



**Planning applications committee**

**9:30 to 11:35**

**14 January 2021**

Present: Councillors Driver (chair), Maxwell (vice chair), Bogelein, Button, Lubbock, Neale, Oliver (substitute for Councillor Huntley), Peek, Sands (M) (from middle of item 3 below), Ryan, Sarmezey and Stutely

Apologies: Councillors Huntley

**1. Declarations of interest**

There were no declarations of interest.

**2. Minutes**

Councillor Lubbock, by way of personal explanation, apologised to members for any distress comments that she had made at the end of the last committee meeting might have caused them. She had not intended her comments to be overheard by other members of the committee.

**RESOLVED** to approve the accuracy of the minutes of the meeting held on 10 December 2020, subject to the following amendment regarding item 5, Application no 20/01232/F –Vikings Venture Scout Hut, Dereham Road, Norwich, paragraph 6, second sentence, to insert a footnote:

“The committee agreed a condition for a communications strategy following the representation from a ward councillor (planning applications committee 14 February 2019).”

**3. Application no 20/01429/F - Land North of 13 - 46 Lakenfields, Norwich**

The planner (case officer) presented the report with the aid of plans and slides. She also referred to the supplementary report of updates to reports, which was circulated prior to the meeting, and contained a summary of three additional representations and additional comments from a previous contributor since the publication of the report and the officer response to the issues raised.

The planner, together with the area development manager, referred to the report and answered members' questions. The registered social landlord, Broadland Housing Association, was responsible for the security of its tenants and, whilst it would not be appropriate in planning terms to require a condition, an informative note could be attached to the planning consent for discussion with the management. The planner confirmed the parking arrangements. The current capacity was for 15 cars but the maximum use during the assessment was 7 to 8 cars at any one time. Should there be an overflow, there were satisfactory measures in place to prevent parking being dispersed into neighbouring streets and causing problems to other residents. In reply to a member's question, the committee was advised that there was government funding for this scheme and that cabinet (14 October 2020) had agreed the disposal of the site to Broadland Housing Association to provide six affordable homes for people who are sleeping rough. A member referred to the landscaping proposals and expressed concern that a poorly lit area near the corner path could become an "antisocial hotspot". The planner explained that the area would be enclosed and was a private space for residential amenity, with some seating and lighting at the access points. The lighting scheme was sensitive to the needs of bats roosting in the vicinity.

The chair moved and the vice chair seconded the recommendations as set out in the report, with the addition of an informative regarding door security.

During discussion, the committee considered that there was a need for this accommodation for rough sleepers and that the building would be in pleasant surroundings. Members commented that the accommodation should be provided as soon as possible and noted that the government funding was dependent on the project being delivered by the end of March. A member commented that this could be achieved with the use of modular units as proposed.

The committee considered that the residents of the proposed accommodation were vulnerable and that there should be key pad access to protect the residents and visitors.

**RESOLVED**, unanimously, (Councillor Sands was not permitted to vote as he was not present for the entire item) to approve application no. 20/01429/F - Land north of 13 - 46 Lakenfields, Norwich, and grant planning permission subject to the following conditions and informative:

1. Standard time limit;
2. In accordance with plans;
3. Vegetation clearance outside bird nesting season;
4. Work in accordance with arboricultural assessment;
5. Parking, cycle parking and bin storage to be completed prior to first occupation;
6. Landscape implementation and subsequent management;
7. Small mammal access gaps in new boundaries;
8. Drainage scheme implementation and maintenance;
9. Unidentified contamination;
10. Water efficiency.

## Informative

The access should be designed and constructed in accordance with Secured by Design (Police security standards).

### **4. Application no 20/00802/F – North Side of Hellesdon Hall Road, Norwich**

The senior planner (case officer) presented the report with the aid of plans and slides. She referred to the supplementary report of updates to reports which had been circulated before the meeting and contained a reference to correspondence with a member of the public on a procedural matter; and reporting that the agent had submitted a revised *Sustainable Construction and Energy Efficiency Statement* and related amendment to reflect the submission of this document and proposed modifications to conditions 4, 5, and 6 and the inclusion to a new condition to ensure the delivery of the landscaping and ecological enhancement/mitigation provision in the first available planting season following commencement of the development.

The area development manager read out a statement that had been submitted by a resident on behalf of her neighbours in Braeford Close and Clovelly Drive, which outlined their objections relating to drainage, light pollution and traffic, calling on the committee to reject the proposal. (A copy of the statement is available on the council's website with the agenda and papers for this meeting.)

The agent addressed the committee in support of the application. The applicant had aspirations for the electrification of 100 per cent of its fleet and to be carbon neutral by 2030. The landscaping scheme would provide significant environmental improvements, including bird boxes. The proposal did not increase vehicles on the road network but redistributed existing trips. The highways authority supported the scheme. Surface water did not leave the site as there were soakaways. There was a lighting scheme in place which was "state of the art". The proposal was for a new van storage facility, to support employment in Norwich and to provide charging points for electric vehicles.

The senior planner said that Norfolk County Council had been consulted as the lead flood authority and would have raised concerns if surface water drainage caused a flood issue in this area.

During questions, the senior planner and the area development manager, referred to the report and answered members' questions.

Members were advised that no operating hours had been conditioned. The warehouse operated on a shift basis from 06:00 to later in the evening. Also there was a chemical works between the application site and the residential properties. The distance between the residential properties and the lighting and activities on the chemical works site had been taken into consideration in the officers' assessment. In reply to a suggestion that lighting on the site could be dimmed at night, officers commented that the lighting at night was required for security CCTV and that vans created more shadow. The landscaping and the use of downward facing LED lights would limit light spill. Environmental health colleagues considered that light from the application site would be dispersed before it reached the residential properties, particularly with the planting of trees and the presence of trees on the chemical works site.

Members also asked about the limited provision of electric vehicle charging units on the site and commented on the missed opportunity to install more charging units, battery storage or solar panels on the site. The initial installation of charging units was limited by the grid capacity and future expansion was reliant on the utility providers.

In reply to a question, the senior planner confirmed that the toilet provision in the welfare cabin was considered adequate based on the operators' known requirements at other sites. Members noted that employees would drive to the site in their own vehicles and then use a vehicle from the fleet, parking their vehicle in the space vacated by the van. Therefore, this application would not increase parking on adjacent streets.

The senior planner then elaborated on the operation of the site and explained the route that vans would take to the warehouse. Members noted that drivers would need to turn left to access the distribution centre on the opposite side of Sweet Briar Road and disperse from there depending on their delivery route. Members also noted that the applicant's operation was dependent on the warehouse operation hours. Members expressed concern that there was potential for the operation to expand in future and that this could mean that the hours of operation were longer. There were no known restrictions on the hours of operation for the warehouse. A condition relating to hours of operation would mean that the use of the site was restricted to between certain hours in future. The chair permitted the agent to address the committee at this point, who said that the hours of operation were as explained in the application documents and was not 24/7. Delivery drivers could not deliver to residents in the middle of the night. It was important that the lighting was on to protect the new electric vehicles at night. Hours of operation were slightly later in the run up to Christmas.

The chair moved and Councillor Sands seconded the recommendations as set out in the report and the amendments to the conditions as set out in the supplementary report.

Councillor Neale moved and Councillor Bogelein seconded that the hours of operation should be restricted by a further condition to between 05:00 to 23:00, with access and reduced lighting provided throughout the night for on-site security, taking into account seasonal periods where the hours of operation need to be longer. The area development manager advised the committee that the applicant would have the right of appeal on the grounds of a condition. During discussion Councillor Stutely suggested that the hours of operation should be to 22:00 which was more reasonable for residents. Members noted that supermarkets operate between 05:00 and 23:00. On being put to the vote with 11 members voting in favour (Councillors Driver, Maxwell, Bogelein, Button, Oliver, Lubbock, Neale, Ryan, Peek, Sands and Sarmezey) and 1 member abstaining (Councillor Stutely), the additional condition was approved.

In reply to a member's question, officers reassured the committee that condition (3) restricted the use of the site to the parking/storage of operational vehicles used in association with the distribution warehouse use at Unit 2 Caley Close. The site would need to operate in accordance with the submitted plans and the layout would need to be significantly altered if a future operator wanted to use the site for the parking of heavy goods vehicles. The applicant would be required to install the

charging points in order to deliver the environmental benefits as set out in the supporting documents to the application and the suggested conditions.

Discussion ensued in which members commented on the proposal.

Members considered that the storage of the vans was better than drivers parking large vans in small residential streets overnight. Members considered that the applicant was missing an opportunity to embrace technology and use solar power to recharge vehicles or provide battery storage and return electricity to the national grid. The applicant could be more ambitious and double the amount of electric vehicle charging points to start with. One member suggested that the applicant could consider the use of amber lighting to protect birds and bats. Councillor Peek, Wensum ward councillor, welcomed the landscaping which would make the site more attractive. Members had noted the route of the delivery drivers to the warehouse and subsequent dispersal and concluded that this was satisfactory. Some members expressed disappointment that highways did not prevent access to the site from the Hellesdon Low Road direction. Members also considered that the condition controlling the hours of operation would mitigate the concerns about residential amenity.

The chair moved the recommendations as amended above.

**RESOLVED**, with 11 members voting in favour (Councillors Driver, Maxwell, Bogelein, Button, Oliver, Lubbock, Neale, Ryan, Peek, Sands and Sarmezey) and 1 member abstaining (Councillor Stutely), to approve application no. 20/00802/F - Land North of Hellesdon Hall Road, Norwich and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Use of the site shall be restricted to the parking/storage of operational vehicles used in association with the distribution warehouse use at Unit 2 Caley Close only;
4. The use of the site shall not commence until the estate road and associated footway(s) as detailed within application 20/01130/MA have been provided in full.
5. The strategic landscaping provision detailed within application 20/01330/MA shall be implemented in full during the first available planting season following commencement of development.
6. Landscaping shall be installed and maintained in accordance with approved details during the first available planting season following the commencement of development.
7. Ecological enhancement/mitigation measures shall be installed and maintained in accordance with the approved details during the first available planting season following the commencement of development.
8. Provision of small mammal access within boundary treatments;
9. No site clearance during the bird nesting season;
10. During construction, works to be carried out in accordance with the site specific mitigation measures identified in the Air Quality Assessment;
11. Prior to the first use of the site the surface water drainage system shall be constructed in accordance with the submitted details;

12. Prior to the first use of the site the access, footways and on-site parking, turning, motor cycle and cycle parking shall be provided and made available for use;
13. Prior to first use of the site a TRO shall be promoted for waiting restrictions to Hellesdon Hall Road,
14. Prior to the first use of the site the sub-surface electric vehicle charging infrastructure shall be provided and made available for use in accordance with the submitted services plan;
15. Prior to the first use of the site electric vehicle charging connections for nine vehicles must be provided and made available for use;
16. Use of recycled construction materials and sustainable waste management measures insofar as practicable, as promoted within the revised Sustainable Construction, Energy Efficiency and Climate Change Report,
17. Lighting shall be installed and operated in accordance with submitted lighting strategy, including dimming of lighting outside of site operating hours;
18. The hours of operation to be restricted to between 05:00 to 23:00, with access and reduced lighting provided throughout the night for on-site security, taking into account seasonal periods where the hours of operation need to be longer.

CHAIR