NORWICH City Council

Planning applications committee

Date: Thursday, 17 December 2015
Time: 09:30
Venue: Mancroft room, City Hall, St Peters Street, Norwich, NR2 1NH

Committee members:

Councillors:

Sands (M) (chair)
Herries (vice chair)
Blunt
Bradford
Brociek-Coulton
Button
Carlo
Jackson
Lubbock
Neale
Peek
Woollard

For further information please contact:

Committee officer: Jackie Rodger
t: (01603) 212033
e: jackierodger@norwich.gov.uk

Democratic services
City Hall
Norwich
NR2 1NH

www.norwich.gov.uk

Information for members of the public

Members of the public and the media have the right to attend meetings of full council, the cabinet and committees except where confidential information or exempt information is likely to be disclosed, and the meeting is therefore held in private.

For information about attending or speaking at meetings, please contact the committee officer above or refer to the council's website

IN TRAN communication for all

If you would like this agenda in an alternative format, such as a larger or smaller font, audio or Braille, or in a different language, please contact the committee officer above.

Agenda

1 Apologies

To receive apologies for absence

2 Declarations of interest

(Please note that it is the responsibility of individual members to declare an interest prior to the item if they arrive late for the meeting)

3 Minutes **5 - 10**

To approve the accuracy of the minutes of the meeting held on 26 November 2015.

4 Planning applications

Please note that members of the public, who have responded to the planning consultations, and applicants and agents wishing to speak at the meeting for item 4 above are required to notify the committee officer by 10:00 on the day before the meeting.

Further information on planning applications can be obtained from the council's website:
http://planning.norwich.gov.uk/online-applications/

Please note:

- The formal business of the committee will commence at 9.30;
- The committee may have a comfort break after two hours of the meeting commencing.
- Please note that refreshments will not be provided. Water is available
- The committee will adjourn for lunch at a convenient point between 13:00 and 14:00 if there is any remaining business.

Summary of planning applications for consideration **11 - 12**

Standing duties **13 - 14**

4A	**Application no 15/01390/F - 82 Unthank Road, Norwich, NR2 2RW**	**15 - 34**
4B	**Application no 15/00663/F - Site of former public house, Earlham West Centre, Norwich**	**35 - 58**
4C	**Application no 15/01534/F - Uplands Court. Upton Road, Norwich, NR4 7PH**	**59 - 72**
4D	**Application no 15/01314/F - Land to the west of Unit 1, Hall Road, Retail Park, Hall Road, Norwich**	**73 - 96**
4E	**Application no 15/01364/F - Hangar 5 Anson Road, Norwich, NR6 6ED**	**97 - 118**
4F	**Application no 15/01575/U – 288 Aylsham Road, Norwich, NR3 2RG**	**119 - 128**
4G	**Application no 15/01707/F – 13 Branksome Close, Norwich, NR4 6SP**	**129 - 138**
4H	**Application no 15/01666/F - 12 Orchard Close, Norwich, NR7 9NY**	**139 - 148**
4I	**Application no 15/01103/NF3 – 26 Grosvenor Road, Norwich, NR2 2PY**	**149 - 162**
4J	**Application no 15/01214/F - 61 Magdalen Street, Norwich, NR3 1AA**	**163 - 176**
4K	**Enforcement case 14/00219/BPC/ENF– 474C Earlham Road, Norwich, NR4 7HP**	**177 - 180**

Date of publication**: Wednesday, 09 December 2015**

NORWICH City Council

MINUTES

Planning applications committee

09:30 to 11:30 **26 November 2015**

Present: Councillors Sands (M) (chair), Herries (vice chair), Blunt, Bradford, Button, Brociek-Coulton, Carlo, Jackson, Lubbock, Neale, Peek and Woollard (from the middle of item 3 below)

1. Declarations of interest

There were no declarations of interest.

2. Minutes

RESOLVED to approve the minutes of the meeting held on 29 October 2015.

3. Application no 15/01449/F - Land at the corner of St Saviours Lane and Blackfriars Street, Norwich

(Councillor Woollard entered the meeting during this item.)

The planner (development) presented the report with the aid of plans and slides. He referred to the supplementary report of updates to reports, which was circulated at the meeting, and said that the Norwich Society had objected to the previous application because the rooms were too small but had no objections to this application. The supplementary report also included a correction to condition 4, relating to refuse and cycle storage being in accordance with agreed plans under the planning application no 14/01091/D.

During discussion the planner referred to the report and together with the planning team leader (development) (outer area), answered members' questions on the internal floor space being below the minimum standard and that attempts to revise the floor layout had been constrained in order to provide greater acoustic protection. Members noted that the Norwich Society did not object to this application and that there would be affordable housing on the site.

RESOLVED, with 11 members voting in favour (Councillors Sands, Herries, Blunt, Bradford, Button, Brociek-Coulton, Carlo, Jackson, Lubbock, Neale, and Peek), no members voting against and 1 member abstaining (Councillor Woollard, because she had not been present for the start of the item) to approve application no. 15/01449/F - Land at the corner of St Saviours Lane and Blackfriars Street, Norwich and grant planning permission subject to the completion of a satisfactory legal agreement to include provision of affordable housing and subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. The acoustic measures set out in the Adrian James Technical Acoustic Report dated 12 March 2014 shall be carried out and retained as such.
4. Refuse and cycle storage in accordance with the detailed plans for the bin and cycle stores approved under planning application no 14/01091/D.

Article 35(2) 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 pre-application stage insert if necessary the application has been approved subject to appropriate conditions and for the reasons outlined in the officer report.

4. Application no 15/01204/F - Site between 95 and 111 Adelaide Street, Norwich

The planning team leader (development) (outer area) presented the report with the aid of plans and slide. He referred to the supplementary report of updates to reports, which was circulated at the meeting and contained a summary of an additional letter of representation on the revised proposal and recommending an additional condition to ensure that the flat roof would not be used as a balcony, roof terrace or extension to the premises.

During discussion the planning team leader referred to the report and answered members' questions. A member expressed concern that the impact that this development would have on the future residents of the adjacent premises (no 110, former Bread and Cheese public house) and that the flats were below the national minimum size standard. In response the planning team. The officer pointed out that the size standards were for guidance and should not be applied religiously. The proposed two bedroom apartment at 53 m^2 would be below the national space standard of 61m^2 for a two bedroom, three person dwelling. However, one of the bedrooms could be marketed for an alternative use, such as a study or dining room, and, therefore it would meet the standard for a one bedroom property, with the likelihood that future occupants could use the study/dining room as a bedroom. The local planning authority had no control over the use of internal rooms. The single bedroom apartment at 45 m^2 was close to the standard of 50 m^2 and had a good sized living space.

RESOLVED with 10 members voting in favour (Councillors Sands, Herries, Blunt, Bradford, Button, Jackson, Lubbock, Neale, Peek and Woollard) and 2 members voting against (Councillors Brociek-Coulton and Carlo), to approve application no. 15/01204/F - Site between 95 and 111 Adelaide Street, Norwich and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Details of external facing and roofing materials;
4. Details of windows and doors, canopy above front door;

5. Details of bin store, cycle store, all external amenity areas, boundary treatments, gate to passageway; Provision prior to occupation and to be retained in perpetuity;
6. No site clearance during nesting season (March to August) inclusive unless agreed;
7. Windows in side elevation to be obscured glazed;
8. Water conservation and drainage;
9. Notwithstanding the provisions of Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order, with or without modification), the flat roof area of the development hereby approved shall not be used as balcony or, in any other way, as a form of roof terrace or extension to the premises.

Informatives

1. Community infrastructure levy
2. Refuse and recycling bins
3. Street naming and numbering

Article 35(2) 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 the application has been approved subject to appropriate conditions and for the reasons outlined in the officer report.

5. Application no 15/01487/F - The Windmill, Knox Road, Norwich, NR1 4LQ

The planner (development) presented the report with the aid of plans and slides. He referred to the supplementary report of updates to reports, which was circulated at the meeting, and contained further information from the applicant.

During discussion members commented on the operation of the car wash facility and the concerns of local residents about the potential increase in the business and its impact on their amenity from noise and water spray. The planning team leader (development) (outer), referred to the report and replied to members' questions. A member suggested that surface markings should be used to ensure that car washing took place near the drain and away from the neighbouring properties. The planning team leader (development) (outer), referred to the report and replied to members' questions. He suggested a condition to require the applicant to provide a management plan which would incorporate the arrangements to ensure that vehicles were positioned in the marked box and that the silt trap was emptied regularly.

Councillor Bradford, as local member for Crome Ward, suggested that either the facility was moved to the prison side of the car park or a screen was erected to prevent water spray. The planner said that screening could be overbearing and was not considered to be necessary as the car wash facility was 16 m from the boundary and the management plan would mitigate the concerns of the neighbours.

A member commented that this was a retrospective application and was advised that the applicant had been invited by the council to submit an application to regulate the operation.

RESOLVED, with 10 members voting in favour (Councillors Sands, Herries, Blunt, Button, Brociek-Coulton, Jackson, Lubbock, Neale, Peek and Woollard), no members voting against, and 2 members abstaining (Councillors Carlo and Bradford), to approve application no. 15/01487/F - The Windmill, Knox Road, Norwich, NR1 4LQ and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Hours and days of operation
4. No more than 4 members of staff at any one time.
5. Details of refuse storage.
6. Details of management plan for the operation of the car wash facility.

Article 35(2) 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 and has approved the application subject to appropriate conditions and for the reasons outlined in the officer report.

6. Application no 15/01368/F - 427 Dereham Road, Norwich, NR5 8QH

The planner (development) presented the report with the aid of plans and slides. He explained that Anglian Water and building control had been consulted to ensure that the site was suitable for development.

During discussion, the planner together with the planning team leader (development) (outer area), referred to the report and answered members' questions. Members commented on the chalk workings and residents' concerns about subsidence and contamination. Members noted the relevant planning history and that the appeal against the authority's decision to refuse the sub-division of no 419 Dereham Road for a two storey dwelling had been allowed at appeal. The planner gave assurance that based on the evidence available, the development of this site was viable and issues would be addressed through the conditions and building control.

Members then discussed the street scene and a member suggested that a native hedge would enhance the biodiversity of the river valley. The committee concurred with the planner's suggestion that this could be added to this effect as an informative to the planning permission.

Councillor Blunt, local member for Wensum Ward, explained that he would be abstaining from voting on this item. He said that he did not object to the design of the building which fitted in well with the variety of properties in Lower Hellesdon Road. However, he had reservations about the evidence of the underlying ground

conditions which had been disregarded and asked why this site had not been brought forward for development before now. He also referred to the neighbours' concerns and said that the planning system had been exhausted.

RESOLVED, with 9 members voting in favour (Councillors Sands, Herries, Button, Carlo, Jackson, Lubbock, Neale, Peek and Woollard), 1 member voting against (Councillor Bradford), and 2 members abstaining (Councillors Blunt and Brociek-Coulton) to approve application no. 15/01368/F - 427 Dereham Road, Norwich, NR5 8QH and grant planning permission subject to the following conditions:

1. Standard time limit
2. In accordance with plans
3. Details of materials
4. Submission of a landscape plan
5. Details of surface water drainage measures.
6. Details of water efficiency measures
7. Details of secure covered cycle storage
8. Details of bin storage and collection facilities
9. Cease work if contamination found during construction

Informative

1. Party Wall Act;
2. Building Regulations;
3. Liaise with Anglian Water;
4. Planting of a native hedge will enhance the appearance of the property and enhance bio-diversity.

Article 35(2) 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, the application has been approved subject to appropriate conditions and for the reasons outlined in the officer report.

CHAIR

Summary of planning applications for consideration ITEM 4

17 December 2015

Item No.	Case Number	Location	Case Officer	Proposal	Reason for consideration at Committee	Recommendation
4(A)	15/01390/F	82 Unthank Road	Judith Davison	Demolition of hotel and erection of 6 No. houses of multiple occupation comprising 2 x 5 bed and 4 x 6 bed (use class C4).	At request of Head of Planning	Refuse
4(B)	15/00663/F	Site former Shoemakers PH – West Earlham Centre	Kian Saedi	20 No. student dwellings comprising 70 bedrooms.	Objections	Approve
4(C)	15/01534/F	Uplands Court	Kian Saedi	Demolition of plant room, erection of infill block of four flats, external refurbishment of the existing building and associated landscaping works.	Objections	Approve
4(D)	15/01314/F	Land West of Unit 1 Hall Road Retail Park. Hall Road	Lee Cook	Redevelopment of part of existing retail car park to provide a retail foodstore, reconfigured car parking and associated landscaping works.	Objection	Approve
4(E)	15/01364/F	Hangar 5, Anson Road	Joy Brown	Alterations and recladding to external walls and roof in connection with the change of use to an aviation academy (class D1)	Objection and City Council application or site	Approve
4(F)	15/01575/U	288 Aylsham Road	Stephen Polley	Change of use to education centre (class D1)	Objections	Approve
4(G)	15/01707/F	13 Branksome Close	Stephen Polley	Rear extension, single storey, orangery with roof lantern.	Objection	Approve

Item No.	Case Number	Location	Case Officer	Proposal	Reason for consideration at Committee	Recommendation
4(H)	15/01666/F	12 Orchard Close	Stephen Polley	Single storey rear extension at front / side / rear roof extension	Objections	Approve
4(I)	15/01103/NF3	26 Grosvenor Road	Charlotte Hounsell	Replacement windows and doors	Objections	Approve
4(J)	15/01214/F	61 Magdalen Street	James Bonner	Extension to provide new second floor flat.	Objections	Approve
4(K)	14/00219/BPC/ENF	474A/B Earlham Road	Ali Pridmore	Enforcement action in relation to an unauthorised dwelling within a garage	Enforcement action recommended	Authorise enforcement action

STANDING DUTIES

In assessing the merits of the proposals and reaching the recommendation made for each application, due regard has been given to the following duties and in determining the applications the members of the committee will also have due regard to these duties.

Equality Act 2010

It is unlawful to discriminate against, harass or victimise a person when providing a service or when exercising a public function. Prohibited conduct includes direct discrimination, indirect discrimination, harassment and victimisation and discrimination arising from a disability (treating a person unfavourably as a result of their disability, not because of the disability itself).

Direct discrimination occurs where the reason for a person being treated less favourably than another is because of a protected characteristic.

The act notes the protected characteristics of: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The introduction of the general equality duties under this Act in April 2011 requires that the council must in the exercise of its functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by this Act.
- Advance equality of opportunity between people who share a relevant protected characteristic and those who do not.
- Foster good relations between people who share a relevant protected characteristic and those who do not.

The relevant protected characteristics are: age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

The council must in the exercise of its functions have due regard to the need to eliminate unlawful discrimination against someone due to their marriage or civil partnership status but the other aims of advancing equality and fostering good relations do not apply.

Crime and Disorder Act, 1998 (S17)

(1) Without prejudice to any other obligation imposed on it, it shall be the duty of each authority to which this section applies to exercise its

various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area.

(2) This section applies to a local authority, a joint authority, a police authority, a National Park authority and the Broads Authority.

Natural Environment & Rural Communities Act 2006 (S40)

(1) Every public authority must, on exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity.

Planning Act 2008 (S183)

(1) Every Planning Authority should have regard to the desirability of achieving good design

Human Rights Act 1998 – this incorporates the rights of the European Convention on Human Rights into UK Law
Article 8 – Right to Respect for Private and Family Life

(1) Everyone has the right to respect for his private and family life, his home and his correspondence.

(2) There shall be no interference by a public authority with the exercise of his right except such as in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the rights and freedoms of others.

(3) A local authority is prohibited from acting in a way which is incompatible with any of the human rights described by the European Convention on Human Rights unless legislation makes this unavoidable.

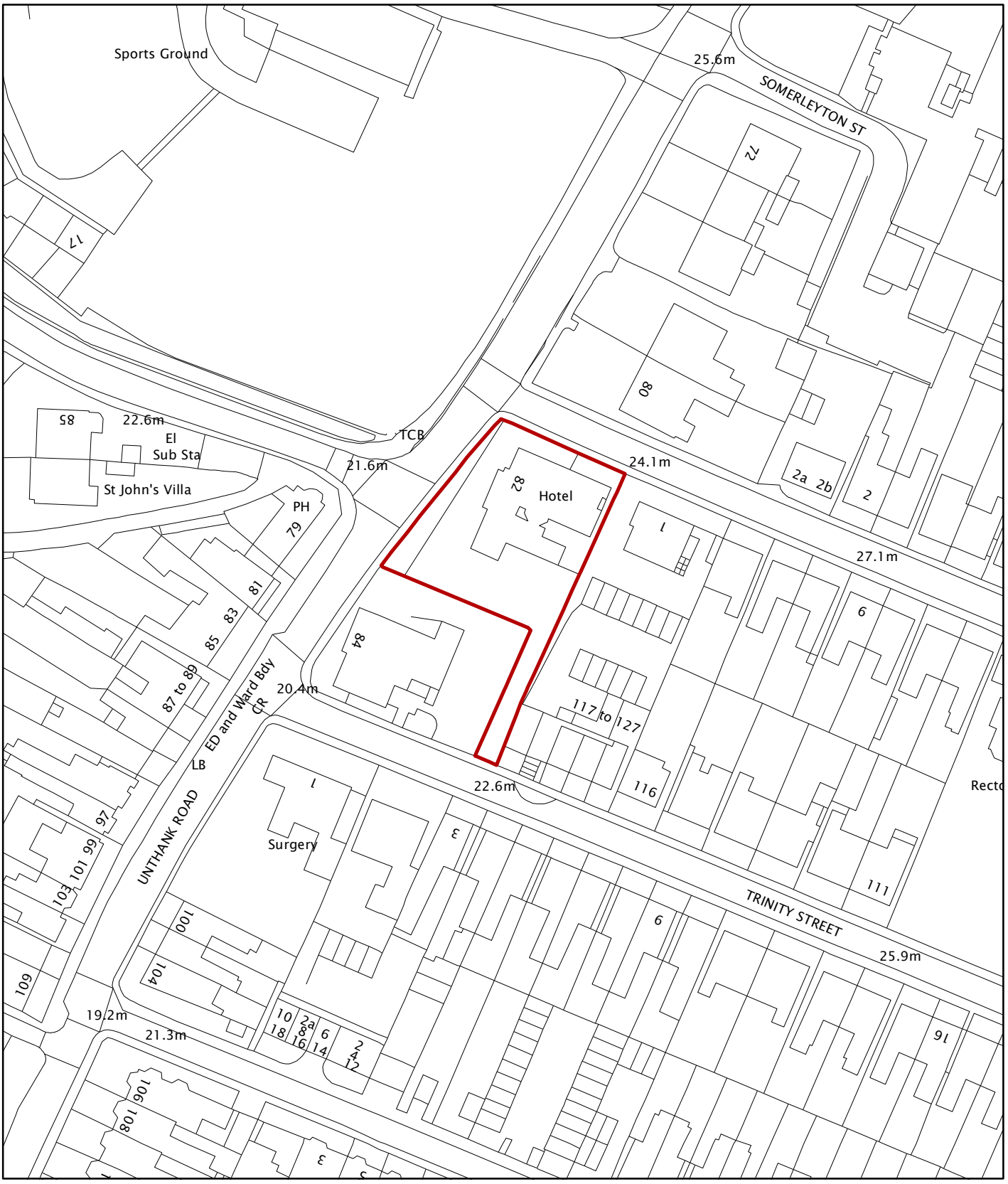
(4) Article 8 is a qualified right and where interference of the right can be justified there will be no breach of Article 8.

Report to	Planning applications committee 17 December 2015	**Item**
Report of	Head of planning services	
Subject	Application no 15/01390/F - 82 Unthank Road, Norwich, NR2 2RW	4(A)
Reason for referral	At request of head of planning	

Ward:	Town Close
Case officer	Judith Davison -judithdavison@norwich.gov.uk

Development proposal		
Demolition of hotel and erection of 6 No. houses of multiple occupation comprising 2 x 5 bed and 4 x 6 bed (use class C4).		
Representations		
Object	Comment	Support
114	-	1

Main issues	**Key considerations**
1 Principle of development	HMO development
2 Loss of locally listed building in conservation area	Historical significance of building and impact of its loss on appearance and character of Heigham Grove conservation area; justification for demolition
3 Design	Layout, height, scale and massing of proposed new building in prominent location, and impact on the conservation area and local streetscene
4 Amenity	Impact on residential amenity, and quality of amenity provided for new residents. Noise and other impacts of development.
5 Highways	Adequacy of parking arrangements; impact of development on highways safety; accessibility; refuse storage; cycle storage.
6 Landscaping	Impact on landscape setting and streetscape.
7 Affordable housing	Provision of an element of affordable housing
Expiry date	28 January 2016
Recommendation	Refuse

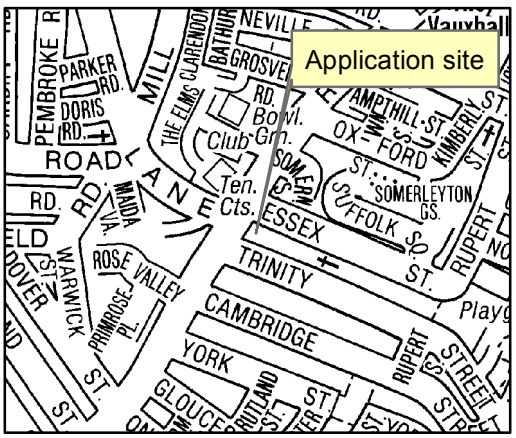


© Crown Copyright and database right 2015. Ordnance Survey 100019747.

Planning Application No 15/01390/F

Site Address 82 Unthank Road

Scale 1:1,000



NORWICH City Council

PLANNING SERVICES

The site and surroundings, and constraints

1. The Lodge Hotel at 82 Unthank Road is situated in a prominent position between Trinity Street and Essex Street. It dates from the 19th century, is a substantial mid Victorian villa built in the Gothic Revival style and appears to have functioned as a rectory in the past. The building is located at the edge of the Unthank Road shopping centre and is easily accessible by public transport.

2. The building has had several phases of extension and alteration over the years. In 1965 it was divided into two properties – 82 Unthank Road, and 1A Essex Street. The extensive garden which stretched across to Trinity Street was portioned off and garages built before being used as a petrol filling station. This area is now occupied by Tesco Express on the corner of Trinity Street and Unthank Road. 82 Unthank Road currently operates as a budget hotel containing 22 rooms.

3. The Lodge is a locally listed building, designated both for its historical significance and for its contribution to the street scene as a corner landmark. It is located within Heigham Grove Conservation Area. This part of the conservation area is subject to an article 4 direction which seeks to protect the area's historic character by removing permitted development rights for a range of development including alterations to a building which front a highway and replacement of windows and doors.

4. This part of the conservation area is characterised by mid to late 19th century villas which are all residential in scale and character. Given its position towards the outer edge of the conservation area, the Lodge features prominently within both outward and inward views of the conservation area.

5. The site is also within the critical drainage catchment and adjacent to (but outside) the Unthank Road local centre.

Relevant planning history

6. There is no relevant recent planning history for this building.

The proposal

7. The proposal is to demolish 82 Unthank Road and replace it with a building containing 6 Houses of Multiple Occupation (HMOs), along with shared facilities (a laundry on the ground floor, and a gym). The accommodation is proposed to be arranged as follows: two 5-bed HMOs on the ground floor, two 6-bed HMOs on the first floor, two 6-bed HMOs on the second floor, and communal space on the third floor to serve the second floor HMOs.

Summary information

Proposal	**Key facts**
Scale	
Total no. of dwellings	6 HMO flats, providing a total of 34 bedrooms.

No. of affordable dwellings	None
Total floorspace	2,480 sq m
No. of storeys	4
Max. dimensions	33 x 26 m (excluding access road)
Density	54 dwellings per ha
Appearance	
Materials	Proposed to be 'traditional materials'; building to be externally clad with cream coloured brickwork.
Construction	Steel or concrete frame
Energy and resource efficiency measures	Proposed to incorporate energy efficient lighting, showers etc, roof insulation, and mechanical ventilation to bathrooms and kitchens.
Transport matters	
Vehicular access	Access to be taken from Trinity Street
No of car parking spaces	None on site. The proposal is for parking (number of spaces unspecified) to be provided off-site at other properties owned by the applicant, at the rear of Bristol House, 9 Unthank Road, and 2 Earlham Road.
No of cycle parking spaces	16
Servicing arrangements	Servicing proposed to be via rear access from Trinity Street.

Representations

8. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. 115 letters of representation have been received citing the issues as summarised in the table below. All representations are available to view in full at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Issues raised	Response
Loss of locally listed building and impact on the conservation area and on architectural heritage of area; would set a precedent.	See main issue 2.

Issues raised	Response
Poor quality and unsympathetic design, over-dominant and out-of-scale building, out of character in this location.	See main issue 3.
Loss of trees	See main issue 6.
Impact on residential amenity, loss of light, privacy and overlooking. Poor quality of amenity for future occupiers	See main issue 4.
Noise, smell and disturbance that would be generated by demolition, construction and future operation of premises	See paragraph 71
Lack of on-site parking; concern at enforceability of off-site parking	See main issue 5.
Impact on traffic and highways	See main issue 5.
Health risks	The concerns raised are non-specific on what health risks might be presented by the development. It is considered that the key material impacts of the development have been assessed within the report.
Concern at likely use of building and increase in anti-social behaviour, noise generation, and criminal offences	The proposals are for a C4 HMO use. Whilst there are uncertainties over the likely end tenant this is not considered relevant to the material planning considerations here. What must be determined is if a C4 use as proposed is appropriate in this location. Speculation on possible anti-social behaviour or criminal activity would not be a material ground on which to refuse consent.
Nature of proposed development – lack of clarity about who it is aimed at. Intensification of HMOs is undesirable in this area which already has many HMOs.	See main issue 1.
Poor track record of applicant – failure to maintain this and other properties in area. Not a fit person or company to operate here, and is playing games with the planning system. The council should enforce against the applicant.	This is not a planning issue and cannot be taken into account in the decision-taking process. Any planning permission would run with the land.

Issues raised	Response
This is a money making venture by an applicant who is indifferent to the impact on the neighbourhood.	This is not a planning issue and cannot be taken into account in the decision-taking process.
Representation of support: objections are a personal attack on the owner. The existing building is of poor design and not sufficient quality to justify retention. New development will enhance the area.	See main issues 1, 2 and 3.

9. In addition the results of a local survey carried out by Town Close Labour Party have been passed to the Planning Service. This includes comments from 13 named individuals all expressing concerns about the proposed development. The issues raised largely correspond to those listed above and include: concern at the track record of the applicant and the potential of this scheme to encourage anti-social behaviour; concern at the proposed demolition of a building of historic importance; potential for restoring the building rather than demolishing; and the need to preserve the character and appearance of the conservation area.

Consultation responses

10. Consultation responses are summarised below the full responses are available to view at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Design and conservation

11. The existing building contributes significantly to the conservation area and street scene. The proposal to demolish it and replace with a new structure is unacceptable in conservation and design terms. The design of the proposed new building is also unsuitable for the surrounding conservation area.

12. In conclusion, the development will result in substantial harm to the non-designated heritage asset of 82 Unthank Road due to its complete demolition and also less than substantial harm to the wider conservation area, due to the loss of the historic asset on this very visible corner. It is strongly recommended that the application is refused. The principle of any sort of demolition on the site is unacceptable and the building should be retained. Improvements should be made to the setting of 82 Unthank Road and to the building itself to preserve the character of this important conservation area and streetscape.

Historic England

13. The existing building at 82 Unthank Road is an undesignated heritage asset which makes an important contribution to the significance of the conservation area. The proposed development would result in harm to the significance of the area in terms of paragraphs 132 and 134 of the NPPF through the demolition and erection of an inappropriate new building. The lack of consideration of the heritage asset's significance, and the proposal's impact upon it in documentation submitted with the

application, also fails to satisfy paragraph 128 of the NPPF. We are not convinced that the public benefit derived form the proposed development outweighs the harm to the heritage assets in terms of paragraph 134, especially as the existing building could be adapted and extended to achieve some of it. We therefore urge the council to refuse permission.

Highways (local)

14. Overall this is an unconventional proposal on a constrained site that appears to have been ill-conceived and poorly designed. With a better designed scheme with pre-application advice most of the highway objections could have been overcome.

15. There are a number of objections to the proposed development on highway grounds as follows:

    a) Inadequate vehicle egress to Essex Street;

    b) Road safety risk of vehicle egress to Essex Street;

    c) Inadequate accessibility of the site for the mobility impaired;

    d) Inadequate refuse storage; and

    e) Inadequate cycle storage.

Landscape

16. The proposals fall short of meeting several requirements of policy DM3 relating to landscape in terms of c) local distinctiveness and character, d) layout and siting, h) materials and details, and i) green infrastructure, landscaping and biodiversity.

17. The information supplied is inadequate to sufficiently understand the design narrative or justification. Other information is anecdotal for example stating that the level and type of landscaping is ‘extensive’ and ‘stunning’. The proposed green wall is out of character for the area and setting. There is no justification given for loss of the trees on the existing site frontage. Redevelopment or refurbishment of the existing building and site would be preferable and offer more benefit to the existing street scene, streetscape and site itself than the development proposals presented.

18. In summary the proposals lack consideration of the landscape setting and general streetscape and in landscape terms would result in harm to both.

Norfolk historic environment service

19. No response

Norfolk police (architectural liaison)

20. A number of suggestions are made in respect of the proposals based on the principles of ‘designing out crime’, including restricting external entry to the rear access to those with correct access code, and relocating the proposed cycle stands to ensure natural surveillance from within the building. The comments note that HMO style accommodation is subject to increased criminal activity and recommends a number of approaches to manage this, including provision of

external and internal doorsets to minimum standards, glazing to ground floor and accessible windows to minimum standards, and effective security lighting and internal lighting.

Natural areas officer

21. The recommendations outlined in section 7 of the ecology report should adequately address any potential bat issues involving this building.

Housing development

22. The Affordable Housing Joint Core Strategy policy 4 states that a development of 5-9 dwellings should include 20% affordable dwellings. Therefore this development is required to have 1 affordable dwelling.

23. If the developer proposes that it is not viable to offer an affordable dwelling then a viability study will be required to demonstrate this.

24. Considering the property type and the expected additional management costs required, it is likely that an affordable dwelling within this development will be unattractive to a Registered Provider (RP). In the event that a RP cannot be found to manage the affordable dwelling it would be acceptable to consider the alternative of a commuted sum – Para 74 affordable housing SPD 2015. The amount to be calculated based on the floor area of the proposed development and again can be negotiated due to viability.

Lead Local Flood Authority

25. The proposals would be classified as minor development in relation to the Lead Local Flood Authority guidance and therefore the local planning authority would be responsible for assessing the suitability of any surface water drainage proposal for minor development in line with the NPPF.

Norwich Society

26. The existing former rectory is a building of considerable character, located in a conservation area. It has a strong visual presence and is an integral and familiar part of the street scene. In addition it still seems to be in good condition. It is difficult to justify its demolition for the reasons shown in the application.

27. We consider the design of the proposals to be completely inappropriate. It is simply ugly and would be totally detrimental to the character of the area.

Assessment of planning considerations

Relevant development plan policies

28. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
    - JCS2 Promoting good design
    - JCS3 Energy and water
    - JCS4 Housing delivery

29. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**
    - DM1 Achieving and delivering sustainable development
    - DM2 Ensuring satisfactory living and working conditions
    - DM3 Delivering high quality design
    - DM5 Planning effectively for flood resilience
    - DM6 Protecting and enhancing the natural environment
    - DM7 Trees and development
    - DM9 Safeguarding Norwich's heritage
    - DM12 Ensuring well-planned housing development
    - DM28 Encouraging sustainable travel
    - DM30 Access and highway safety
    - DM31 Car parking and servicing
    - DM32 Encouraging car free and low car housing
    - DM33 Planning obligations

Other material considerations

30. **Relevant sections of the National Planning Policy Framework March 2012 (NPPF):**
    - NPPF0 Achieving sustainable development
    - NPPF4 Promoting sustainable transport
    - NPPF6 Delivering a wide choice of high quality homes
    - NPPF7 Requiring good design
    - NPPF8 Promoting healthy communities
    - NPPF10 Meeting the challenge of climate change, flooding and coastal change
    - NPPF12 Conserving and enhancing the historic environment

31. Supplementary Planning Documents (SPD)
    - Affordable housing SPD adopted 2015

Case Assessment

32. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan polices are detailed above. Material considerations include policies in the National Planning Framework (NPPF), the Councils standing duties, other policy documents and guidance detailed above and any other matters referred to specifically in the assessment below. The following paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations.

Main issue 1: Principle of development.

33. Key policies and NPPF paragraphs – DM12, NPPF paragraphs 49 and 14.

34. The NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. It also sets out a number of core planning principles which underpin decision-taking and plan-making. These include seeking high quality design and a good standard of amenity for existing and

future occupants of land and buildings, taking account of the roles and characters of different areas, and conserving heritage assets in a manner appropriate to their significance.

35. The proposal is to demolish the existing locally listed building and replace with a new building containing 6 HMO flats. There are 2 different types of HMO:

    - a 'small HMO' of between 3 and 6 occupants (classified in planning terms as a 'C4 HMO'), and;
    - a 'large HMO' that generally has 7 or more unrelated occupants (termed a 'Sui Generis HMO').

36. The 6 flats are classed as a small HMOs and fall into class C4 of the Town and Country Planning Use Classes Order 2015. Policy DM12 deals with residential development including small HMO's and allows for residential development subject to a number of criteria. In this case the land is not designated for other purposes, is not within a hazardous installation zone, not in a late night activity zone and does not involve ground floor conversion in a retail area. DM12 has a number of further criteria a) to f). The proposals do not conflict with criteria a), e) or f). Criteria b) which relates to the character and amenity of the area is discussed further in the sections below.

37. Criteria c) and d) of DM12 require a diverse mix of uses and mix of dwellings respectively. Given the limited scale of the site a mix of uses and or dwellings is not considered necessary on sites of this size. Equally there is no policy objection to the loss of hotel accommodation.

38. This area currently has a significant proportion of shared houses and flats (classed as HMOs) and a number of objectors are concerned about further intensification of this use. Whilst the local plan does not have a specific policy restricting small HMOs, the local plan contains policies which are relevant to this issue, including those concerned with impact of development on amenity of existing and future residents, impacts on the character and amenity of the surrounding area including heritage assets, and ensuring a satisfactory standard of servicing, parking and amenity space for residents (addressed in relevant sections later in this report).

39. For the reasons outlined above the proposed development of this site for C4 housing is not contrary to the local plan in principle, however, there are a number of aspects of the proposal which are considered to make the overall proposal unacceptable in planning terms. These include design, heritage, amenity, highways and landscape considerations and are addressed in relevant sections of the report below.

Main issue 2: Heritage

40. Key policies and NPPF paragraphs – DM9, NPPF paragraphs 128-138.

41. The building at 82 Unthank Road is locally listed, situated in a prominent location on the frontage of Unthank Road, and is located within Heigham Grove Conservation Area. The application contains no information on the significance of the heritage assets and historic environment affected by the proposal, which is required by NPPF paragraph 128, and does not provide any justification for the asset's demolition.

42. The key heritage consultees and many objectors have stressed that the building and its setting should be restored rather than demolished / redeveloped, which would better achieve the NPPF's overarching aim of delivering sustainable development that does not harm the historic environment. The applicant has not demonstrated why the building cannot be retained and put to a viable economic use.

43. The NPPF identifies the protection and enhancement of the historic environment as an important element of sustainable development in the planning system. Historic England considers the building to be an undesignated heritage asset (in terms of the NPPF) which makes a positive contribution to the historic significance of the conservation area. The loss of the non-designated heritage asset must be considered under paragraph 135 of the NPPF with a balanced judgement being made having regard to the scale of harm and the significance of the heritage asset. The scale of harm in this case is clearly total loss.

44. The non-designated heritage asset, despite a degree of neglect in recent past, is considered to make a positive contribution to the significance of the conservation area, this is confirmed in the Heigham Grove Conservation Area Appraisal March 2011. Paragraph 130 of the NPPF outlines that any determination in the state of the asset though neglect should not be taken into account. Paragraph 138 details that loss of such a building in a Conservation Area should be treated as either substantial harm under paragraph 133 or less than substantial harm under paragraph 134.

45. The building dates from the last quarter of the 19th Century and has good gothic detailing. It is believed to have been a rectory for St John Maddermarket church in the city centre. There has been come conjecture that it is a rectory to the nearby Holy Trinity church however this has its own rectory adjacent to it. It does however share close detailing with Holy Trinity and its adjacent church hall. As a group, all of these assets considerably contribute to the character of the conservation area.

46. The wider conservation area is characterised by 19th century residential development ranging from streets of small Victorian terrace houses to more substantial villas set within leafy surroundings. The building contributes strongly to that character and particularly a group of villas fronting Unthank Road. The particular property is extremely prominent in outward and inward views and particularly from Park Lane. Its loss through demolition would cause less than substantial harm to the appearance and character of the conservation area.

47. The proposed development is contrary to local plan policy DM9 which states that development resulting in harm to or loss of a locally identified heritage asset will only be acceptable in certain circumstances, including where there are overriding public benefits associated with the development and it is not viable to retain the asset within the development, neither of which is demonstrated to be the case in the very limited information submitted with the application. In addition the proposals will detract from the significance of the conservation area rather than enhancing it or better revealing its significance.

Main issue 3: Design

48. Key policies and NPPF paragraphs – JCS2, DM3, DM9, NPPF paragraphs 9, 17, 56, 60-66 and 128-138.

49. The design of the proposed new building is of poor quality: the design lacks basic detailing, relates poorly to the domestic scale and architectural detailing of the surrounding area, and accordingly fails to improve the character and quality of the area. Its impact is all the worse for the fact that the site is in a very prominent position on the frontage of Unthank Road. Rather than replacing poor design with better design (NPPF paragraph 9) the proposal would replace a local landmark building which makes a positive contribution to Heigham Grove Conservation Area with a building which takes little reference from other buildings in the locality and does nothing to promote or reinforce local distinctiveness (NPPF paragraphs 60 and 64, JCS2).

50. The proposals are contrary to a number of aspects of local plan policy DM3. The proposed building has a much larger footprint than the existing one, extending right up to its boundaries on Essex Street and with the properties to the rear. Its overall scale is out of proportion to the adjacent residential buildings, and insufficient information has been provided regarding materials and details to be used. The demolition of 82 Unthank Road would also affect an existing glimpsed view of the local landmark of Holy Trinity Church (identified in CCAA). There is no evidence that the design has been proposed with regard to the constraints of the site or characteristics of the area. The building does not respond to the local distinctiveness and character of the Conservation Area and would degrade the existing historic environment.

51. The proposal is therefore considered to be contrary to policies DM3 and DM9 of the local plan as well as JCS policy 2.

Main issue 4: Amenity

52. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.

53. The proposals involve constructing a new building which extends right up to the rear boundary, with a blank façade of 3 storeys (plus a set-back 4th storey). The bulk, height and proximity of this building would have unacceptable impacts on existing residents, particularly to residents of 1 Essex Street. 117-127 Trinity Street currently comprises a flatted block to the Trinity Street frontage with garaging and access behind. With given the lack of accommodation or external amenity space to the rear of 117-127 it is unlikely there would be a negative impact on the existing property. 117-127 does, however, have consent for redevelopment (ref. 15/00305/F granted in May 2015) for 13 flats. This scheme involves three storey accommodation to the rear extremely close to the boundary with the current application site. The current proposals would lead to a blank three storey wall hard up against (far less than 1m) living and bedroom windows of approved flats in the 117-127 Trinity Street scheme, having obvious effects on any future residents in terms of an overbearing impact, no outlook and loss of light.

54. In terms of the amenity of future residents of the application site, some of the ground floor bedrooms have inadequate natural light as they have no external windows or even windows onto the central atrium, providing a poor level of amenity to potential occupiers of these flats. Other ground floor rooms with an external window would also have a poor standard of amenity given the outlook either directly to the boundary with Tesco's or the highway.

55. There is virtually no external amenity space for the proposed development given the proposed layout which extends to boundaries on the north, south and east sides, with only a minimal amount of outside space on the Unthank Road frontage. It is assumed that the third floor balconies are being proposed as external amenity space however the plans show that they are only for residents of floor two which means there is inadequate provision of external amenity space overall contrary to DM2.

56. It should be noted however that the size of the communal facilities on the third floor suggest that they could be used by all residents. Again there is inadequate information provided to clarify this matter. The communal areas only have windows out to Unthank Road and to the central light well within the building therefore it is not considered that this space would likely result in significant noise impacts to neighbouring properties.

Main issue 5: Parking and Highways

57. Key policies and NPPF paragraphs – JCS6, DM28, DM30, DM31, NPPF paragraphs 17 and 39.

58. **Parking**: The applicant is offering provision of off-site parking at other properties in his ownership in the area. Although this arrangement may be workable, it cannot be secured in perpetuity; there is nothing to prevent the businesses being sold off or the sites developed for other uses, so this solution is not acceptable in planning terms.

59. However, given its accessible location for all modes of transport, the site would be suitable in principle for car free housing in accordance with local plan policy DM32. Residents in this area are not entitled to on street parking permits and the waiting restrictions in the adjacent Controlled Parking Zone are adequate to deter parking without the use of permits.

60. **Highway safety:** The development proposes a one-way service vehicle arrangement to the rear of the building via an undercroft, with vehicles entering from an existing vehicle access from Trinity Street to a newly created vehicle access onto Essex Street. It is proposed that refuse and delivery vehicles would use this means of access to the site despite its 2.1m height restriction. As such clearly this solution is not workable and even if there were increased height such a vehicle would have inadequate space to turn out onto Essex Street given the limited waiting bay opposite.

61. The proposed vehicle egress is indicated to open directly out onto Essex Street. Essex Street is now a one way street with cycle contraflow allowed. There is practically no indivisibility between a vehicle leaving the site and contraflow cyclists. A vehicle would be well into the footpath and road before the drive could see any oncoming traffic. These arrangements are unacceptable on highway safety grounds and contrary to local plan policy DM30.

62. **Refuse storage**: The proposed location of the refuse store is convenient for refuse collection, but badly located for all residents. It is not clear how waste would be managed on site, whether residents would need to access the bin store or if a concierge would assist. The size of the refuse store appears inadequate given the number of residents likely to be on site however it may be possible to increase

provision elsewhere within the internal footprint. It is considered that this matter could be managed by condition were the application approved.

63. **Cycle storage:** The proposed amount of cycle storage is inadequate given the number of residents on site, and lack of on-site car parking. Policy DM31 requires one covered and secure space per resident equating to 34 spaces, 16 external spaces are proposed. The proposed location for the cycle stands offers no opportunity for natural surveillance: the cycle storage should offer secure and covered cycle parking in a quantum commensurate with the number of residents on site. The proposed laundry building would potentially provide for adequate secure cycle storage. It is unclear why this laundry building is proposed and laundry facilities can't be provided within the communal area of each flat. Given that it has been proposed as a laundry it is not considered that a condition requiring it to be a cycle store would be reasonable and therefore this is recommended as a further reason for refusal.

Main issue 6: Landscaping and trees

64. Key policies and NPPF paragraphs – JCS1, DM3, DM6, DM7, NPPF paragraphs 9, 17, 118.

65. The proposals lack consideration of the landscape setting and general streetscape, and would result in harm to both in landscape terms. The proposals fall short of the requirements set out in policy DM3 in relation to a range of landscaping issues, and would not deliver high quality design as promoted by the NPPF (section 7).

66. Although the retention of the low level flint wall is appropriate to maintain the site boundary character which is in keeping with other parts of Unthank Road, the streetscape proposals do not make best use of the site and it is considered unlikely that the proposed tree planting could be supported within the small area indicated on the plans. The proposals will result in loss of existing trees on the site frontage however no justification is provided in the supporting material for this.

67. The proposed green / living wall is out of character for the Unthank Road frontage and setting generally. The proposals include development right up to the rear boundary and up to the Essex street frontage, resulting in the loss of external areas to the rear and side of the existing building and therefore limiting any landscape benefits.

Main issue 7: Affordable housing

68. Key policies and NPPF paragraphs – JCS4, DM33, NPPF paragraph 50.

69. The size of the development would trigger the provision of one unit of affordable housing in accordance with JCS policy 4. The proposals do not include this provision and the applicant has not justified non-provision of affordable housing in the supporting documentation. Therefore in the absence of a S106 agreement securing the provision of affordable housing the proposals should be refused for lack of provision.

Compliance with other relevant development plan policies

70. A number of development plan policies include key targets for matters such as parking provision and energy efficiency. The table below indicates the outcome of the officer assessment in relation to these matters.

Requirement	Relevant policy	Compliance
Cycle storage	DM31	**See main issue 5**
Car parking provision	DM31	**See main issue 5**
Refuse Storage/servicing	DM31	**See main issue 5**
Energy efficiency	JCS 1 & 3 DM3	**Yes subject to condition**
Water efficiency	JCS 1 & 3	**Yes subject to condition**
Sustainable urban drainage	DM3/5	**Yes subject to condition**

Other matters

71. The following matters have been assessed and considered satisfactory and in accordance with relevant development plan policies, subject to appropriate conditions and mitigation:

a) Ecology – subject to compliance with the submitted ecology statement it is not considered that the demolition would lead to any significant harm to protected species;

b) Construction – concern has been raised by residents over disturbance during construction. As with any proposal this is an inevitable part of development, informative notes are often applied to consents to promote considerate construction but disturbance during construction is not in itself considered to be a justified reason to refuse consent.

Equalities and diversity issues

72. The plans submitted lack clarity on levels over the site. However the main pedestrian access from Unthank Road would need to be stepped and there does not appear to be a level alternative. There appears to be potential for level access to the rear and it may be possible to condition a level access to the front were approval to be granted.

Local finance considerations

73. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance

considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy.

74. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority.

75. In this case local finance considerations are not considered to be material to the case.

Conclusion

76. The proposed demolition of 82 Unthank Road and its replacement with a new building is fundamentally unacceptable and contrary to a range of planning policy set out in the NPPF, JCS and Norwich Development Management Policies plan. The loss of the locally listed historic building in a prominent location in Heigham Grove conservation area will impact on the character and appearance of the conservation area, and its replacement by an inappropriate new building of poor quality design is out of character with the local area, and will impact on amenity of both existing residents and future occupiers, and on highway safety. Whilst it could be argued that the development has the benefit of delivering new housing, it has been established that such accommodation would be substandard and in this case the harm would significantly outweigh any such benefits. In deed it has not been demonstrated why similar or greater benefit could not be derived from conversion of the existing building. As such for the reasons outlined below the recommendation is to refuse.

Recommendation

To refuse application no. 15/01390/F - 82 Unthank Road Norwich NR2 2RW - for the following reasons:

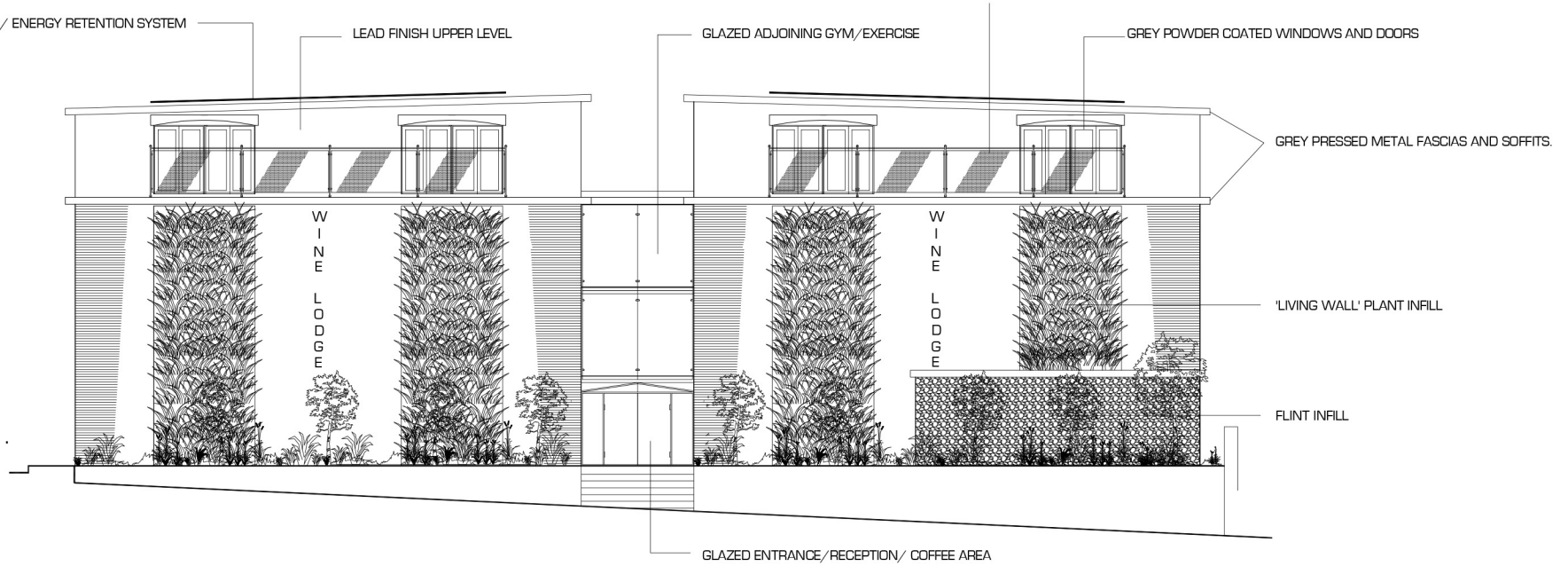
1. The proposals involve the complete loss of an undesignated heritage asset in the Heigham Grove Conservation Area. No justification has been provided for the loss of the asset. The loss is considered to represent less than substantial harm to the Conservation Area and any benefits of the proposal are not considered to outweigh this harm. The proposals are therefore considered to be contrary to paragraphs 128, 135 and 134 of the NPPF, and contrary to policy DM9 of the adopted Norwich Development Management Policies Local Plan 2014;
2. The proposed new building by virtue of its layout, massing, external appearance and landscaping fail to promote or reinforce local distinctiveness or the character of the historic environment. The new building would lead to less than substantial harm to the character of the conservation area and would be contrary to policy 2 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2014, policies DM3 and DM9 of the adopted Norwich Development Management Policies Local Plan 2014 and paragraphs 9, 17, 64 and 134 of the NPPF;
3. Given the scale of the proposed building and it's location hard up against the eastern boundary of the site the proposal will result in an overbearing form of development which would result in loss of light and outlook for number 1 Essex Street and the approved new properties at 117-127 Trinity Street. As such the proposals would result in a significant detrimental impact to neighbour amenity

contact to policy DM2 of the adopted Norwich Development Management Policies Local Plan 2014 and paragraphs 9 and 17 of the NPPF;

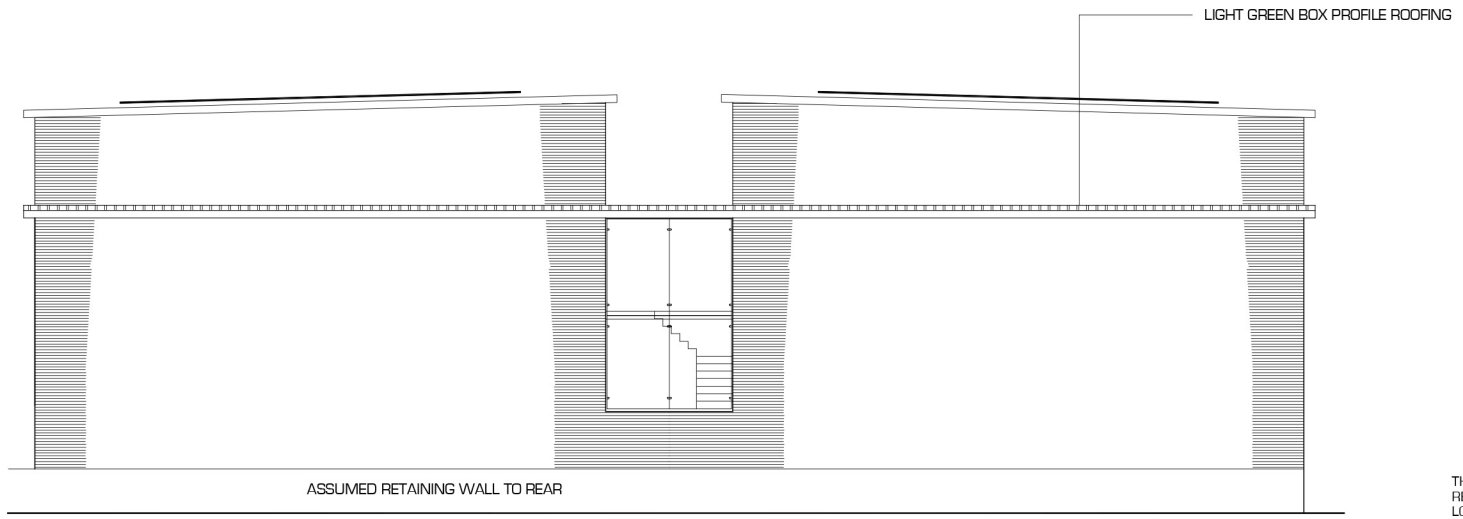
4. Given the lack of windows to some bedrooms and poor outlook and limited light that would be received by others combined with a lack of any usable external amenity space the proposals are not considered to deliver a high standard of amenity for future occupiers. The proposals are therefore considered to be contrary to policy DM2 of the adopted Norwich Development Management Policies Local Plan 2014 and paragraphs 9 and 17 of the NPPF;
5. The egress from the site is proposed onto Essex Street via a covered drop off area. The egress from the building is direct onto the highway and a vehicle would need to manoeuvre considerably into the highway before the driver could see any oncoming pedestrians, cyclists or vehicles. It is considered that the potential highways safety implications of this arrangement are severe and as such the proposals are contrary to policy DM30 of the adopted Norwich Development Management Policies Local Plan 2014;
6. The proposals fail to provide adequate provision for cycle parking and it is not considered that within the confines of the proposals that such provision could be conditioned as such the proposals are considered to be contrary to policy DM31 the adopted Norwich Development Management Policies Local Plan 2014;
7. In the absence of a legal agreement to secure the provision of affordable housing or any justification to demonstrate that such provision is not viable or feasible the proposal are contrary to policy 4 of the adopted the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2014 and policy DM33 the adopted Norwich Development Management Policies Local Plan 2014.

Article 35(2) 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. The proposal in question is not considered to be acceptable for the reasons outlined above. Given the extent of departure from policy and lack of justification for the proposals it was not considered expedient or appropriate in this case to discuss amendments to the proposals. The applicant is advised that the Council has a pre-application advice service should they wish to consider alternative proposals on the site.



FRONT ELEVATION - (UNTHANK ROAD)



REAR ELEVATION

THIS DRAWING TO BE READ IN CONJUNCTION WITH RELEVANT DRAWINGS AS FOLLOWS :
LODGE - 01 - PROPOSED GROUND FLOOR PLAN
LODGE - 02 - PROPOSED FIRST AND SECOND FLOOR PLANS
LODGE - 03 - PROPOSED THIRD FLOOR PLAN
LODGE - 04 - PROPOSED ELEVATIONS - 1
LODGE - 05 - PROPOSED ELEVATIONS - 2
LODGE - SITE PLAN

ARCHITECH
DESIGN AND PLANNING
01362 652994

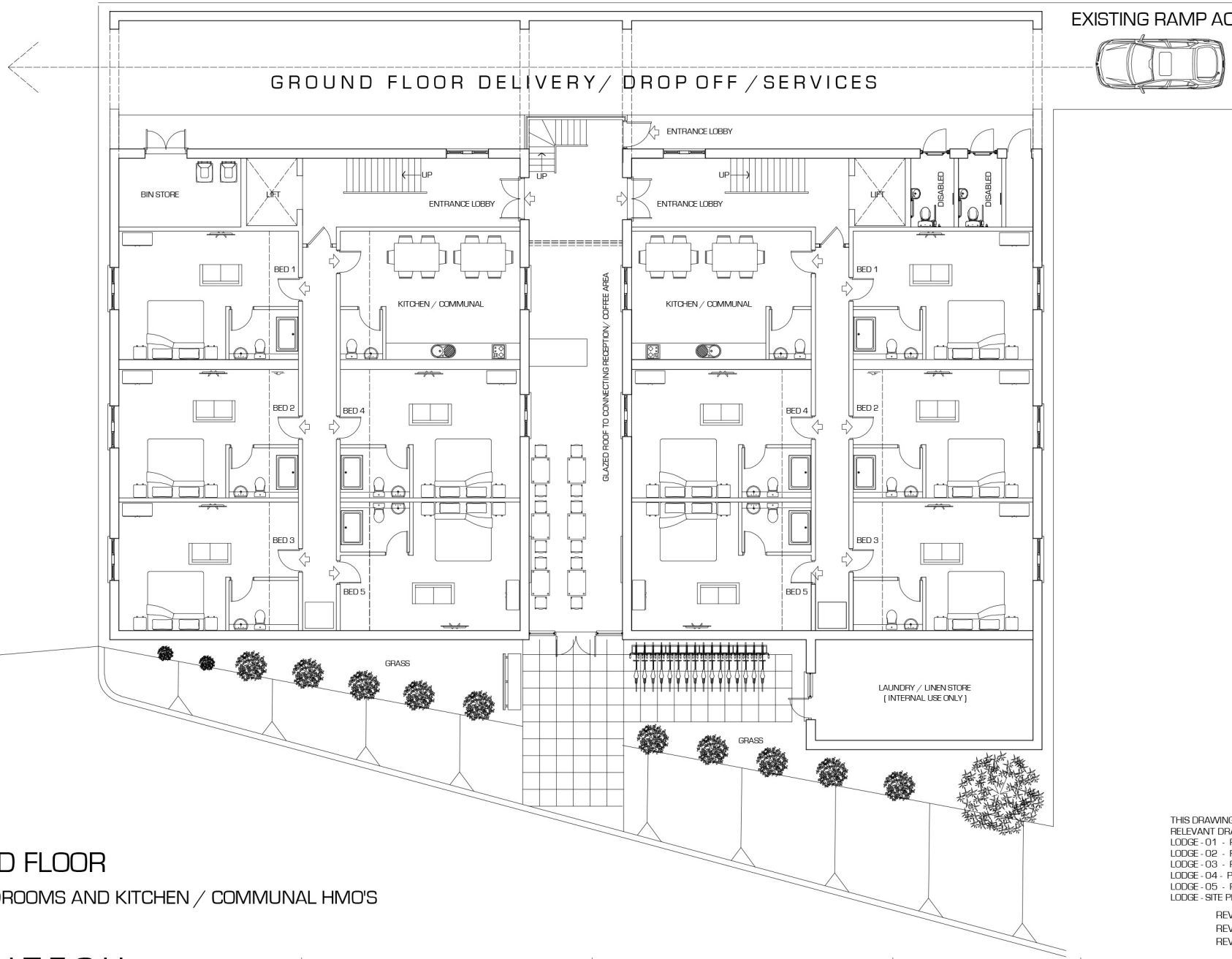
PROPOSED RE-DEVELOPMENT OF THE LODGE
82 UNTHANK ROAD
NORWICH
NR2 2RW

MR T. BURLINGHAM
82 UNTHANK ROAD
NORWICH
NR2 2RW

PRROPOSED ELEVATIONS - 1 | FOR PLANNING APPROVAL

SCALE	DATE	DRAWING NO.	REV.
1:100 AT A2	SEPTEMBER 2015	LODGE - 04	

DO NOT SCALE FROM THIS DRAWING.
DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE.
THIS DRAWING AND THE COPYRIGHT IS THE PROPERTY OF ARCHITECH D&P AND MUST NOT BE COPIED WITHOUT WRITTEN CONSENT.



GROUND FLOOR

2 NO. 5 BEDROOMS AND KITCHEN / COMMUNAL HMO'S

THIS DRAWING TO BE READ IN CONJUNCTION WITH RELEVANT DRAWINGS AS FOLLOWS :
LODGE - 01 - PROPOSED GROUND FLOOR PLAN
LODGE - 02 - PROPOSED FIRST AND SECOND FLOOR PLANS
LODGE - 03 - PROPOSED THIRD FLOOR PLAN
LODGE - 04 - PROPOSED ELEVATIONS - 1
LODGE - 05 - PROPOSED ELEVATIONS - 2
LODGE - SITE PLAN

REV. C - LAYOUT AND NOTES REVISED - OCT 2015
REV. B - LAYOUT AND NOTES REVISED - OCT 2015
REV. A - LAYOUT AND NOTES REVISED - SEPT 2015

ARCHITECH
DESIGN AND PLANNING
01362 652994

PROPOSED RE-DEVELOPMENT OF THE LODGE
82 UNTHANK ROAD
NORWICH
NR2 2RW

MR T. BURLINGHAM
82 UNTHANK ROAD
NORWICH
NR2 2RW

PROPOSED GROUND FLOOR PLAN		FOR PLANNING APPROVAL	
SCALE	DATE	DRAWING NO.	REV.
1:100 AT A2	SEPTEMBER 2015	LODGE - 01	C

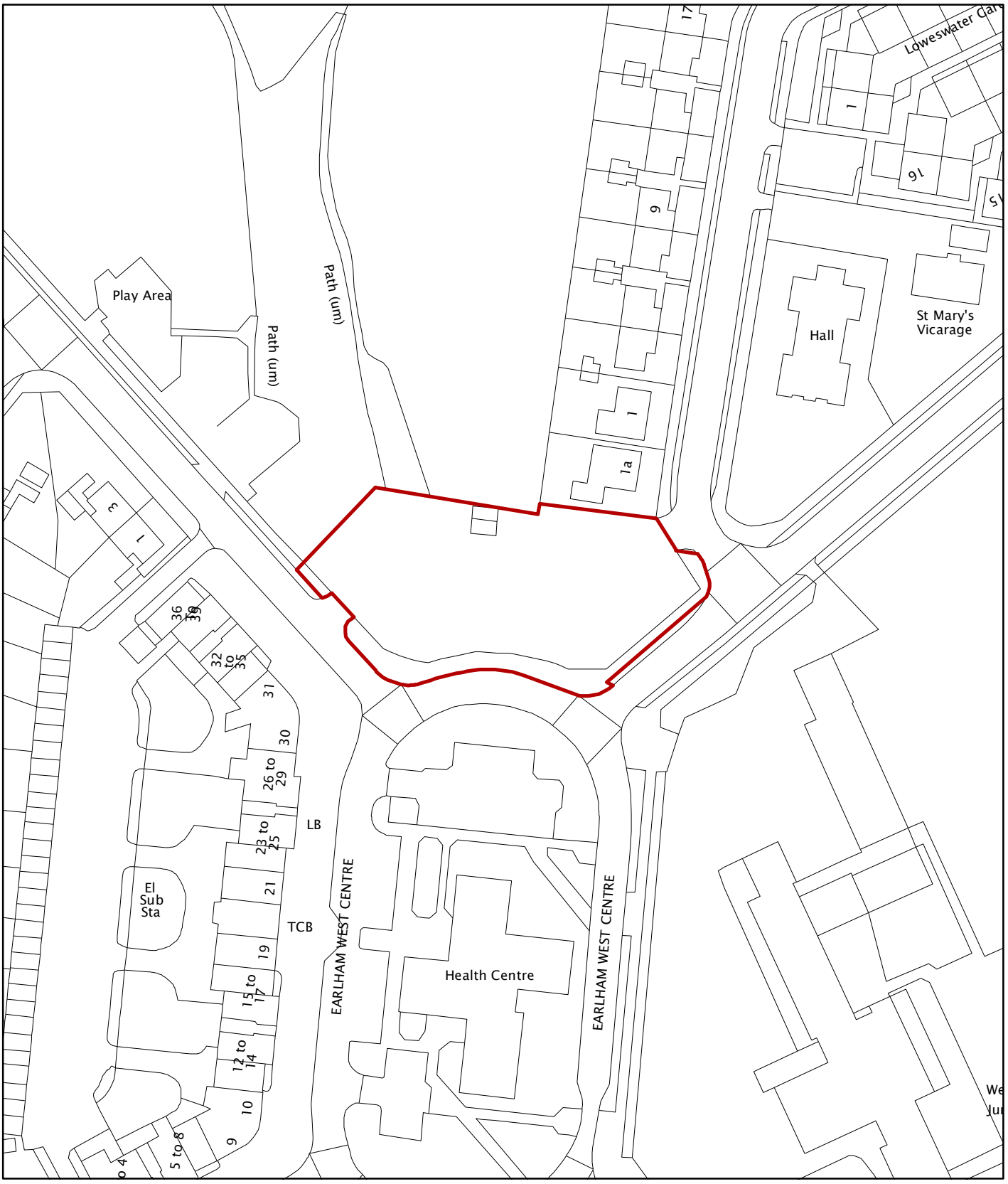
DO NOT SCALE FROM THIS DRAWING.
DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE.
THIS DRAWING AND THE COPYRIGHT IS THE PROPERTY OF ARCHITECH D&P AND MUST NOT BE COPIED WITHOUT WRITTEN CONSENT.

Report to	Planning applications committee 17 December 2015	**Item**
Report of	Head of planning services	4(B)
Subject	Application no 15/00663/F - Site of former public house, Earlham West Centre, Norwich	
Reason for referral	Objection	

Ward:	Bowthorpe
Case officer	Kian Saedi - kiansaedi@norwich.gov.uk

Development proposal		
20 No. student dwellings comprising 70 bedrooms (class C2).		
Representations		
Object	Comment	Support
4	0	0

Main issues	**Key considerations**
1 Principle of development	Suitability of site location and principle of new use (DM13), Impact on land supply for housing, potential to relieve pressure on HMO conversion of existing market housing
2 Design	Scale, form, massing, layout, appearance and security.
3 Transport	Accessibility, parking provision and impact on surrounding area
4 Amenity	Noise and disturbance, overshadowing, overlooking, shared space, room sizes
Expiry date	24 December 2015
Recommendation	Approve subject to conditions

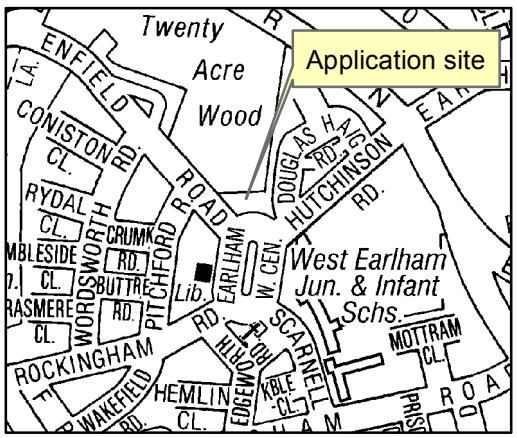


© Crown Copyright and database right 2015. Ordnance Survey 100019747.

Planning Application No 15/00663/F

Site Address Site of former Shoemakers PH
Earlham West Centre

Scale 1:1,000



NORWICH City Council

PLANNING SERVICES

The site and surroundings

1. The site of the former Shoemaker public house is part of the Earlham West Centre local shopping group. It is located on the north side of the Earlham West Centre and immediately south of the site and in the centre of the gyratory is the Earlham West Health Centre. Beyond the Health Centre to the south is the Church of the Holy Apostles and a recent development consisting of a mixture of flats and housing. West Earlham Middle School is situated on Hutchinson Road which is to the south east of the site. The West Earlham shopping parade and residential flats are situated on south west site of the centre. Residential properties border the north eastern side of the site along Douglas Haig Road. Council owned woodland borders the north west of the site.

2. The site is currently vacant following the demolition of the former public house and has been secured with temporary hoardings around the site perimeter.

Relevant planning history

3.

Ref	Proposal	Decision	Date
08/00864/F	Demolition of existing pub and redevelopment of site to provide 6 No. two bedroomed, two storey terrace houses, three storey block of flats containing 6 No. two bedroomed flats and 6 No. one bedroom flats. New ancillary car parking, bicycle stores and amenity space.	APPR	10/03/2009
11/01777/ET	Extension of time period for commencement of development for previous permission 08/00864/F 'Demolition of existing pub and redevelopment of site to provide 6 No. two bedroomed, two storey terrace houses, three storey block of flats containing 6 No. two bedroomed flats and 6 No. one bedroom flats. New ancillary car parking, bicycle stores and amenity space'.	REF	23/11/2011
11/02221/D	Details of condition 2 - materials used in the construction of the external surfaces of the development, condition 4 - surface water drainage and disposal, condition 5 - pollution control and disposal efficiency	APPR	09/03/2012

Ref	Proposal	Decision	Date
	measures, condition 7 - car parking, cycle and bin stores, condition 8 - landscaping, condition 11 - energy production, condition 12 section 278 information on site of previous planning permission 08/00864/F 'Demolition of existing pub and redevelopment of site to provide 6 No. two bedroomed, two storey terrace houses, three storey block of flats containing 6 No. two bedroomed flats and 6 No. one bedroom flats. New ancillary car parking, bicycle stores and amenity space'.		

The proposal

4. The proposal is for 20 student dwellings contained within a residential block, comprising 73 bedrooms with the following mix of units:

   - 4 x 1-bed units (including two units for disabled users)
   - 1 x 3-bed unit
   - 13 x 4-bed units
   - 2 x 7-bed units

   Six of the 4-bed units are located on the wings of the block and are set out in townhouse form with rooms spread across three floors with vertical separation from the neighbouring unit.

Summary information

Proposal	Key facts
Scale	
Total no. of student dwellings	**20**
No. of affordable dwellings	**N/A**
Total floor space	**~ 2400 sq.m**

No. of storeys	**4**
Max. dimensions	**The width of the development measures 62 sq.m across the front. The maximum height of the development measures ~11.5 metres**
Appearance	
Materials	**Provisional agreement for two types of red-multi stock for facing brickwork. Timber cladding in sections across front and light render on fourth floor. Details to be agreed by condition.**
Energy and resource efficiency measures	**PV panels on roof**
Transport matters	
Vehicular access	**New vehicle access to Earlham West Centre road**
No of car parking spaces	**16**
No of cycle parking spaces	**60**
Servicing arrangements	**Communal – collection/storage points around front of site.**

Representations

5. **Pre-application consultation:** A public meeting was undertaken by the applicant prior to validation of the application, which was advertised via a series of posters erected in the local community. A meeting was held on the 28th May 2015 and the results of the meeting are summarised within the Statement of Community Involvement included in the application.

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

Issues raised	**Response**
Overdevelopment of the site which will have a detrimental effect on the adjacent	Main issues 2 & 4

Issues raised	Response
residential area.	
Insufficient parking and associated impact on the transient parking needs of the surrounding businesses.	Main issue 3
The development should seek to address shortfalls in social housing provision.	The application is for the redevelopment of the site to provide a 20 unit student block (use class C2). As such there is no policy requirement for the scheme to provide affordable/social housing

Consultation responses

7. Consultation responses are summarised below the full responses are available to view at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Design and conservation

8. Several recommendations have been made at various stages of the assessment process in response to the original submission and subsequent amendments. Initial concerns were raised with the height, position, materials and design of the scheme and recommendations made for how the scheme could be improved. The recommendations have largely been adhered to which have improved the design of the scheme and its relationship to its context.

Environmental protection

9. No objections raised but conditions recommended requiring a construction method statement and considerate working hours.

Environment Agency

10. The FRA recognises the need for pollution prevention measures for the car parking and bin storage areas. The detailed scheme should be conditioned.

Highways (local)

11. The proposed use for student accommodation in the West Earlham Centre has locational logic in terms of its proximity to the UEA campus, local facilities and local bus services. No objection subject to the resolution of highway improvement works

(to be secured by condition requiring S278 and TRO) and other conditions including Travel Information Plan, landscaping, cycle parking and refuse collection.

Private Sector Housing

12. Recommendations made relating to fire safety, occupancy suitability and kitchen facilities. The applicant is advised by informative to consider the points raised.

Landscape

13. Landscape to the frontage should be reviewed in order to provide a high quality landscape to the street frontage and to provide a hierarchy of circulation. It is also recommended that car parking/cycle parking be reorganised, the courtyard space to the rear to better link with the main building, seating incorporated to the external amenity area and for a detailed landscaping scheme to come forward. Several landscaping recommendations have already been amended on the revised plans including improving the circulation around the front of the site and reorganising the car/cycle parking. The remaining landscape recommendations will be secured by condition.

Norfolk historic environment service

14. No archaeological implications.

Tree protection officer

15. No objections to the proposed development on the proviso that any permitted development is undertaken in line with the submitted AIA.

Assessment of planning considerations

Relevant development plan policies

16. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
    - JCS1 Addressing climate change and protecting environmental assets
    - JCS2 Promoting good design
    - JCS4 Housing
    - JCS3 Energy and water
    - JCS6 Access and transportation
    - JCS9 Strategy for growth in the Norwich policy area
    - JCS12 The remainder of the Norwich urban area including the fringe parishes
    - JCS20 Implementation

17. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**
    - DM1 Achieving and delivering sustainable development

- DM2 Ensuring satisfactory living and working conditions
- DM3 Delivering high quality design
- DM4 Providing for renewable and low carbon energy
- DM5 Planning effectively for flood resilience
- DM6 Protecting and enhancing the natural environment
- DM7 Trees and development
- DM11 Protecting against environmental hazards
- DM12 Ensuring well-planned housing development
- DM13 Communal development and multiple occupation
- DM28 Encouraging sustainable travel
- DM30 Access and highway safety
- DM31 Car parking and servicing
- DM32 Encouraging car free and low car housing

Other material considerations

18. **Relevant sections of the National Planning Policy Framework March 2012 (NPPF):**
    - NPPF0 Achieving sustainable development
    - NPPF1 Building a strong, competitive economy
    - NPPF4 Promoting sustainable transport
    - NPPF6 Delivering a wide choice of high quality homes
    - NPPF7 Requiring good design
    - NPPF8 Promoting healthy communities
    - NPPF10 Meeting the challenge of climate change, flooding and coastal change
    - NPPF11 Conserving and enhancing the natural environment
    - NPPF13 Facilitating the sustainable use of minerals

Case Assessment

19. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan polices are detailed above. Material considerations include policies in the National Planning Framework (NPPF), the Councils standing duties, other policy documents and guidance detailed above and any other matters referred to specifically in the assessment below. The following paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations.

Main issue 1: Principle of development

20. Key policies and NPPF paragraphs – DM12, DM13, JCS4, NPPF6.

21. Development for new student accommodation is assessed as part of policy DM13 which sets out the following criteria for determining the acceptability for such proposals:

(a) The site is not designated or allocated for an alternative non-residential use;

(b) the site is designated or allocated for housing development and it can be demonstrated that the proposal would not compromise the delivery of a sufficient number of dwellings to meet the calculated five-year housing supply requirement for the city; and in all cases

(c) The location provides convenient and direct pedestrian access to local facilities and bus routes;

(d) The provision of shared amenity space is satisfactory for use by residents and visitors;

(e) Applicants can demonstrate the provision of satisfactory servicing and warden/staff accommodation.

22. The site is not designated or allocated for non-residential use and has been dis-used for several years following the demolition of the former Shoemakers public house. The demolition followed the grant of planning permission for the redevelopment of the site to provide 6 No. two bedroomed, two storey terrace houses, three storey block of flats containing 6 No. two bedroomed flats and 6 No. one bedroom flats. While the demolition has taken place the scheme has otherwise not been implemented and whether the development has begun in planning terms is therefore not entirely clear.

23. It's understood that the housing numbers forming the permission have been included in the council's land supply calculations for housing. Development of the site for student accommodation would therefore remove 18 residential units from the council's calculated numbers. However, Planning Practice Guidance states that:

"all student accommodation, whether it consists of communal halls of residence or self-contained dwellings, and whether or not it is on campus, can be included towards the housing requirement, based on the amount of accommodation it releases in the housing market."

The provision of 20 units of accommodation providing a total of 73 bed spaces would carry the potential to release a significant proportion of housing into the market that might otherwise be occupied by students. The UEA does however have a policy of providing all first year students with halls of residence accommodation on campus. The proposal would therefore only be successful in relieving pressure on market housing if provided for more mature and postgraduate students. It is considered that the applicant has provided sufficient justification, both in discussions during the assessment of the applicant and in a statement supporting the application, that the student accommodation being proposed will be for more mature students and will therefore carry the potential to relieve pressure housing on market housing in line with guidance from Central Government.

24. The proposal would also be in line with the council's objective of promoting different accommodation types to slow the conversion of existing housing for conversion to HMO's, which are often then used for student accommodation.

25. With regard to criteria (c) the location of the site is highly sustainable, located adjacent to regular bus services to the city centre and wider surroundings and within the Earlham West Centre local retail centre where a number of local services and facilities would be available to the future occupants of the development. The site is also within walking distance of the UEA. In this respect the proposal will meet with overarching sustainability policy DM1.

26. Amenity is discussed further in this report but the scheme is considered to provide adequate shared external space to satisfy criteria (d). A warden will operate from the site Mon-Fri (09:00-17:30) and an office manager will visit the site once a week to undertake various duties. An out of office 24/7 service will also be available for occupants for out-of-hour needs. The scheme is therefore in accordance with criteria (e).

27. Where applicable the proposal would satisfy the criteria for residential development as set out in DM12.

Main issue 2: Design

28. Key policies and NPPF paragraphs – JCS2, DM3, NPPF paragraphs 9, 17, 56 and 60-66.

Scale, form and massing

29. The height of the development reaches ~11.5 metres at the eaves of the fourth-storey, dropping to 9.5 metres and 8.5 metres at the eaves of the three-storey sections. In terms of its scale, the proposed development is similar to the three-storey flats/shops seen in the surrounding retail centre although the overall scale is greater and there is not such a contrast between the different elements. The scheme forming the previous planning permission for 18 dwellings at the site is also similar in scale to the current proposal across the front of the development, although the wings are only two-storey in height as opposed to the three-storey wings proposed in the current scheme. Members will be shown an elevation plan of the current proposal underlaid with the outline of the approved scheme to illustrate the comparison.

30. Despite the significant scale it is considered that the scheme can be accommodated in design terms. The fourth-storey central element is set slightly back from the front elevation to feature subserviently to the floors below. The upper reach of the building is limited by the installation of a flat roof, which then steps down from the central element of the development around to the wings to give some variety of height. The front of the building is also staggered featuring recessed glazing to the stairwells and projecting sections at either side of the central vehicular entrance to the site. Collectively this serves to break up the

elevation, reduce the scale of massing and bulk and add visual interest to the building.

31. The bulk and massing of the building is further broken up by the incorporation of timber panelling across various sections and in addition to being set back, the fourth-storey is to be clad in a light material to soften its appearance. While the scale of the building is significant therefore, sufficient attention has been paid to the design of the building to avoid an oppressive and overbearing form of development.

Layout and appearance

32. The layout of the scheme has been based upon a perimeter block style to create a strong frontage with Earlham West Centre Road, with the communal amenity area provided to the rear of the development. This is very much in keeping with the arrangement of surrounding development along the shopping parade and block of flats to the south at the opposing end of the Earlham West Centre. The layout of the proposed development also takes strong account of the layout of the previously approved scheme for 18 dwellings.

33. The east facing wing of the development has been staggered to better relate with the building line of neighbouring properties along Douglas Haig Road and is configured in such a way that views looking up both Douglas Haig Road and Enfield Road into the Earlham West Centre are retained.

34. While details concerning external surfaces are to be agreed by condition, extensive negotiations have already taken place in order to provisionally agree an appropriate pallet of materials. The application proposes a mixture of red-multi brick specifications, with a darker and 'burnt' specification concentrated across the central sections of the building, red/brown tones on the wings and a black plinth course running across the base of the development. The building will also be treated with timber cladding across various sections and a limited amount of render will be applied to the south-west elevation. Coupled with the staggered form of the development, the various treatments help to prevent the development becoming too horizontal in its emphasis and add visual interest to the elevations. The design of the building and choice of materials will enable the building to sit respectfully into its surroundings.

35. While density is relatively high, the student block provides adequate living conditions for future occupants and in terms of scale is not significantly greater than the already approved scheme. The impact of the scheme upon the amenities of the area is discussed further in this report but the proposal is not considered to represent an overdevelopment of the site.

Security and secured by design:

36. The building will be managed in accordance with the "Universities UK/Guild HE Code of Practice for the Management of Student Housing", which has been approved by parliament and sets out a code for good practice. Access to the courtyard and entrances to the building will be controlled by card/key/pin and CCTV will be installed around the building. Gates have been relocated to be closer to the

highway so that any attempts to scale them would be in full view of the public area. Access to the rear car park will also be gated.

37. The majority of the site will benefit from a good level of natural surveillance provided by the windows. Lighting will be agreed as part of the landscaping condition, which will also require details of the CCTV installation. The application indicates a low perimeter fence at the front, which will assist in providing added security to those rooms fronting onto Earlham West Centre Road.

38. The application also includes a management plan for how the letting company will tackle the potential for anti-social behaviour and to ensure amicable relationships with the local community. Should it be required then any issues will be reported directly to the UEA.

Main issue 3: Transport

39. Key policies and NPPF paragraphs – JCS6, DM28, DM30, DM31, NPPF paragraphs 17 and 39.

40. The site is well located for sustainable transport options being adjacent to bus routes serving the city centre and surrounding area and within walking distance from the nearby UEA. The site is also located within the West Earlham local retail centre where a wide variety of services and facilities are available locally.

41. A total of 16 parking spaces are proposed including one dedicated disabled parking space. The former use as a public house featured a large area available for car parking and the numbers involved with the current application represent a decrease in capacity from the previous use. The parking provision satisfies the council's maximum parking standards and also satisfies the level of parking provision recommended at the UEA.

42. While the parking provision is acceptable and the site location sustainable, it is recognised that the proposal could lead to additional cars parking off-site in the surrounding area, where parking is unrestricted. A Traffic Regulation Order (TRO) will be secured by condition requiring a contribution to be made for waiting restrictions to be imposed on roads adjacent to the site. This will go towards imposing double yellow lines and waiting restriction bays to suit the need of local businesses, residents and shoppers. The measures will also ensure that traffic flow is not congested and local bus services are not delayed by congestion. **As part of the management plan the applicant has also set out measures to discourage tenants from using a car, making them aware of the proximity to the University and connections with public transport.**

43. There is potential for higher volumes of traffic to and from the site associated with pickup and drop-off of students at the beginning and end of term times. A Travel Information Plan (TIP) will be required by condition to ensure that traffic flow is adequately managed to minimise disruption locally and to promote sustainable travel by non-car modes.

44. A total of 60 secure and covered cycle parking spaces are to be provided as well as external stands available for visitors, which represents a healthy provision on an almost 1:1 basis. This will further promote sustainable travel to and from the site.

45. A shared pedestrian/servicing bay is provided at the front of the site, which will allow servicing vehicles to park up at the site without obstructing traffic using the West Earlham Centre Road. Details will be secured by condition to ensure suitable surfacing materials are used.

46. Several highway improvement works will be necessary including footway reconstruction on Enfield Road, replacement of the verge on Hutchinson Road, the shared pedestrian/servicing bay, parking bay on Enfield Road and the new vehicle access to the Earlham West Centre Road. A Section 278 agreement will be secured by condition to ensure that the highway improvements are secured prior to occupation.

Main issue 4: Amenity

47. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.

Neighbouring amenity:

48. The proposal will intensify the use of the site owing to the activities of the large number of students occupying it. The management report included in the application sets out a number of measures that will be undertaken and implemented to ensure that the amenities of the surrounding area are protected and site maintained and kept in a tidy order. Information will be disseminated to occupants upon signing tenancy agreements setting out a number of 'house rules' to be abided by. In the event that neighbouring residents wish to express any concern with the behaviour of tenants then the manager's office would be manned five days a week and there is a 24/7 out of hour call centre that could be used at all other times. Any complaints would then be investigated to check whether any breaches in the terms of contract had occurred. Planning permission will be conditioned to require compliance with the management report submitted with the application.

49. The development site borders only one residential property, that being number 1A Douglas Haig Road. The applicant has submitted a sun-path analysis for various times across the day for the spring equinox, summer solstice and winter solstice. The study shows that while the proposal will result in some increase in overshadowing to the rear garden and side elevation of the neighbouring property, the degree of overshadowing will not result in significant harm to residential amenity.

50. 1A Douglas Haig Road features an array of solar panels on its east and south facing roof slopes. The sun-path study shows that the south facing array will suffer from loss of direct sunlight during early afternoon hours during the month of March. While this is regrettable and will lead to a loss in efficiency of the renewable energy source, the harm is considered to be outweighed by the benefits associated with redeveloping a long standing derelict site.

51. The windows to the south facing side elevation of 1A Douglas Haig Road do not serve main habitable rooms and any loss of daylighting will not be significant as to harm residential amenity.

52. There would be some overlooking from the rear windows of the student block to the rear garden of number 1A Douglas Haig Road. However, the distance between the rear face of the development and the boundary of the neighbouring property is ~17 metres and views would be partially restricted by trees beyond the north boundary of the site and boundary treatments which will be agreed by condition. Any overlooking is not therefore considered to be significant.

53. A condition will be added to any consent requiring considerate construction working hours and a construction method statement to ensure that the amenities of the surrounding neighbourhood are not significantly harmed during the construction phase.

Occupier amenity

54. DM13 requires that adequate shared amenity space is provided for occupants and visitors. While the available external area is somewhat limited as a result of the rear car park, an outdoor space is proposed, which, subject to landscaping details being agreed, will provided for a high quality usable space by students. The site is also located adjacent to 20 Acre Woods which will provide an easily accessible area of outdoor space for occupants to benefit from. Each +1 bed unit of accommodation features from a communal kitchen/living area which will ensure that each unit is self-contained and provided with adequate living conditions.

55. The council's internal space standards do not extend to student accommodation but all bedrooms are reasonably sized and meet housing standards for single-occupancy. The bedrooms are also en-suite and benefit from good levels of outlook.

Compliance with other relevant development plan policies

56. A number of development plan policies include key targets for matters such as parking provision and energy efficiency. The table below indicates the outcome of the officer assessment in relation to these matters.

Requirement	Relevant policy	Compliance
Cycle storage	DM31	Yes subject to condition
Car parking provision	DM31	Yes subject to condition
Refuse	DM31	Yes subject to condition

Storage/servicing		
Water efficiency	JCS 1 & 3	Yes subject to condition
Sustainable urban drainage	DM3/5	Yes subject to condition. The flood risk assessment identifies the site as being within Flood zone 1 and therefore the "more vulnerable" proposed usage is suitable from the sequential test viewpoint for its location. Section 6 of the Flood Risk Assessment recommends that the design of the drainage design be secured by condition.
Landscaping and trees	DM3, DM9, NPPF paras 9, 17 and 56.	Yes subject to condition. The ground floor plan shows indicative landscaping, but a detailed scheme will be necessary to ensure a satisfactory appearance of the development and high quality amenity space for occupants. Details should also ensure adequate boundary treatments, a high quality landscape to the front of the development, clear pedestrian circulation routes to the front and appropriate hard landscaping details to relate positively to the surrounding built environment.
Energy efficiency	JCS 1 & 3 DM3	Yes subject to condition. The energy report sets out a preferred 'Light Gauge Steel Frame' construction methodology, which is preferred for its thermal performance, air tightness, insulation qualities and cost effectiveness. PV panels will be installed securing ~8% of the scheme's energy requirements from renewable sources. The report includes water calculations setting out a consumption rate of 105.5 litres per person/per day and this satisfied Building Regulations standards.

Equalities and diversity issues

57. There are no significant equality or diversity issues.

Local finance considerations

58. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy.

59. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority.

60. In this case local finance considerations are not considered to be material to the case.

Conclusion

61. The proposed student accommodation is considered appropriate for this highly accessible and sustainable location within the West Earlham District Centre and within walking distance of the UEA. The proposed 20 units of accommodation are targeted at more mature university students and this will carry the potential to free up market housing in the city area and reduce the demand for conversion of existing dwellings to larger HMOs. The proposal will enable the redevelopment of a derelict plot which currently presents a blight to the surrounding streetscape and will establish a well-designed building which will contribute positively to the character of the surrounding area. Subject to conditions requiring compliance with the submitted management plan the amenities of the residential amenities of the surrounding area will be adequately protected. Conditions will also ensure that the site is well landscaped and that necessary highway improvements are made to control parking in the surrounding locality and to protect the interests of local businesses and their customers.

62. Subject to conditions, the development is in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

To approve application no. 15/00663/F - Site Of Former Public House Earlham West Centre Norwich and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Details of external materials including window details;
4. Landscaping scheme to include soft and hard landscaping and detail of bin stores, cycle stores, CCTV, lighting and biodiversity enhancements;
5. SUDS – detailed scheme to manage surface water runoff to be submitted to and agreed with the local planning authority;
6. All bathroom windows to be obscure glazed;
7. No development shall take place, including any works of demolition, in pursuance of this permission until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority.
   (ii) The approved Statement shall be adhered to throughout the construction period.
   (iii) The Statement shall provide for:

(a) the parking of vehicles of site operatives and visitors;
(b) loading and unloading of plant and materials;
(c) storage of plant and materials used in constructing the development;
(d) the erection and maintenance of security hoarding, including decorative displays and facilities for public viewing, where appropriate;
(e) wheel washing facilities;
(f) measures to control the emission of dust and dirt during construction; and
(g) a scheme for recycling/disposing of waste resulting from demolition and construction;

8. No demolition or construction activities shall be carried out at the application premises without express consent from the local planning authority outside of the following hours:
   - before 07:00 hours and after 18:00 hours Mondays – Fridays;
   - before 08:00 hours and after 17:00 hours on Saturdays; and
   - not at all on Sundays or Public Holidays;
9. Development to be carried out in accordance with the AIA and associated method statement;
10. Prior to the first occupation of the building hereby permitted details of the renewable energy technologies as referenced in the 'Earlham West Energy Statement and Construction Methodology Study' to be used in the development and their installation and maintenance shall be first approved by the Local Planning Authority. These shall thereafter be implemented in full prior to first occupation and connection thereafter retained as such;
11. Travel Information Plan to be agreed prior to first occupation;
12. No use of the site as student accommodation unless in accordance with the management scheme;
13. The residential units hereby permitted shall only be occupied by students enrolled with recognised higher educational providers;
14. TRO;
15. S278.

Article 35(2) 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 the application has been approved subject to appropriate conditions and for the reasons outlined in the officer report.

Informatives:

1) Housing requirements relating to fire safety, escape windows, licensing, occupancy and kitchen facilities;
2) S278
3) TRO
4) Street naming
5) Street trees

6) The applicant is advised that the building itself and each of the individual dwellings meet the physical security requirements of Secured by Design. Secured by design guide can be found at www.securedbydesign.com
7) Landscaping details shown on the ‘Ground Floor and Site’ plan are indicative only and a comprehensive landscaping scheme is required by condition. The landscaping condition shall apply notwithstanding any indication as to these matters that have been given in the current application.



GROUND FLOOR ROOM AREAS		
Room REFERENCE	Area in M2	Perimeter in M
15	313.907	292.943
GF0/1	36.518	25.953
GFA6/B3	12.926	17.437
GFA6/B2	12.35	16.249
GFA2/S1	32.988	23.094
GFA4/S1	32.988	23.094
GFA5/S1	32.988	23.094
GFA3/S1	32.988	23.094
GFA6/C1	31.453	28.277
GFA1/C1	16.637	18.133
GFA1/B3	13.651	18.175
GFA1/B2	12.674	16.959
GFA1/B1	13.084	17.104
GFA6/B1	10.962	15.743
GFA6/B4	11.453	13.537
GF0/2	10.247	13

COPYRIGHT: This drawing must not be released loaned or copied without the consent of CAM Architects Limited. All errors, discrepancies should be reported to CAM Architects Limited immediately. All dimensions to be checked before any site fabrication by the contractor or sub contractors specialists suppliers etc. Do not scale plans. Use only figured or grid dimensions. Any deviation from this drawing to be reported to CAM Architects Limited immediately. This drawing has been prepared for the following purposes and does not constitute use for any other purpose... Planning and GA.

cam architects
80 St. Georges Street, Norwich, Norfolk, NR3 1DA.
Tel 01603 665151 - Fax 01603 624476
info@camarchitects.co.uk - www.camarchitects.co.uk

Client
MANORLAKE PROPERTIES LTD

Project Address
The Shoemakers Site,
40 Earlham West Centre
Norwich
NR5 8AD

Drawing Title
Ground Floor and Site

Date	Scale	Drawing Ref.
Feb 2015	1:100 @ A1	

Job No.	Drawing Number	Revision
1316	PL01	C

Planning drawing

THIRD FLOOR ROOM AREAS		
Room REFERENCE	AREA in M2	Perimeter in M
6	162.376	136.759
S/tFA2/C1	43.846	29.498
S/tFA3/C1	43.846	29.498
S/tFA2/B6	16.937	17.748
S/tFA2/B7	20.404	21.134
S/tFA3/B6	16.937	17.748
S/tFA3/B7	20.404	21.134

SECOND FLOOR ROOM AREAS		
Room REFERENCE	AREA in M2	Perimeter in M
20	306.842	356.721
SFA4/C1	31.327	28.234
SFA4/B3	12.991	17.537
SFA4/B2	12.35	16.249
SFA4/B1	10.962	15.743
SFA1/B4	13.8	20.611
SFA1/B3	13.584	18.054
SFA1/B2	12.674	16.959
SFA1/B1	13.084	17.104
SFA3/B2	16.937	17.723
SFA3/B1	12.275	15.969
SFA3/B3	13.108	16.312
SFA3/B4	9.49	14.354
SFA3/B5	14.54	18.498
SFA2/B2	16.937	17.723
SFA2/B1	12.275	15.969
SFA2/B3	13.108	16.312
SFA2/B4	9.49	14.354
SFA2/B5	14.54	18.498
SFA1/C1	41.657	26.246
SFA4/B5	11.713	14.27

FIRST FLOOR ROOM AREAS		
Room REFERENCE	Area in M2	Perimeter in M
20	312.934	364.152
FFA1/C1	41.648	26.243
FFA2/C1	26.966	21.007
FFA2/B2	11.229	15.171
FFA4/C1	31.287	28.243
SFA4/B4	12.993	17.537
FFA4/B2	12.35	16.249
FFA4/B1	10.962	15.743
FFA3/C1	26.631	20.857
FFA3/B2	11.499	15.321
FFA3/B1	12.603	16.085
FFA3/B3	12.792	16.176
FFA3/B4	11.698	18.079
FFA2/B1	12.297	15.935
FFA2/B3	13.077	16.309
FFA2/B4	11.76	18.205
FFA1/B4	13.8	20.611
FFA1/B3	13.584	18.056
FFA1/B2	12.674	16.959
FFA1/B1	13.084	17.104
FFA4/B4	0	14.261

2400x1200 pv panels to roof providing min 10% renewable

THIRD FLOOR

SECOND FLOOR

FIRST FLOOR

COPYRIGHT This drawing is not to be released loaned or copied without the consent of CAM Architects Limited. All errors, discrepancies should be reported to CAM Architects Limited immediately. All dimensions are to be checked before any site fabrication by the contractor or sub-contractors specialist suppliers etc. Do not scale plans. Use only figured or grid dimensions. Any deviation from this drawing is to be reported to CAM Architects Limited immediately. This drawing has been prepared for the following purposes and does not constitute use for any other purpose... Planning and GA

cam architects
80 St. Georges Street, Norwich, Norfolk, NR3 1DA.
Tel 01603 665151 - Fax 01603 521476
info@camarchitects.co.uk - www.camarchitects.co.uk

Client
MANORLAKE PROPERTIES LTD

Project Address
The Shoemakers Site,
40 Earlham West Centre
Norwich
NR5 8AD

Drawing Title
First, Second and Third Floor GA

Date	Scale	Drawing Ref.
Feb 2015	1:100 @ A1	
Job No.	Drawing Number	Revision
1316	PL02	B



Front Elevation as Proposed – South



Rear Elevation as Proposed – North West



Front Elevation as Proposed – South West



COPYRIGHT: This drawing must not be released loaned or copied without the consent of CAM Architects Limited. All errors, discrepancies should be reported to CAM Architects Limited immediately. All dimensions are to be checked before any site fabrication by the contractor or sub contractors
Do not scale from this drawing. Figured dimensions to be worked to and not scaled or grid dimensions. Any deviation from this drawing is to be reported to CAM Architects Limited immediately. This drawing has been prepared for the following purposes and does not constitute use for any other purpose. - Planning and GA

B	Revisions to scheme requested by Norwich City Planning Dept. 19/01/15

cam architects
80 St. Georges Street, Norwich, Norfolk, NR3 1DA
Tel 01603 665151 - Fax 01603 621476
info@camarchitects.co.uk - www.camarchitects.co.uk

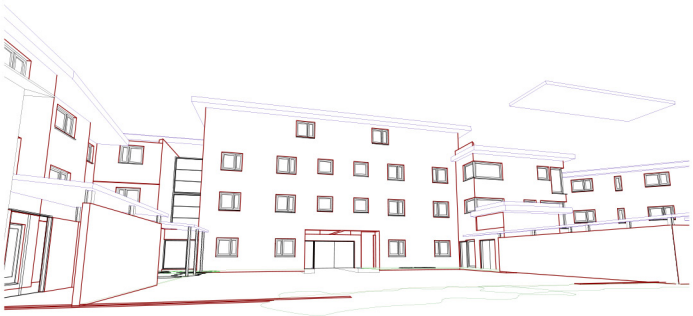
Client
MANORLAKE PROPERTIES LTD

Project Address
The Shoemakers Site,
40 Earlham West Centre
Norwich
NR5 8AD

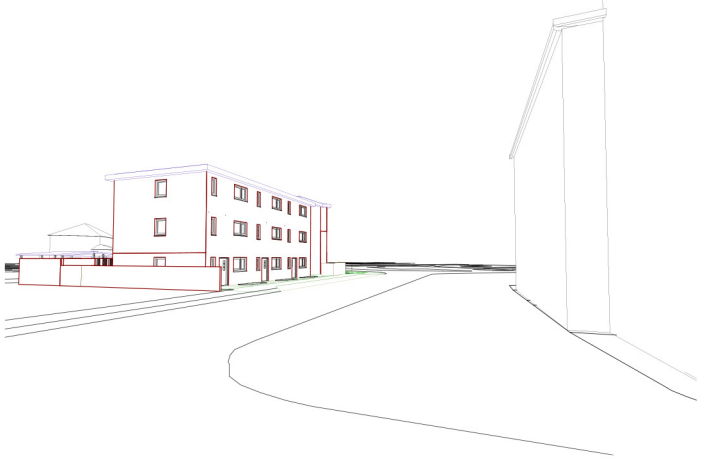
Drawing Title
Elevations Proposed

Date	Scale	Drawing Ref.
Feb 2015	1:200 @ A1	

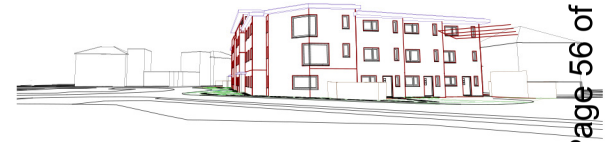
Job No.	Drawing Number	Revision
1316	PL04	B



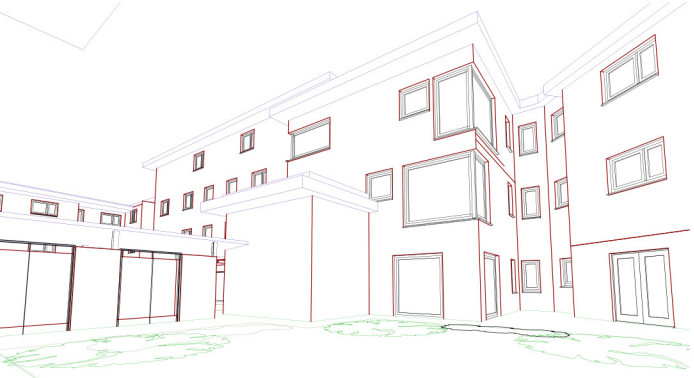














COPYRIGHT: This drawing must not be reissued loaned or copied without the consent of CAM Architects Limited. All errors, discrepancies should be reported to CAM Architects Limited immediately. All dimensions are to be checked before any work is put in hand or any goods are ordered for the work. Do not scale prints. Use only figured or grid dimensions. Any deviation from this drawing is to be reported to CAM Architects Limited immediately. This drawing has been prepared for the following purposes and does not constitute use for any other purpose... Planning and GA

B	Revisions to scheme requested by Norwich City Planning Dept.	11.01.16

cam architects
80 St. Georges Street, Norwich, Norfolk, NR3 1DA.
Tel 01603 666151 - Fax 01603 621476
info@camarchitects.co.uk - www.camarchitects.co.uk

Client
MANORLAKE PROPERTIES LTD

Project Address
The Shoemakers Site,
40 Earlham West Centre
Norwich
NR5 8AD

Drawing Title
Architects Impressions

Date	Scale	Drawing Ref.
Feb 2015	1:200 @ A2	

Job No.	Drawing Number	Revision
1316	PL05	B



Internal Elevation as Proposed – West and Part Section



Side Elevation as Proposed – East



Rear Elevation as Proposed – North



COPYRIGHT: This drawing must not be released loaned or copied without the consent of CAM Architects Limited. All errors, discrepancies should be reported to CAM Architects Limited immediately. All dimensions are to be checked before any site fabrication by the contractor or sub contractors specialist suppliers etc.. Do not scale plans. Use only figured or grid dimensions. Any deviation from this drawing is to be reported to CAM Architects Limited immediately. This drawing is not to be used for the following purposes and does not constitute use for any other purpose... Planning and CDA

D	Revised to scheme re-granted by Norwich City Planning Dept	11/01/16

cam architects

80 St. Georges Street, Norwich, Norfolk, NR3 1DA.
Tel 01603 666 151 - Fax 01603 62 1476
info@camarchitects.co.uk - www.camarchitects.co.uk

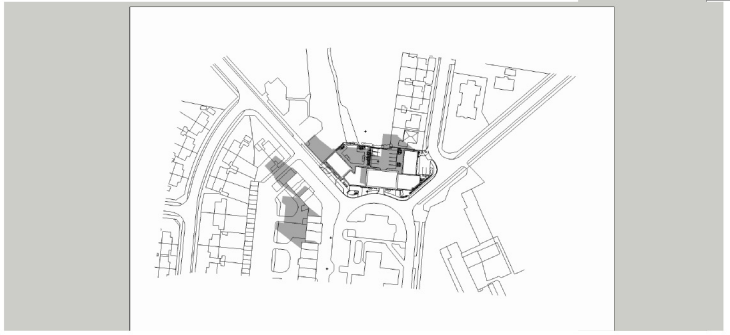
Client
MANORLAKE PROPERTIES LTD

Project Address
The Shoemakers Site,
40 Earlham West Centre
Norwich
NR5 8AD

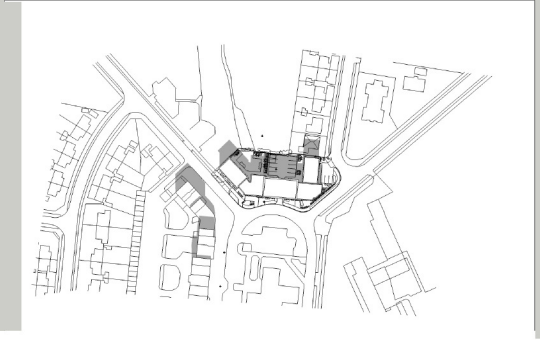
Drawing Title
Elevations Proposed

Date	Scale	Drawing Ref.
Feb 2015	1:200 @ A1	

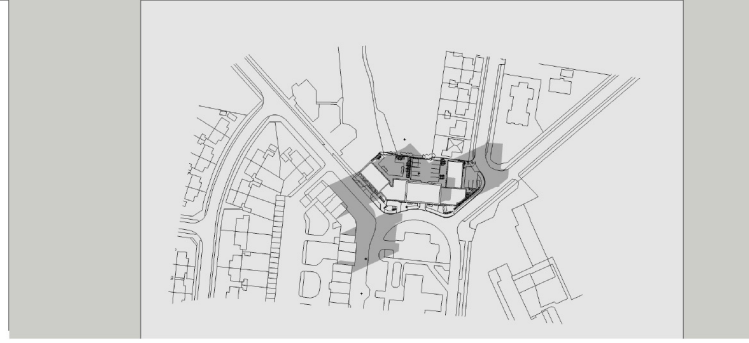
Job No.	Drawing Number	Revision
1316	PL04	B



21 March 0900



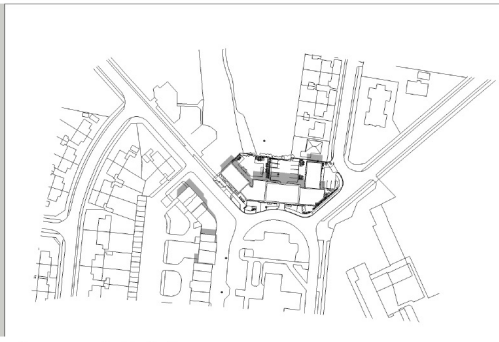
21 March Midday



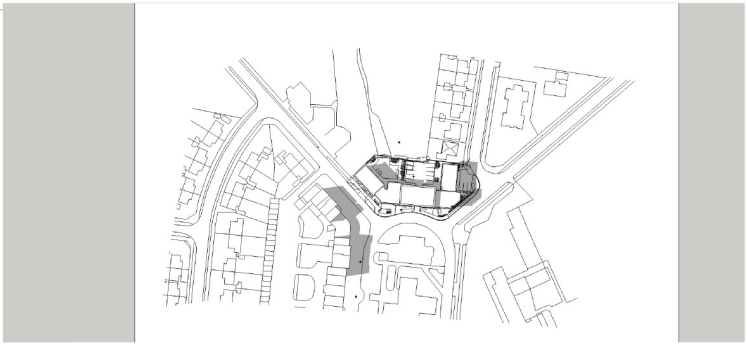
21 March 16.00



21 June 0900



21 June Midday



21 June 16.00



21 Dec 09.00



21 Dec 14.00



21 Dec 16.00

COPYRIGHT: The drawing must not be released loaned or copied without the consent of CAM Architects Limited. All errors, discrepancies should be reported to CAM Architects Limited immediately. All dimensions are to be checked before any site fabrication by the contractor or sub contractors specialist suppliers etc.. Do not scale plans. Use only figured or grid dimensions. Any deviation from this drawing is to be reported to CAM Architects Limited immediately. This drawing has been prepared for the following purposes and does not constitute use for any other purpose... Planning and Lbc

cam architects
80 St. Georges Street, Norwich, Norfolk, NR3 1DA
Tel 01603 666151 - Fax 01603 621476
info@camarchitects.co.uk - www.camarchitects.co.uk

Client
MANORLAKE PROPERTIES LTD

Project Address
The Shoemakers Site,
40 Earlham West Centre
Norwich
NR5 8AD

Drawing Title
Site Sun Analysis

Date	Scale	Drawing Ref.
Feb 2015	no scale @ A1	

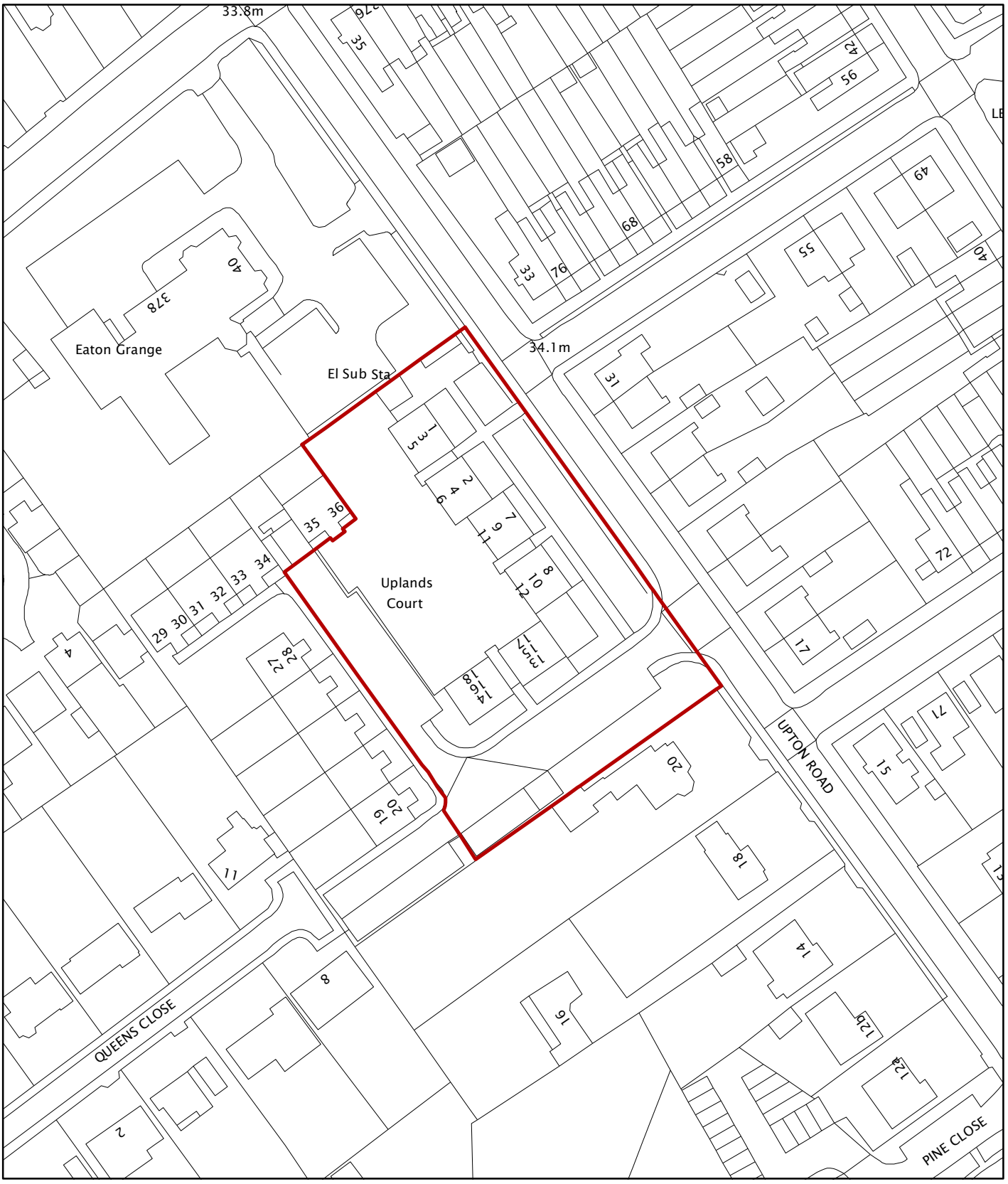
Job No.	Drawing Number	Revision
1316	SA01	

Report to	Planning applications committee 17 December 2015	**Item**
Report of	Head of planning services	
Subject	Application no 15/01534/F - Uplands Court. Upton Road, Norwich, NR4 7PH	4(C)
Reason for referral	Objection	

Ward:	Eaton
Case officer	Kian Saedi - kiansaedi@norwich.gov.uk

Development proposal		
Demolition of plant room, erection of infill block of four flats, external refurbishment of the existing building and associated landscaping works.		
Representations		
Object	Comment	Support
3	0	1

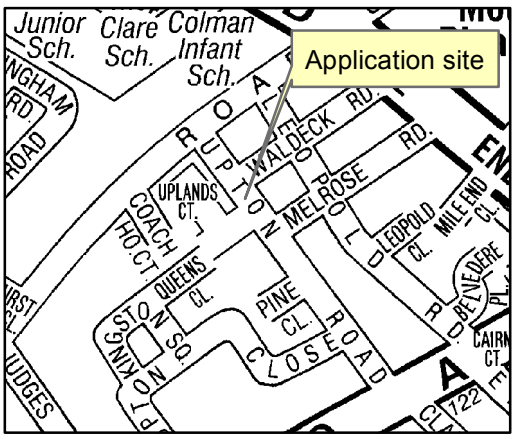
Main issues	**Key considerations**
1 Principle of development	Suitability of site for residential development
2 Design	Scale, form, massing, appearance, impact on street scene and character of area
3 Amenity	Overlooking/loss of privacy, overshadowing, overbearing
Expiry date	10 December 2015
Recommendation	Approve subject to conditions



© Crown Copyright and database right 2015. Ordnance Survey 100019747.

Planning Application No 15/01534/F
Site Address Uplands Court

Scale 1:1,000



NORWICH City Council

PLANNING SERVICES

Proposal	Key facts
No of cycle parking spaces	**4**
Servicing arrangements	**Bin storage/collection point**

Representations

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

Issues raised	Response
Loss of privacy/overlooking	Main issue 3
Loss of light/overshadowing	Main issue 3
Out of scale and out of character development	Main issue 2
Poor design	Main issue 2

Consultation responses

6. Consultation responses are summarised below the full responses are available to view at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

7. **Norwich Society:**
8. Interesting infill proposal which will greatly improve the existing corner of the development

Highways (local)

9. No objection on highway/transportation grounds

Assessment of planning considerations

Relevant development plan policies

10. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
    - JCS1 Addressing climate change and protecting environmental assets

- JCS2 Promoting good design
- JCS3 Energy and water
- JCS4 Housing delivery
- JCS5 The economy
- JCS6 Access and transportation
- JCS20 Implementation

11. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**
    - DM1 Achieving and delivering sustainable development
    - DM2 Ensuring satisfactory living and working conditions
    - DM3 Delivering high quality design
    - DM4 Providing for renewable and low carbon energy
    - DM6 Protecting and enhancing the natural environment
    - DM7 Trees and development
    - DM11 Protecting against environmental hazards
    - DM12 Ensuring well-planned housing development
    - DM28 Encouraging sustainable travel
    - DM30 Access and highway safety
    - DM31 Car parking and servicing

Other material considerations

12. **Relevant sections of the National Planning Policy Framework March 2012 (NPPF):**
    - NPPF0 Achieving sustainable development
    - NPPF4 Promoting sustainable transport
    - NPPF6 Delivering a wide choice of high quality homes
    - NPPF7 Requiring good design
    - NPPF10 Meeting the challenge of climate change, flooding and coastal change
    - NPPF11 Conserving and enhancing the natural environment

Case Assessment

13. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan polices are detailed above. Material considerations include policies in the National Planning Framework (NPPF), the Councils standing duties, other policy documents and guidance detailed above and any other matters referred to specifically in the assessment below. The following paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations.

Main issue 1: Principle of development

14. Key policies and NPPF paragraphs – DM12, JCS4, NPPF paragraphs 49 and 14.

15. The principle of residential development is acceptable on this site under policy DM12 subject to the criteria in the second part of DM12 and subject to the other policy and material considerations discussed below given that:

- The site is not designated for other purposes;
- The site is not in a hazardous installation notification zone;
- The site is not in the late night activity zone;
- It does not involve the conversion of high quality office space; and
- It is not in the primary or secondary retail area or in a district or local centre.

16. The site is located in an established residential area, within walking distance to bus routes serving the city centre and wider surroundings. It has also been demonstrated that sufficient car and cycle parking can be provided for future residents who will also benefit from adequate servicing facilities. The site is therefore considered to be suitable for residential development.

17. The four units of accommodation will contribute to an identified need for new housing in the city area. The proposed scheme does not trigger any need to provide affordable housing.

Main issue 2: Design

18. Key policies and NPPF paragraphs – JCS2, DM3, NPPF paragraphs 9, 17, 56 and 60-66.

19. The area of the site to which the development relates currently features a single-storey plant room, above which the two blank gable ends of adjacent blocks of flats are exposed. The elevation is consequently bland and provides no interest to the street scene. The proposal involves demolition of the plant room and the erection of a four-storey infill block as well as refurbishment to the existing block of flats included within the application site.

20. The proposed four-storey development will feature a flat roof and reach ~11 metres in height, which is 1.2 metres above the ridge and 3.2 metres above the eaves of the adjacent blocks of flats. While the additional height will create some degree of visual prominence, this is welcomed in terms of defining the corner plot and marking a gateway to Upland Court. The flat roof is considered appropriate in this context and any attempt to mirror the roof form of the existing development would look odd in its elevated position and provide unnecessary height. Although the height of the development is greater than surrounding development, the difference in scale is not significant enough to result in the proposed scheme over-dominating the street scene. The scale, form and massing of the proposed development is therefore considered acceptable and will relate positively to the existing block of flats.

21. The new development will be constructed of brickwork to match the neighbouring blocks of flats and similar window proportions to the neighbouring blocks have been designed into the scheme. The corner plot will feature projecting bays to be finished in through colour render and copper colour cladding is proposed for the upper floor and various projecting bays across the Upton Road frontage. Refurbishment works are proposed for the existing block of flats fronting Upton Road which will tie into the new development and help to enhance the appearance of this section of the building. Details of external materials to be used in the construction of the development will be secured by condition to ensure the satisfactory appearance of the development.

22. The proposal will enhance and add visual interest to the Upton Road frontage and enhance the character of the street scene, while retaining sufficient connection to the existing flatted development at the site. Landscaping works will be secured by condition which will further enhance the appearance of the site and enable biodiversity enhancements.

23.

Main issue 3: Amenity

24. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.

Neighbouring Amenity:

25. The proposal introduces the potential for overlooking from the windows and balconies of the proposed flats to the surrounding residential area. The distance between opposing windows of the nearest residential property to the south is ~22 metres and is separated by the road to Upland Court and partially screened by the trees adjacent to the car port. The distance between opposing windows of the nearest property on Upton Road is ~ 25 metres. The separating distance between the proposed development and existing dwellings in the surrounding area is significant and satisfies the standards recommended by the BRE for ensuring no loss of privacy through overlooking.

26. Such is the position of the proposed development and relatively minor increase in the upper height of the building that the proposal will not result in any significant increase in overshadowing to neighbouring properties.

27. The proposed development will protrude beyond the neighbouring flats fronting Upton Road and Uplands Court by ~2 metres. This will lead to some degree of overbearing impact upon the adjacent bedroom windows fronting Upton Road and to a lesser extent from the balcony/living room area of the flats fronting Uplands Court, but the associated windows will still benefit from good levels of outlook and daylighting, and on balance the degree of overbearing is not considered so significant to warrant a refusal of the application. No objections have been received from neighbouring properties in response to the proposal.

Occupier Amenity:

28. All of the flats benefit from adequate internal living space in accordance with national space standards, with good levels of outlook from all habitable rooms.

29. Three of the four flats benefit from an external balcony and one of the flats from a smaller Juliet balcony. The ground floor flat features bi-folding doors leading to an external terrace. It will be necessary for a detailed landscape scheme to be agreed by condition to ensure that the occupant of the ground floor flat is provided with a defensible area of private space and to ensure that the external space is adequately separated and screened from the highway in the interests of privacy.

30. The design and access statement identifies the potential for landscape improvements around the surrounding buildings and such improvements can come forward as part of the landscaping scheme to be agreed by condition. In addition to improving the amenity of existing occupants, the landscaping works will assist in

further enhancing the appearance of the site and ensuring that biodiversity enhancements are realised.

31. Each new flat will benefit from a parking space and access to cycle parking, details of which will be conditioned to ensure that the provision is secure and covered.

Compliance with other relevant development plan policies

32. A number of development plan policies include key targets for matters such as parking provision and energy efficiency. The table below indicates the outcome of the officer assessment in relation to these matters.

Requirement	Relevant policy	Compliance
Cycle storage	DM31	Yes subject to condition
Car parking provision	DM31	Yes
Refuse Storage/servicing	DM31	Yes subject to condition
Energy efficiency	JCS 1 & 3 DM3	Not applicable
Water efficiency	JCS 1 & 3	Yes subject to condition
Sustainable urban drainage	DM3/5	Not applicable
Landscaping	DM2/3	Yes subject to condition. Landscape improvements shall be made to the site to ensure the privacy of the proposed ground floor flat and for the benefit of existing occupiers where possible. Biodiversity enhancements will also be requested as part of the scheme which may involve the installation of bird/bat boxes
Contamination	DM11	A contamination report has been submitted with the application which evaluates the risk of contamination at the site to be low. It does however recommend soil testing around the sub-station with suitable disposal in the event that contaminants are discovered. A condition will be added to any planning consent requiring a remediation scheme to be submitted to and agreed with the local planning authority and development stopped in the event that any unknown contaminants are discovered

Requirement	Relevant policy	Compliance
		Several mature trees are located adjacent to the existing car port and refuse storage area at the site, which are served by a Tree Preservation Order. The application originally set out for a bin store/collection point to be constructed adjacent to these trees using a 'no-dig' construction beneath the trees.
Trees	DM7	The application includes no arboricultural assessment or method statement to demonstrate how the area of hard standing would be constructed without harming the trees. The application has now been amended with the refuse storage area relocated to the south-east corner of the site, which will ensure that there are no arboricultural implications associated with the development.

Equalities and diversity issues

33. There are no significant equality or diversity issues.

Local finance considerations

34. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy.

35. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority.

36. In this case local finance considerations are not considered to be material to the case.

Conclusion

37. The proposal provides four additional units of accommodation in an established residential area and will improve the external appearance of the building and character of the surrounding street scene. The development is in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

To approve application no. 15/01534/F - Uplands Court Upton Road Norwich NR4 7PH and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Details of external materials;
4. Landscaping scheme to include biodiversity enhancements and refuse/ cycle storage detail;
5. No occupation of the development hereby approved shall take place until a verification plan and a proposed monitoring, maintenance and contingency plan have been submitted to and agreed in writing by the local planning authority. The verification plan shall provide details of the data that has been collected in order to demonstrate that the works recommended in section 5.3.1 of the approved contamination report are completed and shall identify any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. The proposed monitoring, maintenance and contingency plan shall identify how these requirements will be met;
6. If, during development, contamination not previously identified is found to be present, then no further development shall be carried out in pursuance of this permission until a scheme has been submitted to and approved by the Council as Local Planning Authority detailing how this contamination shall be dealt with in accordance with the remediation scheme as set out above. Only when evidence is provided to confirm the contamination no longer presents an unacceptable risk, can development continue;
7. No demolition or construction activities shall be carried out at the application premises without express consent from the local planning authority outside of the following hours:
   - before 07:00 hours and after 18:00 hours Mondays – Fridays;
   - before 08:00 hours and after 17:00 hours on Saturdays; and
   - not at all on Sundays or Public Holidays;
8. Water efficiency.

Article 35(2) 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 the application has been approved subject to appropriate conditions and for the reasons outlined in the officer report.

Informatives:

1) The applicant is advised to adhere to the recommendations set out in section 6.0 of the approved contamination report;
2) Street naming and numbering.



FRONT ELEVATION
(NORTH EAST)



SIDE ELEVATION
(NORTH WEST)

0 10

MATERIALS PALETTE

BRICK · Red Multi to match existing
RENDER · Through Colour Render
WINDOWS · White UPVC windows
DOORS · Composite entrance doors
RAINWATER GOODS · White UPVC gutters & downpipes

NOTES:

Obscure glazing to be installed to bathroom windows.

REV	DATE	DESCRIPTION	DRAWN	CHECKED BY
B	02.10.15	Balcony added to P4.	DJG	NM
A	14.09.15	Proposed window to stairwell removed.	DJG	NM

Revisions

PLANNING

Chaplin Farrant Limited
51 Yarmouth Road
Norwich
NR7 0ET

Tel: 01603 700000
Fax: 01603 700001

office@chaplinfarrant.com
www.chaplinfarrant.com

Also at:
London
Winchester
Southampton
Great Yarmouth

This drawing is copyright of the Architects and shall not be reproduced without their permission.

Check all dimensions and report any errors or omissions.

Do not scale from this drawing.

Pigeon Investment Management
CLIENT

Residential Development
Uplands Court
Norwich
PROJECT

Proposed NE & NW Elevations
DRAWING

5005
PROJECT NO.

059
DRAWING NO.

B
REVISION

Sept 15
DATE

1:100
SCALE

DJG
DRAWN BY

NM
CHECKED BY

UPLANDS COURT · NORWICH · NORFOLK



REAR ELEVATION
(SOUTH WEST)



SIDE ELEVATION
(SOUTH EAST)

UPLANDS COURT · NORWICH · NORFOLK

0 10

MATERIALS PALETTE

BRICK · Red Multi to match existing
RENDER · Through Colour Render
WINDOWS · White UPVC windows
DOORS · Composite entrance doors
RAINWATER GOODS · White UPVC gutters & downpipes

NOTES:

Obscure glazing to be installed to bathroom windows.

REV	DATE	DESCRIPTION	DRAWN	CHECKED BY
A	14.09.15	Proposed window to stairwell removed.	DJG	NM

Revisions

CF
Architects Engineers Quantity Surveyors

PLANNING

Chaplin Farrant Limited
51 Yarmouth Road
Norwich
NR7 0ET

Tel: 01603 700000
Fax: 01603 700001

office@chaplinfarrant.com
www.chaplinfarrant.com

Also at:
London
Winchester
Southampton
Great Yarmouth

This drawing is copyright of the Architects and shall not be reproduced without their permission.

Check all dimensions and report any errors or omissions.

Do not scale from this drawing.

Pigeon Investment Management
CLIENT

Residential Development
Uplands Court
Norwich
PROJECT

Proposed SW & SE Elevations
DRAWING

5005
PROJECT REF

060
DRAWING NO.

A
REVISION

Sept 15
DATE

1:100
SCALE

DJG
DRAWN BY

NM
CHECKED BY

ACCOMMODATION SCHEDULE

PLOT NO.	ACCOMMODATION	TENURE	APPROX. G.I.A (m²)	Dwelling Type
P1	4b	private sale	81m²	flat
P2	4b	private sale	82m²	flat
P3	3b	private sale	89m²	duplex flat
P4	3b	private sale	89m²	duplex flat



CAR PARKING

1 Dwelling	1 spaces
Total Parking	4 spaces

DRAWING LEGEND

- indicative soft landscaping scheme (subject to detail design)
- Existing Flats
- Proposed Flats

REV	DATE	DESCRIPTION	DRAWN	CHECKED BY
B	18.11.15	Location of bin storage point revised.	DJG	NM
A	14.09.15	Revised as per client comment.	DJG	NM

Revisions

Planning

Chaplin Farrant Limited
Architects Engineers Quantity Surveyors
51 Yarmouth Road
Norwich
NR7 0ET
Tel: 01603 700000
Fax: 01603 700001
office@chaplinfarrant.com
www.chaplinfarrant.com
Also at:
London
Winchester
Southampton
Great Yarmouth

This drawing is copyright of the Architects and shall not be reproduced without their permission.
Check all dimensions and report any errors or omissions.
Do not scale from this drawing.

Pigeon Investment Management (CLIENT)

Residential Development
Uplands Court
Norwich (PROJECT)

Proposed Site Plan (DRAWING)

5005 (PROJECT REF.)

052 (DRAWING NO.) B (REVISION)

Sept 15 (DATE) 1:500 @ A3 (SCALE)

DJG (DRAWN BY) NM (CHECKED BY)

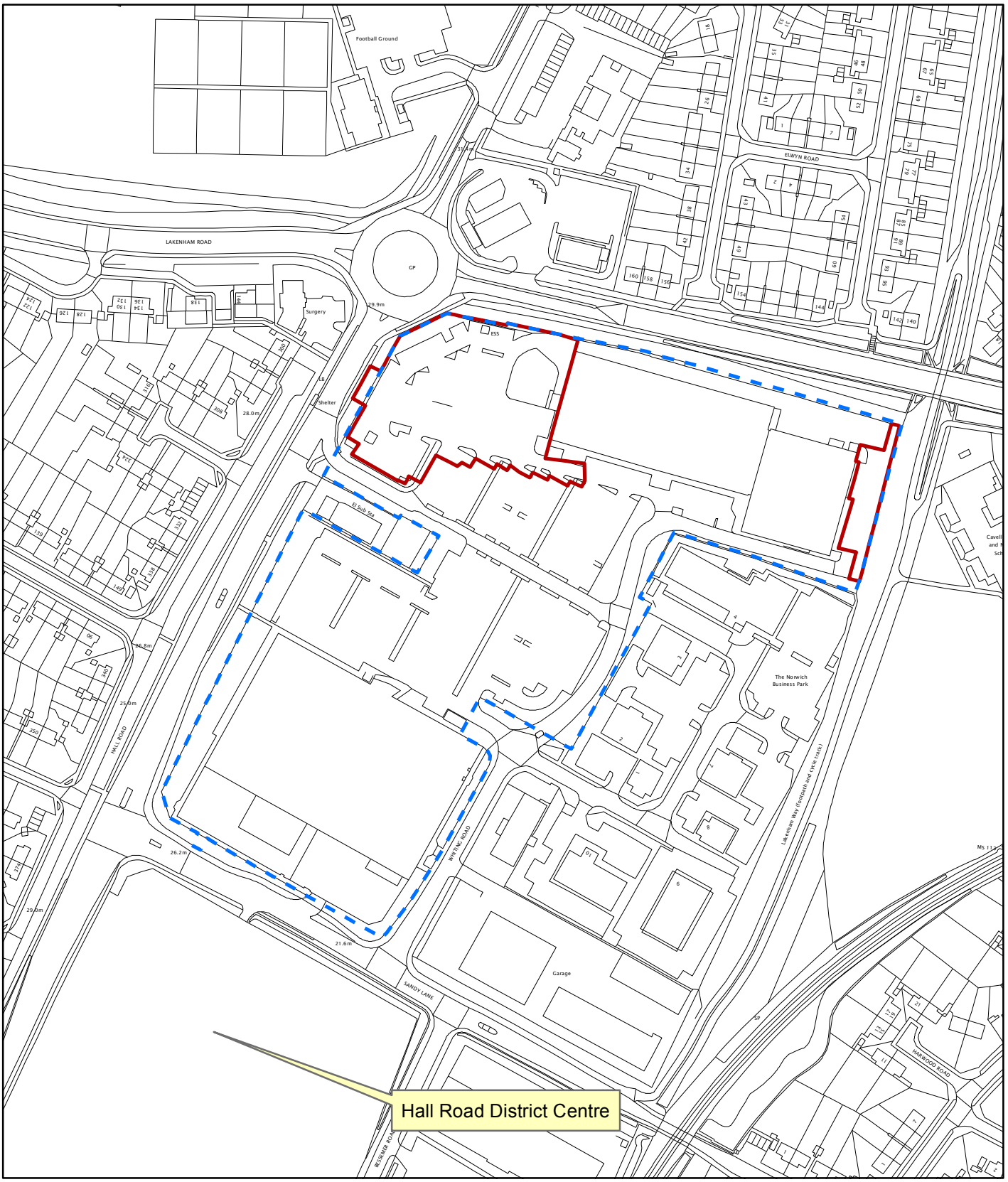
UPLANDS COURT · NORWICH · NORFOLK

Report to	Planning applications committee 17 December 2015	**Item**
Report of	Head of planning services	
Subject	Application no 15/01314/F - Land to the west of Unit 1, Hall Road, Retail Park, Hall Road, Norwich	4(D)
Reason for referral	Objection	

Ward:	Lakenham
Case officer	Lee Cook -leecook@norwich.gov.uk

Development proposal		
Redevelopment of part of existing retail car park to provide a retail foodstore, reconfigured car parking and associated landscaping works.		
Representations		
Object	Comment	Support
1 (2 letters from one main respondent)	1	40 (42 letters/e-mails with two repeat comments from two residents)

Main issues	**Key considerations**
1 Principle of development	Location, sustainability, sequential and impact assessments, accessibility
2 Transport	Main routes, appraisal of impacts, local improvements, accessibility, parking, servicing
3 Amenity	Noise, plant and machinery, controlling conditions on operations
4 Design	Height, site layout/topography, appearance, scale
5 Trees and Landscaping	Tree removal, replacement planting
Expiry date	11 December 2015
Recommendation	Approve

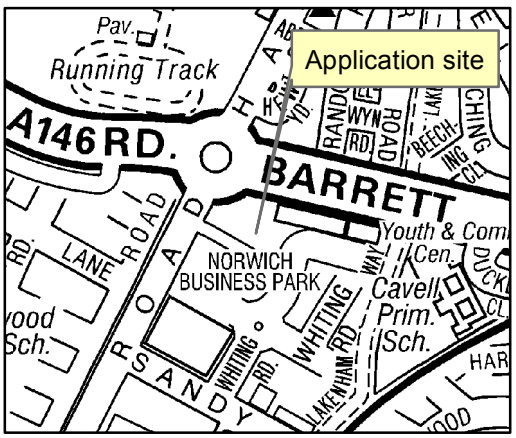


© Crown Copyright and database right 2015. Ordnance Survey 100019747.

Planning Application No 15/01314/F

Site Address Land West of Unit1 Hall Road Retail Park

Scale 1:2,500



NORWICH City Council

PLANNING SERVICES

The site and surroundings

1. The application site is located within the Hall Road Retail Park, bounded by Barrett Road to the North and Hall Road to the west. Lakenham Way cycle route runs adjacent to the retail park along its eastern side and other highway links are provided to the site off Sandy Lane to the south. On the south side of Sandy Lane is a new district centre constructed with an ASDA store as the key anchor store and providing buildings for other commercial, retail and community uses.

2. The application site measures 0.69 hectares in size although it does form part of a larger retail park which is approximately 4.9Ha and contains a number of bulky goods retail outlets.

3. The area of the application site is adjacent to the end of a run of buildings which backs onto Barrett road and is an open and underused space immediately adjacent to the roundabout which forms the junction of Hall Road and the outer ring road. The site has a landscaped edge, containing groups of trees and planting, separating it from the adjacent highway and whilst the site itself is relatively level it is set below the higher levels of the roundabout and highway as it slopes up eastwards along Barrett Road.

Constraints

4. Natural environment (trees/planting); Environmental constraints possible site contamination, flood issues; Site designation retail warehouse/near to district centre.

Relevant planning history

Ref	Proposal	Decision	Date
4/1987/1184/F	Retail warehouse store and garden centre	Approved	01.07.1988
4/1995/0774/O	Non-food retail warehousing (bulky goods) development	Approved	24.06.1996
4/1999/0478/F	Erection of single retail warehouse unit (7,440 sq.m.), with open garden centre and associated access, parking, servicing, landscaping and works. (Submission of details in acordance with Conditions 2 and 3 of Outline Planning Permission no. 4950774/O - non food retail warehousing (bulky goods) development).	Approved	02.03.2000
08/00319/O	Demolition of existing buildings, site clearance and redevelopment of the Bally Shoes and T.Gill and Sons sites for a mixed use district centre to include retail, leisure, hotel, housing, employment, arts	Approved	11.05.2009

Ref	Proposal	Decision	Date
	centre, parking and public realm uses; the development of retail and leisure uses at the Hall Road Retail Park and the provision of associated parking and public realm enhancements between the two.		
09/00735/VC	Variation of conditions 3, 6, 7, 8, 11 and 19 of planning permission 08/00319/O (to allow blocks D and E to be used as a single retail unit (5,667 sqm gross) with office accommodation above (1,962 sqm gross).	Approved	01.12.2009
12/00739/F	Demolition of existing buildings and redevelopment of site to provide a new district centre to include a food store, customer cafe, retail units (Class A1, A2, A3 or A5), community unit, restaurant/public house unit, business units (Classes B1 and B8), gym, car parking, public realm and associated access and servicing.	Refused	25.09.2012

5. Full planning permission 12/02003/F was granted in July 2013 for redevelopment of the former Bally Shoe factory site on Hall Road, to provide a new district centre to include a food store, customer café, retail units (Class A1, A2, A3/A5), community use, restaurant /public house, business units (Class B1 and B8), gym and associated access, car parking and public realm. The consent was granted following the completion of a legal agreement and the resolution of planning applications committee to approve the application on 20 September 2012. The report considered by planning applications committee on 20 September 2012 details the planning history of that site. The committee report and minutes of that meeting are available at this link: http://www.norwich.gov.uk/CommitteeMeetings

6. Application 14/00818/VC sought to make a number of changes to the approved scheme. The changes related to details shown on the approved plans, detail included in supporting documents and matters agreed in the S106 Obligation. The changes included amendment to the ratio of convenience: comparison retail floorspace (food/everyday goods: long term use products e.g. electrical items/clothing) within the supermarket. A planning condition imposed on the approved supermarket scheme restricts the proportion of floorspace from which comparison goods can be sold to 33 %. An increase to 40% was agreed.

7. Subsequent minor amendments have been agreed under application 14/01691/VC and petrol filling station agreed under application 15/00131/F.

The proposal

8. Redevelopment of the north-west corner of existing retail car park to provide a retail foodstore. The works include reconfiguring the car park area and parking provisioning, access works for vehicles and cyclists, changes to bus stops and associated landscaping works.

Summary information

Proposal	**Key facts**
Scale	
Total floorspace	Retail store providing 1693m² gross floorspace (1254m² nett of which 1003m² is convenience shopping).
No. of storeys	Single storey
Max. dimensions	Approximately 59m long x 30.8m wide plus 3m canopy to south west corner and 9m loading deck and plant area to north east corner. Heights 8.82m above FFL to top parapet/ridge and 10.631m to top of raised corner detail.
Appearance	
Materials	Silver or anthracite grey flat insulated cladding panels. Glazing with coated aluminium framing.
Construction	Metal frame core with external cladding. Design aim to meet BREEAM “very good” rating.
Energy and resource efficiency measures	Waste heat recovery and part L2A U-values. Passiv design analysis. Energy monitoring. Low energy light fittings. Water rate limiters. Water use and leak monitoring.
Operation	
Opening hours	8 a.m. to 10 p.m. Monday to Saturday; 10 a.m. to 6 p.m. bank holidays and trading hours Sundays (other Aldi stores operate 11 a.m. to 5 p.m.).
Ancillary plant and equipment	Fixed plant likely to consist of refrigeration and condenser units; air handling units; extract fans; and boilers. Refrigeration units only are expected to operate overnight.
Transport matters	
Vehicular access	The store is sited close to the Hall Road entrance to the retail park just south of the outer ring road. Access is also available from Sandy Lane. Scheme includes a cycle link from Lakenham Way.
No of car parking	649 spaces existing for overall car park to retail park. Reduced to 574 spaces. 4 disabled bays, 4 parent and child

spaces	bays, 1 EV charging bay and 4 motor cycle bays positioned adjacent to store entrance.
No of cycle parking spaces	10 spaces under canopy close to store entrance
Servicing arrangements	Communal service entry at east side of site behind buildings leading to service area on north side of site adjacent to Barrett Road.

Representations

9. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. 42 letters of representation have been received citing the issues as summarised in the table below. All representations are available to view in full at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Issues raised	**Response**
Proposal constitutes a material or significant increase in vehicular traffic. Scale of development necessitates a transport assessment (TA) not transport statement (TS)as submitted. Does not comply with County or City policy. TS fails to examine transport network appropriately using current survey data; a reflection of actual traffic movements and conditions; junction capacities; assessment of traffic accident records; pass-by traffic impacts; diverted traffic in area; trade draw; linked trips; and officer safety concerns/suggestions and its conclusions are flawed. Data used is unrepresentative of proposed development or market share of retailer or considers impacts/traffic generation of similar Aldi units in area as a comparator. Needs to assess feasibility of speed limit reduction on Hall Road; pedestrian /cycle link to Lakenham Way; bus stop facilities and safety of crossing. Application should be refused on transport grounds.	Paras 44 - 54
County highways should be consulted and comments made available.	Para 16 Comments on public access
NPPF requirement for sequential and impact assessments for retail development which includes locally set levels for Norwich over 1000m². Should be refused where it fails to satisfy tests. Application site is 400m north of Hall Road district centre. This centre is supported through site allocation R3. Policy DM18 confirms centres should be focus of retail and town centre uses. DM28 encourages sustainable travel and to ensure no nett increase in travel and any increase can be accommodated. ASDA is now trading, interest has been expressed in the pub on site. However; no firm commitments on occupation of the other retail units being provided as part of district centre. Should note NPPF definition of an edge of centre location as being well connected	Paras 25 – 43 esp 27, 29 - 34

Issues raised	Response
and up to 300m from primary shopping area. Direct pedestrian routes do not encourage walking between application site and district centre. Site is over 300m distance from district centre and not well connected and is therefore an out of centre location and not edge of centre. A more detailed assessment of whether there are any sequentially preferable sites should be undertaken. No detailed locations have been considered.	
Application suggests significant adverse impacts might only be anticipated over 2500m². Locally set floorspace test is at 1000m² and endorsed by local plan examination. Proposal is 70% larger than threshold and should be fully assessed. Application has failed to take approach to retail impact assessment as set out in NPPG; also not set a no development or other development scenario or quantative assessment of turnover. Revisions of ASDA scheme floorspace split seek to ensure that development was progressed against a challenging retail background which indicates marginal viability of ASDA development and vulnerability to other out of centre development. Aldi store will have significant potential to divert trade away from district centre. Suggestion that Aldi will trade complimentary to ASDA but it is clear from research that Aldi has increased market share. These have not been assessed in detail. ASDA is a highly price competitive retailer meeting food retail provision on south side of Norwich. Proposed food store away from centre may reduce attractiveness of district centre to food store shoppers and could result in smaller retail units on district centre being less attractive and unviable for other retailers seeking to locate in the centre and who benefit from footfall from ASDA. Application has failed to demonstrate that impact will not be severely adverse.	esp 28, 34 - 42
Secure covered cycle parking and secure motorcycle parking should be provided close to the store entrance.	Paras 50, 54
Welcomes idea of Aldi in this part of Norwich. The store is different to other supermarkets. Situated close to affordable housing areas it will serve the area well. Aldi provide good value for money food and good quality vegetables. Support Aldi who have created competition in the food retail market. Local community will benefit from its presence. Big supermarkets have monopolised the market. Competition with ASDA is not a bad thing and there is room for both. Good to have both an Aldi and an ASDA giving the local community more shopping choice. Will benefit pensioners and families. Requests to listen to the local community.	Noted
Other low cost supermarkets are at some distance and through heavy traffic. Difficult to get to by bus across the City. Should help reduce some traffic going across the City to other stores.	Noted
There are good transport links around the area. Good for the local community who do not have cars/transport or who would prefer to walk to a shop. Helps reduce carbon footprint from travelling across Norwich to shop. Siting of the store should help other	Noted

Issues raised	Response
retailers from increased footfall. Closer proximity of store will help increase number of times store is visited.	
Current site is not being used to its full potential. Plenty of unused space on site. There is local interest in using the new store.	Noted
Need more businesses this side of Norwich. Development will provide more jobs to the area. Will help regenerate the area.	

10. Norwich Society: query the car parking ratio as no clarification of numbers and the relationship to City Council requirements.

Consultation responses

11. Consultation responses are summarised below the full responses are available to view at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Design, Conservation and Landscape Manager

12. Is considering the brief for the Lakenham Way pedal-way project and has identified the importance of a connection being created from Lakenham Way to the retail park. Without this connection people living to the east of the retail park have difficulty reaching it on foot and bicycle. A connection from Lakenham Way opposite the entrance to the Edith Cavell Academy would provide a very important new connection to the supermarket and surrounding businesses. It would help avoid unnecessary vehicular traffic generation. It would also have the collateral benefit of providing a link to the business park. There is a ground level difference but it is not extreme and it appears possible to overcome it. Some vegetation clearance would be required. The service route would need a contraflow cycle lane and cars would not be able to park in the informal and unnecessary way that they currently do. HGV and cycles will then be able to pass. We will need to ensure that the interface between the developer's access obligations and the Council-led project are carefully managed.

Environmental protection

13. The site appears on our prioritisation list for potential contamination, and therefore a site investigation will be required. This may take the form of a phase 1 in the first instance. It is likely that we would condition any approval accordingly. The acoustic report correctly identifies the issues on this site. Suggested that the items identified at 4.6 Plant noise, 6.3 loading bay noise and 6.18 delivery noise are restricted by condition to meet the recommendations of the acoustic report. This would allow deliveries 24 hours a day but reversing alarms should be turned off between 23:00 and 07:00. Although it is not a necessity, the installation of an acoustic fence above the retaining wall to the northern boundary would reduce further the likelihood of noise complaints from residents of Barrett Street where we have existing noise complaints about the current deliveries to Pets at Home.

Highways (local)

14. Comment from highways officer about delivery of Lakenham Way link and contact between a consulting engineer/Pedalways officer to see this through to completion on site. A technical proposal will be needed including detailed design drawings and specifications (including drainage, stats, street lighting, any retaining walls, Highways, etc). Also, potentially for costings, a detailed estimate and Bill of Quants/Items will identify funds for the works.

15. Comment from transport officer - no objection on highway / transportation grounds subject to securing requirements of advance direction sign for northbound Hall Road traffic (use roundabout); kerb detail to modify site access to deter right turning traffic; direct link from retail park to Lakenham Way with suitable Civils work, lighting scheme, surfacing, drainage; bus measures (subject to Clear Channel contract with Norwich city council) including relocation and provision of bus stop and shelter with associated footway links; and planning process for delivery of cycle link. Also suggested possibility of improved shared use path (if required by Planning) (north of Barrett Road from toucan to Lakenham Way).

Highways (strategic)

16. No objections in principle. Confirm traffic impact of development will be minimal and suggest additional works to prevent right turn from Hall Road into site and to provide additional cycle links to Lakenham Way. Notes other improvements to bus stops to be secured by condition and suggests conditions in relation to construction management, highway works, site linkages and travel plan.

Landscape

17. No objections in principle. However; concerned about loss of trees on boundary edge of the site being undertaken to open up views of the new store, suggests planting proposals are revised to include additional tree planting.

Tree protection officer

18. No objections to the proposed tree loss as part of the proposed development. Does have some concern about the limited tree replacement proposed and would suggest tree planting proposals are revised to include tree plant within the new parking bays similar to that throughout the remaining car parking for the store.

Assessment of planning considerations

Relevant development plan policies

19. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
    - JCS1 Addressing climate change and protecting environmental assets
    - JCS2 Promoting good design
    - JCS3 Energy and water
    - JCS5 The economy
    - JCS6 Access and transportation
    - JCS9 Strategy for growth in the Norwich policy area

- JCS12 The remainder of the Norwich urban area including the fringe parishes
- JCS19 The hierarchy of centres
- JCS20 Implementation

20. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**
    - DM1 Achieving and delivering sustainable development
    - DM2 Ensuring satisfactory living and working conditions
    - DM3 Delivering high quality design
    - DM4 Providing for renewable and low carbon energy
    - DM5 Planning effectively for flood resilience
    - DM6 Protecting and enhancing the natural environment
    - DM7 Trees and development
    - DM11 Protecting against environmental hazards
    - DM18 Promoting and supporting centres
    - DM20 Protecting and supporting city centre shopping
    - DM21 Protecting and supporting district and local centres
    - DM25 Retail warehousing
    - DM28 Encouraging sustainable travel
    - DM30 Access and highway safety
    - DM31 Car parking and servicing
    - DM33 Planning obligations and development viability

21. **Norwich Site Allocations Plan and Site Specific Policies Local Plan adopted December 2014 (SA Plan)**
    - R3 Hall Road District Centre

Other material considerations

22. **Relevant sections of the National Planning Policy Framework March 2012 (NPPF):**
    - NPPF0 Achieving sustainable development
    - NPPF1 Building a strong, competitive economy
    - NPPF2 Ensuring the vitality of town centres
    - NPPF4 Promoting sustainable transport
    - NPPF7 Requiring good design
    - NPPF10 Meeting the challenge of climate change, flooding and coastal change
    - NPPF11 Conserving and enhancing the natural environment

23. Supplementary Planning Documents (SPD)
    - Trees, development and landscape Consultation draft

Case Assessment

24. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan polices are detailed above. Material considerations include policies in the National Planning Framework (NPPF), the Councils standing duties, other policy documents and guidance detailed above and

any other matters referred to specifically in the assessment below. The following paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations.

Main issue 1: Principle of development

25. Key policies and NPPF paragraphs – JCS6, JCS9, JCS12, JCS19, DM18, DM28, DM30, SA R3, NPPF main paragraphs 17, 23 to 27, 39

26. The key considerations for the proposed development are the principle of retail in this location and also the impacts of the development in the context of the area.

27. National Planning Policy Framework (NPPF) does seek to promote competition amongst retailers and promote economic growth, but expects growth to be directed to sustainable and accessible locations, with retail proposals being proportionate and of an appropriate scale to the centre. Accordingly, any proposed development for a main town centre use needs to be subject to a sequential test if it is not in an existing centre and not in accordance with an up-to-date Local Plan (NPPF paragraph 24). Stores should be directed to town centres and edge-of-centre sites before out-of-centre areas are considered, and all sites should be shown to be accessible and well connected to the centre / town centre.

28. An impact assessment is required by the NPPF (paragraph 26) to look at the impact of a proposal on existing, committed and planned investment in a centre(s) in the catchment area of the proposal, and impacts on the town centre, considering the impact over a p[eriod of time. LPAs are expected to refuse an application where a proposal would have a 'significant adverse impact' on either or both district/local centres and/or the town centre (NPPF para 27). With regard to impact assessment, DM Plan policy DM18 sets a threshold for requiring impact assessments of 1,000sqm gross floorspace, which for reference is lower than the NPPF's threshold of 2,500sq.m. floorspace but reflects the strong retail position of the city centre and the generally smaller nature of district centres.

29. The Joint Core Strategy (JCS) Policy 19 expects retail development to be directed to defined centres, and the scale of development to be proportionate or appropriate to the 'form and functions' of the centre's position in the retail hierarchy. The Hall Road district centre is in the third tier of centres in Greater Norwich, on a par with the level of services expected to serve the likes of large villages and centres in the Norwich urban area which already contain their own large convenience foodstores. The policy expects such districts centres to meet the daily needs of their local resident populations, and as areas considered for additional improvements as shopping destinations.

30. JCS Policy 12 also promotes regeneration and neighbourhood-based renewal of tired suburbs, and requires development to improve townscape and retain the best of local character, particularly on major routes from the urban edge to the city centre, to promote local jobs, improve local services, and protect and enhance district centres.

31. Looking at other sequentially preferable sites it appears that there are no sites within defined centres that are available for this retail development. The area to the south of Sandy Lane has been promoted as a district centre under policy R3 of the Site Allocations Plan. The related permission for the ASDA anchor store and

associated commercial, retail and community buildings has been implemented to bring the long awaited centre into being and the ASDA store has recently opened. The proposal is therefore being promoted by the applicant as an edge of centre location.

32. With the recently implemented ASDA works and proposed works under this application, the application ensures there are good pedestrian and cycle links from the nearby residential and other centres to the site and from district centre to this site. Therefore, the site would provide a more sustainable location for food shopping in the south of the city and an improvement to the community of Lakenham and Tuckswood compared with existing superstores at Ipswich Road (Tesco) and those with similar long travel distances at Eaton (Waitrose) and Brazengate (Sainsburys) and those further afield in the Norwich area.

33. The relationship of the Hall Road retail park to the Hall Road District Centre is discussed in the report on the DMP in relation to Policy DM25 – Use and removal of restrictive conditions on retail warehousing and other retail premises. Para 123 of the Inspectors report on the DM Plan noted that the Hall Road retail park and the Sweet Briar retail park are not identified in JCS Policy 19 as centres in the retail hierarchy. It is considered that this is justified given their function and location. It was noted that main Modification DM-MM33, however, will allow account to be taken of the accessibility and relationship to defined centres of such sites when proposals are assessed under the terms of Policy DM25. Furthermore the Inspector considered it reasonable to make it clear that once the Hall Road District Centre is implemented that the Hall Road retail park would be an edge of centre location.

34. Given that the general location of the site is acceptable, and the scheme can demonstrate appropriate accessibility enhancements, this edge of centre site is considered to be a suitable location for the proposed retail store, meaning the scale of the retail floorspace should be considered in terms of its impact on and the contribution it can make to the adjoining district centre, as well as its impact on existing defined centres in the local vicinity (i.e. within the same reasonable catchment area as the proposed store).

35. In this case the impact assessment would need to be focused on the impact of the development on the vitality and viability of existing centres in the catchment or along similar transport corridors, and in this case that is considered to primarily comprise the Hall Road district centre and three smaller local centres further to the east (Long John Hill), north (St Johns Close) and west (Tuckswood centre).

36. With the submitted documents the store is also explained as providing convenience sales floor area of 1003m² together with that agreed for ASDA in 2014 at 2044m² as largely within the limits of planned projections and earlier agreed permissions of 3,967m².

37. The ASDA store is controlled by condition to limit floorspace (excluding café facilities) to 3406m² nett with maximum 40% as comparison goods. The store has also been established with click and collect and petrol station facilities. The submitted documents and impact assessment describes the Aldi operation as being as a “Limited Assortment Discounter” (LAD) or ‘deep discount’ operator. Such stores are generally described as having a high proportion of sales relative to storage areas and sell a limited range of primarily convenience goods. Aldi suggests that they offer competitive prices whilst keeping a reasonable quality of

goods. Operations would also include a limited range of non-food items which typically occupy about 20% of the sales area primarily as one off specials but would mainly operate as a LAD foodstore.

38. It is noted that the impact assessment suggests that there will be some competition with ASDA. Being a LAD operator the sales density that Aldi achieves is likely to be below that achieved by the 'main' grocers and other retailers so that the potential for harmful impact from LAD's is lower than from other retailers, assuming the same amount of floorspace. The operation of ASDA will also likely be different to the proposed Aldi in terms of its wider retail offer. When considered against the other retailers such as ASDA these are considered large enough and diverse enough to experience lmited impact from trade diversion.

39. Other than the ASDA/district centre the closest retail facilities within local centres have been considered to be an appropriate size and scale to provide for some daily needs of residents of a very local catchment, but do not generally have the range or extent of goods needed to serve large catchments or attract people from further afield. Consequently, the impact of the proposed store on these sites should be minimal as the role of the proposed store is likely to be different to that of the existing small facilities.

40. Nevertheless, to ensure that there is no impact on other outlets or centres in relation to comparison goods, it is recommended any permission uses a planning condition to ensure that that the split of sales floorspace is required to remain at 80% convenience to 20% comparison goods.

41. It is noted that the proposed store is at a "vacant" edge of an existing bulky goods retail park. However; any change in the nature of other uses on this site would remain to be controlled through policy DM 25 and that in essence the remaining area would remain as a bulky goods retail "destination". Of some benefit could be the occurrence of inked trips to bulky goods outlets at the retail park which in turn would help reduce some of the travel impacts from the proposed and existing use of the site.

42. Tuckswood and Lakenham areas represent substantial residential areas around the site location and the proposed store will fill a role by serving the day-to-day needs of these areas. The proposed development could help enhance the vitality and viability of the new district centre by providing another retail destination for people to visit and from comments received should to a degree create linked trips with the new district centre and retail park. Being predominantly a foodstore the proposal is considered on balance to be an appropriate scale of development unlikely to create severely adverse impacts and be complementary to the district centre's position in the hierarchy of district and local centres within Norwich and the surrounding suburbs to the south side of Norwich.

43. The development is subject to assessment against the other policy and material considerations detailed in the tables below. The issues of access, parking, cycle storage and servicing, design and layout of development, residential amenity, the natural environment, trees and biodiversity, water conservation, energy efficiency, land contamination and fulfilment of further obligations to enhance site connectivity are considered below and overall the conclusion is that in principle the scheme is acceptable subject to suitable conditions.

Main issue 2: Transport

44. Key policies and NPPF paragraphs – JCS6, DM28, DM30, DM31, DM33, NPPF paragraphs 17 and 39.

45. The Aldi store is proposed to be sited within the Hall Road retail park, which is located directly adjacent to the outer ring road. The extant site access and egress provision is adequate for likely vehicular demand, and the development benefits from recently completed highway work by ASDA that includes a new toucan crossing on Barrett Road and shared use cycle paths on Hall Road. The modification of the existing site access path to 3 metres is welcome as this will promote shared pedestrian/cycle use.

46. Although the site is not within a District Centre as defined in the Norwich Local Plan, the site is near to the recently development Hall Road District Centre as anchored by the ASDA superstore. The site also benefits from good provision of frequent bus services along Hall Road to and from the city centre.

47. The Strategic Highway Authority and Council transport officer have confirmed that they agree with the conclusion of the Transport Statement that the traffic impact of this development for a foodstore to be built on an existing underused car parking area within the Hall Road Retail Park will be minimal on the Norwich Outer Ring Road (Lakenham Road and Barrett Road) and on Hall Road.

48. A traffic concern has been highlighted over the potential for shoppers to try to undertake a right turn into the retail park entrance rather than U-turn round the roundabout and turn left into the retail park and suggest that consideration should be given to putting in a narrow median island to prevent this potential manoeuvre or some other minor alterations to the existing left in only access.

49. To reduce the risk of vehicles on Hall Road turning right into the retail park it is recommended that the kerb detail of the retail park entrance is modified to deter the temptation to turn right. An advance directional sign for drivers on Hall Road to use the roundabout will also promote correct driving behaviour and these details are suggested as being secured by condition.

50. Due to the walking/cycling improvement works being carried out to facilitate the ASDA development on Hall Road this site is well located for these modes of transport. Adequate cycle parking is proposed for the foodstore beneath the canopy close to the store entrance. Previous applications to alter the retail park have looked to provide a footway/cycleway link onto Lakenham Way. However these applications have not led to this development and so the link has not been created. The Strategic Highway Authority has therefore requested that this application should provide that link to further improve local connectivity.

51. The site is directly adjacent to Lakenham Way which is due to benefit from improvements arising from Pedalway cycle funding from the Department for Transport. Therefore it is positive that following further discussion the applicant has now agreed to requests for a new pedestrian/cycle link from the retail park to Lakenham Way. Improved links on the north side of the ring road are highly desirable to link to the new toucan crossing, but are of lower priority if the direct link to Lakenham Way can be established. The applicant has indicated acceptance of a Grampian condition on this point and negotiations can continue to refine/provide

this proposal prior to the opening of any approved store. Once constructed, Highway Authority to seek the adoption of the cycle link over Railpath Ltd land for future maintenance of link and lighting.

52. The site is also well served by the current bus service and it is noted that some improvements to bus stops are proposed. The pedestrian site entrance onto Hall Road has been relocated further south to encourage pedestrians to cross Hall Road away from the roundabout, and ideally to use the extant pedestrian refuge. The relocation of the outbound bus stop/shelter southwards is also welcome as this will reduce the risk of pedestrians crossing three lanes of traffic near the site entrance. Relocation and provision of bus stop and shelter with associated footway links can be secured by condition. The application is supported by a Draft Travel Plan and an appropriate condition is suggested to secure a Travel Plan for the operation of the store.

53. Following objection to the scheme the County have further confirmed that the site is in a sustainable location and on a current retail park which is underutilised and agrees with local transport comments by officers. The transport officer has also confirmed that in terms of transport assessment or requirement for a transport statement that the Local Plan is guidance, and that we can exercise discretion for any development we appraise. The site is not green field; it is in an established retail park with adequate access to and from the highway network. Its proximity to the Hall Road district centre would inevitably lead to pass by and linked trips. Officers have confirmed that they are not unduly concerned by the additional traffic from Aldi as the extant retail park and its car park operates significantly under capacity at all times. The willingness of the applicant to provide the link to Lakenham Way is commendable, and will deliver together with other improvements the sustainable travel requirements we require for the scheme.

54. In transport terms, subject to resolution of site access detail and cycle link provision, there is no objection to the retail development proposed in this location. The proposed development is suitable in transportation terms for its location with regard to its amount, layout, and use. Bin and cycle storage can be provided in suitable and accessible locations and car parking provision and motorcycle parking is proportionate to the scale of development on this site. Further details of these items are suggested as being required by condition.

Main issue 3: Amenity

55. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.

56. Given that the service area for this and existing buildings is now focussed to the north of the site the agent has been made aware that they would likely need to provide further noise assessment of activities and site management, given the recent issues with residents close to McDonalds to the north, to inform whether any noise protection or other measures would be necessary to help protect amenities of local residents within the area.

57. The pollution control officer has reviewed the submitted information which identifies the issues on this site and later requests for earlier than normal deliveries to the store. Confirmation has been given that the items identified at 4.6 plant noise, 6.3 loading bay noise and 6.18 delivery noise should be restricted by condition to meet the recommendations of the acoustic report. This would allow deliveries 24 hours a

day but it is still suggested that reversing alarms should be turned off between 23:00 and 07:00.

58. Although not a necessity it has also been suggested that the installation of an acoustic fence above the retaining wall to the northern boundary would reduce further the likelihood of noise complaints from residents of Barrett Street where we have existing noise complaints about the current deliveries to Pets at Home. Given that noise disturbance could be adequately controlled through adherence to the recommendations of the acoustic report it would not be reasonable to seek this provision as part of the current application but an informative is suggested in order to bring this issue to the attention of the applicant.

59. The proposed store closes off the open side of the car park from Barrett Road. This road is well lit and part of the outer ring road carrying a high volume of traffic throughout the day. It is not considered that there would be any significantly detrimental impacts in terms of other amenity impacts e.g. car park area lighting. However; a condition is suggested requiring details of any lights to be added to the store or service area to ensure that these in particular do not cause adverse impacts within the area.

60. It is considered, subject to conditions, that the proposals would offer a reasonable standard of design and operation with no significant impact on the amenity of nearby residents.

Main issue 4: Design

61. Key policies and NPPF paragraphs – JCS2, DM3, NPPF paragraphs 9, 17, 56 and 60-66.

62. The area is extremely mixed in terms of scale of buildings. The site itself contains warehouse scale buildings clad in reasonably plain materials reflective of the retail nature of the site. The proposals are for a single storey modern building on the corner of the site with key focal design points to the entrance area and building corner closest to the adjacent roundabout. Stepping down from the height of existing buildings helps limit the impact of the building in this location where adjacent ground levels start to come closer to the lower level of the car park. The stepping should also integrate well with the taller adjacent buildings.

63. A contemporary approach has been taken to the elevation design; this is considered acceptable in this part of the City which is mixed in character. It is also consistent with the position of the building within the area facing onto the adjacent road junction and creates an interesting corner feature as you approach the site. The proposed layout of retail entrances would provide an active frontage to encourage movement through the area for those on foot or cycling. The overall design is considered to be acceptable, subject to further details of materials.

Main issue 5: Trees and Landscaping

64. Key policies and NPPF paragraphs – JCS1, JCS2, DM3, DM6, DM7, NPPF paragraphs 109 and 118.

65. There are a number of existing trees on site which vary greatly in quality and include two young B class trees one of which is subject to removal as part of the proposal and a B class group to be retained. A number of trees are being removed

and the tree officer has confirmed that these proposed works are acceptable. The retained trees are mostly around the edge of the site within protected beds and root protection areas are unlikely to be affected by the development. The submitted AIA indicates areas to be protected during construction and this should ensure adequate protection of the trees and control of works.

66. The tree officer and landscape officer have queried the initial low number of tree replacements proposed and likely adverse effect this could have on the visual amenity of the area. Earlier discussions highlighted the importance of visibility of the building on the corner and to maintain a view to announce a building presence given that the vehicle access into the site is further to the south. Discussions have taken place and a view taken that given the number of trees being removed an appropriate level of tree replacement should be provided on site.

67. In terms of landscaping, replacement tree planting/boundary planting and surface treatments will be important to the front facing elements of the development and site to define this space and setting of the building. Landscaping details should be conditioned to ensure a suitable townscape for the area and biomass replacement.

Compliance with other relevant development plan policies

68. A number of development plan policies include key targets for matters such as parking provision and energy efficiency. The table below indicates the outcome of the officer assessment in relation to these matters.

Requirement	Relevant policy	Compliance
Cycle storage	DM31	Yes subject to condition
Car parking provision	DM31	Yes subject to condition
Refuse Storage/servicing	DM31	Yes subject to condition
Energy efficiency	JCS 1 & 3 DM3	Yes subject to condition
Water efficiency	JCS 1 & 3	Yes subject to condition
Sustainable urban drainage	DM3/5	Yes subject to condition

Other matters

69. The following matters have been assessed and considered satisfactory and in accordance with relevant development plan policies, subject to appropriate conditions and mitigation: List relevant matters.

Contamination

70. Key policies and NPPF paragraphs – DM11, NPPF paragraphs 120-122.

71. Given the long standing commercial nature of the use of the site there are likely to be some contamination issues related to the site. The submitted report indicates that site contamination is likely to be relatively known and of low risk. However; the pollution control officer has advised that the site appears on our prioritisation list for potential contamination and there is some knowledge of contaminants in the wider area. As such precautionary conditions related to site investigation and remediation, verification and stopping works to allow further assessment of any contaminants which might be found during construction are suggested.

Energy and water

72. Key policies and NPPF paragraphs – JCS3, DM1, DM4, NPPF paragraphs 94 and 96.

73. The building design has been assessed in relation to baseline data on energy usage. Low Zero Carbon (LZC) technologies are proposed as primarily heat recovery from waste heat (MVHR equipment) from on-site plant. This will be used as energy for space heating and possibly hot water use. The estimate of energy from LZC technology is calculated as providing 28% renewable energy contribution which would provide on-site energy production in excess of policy requirements and would be acceptable subject to a condition requiring details of MVHR equipment and fixings.

74. The proposals also outline In terms of energy efficiency that the building seeks a BREEAM very good rating which is commendable. Measures to ensure water efficiency as required by JCS3 are suggested as being by way of maximum flow limiters, monitoring and leak detection measures. Such measures as shown within the submitted report seek to minimise on-site water use are acceptable and can be secured via condition.

Flood risk

75. Key policies and NPPF paragraphs – JCS1, DM5, NPPF paragraphs 94, 100 and 103.

76. Policy DM5 now applies in relation to surface water drainage and suggests a number of points to be addressed in terms of sequential testing and sustainable drainage measures. The site does however lie within flood zone 1 where this type of development would be considered to be appropriate in principle. The area is also not identified as having specific drainage issues.

77. Information has been submitted with the application to address measures to be taken to deal with surface water flooding/run-off within the site and off-site impacts within the wider areas. Ground type should be capable of some form of soakaway methods; however, given the potential for contamination below ground this has been discounted.

78. Other assessment has been undertaken of the area and specific limitations identified. Options available which are likely to be acceptable are catchment facilities and braking of discharge of water into the main system and use of permeable surfaces. Further assessment is not considered necessary at this stage and a condition is suggested in terms of the submission of details for the design of sustainable drainage solutions for the site.

Equalities and diversity issues

79. There are no significant equality or diversity issues.

S106 Obligations

80. The applicant's agent has confirmed that a Grampian condition would be appropriate as a suitable means of securing cycle measures for the direct link from the retail park to Lakenham Way (with suitable civils work, lighting scheme, surfacing, drainage to the satisfaction of the Highway Authority and Railpaths Ltd/Cyclepaths Ltd) rather than to pursue this by way of a Section 106 agreement

81. The condition should also include that the access by foot or cycle is to be maintained at all times (24/7 365 days a year) via the new link and that it may not be gated without the consent of the Local Planning Authority.

Local finance considerations

82. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy.

83. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority.

84. In this case local finance considerations are not considered to be material to the case.

Conclusion

85. On balance this proposal is considered to be consistent with the character and appearance of the area and operation of the nearby district centre and local centres. The site provides for transport improvements and is considered would be within an improved accessible location. The development is in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

To approve application no. 15/01314/F - Land to the west of Unit 1 Hall Road Retail Park Hall Road Norwich and grant planning permission subject to the following conditions:

- 1. Standard time limit
- 2. In accordance with plans
- 3. Prior approval of details: External materials; Lighting locations and types
- 4. Hard and soft landscaping (including mitigatory replacement tree planting); implementation programme; maintenance and replacement of landscaping within 5 years.
- 5. Works in accordance with AIA

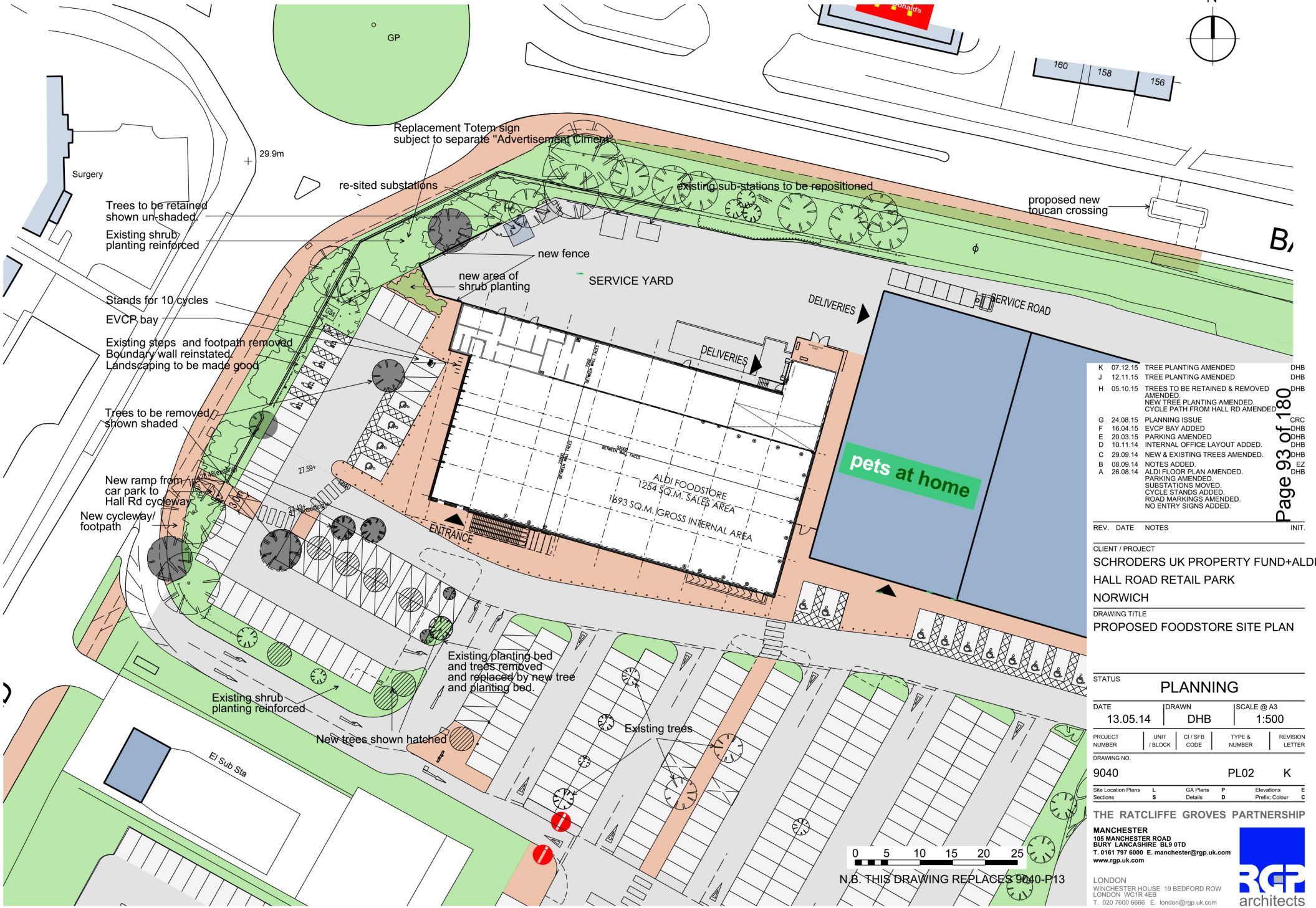
- 6. Details and provision of car parking, motor cycle parking, cycle parking and refuse storage as indicated on plans
- 7. Details and provision of off-site highways works – bus stop relocation; advance direction sign for northbound Hall Road traffic; kerb detail to modify site access to deter right turning traffic
- 8. Details and provision of cycle link to Lakenham Way and control on future use
- 9. Detail construction traffic management - on site parking for construction workers; 'Construction Traffic Access Route'; wheel cleaning
- 10. Interim travel plan to be agreed and implemented
- 11. Details final travel plan
- 12 Details of fume and flues to be submitted and agreed
- 13. No plant or machinery installed unless agreed in writing
- 14. Provision of 10% renewable energy for retail store
- 15. Water resource conservation
- 16. Hours of store opening, 07:00 to 23:00 Mondays to Saturdays and 10:00 to 17:00 Sundays and Bank Holidays
- 17. No storage or materials on site outside of designated areas unless first agreed
- 18. No use of reversing alarms on lorries on site 23:00 to 07:00
- 19. Refrigeration units on delivery vehicles to be switched off
- 20. Loading/unloading in designated areas only
- 21. Rubber shroud around delivery bay to be implemented and retained
- 22. No cages to be used on site
- 23. Goods sold limited to 20% of floorspace for non-convenience goods
- 24. Provision and maintenance of SUDS systems
- 25. Remediation strategy for ground contamination
- 26. Verification of contamination remediation
- 27. Stop if unidentified contamination found on site

Article 35(2) 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 and has approved the application subject to appropriate conditions and for the reasons outlined above.

Informative Notes

Highway works
Travel Plan
Section 278 required for signs/kerb modification/other works
Street naming and numbering
Considerate construction
Acoustic fence



N.B. THIS DRAWING REPLACES 9040-P13

REV.	DATE	NOTES	INIT.
K	07.12.15	TREE PLANTING AMENDED	DHB
J	12.11.15	TREE PLANTING AMENDED	DHB
H	05.10.15	TREES TO BE RETAINED & REMOVED AMENDED. NEW TREE PLANTING AMENDED. CYCLE PATH FROM HALL RD AMENDED	DHB
G	24.08.15	PLANNING ISSUE	CRC
F	16.04.15	EVCP BAY ADDED	DHB
E	20.03.15	PARKING AMENDED	DHB
D	10.11.14	INTERNAL OFFICE LAYOUT ADDED.	DHB
C	29.09.14	NEW & EXISTING TREES AMENDED.	DHB
B	08.09.14	NOTES ADDED.	EZ
A	26.08.14	ALDI FLOOR PLAN AMENDED. PARKING AMENDED. SUBSTATIONS MOVED. CYCLE STANDS ADDED. ROAD MARKINGS AMENDED. NO ENTRY SIGNS ADDED.	DHB

CLIENT / PROJECT

SCHRODERS UK PROPERTY FUND+ALDI

HALL ROAD RETAIL PARK

NORWICH

DRAWING TITLE

PROPOSED FOODSTORE SITE PLAN

STATUS

PLANNING

DATE	DRAWN	SCALE @ A3
13.05.14	DHB	1:500

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER

DRAWING NO.

9040 PL02 K

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix; Colour	C

THE RATCLIFFE GROVES PARTNERSHIP

MANCHESTER
105 MANCHESTER ROAD
BURY LANCASHIRE BL9 0TD
T. 0161 797 6000 E. manchester@rgp.uk.com
www.rgp.uk.com

LONDON
WINCHESTER HOUSE 19 BEDFORD ROW
LONDON WC1R 4EB
T. 020 7600 6666 E. london@rgp.uk.com

RGP architects

P:\Dgn\9000\9000-9099\9040\1-Sheets\9040 Aldi 06.14\9040-PL02.dgn
07/12/2015 13:24:54
Hall Lane RP Norwich
david.byrne



REV.	DATE	NOTES	INIT.
J	07.12.15	TREE PLANTING AMENDED	DHB
H	12.11.15	TREE PLANTING AMENDED	DHB
G	06.11.15	PEDESTRIAN/CYCLE LINK TO LAKENMAM WAY ADDED. EXISTING & PROPOSED TREE PLANTING AMENDED. CYCLE PATH FROM HALL RD AMENDED.	DHB
F	24.08.15	PLANNING ISSUE	CRC
E	16.04.15	EVCP BAY ADDED	DHB
D	20.03.15	PARKING AMENDED	DHB
C	11.10.14	INTERNAL OFFICE LAYOUT ADDED	DHB
B	08.09.14	NOTES ADDED.	EZ
A	26.08.14	ALDI FLOOR PLAN AMENDED. PARKING AMENDED. SUBSTATIONS MOVED. CYCLE STANDS ADDED. ROAD MARKINGS AMENDED. NO ENTRY SIGNS ADDED.	DHB

CLIENT / PROJECT

SCHRODERS UK PROPERTY FUND+ALDI

HALL ROAD RETAIL PARK

NORWICH

DRAWING TITLE

OVERALL PROPOSED SITE PLAN

STATUS

PLANNING

DATE	DRAWN	SCALE @ A3
12.05.12	DHB	1:1250

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER
9040			PL 05	J

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix; Colour	C

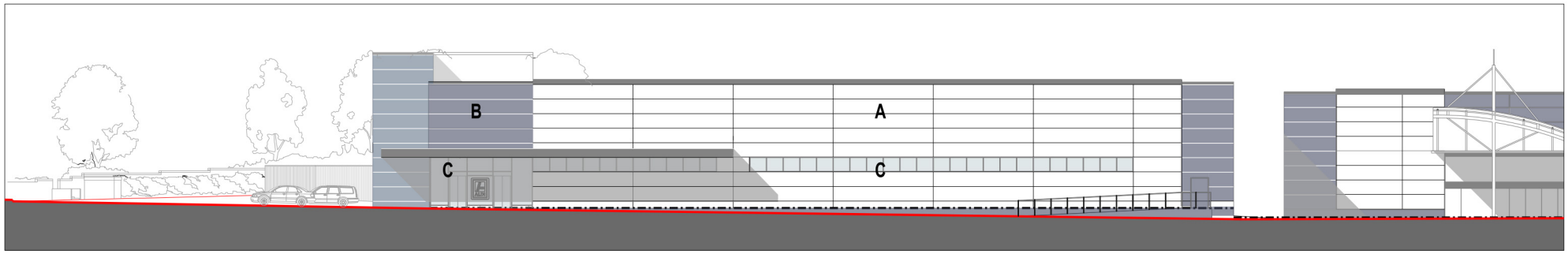
THE RATCLIFFE GROVES PARTNERSHIP

MANCHESTER
105 MANCHESTER ROAD
BURY LANCASHIRE BL9 0TD
T. 0161 797 6000 E. manchester@rgp.uk.com
www.rgp.uk.com

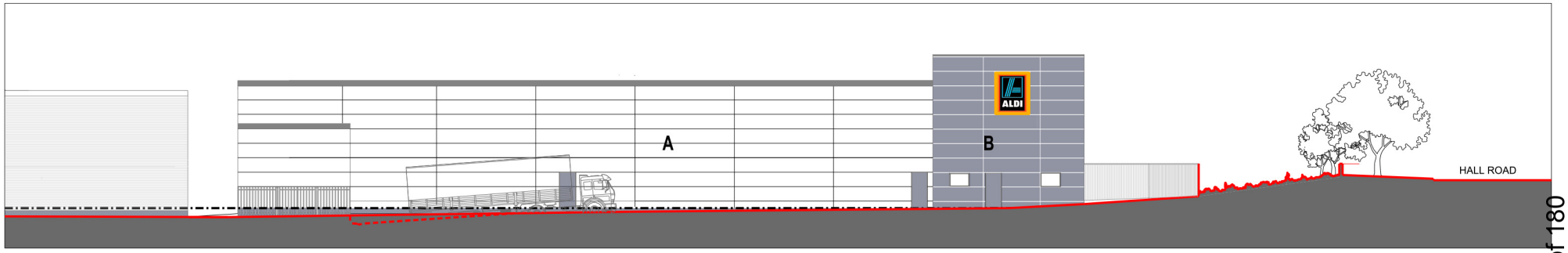
LONDON
WINCHESTER HOUSE 19 BEDFORD ROW
LONDON WC1R 4EB
T. 020 7600 6666 E. london@rgp.uk.com

RGP architects

07/12/2015 13:22:35 P:\Dgn\9000\9000-8099\9040\1-Sheets\9040 Ald 05.14\9040-PL05.dgn
Hall Lane RP Norwich
david.byrne



SOUTH ELEVATION



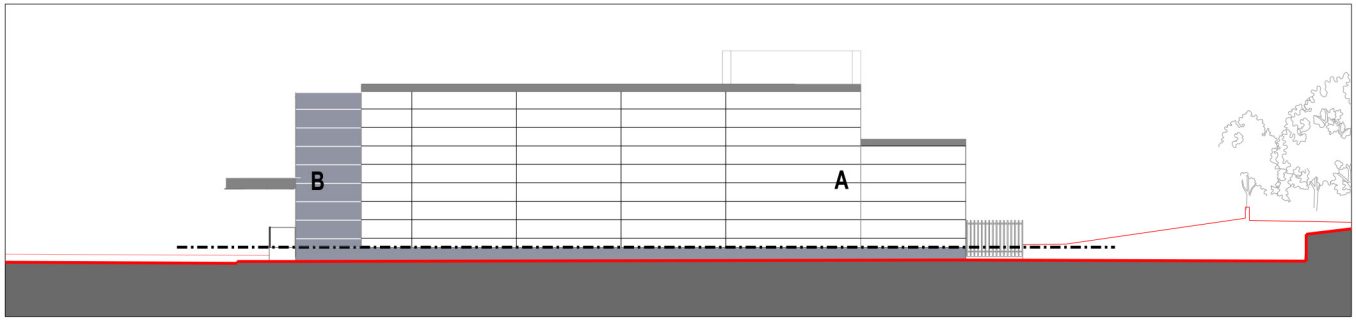
NORTH ELEVATION

MATERIALS

A	SILVER FLAT INSULATED CLADDING PANELS
B	ANTHRACITE GREY FLAT INSULATED CLADDING PANELS
C	GLAZING WITH PPC ALUMINIUM FRAMING



WEST ELEVATION



EAST ELEVATION

0 1 2 3 4 5 10 15 20 25

REV.	DATE	NOTES	INIT.
G	24.08.15	PLANNING ISSUE	CRC
F	12.12.14	TRANSOME TO GLAZING ON WEST ELEVATION AMENDED.	DHB
E	10.11 14	WINDOWS & DOORS AMENDED ON NORTH ELEVATION	DHB
D	22.09.14	PARAPET RAISED. CLADDING AMENDED	DHB
C	08.09.14	ELEVATION ADDED	EZ
B	26.08.14	ELEVATIONS AMENDED	DHB
A	09.07.14	MATERIALS ADDED	DHB

CLIENT / PROJECT

SCHRODERS UK PROPERTY FUND+ALDI

HALL ROAD RETAIL PARK

NORWICH

DRAWING TITLE

PROPOSED NEW FOOD STORE

ELEVATIONS

STATUS

PLANNING

DATE	DRAWN	SCALE @ A2
10.06.14	DHB	1:200

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER
9040			E 02	G

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix; Colour	C

THE RATCLIFFE GROVES PARTNERSHIP

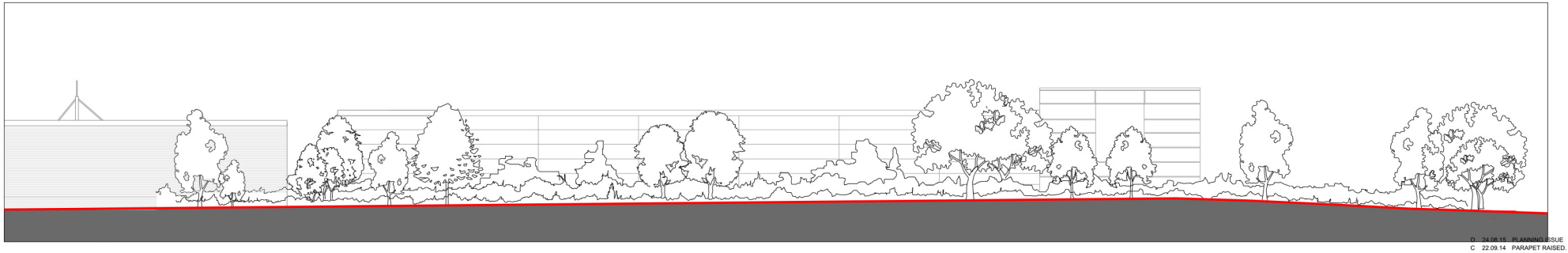
MANCHESTER
105 MANCHESTER ROAD
BURY LANCASHIRE BL9 0TD
T. 0161 797 6000 E. manchester@rgp.uk.com
www.rgp.uk.com

LONDON
WINCHESTER HOUSE 19 BEDFORD ROW
LONDON WC1R 4EB
T. 020 7600 6666 E. london@rgp.uk.com

RGP architects



WEST ELEVATION FROM HALL ROAD



NORTH ELEVATION FROM BARRETT ROAD

REV.	DATE	NOTES	INIT.
D	24.09.14	PLANNING ISSUE	CRC
C	22.09.14	PARAPET RAISED, CLADDING AMENDED	DHB
B	08.09.14	NOTES AMENDED	EZ
A	26.08.14	ELEVATIONS AMENDED	DHB

CLIENT / PROJECT

SCHRODERS UK PROPERTY FUND+ALDI

HALL ROAD RETAIL PARK

NORWICH

DRAWING TITLE

PROPOSED NEW FOOD STORE

CONTEXT ELEVATIONS

STATUS

PLANNING

DATE	DRAWN	SCALE @ A2
10.06.14	DHB	1:200

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER
9040			E 03	D

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix; Colour	C

0 1 2 3 4 5 10 15 20 25

THE RATCLIFFE GROVES PARTNERSHIP

MANCHESTER
105 MANCHESTER ROAD
BURY LANCASHIRE BL9 0TD
T. 0161 797 6000 E. manchester@rgp.uk.com
www.rgp.uk.com

LONDON
WINCHESTER HOUSE 19 BEDFORD ROW
LONDON WC1R 4EB
T. 020 7600 6666 E. london@rgp.uk.com

RGP architects

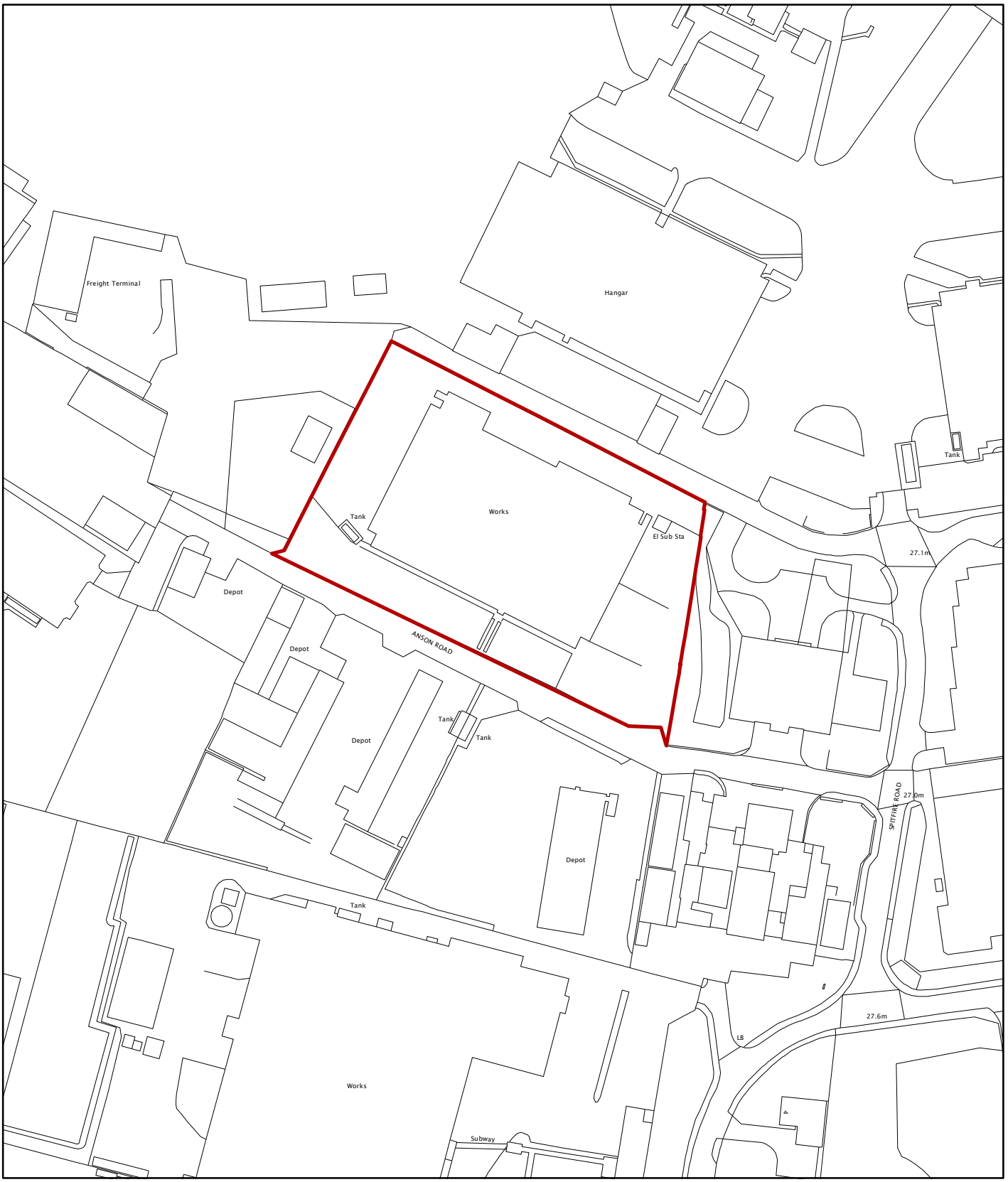
25/09/2015 17:15:51 P:\dwg\9040\9040_9039\9040-01-Sheets\9040 Add 06 +040v0.ESS.dgn
Hall Lane BP Norwich
chris.chandler

Report to	Planning applications committee 17 December 2015	**Item**
Report of	Head of planning services	
Subject	Application no 15/01364/F - Hangar 5 Anson Road, Norwich, NR6 6ED	4(E)
Reason for referral	Objection and City council application or site	

Ward:	Catton Grove
Case officer	Joy Brown - joybrown@norwich.gov.uk

Development proposal		
Alterations to and recladding of external walls and roof in connection with the change of use to an aviation academy (Class D1).		
Representations		
Object	Comment	Support
1	0	0

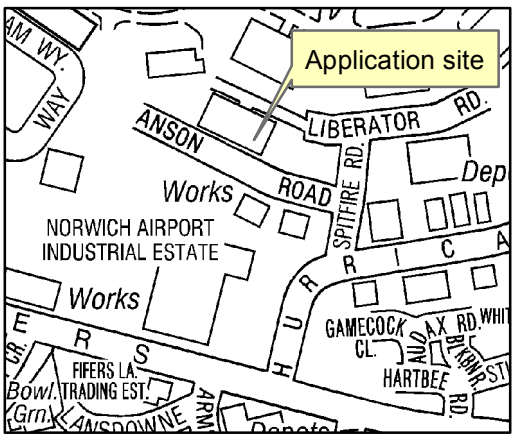
Main issues	**Key considerations**
1 – Principle of development	The loss of employment land and the provision of an educational establishment which provides training in aviation.
2 - Design	The acceptability of the external alternations and the impact that this will have on this 1930s 'type C' hangar.
3 – Landscaping	The use of hard and soft landscaping to create a functional and attractive setting.
4 – Transport	The accessibility of the site by car, public transport, walking and cycling and measures that can be put in place to improve access and highway safety and to ensure that sustainable travel will be embedded into everyday life of staff and students.
5 – Amenity	The impact upon neighbouring uses.
6 – Flood risk	Mitigating surface water runoff.
Expiry date	4 January 2016
Recommendation	Approve subject to conditions



© Crown Copyright and database right 2015. Ordnance Survey 100019747.

Planning Application No 15/01364/F
Site Address Hangar 5
Anson Road

Scale 1:2,000



NORWICH City Council

PLANNING SERVICES

The site and surroundings

1. The site is situated on the northern side of Anson Road which is a cul-de-sac towards the western side of the Norwich Airport Industrial Estate. The site which is around 1.3 ha is currently occupied by 'hangar 5' which is a standard late 1930s hangar design developed by the Ministry of Defence and referred to as a 'Type C' hangar. The building measures approx. 46m x 91m and has a 'saw-tooth' roof.

2. The building is currently occupied by Anglian Windows as their manufacturing and operations base so is in B1 use. Access to the site is from Anson Road and also Liberator Road.

3. There is a single vehicular access to the Norwich Airport Industrial Estate which is via a traffic light junction on Fifers Lane. To the north west of the site is Norwich International Airport and to the north, east and south are employment uses such as commercial, light industrial and engineering uses. The closest residential accommodation is situated to the south of the Norwich Airport Industrial Estate.

Constraints

4. The site is situated within a defined employment area and is within the critical drainage catchment.

Relevant planning history

5. No recent relevant planning history

The proposal

6. The application seeks full planning permission to change the use of the building to an aviation academy which will be a further and higher educational facility for engineering and other aviation related vocational courses. It is intended that KLM will move their existing aviation students teaching facility (engineering degree courses validated by Kingston-upon-Thames University) which is currently located elsewhere on the Airport Industrial Estate, into the new facility. In additional students that are currently undertaking courses in basis engineering and other aviation related vocational courses, such as cabin crew training at City College will also move to the site. The academy will be designed to accommodate up to 500 people (staff and students) although initial occupation is anticipated to be lower.

7. The proposal will retain the existing 1930s steel structure with concrete encasement and reclad the external walls with grey metal panels and change the existing 'saw tooth' roof to a flat profile, with the new decking and membrane running at existing ridge level. The original 1938 steel roof will be visible from the inside. A number of the existing later additions will be removed as part of the proposal and a small extension (approx. 300sq m) will be added to the western elevation to allow for a decommissioned Airbus A320 to be accommodated within the building. This element will be partially demountable to allow for aircraft replacement approximately every 5 years or so. The existing hangar doors are to be removed and new openings will be formed in the existing concreate walls.

8. With regards to internal alterations, it is proposed to divide the existing hangar into two distinct portions. The 'Emulation Zone' will house the decommissioned plane and also have enough space to accommodate an Augusta Westland 139 helicopter as well as having workshops for use by aviation students. The 'educational zone' will accommodate 20 classrooms, group rooms, seminar rooms, IT room and offices which are arranged around an open atrium space which accommodates a learning resource centre and café. The two zones will be separated by a fire compartment wall which will have large areas of glazing and a viewing gallery allowing students to observe processes being carried out within the emulation zone.

9. The main entrance remains off Anson Road with an access to Liberator Road also being retained. A landscape strategy has been submitted with the application which includes open space for use by students and staff and provides car parking, motorcycle parking and cycle parking as well as space for servicing.

Summary information

Proposal	**Key facts**
Scale	
Total floorspace	6591 sq m (existing 7860sq m)
No. of storeys	Two (existing two)
Max. dimensions	103m x 60m, Height – 15m (excluding rooflights) (existing 94m x 65m – height – 14.9m)
Appearance	
Materials	Walls – Profiled insulated wall panels (existing is concrete and asbestos cement cladding) Roof – Shallowed-profiled roof insulated panels (existing is asbestos sheeting) Windows and doors – Polyester Powder Coated Aluminium (existing upvc and timber)
Energy and resource efficiency measures	Air source heat pumps
Operation	
Opening hours	08:30-17:30
Transport matters	
Vehicular access	Main access remains off Anson Road with an access to Liberator Road also be retained.
No of car parking spaces	30 (including 2 disabled bays and 1 EV space (existing approx. 114)

No of motorcycle parking spaces	50 (existing approx. 20)
No of cycle parking spaces	50 (existing approx. 20)

Representations

10. Advertised on site and in the press. 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. All representations are available to view in full at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Issues raised	Response
30 car parking spaces are not adequate for the size of the building or the number of students and staff anticipated when the college is fully utilised. It is naïve to expect students to access the site via bus, cycle and motorcycle and there should be some car spaces provided for students.	See main issue 4

Consultation responses

11. Consultation responses are summarised below the full responses are available to view at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Highways (local)

12. The location of the site within the airport industrial estate has benefits in its proximity to the Norwich urban area and access to the primary road network via the A140 that will connect to the Northern Distributor Road at the Airport. There are local bus services and the Airport Park and Ride service that are all a short walk away. The Pedalway programme will also see improved provision for cyclists to the Airport industrial estate via a route towards the city centre via Hurricane Way, Ives Road and Angel Road.

13. In principle there are no objection on highway/transport ground as the academy should have a lower traffic impact than the former use of the site however a number of issues need to be resolved as the proposal has omitted to fully address the following points
    - No direct bus service to the campus
    - Lack of pedestrian crossing facilities at Fifers Lane
    - Airport Park and Ride Service not acknowledged within travel plan
    - Lack of footpaths and lighting on Anson Road and Liberator Road
    - Retiming of local bus services

- Transport Statement has not estimated likely trips
- Travel Information Plan lacks details

14. Therefore there is a need for travel plan enhancements (including having a travel plan coordinator), pedestrian accessibility improvements (including improvements to the footpath provision on Anson Road), enhanced cycle parking provision, liaison with bus operators with regards to retiming of bus services and having an additional bus stop for Park and Ride, a review of waiting restrictions and improved direction signage.

Highways (strategic)

15. The proposed development will have negligible impact on the local transport network compared with the extant use of the site. Consequently Norfolk County Council recommends that there is no strategic highway objection and is content for officers of Norwich City Council to deal with the local transport impacts of the development.

Environmental protection

16. Agree with the recommendations set out within the phase 1 site investigation report. An intrusive investigation will be required. It is recommended that conditions relating to contamination, imported materials, construction working hours and asbestos are attached to any future consent.

Environment Agency

17. No comments received – consultation for Environment Agency expires 11th December 2015. Any comments received will be reported verbally to the committee.

Landscape

18. The proposal is acceptable however further details are required on certain aspects of the landscaping strategy.

Tree protection officer

19. No objection to the proposed development. Would recommend that the lime tree to the front of the hangar is removed and replacement tree planting is provided along the front of the hangar that will reflect more the grandeur of the proposed aviation academy.

Natural areas officer

20. The structure of this building makes it unlikely to be of value for roosting bats. If works are undertaken during the main bird breeding season any active nests must be retained and protected from disturbance until the young birds have fledged. The nature of the proposal and the site's close proximity to the airport, severely limit the scope for soft landscaping but it is noted that a wildflower meadow area and plant species of value for pollinating insects will be included.

Hellesdon Parish Council

21. Support application.

Head of Development Management and Conservation Broadland

22. No comments received

Asset Management Land Owner – Norwich City Council - NPS

23. No comment received

Assessment of planning considerations

Relevant development plan policies

24. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
    - JCS1 Addressing climate change and protecting environmental assets
    - JCS2 Promoting good design
    - JCS3 Energy and water
    - JCS5 The economy
    - JCS6 Access and transportation
    - JCS7 Supporting communities
    - JCS12 The remainder of the Norwich urban area including the fringe parishes
    - JCS20 Implementation

25. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**
    - DM1 Achieving and delivering sustainable development
    - DM2 Ensuring satisfactory living and working conditions
    - DM3 Delivering high quality design
    - DM5 Planning effectively for flood resilience
    - DM7 Trees and development
    - DM11 Protecting against environmental hazards
    - DM16 Supporting the needs of business
    - DM22 Planning for and safeguarding community facilities
    - DM28 Encouraging sustainable travel
    - DM30 Access and highway safety
    - DM31 Car parking and servicing
    - DM33 Planning obligations and development viability

Other material considerations

26. **Relevant sections of the National Planning Policy Framework March 2012 (NPPF):**
    - NPPF0 Achieving sustainable development
    - NPPF1 Building a strong, competitive economy
    - NPPF4 Promoting sustainable transport
    - NPPF7 Requiring good design
    - NPPF8 Promoting healthy communities
    - NPPF10 Meeting the challenge of climate change, flooding and coastal change
    - NPPF12 Conserving and enhancing the historic environment

Case Assessment

27. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan polices are detailed above. Material considerations include policies in the National Planning Framework (NPPF), the Councils standing duties, other policy documents and guidance detailed above and any other matters referred to specifically in the assessment below. The following paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations.

Main issue 1: Principle of development

28. Key policies and NPPF paragraphs – JCS5, JCS7, DM16, DM22, NPPF1, NPPF8.

29. With regards to the principle of the proposal there are two main issues for consideration. Firstly as the site is on a defined employment area it is important to establish whether the proposal would prejudice the function of the employment area and secondly it is important to assess whether the location is suitable for an education and training facility.

30. Policy DM16 is of particular importance and this seeks to prioritise defined employment areas for employment uses. The site is currently in employment use and the proposal will therefore result in the loss of employment uses on the site. In this instance however given the sites proximity to the airport and given the specific nature of training that will be offered from the facility it is not considered that the proposal would prejudice the function of the employment area and instead it is considered that the proposal offers the opportunity to support jobs and economic growth in the aviation industry and therefore it can be seen as being complementary to employment uses in the area.

31. Policy DM22 of the local plan and policy 7 of the Joint Core Strategy are also of particular importance as these policies relate to the provision of educational facilities. The proposal will help promote Norwich as a 'learning city' and it is considered that the proposed development will help satisfy the demand for diverse aviation skills training and deliver a centre for education in aviation which will support degree-level, further and higher education courses in engineering, airport operations and cabin crew training. It is however important that educational facilities are accessible and do not have a detrimental impact on the surrounding environment. In particular policy DM22 sets out that proposal for educational facilities will be accepted where:

    a) They would not undermine the objectives for sustainable development set out in policy DM1, in particular by increasing the need to travel by private car;
    b) They would not give rise to significant impacts on the environment, highway safety or traffic arising from locational constraints which could not be overcome by the imposition of conditions;

    Clauses c) and d) of policy DM22 are not of particular relevance in this instance.

32. These issues are discussed in more details in the sections below.

Main issue 2: Design

33. Key policies and NPPF paragraphs – JCS2, DM3, NPPF paragraphs 9, 17, 56 and 60-66.

34. It is proposed to retain the existing 1930s steel structure and reclad the external walls and roof to give the building more of an 'aviation aesthetic'. The use of Kingspan Micro-Rib composite insulated panels in metallic grey is appropriate for the walls as is the proposed metallic grey Kingspan cladding for the roof. Although this will transform the appearance of the building, it is noted that that existing structure has been significantly altered over time and therefore its historic significance has larger been lost. Overall it is felt that the alterations are an improvement and will give this building a new lease of life. It is also important that one of the key heritage features of the building will be retained internally so although externally the existing roof profile will be changed from a 'saw tooth' roof to a flat profile, the original roof structure will be retained internally and will be made more visible by painting the steel roof black. The use of glazing, rooflights and detailing also helps to break up the mass of the building as well as allowing a lot of natural daylight to flood into the building.

35. The proposal includes a small extension to the building to allow a decommissioned plane to be accommodated within the 'emulation zone'. This is in keeping with the design of the rest of the building and does not significantly alter the overall size and mass of the building or change its proportions.

36. It is also proposed to landscape the external spaces so that they are both functional whilst also providing an area that is attractive and useable for future students and staff. Further details of the landscaping strategy are provided in the following section but overall it is felt that the landscape strategy significantly helps enhance the setting of the building.

37. The only concern with the proposal as submitted was that the main entrance was not prominent enough which could mean that people have difficulties in knowing where to access the building. Furthermore no indication of any signage was shown on the elevations and it was felt that it was better to design this in at this stage rather than to 'tack' it on at a later date. The applicant has subsequently amended the proposal. The entrance has been made more prominent through the provision of an entrance canopy and signage which are both appropriate for the scale of the building and help create a sense of arrival. Signage is also shown on the south east elevation and the north west elevation. Both these signs are large; however they are considered to be appropriate for the nature and scale of the building and the surrounding area. Details of the signage and the canopy will however be required to ensure that they are of high quality but this can form a condition of any future consent.

38. With regards to the internal space, as discussed within the proposals section of this report, the space will be divided into two distinct areas – the emulation zone and the educational zone. It is considered that the proposed layout meets the needs of the academy and whilst the provision of small classrooms and seminar rooms does divide the internal space up, a large proportion of the building is to remain relatively open which allows the original 'saw tooth' roof to be visible and for a sense of space to be retained.

Main issue 3: Landscaping

39. Key policies and NPPF paragraphs – DM3, NPPF paragraphs 9, 17 and 56.

40. A landscape plan has been submitted with the application and it is considered that the aim of creating a welcoming environment with open space for the use of staff and students and sufficient parking, cycle parking, motorcycle parking and servicing has been achieved. There is a large area of permeable paving which draws pedestrians to the main entrance and the use of benches (including a large curved bench) and an amphitheatre provides plenty of space for students and staff to congregate and socialise outside. Trees, scrub and wild flower planting and a rain garden help soften the development and helps enhance the biodiversity of the site. A row of trees along the frontage also help create a feeling of grandeur.

41. Two areas of car parking are provided, one to the south and one to the north and spaces has been designated for motorcycle parking and cycle parking. The overall layout also allows for servicing. The area to the west of the site will be concrete surfaced as this needs to allow plane access in and out of the academy.

42. Further details are required of certain aspects of the landscaping scheme but these can form a condition of any consent.

Main issue 4: Transport

43. Key policies and NPPF paragraphs – JCS6, DM28, DM30, DM31, NPPF paragraphs 17 and 39.

44. One of the key considerations for this application is how the site can be accessed particularly as when at its full capacity the site may be used for up to 500 students and staff.

45. The location of the site within the Airport industrial estate has benefits in its proximity to the Norwich urban area and access to the primary road network via the A140 Cromer Road that will connect to the Northern Distributor Road at the Airport. Although there is currently only one vehicular access point to the industrial estate at Fifers Lane, it is considered that the proposed development will have negligible impact on the local transport network as the traffic impact should be lower than the existing use of the site for industrial purposes which has a significantly higher number of parking spaces on the site.

46. There is also a local bus services (First bus service 37 and 38) within walking distance of the site (stops on Fifers Lane, Vulcan Road North and Bush Road) and the Airport Park and Ride service allows passengers to board and alight at the airport terminal which is only a short walk away from the proposed academy. Discussions have been ongoing for several years in relation to a new bus route to this part of the city and at pre application stage discussions were held with the applicant about whether this development could facilitate this new bus route with a link being provided through this part of the employment area to the terminal building. The response from the applicant is that the provision of a new bus link is not considered to be a reasonable or necessary request of the proposed development as the applicant feels that the transport assessment demonstrates that the impact of the development on the surrounding highway network is minimal. Furthermore the applicant understands that the land required for this link is let on a

long lease to another tenant of the industrial estate and the link is therefore undeliverable at this current time.

47. Given that the applicant has stated that they will not provide this new bus link as part of this development, the Council does need to weigh up whether the development is acceptable without a direct bus service. It is the officer's opinion that the economic benefits of the proposal in this instance do outweigh this transport shortcoming particularly given that there are alternative bus routes within walking distance of the site. As such although it is acknowledged that access to the site by public transport is far from ideal, there is provision within the area and therefore the development would be acceptable without a direct service to the academy.

48. Notwithstanding the above, although it is acknowledged that there are bus services within walking distance of the site, the Council has serious concerns about the existing extent and condition of footpaths from the bus stops to the academy and this raised the question as to whether there were any safe routes for pedestrians to access the site. The proposal as submitted included a new pavement to the front of the site (on Anson Road) but as the land required to provide a continuous footpath on the site side of Anson Road is not within the applicant's or Council's control the applicant felt that this was not an option at this point in time. The Transport Statement submitted with the application stated that existing footpath facilities were available on the south side of Anson Road; however the case officer's site visit would confirm that this is not the case as there are stretches of Anson Road which lack a footpath altogether. It was the officer's opinion that without footpath enhancements to the south side of Anson Road, the proposal could give rise to highway safety issues. In response to this the applicant did suggest that there were currently no safety issues in the vicinity of the site as no accidents have been recorded on Anson Road in the last three years; however very few people currently walk or cycle along Anson Road and if this application is approved there will be a considerable number of students and staff needing to access the site on foot which will greatly increase the risk of an accident occurring if adequate footpath provision is not provided. As well as the footpath, it was the officer's opinion that street lighting is also essential along the stretch of Anson Road as this will greatly improve highway safety too. Without these footpath improvements it was considered that the proposal would not be acceptable. The applicant has now however confirmed that improvements will be made to the footpath on the south side on Anson Road; however at the time of writing this report a plan indicating the improvements has not yet been submitted, although this is expected before the committee meeting on 17th December. Subject to this plan showing satisfactory improvements, the case officer is of the opinion that future students and staff can access the site safely.

49. With regards to accessing the park and ride bus service at the airport there is an informal route through. There are barriers to control vehicular access however there appear to be no restrictions for pedestrians or cyclists. The current road surface is poor and there is a lack of a continuous footpath and lighting; however as traffic levels are minimal and as this link will form part of the pedalway project in the next couple of years there should be enhancements to this route which will directly benefit the academy. Therefore it is not considered necessary to require the applicant to enhance this route as part of this application.

50. With regards to cycling to the site, currently this is not ideal however the pedalway project has provision for improved cycle access to and from the airport and

industrial estate which should be completed within the next couple of years (yellow and purple pedalways). Although ideally these enhancements would have preceded the aviation academy, the pedalway project will clearly have direct benefits in the future. The proposed route is to the north of the academy (on Liberator Road) so an amendment was made to the proposal to include a cycle link from the cycle store to Liberator Road.

Car parking provision

51. There are currently just over 100 spaces on the site; however the parking provision is on an informal basis. The application proposes 30 spaces (inducing 1 EV space and 2 disabled spaces) on site which will only be used by staff and visitors. For an educational establishment of this size the local plan requirement is for a minimum of 1 disabled space per 20 classrooms and a maximum of 1 space per classroom for staff and visitors with 5% of the spaces being disabled spaces and 1 space including provision for an electric charging point. The number of spaces will exceed the maximum requirement; however given that the site is not ideally located for public transport, it is felt that the provision of 30 spaces is appropriate in this instance. This number of spaces should still encourage students and staff to use alternative sustainable ways of accessing this site and it also allows for a good amount of landscaping which enhances the setting of the building. It will however be necessary to review waiting restrictions in the local area to ensure that students do not park on the surrounding streets which in turn could cause highway safety issues. This can form a condition of any future consent and the cost of the traffic regulation order, signs and lines should be met by the applicant.

Cycle parking provision

52. 50 cycle parking spaces will be provided on site and although this is considerably under the local plan requirement of 170, due to the location of the site it is considered appropriate and will provide enough for 10% of students. The level of cycle parking will however need to be reviewed on an annual basis to ensure that provision is adequate and this should be carried out under the annual review of the travel plan. Details of the cycle parking will also need to be conditioned to ensure that it is covered and that suitable tethers are provided. The applicant is also proposing 50 moped/motorcycle spaces which helps make up the shortfall in cycle parking spaces which is very important given the wide catchment and age demographic and their growing popularity. Details of the moped/motorcycle parking should form a condition of any future consent to ensure that it is covered and that suitable tethers are provided.

Servicing

53. Satisfactory provision has been made for large vehicles to enter and egress the site in forward gear. This would accommodate deliveries, refuse lorries and emergency vehicles. Highway impacts of servicing are likely to be minimal compared to the existing industrial use but it is felt necessary to condition that servicing shall not take place during normal opening hours to avoid conflict between vehicles and pedestrians/cyclists.

Travel Plan

54. A travel plan has been submitted with the application; however this is lacking detail and does not provide reassurance that travel matters will be embedded into the corporate business of the Academy and adequate attention and resources will be given when required. For example the plan doesn't really indicate how sustainable travel will be embedded into everyday life of staff and students and how parental pick up and drop off issues will be managed or mitigated. For example measures such as having real time bus information on monitors in the internal areas of the Academy will help make public transport more convenient and attractive to staff and students. The applicant was asked to review the travel plan; however only minimal changes have been made. Ideally a more full travel plan would be submitted at this stage; however this can form a condition of any future consent and provided that a full travel plan is approved before the use of the academy commences and it is reviewed annually, all outstanding issues should be able to be resolved.

Feasibility study

55. The Council also asked the applicant to explore the possibility of seeing whether certain park and ride buses could have an additional pick up/drop off point at the times when students/staff are most likely to use the service as currently buses only pick up in the City Centre and Anglia Square which would mean that anyone living near Aylsham Road (e.g. resident of Mile Cross) would have to get two buses rather than one. Furthermore a request was made with the applicant to explore with First Buses whether it is feasible to provide a bus service to Hurricane Way and provision of bus stop clearways and better bus stop infrastructure including real time passenger information. Regrettably none of this information has been forthcoming. As it is not considered that the measures would be fundamental to the successful operation of the academy (although they would clearly be highly desirable) , it is proposed that a condition is attached to any future consent requiring a feasibility study to be carried out prior to the first use of the building to explore these options further.

Main issue 5: Amenity

56. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.

57. It is not considered that the proposal will have a significantly detrimental impact upon any neighbouring uses and subject to sufficient insulation within the building, noise from adjacent uses is not likely to have a negative impact upon students of the academy.

Main issue 6: Flood risk

58. Key policies and NPPF paragraphs – JCS1, DM5, NPPF paragraphs 100 and 103.

59. The site is situated within flood zone 1 so is at low risk of flooding. Educational establishments are considered to be a more vulnerable use but it is appropriate to locate this form of development in flood zone 1 so no sequential test or exception test is required.

60. The site is however situated within a critical drainage area and policy DM5 of the local plan is therefore of particular relevance as it is important that the development minimises the risk of flooding on the development site and where possible reduce

the risk. As part of the submitted flood risk assessment a drainage strategy has been included which utilises attenuation methods for the disposal of surface water. The attenuation tank will contain and dispose of surface water at a controlled rate. Given that the existing site is occupied by a building and hardstanding it is considered that subject to the drainage strategy being implemented and part of the site being surfaced with permeable material, the proposal should reduce the risk of surface water flooding on the site and to the surrounding area. This should form a condition of any future consent.

Compliance with other relevant development plan policies

61. A number of development plan policies include key targets for matters such as parking provision and energy efficiency. The table below indicates the outcome of the officer assessment in relation to these matters.

Requirement	Relevant policy	Compliance
Cycle storage	DM31	**No – see main issue 4**
Car parking provision	DM31	**No – see main issue 4**
Refuse Storage/servicing	DM31	**Yes subject to condition**
Energy efficiency	JCS 1 & 3 DM3	**Yes subject to condition**
Water efficiency	JCS 1 & 3	**Yes subject to condition**
Sustainable urban drainage	DM3/5	**Yes subject to condition**

Other matters

62. The following matters have been assessed and considered satisfactory and in accordance with relevant development plan policies, subject to appropriate conditions and mitigation:

63. Energy - An energy statement has been submitted with the application which demonstrates that at least 10% of the schemes expected energy requirement can be met through the use of low carbon energy. In this instance it is proposed to provide air source heat pumps to provide efficient space heating as well as cooling to a large part of the building. The energy statement sets out the air source heat pump will provide over 30% of the site's energy demand. In addition the proposed building has been designed so that it is well-insulated with an airtight fabric performance with heat-recovery ventilation in the teaching areas and natural ventilation in the atrium. A number of renewable energy systems were analysed for the new development and although several were considered suitable, none are proposed in the final strategy.

64. Water - A condition can be attached to any future consent to ensure that the proposal is water efficient.

65. Trees - There is one lime tree on site which was originally proposed to be retained. Norwich City Council's tree officer however felt that given the tree if of limited statue and is in poor form its removal and replacement with a number of trees along the front of the hangar would result in a better scheme and reflect more the grandeur of the proposed aviation academy. The applicant has subsequently amended the proposal to take on board this advice. There is also a group of trees to the east of the site and to the west of the site. All these trees will be retained and due to existing site fencing, temporary protective barriers are not required.

66. Contamination - Due to the previous uses of the site a phase I contaminated land investigation and risk assessment has been undertaken the conclusions of which is that there are potential sources of contamination on site. As such an intrusive investigation will be required. This can form a condition of any future consent in addition to conditions relating to imported materials and unknown contamination.

67. Ecology - Due to the proposal including the removal of the roof and the demolition of a number of extensions an ecology assessment was submitted with the application. Following a site inspection it was concluded that there are no likely bat roasting opportunities and no bird nesting was evident. Notwithstanding this the advice given within the report is that if a bat or evident bat roost is encountered during the projection, then the works should ceased and a licensed bat worker contacted to re-assess the situation. With regards to birds if works are undertaken during the main bird breeding seasons and active nests must be retained and protected from disturbance until the young birds have fledged.

Equalities and diversity issues

68. Disability - All parts of the building will be accessible by lift and disabled car parking is provided. The site would be difficult to access by public transport.

69. Age – The proposal will be a new form of education to people aged 16 and above and promotes vocational training. A more central location would make the site more accessible to all sectors of the community; however due to the specific nature of training, a more central location would not be suitable in this instance.

S106 Obligations

70. The highway improvements required to make the development acceptable can be done through condition which will be as effective and can be subject to enforcement action should they not be undertaken.

Local finance considerations

71. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy.

72. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning

terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority.

73. In this case local finance considerations are not considered to be material to the case.

74. In this instance the total gross internal floorspace will be reduced and given that the charge for educational facilities in the D1 use class category are charged at £0, the proposed development would not need to pay CIL under the current charging schedule.

Conclusion

75. The principle of the proposed development is considered acceptable as although the site is situated within an employment area where educational establishments would not normally be permitted, due to the specific nature of training it is not considered that the proposal would prejudice the function of the employment area but instead will offer the opportunity to support vocational training, jobs and economic growth in the aviation industry.

76. The proposed conversion of this late 1930s 'type C' hangar and the external and internal alterations will transform the building and will significantly enhance its external appearance whilst still allowing the 'saw tooth' roof which is one of its key heritage feature to be visible internally. The landscape strategy significantly helps enhance the setting of the building and creates a functional and attractive space for students and staff.

77. One of the key considerations with this application has been how accessible the site is and it cannot be ignored that access to the site by means other than a private car is far from ideal. There are a number of existing shortcomings to the site which include the fact that it has no direct bus service and the footpaths and cycle links are poor. It is regrettable that a new bus link cannot be provided as part of this application but given that there are two bus services within walking distance of the site (First bus service and Park and Ride), it would be unreasonable to require this as part of this application. As the applicant has now confirmed that footpath improvements will be made to Anson Road, it is considered that there will be a way of students and staff accessing the site safely.

78. Notwithstanding the above, even with the improvements to the footpath there are still a number of transport shortcomings and as part of the assessing the application it is important to weigh these up with the economic benefits of the proposal. It is the officer's opinion that provided the footpath enhancements are carried out and a robust travel plan is in place, the benefits do outweigh the existing shortcomings. Furthermore this proposal could act as a catalyst for further development in the area which in turn could help improve accessibility to the site. As such it is the opinion of the officer that the development is in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

To approve application no. 15/01364/F - Hangar 5 Anson Road Norwich NR6 6ED and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. To be used only as an Aviation Academy and for no other purpose, including other form of education use or any other purpose in Class D1. Restriction on capacity (500 students at any time) unless otherwise agreed in writing.
4. Materials including walls, roof, windows, doors, rooflights, curtain walling, gutters, downpipes, fascias, bargeboards, external staircases, canopy, advertisements, louvre panels, ventilators
5. Landscaping details (including details of paved areas, functional services above and below ground, boundary treatments, external lighting, vehicular and pedestrian access and circulation areas, minor artefacts and structure, rain garden, planting plan, planting schedules, tree pits, implementation and management programme). Provision prior to first use.
6. In accordance with AIA
7. Details of ASHP and provision prior to first use
8. Water efficiency and provision prior to first use
9. Provision of surface water drainage system and attenuation tank prior to first use and submission of management and maintenance plan to be agreed.
10. Contamination including submission of site investigation, verification plan and monitoring prior to occupation
11. Unknown contamination
12. Imported materials
13. Details of cycle parking, motorcycle parking, bin store and provision prior to first use
14. Provision of car parking (including EV charging provision and disabled spaces) and servicing area prior to first use
15. Provision of vehicular/pedestrian/cyclist access prior to first use of building
16. Feasibility study relating to First buses and Park and Ride Buses services
17. Submission of full travel plan including details of travel plan coordinator and annual review procedures (annual review to include annual review of cycle parking). Measures to be implemented prior to first use of building.
18. Details of footpath improvements to Anson Road (to front of building and on south side of Anson Road) (including street lighting) and provision prior to first use of building
19. Review of waiting restrictions (to be facilitated by Traffic Regulation Order) and no use of building until these have been undertaken.
20. Servicing and deliveries to take place outside usual college opening hours.
21. Any lighting on site to be agreed with local planning authority.
22. Installation of any plant and machinery to be approved by Council

Informatives

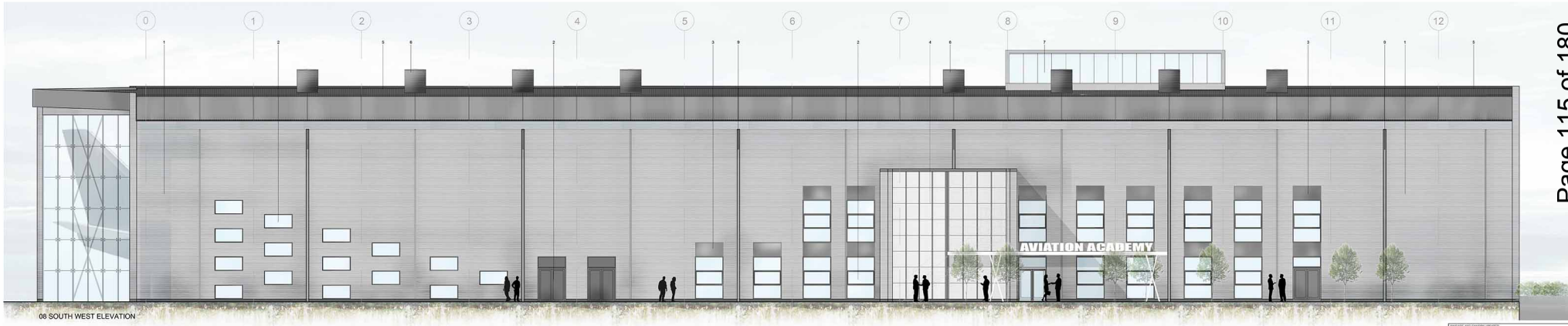
1. Construction working hours
2. Asbestos

Article 35(2) 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 the application has been approved subject to appropriate conditions and for the reasons outlined in the officer report.



07 SOUTH EAST ELEVATION



08 SOUTH WEST ELEVATION

RESPONSIBILITY IS NOT ACCEPTED FOR OTHERS SCALING DIRECTLY FROM THIS DRAWING. DO NOT SCALE FROM THIS DRAWING. USE WRITTEN DIMENSIONS ONLY.

0m 1 2 3 6m ORIGINAL SHEET SIZE A0

1:100

KEY PLAN



THIS DRAWING IS PRODUCED FOR USE IN THIS PROJECT ONLY AND MAY NOT BE USED FOR ANY OTHER PURPOSE. NPS PROPERTY CONSULTANTS LTD ACCEPT NO LIABILITY FOR THE USE OF THIS DRAWING OTHER THAN THE PURPOSE FOR WHICH IT WAS INTENDED IN CONNECTION WITH THIS PROJECT AS RECORDED IN THE PURPOSE FOR ISSUE AND FILE STATUS CODE.

THIS DRAWING MAY NOT BE REPRODUCED IN ANY FORM WITHOUT PRIOR WRITTEN AGREEMENT OF NPS PROPERTY CONSULTANTS LTD.

© CROWN COPYRIGHT AND DATABASE RIGHTS 2015 ORDNANCE SURVEY LICENCE NUMBER 100020044

Notes:

Material Key

01 Insulated metal cladding panels. Colour TBC
02 P.P.C Aluminium windows and doors. Colour TBC
03 P.P.C Aluminium louvre panels. Colour TBC
04 Stainless steel mesh to escape stair enclosure
05 Insulated metal roof panels. Colour TBC
06 Monodraught roof ventilators
07 Glazed roof light
08 Obscured glass panels across floor levels
09 P.P.C Aluminium downpipes flush with cladding surface in recessed cladding panel.
10 P.P.C Metal escape stairs. Colour TBC
11 Full height demountable frameless glass screen.
12 Removable insulated cladding panels to emulsion zone wall

REV	DRAWN	DATE	CHECKED	DATE	APPROVED	DATE
CANOPY UPDATED						
P2	KK	27.11.15	RG	27.11.15		
FOR PLANNING						
P1	MK	11.09.2015	JG	11.09.2015		

Part of the nps group

Barron and Smith Ltd
3 Maltings Place, 169 Tower Bridge Road, Bermondsey, London, SE1 3JB.
Tel: 020 7401 3030. Email: office@barronandsmith.com Web: www.nps.co.uk

CLIENT
Norwich International Aviation Academy

PROJECT
Aviation Academy at Norwich International Airport

TITLE
Proposed Elevations
2 of 2

SCALES	DISCIPLINE	PROJECT NUMBER
1:100	ARCHITECT	16-1-1017
DRAWING NUMBER		REV CODE
BAS-XX-XX-DR-A-(00)-102		P2
STATUS CODE	PURPOSE OF ISSUE	DRAWN BY
S2	INFORMATION	KK

© COPYRIGHT NPS GROUP 2015

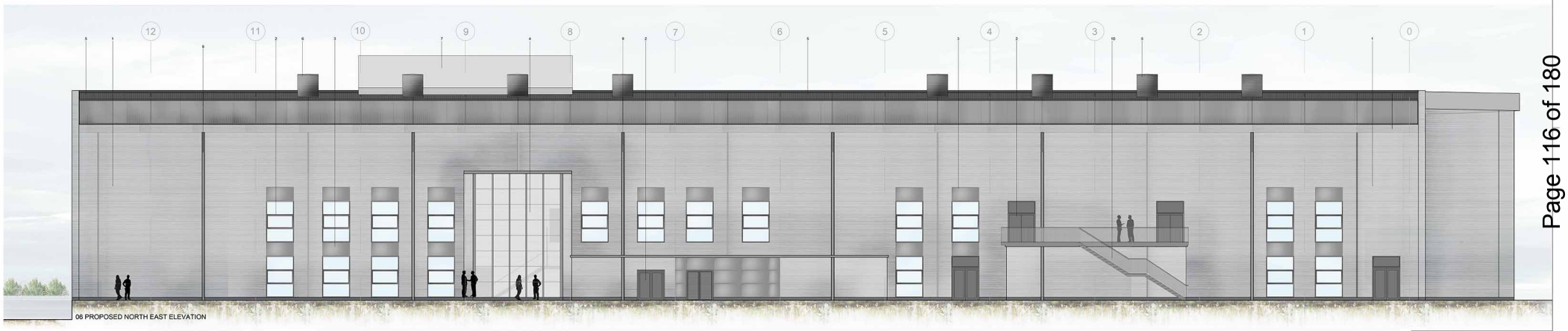
RESPONSIBILITY IS NOT ACCEPTED FOR OTHERS SCALING DIRECTLY FROM THIS DRAWING. DO NOT SCALE FROM THIS DRAWING. USE WRITTEN DIMENSIONS ONLY.

0m 1 2 3 6m
1:100

ORIGINAL SHEET SIZE A0



05 PROPOSED NORTH WEST ELEVATION



06 PROPOSED NORTH EAST ELEVATION

KEY PLAN



THIS DRAWING IS PRODUCED FOR USE IN THIS PROJECT ONLY AND MAY NOT BE USED FOR ANY OTHER PURPOSE. NPS PROPERTY CONSULTANTS LTD ACCEPT NO LIABILITY FOR THE USE OF THIS DRAWING OTHER THAN THE PURPOSE FOR WHICH IT WAS INTENDED IN CONNECTION WITH THIS PROJECT AS RECORDED IN THE PURPOSE FOR ISSUE AND FILE STATUS CODE.

THIS DRAWING MAY NOT BE REPRODUCED IN ANY FORM WITHOUT PRIOR WRITTEN AGREEMENT OF NPS PROPERTY CONSULTANTS LTD.

© CROWN COPYRIGHT AND DATABASE RIGHTS 2015 ORDNANCE SURVEY LICENCE NUMBER 100020449

Notes:

Material Key

01 Insulated metal cladding panels. Colour TBC
02 P.P.C Aluminium windows and doors. Colour TBC
03 P.P.C Aluminium louvre panels. Colour TBC
04 Stainless steel mesh to escape stair enclosure
05 Insulated metal roof panels. Colour TBC
06 Monodraught roof ventilators
07 Glazed roof light
08 Obscured glass panels across floor levels
09 P.P.C Aluminium downpipes flush with cladding surface in recessed cladding panel.
10 P.P.C Metal escape stairs. Colour TBC
11 Full height demountable frameless glass screen
12 Removable insulated cladding panels to emulsion zone wall

REV	DRAWN	DATE	CHECKED	DATE	APPROVED	DATE
P2	KK	27.11.15	BG	27.11.15		
FOR PLANNING						
P1	KK	11.09.2015	JO	11.09.2015		
COMMENT						

BRIDGE AND CANOPY UPDATED

Part of the nps group

Barron and Smith Ltd
3 Maltings Place, 169 Tower Bridge Road, Bermondsey, London, SE1 3JB
Tel: 020 7261 0555, Email: office@barronandsmith.com, www.nps.co.uk

CLIENT
Norwich International Aviation Academy

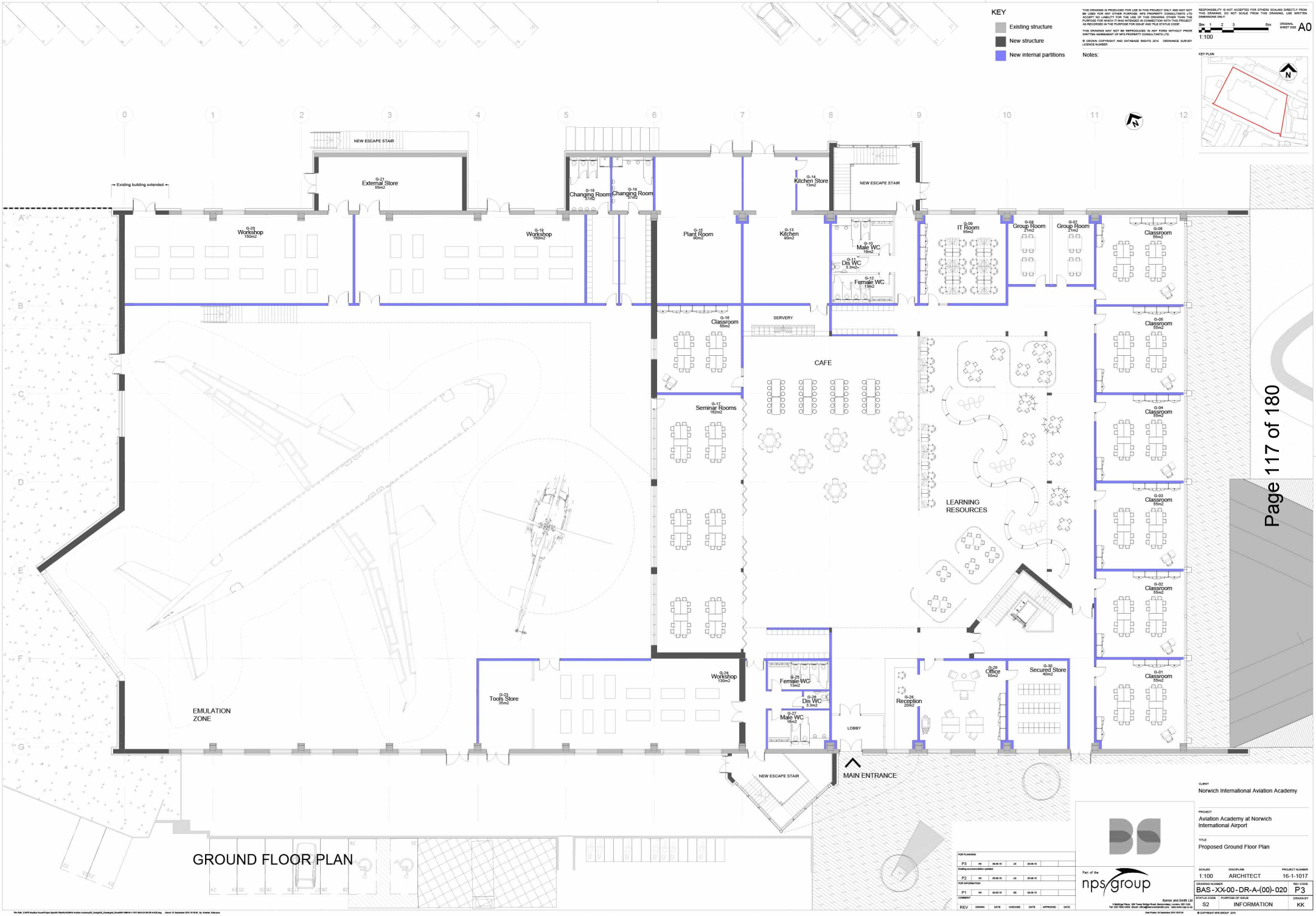
PROJECT
Aviation Academy at Norwich International Airport

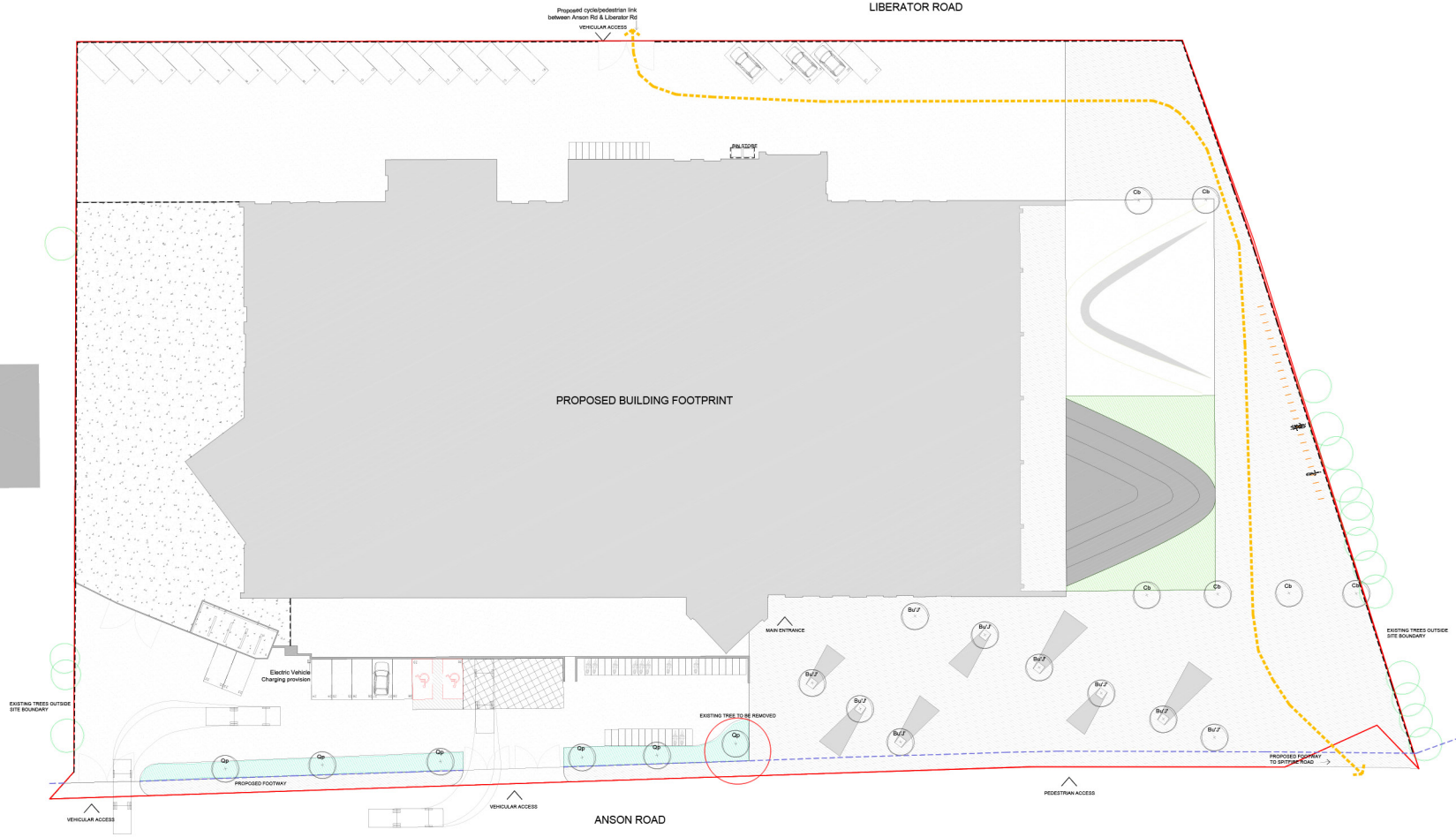
TITLE
Proposed Elevations
1 of 2

SCALES	DISCIPLINE	PROJECT NUMBER
1:100	ARCHITECT	16-1-1017

DRAWING NUMBER	REV CODE
BAS-XX-XX-DR-A-(00)-101	P2
STATUS CODE: S2 — PURPOSE OF ISSUE: INFORMATION	DRAWN BY: KK

© DOHRNEGHT NPS GROUP 2015


KEY
Existing structure
New structure
New internal partitions
Notes:
THIS DRAWING IS PRODUCED FOR USE IN THIS PROJECT ONLY AND MAY NOT BE USED FOR ANY OTHER PURPOSE. NPS PROPERTY CONSULTANTS LTD. ACCEPT NO LIABILITY FOR THE USE OF THIS DRAWING OTHER THAN THE PURPOSE FOR WHICH IT WAS PREPARED AND PROVIDED FOR THIS PROJECT AS RECORDED IN THE PURPOSE FOR ISSUE AND FILE STATUS CODE.
THIS DRAWING MAY NOT BE REPRODUCED IN ANY FORM WITHOUT PRIOR WRITTEN AGREEMENT OF NPS PROPERTY CONSULTANTS LTD.
© CROWN COPYRIGHT AND DATABASE RIGHTS 2015 ORDNANCE SURVEY LICENCE NUMBER
RESPONSIBILITY IS NOT ACCEPTED FOR OTHERS SCALING DIRECTLY FROM THIS DRAWING. DO NOT SCALE FROM THIS DRAWING. USE WRITTEN DIMENSIONS ONLY.
0m 1 2 3 5m
1:100
ORIGINAL SHEET SIZE A0
KEY PLAN
N
NEW ESCAPE STAIR
G-21 External Store 55m2
Existing building extended
G-18 Changing Room 37m2
G-18 Changing Room 37m2
G-14 Kitchen Store 13m2
NEW ESCAPE STAIR
G-20 Workshop 150m2
G-19 Workshop 150m2
G-15 Plant Room 90m2
G-13 Kitchen 90m2
G-10 Male WC 18m2
G-11 Dis WC 3.3m2
G-12 Female WC 13m2
G-09 IT Room 55m2
G-08 Group Room 21m2
G-07 Group Room 21m2
G-06 Classroom 55m2
G-16 Classroom 55m2
SERVERY
G-05 Classroom 55m2
CAFE
G-17 Seminar Rooms 160m2
G-04 Classroom 55m2
LEARNING RESOURCES
G-03 Classroom 55m2
G-02 Classroom 55m2
G-01 Classroom 55m2
EMULATION ZONE
G-24 Workshop 130m2
G-23 Tools Store 35m2
G-25 Female WC 13m2
G-26 Dis WC 3.3m2
G-27 Male WC 18m2
LOBBY
G-28 Reception 20m2
G-29 Office 20m2
G-30 Secured Store 40m2
NEW ESCAPE STAIR
MAIN ENTRANCE
GROUND FLOOR PLAN
Page 117 of 180
CLIENT
Norwich International Aviation Academy
PROJECT
Aviation Academy at Norwich International Airport
TITLE
Proposed Ground Floor Plan
Part of the nps group
Barron and Smith Ltd
SCALES 1:100
DISCIPLINE ARCHITECT
PROJECT NUMBER 16-1-1017
DRAWING NUMBER BAS-XX-00-DR-A-(00)-020
REV CODE P3
STATUS CODE S2
PURPOSE OF ISSUE INFORMATION
DRAWN BY KK
© COPYRIGHT NPS GROUP 2016



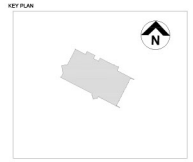
RESPONSIBILITY IS NOT ACCEPTED FOR OTHERS SCALING DIRECTLY FROM THIS DRAWING. DO NOT SCALE FROM THIS DRAWING. USE WRITTEN DIMENSIONS ONLY.

0m 2 4 6 12m

1:200

ORIGINAL SHEET SIZE A0

KEY PLAN



THIS DRAWING IS PRODUCED FOR USE IN THIS PROJECT ONLY AND MAY NOT BE USED FOR ANY OTHER PURPOSE. NPS PROPERTY CONSULTANTS LTD ACCEPT NO LIABILITY FOR THE USE OF THIS DRAWING OTHER THAN THE PURPOSE FOR WHICH IT WAS INTENDED IN CONNECTION WITH THIS PROJECT AS RECORDED IN THE 'PURPOSE FOR ISSUE' AND 'FILE STATUS CODE'.

THIS DRAWING MAY NOT BE REPRODUCED IN ANY FORM WITHOUT PRIOR WRITTEN AGREEMENT OF NPS PROPERTY CONSULTANTS LTD.

© CROWN COPYRIGHT AND DATABASE RIGHTS 2016. ORDNANCE SURVEY LICENCE NUMBER.

Notes:

KEY

- Site boundary
- Building
- Concrete surfacing- Aviation grade
- Tarmacadam surfacing- Vehicular grade
- Permeable paving
- Car parking
- Retaining wall to be retained
- Deliveries bay
- Motorcycle parking
- Cycle parking
- Benches
- Curved bench
- Amphitheater
- Fencing
- Existing trees outside site boundary
- Existing trees to be removed
- Proposed trees
- Shrub planting
- Rain garden planting
- Wild flower meadow seeding
- Proposed footway extension

REV	DRAWN	DATE	CHECKED	DATE	APPROVED	DATE
P2	BT	30.11.16	AT	30.11.16		
FOR PLANNING						
P1	KK	03.09.16	RS	03.09.16		
COMMENT						

UPDATED IN ACCORDANCE WITH PLANNING COMMENTS FROM NCC.

Part of the nps group

Barron and Smith Ltd
3 Mallings Place, 169 Tower Bridge Road, Bermondsey, London, SE1 3JB.
Tel: 020 7940 3400. Email: office@barronandsmith.com web: www.nps.co.uk

CLIENT
Norwich International Aviation Academy

PROJECT
Aviation Academy at Norwich International Airport

TITLE
Proposed Site Plan

SCALE	DISCIPLINE	PROJECT NUMBER
1:200	ARCHITECT	16-1-1017

DRAWING NUMBER	REV CODE
BAS-XX-00-DR-A-(00)-014	P2

STATUS CODE	PURPOSE OF ISSUE	DRAWN BY
S2	INFORMATION	KK

© COPYRIGHT NPS GROUP 2016

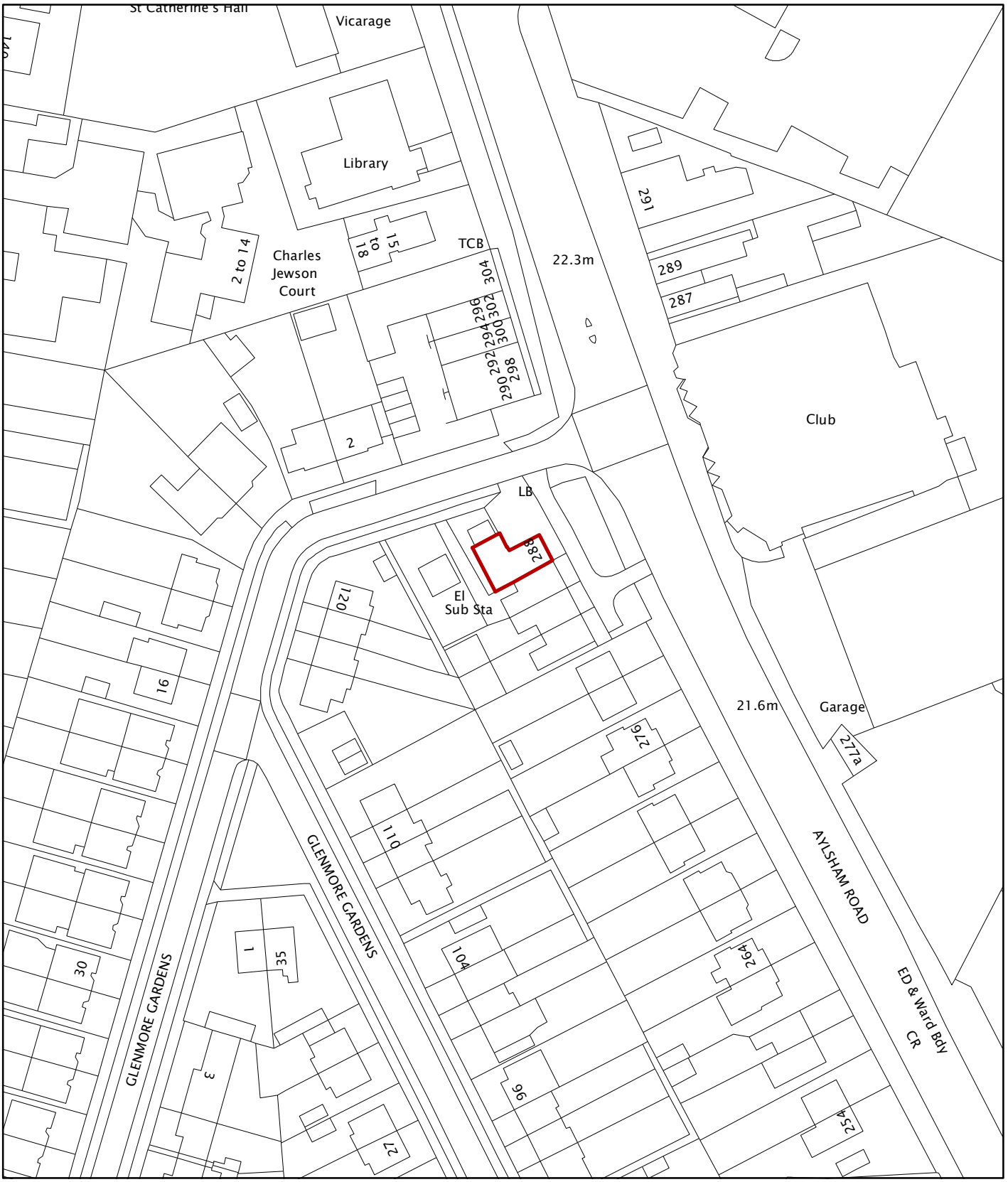
File Path: Z:\NPS Hautbois House\Project Specific Files\Norfolk\BAS Aviation Academy\01_Design\07_Planning Drawings\d_Sheet\BAS-00(00)-014 P2.dwg Saved: 30 November 2016 13:13:00 By: Smith T.J. Xrefs: Date Plotted: 30 November 2016 13:13:21

Report to	Planning applications committee 17 December 2015	**Item**
Report of	Head of planning services	
Subject	Application no 15/01575/U – 288 Aylsham Road, Norwich, NR3 2RG	4(F)
Reason for referral	Objection, conflict with policy	
Applicant	Mr James Lotinga – Kip McGrath Norwich North	

Ward:	Mile Cross
Case officer	Stephen Polley - stephenpolley@norwich.gov.uk

Development proposal		
Change of use to education centre (class D1).		
Representations		
Object	Comment	Support
2	0	0

Main issues	**Key considerations**
1 Parking	The impact of the change of use on the provision of car parking spaces within the local retail centre.
2 Retail	The impact of the loss of an A1 retail unit within the local centre
Expiry date	30 December 2015
Recommendation	Approve

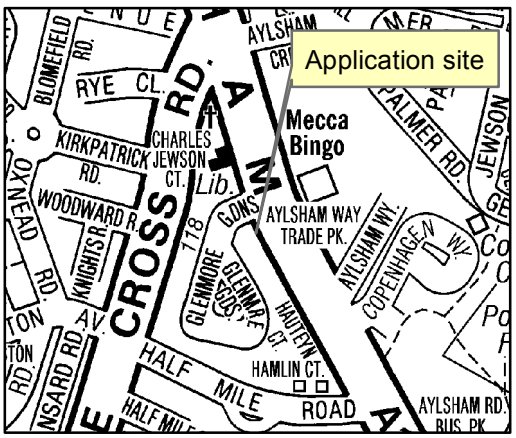


© Crown Copyright and database right 2015. Ordnance Survey 100019747.

Planning Application No 15/01575/U

Site Address 288 Aylsham Road

Scale 1:1,000



NORWICH City Council

PLANNING SERVICES

The site and surroundings

1. The site is located on the west side of Aylsham Road to the north-west of the city. The predominant character of the area is a mixture of retail, leisure and residential. The site lies within a designated local retail centre currently arranged as 12 units.

2. The subject property is an end of terrace 2 storey property built as part of a row of 4 shops with living accommodation above. A later retail unit has been added to the north which is set back from the original elevation by approximately 3 metres. The subject property is currently vacant having been last occupied over a year ago.

3. To the front of the property is a parking area accessed directly from Aylsham Road and Glenmore Gardens to the north. The concrete area has space for 11 cars and also provides footways to the entrances of the shops. Directly opposite the site is Mecca Bingo which is not included within the local retail centre designation and further units either side which are included.

4. The site is bordered by the adjoining property no.286 to the south which currently operates as a hairdressers and a newsagent to the north. Behind the property is a small access road serving the residential accommodation above, an electricity sub-station and dwellings on Glenmore Gardens.

Constraints

- There are no particular constraints.

Relevant planning history

5. None.

Ref	Proposal	Decision	Date
4/2001/0286	Erection of extension to provide additional shop unit and erection of external stair to provide access to existing flat.	APPR	24/05/2001

The proposal

6. The proposal is for the change of use of the ground floor of 288 Aylsham Road from an A1 retail unit to a D1 education centre. The volume of floor space is approximately 50m^2. The property has predominantly been used a retail unit but has been vacant for over a year having previously operated as ‘Norfolk Mobility Scooters’ and ‘Norfolk Yarn’.

7. The unit is proposed to operate as a Kip McGrath education centre which provides tutoring for small numbers of children of primary and secondary school ages in maths and English. Groups of 1-5 students are to be tutored in 2 separate sessions lasting 80 minutes, facilitated by way of an internal partition of the property within the first year of operation. The proposal includes a growth model over a period of 3 years which envisages up to 30 students attending the centre on a daily basis. The

centre will also include a small reception area with 3-4 chairs in which tutors can conduct initial meetings with parents.

8. The hours of opening are to be 15:00 to 19:00 on weekdays and 09:30 to 12:30 on Saturdays. No external changes are proposed to be carried out as part of the proposal.

Representations

9. Adjacent and neighbouring properties have been notified in writing. 2 letters of representation have been received citing the issues as summarised in the table below. All representations are available to view in full at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Issues raised	Response
The loss of an A1 retail unit is contrary to policy DM21 of the development management local plan.	See main issue 1.
The proposed use would result in a loss of car parking spaces for other businesses within the local retail centre.	See main issue 2.
The proposed change of use would harm the financial viability of neighbouring businesses.	This is not a material planning consideration.

Consultation responses

10. Consultation responses are summarised below the full responses are available to view at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Assessment of planning considerations

Relevant development plan policies

11. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
    - JCS5 The economy
    - JCS6 Access and transportation
    - JCS19 The hierarchy of centres

12. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**
    - DM1 Achieving and delivering sustainable development
    - DM2 Ensuring satisfactory living and working conditions

- DM3 Delivering high quality design
- DM21 Management of uses within district and local centres
- DM30 Access and highway safety

Other material considerations

13. **Relevant sections of the National Planning Policy Framework March 2012 (NPPF):**
    - NPPF0 Achieving sustainable development
    - NPPF1 Building a strong, competitive economy
    - NPPF2 Ensuring the vitality of town centres
    - NPPF7 Requiring good design

Case Assessment

14. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan polices are detailed above. Material considerations include policies in the National Planning Framework (NPPF), the Councils standing duties, other policy documents and guidance detailed above and any other matters referred to specifically in the assessment below. The following paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations.

Main issue 1: Principle of development

15. Key policies and NPPF paragraphs – DM21, NPPF paragraphs 1.

16. The site is situated within the Aylsham Road/Glenmore Gardens local retail centre as defined by policy DM21 of the development management policies plan. The policy seeks to protect the vitality and viability of locally defined retail centres by preventing the loss of significant amounts of A1 retail floor space. A threshold of 50% A1 retail units has been set within the policy.

17. As part of the assessment of this application it has been determined that there are currently 12 individual units located within the local retail centre. At present, 6 of these units are currently operating or last operated as non-retail units in the form of 3 no. A2 units (Barclays bank, Taxassist Accountants and a vacant unit last operating as an estate agent) and 3 no. hot food takeaways (Jin Gong, Star Grill and The Plaice for Taste).

18. The proposed change of use would therefore be contrary to part (e) of policy DM21as the proposal would result in 41.6% of the local retail centre remaining in A1 retail use. However in this instance it is considered that other material considerations would outweigh this conflict and the proposals can be considered acceptable. Significant new retail investment in the immediate area is anticipated as a result of the development of an edge of centre site on the opposite side of Aylsham Road to the North (site R21 within the Site Allocations and Site Specific Policies Plan). Planning permission has been granted on part of this site for a large food retail unit of over 3000sqm floorspace, which if implemented would

significantly enhance the retail function of the local centre. In addition the surrounding area is also well served by convenience retail provision in the form of a Lidl supermarket a short distance to the south and Tesco Metro on the opposite side of the street to the east.

19. The proposal site is small in comparison the potential uplift in retail floorspace which is likely to occur. The additional retail floorspace proposed on the nearby site would also allow for increased diversification of other retail and associated uses within the centre, without harm to the vitality and viability of the centre.
20. Also in principle the proposed use can be considered complimentary to the overall function of the local centre. D1 class uses such as community centres, nurseries, and education uses are often located within such locations where they are easily accessible to the surrounding residential community.

21. The proposed use will support the retail centre by bringing this currently vacant unit back into use and contributing to the footfall within the defined retail area. As such the above factors are considered to be sufficient to outweigh any policy conflict with regard to current overall proportion of retail frontages within the centre. Overall the proposal therefore can be considered to contribute to the overall vitality of the local centre and wider area.

Main issue 2: Parking

22. Key policies and NPPF paragraphs – JCS6, DM28, DM30, DM31, NPPF paragraphs 17 and 39.

23. Particular concern has been raised by occupiers of neighbouring units that the change of use would cause harm to the current car parking arrangements within the local centre. In particular, the spaces located directly in front of the run of 5 units where 288 Aylsham Road is located. It is considered by neighbouring businesses that the education centre would result in a significant number of car parking spaces being used for prolonged periods of time preventing users of other businesses from using their businesses.

24. The parking area directly in front of no. 288 and neighbouring shops currently has spaces for 11 cars which are intended to be used by members of the public visiting shops and businesses within the local retail centre. It is accepted that the small number of staff (1-3 persons) and parents dropping off and collecting children may utilise the parking spaces during the open hours of the education centre. It is not considered that the current situation will be significantly altered. The hours of operation ensure that there is only limited overlap between the business operating times and typical shopping hours (approximately 2 hours).

25. The intended use as an education centre is also very similar in nature to that of a similarly scaled shop where a small number of staff will be present during opening hours with visitors parking outside or nearby for short periods of time. Therefore, it is considered that the proposed change of use does little to alter the current situation.

26. During busier times when spaces directly in front of the site may be full, it is possible for visitors to the centre to park at other locations within the local retail centre or within the nearby streets. Glenmore Gardens located directly behind the

site is not within a Controlled Parking Zone, helping to ensure that sufficient parking within a short walk of businesses within the local centre is possible at all times. The site is within a sustainable location close to bus services and is easily accessible on foot or by bicycle from the surrounding area.

Equalities and diversity issues

27. There are no significant equality or diversity issues.

Local finance considerations

28. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy.

29. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority.

30. In this case local finance considerations are not considered to be material to the case.

Conclusion

31. The proposal is contrary to policy DM21 of the development management polices plan. However the local centre is likely benefit from significant retail investment in future which would allow greater diversification in use of the existing centre, without harm to the vitality and viability of the centre. The proposed D1 education centre use is of a similar nature to an A1 shop and overall will support the vitality and viability of the local retail centre.

32. The proposal will not noticeably alter the current parking situation and will therefore not cause significant harm to local businesses within the local retail centre.

33. The development is in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

To approve application no. 15/01575/U – 288 Aylsham Road Norwich NR3 2RG and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;

Article 35(2) statement

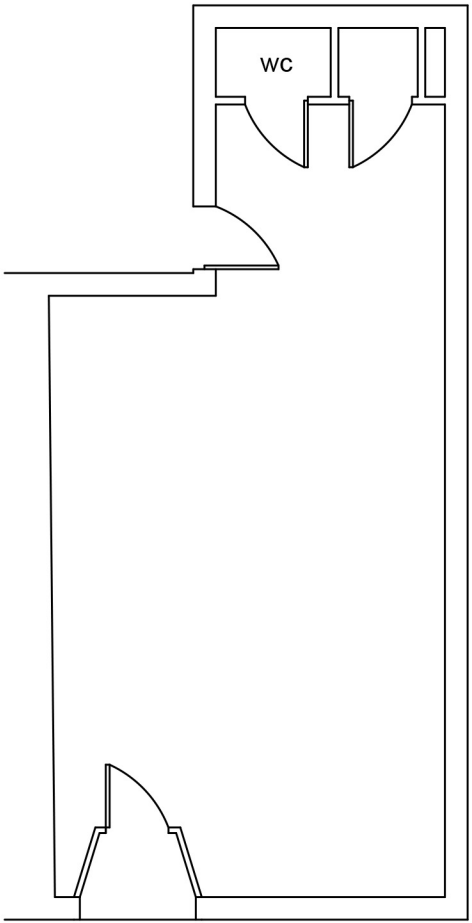
The local planning authority in making its decision has had due regard to paragraph 187 of the National Planning Policy Framework as well as the development plan, national

planning policy and other material considerations, following negotiations with the applicant and subsequent amendments the application has been approved subject to appropriate conditions and for the reasons outlined above.

BLOCK/SITE PLAN
AREA 100m x 100m
SCALE 1:500 on A4
CENTRE COORDINATES: 622021, 310784



Supplied by Streetwise Maps Ltd
www.streetwise.net
Licence No: 100047474
20/10/2015 09:53:33



Ground Floor Plan

Arnolds Keys

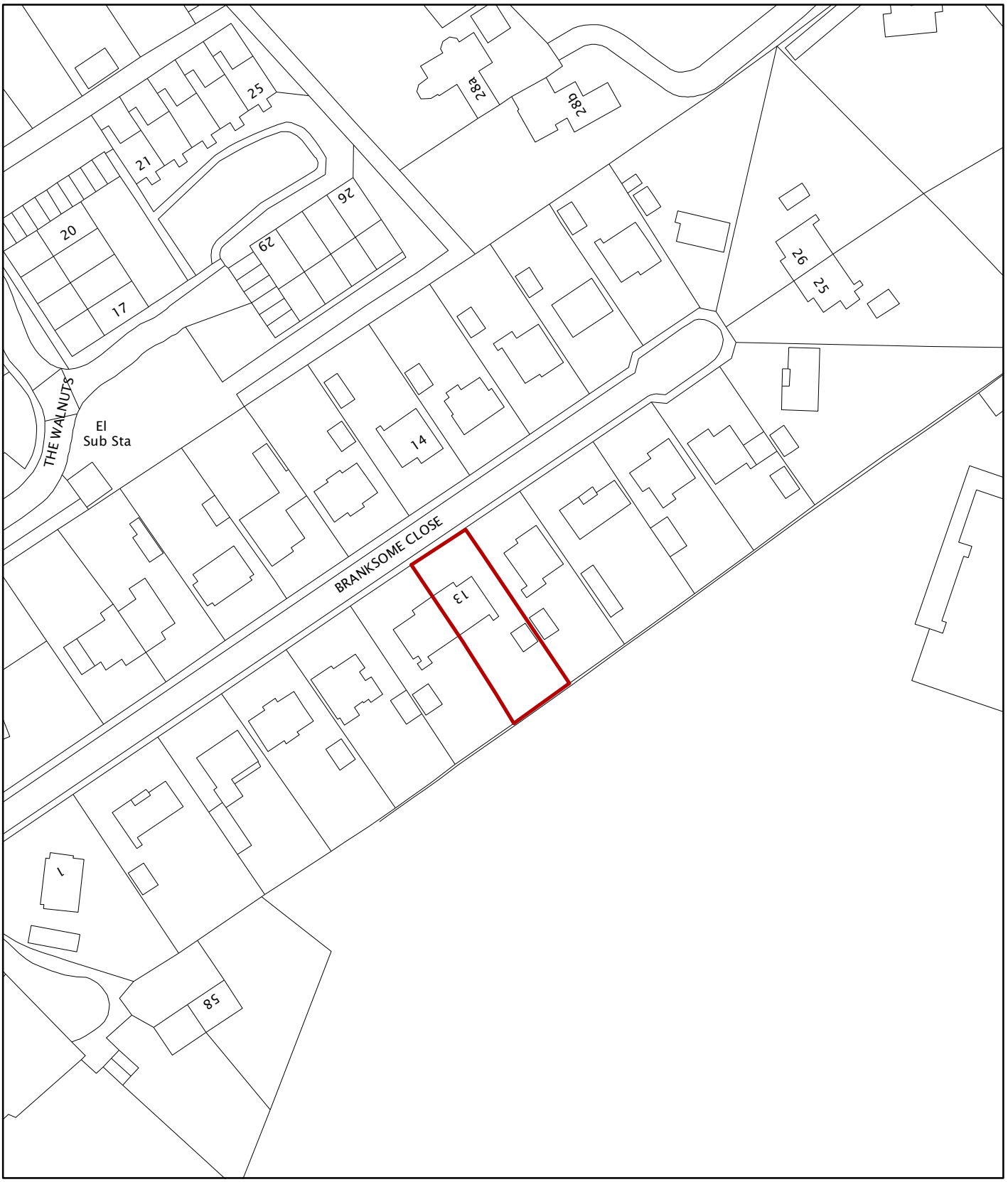
Client	Mr J Lotinga
Job	288 Aylsham Road Norwich
Title	Existing Ground Floor Plan
Drawn by	A Dransfield
Scale	1:100
Drawing No.	20992-01

Report to	Planning applications committee 17 December 2015	**Item**
Report of	Head of planning services	
Subject	Application no15/01707/F – 13 Branksome Close, Norwich, NR4 6SP	4(G)
Reason for referral	Objection	
Applicant	Mr & Mrs A Hough	

Ward:	Eaton
Case officer	Stephen Polley - stephenpolley@norwich.gov.uk

Development proposal		
Single storey rear extension.		
Representations		
Object	Comment	Support
2	0	0

Main issues	**Key considerations**
1 Residential amenity	The impact of the development on the neighbouring property to the east (no.15), loss of daylight.
2 Scale, design and heritage	The proposal is an out of scale development.
Expiry date	7 January 2016
Recommendation	Approve

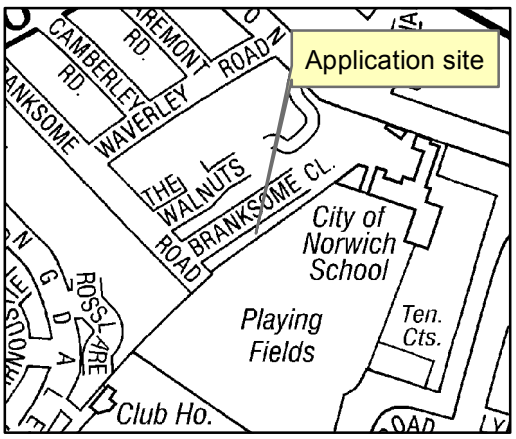


© Crown Copyright and database right 2015. Ordnance Survey 100019747.

Planning Application No 15/01707/F

Site Address 13 Branksome Close

Scale 1:1,000



NORWICH City Council

PLANNING SERVICES

The site and surroundings

1. The site is located on the east side of Branksome Close to the south of the city.

2. The predominant character of the area is residential, comprising 2-storey semi-detached and detached dwellings built in a variety of styles typical of the interwar period. Properties in the area have been built on good sized plots featuring front driveways and larger rear gardens. A number of large mature trees are present in the area which provide a good amount of screening between some properties.

3. The subject property is a 2-storey semi-detached red brick dwelling built circa 1930. The property has been extended by way of a 2 storey side extension which follows the original form of the pitched roof.

4. The site is bordered by the neighbouring properties no.15 to the east and the adjoining property no.11 to the west. To the rear beyond the garden are playing fields belonging to the City of Norwich School. 2m high timber fencing marks the east and west boundaries.

5. Many of the neighbouring properties have carried out significant alterations and additions over the years resulting in most of the dwellings remaining in their original form. Despite this, a strong sense of the original character remains intact as most works have been carried out to a high standard.

Constraints

6. There are no particular constraints.

Relevant planning history

7.

Ref	Proposal	Decision	Date
4/1998/0127	Erection of two storey side extension.	APCON	26/03/1998
15/01371/PDE	Erection of orangery with roof lantern. The extension extends 3300mm beyond the rear wall of the original dwelling. The height at the eaves is 2500mm. The height at the highest point of the extension is 3100mm.	REF	10/11/2015

The proposal

8. The proposal is for the construction of a single storey rear extension to be added to the eastern side of the rear wall creating a new orangery style garden room. The extension is to project by 3.18m from the rear wall and will have a width of 5.7m, covering an area of 18m^2. The extension is to measure 2.5m in height and will feature a flat roof with a centrally located roof lantern.

Summary information

Proposal	Key facts
Scale	
No. of storeys	Single storey
Max. dimensions	See attached composite plans
Appearance	
Materials	Red brick UPVC windows and doors

Representations

9. Adjacent and neighbouring properties have been notified in writing. 2 letters of representation have been received citing the issues as summarised in the table below. All representations are available to view in full at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Issues raised	Response
Loss of light to no.15 caused by proposal.	See main issue 1.
The proposal is an out of scale development.	See main issue 2.
Proposals will result parking problems.	The proposal will not have any impact on the current parking situation as there will be no increase in the number of occupants residing in the property.

Consultation responses

10. Consultation responses are summarised below the full responses are available to view at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Assessment of planning considerations

Relevant development plan policies

11. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
    - JCS1 Addressing climate change and protecting environmental assets
    - JCS2 Promoting good design

12. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**
    - DM1 Achieving and delivering sustainable development
    - DM2 Ensuring satisfactory living and working conditions
    - DM3 Delivering high quality design
    - DM5 Planning effectively for flood resilience

Other material considerations

13. **Relevant sections of the National Planning Policy Framework March 2012 (NPPF):**
    - NPPF0 Achieving sustainable development
    - NPPF6 Delivering a wide choice of high quality homes
    - NPPF7 Requiring good design
    - NPPF10 Meeting the challenge of climate change, flooding and coastal change

Case Assessment

14. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan polices are detailed above. Material considerations include policies in the National Planning Framework (NPPF), the Councils standing duties, other policy documents and guidance detailed above and any other matters referred to specifically in the assessment below. The following paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations.

Main issue 1: Amenity

15. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.

16. The key areas for consideration in this application are the potential impacts in terms of loss of daylight to windows of adjoining properties. The nearest potentially affected property in relation to this issue is no.15 to the east.

17. Particular concern was raised regarding the impact that the proposal would have on the amount of natural light reaching no.15 to the east. It is accepted that the proposal will be visible from the rear facing kitchen of the neighbouring property, although it is not considered that the extension will significantly alter the current situation.

18. No. 15 has been added to by way of a single storey side and rear extension which forms a front facing entrance and an enlarged kitchen. A single storey garage has

also been built along the shared boundary. These additions along with the 2 storey side extension added to the no.13 approximately 15 years ago and large mature trees located on the eastern boundaries have reduced the amount of sunlight reaching the rear of no.15. As a result, there is an increased sense of enclosure when viewed from within the kitchen of no.15. The proposed extension will be a noticeable addition close to the shared boundary, however its scale and distance of 5m from the neighbouring kitchen window should ensure that potential harm is kept to a minimum.

19. In addition all other windows within the side elevation of no.15 are to non-habitable rooms such as hallway and bathrooms. As such any loss of daylight to these windows would not be unduly harmful to the amenity of occupiers of this property.

Main issue 2: Design

20. Key policies and NPPF paragraphs – JCS2, DM3, DM9 NPPF paragraphs 9, 17, 56, 60-66 and 128-141.

21. Concern was raised that the proposal is out of scale with the surrounding area. The extension is considered to be of an appropriate scale and design that will have no noticeable impact on the overall character and appearance of the subject property, or the surrounding area as it will largely not be visible from outside of the site.

Equalities and diversity issues

22. There are no significant equality or diversity issues.

Local finance considerations

23. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy.

24. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority.

25. In this case local finance considerations are not considered to be material to the case.

Conclusion

26. The extensions will have only a minor impact upon the amount of daylight reaching the neighbouring property as a result of the scale, positioning and distances from neighbouring properties of the extensions.

27. The proposal will result in an extended dwelling which is of an appropriate scale and design, which does not cause significant harm to the character of the original dwelling and that of the surrounding area.

28. The development is in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

To approve application no. 15/01071/F – 13 Branksome Close Norwich NR4 6SP and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;

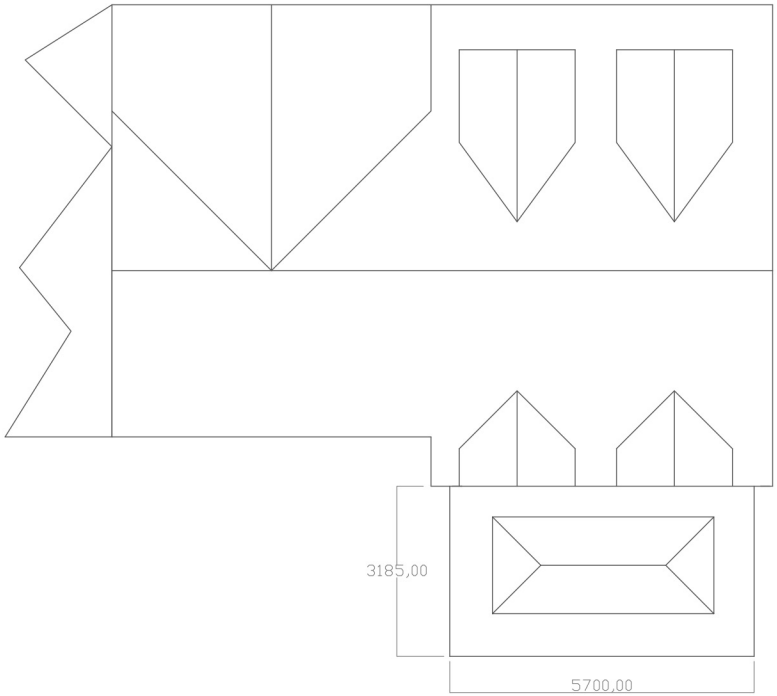
Article 35(2) statement

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 the application has been approved subject to appropriate conditions and for the reasons outlined above.

COPYRIGHT - THIS DRAWING MAY NOT BE COPIED IN WHOLE OR IN PART EXCEPT WITH THE WRITTEN CONSENT FROM GARDEN ROOM DESIGNS

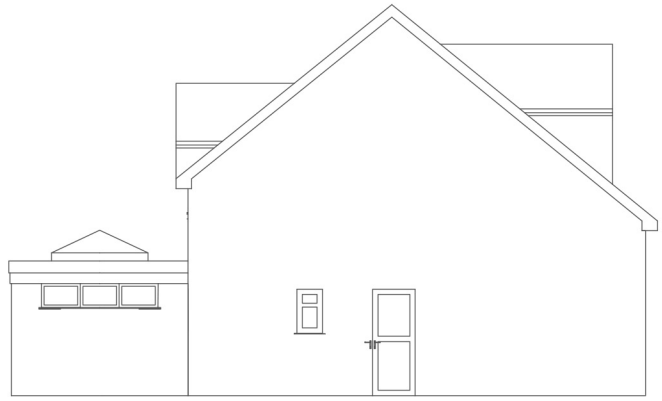
PROPOSED

EXTERIOR PLAN VIEW





REAR ELEVATION



SIDE ELEVATION

DD/MM/YYYY	A	Modification	KH
Date	Issue	Modification	Init

GARDEN ROOM designs

Garden rooms designed and built to inspire

Garden Room Designs, Greenacre, Reeves Corner, Grat Plumstead, Norwich NR13 5BY Tel: 01603 720005

Client Mr & Mrs Hough

Tel: 07802 441993

13 Branksome Close
Norwich
NR4 6SP

Drawing No:	08092015PRO
First Issued:	09/09/2015

Scale: 1 : 100	A3	Page: 1 of 1	Drawn by:	Keiran Harrison

ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED - DO NOT SCALE - IF IN DOUBT ASK

Third Angle Projection

BLOCK/SITE PLAN
AREA 90m x 90m
SCALE 1:500 on A4
CENTRE COORDINATES: 621633, 306607



Supplied by Streetwise Maps Ltd
www.streetwise.net
Licence No: 100047474
11/11/2015 18:20:19

Report to	Planning applications committee 17 December 2015	**Item**
Report of	Head of planning services	
Subject	Application no 15/01666/F - 12 Orchard Close, Norwich, NR7 9NY	4(H)
Reason for referral	Objection	
Applicant	Mr & Mrs Harvey	

Ward:	Crome
Case officer	Stephen Polley - stephenpolley@norwich.gov.uk

Development proposal		
Single storey rear extension and front / side / rear roof extension.		
Representations		
Object	Comment	Support
2 letters and a petition containing 5 signatures	0	0

Main issues	**Key considerations**
1 Residential amenity	The impact of the development on amenity of neighbouring properties in terms of privacy and loss of daylight.
2 Scale, design and heritage	Impact upon the character of the parent building and surrounding area.
Expiry date	30 December 2015
Recommendation	Approve

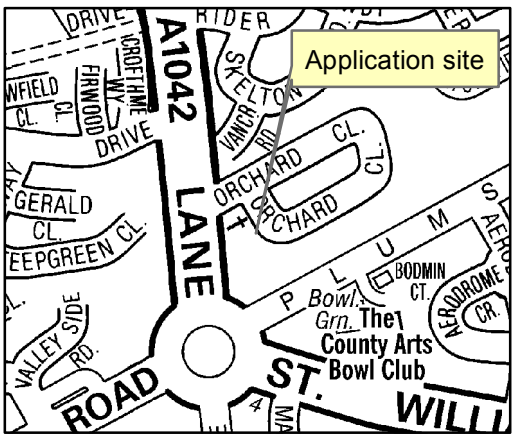


© Crown Copyright and database right 2015. Ordnance Survey 100019747.

Planning Application No 15/01666/F

Site Address 12 Orchard Close

Scale 1:1,000



NORWICH City Council

PLANNING SERVICES

The site and surroundings

1. The site is located on the western side of Orchard Close to the north-east of the city. The predominant character of the area is residential, comprising mainly single-storey bungalow type semi-detached and detached dwellings built circa 1950. The southern side of Orchard Close sits on a slightly elevated position with the ground gradually sloping downwards towards the north. Heartsease Lane Methodist Church is located to the north west of the site, occupying a large plot breaking the residential character of the area.

2. The subject property is a single-storey semi-detached red brick bungalow featuring a hipped roof and 2 box style bay windows on the front elevation. The property features a front garden which is currently arranged as a parking area, a side driveway leading to a wooden shed and a single storey conservatory has been added to the rear with a large rear garden beyond.

3. The site is bordered by the adjoining property no.10 to the east which has features a lean to type extensions to the rear and no. 14 to the east, a similarly styled detached bungalow which features a brick built flat roof rear extension to the rear.

4. It is noted that the subject property many of the properties appear to remain in their original form when viewed from the front, however several properties have added front facing dormer windows.

Constraints

5. There are no particular constraints.

Relevant planning history

6. None.

The proposal

7. The proposal is for the demolition of the existing rear extension and wooden shed and for the construction of a single storey rear extension. The extension is to project by 3m from the rear wall of the original dwelling and will have a width of 8.35m, covering an area of 25m^2. The rear extension is to measure 2.6m in height, matching the height of the original eaves.

8. The original hipped roof is to be altered by building up from the side wall to create a new gable end. The new gable is to be built to the up from the eaves height of 2.6m to match the height of the ridge of the roof at 6.3m.

9. The roof space is to be converted to form a master bedroom suite by way of front and rear dormers. The rear dormer is a large box dormer with a width of 6.8m and a height of 2.1m and will contain 2 sets of windows serving a bedroom room and bathroom. The front roof slope is to feature two small box dormers measuring 2.1m in height and 2.1m in width with windows serving a bedroom and dressing room. Both front and rear dormers are to be installed 0.4m above the eaves and 0.2m below the ridge of the roof.

10. It should be noted that the applicant has amended the design of the front elevation to replace an originally designed large single dormer matching the proposed rear dormer with 2 smaller dormers. The decision was made to enhance the appearance of the proposal by retaining more of the original roof slope.

11. Summary information

Proposal	**Key facts**
Scale	
No. of storeys	Single storey and roof space conversion
Max. dimensions	See attached composite plans
Appearance	
Materials	Red brick UPVC windows and doors

Representations

12. Adjacent and neighbouring properties have been notified in writing. 2 letters of representation have been received citing the issues as summarised in the table below. All representations are available to view in full at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Issues raised	**Response**
The impact of the development on the driveway of the neighbouring property to the east (no.14), loss of daylight. The development will result in a loss of privacy for neighbouring properties.	See main issue 1.
The proposal is an out of keeping with the character of the surrounding area. The aesthetics of the dormers are ugly and inappropriate for the type of bungalow.	See main issue 2.
Proposals will result parking problems.	The proposal will not have any impact on the current parking situation as there will be no increase in the number of occupants residing in the property.

Consultation responses

13. Consultation responses are summarised below the full responses are available to view at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Assessment of planning considerations

Relevant development plan policies

14. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
    - JCS1 Addressing climate change and protecting environmental assets
    - JCS2 Promoting good design

15. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**
    - DM1 Achieving and delivering sustainable development
    - DM2 Ensuring satisfactory living and working conditions
    - DM3 Delivering high quality design

Other material considerations

16. **Relevant sections of the National Planning Policy Framework March 2012 (NPPF):**
    - NPPF0 Achieving sustainable development
    - NPPF6 Delivering a wide choice of high quality homes
    - NPPF7 Requiring good design
    - NPPF10 Meeting the challenge of climate change, flooding and coastal change

Case Assessment

17. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan polices are detailed above. Material considerations include policies in the National Planning Framework (NPPF), the Councils standing duties, other policy documents and guidance detailed above and any other matters referred to specifically in the assessment below. The following paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations.

Main issue 1: Amenity

18. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.

19. The key areas for consideration in this application are the potential impacts in terms of overlooking and loss of privacy, overshadowing of a driveway. The nearest potentially affected properties in relation to these issues are no.10 to the west, no.14 to the east and nos.5 and 7 to the north.

    Overlooking and Privacy:

20. Particular concern was raised that the proposed dormers will result in the proposed roof space windows overlooking properties located on the opposite side of the street to the east. The proposed front facing windows are to be installed approximately 2.5m above the existing windows. It is accepted that the front dormers will allow for views towards neighbouring properties, it is however not considered that the proposal will significantly alter the current situation. Currently an original lounge and bedroom are located on the front of property both being served by box style bay windows. The elevated position of the subject property allows for views directly across the road to the properties opposite. There is also a minimum distance of 10m between the properties which are separated by footpaths and a road.

21. Similarly, particular concern was raised that the dormer would result in an increase in overlooking of the rears of nos. 10 and 14 to the north and southeast respectively, resulting in a loss of privacy. It is accepted that the proposed dormer to the rear roof slope will allow for views across the neighbouring gardens, it is not considered significant harm will be caused. No direct views into neighbouring properties will be possible from the new rooms in the roof and the views across the gardens are typical for this area. It should be noted that the construction of the rear dormer could be carried separately out by way of the property's permitted development rights.

    Loss of light:

22. Particular concern was raised regarding the impact that the proposal would have on the amount of natural light reaching the driveway area of no.14 to the south as a result of the hip to gable roof alteration. It is accepted that a small amount of overshadowing may occur as a result of the roof alteration, however no real harm will be caused to the occupiers of the neighbouring property. A gap of approximately 5m exists between the properties ensuring that the driveway will always benefit from natural daylight, even if not from direct sunlight, and no harm will be caused to any living spaces. It should be noted that the hip to gable roof alteration could be carried out separately by way of the property's permitted development rights.

Main issue 2: Design

23. Key policies and NPPF paragraphs – JCS2, DM3, DM9 NPPF paragraphs 9, 17, 56, 60-66 and 128-141.

24. Concern was raised that the proposal is of a poor design out of keeping with the character of the surrounding area. It is accepted that the alterations to the front roof slope will result in a noticeably different front elevation. However nos. 20 and 22 Orchard Close have both installed dormers to the front elevation in a similar fashion. The amended design with its 2 separate smaller box style dormers is considered to be an improvement on the larger single dormer which would have resulted in a significant portion of the roof slope being obscured.

25. The proposed dormers to both front and rear have been designed to sit 0.4m above the eaves and 0.2m below the ridge of the roof slopes, ensuring that they are proportionally well positioned. The rear dormer however will not be visible from the front of the property and will have no impact on the overall character of the property when viewed from public areas, or the character of the surrounding area. The

proposed dormers are therefore considered to be of an appropriate scale and design.

26. The proposed hip to gable roof alteration will alter the appearance of the subject property in a manner which is largely not present within Orchard Close. Although not in the immediate vicinity of the subject property, it should be noted that no. 54 Orchard Close has carried out a similar hip to gable roof alteration and it should also be noted that the hip to gable roof alteration could be carried out separately by way of the property's permitted development rights.

Equalities and diversity issues

27. There are no significant equality or diversity issues.

Local finance considerations

28. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy.

29. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority.

30. In this case local finance considerations are not considered to be material to the case.

Conclusion

31. The potential for an increase in overlooking is minimal as the dormer will not drastically alter the current situation where a degree of overlooking from the subject property has always been possible from exiting windows.

32. The extensions will have very little impact upon the amount of daylight reaching neighbouring properties as a result of the scale, positioning and distances from neighbouring properties of the extensions.

33. The proposal will result in an extended dwelling which is of an appropriate scale and design, which does not cause significant harm to the character of the original dwelling and that of the surrounding conservation area.

34. The development is in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

To approve application no. 15/01666/F – 12 Orchard Close Norwich NR7 9NY and grant planning permission subject to the following conditions:

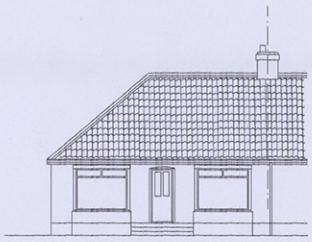
1. Standard time limit;

2. In accordance with plans;

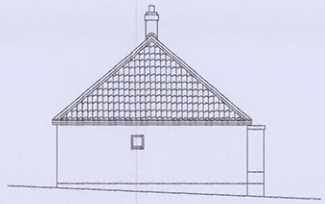
Article 35(2) statement

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 the application has been approved subject to appropriate conditions and for the reasons outlined above.

if in doubt ask ▪ do not scale



front elevation



side elevation



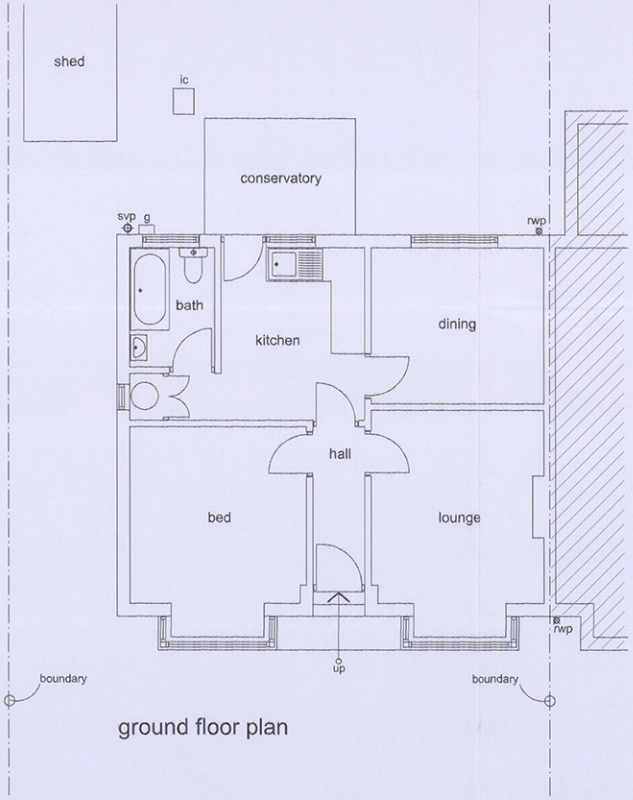
front elevation



rear elevation note: all external materials to match existing

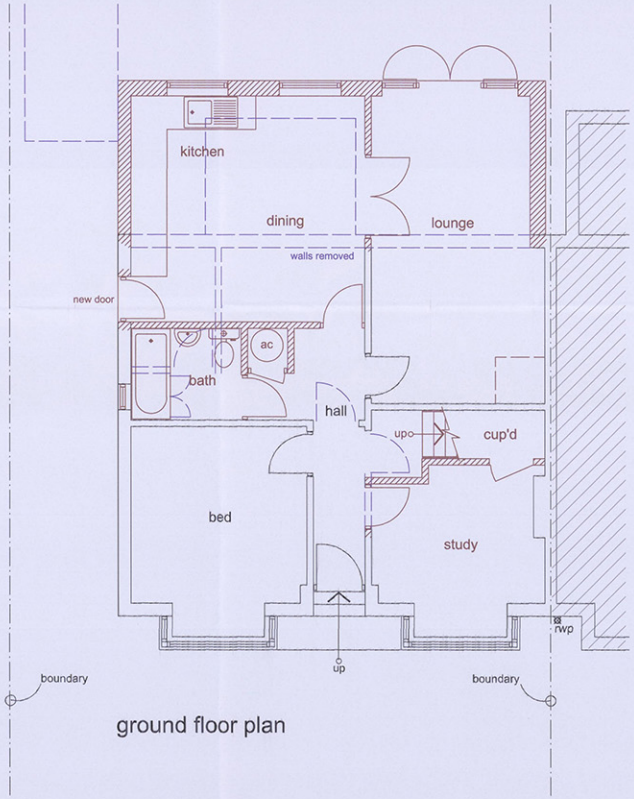


side elevation



ground floor plan

existing



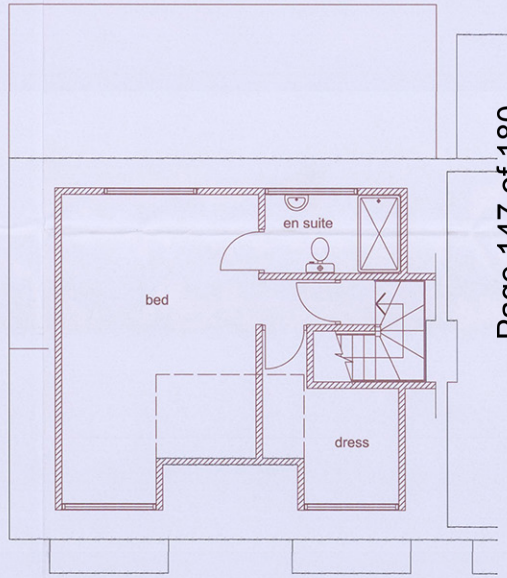
ground floor plan

proposed

existing retained

existing demolished

proposed



roof plan

ARCHITECTURAL DESIGN
ALAN RAWLINGS
Stable Cottage
Bell Inn Yard
The Street
Bawdeswell
Norfolk
NR20 4RR
01362 688151
alanarchdesign@btinternet.com

Organisational Development
30 NOV 2015
Post Room

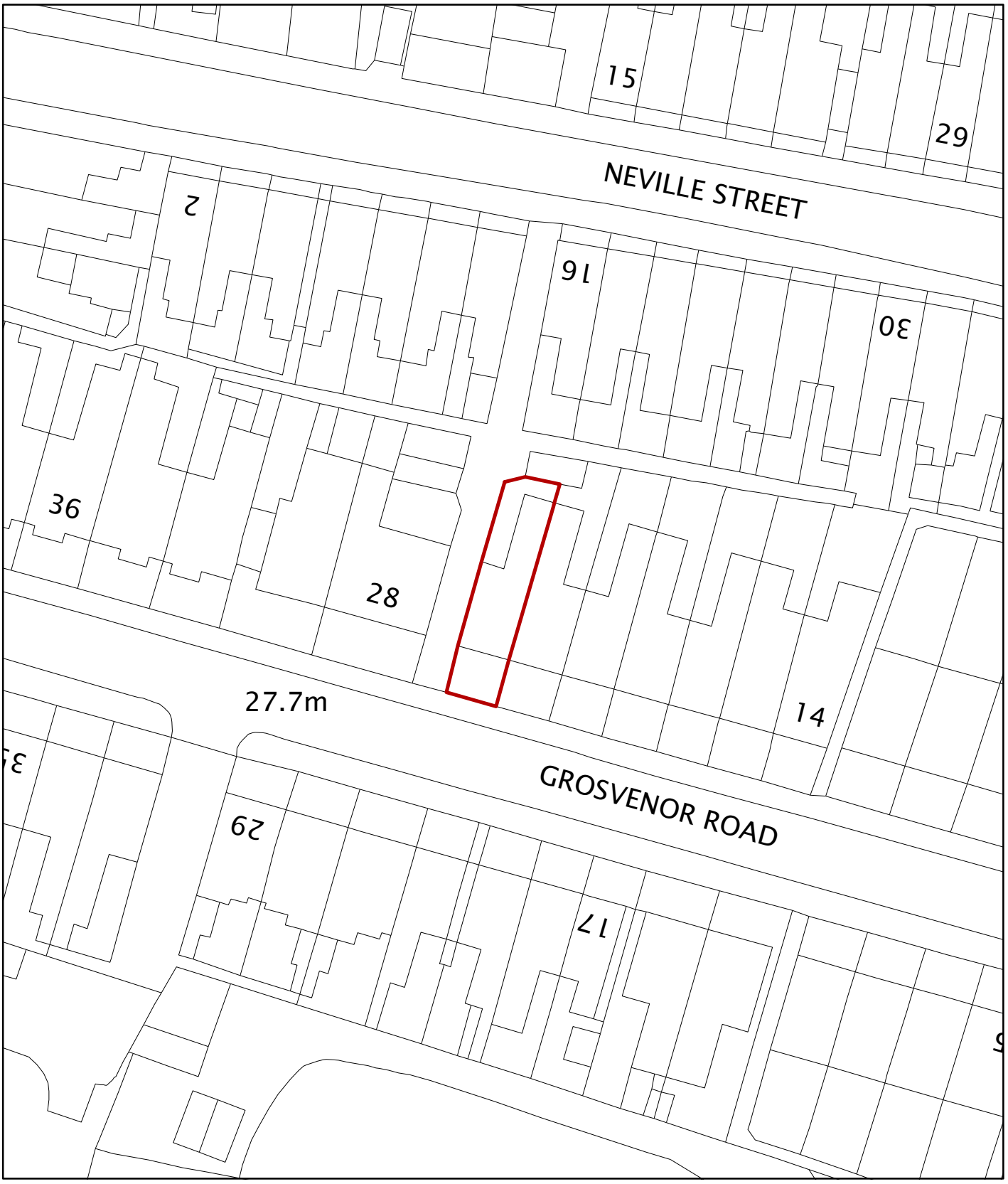
Client	Project	
Mr and Mrs Harvey 12 Orchard Close Thorpe St Andrew	Proposed extension / roof conversion	
Drawing revised planning	Drg no 761 / 09	Rev
Date 27 / 11 / 15	Scale 1 : 50 / 1 : 100 @ A1	

Report to	Planning applications committee 17 December 2015	**Item**
Report of	Head of planning services	4(I)
Subject	Application no 15/01103/NF3 – 26 Grosvenor Road, Norwich, NR2 2PY	
Reason for referral	Objections	

Ward:	Nelson
Case officer	Charlotte Hounsell – charlottehounsell@norwich.gov.uk

Development proposal		
Replacement windows and doors		
Representations		
Object	Comment	Support
2	0	0

Main issues	**Key considerations**
1 Design	Impact upon the character and appearance of the house and surrounding conservation area.
Expiry date	20 October 2015
Recommendation	Approve

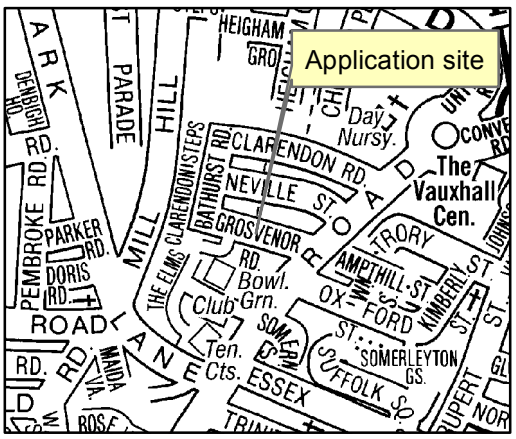


© Crown Copyright and database right 2015. Ordnance Survey 100019747.

Planning Application No 15/01103/NF3

Site Address 26 Grosvenor Road

Scale 1:500



NORWICH City Council

PLANNING SERVICES

The site and surroundings

1. The site is located on the Northern side of Grosvenor Road, South West of the City Centre. The subject property is a 2 storey Victorian end of terrace house constructed of red brick and is currently a Council-owned property. The property is set back from the road by a front garden and there is side access to a small paved garden area to the rear.

2. The prevailing character of the surrounding area is residential, with sets of terraced dwellings ranging in age from the late 1800's to early 1900's. Many of the dwellings have their original timber-framed sliding sash windows and solid timber four panelled wooden doors, although several properties have replaced these, either with like-for-like timber specifications or PVC specifications.

Constraints

3. Conservation Area: Heigham Grove

4. Locally Listed Building

5. Subject to Article 4 Direction

Relevant planning history

6. There is no relevant planning history in relation to the application site. However planning permission has been granted for PVC replacement windows at 10 Essex Street in October 2013 (ref: 13/01314/NF3) and 33 Grosvenor Road in March 2015 (ref: 15/00330/F). Both these sites are within the Heigham Grove Conservation Area and subject to the Article 4 Direction.

The proposal

7. The proposal is for the replacement of 3 windows and front door in the front elevation and 3 windows and one door in the rear elevation. Existing windows are top-hung non-original timber framed single glazed windows. Existing doors are part-timber, part-glazed. These are to be replaced with sliding sash PVC double glazed windows, and part-PVC, part-glazed rear door and four-panelled PVC front door.

Representations

8. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. 2 letters of representation have been received citing

the issues as summarised in the table below. All representations are available to view in full at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Issues raised	Response
The proposed materials are out of keeping with the conservation area and article 4 direction	See main issue 1
The proposed window design is out of keeping with the surrounding area	See main issue 1
The proposed door design is out of keeping with the surrounding area	See main issue 1
The subject property is council owned and should by example follow conservation area and article 4 direction guidelines	This application has been treated as any other application for a private dwelling subject to the same constraints and the design and heritage objections addressed in main issue 1.

Consultation responses

9. Consultation responses are summarised below the full responses are available to view at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

10. Comments have been received from the Conservation and Design Officer who considers the additional details with regard to window design is acceptable.

Assessment of planning considerations

Relevant development plan policies

11. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
    - JCS1 Addressing climate change and protecting environmental assets
    - JCS2 Promoting good design

12. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**
    - DM1 Achieving and delivering sustainable development
    - DM3 Delivering high quality design

- DM9 Safeguarding Norwich's heritage

Other material considerations

13. **Relevant sections of the National Planning Policy Framework March 2012 (NPPF):**
    - NPPF0 Achieving sustainable development
    - NPPF7 Requiring good design
    - NPPF10 Meeting the challenge of climate change, flooding and coastal change
    - NPPF12 Conserving and enhancing the historic environment

Case Assessment

14. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan polices are detailed above. Material considerations include policies in the National Planning Framework (NPPF), the Councils standing duties, other policy documents and guidance detailed above and any other matters referred to specifically in the assessment below. The following paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations.

Main issue 1: Design and Heritage

15. Key policies and NPPF paragraphs – JCS2, DM3, NPPF paragraphs 9, 17, 56 and 60-66.

16. Key policies and NPPF paragraphs – DM9, NPPF paragraphs 128-141.

Concerns were raised over the materials being used for the proposed windows and doors, specifically in the elevation fronting the highway. It is acknowledged that PVC is not the original material used in windows in the surrounding conservation area. However they have been granted planning permission in a limited number of situations within the surrounding area, including at 10 Essex Street and 33 Grosvenor Road (see history section). In both these cases original windows had previously been replaced with windows of unsympathetic design which detracted from the appearance of the conservation area. The proposed replacement windows were of sash opening style and carefully detailed to match original timber windows. As such they enhanced the appearance of the dwellings and were considered acceptable.

The existing windows at No. 26 are of unsympathetic proportions and opening style. Following negotiations, additional details have been agreed with the agent including provision of run through sash horns and externally chamfered glazing bars. The proposed replacement windows are now of carefully detailed sash window style, similar to those used at 10 Essex Street. They will therefore appear to be very similar in appearance to the original sash windows which would have been used at the property. As such these proposed window

replacements are considered to enhance the appearance of the parent building and conservation area in comparison to the existing situation and this is considered acceptable.

In addition concerns were raised over the design of the front door and comments suggested that a four-panelled timber door would be more suitable. Previous comments regarding materials apply here. After discussion with the agent the door choice was altered so a four-panelled PVC door is now proposed at the front elevation. The design of the front door also includes wood grain effect and therefore is considered to be in keeping with the majority of door designs in the surrounding area.

Equalities and diversity issues

17. There are no significant equality or diversity issues.

Local finance considerations

18. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy.

19. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority.

20. In this case local finance considerations are not considered to be material to the case.

Conclusion

21. The impacts on the character and appearance of the subject property are considered acceptable as the detailing of the proposed windows and doors in the principal elevation are considered sufficient to reduce any detrimental impact on the character of the surrounding area and would enhance the appearance of the dwelling in comparison to the existing situation.

22. The development is in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

To approve application no. 15/01103/NF3 – 26 Grosvenor Road, Norwich, NR2 2PY and grant planning permission subject to the following conditions:

1. Standard time limit;

2. In accordance with plans;
3. For the avoidance of doubt, all windows will have:
    (i) Run through sash horns
    (ii) Externally chamfered glazing bars
    (iii) Sliding sash opening function only and outward opening mechanism disabled

NORWICH City Council

DOOR CHOICE FORM AND CUSTOMER PROFILING QUESTIONNAIRE

Please tick the boxes to indicate your choice

Anglian Building products

Front Door



Rear Door



Glass/Cat Flap

Cotswold



☐

Clear



☐

Please tick box if cat flap is required for rear door ☐

(£78 will be charged for this)

Please Note:

- Front door style complies with planning requirements
- All doors are white internally with silver furniture.
- Exact colour may vary due to reproduction techniques, please ask the Surveyor to see colour swatches for exact colour.

Front Door Colour



☐ White



☐ Red



☐ Green



☐ Blue

Side Panel Option

N/A

Customer Name: _____

Address: _____

Postcode: _____

Telephone Number: _____

Signature: _____ Date: _____

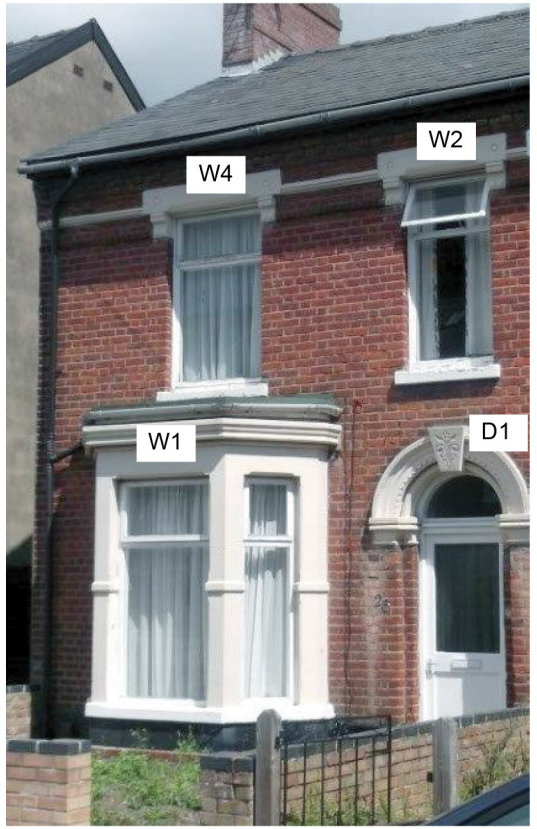
Please complete information on the reverse page



REAR ELEVATION



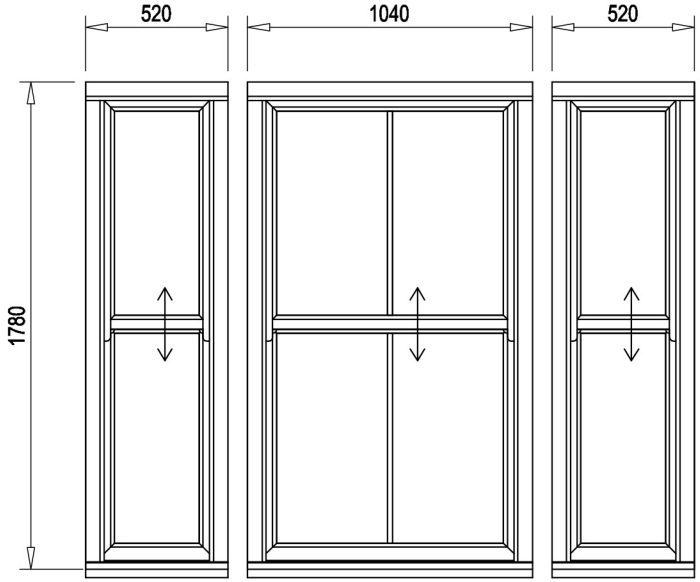




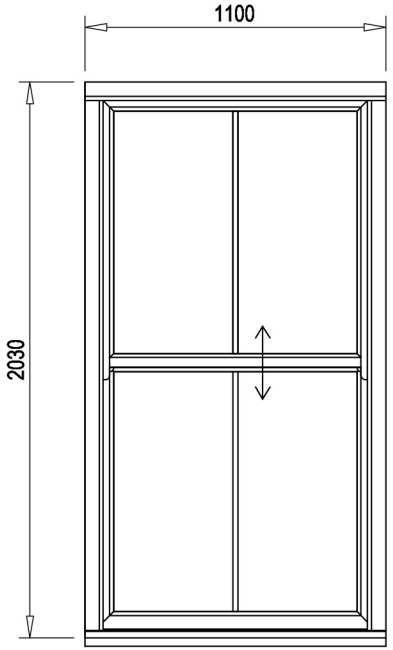
FRONT ELEVATION

Rev	Description	Name	Date				
				Anglian Design services	Name Lionel	Date 06.07.15	Scale
					Checked	Date	Sheet A3
				Title: PLANNING APPLICATION DRAWING NCC - 26 Grosvenor Rd - Existing			
				Product codes	Drawing No. WPA/2837 - 1		Rev:

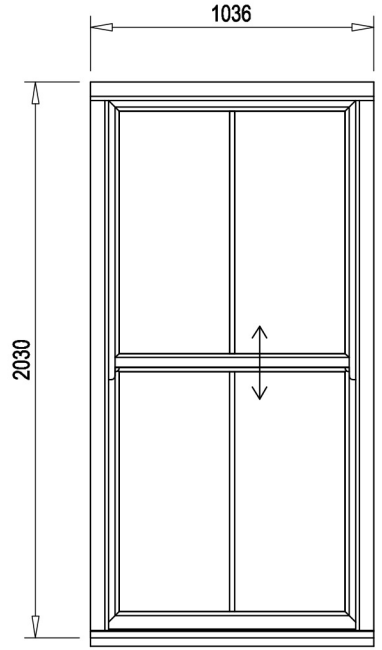
Bay Window 1



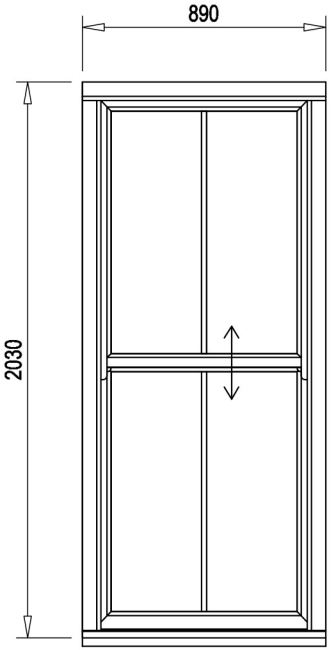
Window 2



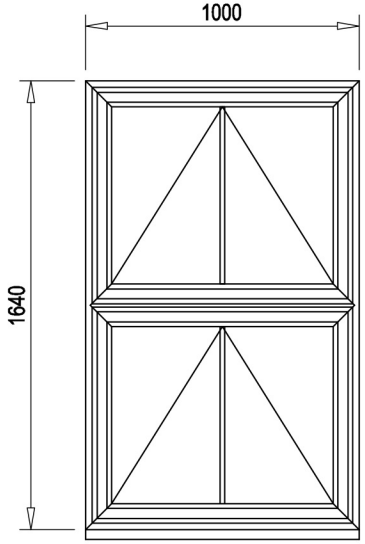
Window 3



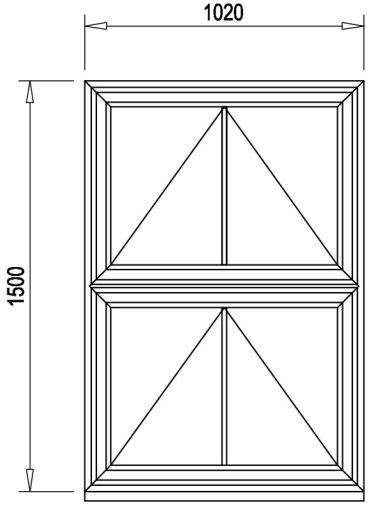
Window 4



Window 5



Window 6



1. Tilt Facility for Sliding Sashes will be disabled.
2. Continuous run through horns will be provided
3. Any external glazing bars will be chamfered.

Rev	Description	Name	Date
A	Sash horns added to VS windows	MRC	20/07/15
B	30mm Packers removed from W1 - W4	Lionel	05.11.15
C	Notes Added	Lionel	11.11.15

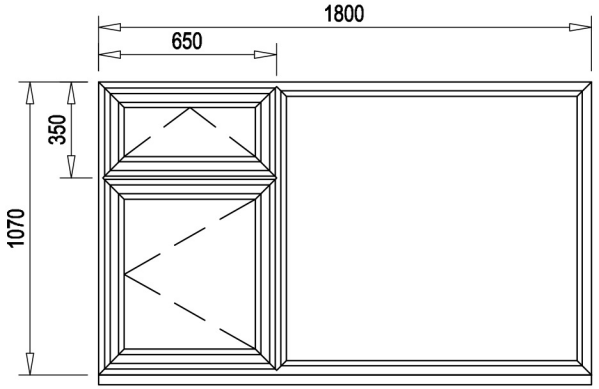
Anglian Design services

Name: M.R.Cubitt Date: 08/07/15 Scale: 1:20
Checked Date Sheet: A3

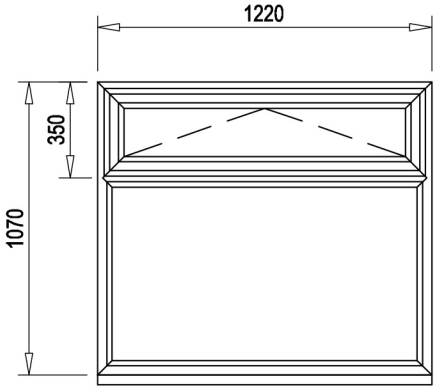
Title: PLANNING APPLICATION DRAWING
NCC - 26 Grosvenor Rd - Proposed

Product codes Drawing No. WPA/2837 - 2 Rev: C

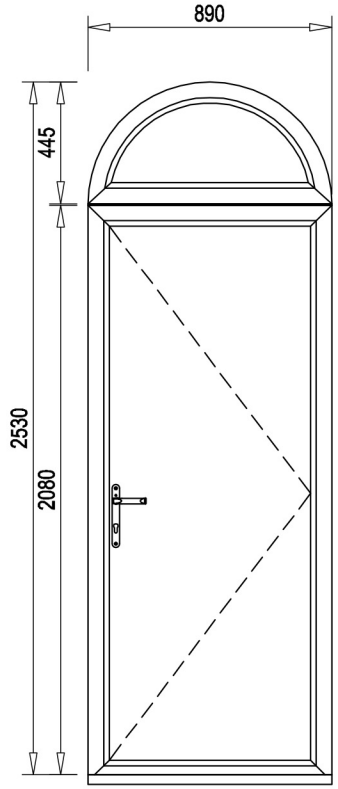
Window 7



Window 8

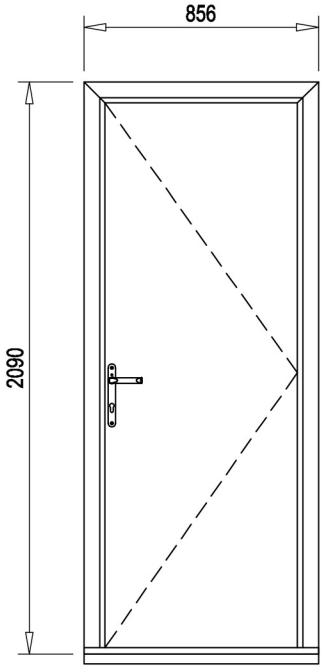


Door 1



Door leaf design
'Richmond'

Door 2



Door leaf as per
residents choice.

Rev	Description	Name	Date				
A	Door design added to D1	Lionel	17.11.15	Anglian Design services	Name M.R.Cubitt	Date 08/07/15	Scale 1:20
					Checked	Date	Sheet A3
				Title: PLANNING APPLICATION DRAWING NCC - 26 Grosvenor Rd - Proposed			
				Product codes	Drawing No. WPA/2837 - 3		Rev: A

The NEW VEKA Vertical Slider Window System





NEW Run-through Sash Horn

NEW run-through Sash Horn offers enhanced aesthetics which are particularly suited to period properties for an authentic traditional look

The run-though horn is optional – the VEKA VS is also available with clip-in horns or without horns

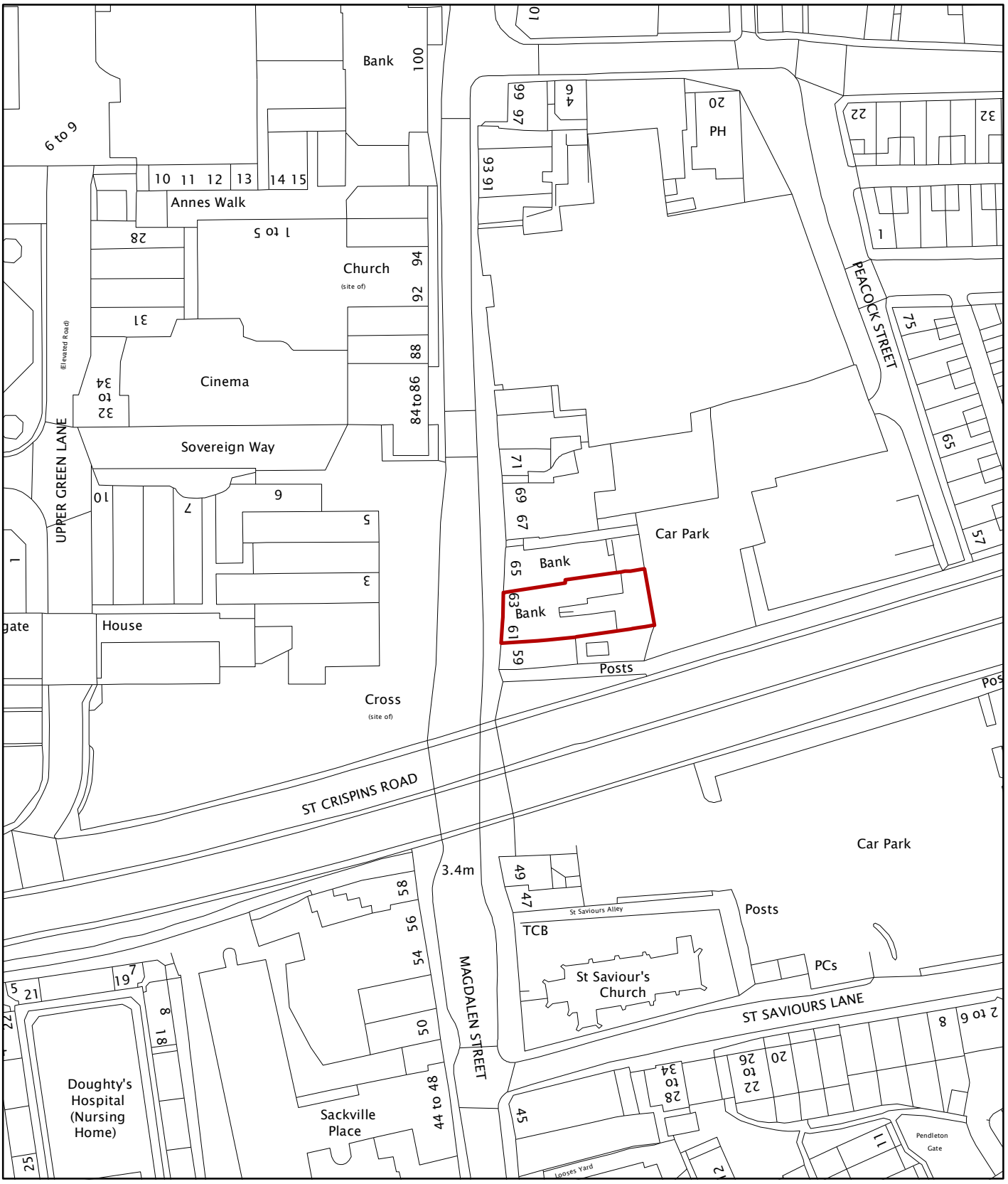


Report to	Planning applications committee 17 December 2015	**Item**
Report of	Head of planning services	
Subject	Application no 15/01214/F - 61 Magdalen Street, Norwich, NR3 1AA	4(J)
Reason for referral	Objections	

Ward:	Mancroft
Case officer	James Bonner - jamesbonner@norwich.gov.uk

Development proposal		
Extension to provide new second floor flat [revised location plan].		
Representations		
Object	Comment	Support
2		

Main issues	**Key considerations**
1 Amenity	Occupier amenity (noise, outlook); neighbouring amenity (overshadowing, loss of outlook/daylight)
2 Design and heritage	Visual impact; harm to conservation area and locally listed buildings
3 Flood risk	Safe egress in the event of fluvial and pluvial flood events
Expiry date	14 January 2016
Recommendation	Approve

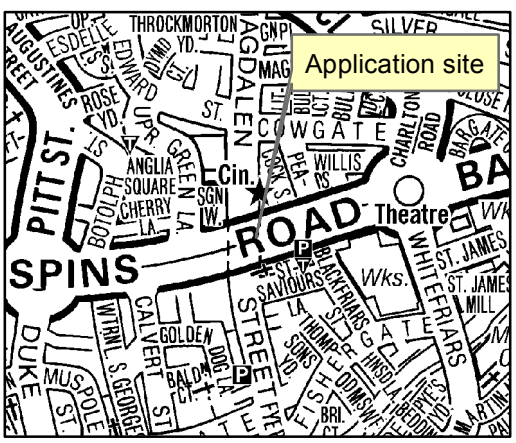


© Crown Copyright and database right 2015. Ordnance Survey 100019747.

Planning Application No 15/01214/F

Site Address 61 Magdalen Street

Scale 1:1,000



NORWICH City Council

PLANNING SERVICES

The site and surroundings

1. The addition is to the rear of 61 Magdalen Street (technically 61 to 63 on the OS map, considered as a single building all within the same ownership). On Magdalen Street the property is a convenience store at ground floor with residential flats above. At the rear there is a two storey flat roofed projection – the new dwelling is proposed above this.

2. The property has a shared yard backing onto St Saviours car park and the proposed flat is around the same height as the inner ring road flyover ~18m to the south.

Constraints

3. Although the 61-63 are not locally listed, the neighbours either side and further north are (Nos. 59, 65, 67-69 etc). Although there are statutory listed buildings nearby, none are near enough to be affected by this proposal.

4. The site is within the city centre conservation area. It is entirely within a critical drainage area and is partially within flood zone 2 – all of the yard and therefore the main escape is also within flood zone 2. The site is also within the Central Norwich Air Quality Management Area.

5. Within the Northern City Centre Area Action Plan (NCCAAP) the car park to the east of the site/north of the flyover is allocated for small business or service workshops (allocation PS1 – Peacock Street).

Relevant planning history

6.

Ref	Proposal	Decision	Date
4/1998/0701	Conversion of first and second floors to 3 one bedroom flats	Approved subject to condition	19/10/1998

The proposal

7. A one bedroom flat is proposed at second floor level, with a balcony at its eastern end fronting St Saviours car park. There is an external staircase within the rear yard which provides access to the building at first floor level. There is then an internal communal staircase which leads up to the second floor where an existing door provides access onto the flat roof. This will be used as the front door to the new flat.

8. The addition follows the footprint of the existing projection, extending 12.1m (14.9m to the end of the balcony) from the host building's gable.

9. There have been several revisions to the design to better reflect the host building. This is explored in main issue 2.

Summary information

Proposal	Key facts
Scale	
Total no. of dwellings	1
No. of affordable dwellings	0
Total floorspace	41sqm (plus 8.5sqm balcony)
No. of storeys	1 (at 2nd floor)
Max. dimensions	2m high, 12.1m long, 4.35m wide
Appearance	
Materials	Render, others to be confirmed via condition
Transport matters	
Vehicular access	N/A
No of car parking spaces	0
No of cycle parking spaces	In rear yard – tbc
Servicing arrangements	In rear yard – tbc

Representations

10. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. The application has been re-consulted twice with the most recent period ending on the 16 December. As of 2 December two letters of representation have been received (one from Norwich Society) citing the issues as summarised in the table below. All representations are available to view in full at http://planning.norwich.gov.uk/online-applications/ by entering the application number. Any additional letters of representation received after 2 December will be included on the Updates Report.

Issues raised	Response
Loss of privacy / overlooking; dominating effect of new flat	Amenity – see main issue 1.
Loss of use of outdoor space outside flat	Amenity – see main issue 1.

Issues raised	Response
Dominant on skyline, blocking views	Design and heritage – see main issue 2.

Consultation responses

11. Consultation responses are summarised below the full responses are available to view at http://planning.norwich.gov.uk/online-applications/ by entering the application number.

Citywide services

12. Black sack refuse collection is appropriate.

Design and conservation

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

Environmental protection

14. I have scanned the report Noise Impact Assessment for the above application and it would appear that the calculated internal noise levels are acceptable, and the suggested mechanical ventilation seems reasonable. The use of the balcony does give cause for concern but again this would realistically be the only amenity space for the occupant(s) of this small flat.

15. Although, I am uncomfortable with the idea of a new residential unit of accommodation so close to what is and will continue to be a very busy road it would be very difficult to argue against it for reasons of potential noise disturbance given the proposed level of sound insulation of the building envelope.

16. If permission were to be granted for this development then it is essential to include an informative.

Highways (local)

17. No objection on highway/transportation grounds.

Norwich Society

18. We are opposed to this development which appears incorrectly identified on the location plan. The living conditions would be very unpleasant. [*location plan since amended and application re-advertised*]

Norfolk police (architectural liaison)

19. Recommending agent includes crime prevention measures.

Assessment of planning considerations

Relevant development plan policies

20. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
    - JCS1 Addressing climate change and protecting environmental assets
    - JCS2 Promoting good design
    - JCS3 Energy and water
    - JCS4 Housing delivery
    - JCS6 Access and transportation
    - JCS11 Norwich city centre
    - JCS20 Implementation

21. **Northern City Centre Area Action Plan adopted March 2010 (NCCAAP)**
    - LU3 Residential development
    - TU1 Design for the historic environment
    - ENV1 Climate change mitigation and adaption

22. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**
    - DM1 Achieving and delivering sustainable development
    - DM2 Ensuring satisfactory living and working conditions
    - DM3 Delivering high quality design
    - DM5 Planning effectively for flood resilience
    - DM9 Safeguarding Norwich's heritage
    - DM11 Protecting against environmental hazards
    - DM12 Ensuring well-planned housing development
    - DM28 Encouraging sustainable travel
    - DM30 Access and highway safety
    - DM31 Car parking and servicing
    - DM32 Encouraging car free and low car housing

Other material considerations

23. **Relevant sections of the National Planning Policy Framework March 2012 (NPPF):**
    - NPPF0 Achieving sustainable development
    - NPPF4 Promoting sustainable transport
    - NPPF6 Delivering a wide choice of high quality homes
    - NPPF7 Requiring good design
    - NPPF10 Meeting the challenge of climate change, flooding and coastal change
    - NPPF12 Conserving and enhancing the historic environment

Case Assessment

24. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan polices are detailed above. Material considerations include policies in the National Planning Framework (NPPF), the

Councils standing duties, other policy documents and guidance detailed above and any other matters referred to specifically in the assessment below. The following paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations.

Principle of development

25. Key policies and NPPF paragraphs – DM12, Northern CC AAP LU3, NPPF paragraphs 49 and 14.

26. When assessed against DM12 and DM13 the principle of residential development is acceptable on this site, including the criteria in the second part of DM12 and subject to the other policy and material considerations detailed in the main issues below given that:

- The site is not designated for other purposes;
- The site is not in a hazardous installation notification zone;
- The site is not in the late night activity zone;
- It does not involve the conversion of high quality office space; and
- It is not in the primary or secondary retail area or in a district or local centre.

27. Within the NCCAAP there is nothing explicitly precluding this type of development here, although it should be noted that the allocation at the adjacent site off Peacock Street (PS1) does state that housing would be inappropriate due to the proximity of the flyover and the blank elevation of Roys. A distinction can be made between a large ground floor site and a relatively small second floor addition and this is not considered to be an in-principle objection to residential use on the application site. Where there are clear issues (amenity, design), these are addressed in the relevant sections below.

Main issue 1: Amenity

28. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.

Occupier amenity

29. The most obvious concern for the living conditions of the occupier(s) of this proposed flat is the noise from the flyover given they will essentially be at the same level. Noise is also apparent from Magdalen Street, the car park and the two air conditioning units on the adjacent first floor flat roof of No.61 to the south. A noise impact assessment (NIA) has been provided which takes into account the potential disturbance from these sources. As noted in the NIA, windows and unattenuated ventilators are generally the weakest areas of sound insulation in a conventional façade. Opening windows will reduce the overall insulation to 10-15dB(A). In this position the NIA shows that the daytime noise levels are 68.7dB (averaged over 16hrs) and night-time 60.8dB (over 8 hours) with the highest measurement being 81dB at ~01:30am.

30. For this dwelling to achieve a satisfactory standard of living, internal noise should meet the following levels:

- daytime – 35dB (average over 16hrs);
- night-time – 30dB in bedrooms only (average over 8hrs); and
- night-time – 45dB in bedrooms only (maximum sound level).

31. On the basis of the drawings originally provided the NIA has calculated that the internal noise levels that can be achieved are:

- daytime – 32dB (average);
- night-time – 25dB in bedrooms only (average); and
- night-time – 45dB in bedrooms only (maximum sound level).

32. This is through the use of wall insulation, acoustic glazing and ventilators, which would allow the occupiers to keep the windows closed at night. Although the plans have been revised, the principle of the recommendations remains the same, for instance in the insulation and the extent of glazing. A condition is recommended to ensure compliance with the AIA and to secure precise details of the glazing and ventilators.

33. The balcony will provide some external amenity space, which for a one bedroom flat is in-line with DM2. External noise levels on the balcony will be ~68.7dB (averaged over 16 hours), which exceeds the World Health Organisation guidelines of 50dB for balconies, terraces and outdoor spaces. This is a desired level and it should be noted that many of the habitable rooms in existing flats around the area will exceed these noise levels. Given the internal noise levels will deliver adequate living conditions it is not considered that the relatively noisy balcony should be removed or considered a reason for refusal – its use is entirely optional and will still provide some external space and an exit from the building in an emergency.

34. Levels of daylight will be good given the majority of the windows are south-facing. Despite looking out onto the flyover, given the height the flat is at this allows for otherwise decent outlook not dissimilar to view across a typical roadside dwelling. At 41sqm internal floorspace exceeds the 37sqm plus 1sqm of storage as set out in the national standards and DM2. The balcony serves to provide adequate external space, although there could be understandable concerns about pollution. More formal publicly accessible green space is available ~100m to the east at St Paul's Square off Willis Street or at St Saviours churchyard ~50m to the south.

35. Although pollution may appear to be a potential concern, it does not appear to be any more of an issue than the existing flats nearby or the numerous properties directly adjacent to the city's ring roads. The conditioned ventilation system should allow for the internal areas to be liveable with the windows closed which may reduce the impact. As with noise, the balcony will provide issues but given its use is optional, this is not considered a reason to substantiate refusal.

Neighbouring amenity

36. The windows are positioned so as to not cause issues for direct overlooking. The biggest impact for direct overshadowing is to the properties to the east-facing windows on the properties to the north, for instance the rear windows above TSB.

Council tax records indicate that this space is vacant office and the size and type of the windows also suggests they do not serve a residential use. However there could be the potential for their change of use to residential in the future through permitted development rights, which should be considered. The actual impact is relatively minor and generally limited to before midday. This is acceptable. Given its scale the amount of daylight lost to nearby windows is unlikely to be severe. There is a roof lantern below where the balcony is proposed. Although this will be lost it appears that there is an additional window serving this room and so the impact is acceptable.

37. The new dwelling will not appear overly close to any windows and is not considered to appear as overly dominating in views from these windows. Although there is an existing door onto the flat roof, the space is not considered to be usable and formal external space given the lack of any balustrade or guarding. There continues to be some communal space for the existing occupiers within the ground floor rear yard or public space nearby as highlighted above. Accordingly there are no unacceptable impacts for neighbouring residents.

Main issue 2: Design and heritage

38. Key policies and NPPF paragraphs – JCS2, DM3, NCCAAP LU3 and TU1, NPPF paragraphs 9, 17, 56 and 60-66. Heritage key policies and NPPF paragraphs – DM9, NPPF paragraphs 128-141.

39. The addition will appear as very prominent in views such as Peacock Street and St Saviours car park but especially from the flyover. It is not particularly apparent in views from Magdalen Street given the lack of uninterrupted views due to the flyover. Where it is visible it is seen against the backdrop of the visually dominating Roys building. In those more conspicuous views, i.e. from the flyover, the development certainly adds bulk to an already fairly prominent and large two storey projection. Originally a flat roofed structure was proposed in timber cladding which would have appeared as especially incongruous. Revisions have sought to reduce this visual impact by emulating the roof pitch of the adjacent gable and dropping the ridge height to ensure subservience. Detailing has been simplified with windows to follow the rhythm of the fenestration below and render to be clearly distinctive from the existing building while hopefully breaking up its mass.

40. That being said it cannot be denied that due to its height attention will unavoidably be drawn to it. It is however clear from visiting the site that the sensitivity of this particular part of the conservation area is relatively low due to the flyover and the large blank expanse of the Roys building but also the numerous additions and incoherence at the rear of the Magdalen Street row. An argument could be made against worsening the current situation so it is accepted that this is a finely balanced decision. Although this will lead to additional bulk in a prominent position, the replacement of the existing roof with a more sympathetic pitched roof has some design merit and it is considered that this revised design will deliver another unit of much-needed housing without causing further harm to the significance of the locally listed buildings or the character of the wider conservation area. This would be dependent on securing a high standard of detail to ensure that this is done in a sensitive manner.

Main issue 3: Flood risk

41. Key policies and NPPF paragraphs – JCS1, DM5, NPPF paragraphs 100 and 103.

42. The entirety of the rear yard appears to be within flood zone 2 on some flood maps (Strategic Flood Risk Assessment for Norwich) whereas others it is not (the Environment Agency website). The SFRA is considered more accurate and this assessment assumes the proposed flat's access will be at risk from fluvial flooding, particularly when taking into account the effects of climate change. Although safe access and egress may not always be possible during an extreme flood event, the actual property is clearly not at risk. It is recommended a condition is attached to secure details of a flood warning an evacuation plan.

43. Environment Agency maps for surface water risk show the same area of ground floor of the site at high risk from surface water flooding. This type of pluvial flooding is harder to predict but again the level of risk to safety is relatively low providing the measures in the conditioned flood plan are adhered to, i.e. warning future occupiers to await instructions from emergency services and not to venture into flooded areas.

44. As the proposed development will not aggravate the issue of flooding, the development is acceptable in flood risk terms.

Compliance with other relevant development plan policies

45. A number of development plan policies include key targets for matters such as parking provision and energy efficiency. The table below indicates the outcome of the officer assessment in relation to these matters.

Requirement	Relevant policy	Compliance
Cycle storage	DM31	**Yes subject to condition. No provision shown on plan but there is space within the yard.**
Car parking provision	DM31	**Yes – car free is acceptable.**
Refuse Storage/servicing	DM31	**Yes subject to condition. Refuse storage in rear yard.**
Energy efficiency	JCS 1 & 3 DM3	**Not applicable**
Water efficiency	JCS 1 & 3	**Yes subject to condition**
Sustainable urban drainage	DM3/5	**Not applicable**

Equalities and diversity issues

46. There are no significant equality or diversity issues. Due to the lack of lift there will be no level access which is largely unavoidable in the context.

Local finance considerations

47. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy.

48. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority.

49. In this case local finance considerations are not considered to be material to the case.

Conclusion

50. A flat in this position so close to the flyover has obvious issues for occupier amenity, principally from noise. The proposal has demonstrated that mitigation measures can reduce this internally to an acceptable level and this can be ensured via condition. Outlook, daylight and internal space standards are considered to be acceptable, although the provision of external space on the balcony will be subject to relatively high levels of noise, which is unavoidable but acceptable given the off-site public space nearby and the otherwise good internal living standards.

51. Proposed in such a prominent position the scheme has clear visual implications due to the potential bulk and mass added to an already significant rear projection. It will be apparent in a number of obvious views but its design has been revised to ensure it sits more sympathetically on the existing flat roof. Given the number of visually inappropriate developments surrounding the site the level of harm caused by this specific development to the character of the conservation area and the nearby non-designated heritage assets is relatively low. Notwithstanding this it is accepted there is some less than substantial harm. As per the NPPF this harm must be weighed against the public benefits of the proposal which in this case is the provision of an additional dwelling.

52. Given the relatively low level of harm and the adequate amenity levels the benefits are considered to outweigh the proposal's shortcomings, albeit the decision is finely balanced. Due to this and the lack of adverse harm to neighbouring occupiers the development is therefore in accordance with the requirements of the National Planning Policy Framework and the Development Plan and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

To approve application no. 15/01214/F - 61 Magdalen Street Norwich NR3 1AA and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. External materials;

4. In accordance with the AIA. Precise details of glazing (and balcony doors) and ventilation to be agreed (including maintenance);
5. Provision of bin and cycle storage;
6. Water efficiency measures;
7. Details of flood warning and evacuation plan

Informatives:

1. Future residents are advised that the Local Planning Authority recognises that communal external amenity spaces at the site may experience evening/night-time and weekend noise environments that are at, or in excess of, the World Health Organisation guideline level of 55dB for outdoor amenity areas. The decision to approve the application was made with this in mind and these are considered to be spaces where residents have a choice as to whether they wish to use them. The ability to control noise received in these areas is rather more limited than in dwellings and private outdoor spaces within the development where construction requirements are imposed.

2. Occupiers of these dwellings should be aware that these properties are in a location with a significant level of background noise arising from neighbouring industrial uses and traffic infrastructure. Norwich City Council has therefore included measures designed to control noise in the planning permission for these properties. The requirements to provide approved acoustic glazing which incorporates passive or forced acoustic ventilation and to provide an approved acoustic balustrade, together with the obligation to retain the acoustic glazing, ventilation and balustrade, will be taken into account by the Norwich City Council when investigating any complaint of noise nuisance from an occupier of this property.

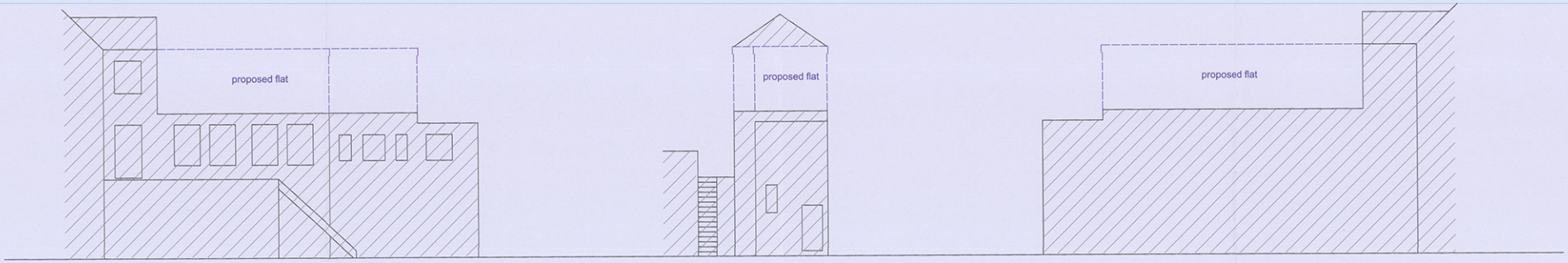
3. Not eligible for parking permit

4. Street naming/numbering contact

5. Considerate construction

Article 35(2) 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 the application has been approved subject to appropriate conditions and for the reasons outlined in the officer report.

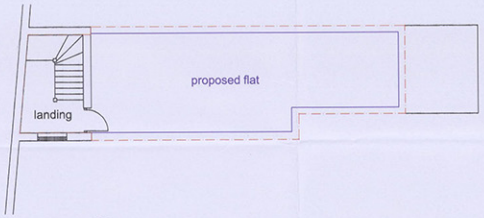


side elevation

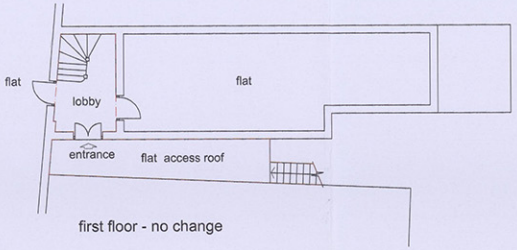
rear elevation

side elevation

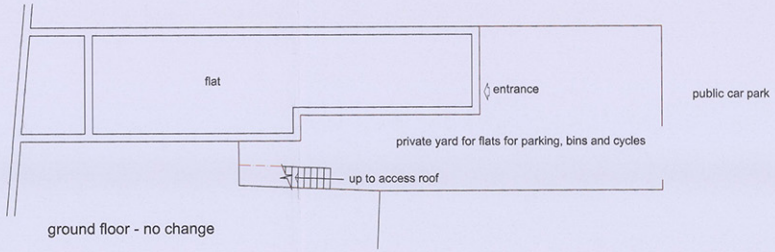
denotes - existing building unaltered



second floor



first floor - no change



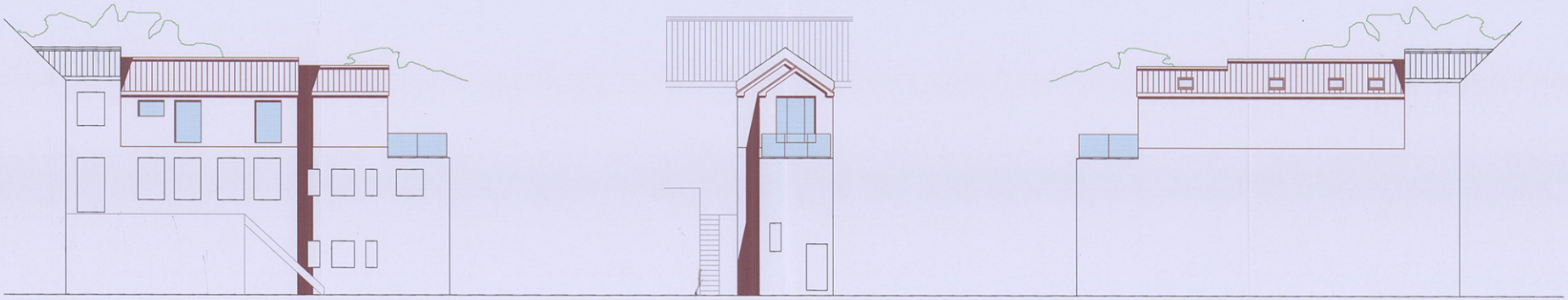
ground floor - no change

existing retained

proposed

ARCHITECTURAL DESIGN
ALAN RAWLINGS
Stable Cottage
Bell Inn Yard
The Street
Bawdeswell
Norfolk
NR20 4RR
01362 688151
alanarchdesign@btinternet.com

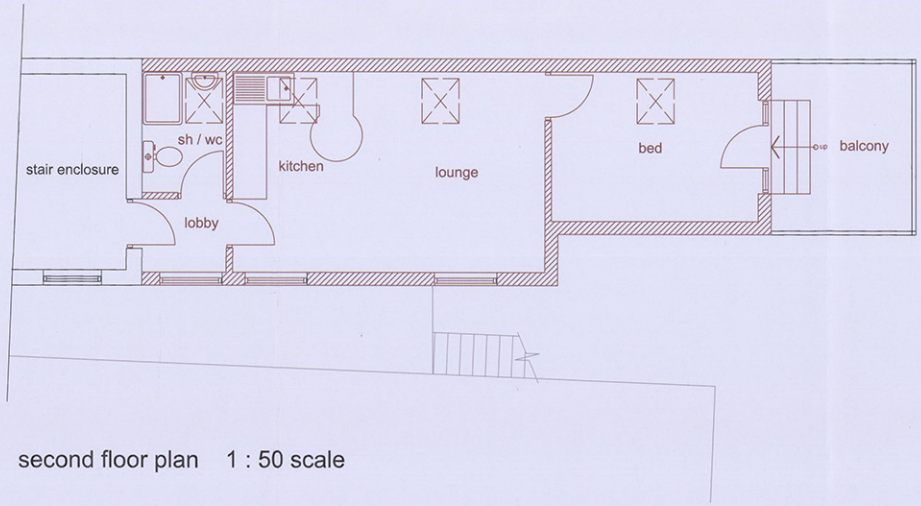
Client	Project
Paul Holmes 61 Magdalen Street Norwich	Proposed new flat
Drawing updated planning	Drg no 715 / 04 Rev
Date 05 / 09 / 15	Scale 1 : 100 @ A1



side elevation (to flyover) 1 : 100 scale

rear elevation

side elevation



second floor plan 1 : 50 scale

existing retained

proposed

ARCHITECTURAL DESIGN
ALAN RAWLINGS
Stable Cottage
Bell Inn Yard
The Street
Bawdeswell
Norfolk
NR20 4RR
01362 688151
alanarchdesign@btinternet.com

Client	Project	
Paul Holmes 61 Magdalen Street Norwich	Proposed new flat	
Drawing revised planning	Drg no 715 / 05	Rev
Date 08 / 10 / 15	Scale 1 : 50 / 1 : 100 @ A1	

ITEM

Report to date:	Planning applications committee
Report of:	Head of planning services
Subject:	Enforcement case 14/00219/BPC/ENF– 474C Earlham Road, Norwich, NR4 7HP

4(K)

SUMMARY

Description:	Without planning permission the conversion of a detached garage to form a separate unit of residential accommodation class C3 residential use.
Reason for consideration at Committee:	Enforcement action recommended.
Recommendation:	Authorise enforcement action up to and including prosecution in order to secure the cessation of the unlawful residential C3 use and return the use of the former garage to incidental / ancillary use.
Ward:	University
Contact Officer:	Ali Pridmore email: alipridmore@norwich.gov.uk

Introduction

The site

1. 474B Earlham Road is a two storey semi-detached house located on the south side of this major route into/out of the city. The site is located towards the west end of the road close to the five-ways roundabout. The area contains a mix of houses and bungalows lining along the tree lined roadway. The surrounding area is predominantly residential in character.

Relevant planning history

2. 07/01393/F – Application for permission to demolish existing house and erection of 2 no. semi-detached dwellings which was refused by the local planning authority on the 14 March 2008.

3. 08/00590/F – Application for permission to demolish existing house and erection of 2 no. semi-detached dwellings which was granted by the local planning authority on the 21 September 2008 which was a revised proposal.

The breach

4. The conversion of a former detached garage to form a separate unit of residential (Class C3 use) accommodation without planning permission.

5. The development requires planning permission which is required under section 171A(1) of the Town and Country Planning Act 1990 (as amended by the Planning and Compensation Act 1991).

6. The owner of 474B Earlham Road has been informed the conversion of the former detached garage is a breach of planning control and was asked to cease the unauthorised residential use and return it back to incidental / ancillary use

7. It appears to Norwich City Council that the above breach of planning control has occurred within the last four years and is not therefore immune from enforcement action.

Policies and planning assessment

8. National Planning Policy Framework:
    - Statement 1 Building a strong and competitive economy
    - Statement 6 A wide choice of good quality homes
    - Statement 7 Requiring good design

    Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS):
    - JCS2 Promoting good design
    - JCS4 Housing
    - JCS6 Access and transportation

    Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan):
    - DM1 Achieving and delivering sustainable development
    - DM2 Ensuring satisfactory living and working conditions
    - DM3 Delivering high quality design
    - DM12 Principles for all residential development
    - DM13 Communal development and multiple occupation
    - DM28 Encouraging sustainable travel
    - DM30 Access and highway safety
    - DM31 Car parking and servicing

Justification for enforcement

9. The dwelling provides a poor standard of amenity for its occupiers. In addition it would have a significant detrimental impact on the residential amenities of the neighbouring properties, particularly as a result of the unduly intensive use of premises, resulting in a loss of privacy and a wider detrimental impact on the character of the area. This would be contrary to

policies DM2 and DM13 of the Development Management Policies Development Plan Document adopted 2014.

Equality and diversity issues

10. The Human Rights Act 1998 came into effect on 2nd October 2000. In so far as its provisions are relevant:

    (a) Article 1 of the First Protocol (the peaceful enjoyment of ones possessions), is relevant in this case. Parliament has delegated to the Council the responsibility to take enforcement action when it is seen to be expedient and in the public interest. The requirement to secure the removal of the unauthorised building works in the interests of amenity is proportionate to the breach in question.

    (b) Article 6: the right to a fair hearing is relevant to the extent that the recipient of the enforcement notice and any other interested party ought to be allowed to address the committee as necessary. This could be in person, through a representative or in writing.

Conclusions

11. On balance it is considered that the current unauthorised residential (C3) use would have a significant detrimental impact on the residential amenities of occupiers and neighbouring properties. Particularly by way of loss of privacy and have a wider detrimental impact on the character of the area including loss of privacy.

12. Authority is sought from the planning applications committee for enforcement action to secure the cessation of the unauthorised residential C3 use and return the building back to an incidental / ancillary use. Enforcement action is to include direct action and prosecution if necessary.

Recommendations

13. Authorise enforcement action to secure the cessation of the unauthorised residential (C3) use and return the property back to its authorised use as incidental / ancillary use; including the taking of direct action may result in referring the matter for prosecution if necessary.