

**Report to** Planning Applications Committee  
**Date** 17 January 2013  
**Report of** Head of Planning Services  
**Subject** 12/01943/F Garages rear of 67 Wilberforce Road Norwich

**Item**  
**5(1)**

## SUMMARY

<b>Description:</b>	Demolition of existing site buildings and redevelopment of former garage site and shop with 13 new flats and a replacement shop.
<b>Reason for consideration at Committee:</b>	Objection
<b>Recommendation:</b>	Approve subject to conditions
<b>Ward:</b>	Bowthorpe
<b>Contact Officer:</b>	Mr Lee Cook Senior Planner 01603 212536
<b>Valid Date:</b>	18th October 2012
<b>Applicant:</b>	Cotman Housing Association
<b>Agent:</b>	Reynolds Jury Architecture

## INTRODUCTION

### The Site

#### Location and Context

1. The site is located on Wilberforce Road just to the west of the junction with Bland Road and opposite the junction with Jordan Close. A shop unit is located at the front of the site and existing access to the rear of the site is at the north east corner of the site. This leads to what was a garage court at the end of the block of flats which has now been levelled.
2. The surrounding area is predominantly in residential use with 1960's blocks of flats to the west and most of the remainder of the immediate estate dates from the 1940's/50's and contains predominantly houses arranged as terraces or semi detached properties. Houses to the east of the site are located within large gardens. The bottom end of the site forms part of the open amenity space behind the blocks of flats to the west.

#### Constraints

3. There are no current site constraints. The land to the south is an area of publicly accessible recreational open space (Policy SR3) and forms part of footpath linkages and landscaping areas additionally providing a green link (policy SR12) across the top of West Earlham Marshes which is a designated C site of nature conservation interest. This area is currently separated from the site by a boundary hedge.
4. The open space contains a play area at its west end with access from Bland Road. Further to the south is the designated river valley (Policy NE1) and flood zone 2 and functional flood plain. Given previous use of the site there might be potential for

contamination.

## Topography

5. The site slopes from north to south dropping down towards the river valley to the south. There are a number of attractive trees within the site and along the sites boundaries and a hedge running along the eastern and southern boundaries of the site.

## Planning History

6. Application **08/00148/F** for 13 no. 2 bedroom flats and 1 no. shop unit was withdrawn in May 2008. Further discussions have taken place with Strategic Housing and recently with the current applicant concerning the potential of this site for redevelopment. Strategic Housing undertook a pre-application consultation event in September this year.

## Equality and Diversity Issues

Various issues relating to the development are reviewed below. The proposals for a new shop unit should help the delivery of services to the local community however there are not considered to be any significant equality or diversity issues.

## The Proposal

7. This application is for the demolition of existing site buildings and redevelopment of the former garage site and shop with 13 new flats and a replacement shop unit. The shop unit is at the front of the site at the edge of the footpath.
8. The remainder of the scheme provides for 5 one bed flats and 8 two bed flats in two blocks either side of a central footpath which runs through the site southwards to open up a link into the adjacent green space and play area. The scheme also provides communal car parking and cycle stores, bin stores and associated landscaping and amenity areas.

## Representations Received

9. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. 3 letters of representation and a further covering letter and petition (with 237 names (from 136 addresses of which 2 have written in separately)) have been received citing the issues as summarised in the table below.

Issues Raised	Response
The shop unit is smaller than the existing one and may not operate as effectively and raises Health and Safety concerns for the shop keeper and building users.	Paras 15, 23 and 57
The shop provides a beneficial facility for the residents especially elderly, disabled and disadvantaged groups within the community.	Paras 16, 19 to 23, 56 and 57

Development would result in loss of shop for several months.	Paras 19, 56 and 57
Council should be considering sheltered housing to free up local houses. This would be of benefit to the elderly who wish to stay in the area.	Para 18
Position of buildings provides a poor outlook for future residents, creates overlooking of adjacent properties and is an alien feature to the layout of buildings in this area.	Paras 29 to 31
Car park is wasteful of space/resource and existing shop unit should be retained.	Para 32
Design of the building is out of character with existing buildings and does not follow contours, footprint or building lines within the area.	Paras 33 to 35
Use of wood in the building is not appropriate as it requires more maintenance and is a fire hazard.	Para 34. Use of timber frame for construction would be a Building Regulations issue
The scheme will place additional pressure on parking within the immediate area which is already often a problem.	Paras 38 and 39

## Consultation Responses

10. Norfolk Constabulary: Recommend that the development incorporates principles of "Secured by Design" and suggest detailing to ensure: insertion of windows to aid overlooking of car park area to prevent nuisance; consideration of permeability issues; protection/fenced areas to the gable ends adjacent to footpaths; internal bike store; suitable landscaping heights and up-pruning to trees; secure gates to bin stores and communal spaces/alleyways; site lighting; secure post boxes, windows/door sets, glass; and secure access to the flats. Also requests consideration of a S106 contribution towards delivering police services.
11. Local highway authority: No objection in principle to this and the layout is as has been previously assessed to be fine in transport terms but comments raised on matters of cycle parking, S106 etc, see assessment below.
12. Strategic Housing: No objection in principle but comments raised on matters of provision of S106, percentage provision etc, see assessment below. A public consultation event was held first in February 2008 and then in September 2012. The latest event resulted in 16 feedback forms and also a 300 signature petition against the loss of the shop. These comments were summarised as part of the application submission. Following comment a shop unit has been re-introduced into the proposal.
13. Environmental protection: No objection in principle but comments raised on matters of noise, lighting, contamination etc, see assessment below.
14. Natural areas (parks and gardens): No objection in principle but comments on trees

and need for details of site lighting, see assessment below.

## **ASSESSMENT OF PLANNING CONSIDERATIONS**

### **Relevant Planning Policies**

#### **National Planning Policy Framework:**

Statement 4	Promoting sustainable transport
Statement 6	Delivering a wide choice of high quality homes
Statement 7	Requiring good design
Statement 10	Meeting the challenge of climate change, flooding and coastal change
Statement 11	Conserving and enhancing the natural environment

#### **Relevant policies of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011**

Policy 1	Addressing climate change and protecting environmental assets
Policy 2	Promoting good design
Policy 3	Energy and water
Policy 4	Housing delivery
Policy 5	The economy
Policy 6	Access and transportation
Policy 9	Strategy for growth in the Norwich Policy Area
Policy 12	Urban renewal
Policy 19	Hierarchy of shopping centres
Policy 20	Provision and support of infrastructure, services and facilities

#### **Relevant saved policies of the adopted City of Norwich Replacement Local Plan 2004**

EP1:	Contaminated Land
EP18:	High standard of energy efficiency for new development
EP20:	Sustainable use of materials
EP22:	High standard of amenity for residential occupiers
EMP3:	Protection of small business units and land reserved for their development
HBE12:	Design
HOU6 :	Contributions to community needs
HOU13:	Proposals for new housing development on other sites
HOU18:	Construction of houses in multiple occupation
NE8	Tree and habitat protection and enhancement
NE9:	Comprehensive landscaping scheme and tree planting
SHO3	New retail development
SR3	Publicly accessible open space
SR12	Green links
TRA5:	Approach to design for vehicle movement and special needs
TRA6:	Parking standards – maxima
TRA7:	Cycle parking standards
TRA8:	Servicing standards
TRA11:	Contributions for transport improvements in the wider area

#### **Supplementary Planning Documents and Guidance**

Trees and Development SPD – September 2007

Transport Contributions – Draft January 2006

Accessible and Special Needs Housing SPD – June 2006

Development of house in multiple occupation – June 2006

## **Other Material Considerations**

Written Ministerial Statement: 23 March 2011: Planning for Growth

The Localism Act 2011 – s143 Local Finance Considerations

Interim Statement on the off-site provision of affordable housing December 2011

## **Principle of Development**

### **Policy Considerations**

15. The application site is currently occupied by a shop unit, an area formerly used as a garage site and part of the amenity area of adjoining flats which runs behind the former garages to the east site boundary. The scheme provides 13 affordable flats within 2 blocks and a replacement shop unit located within the larger block towards the front of the site with direct access from Wilberforce Road. The proposed development responds to the concerns of officers in respect of the previously withdrawn scheme submitted in 2008. The density of development compares with the previous proposal (120 dwellings per hectare) but arranges the accommodation in such a way as to provide an attractive and well designed scheme which provides linkages through the site to the adjoining open space and play area and positions the shop unit with greater relationship with the footpath along Wilberforce Road.
16. Site layout respects its context and provides adequate standards of amenity and outlook for residents. The proposal is appropriate for its location close to local amenities and re-provides a local shop facility. The principle of the proposed development therefore meets the requirements of National and Local Policy. The scheme promotes residential development on previously developed land in an accessible location and addresses many key requirements of the Joint Core Strategy in relation to design (Policy 2), renewable energy (Policy 3) and housing delivery (Policy 4).
17. The intended provision of all 13 residential units of this housing scheme at 100% affordable rent rather than the policy requirement of providing 30% of the housing units geared towards a higher percentage at social to intermediate tenure mix adequately addresses policy and housing needs in the area. This point is discussed further below.
18. The proposal will also meet Joint Core Strategy policy 12's requirements to promote neighbourhood based renewal, regenerate tired suburbs and increase densities close to local facilities. Given the size and levels of the site alternative forms of housing for care, as suggested by some local residents, would be very difficult to design, would not deliver a great number of units and would not be a suitable use for the site delivering significant regeneration benefits. Other sites might come forward to deliver for this type of need.

### **Other Material Considerations**

19. Both Joint Core Strategy policy 5 and saved policy EMP3 of the City of Norwich Replacement Local Plan require consideration to be given to safeguarding a supply of sites and premises for small business needs. In this instance this would be the shop unit on site which receives some support from the Council and the provision of a replacement unit has formed part of discussions concerning redevelopment of this site. Local concern has also been expressed about the need to retain such a facility. However; the clear regeneration benefits of the scheme and its contribution to meeting housing needs in a predominantly residential area outweigh the change to the commercial floor space proposed and disruption to local provision during

construction phase.

## **Retail Implications**

20. Government policy promotes vital and viable town centres to provide a range of easily accessible shops and services in an attractive and safe environment. The emphasis is on a planned provision of retail floor space grouped with other retail units to assist with the viability of suitably located retail centres to serve local needs. This is reflected in policy 19 of the JCS (see page 84 of the document) and saved policy SHO3.
21. In controlling the location of new retail development a sequential approach to selection of sites is used. Outside of the main City centre, district centres are identified to serve more localised catchments and which have a greater emphasis on providing for everyday needs. Other local shops and services will also be provided for where local needs arise. The two nearest district centres are located at Bowthorpe and at Larkman Lane.
22. Whilst the thrust of the policy strategy is to ensure the vitality and viability of appropriately sized centres, distributed throughout the City, there is also an expectation that customers will be able to access smaller convenience 'top-up' stores for daily needs. Smaller local centres also provide a valuable service. Such limited, but vital, services still warrant support and protection. In this area the Earlham West Centre is the nearest designated local centre. An assessment may be required in connection with new retail proposals on their likely effect on patterns of trade and the viability and vitality of existing retail centres.
23. The planning application site is geographically placed between two district and one local centre. If looking at this site afresh then the need to support these centres would be an important consideration and it could be concluded that this is not the best location for a new shop unit. There would also be no policy support for a shop unit here. However, a shop unit exists and has operated on the site and this is to be replaced as part of redevelopment proposals. The unit size will be slightly smaller than existing in terms of retail area but is designed over two floors with storage within an accessible basement space suitable for the scale of operation proposed. Given the above and the location and size of the new unit it is reasonable to support the re-provision of a shop unit on this site. Suitable conditions are proposed to ensure its use as A1 retail only given local needs which have been expressed and need to control the type of retailing taking place within this area.

## **Housing Proposals**

### **Affordable Housing**

24. The Norwich area has an identified need for new affordable housing with 677 affordable homes needing to be developed in Norwich each year. As mentioned above public funding arrangements have changed and will only be granted for dwellings let at affordable rents or low cost home ownership unless in exceptional circumstances.
25. The promotion of this site has been discussed with Cotman Housing Association who have committed to the whole site being affordable housing in perpetuity secured through a covenant in the contract for the sale. To attract the HCA grant required to make the scheme eligible and viable for development they would require the use of affordable rents. It is likely that the rent difference between social

and affordable rents for the flats will be negligible once service charges are taken into account.

26. JCS policy indicates that on sites developed for under 15 units the tenure split for affordable housing should be negotiated on a site by site basis. Above 16 units tenure should be predominantly social rent; however, where it is shown to not be economically viable the tenure balance can be amended. On this site without the HCA grant being available it is not viable for development. We have agreed that it would be appropriate to secure all of the dwellings as 100% affordable rent in perpetuity through the land contract to negate the need for a s106 on this site and ensure a much higher than normal affordable housing provision from this proposed redevelopment. In the circumstances use of affordable rent is considered to be acceptable.

## **Impact on Living Conditions**

### **Noise and Disturbance**

27. The introduction of commercial elements into a scheme could give rise to issues of potential disturbance to new and existing residents. With this site an existing shop unit is placed close to the highway and to avoid and ameliorate against adverse noise impacts this relationship is repeated in the proposed scheme placing shop access mainly onto the main footpaths rather than within the site.
28. In this case the properties affected would be the habitable rooms of those flats next to the shop and residential property to the east. However; it is considered that noise impacts to the adjoining flats can be mitigated by construction methods. In terms of external noise other controls can be placed on operation and equipment for the shop. In this respect to maintain an appropriate level of amenity the Pollution Control Officer has requested conditions for restricting opening times and for the details and use of any plant or machinery to be in accordance with a scheme to be approved by the Council to provide protection from noise impacts from the operation of the shop unit. In this instance as the shop is moving closer to adjoining residential properties it is considered appropriate to suggest opening and deliveries starting at 7 a.m. and closing at 11 p.m. to protect amenity and allow for viability of the shop.

### **Amenity, Overlooking and Overshadowing**

29. The flats share communal external spaces within the development and on adjoining land. The scheme will also enhance the link into the green space to the south of the site and retain and enhance the trees and planting within the site. The provision of planting and design features within the site will also enhance the amenity and outlook for future residents. As affordable units the properties have been designed to meet HCA space standards.
30. The scheme provides for 5 one bed flats and 8 two bed flats in two blocks either side of a central footpath which runs through the site. This has led to the positioning of one new block at the end of the existing block of flats to the west and one block running down the site along the east boundary. The east block is stepped in height and takes advantage of the drop in site levels. The property to the east has a large splayed rear garden and early assessment of shading has indicated that there will be no significant loss of light to this property.

31. The orientation of the block has meant that some windows will face eastwards. However these are designed to be mainly windows to kitchens, bathrooms or stairwells which can be obscured glazed and fixed opening designed to avoid creating difficulties for residents from overlooking. Access along this edge of the site is also shown to be landscaped and secured to provide private access only. The proposals work well with reference to their relationship with adjacent properties and subject to conditions on joinery, glazing and vents it is not considered that the proposals would result in any unacceptable impact to adjacent properties in terms of overlooking or overshadowing.

## **Design**

### **Layout, Form and Scale**

32. The site layout consists of the shop with a dwelling above fronting onto Wilberforce Road and other dwellings fronting the central access area and footpath. The new pedestrian route is designed to integrate the new dwellings with the estate and provide a better connection for the community to the amenity and play areas to the south. It will be overlooked and well lit and in layout provides for space for additional residential units within the site. In turn this central route provides access to parking for the properties as well as open space and gardens and is fronted by a number of the proposed units located within the site. Dwellings along this central route overlook the central access and the position of dwellings helps to improve the internal street scene and overlooking of the proposed car parking and bike and bin stores.
33. The application has been much discussed in the past, including at Quality Panel (the predecessor to the design review panel), and the form follows that agreed in terms of providing a transitional form of development between the traditional form of the 1950's semis, and the more modern 3 storey flat roofed flats. The additional storey adjacent to the flats does not affect this transition to any great extent, as the flats have such an elongated form, the increase in height is more than balanced by the bulk of the form of the flats. The current proposals are now considered to provide a good balance between site density and an appropriate layout.
34. The overall massing and form of the buildings is acceptable. The overall design of the development will create a pleasant unified scheme. The design consists of a pair of fairly simple blocks one in the form of a terrace constructed in traditional brick and tile external materials. The landscaping to the public green and site frontages, detail to the front of the blocks and contemporary design should also positively address the street scene. The terrace also makes use of the drop in ground level north to south to add variety to the built form.
35. The scale of the buildings is also appropriate in its context. It is considered that this approach is appropriate for the area, however achieving a good design will come down to good detailing and it is therefore recommended that any consent be subject to conditions requiring details of fascias, verges, windows, doors, bricks, tiles and cladding finish. With regard to materials, it is recommended that the bricks seek to tie in with context of existing neighbourhood design, with the more buff and darker multi bricks found in housing of this period, rather than the richer/redder red and the light 'white' Cossey bricks that would be specified to match in with the older C19 areas of the city centre.



36. With regard to the corner where the shop is located, this is given more emphasis in the street scene, as it is a focal point of the community. The appearance to the end elevation of the main corner block is a positive design aspect which draws your eye across to the terrace, linking the two main elements of the development together. There is indication of where shop signage might be located, and it is likely that the space provided would prevent any excessive advertising at a later date.
37. The service yard will be locked for security with shop and tenants as key holders. The height of the gate being suitable to the Wilberforce Road elevation. Although this appears to be open at the rear, the boundary area will be re-graded and the ground will be re-landscaped with hedging and shrubs between properties. A detailed design will be produced for these works and a condition is suggested in terms of walls, fences and gates as well as for new landscaping.

## **Transport and Access**

### **Vehicular Access Servicing and Parking**

38. The new access from Wilberforce Road leads to internal parking areas as well as providing access to refuse stores. 11 car parking spaces are provided within the internal courtyard and a further 2 parking spaces suggested within the adjoining lay-by along the road. Levels of parking for flats normally run at 80% of occupancy and the on site car parking area allows for this. The area is provided in a single group, close and adjacent to homes and within view of the active rooms within these homes. On balance and in comparison to the removal of the previous commercial operation and parking this level of car parking is considered to be acceptable. Cycle parking is available within 2 communal bike stores for the flats. The cycles will be racked and locked and these areas will be illuminated. A cycle stand is provided for the shop unit. The layout proposed for the internal courtyard demonstrates that adequate space for safe walkways and access through the area is also provided.
39. The proposed access point is moved more centrally to the site frontage and is considered to be in the safest position along the road. Adequate visibility is provided looking left or right. Use of lay-by areas has been discussed over a period of time to increase off-site parking within the highway. Design detail will be required to ensure that works within the highway, including realigned footpaths and the new access point, are to a suitable standard. Subject to conditions on surfacing and design work the access and parking provisions are considered to be acceptable.
40. Access and footpath space provision will be undertaken during development to an agreed scheme to the Councils satisfaction whereby Cotman would need to meet the cost and undertake the works. This can be treated as a condition requiring submission of details for these works to ensure satisfactory access crossover and path are provided. The same issue of works/condition would apply to the proposed pathway into the adjoining green space which remains in Council ownership.
41. A communal bin store is provided centrally within the site and designed as part of the scheme. Further bin storage is possible within the service yard area adjoining the shop. Conditions are suggested to ensure adequate provision and management of the servicing requirements of the site and for the provision of parking facilities.

## **Environmental Issues**

### **Site Contamination and Remediation**

42. The site is outside of the flood zone to the south which runs to the bottom edge of the adjoining open space. A phase one desk top study has been submitted with the application. Reports also note that the site is above a principal aquifer. Although there is no significant history of contamination of the site, the supplied study recommends additional testing to identify contamination from some named sources and any unrecorded uses. This will need to be followed up with a verification report as necessary. The development is a sensitive one and conditions are suggested to request that suitable testing and necessary remediation are undertaken.

### **Noise and Disturbance**

43. In terms of construction phases an informative is suggested for the permission in relation to considerate construction as recommended by the Pollution Control Officer. Equipment to be used with the shop should be capable of being housed within the building. However to ensure control over the installation of plant and machinery to avoid any amenity or external design issues a condition is suggested requiring submission of details for such equipment.

### **Energy Efficiency and Renewable Energy**

44. Discussion has taken place concerning on-site energy provision and alternative options considered for providing at least 10% energy demand from decentralised low and zero carbon technologies (LZC) in line with JCS policy 3. The applicants have also provided information on renewable energy systems and suggested the potential for using PV panels for both the shop and for the housing element and indication given of unit location within the elevation drawings. Given the size and orientation of the site this form of energy production is likely to provide in excess of the 10% energy requirement under Policy 3 of the Joint Core Strategy. It is felt that in the circumstances final detail of the policy requirement for energy production could adequately be covered by condition.

### **Sustainable Construction**

45. The planning and energy statements submitted with the application details that the dwellings would be built to at least code for sustainable homes level 3, and lists a number of measures to meet the code's requirements including improved insulation, reduced air leakage and water saving fittings. The aim is also to exceed Building Regulation Part L1a to reduce energy demand. The proposed development is located within a sub-urban part of Norwich although with good links to nearby services and public transport links. The site will also result in a reduced impermeable area of surface water run off of 43%.

### **Water Conservation**

46. The agent has indicated that the scheme can be designed to meet sustainable homes Code Level 4 with internal water consumption to be limited to 105 litres per person per day by incorporating water saving facilities. It would therefore be reasonable to impose conditions for the scheme requiring the development to meet appropriate levels of water usage as promoted by JCS policy 3.

### **Lighting**

47. The application states that adequate lighting is suggested to be provided to car park, footpaths and entrances, probably in the form of bollards and individual

entrance security lights, to avoid visual clutter and minimise light pollution. Although no exact details have been provided, lighting will be positioned to the front entrances of all dwellings together with lighting provided to illuminate the footpath, parking court, bin and bike stores. Illumination of the communal spaces will help to further overcome security issues raised by the Police and are considered to be appropriate features to promote a safe and secure development. Conditions are suggested requiring submission of details of site lighting to ensure that there is no design or adverse amenity impacts or that light spill affects the ecology value of the open grassland habitat in the Yare Valley.

## **Trees and Landscaping**

### **Loss of Trees or Impact on Trees**

48. There are a number of important trees on or immediately adjacent to the site.

These 4 trees are either class A or B and of particular importance are 3 mature trees on the south side of the site and within the green space closest to the development site. Following discussion the scheme has been revised to retain the Norway Maple (tree T1) on the north edge of this group which is class A and suitable space given to ensure its protection. A clearance zone for tree protection and future growth has been identified for these trees and buildings have been positioned to limit any potential impact on these trees.

49. To enable development some planting has been indicated as requiring removal.

This will be some of the coppiced hawthorns along the eastern boundary and part of the hedge to the south boundary. Where trees are to be removed then replacement tree planting should be sought including specific replacement for the hawthorn hedge and further trees to be agreed within the landscape scheme for the site.

50. A revised arboricultural implications assessment has been submitted with the application and subject to strict compliance with this and arboricultural method statements it is considered that the development would be achievable without having any likely detrimental impacts on the adjacent trees or planting.

### **Replacement Planting and ecology**

51. Further details have been worked up on the surrounding spaces, in particular the areas between the east elevation and the boundary and central walkway but overall limited planting information has been provided in relation to landscaping; of particular importance will be the detailing of communal spaces and how they are defined in relation to the adjacent footpath and for the creation of a pleasant access space within the development itself. Existing planting along the eastern boundary is to be partly protected and will help produce a mature landscape scheme at early stage. A method statement detailing how much of the planting will be protected should be required by condition. Further details will also be required on the surface treatment of the central access and courtyard as well as internal boundary treatments. The indicative layout of these spaces is considered to be acceptable and it is suggested that the specific details be conditioned as part of any consent.

52. A biodiversity and European protected species survey has been undertaken of the site and updated in 2012 and recommendations made for possible enhancements for wildlife within landscaping. The Ecology Report undertaken confirms that the site appears to be of low ecological value. It is suggested that any external lighting provided in conjunction with the development should be of a modern, low spill type

to minimise light seepage into the open grassland habitat in the Yare Valley at the rear of the site. Conditions are suggested to ensure biodiversity enhancements are provided as part of the scheme and an informative added in relation to wildlife protection.

## **Local Finance Considerations**

53. The proposal would, if approved, result in additional Council Tax revenue for the Council and new homes bonus and under section 143 of the Localism Act the council is required to consider the impact of new development proposals on local finance. However, it is also important to take into account other material considerations in assessing the merits of proposals, which in this case include the provision and siting of community services, the location of residential development, impact on residential amenities, design, transport and environmental considerations, amongst other things.

## **Planning Obligations**

### **Transport Improvements and Affordable Housing**

54. The S106 requirements for the site have been assessed and in terms of local requirements and necessity for local improvements these would be contributions for transport improvements. It is understood that the planning obligations for the site will be set out within the land contract between Cotman and Norwich City Council rather than through the S106 route with the application. The issue of affordable housing provision will also be covered by the land transfer and will not require a separate S106 agreement.

## **Miscellaneous**

55. At present there is no planning framework or calculation method to consider the requests by Norfolk Constabulary for a S106 contribution towards delivering police services.

## **Equality and Diversity Issues**

### **Age and Disability**

56. The proposal will result in the temporary loss of a shop unit on the site, which is likely to have a disproportionate impact on older people. However, the site does not have evidence of secure occupancy and has at times been empty. It is also proposed to redevelop the site with new housing and a shop unit which is likely to be of particular benefit to both the younger and older ends of the population spectrum. In this instance, therefore, it is considered that the proposal would not have an unacceptable impact on people of a particular age group within the community.

57. The proposals would provide purpose built and accessible shop facilities located within an accessible location within a predominantly residential area. The housing will also be designed to meet access requirements and new routes through the site will increase opportunities to access the green space to the south. It is considered that the development is unlikely to result in any detriment to people with disabilities.

## **Conclusions**

58. It is considered that the commercial site and former parking court is not currently providing an effective use of land and having weighed up the relevant planning policies surrounding the loss of the commercial site and redevelopment for a mix of housing and new shop unit, on balance it is considered that the proposals are

acceptable in principle. The design and layout is considered acceptable with a good relationship between the public and private realms. Access, parking and servicing arrangements are also considered to be appropriate as are the amenity standards for existing and proposed dwellings. The development also responds to site constraints in terms of their implications for trees, energy efficiency and contamination. Subject to the conditions listed the proposals are considered to be acceptable and will provide for much needed housing development and commercial space in this part of the City.

## **RECOMMENDATIONS**

To approve Application No 12/01943/F Garages Rear Of 67 Wilberforce Road Norwich and grant planning permission, subject to the following conditions:-

1. Commencement of development within 3 years from the date of approval;
2. Development to be in accord with drawings and details;
3. Non-residential development to be used as A1 shop only;
4. Restriction on shop opening times 7 a.m. to 11 p.m.;
5. Restriction on shop delivery times between 7 a.m. and 11 p.m. only;
6. Details of plant and machinery;
7. Windows facing east to be obscure glazed and fixed openings;
8. Details of facing and roofing materials; joinery; vent systems, external lighting;
9. Details of car parking, cycle storage, bin stores provision;
10. Details access road surface;
11. Details of off site highways works and pedestrian links;
12. Details of landscaping, planting, tree pits; biodiversity enhancements, footpath link to green space, site treatment works, boundary treatments, gates, walls and fences and landscape maintenance;
13. Details of protection of existing planting and arboricultural meetings;
14. Compliance with AIA, AMS and Tree Protection Scheme implemented prior to commencement;
15. Retention of tree protection;
16. Details of provision and maintenance of LZC technologies and renewable energy sources;
17. Details of water efficiency measures;
18. Details of noise protection measures to be installed;
19. Site contamination investigation and assessment;
20. Details contamination verification plan; and
21. Control on any imported materials;

### **Reasons for approval:**

The development of the site for residential dwellings would contribute to the overall delivery of housing in Norwich and as considered against the Joint Core Strategy Policy 4, would provide for a 100% provision towards affordable housing which would contribute specifically to the promotion of affordable housing in Norwich. It is considered that the commercial site and former parking court is not currently providing an effective use of land and having weighed up the relevant planning policies surrounding the loss of the commercial site and redevelopment for a mix of housing and new shop unit, it is considered that the proposals are acceptable and provide for the regeneration of the area in an acceptable manner. The scheme provides adequate and safe access into the site for future residents. The proposed development, subject to submission of conditions, would be well integrated with the surrounding development in form and layout and would make good use of this urban site. Individual

layout of blocks can be achieved with regard to amenity and safety issues in the area for existing and future residents. The site area allows for sufficient space for protection of existing trees around the site and possibilities for further landscape and biodiversity enhancement to improve the amenity of the area. The scheme also provides for appropriate provision to transportation contributions and on-site affordable housing to meet local requirements and to make suitable improvements in the area

The decision has been made with particular regard to the National Planning Policy Framework; policies 1, 2, 3, 4, 5, 6, 9, 12, 19 and 20 of the Joint Core Strategy (March 2011); and saved policies EP1, EP18, EP20, EP22, EMP3, HBE12, HOU6, HOU13, HOU18, NE8, NE9, SHO3, SR3, SR12, TRA5, TRA6, TRA7, TRA8 and TRA11 of the City of Norwich Local Plan (Adopted Version 2004) and to all material planning considerations.

#### Article 31(1)(cc) Statement

The local planning authority in making its decision has had due regard to paragraph 187 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations, following negotiations with the applicant and subsequent amendments at the application and pre-application stage the application has been approved subject to suitable land transfer, appropriate conditions and for the reasons outlined above.

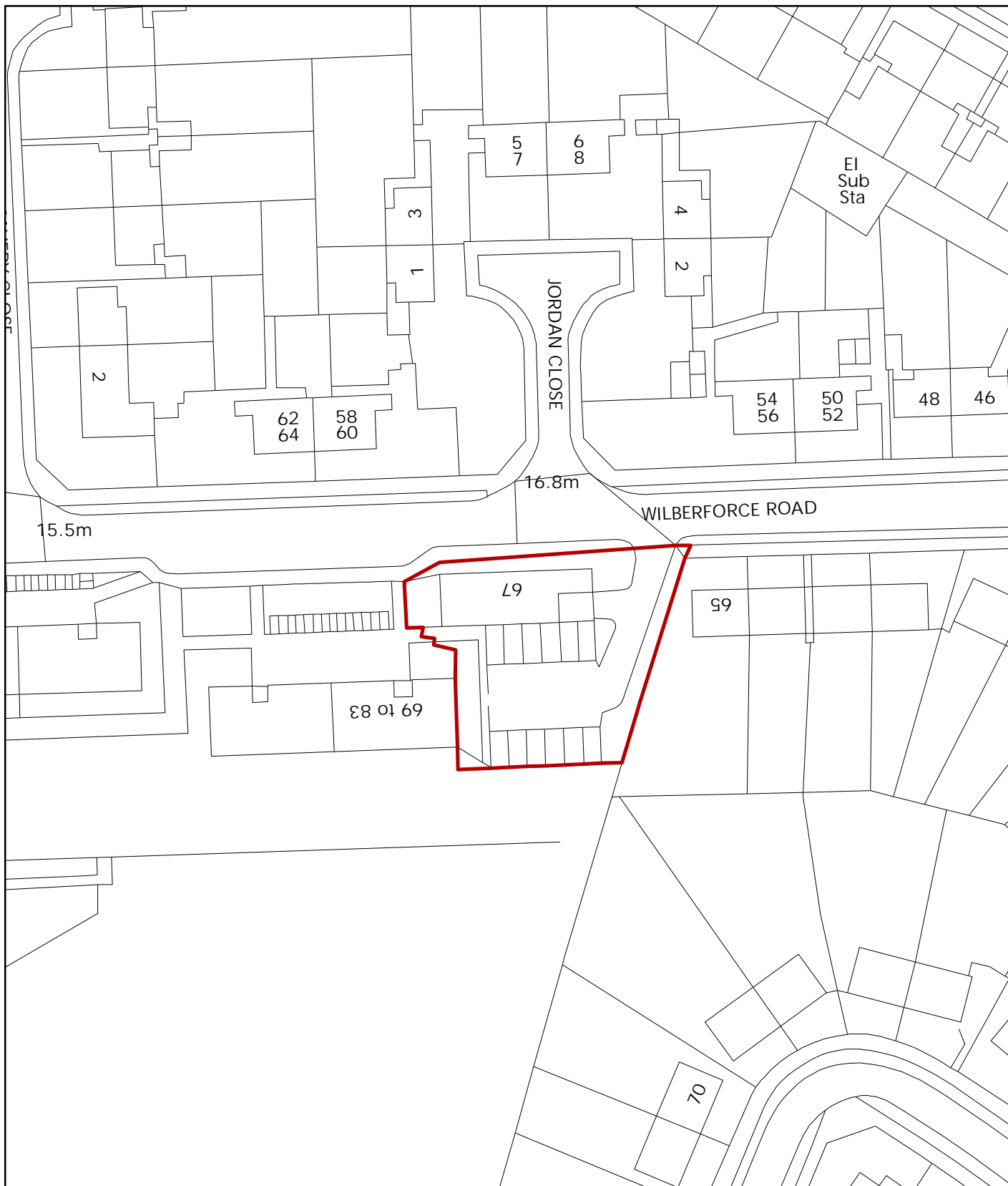
#### Informatives:

Considerate construction and timing to prevent nuisance;

An asbestos survey should be carried out;

Works within the highway;

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



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Planning Application No 12/01943/F

Site Address Garages rear of 67 Wilberforce Road

Scale 1:750

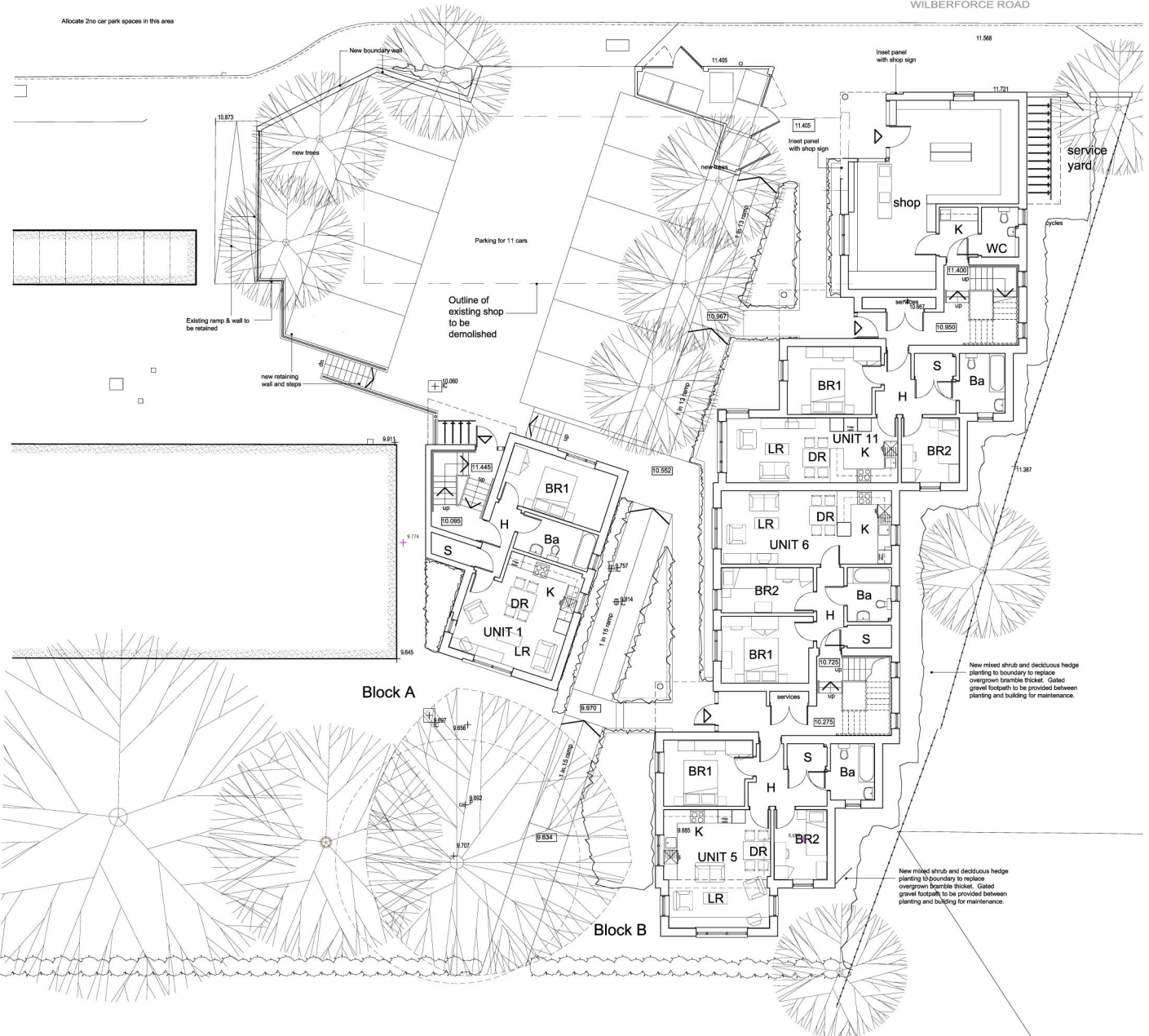


**NORWICH**  
City Council

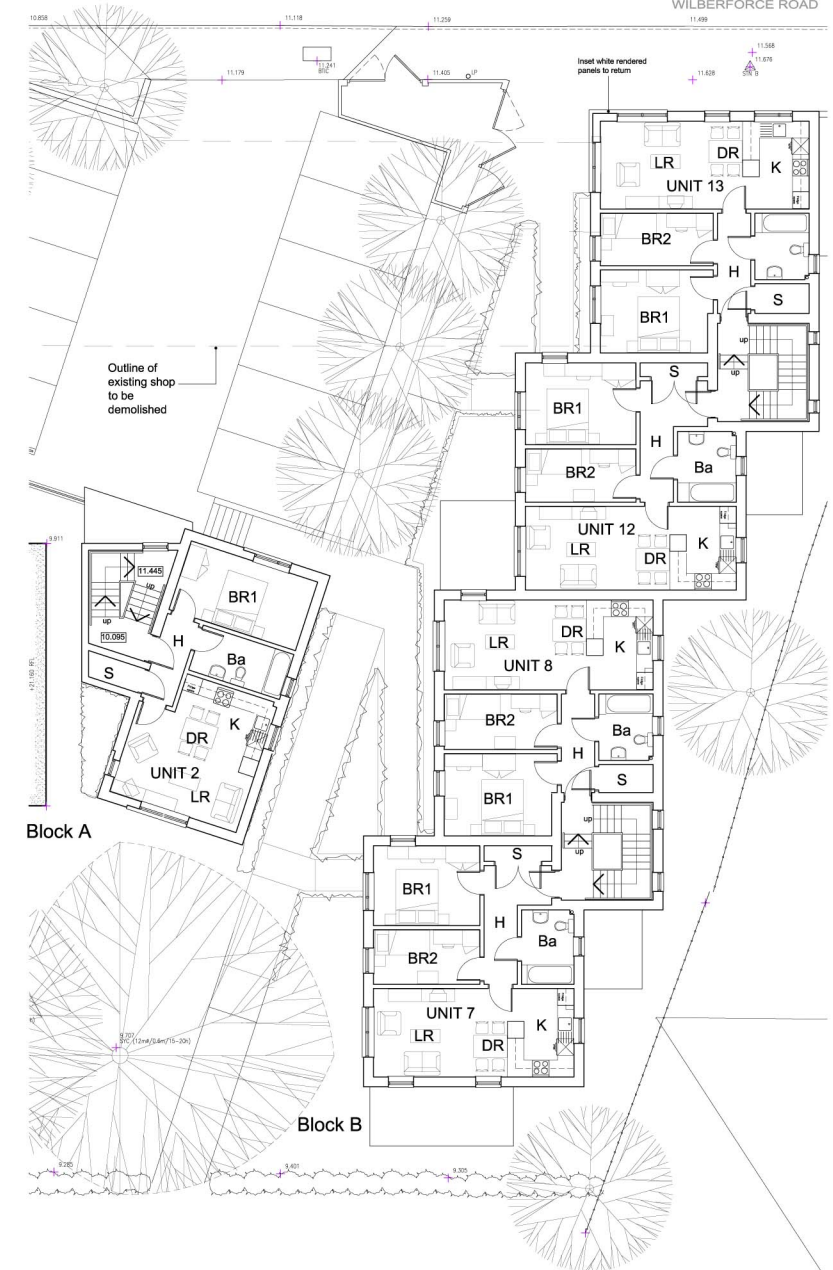
PLANNING SERVICES



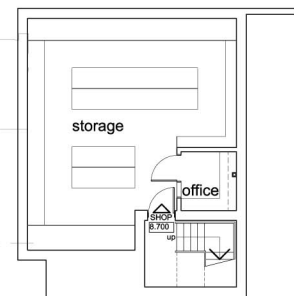




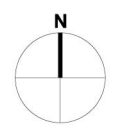
Lower Ground, Ground Floor and Site Plan



First Floor



Basement to shop



**PLANNING**

F	18 Dec 12	MR	Inset panels added to elevation above shop as Option C2 drawing 5054/97/3
E	28 Nov 12	MR	Landscaping added to boundary
D	28 Nov 12	MR	Blocks and site layout redesigned to allow Sycamore to be retained. Door recess to flats 11-13 reduced to 600mm as SBD.
C	25 Sep 12	MR	Shop and store reinstated and 1 no flat omitted. Flats renumbered.
B	14 Aug 12	MR	Minor changes to windows in Block A to suit elevations
A	9 Aug 12	MR	Block A changed to 102P flats and extended to 4 storeys
REVISION	DATE	DRAWN	DESCRIPTION

**CLIENT** Colman Housing Association

**PROJECT NAME** Land at Wilberforce Road Norwich

**DRAWING TITLE** Scheme 12 for 13 flats and 1 replacement shop with store

**DRAWING SCALE** 1:100 @ A1

**DRAWN BY** MR/JVJ

**DATE** 08 Mar 12

**JOB NO.** 5054

**DRAWING NO.** 100F

**INCORPORATING** WEARING, HASTINGS & NORTON CHARTERED ARCHITECTS

**REYNOLDS jury ARCHITECTURE**





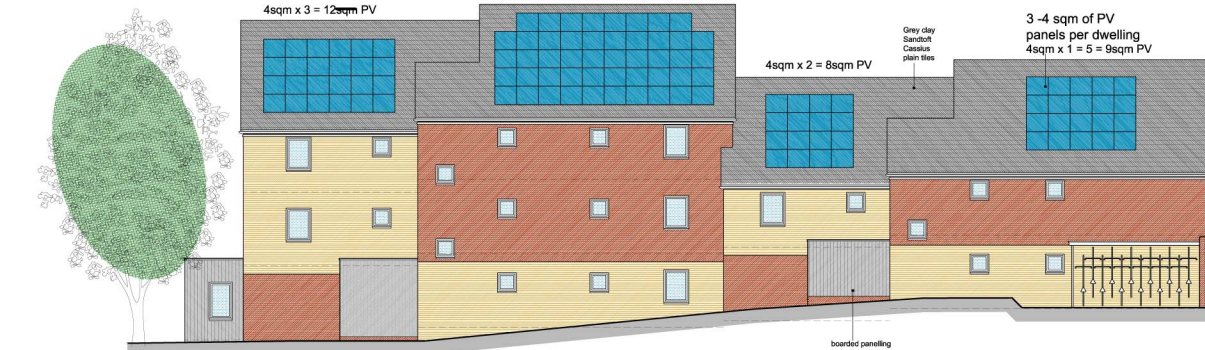
Street elevation through Wiberforce Road 1:100



Street elevation through Jordan's Close 1:100



South Elevation 1:100



East Elevation 1:100

E	18 Dec 12	MR	Inset panels added to elevation above shop as Option C2 drawing 5054/973 and PV panel sizes updated
D	28 Nov 12	MR	Bay window moved to flat 5 and Block A amended to retain Sycamore. Bin store revised
C	25 Sep 12	MR	Shop and store reinstated and 1m flat omitted. Flats renumbered.
B	14 Aug 12	MR	South elevation & street elevation to Wiberforce Rd revised with Block A reduced and extended to 4 storeys
A	14 Mar 12	JW	Completed render hatching on south and east elevations
REVISION	DATE	DRAWN	DESCRIPTION

**CLIENT** Colman Housing Association

**PROJECT NAME** Land at Wiberforce Road Norwich

**DRAWING TITLE** Scheme 12 for 13 flats with 1 replacement shop with store  
Elevations as Proposed

**DRAWING SCALE** 1:100 @ A1 **DRAWN BY** MR/JW **DATE** 08 Mar 12

**5054 102E**

**reynolds jury** ARCHITECTURE

INCORPORATING WEAVING, HASTINGS & MORTON CHARTERED ARCHITECTS

REYNOLDS JURY ARCHITECTURE LTD, 25 MARKET PLACE, ALFORDHAM, NORFOLK, NR11 6EL TEL: 01263 733306 FAX: 01263 733377 E-MAIL: [enquiries@reynoldsjury.co.uk](mailto:enquiries@reynoldsjury.co.uk) WEB: [www.reynoldsjury.co.uk](http://www.reynoldsjury.co.uk)

REGISTERED IN ENGLAND. REGISTRATION NO. 619168. DIRECTORS: MICHAEL REYNOLDS AND JANE JURY. REGISTERED OFFICE: 25 MARKET PLACE, ALFORDHAM, NORFOLK, NR11 6EL. VAT REG 780604