping prior to first occupation.
6. Details of bricks, tiles, solar panels and render colour to be used in the development;
7. 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;

The following informative notes should be appended to any consent:

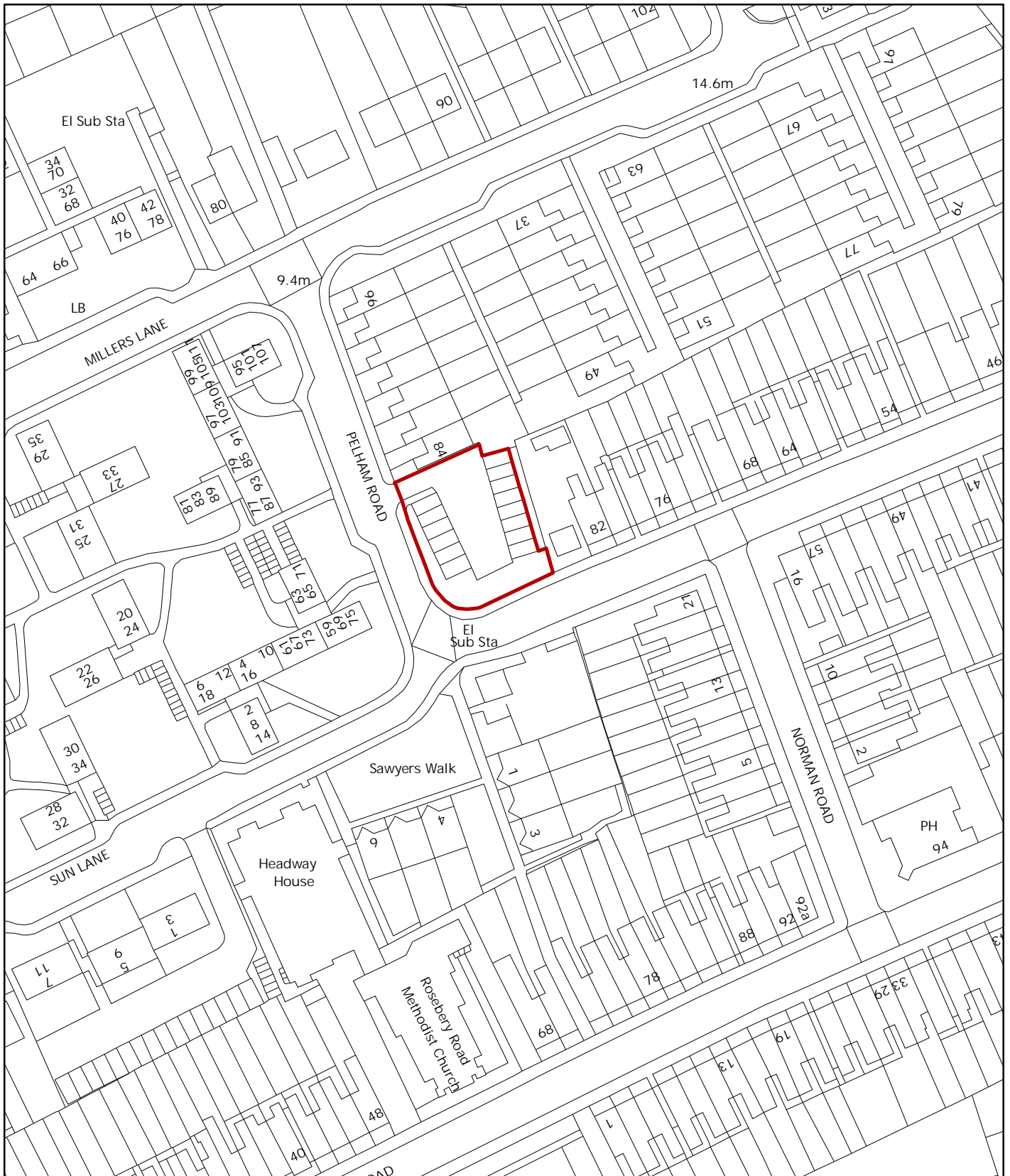
1. Considerate construction and timing to prevent nuisance;
2. An asbestos survey should be carried out;
3. Materials removed from site should be classified and disposed of at suitable licensed

facilities;

4. Site clearance to have due regard to minimising the impact on wildlife.

(Reasons for approval: The decision has been made with particular regard to PPS1, PPS3, PPG13 policies ENV7, T8, T14 and WM6 of the adopted East of England Plan and saved policies NE9, HBE12, HBE19, EP1, EP18, EP20, EP22, HOU13, TRA5, TRA6, TRA7 and TRA8 of the adopted City of Norwich Replacement Local Plan.

The proposals provide for the redevelopment of an existing brownfield garage site. Of the 14 garages on site, 8 are tenanted and 6 are void. It is suggested that alternative parking provision would be offered to existing tenants at Sun Lane and Long Row. In this case it is not considered that the loss of parking would lead to any significant demonstrable harm in planning terms. The site has good connections to nearby services and is considered to be an appropriate location for new residential development. Subject to conditions, the design of the proposal is considered to be acceptable. It is not considered that there are any significant detrimental impacts to the amenities of adjacent properties. The proposals are therefore considered to be acceptable subject to the conditions imposed.)



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Planning Application No - 10/02093/F
 Site Address - Garages Between 82 and 84 Pelham Road
 Scale - 1:1,000



NORWICH
 City Council

PLANNING SERVICES







PELHAM RD. STREET ELEVATION
scale 1:150