

Planning Committee

Agenda

Date

Wednesday 30 October 2019

Members of the Planning Committee

Miss S Lawn
(Chairman)

Mr J M Ward
(Vice Chairman)

Mr A D Adams
Mr S C Beadle
Mr S M Clancy
Mr J F Fisher
Mr R R Foulger

Ms R M Grattan
Mrs C Karimi-Ghovanlou
Mr I N Moncur
Mr S Riley

Time

9.30am

Place

Council Chamber
Thorpe Lodge
1 Yarmouth Road
Thorpe St Andrew
Norwich

Substitutes

Conservative pool

Mr N J Brennan
Mr A D Crotch
Mr K S Kelly
Mr D King
Mr K G Leggett
Mrs T M Mancini-Boyle
Mr M L Murrell
Mr G K Nurden
Mrs S M Prutton
Ms C E Ryman-Tubb
Mr M D Snowling
Miss J L Thomas
Mrs K A Vincent
Mr S A Vincent
Mr S C Walker
Mr F Whymark

Liberal Democrat

Mr D G Harrison*
Mrs L A Starling
Mr D M Thomas

Contact

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*not met training requirement so ineligible to serve

If any Member wishes to clarify details relating to any matter on the agenda they are requested to contact the relevant Area Planning Manager, Assistant Director Planning or the Assistant Director Governance & Business Support (Monitoring Officer) prior to the meeting.

E-mail: sara.utting@broadland.gov.uk



@BDCEMServices

The Openness of Local Government Bodies Regulations 2014

Under the above Regulations, any person may take photographs, film and audio-record the proceedings and report on all public meetings. If you do not wish to be filmed / recorded, please notify an officer prior to the start of the meeting. The Council has a protocol, a copy of which will be displayed outside of each meeting room and is available on request.

**The Chairman will ask if anyone wishes to
film / record this meeting**

A G E N D A

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| 1 | To receive declarations of interest under Procedural Rule no 8 | |
| 2 | Apologies for absence | |
| 3 | <u>Minutes of meeting held on 2 October 2019</u> | 5 – 21 |
| 4 | Matters arising therefrom (if any) | |
| 5 | Applications for planning permission to be considered by the Committee in the following order: | |
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Please Note: In the event that the Committee has not completed its business by 1.00pm, at the discretion of the Chairman the meeting will adjourn for 30 minutes.

Trevor Holden
Managing Director

Copies of the applications and any supporting documents, third party representations and views of consultees are available for inspection in the planning control section.

DECLARATIONS OF INTEREST AT MEETINGS

When declaring an interest at a meeting Members are asked to indicate whether their interest in the matter is pecuniary, or if the matter relates to, or affects a pecuniary interest they have, or if it is another type of interest. Members are required to identify the nature of the interest and the agenda item to which it relates. In the case of other interests, the member may speak and vote. If it is a pecuniary interest, the member must withdraw from the meeting when it is discussed. If it affects or relates to a pecuniary interest the member has, they have the right to make representations to the meeting as a member of the public but must then withdraw from the meeting. Members are also requested when appropriate to make any declarations under the Code of Practice on Planning and Judicial matters.

Have you declared the interest in the register of interests as a pecuniary interest? If Yes, you will need to withdraw from the room when it is discussed.

Does the interest directly:

1. Affect yours, or your spouse / partner's financial position?
2. Relate to the determining of any approval, consent, licence, permission or registration in relation to you or your spouse / partner?
3. Relate to a contract you, or your spouse / partner have with the Council
4. Affect land you or your spouse / partner own
5. Affect a company that you or your partner own, or have a shareholding in

If the answer is "yes" to any of the above, it is likely to be pecuniary.

Please refer to the guidance given on declaring pecuniary interests in the register of interest forms. If you have a pecuniary interest, you will need to inform the meeting and then withdraw from the room when it is discussed. If it has not been previously declared, you will also need to notify the Monitoring Officer within 28 days.

Does the interest indirectly affect or relate any pecuniary interest you have already declared, or an interest you have identified at 1-5 above?

If yes, you need to inform the meeting. When it is discussed, you will have the right to make representations to the meeting as a member of the public, but must then withdraw from the meeting.

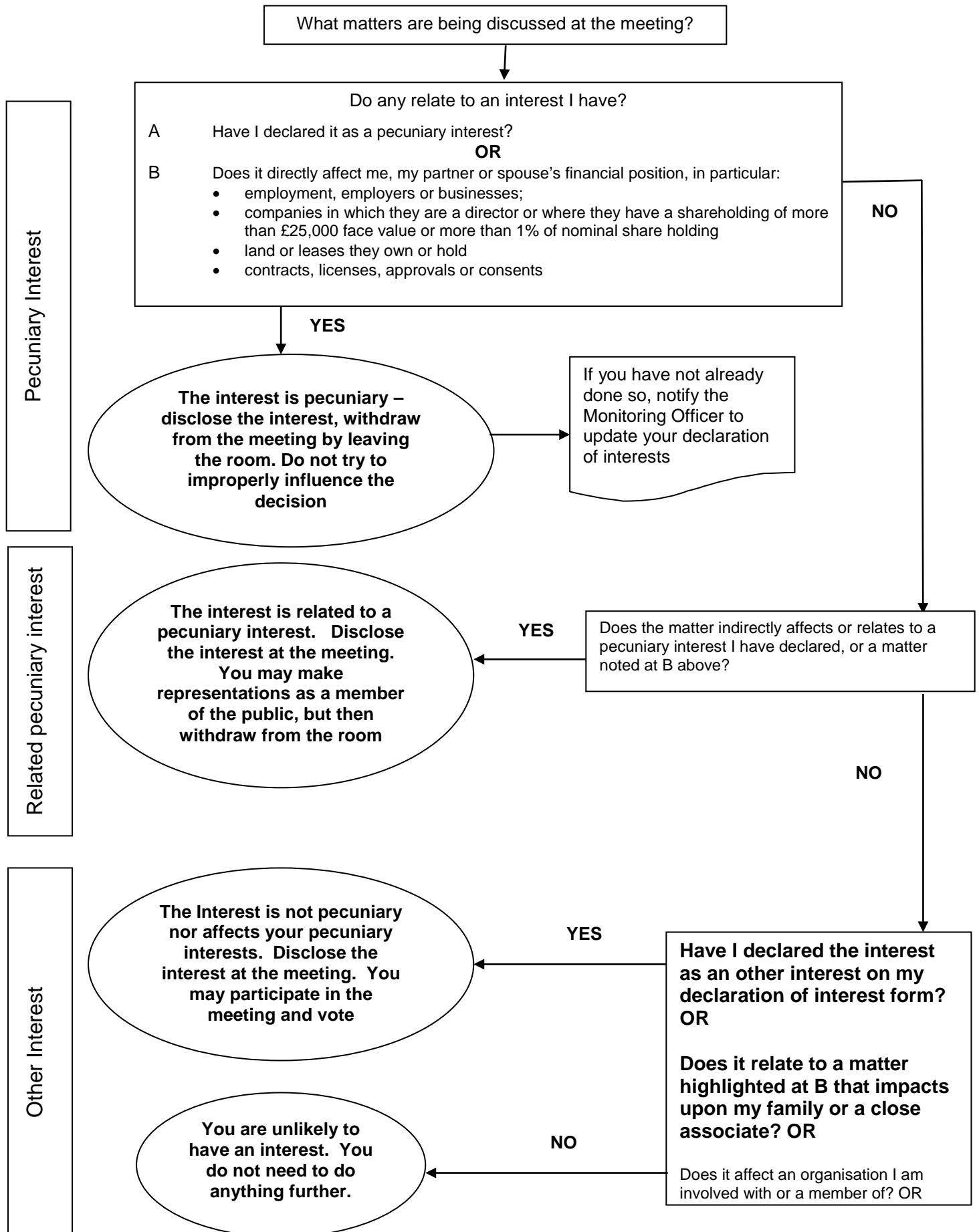
Is the interest not related to any of the above? If so, it is likely to be another interest. You will need to declare the interest, but may participate in discussion and voting on the item.

Have you made any statements or undertaken any actions that would indicate that you have a closed mind on a matter under discussion? If so, you may be predetermined on the issue; you will need to inform the meeting, and when it is discussed, you will have the right to make representations to the meeting as a member of the public, but must then withdraw from the meeting.

FOR GUIDANCE REFER TO THE FLOWCHART OVERLEAF

PLEASE REFER ANY QUERIES TO THE MONITORING OFFICER IN THE FIRST INSTANCE

DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF



Minutes of a meeting of the **Planning Committee** held at Thorpe Lodge, 1 Yarmouth Road, Thorpe St Andrew, Norwich on **Wednesday 2 October 2019** at **9.30am** when there were present:

Mr J M Ward – Chairman

Mr A D Adams
Mr S C Beadle
Mr N J Brennan

Mr R R Foulger
Ms R M Grattan
Mrs C Karimi-Ghovanlou

Mr G K Nurden
Mrs S M Prutton
Miss J L Thomas

The following Member attended the meeting and spoke with the Chairman's concurrence on the items shown:

Mr Kelly Minute no: 37 (Hill House, Hall Lane, Drayton)

Also in attendance were the Assistant Director of Planning; Area Planning Manager (West) (for Minute nos: 37 & 42-44); Area Planning Manager (East) (for Minute no: 39); Senior Planning Officer (CJ) (for Minute no: 38); Senior Planning Officer (CR) (for Minute nos: 40-41) and the Senior Committee Officer. Mr Bizley, the Council's viability consultant, attended for Minute no 38.

34 DECLARATIONS OF INTEREST UNDER PROCEDURAL RULE NO 8

Member / Officer	Minute No & Heading	Nature of Interest
Senior Committee Officer on behalf of Members and officers	Minute no: 39 (Northgate House, 2 Links Avenue, Hellesdon)	Acquainted with one of the objectors as he was a former District Councillor (until May 2019)

35 APOLOGIES FOR ABSENCE

Apologies for absence were received from Mr Clancy, Mr Fisher, Miss Lawn and Mr Moncur.

36 MINUTES

The Minutes of the meeting held on 4 September 2019 were confirmed as a correct record and signed by the Chairman.

In respect of the decisions indicated in the following Minutes (nos: 37 to 44), conditions or reasons for refusal of planning permission as determined by the

Committee being in summary form only and based on standard conditions where indicated and were subject to the final determination of the Director of Place.

37 APPLICATION NUMBER 20181623 – HILL HOUSE, HALL LANE, DRAYTON

Further to Minute no: 96 of the meeting held on 10 April 2019, the Committee reconsidered the application for the demolition of the dwelling and erection of a 56 bed nursing care home, new vehicular access, associated landscaping and erection of a new off-site public footpath at Hill House on Hall Lane in Drayton. The application had been deferred to enable officers to discuss with the applicant options for the provision of a footpath along Hall Lane to connect to Drayton village centre.

It was noted that since the deferral, the applicant had been in discussions with the Highway Authority and the latest set of plans now proposed a 1.5m wide footpath which ran from the application site and linked with the existing footpath near to the Hall Lane / Drayton Lane mini-roundabout. Users would need to make a total of three crossings along its full length.

In presenting the application, the Area Planning Manager (West) referred to a drawing which had been submitted two days previously indicating a proposed ramped area to allow wheelchairs etc to achieve access from the lower part of the care home into the rear garden due to the change in levels and also reported the comments of Mr Gray of Brickyard Farm in this respect. In response to a comment made by Mr Gray, he advised the Committee that the plan did not require formal consultation as the proposals were not visible outside of the site but officers would assess if there would be any impact on nearby trees.

The Committee noted further comments received from the occupiers of Brickyard Farm, Hall Lane together with the officer's comment in response; a proposed amendment to condition 13, correction to paragraph 4.10 of the report and an amended location plan (to reflect the proposed footpath provision), all as reported in the Supplementary Schedule. In addition, the Committee received the verbal views of Samantha Maxey of 36 The Street, Poringland, Yvonne Diver of 6B Highlow Road, Costessey and Mr Gray of Brickyard Farm (on behalf of himself, Drayton Hall Park Residents' Association and Mr Hall of Tall Trees, Hall Lane) all objecting to the application; Alison Lovelock (independent care consultant), Lisa (Director of Ethos Nursing) and Debi Sherman of One Planning (the agent) all in support of the application at the meeting. Mr Kelly, the Ward Member for Taverham South (adjoining Ward) expressed his objections to the proposal and requested that the application be refused.

The Committee was mindful of the need, as evidenced at the April committee meeting, and concurred with the conclusion reached by those Members at

that time. However, notwithstanding the fact that the Highway Authority had now removed all of its objections to the application, subject to the imposition of a number of conditions, Members came to the view that the proposal was remote from local service facilities which conflicted with the aims of sustainable development and the need to minimise travel as visitors, residents and staff would have to rely on use of a private car as it would be very difficult to access public transport, if any was available. This was exacerbated by the 24 hour/day operation of the proposal. The inclusion of the footpath was welcomed but it was considered this did not overcome Members' concerns regarding the remoteness of the site and the distances involved to the local centre (1.3km).

It was noted that the design of the building had been amended to overcome consultees' main concerns and despite this, officers had accepted that the proposed building, being four storeys in height, would be large in terms of its size and scale, resulting in a large building in the countryside. Members were of the opinion that, despite the existing mature trees which were to be retained and the proposed additional screening, together with the fact that the building proposed to be partly sunken into the ground, the care home building would clearly be visible from outside the site and would have a detrimental impact on the general character and appearance of the area.

In conclusion it was considered that the proposal represented an unacceptable form of development, contrary to Policies 1, 2 & 6 of the JCS; Policies GC1, GC2, GC4, EN2 & H5 of the DM DPD and Policy 1A of the Drayton Neighbourhood Plan. In addition, the proposals were contrary to the advice contained in paragraphs 102(c), 103, 108 (a&b), 110 (a-c) and 127 (b&c) of the NPPF. Accordingly, it was

RESOLVED:

to refuse application number 20181623 for the following reasons:

This application has been considered against the Development Plan for the area, this being the Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk (2011) as amended (2014), the Development Management DPD (DM DPD) (2015) and the Drayton Neighbourhood Plan (DNP) (2016). Other material considerations are The National Planning Policy Framework (NPPF) 2018 and the Planning Practice Guidance.

The policies particularly relevant to the determination of this application are Policies 1, 2, 3, 4, 5, 6, 7 & 12 of the JCS, Policies GC1, GC2, GC4, EN1, EN2, EN4, H5, TS3, TS4 & CSU5 of the DM DPD and Policies 1A, 1C, 2A, 3, 5 & 7 of the DNP. In addition, regard has been given to the advice contained in the NPPF.

Policy H5 of the DM DPD is concerned specifically with residential institutions and requires that the site is accessible by public transport and is within reasonable proximity of community facilities. In addition, for those sites outside the settlement limit, it is necessary to demonstrate that the facility is required to meet an identified need in the locality.

Policy 6 of the JCS is concerned with enhancing Access and Transportation across the policy area and amongst the factors to achieve this, development should be concentrated close to essential services and facilities to encourage walking and cycling as the primary means of travel, with public transport for wider access. Policy GC4 of the DM DPD states that proposals should pay adequate regard to being accessible to all via sustainable means, including public transport.

Paragraphs 102(c), 103, 108 (a & b) & 110 (a–c) of the NPPF are also considered to be relevant. These require developments to provide a range of sustainable modes of transport and genuine alternatives to the use of the private car.

The site is located outside of any of the defined settlement limits and therefore is considered to be in open countryside. It is considered that the location of the site some 1.3km from the centre of Drayton is not within reasonable proximity of community facilities.

The proposed footpath is approximately 430m long and unlit with no controlled crossing points and the lack of safe cycling routes serving the site mean that there are very limited available sustainable modes of transport to provide a genuine alternative to the use of the private car for staff and visitors to the care home. The application is therefore considered to conflict with Policies H5 and GC4 of the DM DPD, Policy 6 of the JCS and Paragraphs 102(c), 103, 108 (a & b) & 110 (a–c) of the NPPF.

Policies 1 and 2 of the JCS require that the environmental assets of the area will be protected, maintained and enhanced and that all development will be designed to the highest possible standards. Policy GC4 of the DM DPD sets out the design standards for new development. It states that, amongst other factors, proposals should pay adequate regard to the environment, character and appearance of an area and to reinforcing local distinctiveness through careful consideration of the treatment of space throughout the development, the appearance of new development, the scale of new development and landscaping.

Policy EN2 of the DM DPD seeks to enhance the visual qualities of the area having regard to the Landscape Character Assessment SPD and protect its distinctive character. Policy 1A of the DNP requires that development proposals achieve a high standard of design, sustainability and innovation and Paragraph 127(b & c) seeks to ensure that developments are visually

attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to the local character.

The proposed care home is designed with 4 storey high gables to each elevation with accommodation in its roof space, it is 45.5m wide facing the Hall Lane site frontage and is up to 22.8m in depth. It is considered that the height, scale, form and design of the proposed building is not sympathetic to the visual qualities of the character of the local area which forms part of the rural landscape and it fails to protect or enhance its distinctive character. The overall form of the building within the plot is not considered to be visually attractive and does not pay adequate regard to the environment, character and appearance of the area. In addition, it fails to reinforce local distinctiveness by virtue of its scale, appearance and treatment of space throughout the development. The application is therefore considered to fail to comply with Policies 1 and 2 of the JCS, Policies GC4 and EN2 of the DM DPD, Policy 1A of the DNP and Paragraph 127(b & c) of the NPPF.

Overall the proposals are considered to be contrary to Policies 1, 2 and 6 of the JCS, Policies GC1, GC2, GC4, EN2 and H5 of the DM DPD and Policy 1A of the DNP. In addition, the proposals are contrary to the advice contained in paragraphs 102(c), 103, 108 (a & b), 110 (a–c) and 127(b & c) of the NPPF.

The Committee adjourned at 11:48am and reconvened at 11:55am when all of the Members listed above were present.

38 APPLICATION NUMBER 20182043 – LAND OFF MANOR ROAD AND MANOR ROAD, NEWTON ST FAITHS

Further to Minute no: 22 of the meeting held on 7 August 2019, the Committee reconsidered the application for the demolition of an existing dwelling (no: 156) and the erection of 69 dwellings and associated infrastructure and landscaping on land off Manor Road and Manor Road itself in Newton St Faiths. The development would be served by a single point of access onto Manor Road onto a 4.8m wide estate road with 1.5m wide footpaths to either side. The proposal provided for 10% affordable housing provision (equating to seven dwellings) and a viability appraisal had been submitted to justify this level of provision. The application had been deferred to enable further analysis of the figures provided in the applicant's viability report.

In presenting the application, the Senior Planning Officer advised the Committee of three emails which had been received, two from the owner of the adjacent site (subject of application 20181525) and one from the occupier of 150 Manor Road, both objecting to the proposals. In addition, he reported an amendment to the officer recommendation which related to the removal of

permitted development rights for plots 68 and 69 to secure the protection of the root protection area of an off-site tree.

The Committee received the verbal views of Dennis Jeans of Bright Future Developments (applicant for the adjacent site – 20181525) and Jon Jennings of Cheffins (his agent) objecting to the application and Darren Cogman of Bidwells (planning consultant) and Simon Medler of Lovells (the applicant) in support of the application at the meeting.

Following the deferral in August, the applicants had re-assessed the development and submitted additional information concluding that the development was marginally unviable at 10% affordable housing provision, having identified additional costs not previously known to them. Subsequently, the Council's independent viability consultant had met with the applicant, reviewed the additional information and provided the Council with an updated report on the viability (attached as appendix 4 to the committee report). It was noted that the additional costs related to the need for an archaeological survey to be carried out prior to development commencing and the need for a road capping layer. This resulted in the Residual Land Value being pushed below the Benchmark Land Value (BLV) rendering the development marginally unviable at 10% affordable housing but the applicant had confirmed they were still willing to proceed at that level. Furthermore, in response to queries raised by Members at the previous meeting, the Council's independent consultant had provided a detailed assessment of the individual inputs which made up the applicant's viability (including the BLV) and this concluded that the appraisal submitted by the applicant was reasonable. In addition, the applicant's viability appraisal had not taken into account increased construction costs and professional fees since the appraisal was originally run which would, in the independent consultant's view more than offset the reduction in the assumed BLV.

The Committee was reminded that the site had been allocated under Policy HNF1 of the Site Allocations Development Plan Document 2016 and, therefore, the principle of development was considered to be acceptable. However, the site boundaries were not wholly contiguous with the allocation as the site included the curtilage of no: 156 Manor Road instead of no: 154 and therefore the "wrong" dwelling would need to be demolished to provide access to the site. The majority of no: 156 was within the settlement limit but part of the rear garden was outside the settlement limit and also the boundaries of the site allocation. It was this element which led the application to be contrary to Policy GC2 of the Development Management DPD. Members noted that the applicant was a house builder and was in advance discussions with the owners of no: 156 to purchase the property. Due to complexities with multi parties involved in the land deal for the whole site, to renegotiate the deal to reflect the boundaries of the allocation would significantly delay of housing on this mostly allocated site. It was considered that a refusal on the grounds that a small part of the site was outside of the allocation could not be justified.

The Committee acknowledged that the proposed provision of affordable housing was below that which would be expected by Policy 4 of the JCS but the applicant had adequately justified this through the submission of a suitable viability appraisal which had been independently assessed. Accordingly, the proposal was considered to comply with the policy requirement.

In terms of layout, design and landscape, it was noted that the density of the development would be higher than the existing development fronting Manor Road and therefore, the character of the area would be changed. Furthermore, there would also be an impact on the street scene, notwithstanding the fact that single storey dwellings were proposed to the front of the site, as these would not screen the development to the rear. It was noted that a Landscape Visual Impact Assessment had been submitted with the application which identified that the site currently made a positive contribution to the landscape character. Members agreed that the development would change the rural settlement edge and result in a moderate adverse effect, noting that this would decrease to a negligible effect once landscaping had been established (approximately 15 years). However, the scale of the buildings was similar to existing buildings in the settlement and the form was broadly traditional and this was considered to help mitigate the increase in density and visual impact. Accordingly, whilst the density of development was at the upper limit of what would be acceptable and would result in some harm to the character and appearance of the area, the Committee considered that the harm would not be significant, particularly in the context of the application site being an allocation for approximately 60 homes where some impact would be inevitable to deliver housing on an allocated site.

It was noted the scheme would result in some tree loss but the most important trees within the site, together with the trees and hedges to the site boundaries would be retained and successfully integrated into the layout to the satisfaction of the Conservation Officer (Arboriculture & Landscape).

It was considered the proposed dwellings were sufficiently far from existing dwellings to not be overbearing or unneighbourly and would not result in unacceptable overlooking of dwellings. Furthermore, future residents would be afforded an acceptable level of residential amenity with a layout which provided for privacy and a suitable amount of external amenity space.

As there were two Grade II Listed Buildings approximately 330 metres to the east of the site, consideration was given to Section 16(2) and Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. Members noted that these were farm buildings (a farmhouse and granary) and concluded that the proposal would cause less than substantial harm to their significance. Furthermore, this harm was outweighed by the benefits of allowing development on an allocated site.

The Committee noted that the Highway Authority had raised no objection to the scale of development, subject to the delivery of off-site footway improvements to provide enhanced pedestrian connectivity to the nearby primary school. However, there were minor issues which remained outstanding regarding the size of a turning head to serve plots 31-32. Therefore, the recommendation was for delegated authority.

In terms of open space, it was noted that the policy requirements would be met by way of off-site contributions in accordance with the Recreational Provision in Residential Development SPD 2016, secured through a Section 106 Agreement. Members accepted that whilst the allocation HNF1 suggested that children's play space could be provided on site, this would not be feasible with the layout and a higher quality provision could be provided on another site approximately 300m to the north.

In terms of all other matters raised through the consultation, Members noted that these had either been resolved or would be dealt with by the imposition of appropriate conditions.

In conclusion it was considered that, having regard to all issues raised, the proposal represented an acceptable form of development and accordingly, it was

RESOLVED:

to delegate authority to the Director of Place to approve application number 20182043, subject to no objections from the Highway Authority and subject to the following conditions and subject to a Section 106 Agreement with the following Heads of Terms:

Conditions:

- (1) Time limit
- (2) In accordance with plans and documents
- (3) Details of materials
- (4) Hard and soft landscaping
- (5) Trees to be protected in accordance with approved plans
- (6) Highways conditions TBC
- (7) Drainage condition
- (8) Contamination
- (9) Ecology mitigation
- (10) 10% renewable energy
- (11) Fire hydrants
- (12) External lighting
- (13) Scheme of archaeological investigation
- (14) Removal of PD for means of enclosure along external site boundaries
- (15) Removal of PD for roof alterations to plots 1-3

- (16) Removal of PDR for plots 68 and 69

Heads of Terms:

- (1) Affordable housing @10% with clawback provisions
- (2) Contributions for open space to meet Policy EN1, EN3 and RL1 of DM DPD requirements

The Committee adjourned at 1pm and reconvened at 1.35pm when all of the Members listed above were present for the remainder of the meeting with the exception of Ms Grattan who left during Minute no: 39.

39 APPLICATION NUMBER 20191142 – NORTHGATE HOUSE, 2 LINKS AVENUE, HELLESDON

The Committee considered an application for the change of use of an existing care home to three self-contained flats at Northgate House, 2 Links Avenue, Hellesdon. Parking would be available for six cars and a new communal amenity space would be located to the rear of no: 4 Links Avenue, in addition to the existing amenity space to the front and side of the building. The exterior of the building would remain unchanged except for the removal of the porch from the courtyard elevation, a lean-to structure and boiler room from the side of the property and the addition of a new door to provide access to the new amenity space from the single storey unit.

The application was reported to committee at the request of one of the Ward Members for the reasons given in paragraph 4.2 of the report.

The Committee received the verbal views of Richard Grady of 83 Links Avenue, Karen Warren of 6 Links Avenue and Stephen Warnes of 5 Links Avenue, all objecting to the application and Colin Smith (the agent) in support of the application, at the meeting.

The site was located within an existing urban area of Hellesdon with good access to a range of services and facilities and therefore, the principle of the proposal was considered to be acceptable and in accordance with Policy GC2.

In terms of the impact on the character and appearance of the area, it was noted that no significant alterations were required to the external appearance of the property and the changes to the rear elevation would only be visible from the enclosed garden / amenity area to the rear of no: 4 Links Avenue. Accordingly, there would be no impacts of the character and appearance of the area. The existing property was located in an area comprising a mix of

residential and commercial uses and therefore, whilst the conversion of the property to flats would result in a slightly higher density than existing residential development to the north and west, this would not significantly alter the character of the area and the proposal would be in accordance with Policy GC4 of the DM DPD.

It was noted that the Highways Authority had not raised an objection to the proposal but requested the permission be restricted to three dwellings.

The concerns of local residents were noted and in this case, it was considered reasonable to impose a condition to ensure that the proposed internal layout of the flats be retained as approved in perpetuity. This would prevent over-intensive use of the building which would be detrimental to the living conditions of future occupants and result in development that would be detrimental to highway safety.

In terms of all other matters raised through the consultation, Members noted that these had either been resolved or would be dealt with by the imposition of appropriate conditions.

In conclusion it was considered that the proposal represented an acceptable form of development and accordingly, it was

RESOLVED:

To approve application number 20191142, subject to the following conditions

- (1) Time limit (A1)
- (2) Plans and documents (E3)
- (3) Internal layout to be retained as approved (NS)
- (4) No use of amenity space for parking (NS)
- (5) Pedestrian only access to rear amenity space (NS)

40 APPLICATION NUMBER 20191211 – CARROWBRECK HOUSE, DRAYTON HIGH ROAD, HELLESDON

The Committee considered an application for the removal of condition 2 of planning permission 20100607, which had granted permission for the change of use of a residential institution (Use Class C2) to a training centre with overnight accommodation (Use Class D1) and retrospective permission for the rebuilding and use of an outbuilding to be used as an office and the retention of an outbuilding / workshop which had previously been granted temporary planning permission at Carrowbreck House, Drayton High Road in Helleston. Condition 2 stated:

The office and workshop outbuilding hereby approved shall only be used for purposes ancillary to the main building on the site known as Carrowbreck House and shall not be used as a separate and unassociated unit of accommodation.

Removal of this condition would allow the office and workshop buildings to be rented out separate to the training facility on the site, as a business use (Class B1) as they had been vacant for some time.

The application was reported to committee as the Council was the applicant and site owner.

The Committee noted a proposed amendment to the wording of condition 3, dependent upon the outcome of plan no: 20191212 (Minute no: 42 below referred) as reported in the Supplementary Schedule.

It was noted that the site was located outside of the settlement limit where new development would not normally be permitted unless it accorded with another specific allocation and / or policy of the development plan. Policy GC3 permitted the conversion of buildings for employment and tourist accommodation where the building was capable of conversion without substantial alteration. Both buildings were in good condition and no alterations were proposed as part of this application and therefore, it was considered the proposal complied with Policy GC3. Furthermore, the application would allow the two outbuildings to be brought back into use, thereby allowing additional jobs to be created. Accordingly, the proposal was also considered to comply with Policy 5 of the JCS which sought to support jobs and economic growth in both rural and urban locations.

The Committee acknowledged that the proposal might result in a slight increase in vehicular movements but the outbuildings were of a modest size and any business which occupied the buildings would likely be of a relatively small scale. Therefore, it was considered the application should not result in any significant intensification of the use of the site. Furthermore, there was a good degree of separation between the buildings and the nearest neighbouring residential properties and therefore, there would not be any significant detrimental impact on the amenity of the occupiers. In terms of parking, it was considered that there would be ample room on site, even allowing for the slight addition in vehicular movements which might arise from the proposals.

Finally, it was noted that the conditions imposed on pp 20100607 would be added to this latest permission (nos: 2,3, 4 & 5 below referred).

In conclusion it was considered that the proposals would not result in any detrimental impact on residential amenity, the character and appearance of the area or highway safety and, accordingly, it was

RESOLVED:

To approve application number 20191211, subject to the following conditions:

- (1) Limit use to B1 only
- (2) Overnight accommodation (in main building) limited to persons attending a training course
- (3) Main building to be used as training centre only and no other purpose
- (4) Visibility splays to be maintained
- (5) On-site parking to be retained

41 APPLICATION NUMBER 20191212 – CARROWBRECK HOUSE, DRAYTON HIGH ROAD, HELLESDON

The Committee considered an application for the change of use of a training centre (Class D1) to a flexible training centre and business (Class B1) mixed use at Carrowbreck House, Drayton High Road, Helleston. Planning permission 20100607 had primarily granted permission for a change of use of a residential institution (Use Class C2) to a training centre with overnight accommodation (Use Class D1). This new application related to seven training rooms within the building, on the first and second floors with the ground floor remaining unchanged to be used solely in connection with the training centre function. The existing internal layout was proposed to remain unchanged and there would be no physical alterations to the exterior of the building.

The application was reported to committee as the Council was the applicant and site owner.

It was noted that there were often times when the building was not fully occupied and consequently not being used to its full potential. This new application would allow the Council to make a more beneficial use of one of its assets and allow small, local businesses the opportunity to utilise flexible spaces within the building and provide local employment opportunities. Accordingly, the proposal was considered to comply with the aims of Policy 5 of the JCS which sought to support jobs and economic growth in both urban and rural locations.

The Committee acknowledged that the proposals might result in a slight increase in vehicular movements on site but given the size of the rooms in question, new businesses working in the building were likely to be relatively small in scale. Accordingly, it was considered that the application would not result in any significant intensification of the use of this site. Furthermore, there was a good degree of separation between the buildings and the nearest neighbouring residential properties and therefore, there would not be any significant detrimental impact on the amenity of the occupiers. In terms of

parking, it was considered that there would be ample room on site, even allowing for the slight addition in vehicular movements which might arise from the proposals.

In conclusion it was considered that the proposals would not result in any detrimental impact on residential amenity, the character and appearance of the area or highway safety and, accordingly, it was

RESOLVED:

to approve application number 20191212 subject to the following conditions:

Conditions:

- (1) Time limit
- (2) Accordance with plans
- (3) No more than 4 of the 7 'flexible rooms' shown highlighted in blue on the first and second floor plans can be used as a B1 use at any one time.

42 APPLICATION NUMBER 20191213 – STILLWATER FARM, RABBIT LANE, GT WITCHINGHAM

The Committee considered an application for the temporary standing of a static caravan for a period of 12 months to allow the landowners to live on the site to undertake necessary landscaping and environmental works to the site as well as establish a smallholding (eg for the grazing of sheep) at Stillwater Farm, Rabbit Lane, Gt Witchingham.

The application was reported to committee as it was contrary to policy.

The Committee received the verbal views of Tim Unsworth (the agent) at the meeting.

The site was located outside of the settlement limit where the principle of new development would not normally be considered acceptable unless the proposal complied with a specific allocation and / or policy of the development plan. In terms of the application site, permission had been granted in June 2016 for a residential conversion but a substantial amount of the barn had collapsed in 2018 during bad weather and consequently required rebuilding. Due to the amount of rebuild required, this would mean the conversion would not be lawful as the extensive works would be classed as a re-build as opposed to a conversion. Additionally, the consent expired on 15 June 2019 and therefore, could not be implemented. Members noted that permission had been granted in 2016 for the conversion of an existing agricultural barn into an agricultural worker's dwelling immediately adjacent to the north of the

site at Highfield Farm. Given that the neighbouring land had planning permission for an agricultural worker's dwelling, the Committee considered that it would be hard to justify that the character and appearance of the surrounding area would be harmed in any way given the siting of the proposed caravan in a position away from the main road and behind natural screening. Granting permission for one year was not considered to be unduly excessive or represent a significant incursion into the countryside to a degree which would cause harm to the general character and appearance of the surrounding area. The extensive works to enhance the environmental and landscape aspects of the wider site were material considerations. Accordingly, the proposal was considered to comply with Policies GC4 and EN2 of the DM DPD and Policies 1 and 2 of the JCS.

Given the degree of separation from the nearest residential property, together with the scale of development proposed, it was considered that the siting of the temporary residential caravan would not result in any significant adverse impact to the amenity of any nearby neighbours.

The Committee noted that the applicants had to travel 40 minutes from their current rented residence to the site and living on site would allow them to carry out further works to the site as well as potentially tending to livestock in the future. It was considered this was in compliance with Policy 1 of the JCS which sought to minimise the need to travel. Furthermore, it was the applicants' intention to create a dwelling on the site in due course, converting and enhancing the historic barn which was currently in a poor state of repair and the Committee acknowledged that pre-application discussions were currently ongoing in respect of this under paragraph 79 of the NPPF.

In conclusion it was considered that there were material considerations which justified approving the application and accordingly it was

RESOLVED:

To approve application number 20191213, subject to the following conditions:

- (1) Development to proceed in accordance with the relevant submitted drawings (E3)
- (2) Caravan to be removed from the site within one year of the date of the planning permission and land returned to its previous condition (NS)
- (3) Occupation of caravan shall be limited to specifically to applicant (NS)

43 APPLICATION NUMBER 20191235 – VALLEY FARM, HOLT ROAD, FELTHORPE

The Committee considered an application for the change of use of land to residential curtilage for two properties which were granted planning permission from the conversion of agricultural barns to residential dwellings (pp 20141319) at Valley Farm, Holt Road in Felthorpe.

The application was reported to committee as it was contrary to policy.

The site was located outside of the settlement limit where the principle of new development would not normally be considered acceptable unless the proposal complied with a specific allocation and / or policy of the development plan. As the proposed extension of residential curtilage into the countryside was not considered to comply with a specific policy, the development was therefore considered to conflict with Policy GC2 of the DM DPD. However, since the earlier application had been approved, a full planning application had been approved (pp 20190455) for barn no: 4 within the wider barn complex and this had a larger amenity area than the footprint of the barn area. Accordingly, this application for the extension to residential curtilage would not be dissimilar to that approved under application 20190445. Furthermore, the curtilage at the main property, Valley Farm House, was also considerably larger than that of the resulting curtilage currently for each barn.

In terms of the impact, it was considered that the extension of curtilage was not unduly excessive and would not represent a significant incursion into the countryside to a degree which would cause harm to the general character and appearance of the surrounding area. The roadside hedge screened views from outside of the site. It was noted that no structures were being proposed on the site but a condition was being proposed to restrict this for the future. The Committee acknowledged that the material change of use would not result in any significant adverse impact on the amenity of adjacent residents, given the degree of separation from the nearest residential properties and the scale of the development proposed.

In conclusion it was considered that, whilst there was a degree of conflict with the development plan, the lack of harm was considered to be a material consideration which justified approval of the application. Accordingly, it was

RESOLVED:

to approve application number 20191235 subject to the following conditions:

- (1) Time limit (A1)
- (2) Plans and Documents (E3)
- (3) Restrictions on permitted development for outbuildings (D5)

44 APPLICATION NUMBER 20191193 – 1F SAPPHIRE BUSINESS PARK, SAPPHIRE HOUSE, ROUNDTREE WAY, SPROWSTON

The Committee considered an application for the change of use of part of a two storey office building (Use Class B1) to educational purposes (Use Class D1) for Norwich School of Beauty at 1F Sapphire Business Park, Sapphire House, Roundtree Way in Sprowston. No physical alterations or extensions were proposed to the exterior of the building and no internal alterations were proposed. The proposed hours of opening were 0900-2130 Monday to Friday; 0900-1730 on Saturdays and 0900-1730 on Sundays and Bank Holidays.

The application was reported to committee at it was contrary to policy.

The site was located within the settlement limit and had been identified as a strategic employment site under Policy E1 of the DM DPD. The Committee noted that, since the start of the year, there had been three previous applications for separate units / suites relating to the premises for a change of use, including a gym, a registered nursery and a state funded school (either full planning or prior notification) and it was therefore considered that the current proposal was not too dissimilar from what had previously been approved.

It was acknowledged that the change of use to Class D1 would conflict with the objective of Policy E1 but Policy E2 of the DM DPD allowed for such sites to be used for other purposes than employment, subject to certain criteria. The Committee noted that this part of Sapphire House had been vacant since June 2018 and had been marketed with Sapphire Property Services who formed part of Sapphire House. The proposal would employ 1.5 full time equivalent members of staff which would see the site continue being used for some employment purposes, albeit at a reduced level than the former use as a call-centre. However, the overall scale of the business park would still be within its original use and a significant majority of the units continue to be used for employment purposes. Accordingly, the loss of this unit to a non-employment use would have a very limited impact on the business park as a whole and would not be significantly harmful to the function of the park as a strategic employment site.

In terms of the highway impacts, it was noted that the Highways Authority had not raised any issues.

In conclusion it was considered that the proposal would not result in a detrimental impact. However, the Committee considered that the hours of operation should be amended to commence from 0800 each day which would not be at odds within other business premises in the vicinity (eg the Sorting

Office operated 24 hours/day) and would enable staff to arrive before the hours of opening. Accordingly, it was

RESOLVED:

To approve application number 20191193 subject to the following conditions:

- (1) Time limit (A1)
- (2) Plans and Documents (E3)
- (3) Restrictions on use for D1 Education purposes. Upon the use ceasing operation, site to revert back to its previous B1 business use (NS)
- (4) Hours of operation

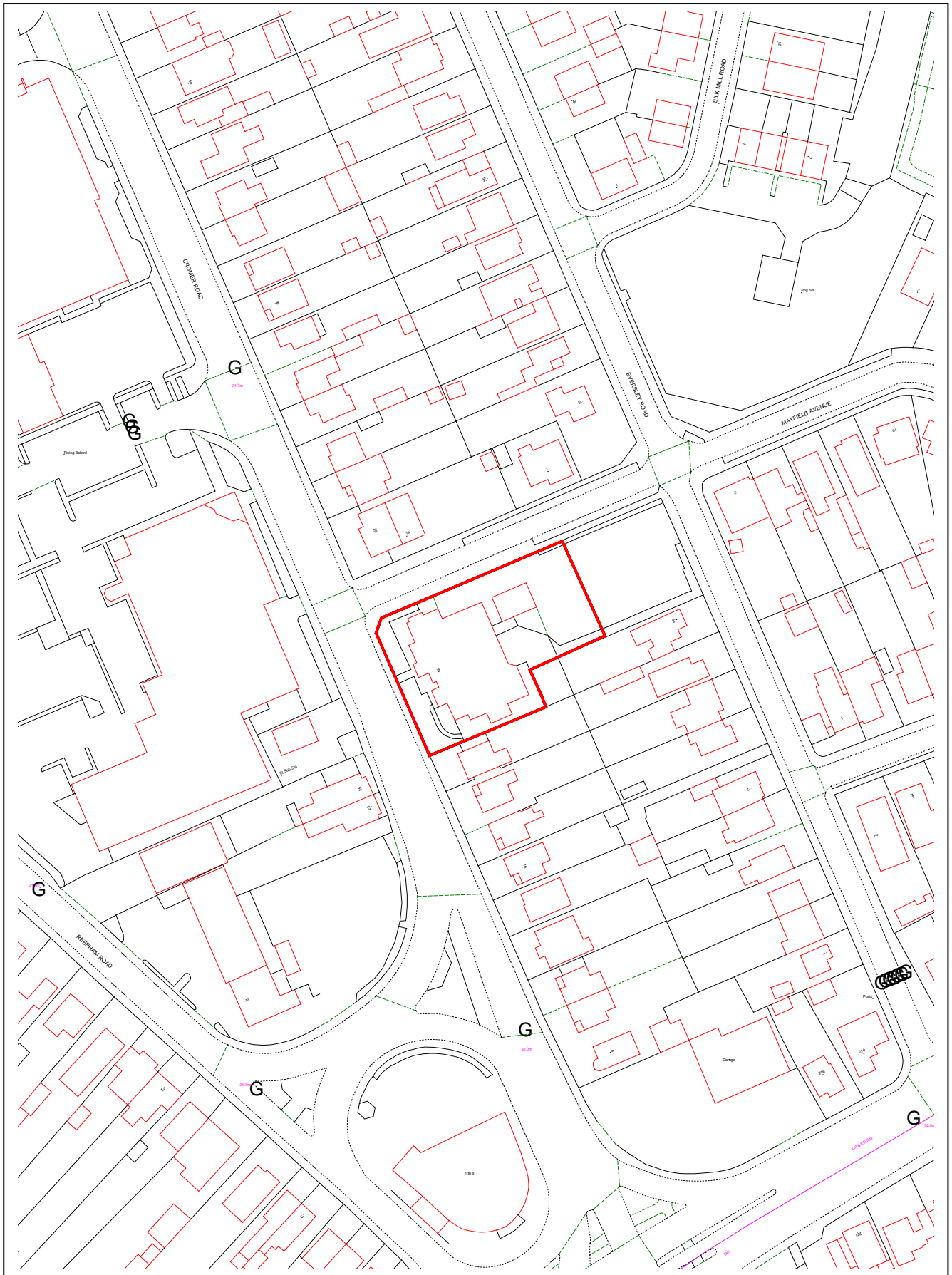
45 PLANNING APPEALS



The Committee noted details of the planning appeals decisions which had been received and details of the appeals lodged for the period 24 August to 20 September 2019.

The meeting closed at 2:47pm

SCHEDULE OF APPLICATIONS TO BE CONSIDERED

Plan No	Application No	Location	Officer Recommendation	Page Nos
1	20191280	24 Cromer Road, Hellesdon	APPROVE subject to conditions	23 – 43
2	20191290	24 Cromer Road, Hellesdon	APPROVE subject to conditions	44 - 63



 <p>Broadland District Council ~ leading the way ~ broadland.gov.uk</p>	<p>Application No: 20191280</p> <p>24 Cromer Road, Hellesdon, Norwich, NR6 6ND</p> <p>Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2011. Ordnance Survey Licence number 100022319.</p>	<p>Scale: 1:1250</p> <p>Date: 22-Oct-19</p>	<p>N</p> 
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Application No: 20191280
Parish: Hellesdon

Applicant's Name: Mr G Lewis
Site Address: 24 Cromer Road ,Hellesdon, NR6 6ND
Proposal: Demolition of existing garage building, change of use of building to office including additional first floor office space and provision of one new first floor flat

Reason for reporting to committee

At the request of Cllr Prutton for the planning reasons as set out below in paragraph 4.6.

Recommendation summary:

The application is recommended to be approved subject to conditions

1 Proposal and site context

- 1.1 The application seeks full planning permission for the demolition of the existing garage building, change of use of building [A1] to office [B1] including additional space at first floor for the office staff and the provision of one additional first floor flat.
- 1.2 The proposed development would comprise two separate ground floor offices with entrances to the side and rear. On the first floor would be a refurbished staff area. A new extension to the front and side of the building would provide entrance and stairwell for flat 2. The refurbishment would include the raising of the roof to the front to create a two bedroomed flat, in addition to the existing first floor flat. It is proposed that following the demolition of the garage a communal garden for the two flats would be created as well as a secure bin store for the offices. The site and bin store will have a boundary treatment. To the rear of the communal flat garden would be the office garden area. There would be 17 parking spaces and two parking spaces for the disabled and this would bring the total of 19 parking spaces for the proposed B1 use. Four parking spaces would be provided for the flats with each flat having two parking spaces. The existing ingress and egress point for both vehicular and pedestrian traffic would be retained for the proposal.
- 1.3 The site is located to the east of Cromer Road and south of Mayfield Avenue at the junction of Cromer Road and Mayfield Avenue and is within the settlement limits of Hellesdon. The existing building which was previously the Falcon Public House and was last used as a Co-Op supermarket fronting Cromer Road with pedestrian access from both Cromer Road, Mayfield Avenue and from an existing car park to the rear which is accessed from Mayfield Avenue. Vehicle access for both customers and deliveries to the former public house and the Co-Op

supermarket was from Mayfield Avenue via a footway crossing directly to the car park area.

The site's internal layout comprises a large open plan ground floor with integral first floor living accommodation. External areas comprise car parking, goods vehicles manoeuvring area and associated beer gardens and a play area.

The building is of traditional appearance, part two storey, part single storey, under pitched roofs with a flat roof section behind. Primarily timber board first floor cladding, rendered and facing brick walls to lower levels. Boundaries to Cromer Road and Mayfield Avenue comprise sections of timber picket fence and low level barrier rail fence.

The car parking area extends to the south east along the frontage of Mayfield Avenue and Eversley Road. Vehicular site access is currently from Mayfield Avenue via a dropped kerb and footway crossing and pedestrian access is from Mayfield Avenue and from a pedestrian entrance from Cromer Road.

The application site area is 0.17 hectares.

2 Relevant planning history

2.1 The site has extensive planning history from 02 December 1980 relating to advertisement consents.

02 July 2014- Planning Application [Reference: 20140700] for the alterations to the former Public House and First Floor Residential Unit above was approved.

02 June 2015- Advertisement Planning Application [Reference: 20142023] for the installation of wall mounted signs and 1 No. Totem Sign was approved.

3 Planning Policies

3.1 National Planning Policy Framework (NPPF)

NPPF 02 : Achieving sustainable development
NPPF 04 : Decision-making
NPPF 06 : Building a strong, competitive economy
NPPF 07 : Ensuring the vitality of town centres
NPPF 08 : Promoting healthy and safe communities
NPPF 09 : Promoting sustainable transport
NPPF 11 : Making effective use of land
NPPF 12 : Achieving well-designed places

3.2 Joint Core Strategy (JCS)

Policy 1 : Addressing climate change and protecting environmental assets
Policy 2 : Promoting good design
Policy 5 : The Economy
Policy 6 : Access and Transportation
Policy 12 : The remainder of the Norwich Urban area, including the fringe parishes

3.3 Development Management Development Plan Development Plan Document (DM DPD) 2015

Policy GC1 – Presumption in favour of sustainable development
Policy GC4 – Design
Policy TS3- Highway Safety
Policy TS4-Parking Guidelines
Policy E2- Retention of employment sites
Policy CSU4- Provision of waste collection and recycling facilities within major development
Policy CSU5 Surface water drainage

3.4 Hellesdon Neighbourhood Plan [2017]

Policy 1- The Hellesdon Green Grid
Policy 2- The Hellesdon Community Grid
Policy 3- High Quality Residential Neighbourhoods
Policy 5 – Neighbourhood Centres – Application site not identified as a Neighbourhood Centre

3.5 Supplementary Planning Documents (SPD)

Landscape Character Assessment
Parking Standards SPD

4 Consultations

4.1 Hellesdon Parish Council:

The detailed discussion took account of comments and concerns from members of the public, which were endorsed by Committee members. It was subsequently resolved to strongly object to the proposals on the following grounds

Over-development of the site
Insufficient parking allocation, which could lead to unsafe and indiscriminate on-street parking
Loss of amenity to neighbouring properties
Drainage issues- there are already problems in this area
Contravention of Policy 3 of the adopted Hellesdon Neighbourhood Plan especially

Proposals should respect the scale and character of existing local neighbourhood with generous plot sizes, houses set back from the street, grass verges and native species avenue tree planting
And objective 2 of Section 3.4 of the Plan

To preserve and enhance the suburban character of Hellesdon, both in terms of its buildings and layout

4.2 Broadland District Council Environmental Health Department- Contracts Officer:

I am pleased to see that my previous comments have been acknowledged and the appropriate changes have been made. From this aspect everything looks good. I just have a couple of comments just to ensure that the bins will be able to be emptied safely and efficiently at this location. In the following notes, please be aware that anything below that references the 'secure bin storage' is the guidance that we would give if Broadland were to do this commercial collection. However the business may not choose to use Broadland's commercial services.

- Please make sure that the area titled 'secure bin storage' is easily accessible for the crew and if the lock (if there is one) is a number lock as the crew will not carry around keys with them in order to empty bins.
- Please make sure that the path that the crew will drag the bins down from the 'secure bin storage' is a smooth flat surface (not gravel).
- Please make sure that there is an entrance/gate to the path from the 'communal flat garden area' so the residents can take their bins out for collection easily.
- Lastly, please make sure that the path from the 'secure bin storage' is wide enough so that the largest bin we supply can be safely and easily dragged down this path. For dimensions of this bin, please see page 11 of the Planning Guidance Notes attached.

4.3 Norfolk County Council - Highways Development Management Officer:

I have no grounds for objection to this proposal.

Should your Authority be minded to approve the application I would be grateful for the inclusion of the following conditions and informative note on any consent notice issued;-

1. SHC 05 Prior to the first occupation of the development hereby permitted the vehicular access crossings over the footway shall be provided and thereafter retained at the positions as shown on the approved plan in accordance with the highways specification (TRAD 1) attached.

Arrangement shall be made for surface water drainage to be intercepted and disposal of separately so that it does not discharge from or onto the highway.

Reason: To ensure construction of a satisfactory access and to avoid carriage of extraneous material or surface water from or onto the highway in the interests of highway safety.

2. SHC 20 Prior to the first occupation of the development hereby permitted the proposed access/on-site car parking areas shall be laid out in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety.

Inf. 2 This development involves works within the public highway that can only be carried out by Norfolk County Council as Highway Authority unless otherwise agreed in writing.

It is an OFFENCE to carry out any works within the Public Highway, which includes a

Public Right of Way, without the permission of the Highway Authority.

Please note that it is the Applicants' responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and

Street Works Act 1991 are also obtained from the County Council. Advice on this matter can be obtained from the County Council's Highway Development Management Group.

Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

4.4 Broadland District Council Environmental Health Department-Pollution Control Officer:

Based on this and the historic maps I can see no reason to require a condition to be added. However, you may want to add the condition that is on the new list of conditions regarding the risk of unexpected contamination being found during development.

4.5 Broadland District Council- Economic Development Officer:

I am happy to support this application for the change of use of the previous shop unit as it will provide office accommodation suitable for both a local start up business or for the relocation and expansion of an existing business, in an area where there is limited availability of small office units.

Other Representations

4.6 Councillor Sue Prutton-

I wish to object to this proposal on the following grounds:

1. Over-development of the site.

2. Proposal out of context for the area
3. There will be a significant loss of on-street parking.
4. If 20191280 as well as 20191290 is allowed to proceed there will be a total of 31 car parking spaces on this small site which, with Silk Mill Road now fully occupied, will create an excessively high level of vehicle movements around Eversley Road / Mayfield Avenue / Waldemar Avenue. This will further aggravate access to the A140 Cromer Road which itself is located very close to the Boundary Junction.
5. The traffic analysis provided is totally irrelevant to this application - there has been no shop on this site since July 2018 when the Co-op Local Store closed on commercial grounds, before ever Silk Mill Road was fully occupied

Neighbours

- 4.7 The residents in the vicinity of the site were consulted by letters of notification with regards to the proposed development. Twelve letters of objections were received and raised the following issues:

- 4.8 1 Mayfield Avenue, NR6 6SW

Parking is an issue again and it looks like even more people shall be living/working there.

This building belongs on a business park we've recently had bin lorry's collecting commercial waste at 4/5am making a lot of noise and waking residents up.

This plan is not ideal for this area

- 4.9 3a Mayfield Avenue, Hellesdon, Norwich, NR6 6SN

I wish to object to this application because of: a, Safety, in that if there is increased all day parking pressure around the crossroad area of Mayfield Avenue/ Eversley Road because of greatly reduced office employees parking availability on the old Co-op car park, this would further limit the view of drivers approaching from Cromer Road, which is already hazardous, due to traffic parked too close to the crossroad. I have to edge slowly towards the crossroad centre until i can see if a vehicle is coming along Eversley Road. (b) Overcrowding of housing; there is already a new development of 70 houses in Eversley Road, and further development would make for detriment to the environment, incurring increased traffic in narrow roads. (c) New type houses will not look in keeping with the present very old (1920) dwellings

4.10 6 Mayfield Avenue Hellesdon NR6 6SN.

The area and surrounding roads are inadequate and I feel are overdeveloped. I wish to lodge an objection to this application on the following grounds.

1. (Disturbance) Not enough car parking spaces for the business as we have seen it regularly has in excess of 20 vehicles on the car park. Where are they going to park, In front of people's homes? This would add more noise disturbance.

Also if the upstairs area is made into flats/another business there would be more demand for spaces.

As we do not know what the future holds, if you remove the car parking space for the business/retail plot you will limit what the future of the site will be. Shop/restaurant/pub/office as it has been these things in the past. Once it is changed it cannot go back.

2. (Disturbance) Facing Eversley Road would mean a loss of parking for the homes in the area as this is used in the day/evenings by local residents on other roads. If the cars move elsewhere it means again that more noise for local residents outside our homes and interference/noise disturbance.
3. (Affects road safety) The crossroads have more than one blind spot onto Eversley Road another would be a greater risk of an accident due to a narrow road for two cars and the increase of cars traffic in the area due to the Firs Park Estate that was built.

The houses would also be pulling out near a crossroad which is dangerous.

I have lived on this road most of my life and would hate to see more accidents occur once again. The corner of Mayfield Avenue to Eversley Road turning left has been widened in corner size due to accidents in the past. The garden front was reduced on Eversley road to make easier access.

4. Sewer systems struggling in the area.

Design is out style with other properties in the area.

4.11 8 Mayfield Avenue, NR6 6SN

We are writing in objection to planning application number 20191280 - Change of use to office, an additional flat on the First Floor, demolition of garage.

Our reasons for objection are:

- The combined application would result in a gross overdevelopment of the site, which would not be in keeping with the quiet residential area.
- Currently a retail site but is already been converted and used as office space without permission and so is this retrospective planning permission?
- The current parking allocation on site would not be sufficient for increased office space, parking for the flats within the building plus the four new dwellings. This would result in unsafe parking in the nearby area.
- The existing flat at the property is currently being advertised as three 1 bedroom flat shares for a second 2 bed flat to added and advertised in the same fashion it could ultimately result in the requirement for 5 car parking spaces and not the 4 currently allocated in the plans. In addition to this the office space would require parking. However with terraced housing built on the car park there would not be parking available.
- Parking controls have been put in place on the car park currently, this suggests there are already issues with parking on the site. There are already over 20 cars parked in the car park daily exceeding the planned allocation of spaces proposed in the current plans. Therefore further overdevelopment would result in further parking concerns.
- Eversley Road and Mayfield Avenue are narrow roads, parking on these roads will result in difficulty for emergency vehicles and large goods vehicles. This will also be unsafe for the children living and playing in the area.

With the proposed four houses having vehicular access onto Eversley Road I would have serious concerns about safety due to the proximity of this area to the junction with Mayfield Avenue. This will cause visibility issues and ultimately could result in serious accidents with vehicles and pedestrians. This area is also currently used for parking and would result in a loss of four car parking spaces not the estimated 3 stated in the traffic report, again resulting in potentially unsafe parking further along Eversley Road and Mayfield Avenue

4.12 9 Mayfield Ave, Norwich, NR6 6SN

I object to the application:

1. There are insufficient parking spaces proposed. The Owner is already using the building as offices (it appears without the appropriate change of use) and there are regularly 20-24 cars parked on the existing car park. Adding yet more office space plus doubling the residential accommodation, whilst decreasing the size of the car park by the proposed erection of 4

dwellings, will substantially increase the need for parking. As that part of Mayfield Ave has double yellow lines, the likely result will be on street parking on the other side of Mayfield Ave and Eversley Rd, causing problems for existing residents.

2. The numbers of occupants in that building have already increased the pressure on a local drainage system already suffering from the erection of 70 dwellings nearby on Silk Mill Rd. Adding to this will only make matters worse.

3. The increased numbers of cars needing to use the Cromer Rd junction will exacerbate the difficulties already experienced by local residents getting out of that junction.

4.13 10 Mayfield Avenue, NR6 6SN

The former co-op for office space, it's already being used as a call centre which without planning permission is unlawful.

If the dwellings were built it would remove most of the present car park leaving the workforce with very little parking resulting in the workforce parking on Eversley Rd and Mayfield Avenue. I live at 10 Mayfield Avenue and have a large grass verge outside, and it's on a slight bend so if the workforce parked on the road outside and the grass verge it would severely restrict my view when exiting my driveway and could result in an accident. Plus the extra cars would compromise road safety for children

4.14 18 Mayfield Ave, NR6 6SN

I object to the proposal on the following grounds:

1. I understood the previous owners of the site, East of England Co Op, had their application to develop 4 houses refused because of the added load on the drainage system
2. 4 terraced properties are not in keeping with the area which is detached or semi-detached houses and detached bungalows and I understand it is contrary to the Hellesdon Development Plan.
3. The properties will over shadow the bungalow at 1 Mayfield Avenue and the bungalow under construction at the corner of Mayfield Ave and Eversley Rd (permission for a 2 storey dwelling was refused there, as I understand it, as not being appropriate for that site so why would the opposite corner be any different?)
4. I am concerned about parking. The current owner of the site runs a business there and the existing car park, which takes up the whole of the site, is almost full with what I believe are his employees cars (he has parking restrictions in place so I can't imagine anyone other than his employees can use the site). If he has to allow a total of 4 spaces

for the occupiers of the 2 flats proposed for 24 Cromer Rd I cannot see how the spaces allowed for the business (17 plus 2 disabled) are going to be sufficient. Mayfield Ave has double yellow lines from the junction with Eversley Rd and Cromer Rd. Any overflow will be to Eversley Rd or the other side of Mayfield Ave. Although 2 spaces are allocated per each new house, this immediately reduces the existing well used on street parking by 3 spaces as stated in the application. Overflow from both the business and the houses will also impact on the existing residents' use of that on street parking.

5. The development is likely to cause further problems with access onto Cromer Rd from Mayfield Ave, which is already considerably heavier since the completion of The Firs Development on Silk Mill Rd

4.15 17 Eversley Road, Hellesdon, NR6 6SG

This application is factually incorrect. At Section 5 it states this site has not undergone a change of use. Incorrect, it has been in use as office space for at least the past 6 months. The ground floor has had a complete refit and holds clusters of desks and computers because it is being used as a call centre and has upwards of 20 vehicles parking on site each weekday. Also, at Section 6 it states the current use is Commercial/retail, again clearly untrue, it's a call centre. They have started using this building for another purpose without planning permission. It is worth noting that this application provides insufficient parking space for the current level of usage and will only force more people to park in Eversley Rd which is already over-crowded and potentially about to lose 40-50m of parking space to housing driveway frontage. The use as office space is fine if the additional housing doesn't go ahead. But the loss of the car park would constitute over-development of this small plot. I recommend this application is viewed in conjunction with 20191290 and the impact on the local environment in terms of access, visibility, traffic safety and drainage be judged as a whole.

Further comments received on the 02 September 2019

I wish to expand on my original objection on the grounds that the proposed layout plan shows the planting of two new trees, one of which is on the extreme corner of the proposed courtyard garden and directly beside my perimeter fence. It is shown to overhang my garden and that of my direct neighbour at No 19, which will cut out afternoon sunlight from my seated patio, lawn and garden pond. It will grow and encroach over my boundary, generating debris in my garden and pond. Furthermore the roots will grow over time and undermine the fence line, the foundations to my garage/workshop and risk damaging the main underground drainage pipe for Eversley Rd that runs parallel to the rear fence line and according to Anglian Water diagrams, deviates towards Cromer Road at a midway point in the bottom of the garden of 19 Eversley Road. Two large trees have only just been removed from the former Co-op car park and courtyard for those very same reasons.

4.16 17 Eversley Road, Hellesdon, NR6 6SG

Expanding the office space on this site is going to negatively impact vehicle access and parking on Eversley Road and Mayfield Avenue, which is already over-crowded. The application only has about 17 spaces but the site already has in excess of 20 cars parked there most days for people working in the call centre offices on the ground floor. Making the office spaces bigger means more workers and if the housing development at 20191290 get the go ahead, there simply won't be enough space. Additionally, the revised elevation will change the skyline and reduce the late afternoon/evening light into our garden. This needs a massive rethink

4.17 19 Eversley Road, Norwich, NR6 6SG.

I am the landlord of the property at 19 Eversley Road, Norwich, NR6 6SG, just next to the site of the application. The application of 20191280 which will be to demolition of existing garage building and change of use of building to office including additional first floor office space. Also there will be a provision of one new first floor flat at the site.

We object the application with the following reason: Being next to the site, we have totally five windows on the side of the wall toward to the site. That means we use to have a lot of light toward to our house. The application of the new building will create a lot of disturbances of light to our house.

4.18 27 Eversley Road, NR6 6TA

I am objecting to this planning application on three main grounds:

1. The call centre workers' many cars currently are parked on that land. Can you be sure that the allocation of office parking spaces on the plans is sufficient, particularly with the separate expansion application for the building?

I can see a lot more inconvenience being caused to the long-suffering residents of Eversley Road and Mayfield Avenue. When you are in a rush to get to work, especially in a call centre, it is all too easy to park inconsiderately, if not dangerously, and not give a thought to the problems you could be causing local people.

2. The crossroads of Mayfield Road/Eversley Road are hazardous enough as they are to negotiate safely, without more traffic, two new vehicular accesses right on top of them (including that for the new bungalow at no. 23) and, of course, potentially some of the workers' cars.

To summarise, I feel that if this application were approved, it would make life much more difficult for those of us who live in the surrounding area and this is something that we can do without.

4.19 4 Coldershaw Road, Norwich, NR6 6SQ

I have several concerns relating to the above application numbers:

1. As the site is currently virtually full of cars every day, where will these cars then park if they are unable to park on that site and there are also additional cars for the new dwellings? I am not sure who the cars belong to but I doubt is local residents and is more likely to be for local business and the Enterprise car rental company as we have had parking issues as a result of this particular business before which lead to a formal complaint.
2. As I believe the same developer has also submitted plans under a separate application number (20191280) which includes turning the former Co-op into a residential flat and offices the parking concerns go on. No allowance has been made for the additional cars which will be requiring parking every day as a result of new offices and a residential flat. It sounds suspiciously like over development of a plot for maximum profit for the developer with no consideration of the long term effects on the local residents. Parking has been a problem on and off in the surrounding streets and this will severely exacerbate the problem.
3. My final grievance is to do with not having been written to about these proposed plans. We have been provided with a letter outlining the proposals by our neighbours in Mayfield Avenue but, despite living in the next street which is only a few metres further around, we were not informed. Our address is on Coldershaw Road and we will most certainly be affected by these proposals and should have been informed by the planning office so that we can also have a say on the matter.

I would most grateful if you could give both applications serious consideration in relation to the parking problems further development would cause. Although I appreciate that the site will likely be developed on in some manner I strongly believe that further consideration needs to be given to the needs and opinions of the existing local residents. it appears that a lot is being squeezed onto a plot unnecessarily and insufficient consideration has been given to access to Cromer Road and parking both for the existing residents, their families and guests as well as to the potential new business and residential properties going onto the site.

4.20 83 Links Avenue Hellesdon NR6 5PG

I wish to lodge an objection to this application on the following grounds:

1. Over development of the site
2. There will be a significant loss of well used on-street parking on Eversley Road

There will be further traffic issues with vehicle movements to / from the development onto the Cromer Road (The highway assessment contained in

the application is irrelevant as the Co-op store on the site closed due to lack of custom and associated traffic movements were not achieved)

5 Assessment

Key Considerations

5.1 Principle of Development

Impact on amenity of the neighbouring residential dwellings

Impact of parking provision and highway safety

Impact to the Local Economy

Contamination and Pollution

Drainage

Community Infrastructure Levy [CIL] Liability

Refuse storage

Principle

5.2 The National Planning Policy Framework at paragraph 11 states that decision making should apply a presumption in favour of sustainable development and that decisions should promote an effective use of land in meeting the need for homes and other uses, whilst safeguarding and improving the environment and living conditions. Decisions should give substantial weight to the value of using suitable land within settlements for homes and other identified needs. Furthermore paragraph 80 of the NPPF states "Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

5.3 The application site is a two storey building which was used as a Co-op supermarket on the ground floor with a three bedroom flat on the first floor. The proposal is to change the use of the ground floor to B1 use [office use]. The proposal would include the refurbishment of the existing first floor flat into a modern two bedroom accommodation and staff area and an additional two bedroom flat on the first floor by the creation of first floor extension and two storey extension. It is considered that the proposed change of use from A1 to B1 use would be acceptable in principle as the proposal would bring the building back to economic use and would contribute to employment creation within Hellesdon Parish. The proposed change of use from A1 use to B1 use would therefore be acceptable in principle. The proposal would also involve the demolition of the existing single storey garage and laying out of the car park. It is considered that the proposed development would be acceptable in principle as it would be compliant to Policies GC1, GC2, GC4 and E2 of Broadland District Council Development Management DPD [2015].

- 5.4 As the site is located within the settlement limits of Hellesdon, the application proposes a mixed use development which involves the change of use from Use Class Order 2018 A1 to B1 which in principle is considered to be acceptable as it would be compliant to policies GC2 and E2 of Broadland District Council Development Management DPD [2015], Policies 1, 2 and 5 of the Joint Core Strategy for Broadland, Norwich and South Norfolk [2014].

Other Issues

5.5 Impact on amenity of the neighbouring residential dwellings

The comments from the Parish Council, the Ward Councillor and the neighbouring residents are acknowledged and noted. It is considered that the proposed use of the building and the proposed flats would not have an adverse impact to the amenity of the residents within the vicinity of the application site. The Use Class B1 is considered to be appropriate to be located within residential area as it is considered that the impact to the amenity of residents would be minimal. As such it is considered that the proposed change of use from A1 to B1 would not have an adverse impact to the amenity of the neighbouring residents and that the proposed flats and staff area due to the location of the windows on the north –eastern elevation would not have an impact on the amenity of the neighbouring residents [Numbers 22 & 26 Cromer Road] and due to the separation distance of approximately 28 metres between the proposed flat north –eastern elevation and the front elevations of Numbers 23 and 25 Cromer Road. Furthermore it is considered that the existing first floor windows on the northern –elevation serving flat 1 do not have a harmful impact to the amenity of residents residing at Number 26 Cromer Road and Number 1a Mayfield Avenue as the separation distance would be 17 metres and that is considered to be adequate to ensure that there is not harm.

- 5.6 The fenestration on the south-west elevation for the proposed new flat would not result in overlooking and loss of privacy of Number 23 and 25 Cromer Road. The windows will directly look at the substation which is located to the north of Number 25 Cromer Road.

- 5.7 The comments from the neighbouring residents are noted and taken into consideration in the assessment of the application. Nevertheless, it is considered that the proposal would not result in loss of privacy to the residential dwellings to the south east due to overlooking and as there are no new first floor windows on the south- eastern elevation of the application site. Furthermore it is considered that the change of use would not result in significant adverse material change to the exterior of the building subject to this application. The proposed internal layout changes are not considered to be development as outlined in Section 55 of the Town Planning Act 1990.

- 5.8 Given the nature of the proposed uses, the size of the offices and its location within a residential area, the proposed B1 uses would not have an unacceptable impact on the living conditions currently enjoyed by the residents living in the neighbouring properties. It is also worth noting that by definition a B1 use is a use class operation that is capable of being carried out in a residential area or near residential areas and would not result in adverse detrimental impact to residential amenity by virtue of noise, dust, fumes etc. Furthermore the car park area is the same that existed for the Co-Op supermarket.
- 5.9 The comments from the Pollution Control Officer are acknowledged and noted. Therefore it is considered that the proposed change of use of the building from a retail use [A1] to offices [B1] and two residential flat would not result in a significant increase in human activities that would adversely affect the residential amenity of the neighbouring residential dwellings. The presence of B1 use within this part of Hellesdon is considered to be acceptable. As such it is considered that the proposal would not result in adverse impact to the neighbouring residential amenity. Therefore it is considered that proposal would be compliant to the criteria outlined in policies GC1, GC2 and GC4 of Broadland District Council Development Management DPD [2015], Policies 2 and 5 of the Joint Core Strategy for Broadland, Norwich and South Norfolk [2014] and Policy 3 of the Hellesdon Neighbourhood Plan [2017].

Impact of parking provision and highway safety

- 5.10 Comments from the Highways Officer, Parish Council, Ward Councillor and neighbouring residents are acknowledged and noted. The existing vehicular ingress and egress point to and from the application site is from Mayfield Avenue [this access and exit point is also for two flats that are proposed with this application] which is and would be the sole vehicular access and exit point for the new commercial use and the two proposed residential flats.
- 5.11 The plans submitted show that the site would have a total of 19 parking spaces for office use [B1] this would include 2 parking spaces for the disabled and 4 parking spaces for the flats. As such it is considered that the new commercial use and the two residential flats would not severely affect parking provision within the site and the surrounding area. The Highways Officer has not objected to the proposed use and does not consider that the site would create issues or problems that would have a significant adverse impact to highway safety or that as a consequence of the development on street parking on the roads within the vicinity of the site would be experienced. Furthermore it is considered that the proposed use would not have a substantial adverse impact on the free flow of vehicular and pedestrian traffic on Cromer Road, Mayfield Avenue and Eversley Road and would not create a significant increase in the use of these and other surrounding roads. It is considered that the proposal would not generate a

considerable amount of traffic therefore would not adversely impact on highway safety. The site is located in an area that is well served by public transport and it is likely that local people would be employed in the proposed offices and would walk or cycle to the proposed offices. This would be sustainable means of transport hence the proposal would be able to address the issues of climate change. As such it is considered that by virtue of its scale, the proposed change of use of the building and the two proposed new flats would not result in detrimental impact on highway safety. Furthermore it is considered that the use of the existing egress and ingress point would not cause conditions prejudicial to highway safety, in compliance with Policies T3 and TS4 of Broadland District Council Development Management DPD[2015].

- 5.12 The neighbouring residents have raised a number of highway safety concerns in particular issues related to parking. The residents are concerned that the proposed development together with the two flats would result in insufficient parking provision within the site due to the increase in the office space, parking for the proposed flats within building would result in unsafe on street parking. It is further claimed by the local residents that Eversley Road and Mayfield Avenue are narrow roads which would make it difficult for emergency vehicles to pass when there are cars parked on street. Furthermore the residents have pointed out that the proposed development would be unsafe for children living and playing in the area. It is considered that roads are not a place for children to play at and would be a responsibility of parents to ensure that the children do not use the roads as play areas and therefore cannot be used as a reason to refuse planning permission. It has been further claimed that there would be visibility issues which would cause significant impact on highway safety due to its location at the junction of Mayfield Avenue and Cromer Road. However the Highways Officer has assessed the proposal and has not raised any highway safety concerns. As such it is not considered that the proposal would result in adverse impact on highway safety. It is therefore considered that the proposal would be compliant to policies TS3 and TS4 of Broadland District Council Development Management DPD [2015].
- 5.13 Parking restriction in form of double yellow lines are present on Cromer Road and on Mayfield Avenue therefore this would ensure that there is no on-street parking. The speed limit for the road in the area and those roads surrounding the site have a speed limit of 30 mph and the presence of speed cameras on Cromer Road will contribute to highways safety in the area. The residents have objected to the proposal on the grounds that the proposal would exacerbate the parking problems however it is considered that the proposed use B1 would only use its car provision during the normal working hours [during the week i.e. Monday to Friday] and is unlikely to create conditions prejudicial to highway safety.

- 5.14 Pedestrian Access to the B1 use and the two flats would be from Cromer Road and Mayfield Avenue and the vehicular ingress and egress point would be from Mayfield Avenue. Parking for the proposed offices [B1] and the two flats would be provided on site. The application proposes to provide 17 parking spaces, a further two parking spaces for the disabled and a bike storage space to accommodate 18 bicycles is proposed. It is considered that the proposed parking arrangement is acceptable and would satisfy the provision of the Parking Standard SDP. For the two flats, four parking spaces are proposed with each flat allocated two spaces each. The Highways Officer has not objected to this parking provision, therefore it is considered that the proposed development would be compliant to the provisions Policy TS4 of Broadland District Council Development Management DPD [2015] and Parking Standard SDP.
- 5.15 The proposed change of use would provide adequate staff or customer parking and would also rely upon public transport. This is deemed to be acceptable on highways grounds particularly considering the previous A1 and the site has a good level of accessibility which is expected to adequately accommodate future trip generation to the proposed B1 use.
- 5.16 Whilst it is possible parking may occur in the vicinity of the adjacent junction and on surrounding roads, given the location and adjacent business is likely that this does already occur and it is not considered that these proposals would give rise to a material change in that respect, nor that the residual cumulative impacts on the road network would be severe. The Highways Officer has recommended that conditions be attached to any planning permission granted and the proposed conditions are considered to be acceptable and would be compliant to paragraph 55 of the NPPF [2018].
- 5.17 It is considered that the site already has the reasonably large forecourt that is laid out in tarmac and the plans show the proposed parking spaces at the courtyard and to the side of the property. The plans indicate that there would be adequate parking spaces for the proposed clients and members of staff. The proposed change of use would not have an impact on parking provision. In light of the above proposal would not adversely impact on the public highway. In this respect, the proposal would comply with the relevant requirements of Policies TS3 and TS4 of Broadland District Council Development Management DPD [2015 and Policy
- 5.18 **Impact to the Local Economy**
Comments from the Economic Development Officer are acknowledged and noted. The proposed change of use to offices would provide a particular function and meet particular employment needs within the Hellesdon. The proposed offices would be able to make a contribution to the local economy. Therefore, B1 use would be beneficial in this location. The proposal would allow businesses in this location to grow, evolve and thrive in a flexible manner. This flexibility would help the growth of the creative

and cultural businesses, as per the objective of policy 5 of the Joint Core Strategy for Broadland, Norwich and South Norfolk [2014]. The proposal for Class B1 uses would help retain a business function and would continue to contribute to the range of business premises available in the district, in compliance with the aims of policy 5. It is considered that the proposal would be a boost to the local economy and would have a positive impact to the area.

It is considered that the proposal would promote the economy of Hellesdon by the provision of new offices. The Economic Development officer has given his support to the proposal and that it would provide economic regeneration of Hellesdon.

It is considered that the proposal would be compliant to Policy 5 of the Joint Core Strategy for Broadland, Norwich and South Norwich [2014].

5.19 Contamination and Pollution

The Comments from the Pollution Control Officer are acknowledged and noted. It is considered that the proposal would not result in noise or environmental pollution to the area in the vicinity of the application site. The site's previous A1 use generated a level of vehicular movements to and from the site. It is considered that the proposal is unlikely to generate significant additional noise or pollution such that would cause unacceptable nuisance (e.g. noise, fume and recycling s) that would adversely affect neighbouring properties. The proposal would use the existing waste disposal services provide by Broadland District Council which would ensure that the proposal does not result in any pollution in the area.

Therefore it is considered that the proposal would accord with policy EN4 of Broadland District Council Development Management DPD [2015].

5.20 Drainage

The site is located within Flood Zone 1 and, whilst the proposals are situated within an area considered being at a low risk of flooding by any means. Given the nature of the proposal, the location of the site, it is concluded that the proposal would be acceptable in terms of drainage as the site is not in a flood risk area. The applicant has indicated through the application form that the disposal of rainwater would be through soakaway and that foul sewage would be disposed into the existing mains drainage sewer system which would be a public foul sewer.

Having regard to the above, it is considered that the development complies with policy CSU5 of Broadland District Council Development Management DPD [2015] and Government guidance contained within the National Planning Policy Framework [2018].

5.21 Community Infrastructure Levy [CIL] Liability

The application seeks planning permission for change of use from A1 to B1 use. All new residential developments are required to make appropriate contributions towards local infrastructure that would support the proposed development. These contributions normally extend only to payment of Community Infrastructure Levy [CIL] where applicable. As the proposal would create one new dwelling, it would therefore attract a community infrastructure liability in line with Part 11 of the Planning Act 2008 (c. 29) which provides for the imposition of a Community Infrastructure Levy (CIL) and the proposed change of use from A1 to B1 would not generate Community Infrastructure levy.

The charging schedule clarifies that the site is in Zone A within which a charge of £106.47 per square metre is applicable to this development. The Community Infrastructure Levy is calculated on the basis of a net increase in internal floor area.

Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material while Section 70(4) of the 1990 Act (as amended) defines a local finance consideration as a grant or other financial assistance that has been, that will or that could be provided to a relevant authority by a Minister of the Crown (such as New Homes Bonus payments), or sums that a relevant authority has received, or will or could receive, in payment of the Community Infrastructure Levy.

5.22 **Refuse storage**

It is considered that the proposed B1 use and the 2 flats would have adequate refuse storage, would be acceptable and would not impact on the waste collection services provided to Hellesdon Parish. Comments from the Broadland District Council Environmental Services- Contracts Officer [Environmental Health Department] are acknowledged and noted. The Contracts Officer has not objected to the amended plans. As the proposal B1 use would be commercial use, it is assumed that Broadland District Council Environmental Services – Commercial Services would provide the commercial refuse collection as the applicant has not indicated otherwise. However the business may choose not to use Broadland's commercial services but private refuse collection.

It is considered that the proposed external improvements would meet the standards outlined in the Planning Guidance Notes for Broadland District Council Refuse Collection intended for commercial services. It is considered that the proposed points for collection of refuse would unlikely have a harmful impact to the neighbouring amenity or the free flow of traffic on Eversley Road and Mayfield Avenue. As such it is considered that the provision of refuse / waste collection for both commercial and residential points would be acceptable and would comply with Policy CSU4 of Broadland District Council Development Management DPD [2015].

6 **Conclusion**

- 6.1 The application has been assessed against the Broadland District Council Development Management DPD [2015] policies, the Joint Core Strategy for Broadland, Norwich and South Norfolk, The Hellesdon Neighbourhood Plan [2017], the NPPF [2018] and other material considerations. It is considered that the principle of the development is acceptable due to the fact that the application site is located within the settlements limits of Hellesdon.

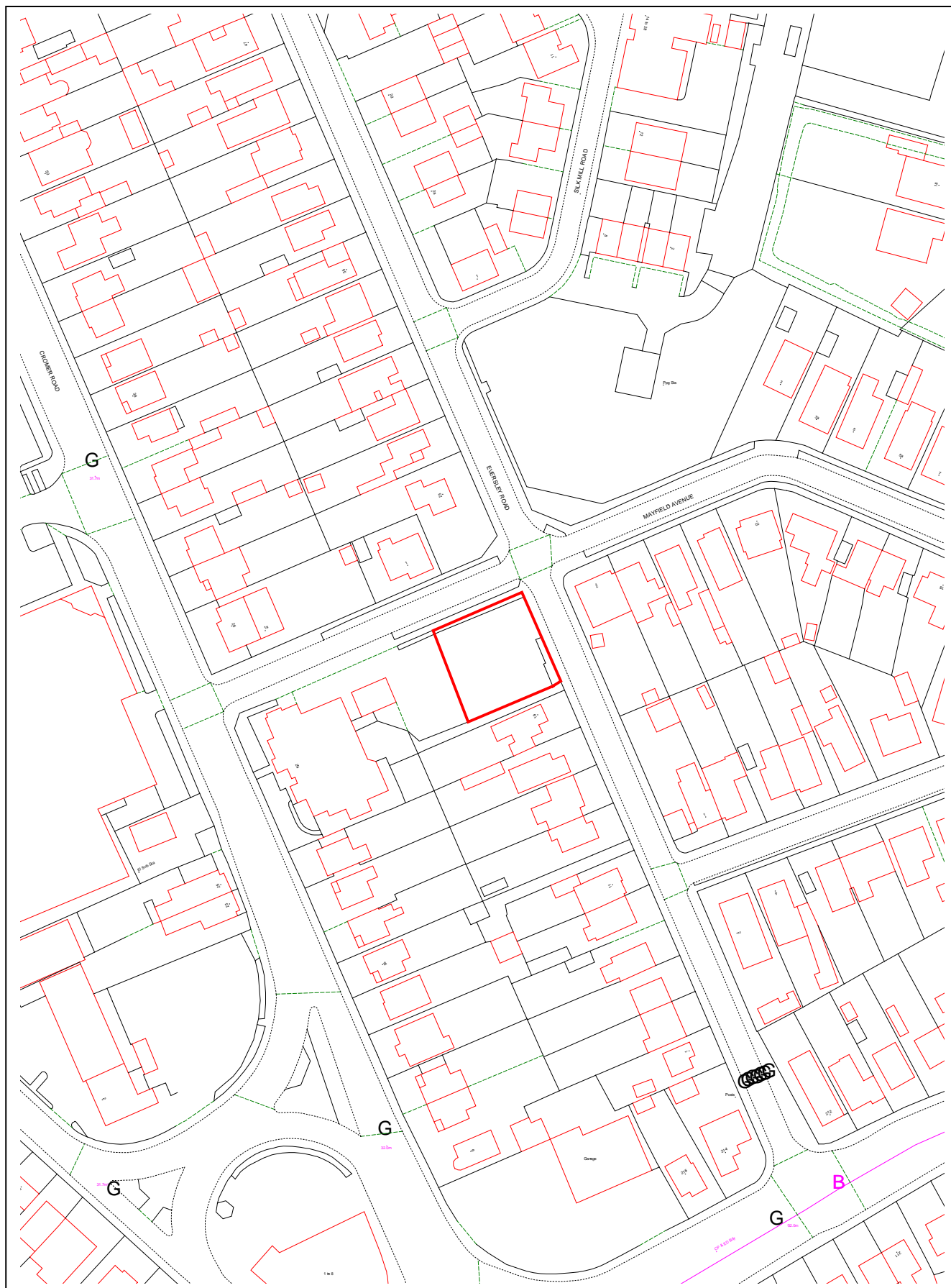
Furthermore it is considered that the proposed development would not have a harmful impact to the character of the area. It is further considered that proposed ingress and egress points would be acceptable and would not have an impact on highway safety on Cromer Road, Mayfield Avenue or Eversley Road. Moreover the proposal would not increase the use of or the volume of traffic on Cromer Road, Mayfield Avenue and Eversley Road and would not have an impact on the free flow of traffic [vehicular and pedestrian] traffic on the roads in the vicinity of the site and is in a sustainable location. It is considered that the proposed drainage and foul disposal indicated on the planning application form would be acceptable and would not have an adverse impact on the residential properties in the surrounding area.

- 6.2 It is therefore concluded that the proposal would be acceptable and would comply with the provisions outlined in policies GC1, GC2, GC4, TS3, TS4, CSU4 and CSU5 of Broadland District Council Development Management DPD [2015], the Joint Core Strategy for Broadland, Norwich and South Norfolk [2014] policies 1, 2, 5 and 12, the Hellesdon Neighbourhood Plan [2017] Policies 2 and 3 and the provisions outlined in the National Planning Policy Framework [2018].

Recommendation: Approve subject to the following conditions

Time limit
Plans and Documents
External material to be agreed
Vehicular plans as per approved plans
Parking spaces as per approved plans

Contact Officer, Elton Phakathi
Telephone Number 01603 430 545
and E-mail Elton.Phakathi@broadland.gov.uk



Application No: 20191290
24 Cromer Road, Hellesdon, NR6 6ND

Scale:
1:1250
Date:
22-Oct-19



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Application No: 20191290
Parish: Hellesdon

Applicant's Name: Mr G Laws
Site Address: 24 Cromer Road, Hellesdon, NR6 6ND
Proposal: Erection of four dwellings and new vehicular access off Eversley Road

Reason for reporting to committee

At the request of Cllr Prutton for the reasons set out in paragraph 4.4

Recommendation summary:

Approve subject to conditions

1 Proposal and site context

- 1.1 The application seeks full planning permission for the erection of a terrace of four dwellings [two storey] and vehicular access off Eversley Road. The proposed terrace of four dwellings would have an open frontage enabling each residential to have the ingress and egress points to the front of the building with parking for two cars per dwelling.

Each dwelling has a garden to the rear and space is provided for bin storage and bin storage point

- 1.2 The site is located to the east of Cromer Road and south of Mayfield Avenue and is within the settlement limits of Hellesdon. The application site was previously used as part of the car park for the Co-Op supermarket and prior to that as car park area for the Falcon Public House. The site is visible from Mayfield Avenue and Eversley Road as it is located at the junction of Mayfield Avenue and Eversley Road to the south – east of Mayfield Avenue and west of Eversley Road. Boundary treatment to Cromer Road and Mayfield Avenue comprise sections of timber picket fence and low level barrier rail fence.

Vehicular site access is from Mayfield Avenue via a dropped kerb and footway crossing.

The application site area is 0.17 hectares.

2 Relevant planning history

- 2.1 There is extensive planning history dating back to 02 December 1980 to 06 February 2015 which was more related to The Falcon Public House.

29 October 2018- Outline Planning Application [Reference: 20180950] for Construction of 2 No. Two Storey Houses on land to the rear fronting Mayfield Avenue was approved.

3 Planning Policies

3.1 National Planning Policy Framework (NPPF)

NPPF 02 : Achieving sustainable development
NPPF 04 : Decision-making
NPPF 05 : Delivering a sufficient supply of homes
NPPF 08 : Promoting healthy and safe communities
NPPF 09 : Promoting sustainable transport
NPPF 11 : Making effective use of land
NPPF 12 : Achieving well-designed places
NPPF 13 : Protecting Green Belt land
NPPF 14 : Meeting the challenge of climate change, flooding and coastal change

3.2 Joint Core Strategy (JCS)

Policy 1 : Addressing climate change and protecting environmental assets
Policy 2 : Promoting good design
Policy 3: Energy and water
Policy 4 : Housing delivery
Policy 6 : Access and Transportation
Policy 12 : The remainder of the Norwich Urban area, including the fringe parishes

3.3 Development Management Development Plan Development Plan Document (DM DPD) 2015

GC1 – Presumption in favour of sustainable development
GC4 – Design
EN2-Landscape
EN4-Pollution
TS3- Highway Safety
TS4-Parking Guidelines
CSU4- Provision of waste collection and recycling facilities within major development
CSU5 Surface water drainage

3.4 Supplementary Planning Documents (SPD)

Recreational Provision in Residential Development SPD
Landscape Character Assessment
Parking Standards SPD
Affordable Housing SPD

3.5 Hellesdon Neighbourhood Plan [2017]

Policy 1- The Hellesdon Green Grid
Policy 2- The Hellesdon Community Grid
Policy 3- High Quality Residential Neighbourhoods
Policy 5- Neighbourhood Centres

4 Consultations

4.1 **Hellesdon Parish Council**

The detailed discussion took account of comments and concerns from members of the public, which were endorsed by Committee members. It was subsequently resolved to strongly object to the proposals on the following grounds

- Over-development of the site
- Insufficient parking allocation, which could lead to unsafe and indiscriminate on-street parking
- Loss of amenity to neighbouring properties
- Drainage issues- there are already problems in this area
- Contravention of Policy 3 of the adopted Hellesdon Neighbourhood Plan especially:
 - Proposals should respect the scale and character of existing Local Neighbourhood with generous plot sizes, houses set back from the street, grass verges and native species avenue tree planting

And objective 2 of Section 3.4 of the Plan

-To preserve and enhance the suburban character of Hellesdon, both in terms of its buildings and layout.

4.2 **Broadland District Council Environmental Health Department-Contracts Officer**

I would comment as follows:

- There is no evidence of bin collection or storage points for these 4 properties. The bins for all of these properties can be stored in their

gardens. Each property will need space to store a maximum of 3 bins. The bin collection point for all of these properties will need to be at the curtilage on the boundary with the highway and will need space for a maximum of 2 bins. It would be good to have the collection points on the road that the addresses are for.

Following the submission of amended plans addressing the earlier comments the Contracts Officer noted:

I am pleased to see that my previous comments have been addressed.

Providing the residents have access to their back garden from the paths that lead to it, then there are no further comments from me.

I can confirm under the Environmental Protection Act that we will be able to provide a bin collection service for these properties.

4.3 **Norfolk County Council - Highway Authority**

No grounds for objection to this proposal.

Should your Authority be minded to approve the application I would be grateful for the inclusion of the following conditions and informative note on any consent notice issued:-

1. SHC 05 Prior to the first occupation of the development hereby permitted the vehicular access crossings over the footway shall be provided and thereafter retained at the positions as shown on the approved plan in accordance with the highways specification (TRAD 1) attached. Arrangement shall be made for surface water drainage to be intercepted and disposal of separately so that it does not discharge from or onto the highway.

Reason: To ensure construction of a satisfactory access and to avoid carriage of extraneous material or surface water from or onto the highway in the interests of highway safety.

2. SHC 20 Prior to the first occupation of the development hereby permitted the proposed access/on-site car parking areas shall be laid out in accordance with the approved plan and retained thereafter available for that specific use.

Reason: To ensure the permanent availability of the parking/manoeuvring areas, in the interests of satisfactory development and highway safety.

Inf. 2 This development involves works within the public highway that can only be carried out by Norfolk County Council as Highway Authority unless otherwise agreed in writing.

It is an OFFENCE to carry out any works within the Public Highway, which includes a

Public Right of Way, without the permission of the Highway Authority. Please note that it is the Applicants' responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council. Advice on this matter can be obtained from the County Council's Highway Development Management Group.

If required, street furniture will need to be repositioned at the Applicants own expense.

Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

Other Representations

4.5 **Councillor Sue Prutton- 41 Waldemar Avenue, Hellesdon. NR6 6TB**

I wish to object to this proposal on the following grounds:

1. Over-development of the site. Housing in the immediate vicinity comprises detached bungalows and detached and semi-detached houses - this proposed terrace is in no way in keeping with them.
2. Policy Number 3 of the Hellesdon Neighbourhood Plan, approved by Broadland District Council, "encourages generous plot sizes, houses set back from the street, grass verges" This has been totally ignored.
3. There will be a significant loss of on-street parking in Eversley Road.
4. If 20191280 as well as 20191290 is allowed to proceed there will be a total of 31 car parking spaces on this small site which, with Silk Mill Road now fully occupied, will create an excessively high level of vehicle movements around Eversley Road / Mayfield Avenue / Waldemar Avenue. This will further aggravate access to the A140 Cromer Road which itself is located very close to the Boundary Junction.
5. The traffic analysis provided is totally irrelevant to this application - there has been no shop on this site since July 2018 when the Co-op Local Store closed on commercial grounds, before ever Silk Mill Road was fully occupied.

4.6 **Neighbours:**

The residents in the vicinity of the site were consulted by letters of notification with regards to the proposed development. Nine letters of objections were received and raised the following issues.

4.7 **1 Mayfield Avenue, NR6 6SW**

Parking is an issue again and it looks like even more people shall be living/working there.

This building belongs on a business park we've recently had bin lorry's collecting commercial waste at 4/5am making a lot of noise and waking residents up.

This plan is not ideal for this area

4.8 **8 Mayfield Ave, NR6 6SN**

Our reasons for objection are:

- The combined application would result in a gross overdevelopment of the site, which would not be in keeping with the quiet residential area.
- Currently a retail site but is already been converted and used as office space without permission and so is this retrospective planning permission?
- The current parking allocation on site would not be sufficient for increased office space, parking for the flats within the building plus the four new dwellings. This would result in unsafe parking in the nearby area.
- The existing flat at the property is currently being advertised as three 1 bedroom flat shares for a second 2 bed flat to added and advertised in the same fashion it could ultimately result in the requirement for 5 car parking spaces and not the 4 currently allocated in the plans. In addition to this the office space would require parking. However with terraced housing built on the car park there would not be parking available.
- Parking controls have been put in place on the car park currently, this suggests there are already issues with parking on the site. There are already over 20 cars parked in the car park daily exceeding the planned allocation of spaces proposed in the current plans. Therefore further overdevelopment would result in further parking concerns.
- Eversley Road and Mayfield Avenue are narrow roads, parking on these roads will result in difficulty for emergency vehicles and large goods vehicles. This will also be unsafe for the children living and playing in the area.
- With the proposed four houses having vehicular access onto Eversley Road I would have serious concerns about safety due to the proximity of this area to the junction with Mayfield Avenue. This will cause visibility issues and ultimately could result in serious accidents with vehicles and pedestrians. This area is also currently used for parking and would result in a loss of four car parking spaces not the estimated 3 stated in the traffic report, again resulting in

potentially unsafe parking further along Eversley Road and Mayfield Avenue.

4.9 9 Mayfield Ave, Norwich, NR6 6SN

I object to the application:

1. There are insufficient parking spaces proposed. The Owner is already using the building as offices (it appears without the appropriate change of use) and there are regularly 20-24 cars parked on the existing car park. Adding yet more office space plus doubling the residential accommodation, whilst decreasing the size of the car park by the proposed erection of 4 dwellings, will substantially increase the need for parking. As that part of Mayfield Ave has double yellow lines, the likely result will be on street parking on the other side of Mayfield Ave and Eversley Rd, causing problems for existing residents.
2. The numbers of occupants in that building have already increased the pressure on a local drainage system already suffering from the erection of 70 dwellings nearby on Silk Mill Rd. Adding to this will only make matters worse.
3. The increased numbers of cars needing to use the Cromer Rd junction will exacerbate the difficulties already experienced by local residents getting out of that junction.

4.10 10 Mayfield Avenue, NR6 6SN

Regarding application numbers 20191280 and number 2019290. In the application it says permission to use the former co-op for office space, it's already being used as a call centre which without planning permission is unlawful.

If the dwellings were built it would remove most of the present car park leaving the workforce with very little parking resulting in the workforce parking on Eversley Rd and Mayfield Avenue. I live at 10 Mayfield Avenue and have a large grass verge outside, and it's on a slight bend so if the workforce parked on the road outside and the grass verge it would severely restrict my view when exiting my driveway and could result in an accident. Plus the extra cars would compromise road safety for children.

4.11 4 Coldershaw Road, Norwich, NR6 6SQ

I have several concerns relating to the above application numbers:

1. Firstly, constructing residential properties on this site with the entrance facing Eversley Road is potentially a bad idea as there is currently a stretch of road used for parking which would be lost

causing the cars which previously parked there to park elsewhere, namely outside the houses on Mayfield Avenue, Coldershaw Road and Eversley Road which would force people to park dangerously. As an alternative, if planning was granted, I believe it would make more sense for the entrance to said dwellings to be on Mayfield Avenue as there are currently double yellow lines there so no parking would be lost

2. Secondly, it appears from the description of the proposed plans that there are to be 4 new residential dwellings but no parking available for these 4 dwellings. This being the case, especially if the entrance is from Eversley road, it will cause further parking issues for all surrounding houses which I believe will force people to park dangerously and therefore leading to road safety issues. Having recently had a large development of around 90 houses built on the former CTD tiles site we are already seeing significantly more traffic on the surrounding roads. This has already made it harder to pull out onto Cromer Road which is an extremely busy junction so further development with residential houses and offices with the loss of all car parking will make matters significantly worse,
3. As the site is currently virtually full of cars every day, where will these cars then park if they are unable to park on that site and there are also additional cars for the new dwellings? I am not sure who the cars belong to but I doubt is local residents and is more likely to be for local business and the Enterprise car rental company as we have had parking issues as a result of this particular business before which lead to a formal complaint.
4. As I believe the same developer has also submitted plans under a separate application number (20191280) which includes turning the former Co-op into a residential flat and offices the parking concerns go on. No allowance has been made for the additional cars which will be requiring parking every day as a result of new offices and a residential flat. It sounds suspiciously like over development of a plot for maximum profit for the developer with no consideration of the long term effects on the local residents. Parking has been a problem on and off in the surrounding streets and this will severely exacerbate the problem.
5. My final grievance is to do with not having been written to about these proposed plans. We have been provided with a letter outlining the proposals by our neighbours in Mayfield Avenue but, despite living in the next street which is only a few metres further around, we were not informed. Our address is on Coldershaw Road and we will most certainly be affected by these proposals and should have been

informed by the planning office so that we can also have a say on the matter.

I would most grateful if you could give both applications serious consideration in relation to the parking problems further development would cause. Although I appreciate that the site will likely be developed on in some manner I strongly believe that further consideration needs to be given to the needs and opinions of the existing local residents. It appears that a lot is being squeezed onto a plot unnecessarily and insufficient consideration has been given to access to Cromer Road and parking both for the existing residents, their families and guests as well as to the potential new business and residential properties going onto the site.

4.12 17 Eversley Road, Hellesdon, NR6 6SG

Expanding the office space on this site is going to negatively impact vehicle access and parking on Eversley Road and Mayfield Avenue, which is already over-crowded. The application only has about 17 spaces but the site already has in excess of 20 cars parked there most days for people working in the call centre offices on the ground floor. Making the office spaces bigger means more workers and if the housing development at 20191290 get the go ahead, there simply won't be enough space. Additionally, the revised elevation will change the skyline and reduce the late afternoon/evening light into our garden. This needs a massive rethink

This application is factually incorrect. At Section 5 it states this site has not undergone a change of use. Incorrect, it has been in use as office space for at least the past 6 months. The ground floor has had a complete refit and holds clusters of desks and computers because it is being used as a call centre and has upwards of 20 vehicles parking on site each weekday. Also, at Section 6 it states the current use is Commercial/retail, again clearly untrue, it's a call centre. They have started using this building for another purpose without planning permission. It is worth noting that this application provides insufficient parking space for the current level of usage and will only force more people to park in Eversley Rd which is already over-crowded and potentially about to lose 40-50m of parking space to housing driveway frontage. The use as office space is fine if the additional housing doesn't go ahead. But the loss of the car park would constitute over-development of this small plot. I recommend this application is viewed in conjunction with 20191290 and the impact on the local environment in terms of access, visibility, traffic safety and drainage be judged as a whole.

I wish to expand on my original objection on the grounds that the proposed layout plan shows the planting of two new trees, one of which is on the extreme corner of the proposed courtyard garden and directly beside my perimeter fence. It is shown to overhang my garden and that of my direct neighbour at No 19, which will cut out afternoon sunlight from my seated patio, lawn and garden pond. It will grow and encroach over my boundary,

generating debris in my garden and pond. Furthermore the roots will grow over time and undermine the fence line, the foundations to my garage/workshop and risk damaging the main underground drainage pipe for Eversley Rd that runs parallel to the rear fence line and according to Anglian Water diagrams, deviates towards Cromer Road at a midway point in the bottom of the garden of 19 Eversley Road. Two large trees have only just been removed from the former Co-op car park and courtyard for those very same reason

4.13 **19 Eversley Road, Norwich, NR6 6SG.**

The application of 20191280 which will be to demolition of existing garage building and change of use of building to office including additional first floor office space. Also there will be a provision of one new first floor flat at the site.

We object the application with the following reason: Being next to the site, we have totally five windows on the side of the wall toward to the site. That means we use to have a lot of light toward to our house. The application of the new building will create a lot of disturbances of light to our house

4.14 **83 Links Avenue Hellesdon NR6 5PG**

I would wish to lodge an objection to this development on the following grounds:

1. Over development of the site.
2. Highway issues caused by additional movements of traffic onto Mayfield and Waldemar to access the Cromer Road (the long winded traffic analysis attached to this application is irrelevant , the closure of the Co-op store was entirely due to the lack of custom and the associated traffic movements never happened).
3. The plans for the site as a whole are not consistent with the character of the area and the Hellesdon neighbourhood plan.

5 Assessment

Key Considerations

- 5.1
- Principle of development
 - Impact to the character of the area
 - Impact of parking provision and highways safety
 - Impact on neighbouring residential amenity
 - Other material planning issues

Principle

5.2 **Principle of development**

National Planning Policy Framework is a material consideration in determining applications states that applications should be considered in the context of a presumption in favour of sustainable development. The site is located within the settlement limits of Hellesdon where in principle the proposal for residential development would satisfy the criteria set out in policies GC1 and GC2 of Broadland District Council Development Management DPD[2015] . Policy GC2 states that “new development will be accommodated within the settlement limits...” while Policy 1 of the Joint Core Strategy which states “Development will therefore make the most efficient appropriate use of land with density of development varying according to the characteristics of the area in centres and on public transport and minimise the need to travel and give priority to low modes of travel”. In that regard it is considered that the principle of residential development on the application site would be acceptable. Notwithstanding that it is important to note that the principle of residential development on the application site was established by the approval of Planning Application 20180950.

- 5.3 It is therefore considered that the proposal would accord with national, local and regional planning policies which seek to promote residential development within sustainable locations which would not have adverse impact on the character of the area and would discourage the dependence on car for everyday uses. It is therefore considered that the proposed residential development would be acceptable in principle subject to the proposal meeting the provisions of the national, local and regional policies mentioned above in particular Policy GC2 of the Development Management DPD[25].

5.4 Impact on the character of the area

The Comments from the Parish Council, Ward Councillor and the neighbouring residents are acknowledged and noted. It is considered that the proposed residential development due to its design, height, massing, scale and nature is unlikely to result in a significant or unreasonable harm to the character of this residential area. As such the proposed development would not appear alien or incongruous to the character of this part of Hellesdon or the entire parish. It is further considered that the built form in the locality is characterised by a mixture of two storey detached and semi-detached dwellings with detached bungalows in a linear format with frontage to the roads. The recent development at Silk Mill road include blocks of terraced houses. Some Neighbouring residents on Mayfield Avenue, Eversley Road, Cromer Road have objected to the proposal on the grounds that it would be out of character with the area however it is considered that due to the fact that this part of Hellesdon has a mixture of house types which range from detached and semi- detached two storey dwellings, detached and semi-detached bungalows and some two storey terrace dwellings with a variety of amenity spaces. Therefore it is

considered that the proposed terrace of four dwellings would not appear incongruous or alien to the character of the area due to the fact that the area has a mixture of house types and would positively improve the visual appearance of the area and would not cause any harm to the character of the area. The proposed design of two storey would not be inconsistent with the overall fabric of house types in this area and would not result in a significant harm to the character of the area.

- 5.5 It is therefore considered that the proposal would respect and enhance the character of the local area due to the design, scale, height, massing and materials to be used in the construction of the proposed houses. The proposed frontage [front courtyards] of the new development would not be visually harmful to the appearance of the surrounding area and would be appropriate in the context of the local area and would foster the concept of sense of place in conformity with Policy 3 of Hellesdon Neighbourhood Plan [2017]. The proposed rear garden spaces to be provided at each proposed dwelling and the front court yard is considered that it would be of adequate, and reasonable size and would maintain the visual character of the area.
- 5.6 It is considered that the proposed development due to its design would respect the existing character of the area by virtue of the provision dwellings with reasonably sized gardens suitable for a terrace of houses and has maintained the front building line mirroring Number 11, 13, 15, 17, 19 and 23 Eversley Road. In that regard it is considered that the proposal would not harm the character of the area and would not appear incongruous to the overall character of this residential area of Hellesdon and would not appear inappropriate within its context and its immediate surroundings. National policy seeks to make the best and efficient use of land; this should be balanced by the need to protect the form and character of a settlement. The proposal by virtue of its scale and massing would not adversely harm the character and visual appearance of this part of Hellesdon and would not appear inappropriate within its context and its immediate surroundings.
- 5.7 It is considered that the proposed design of the terrace of four dwellings would maintain and be sympathetic to the character of the area. It is considered that due to the design, scale and appearance of the proposed development the character and appearance of the locality would be enhanced. As such it is considered that the proposal would be compliant to Policy 3 of Hellesdon Neighbourhood Plan [2017], Policies GC1, GC2 and GC4 [i] of the Development Management DPD [2015] and Policies 1, 2 and of 4 of the Joint Core Strategy for Broadland, Norwich and South Norfolk [2014].

Impact of parking provision and highway safety

- 5.8 Paragraph 108 (b) of the NPPF [2018] states that development should provide safe and suitable access to the site for all users and paragraph 109 states that development should only be prevented or refused on highways

grounds if there would be an acceptable impact on highway safety or the residual cumulative impacts on the road network would be severe. The egress and ingress point would be from Eversley Road. Therefore it is not considered that the development would conflict with the requirements of the NPPF and Policy TS3 of the Development Management DPD [2015].

- 5.9 Comments from the Highways Officer, The Parish Council, the local residents and the Ward Councillor are acknowledged and noted. The vehicular ingress and egress points for each proposed dwelling would be from Eversley Road and the Highways Officer has not objected to the proposed design. The plans submitted show that the site has adequate parking provision.
- 5.10 It is considered that the proposed dwellings would not significantly increase the use of Eversley Road, Mayfield Avenue and Cromer Road. As such it is considered that there would be no significant material increase in the number of vehicles using the existing roads. In that regard the Highways Officer has assessed the proposal and has not raised any highway concerns and has not identified that the proposed development would result in adverse highway and safety issues or that as a consequence of the development there would be a significant increase in on-street parking on the roads in the vicinity of the site. Furthermore it is considered that due to the size and small scale nature of the proposed residential development it would not have an adverse impact on the free flow of vehicular and pedestrian traffic on Cromer Road, Eversley Road and Mayfield Avenue and would not create a significant increase on the use of the surrounding roads.
- 5.11 Comments from neighbouring residents, the Ward Councillor and Parish Council have raised concerns about the impact the development would have on parking in the vicinity. The proposal indicates that each dwelling would have 2 parking spaces which the Highways Officer has not objected to. The concerns outlined by the neighbours have been taken into consideration and it is considered that there are no strong reasons and sound justifications to refuse the application.
- 5.12 The site is within a location which would be readily accessible to local services in its immediate vicinity and would have access to services within Hellesdon and the reliance on private vehicle would not be highly employed due to the fact that Hellesdon would provide local services such as public houses, local supermarkets, local churches, petrol stations, dentists, takeaway cafés, local variety of shops and businesses, village hall, beauty salons, barbers and local schools. These local services all support minimising the need to travel and the use of sustainable transport modes which is also encouraged by the NPPF [2018]. In addition public transport routes into and from Norwich run along Cromer Road.

- 5.13 It is considered that the proposal would not significantly increase the traffic volume along Cromer Road, Eversley Road, Mayfield Avenue and surrounding roads. It is considered that the proposal would not cause or create conditions prejudicial to highway safety and that it would provide adequate parking spaces for the proposed dwellings. It is therefore considered that the proposed development would satisfy the provision of and be compliant to Policies TS3 and TS4 of the Development Management DPD [2015].

Impact on neighbouring residential amenity

- 5.14 The comments from the Parish Council and neighbouring residents are acknowledged and noted. It is considered that due to its location, massing, scale, height and proposed boundary to the rear of the proposed dwellings, the development would not have a detrimental impact to the residential amenity of the neighbouring residents or the future occupants of each proposed dwelling. Furthermore, it is considered that the proposed development due to its scale, height, massing and location would not cause any significant levels of overlooking to result in the loss of privacy to the neighbouring residents as such would be considered acceptable. In addition to that it is considered that the proposed development would have a separation distance of 15.2 metres to Number 1 Mayfield Avenue and 26 metres to Number 23 Eversley Road, this would be adequate to reduce any negative impact [that could unexpectedly arise] to these properties. Although Number 1 Mayfield Avenue is a bungalow while the proposed development is a two storey terrace of four houses, it is considered that due to scale, height, massing and separation distance between the gable end of Plot 1 and the eastern [front] elevation of Number 1 Mayfield Avenue, would not appear over dominant or intrusive to this neighbouring property. Furthermore it is considered that the proposed development would not appear incongruous to the surrounding properties would be of the same height as the proposed development nor would the proposed development result in overshadowing of the neighbouring properties or cause significant levels of overlooking to cause loss of privacy to neighbouring residents and in particular the occupants of Number 2 Mayfield Avenue.
- 5.15 The comments from a neighbouring resident [19 Eversley Road] are acknowledged and noted. The neighbour has raised concerns that the proposed development “will interfere with the amenity of 19 Eversley Rd which has 5 windows looking across the car park which will be affected by the close proximity of the new houses”, It is considered that the proposed windows on the eastern elevation of the proposed dwelling on Plot 4 would not serve any habitable rooms and would be unlikely to be intensively used as these would not be a primary room. As such these windows are considered to be very minor that they would not result in residential harm to the amenity of residents in Number 19 Eversley Road. To ensure that the residential amenity of the residents of Number 19 Eversley Road a condition requesting that the first floor window is obscure glazed is recommended to be attached to any planning permission granted. Furthermore the separation distance of 3 metres between the gable end of

the proposed Plot 4 and western elevation of Number 19 Eversley Road would ensure that the small windows on gable end of Number 19 would still receive adequate sunlight. As such the separation distance would provide adequate remedy to any impact on the amenity of the residents.

- 5.16 The proposed 1.8 metres high close boarded timber boundary fence to the rear of the proposed dwellings would provide some screening to the rear gardens and this would significantly reduce any residential impact of overlooking to neighbouring residents [19 Eversley Road] and the future residents of the proposed dwellings. The separation distance from the rear of the proposed dwellings [45.2 metres from Plot 4, 48 metres from Plot 3, 51 metres from Plot 2 and 54 metres from Plot 1] to the rear elevation of Number 22 Cromer Road would be adequate and would reduce any harm to the amenity of neighbouring residents and would not to cause overlooking. It is therefore considered that the proposed development due to its size, scale, massing, height and location would not result in loss of privacy, over dominance, overshadowing and overbearing to the neighbouring residents.
- 5.17 In this respect it is considered that the proposed dwellings would conform to the general guidance for space around dwellings and that a high standard of residential amenity would be maintained. As such it is considered that the proposed development due to its scale, massing, height and separation distance would not result in a detrimental impact to the residential amenity of the neighbouring residents. It is therefore considered that the proposal would be compliant to Policy GC4 of the Development Management DPD [2015], Policy 2 of the Joint Core Strategy for Broadland, Norwich and South Norfolk [2014] and Policy 3 of the Hellesdon Neighbourhood Plan [2017].
- 5.18 **Density**
- The application site is approximately 0.17 hectares and this would equate to 23.5 dwellings per hectare [56 dwellings per acre]. This is considered acceptable considering the density of the existing properties in the area. The plans show that the site can accommodate a terrace of four dwellings, front parking spaces and rear amenity spaces for each proposed dwelling within the terrace, without resulting in an unsatisfactory standard of residential accommodation.
- 5.19 The housing density in the area is variable. As such it is considered that the footprint of the proposed dwellings and the housing density would not be out of keeping with the wider street scene. It is considered that the proposal would reflect the dwellings within the Hellesdon village.

5.20 Refuse storage

Each proposed dwelling contains bin storage area. It is considered that this would be adequate and would be acceptable and would not impact on the waste collection services. Comments from the Broadland District Council Environmental Services- Contracts Officer are in respect of the amended plans acknowledged and noted. This Contracts Officer has not objected to the amended plans. Therefore it is considered that the future occupants would use the Broadland District Council's refuse collection services and the existing collection points would be located to the front of the development while the bin storage would be at the rear of each individual dwelling. It is considered that the proposed points for collection of refuse would unlikely have a harmful impact to the neighbouring amenity or the free flow of traffic on Eversley Road and Mayfield Avenue. It is considered that the provision of refuse / waste collection point would be acceptable and that it would comply with Policy CSU4 of the Development Management DPD [2015].

5.21 Contamination risks on the site

The Pollution Control Officer's comments are acknowledged and noted. The PCO has not raised concerns of contamination of the site from the previous use as a car park. It is unlikely that this use of the site would have resulted in any contamination of the site. There are no records of historical use on the site that indicate that the site is likely to be contaminated and accordingly the site is not considered to be contaminated land as described in Part 2A of the Environmental Protection Act 1990(b). An informative would be attached to any planning permission to remind the applicant on of their responsibilities should contamination be encountered during building works. It is considered that the proposal would be complaint to policy EN4 of the Development Management DPD [2015].

5.22 Boundary Treatment/ Landscaping

Submitted drawings show a proposed new 1.8 metres high timber close boarded fencing to the southern, eastern and western boundaries which would provide acceptable screening for each individual garden space. Furthermore the plans show that each dwelling would have an open frontage with hard paving of permeable type. Therefore it considered that due to the nature of the proposed development the proposed landscaping scheme would be suitable for the site. As such the proposed landscaping is therefore considered acceptable, would not be out of character and would not be visually harmful to the appearance of the area. It is considered that the proposal would be in compliant to policies EN2 of the Development Management DPD [2015].

5.23 Drainage

The site is located within Flood Zone 1 and, whilst the proposals are situated within an area considered being at a low risk of Flooding by any means. Given the nature of the proposal, the location of the site, it is concluded that the proposal would be acceptable in terms of drainage as the site is not in a flood risk area. The applicant has indicated through the application form that the disposal of rainwater would be through soakaway and that foul sewage would be disposed into the existing mains drainage sewer system which would be a public foul sewer. Having regard to the above, it is considered that the development complies with policy CSU5 of the Development Management DPD [2015] and Government guidance contained within the National Planning Policy Framework [2018].

5.24 Community Infrastructure Levy [CIL] Liability

The application seeks planning permission for the construction of a terrace of four two storey dwellings. All new residential developments are required to make appropriate contributions towards local infrastructure that would support the proposed development. These contributions normally extend only to payment of Community Infrastructure Levy [CIL] where applicable. As the proposal would create four new dwellings, it would therefore attract a community infrastructure liability.

5.25 The charging schedule clarifies that the site is in Zone A within which a charge of £106.47 per square metre is applicable to this development. The Community Infrastructure Levy is calculated on the basis of a net increase in internal floor area.

5.26 Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local finance consideration as far as it is material while Section 70(4) of the 1990 Act (as amended) defines a local finance consideration as a grant or other financial assistance that has been, that will or that could be provided to a relevant authority by a Minister of the Crown (such as New Homes Bonus payments), or sums that a relevant authority has received, or will or could receive, in payment of the Community Infrastructure Levy.

5.27 Paragraph 68 of the NPPF states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area. The Council has taken a proactive approach to this through the allocation of a range small and medium sized sites and through defining settlement limits to facilitate suitable windfall development. Point (c) of NPPF para 68 states that local planning authorities should '*support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes*'. Although this is a material consideration in the determination of the application, it can only be afforded limited weight, given the previous supply of housing on small sites within the district.

5.28 **Conclusion**

The application has been assessed against the Development Management DPD [2015] policies, the Joint Core Strategy for Broadland, Norwich and South Norfolk, The Hellesdon Neighbourhood Plan [2017], the NPPF [2018] and other material considerations. It is considered that the principle of the development is acceptable due to the fact that the application site is located within the settlements limits of Hellesdon. Furthermore it is considered that due to its scale, massing, height, size and outlook the proposed development would not have a harmful impact to the character of the area. It is further considered that due to its location, height, massing, size and scale, fenestration of the proposed dwellings, separation distance and boundary treatment would not have an adverse impact to the amenity of the neighbouring residents or future residents of the proposed dwellings. The proposed development would have adequate amenity space for future residents.

5.29 Furthermore it considered that the proposed ingress and egress points for each proposed dwelling would be acceptable and would not have an impact on highway safety on Eversley Road. Moreover the proposal would not substantially increase the use of or the volume of traffic on Cromer Road, Mayfield Avenue and Eversley Road and would not have a detrimental impact on the free flow of traffic [vehicular and pedestrian] on the roads in the vicinity of the site. The proposed boundary treatment would not have an impact on the character of the area and would be beneficial in reducing the impact on residential amenity of neighbouring residents. It is considered that the proposed drainage and foul disposal indicated on the planning application form would be acceptable and would not have an adverse impact on the residential properties in the surrounding area.

5.30 It is therefore concluded that the proposal would be acceptable and would comply with the provisions outlined in policies GC1, GC2, GC4, TS3, TS4, EN1, EN2, CSU4 and CSU5 of the Development Management DPD [2015], the Joint Core Strategy for Broadland, Norwich and South Norfolk [2014] policies 1, 2 and 12, the Hellesdon Neighbourhood Plan [2017] Policies 1, 2 and 3 and the provisions outlined in the National Planning Policy Framework [2018].

Recommendation: Approve subject to the following conditions
Time limit
Plans and Documents
External material to be agreed
Vehicular plans as per approved plans
Parking spaces as per approved plans
Obscure glazing to first floor windows on side elevations

Removal of PD rights for extensions, roof alterations and outbuildings

**Contact Officer,
Telephone Number
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Planning Appeals: 21 September – 18 October 2019

Appeal decisions received:

Ref	Site	Proposal	Decision maker	Officer recommendation	Appeal decision
20190081	Cherry Tree Barn West, The Green, Postwick	Conversion of disused dairy building to two dwellinghouses	Delegated	Refusal	Allowed
20180360	Land adj Barn Piece Close, Salhouse	Mixed dwelling residential development of 22 single storey properties (outline)	Delegated	Refusal	Dismissed but partial costs awarded against the Council
20181082	26 Rosemary Road, Sprowston	Outline applications for single detached dwelling	Delegated	Refusal	Dismissed

Appeals lodged: None received in this period

PLANNING COMMITTEE

30 October 2019

Final Papers

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Nos**

Supplementary Schedule

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Attached is the Supplementary Schedule showing those representations received since the Agenda was published and other relevant information

DEMOCRATIC SERVICES

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SUPPLEMENTARY SCHEDULE TO APPLICATIONS TO BE CONSIDERED

Plan No	Application No	Location	Update	Page Nos
1	20191280	24 Cromer Road, Hellesdon (demolition of garage, change of use of building to office including first floor office space and provision of one new first floor flat)	<p>Officer comment:</p> <p>In recognition that the use of the building as an office has commenced, the description of development is to be revised to include 'Retrospective' and the suggested imposition of a time limit condition is removed.</p>	24 – 43
2	20191290	24 Cromer Road, Hellesdon (erection of four dwellings and new vehicular access off Eversley Road)	<p>In addition to the letters of objection as reported, letters of objection have also been received from Nos. 3A, 5, 6 and 18 Mayfield Avenue and Nos. 9, 13 and 27 Eversley Road. These raise the same objections as previously reported, together with the following additional reasons:</p> <ul style="list-style-type: none"> • The proposed dwellings will overshadow the bungalow at No. 1 Mayfield Avenue and the bungalow under construction on the corner of Eversley Road and Mayfield Avenue. • The proposals will have a negative impact on safety if there is increased all day parking pressure around the crossroad area of Eversley Road and Mayfield Avenue given the reduced area for office staff parking as a result of these housing proposals. <p>Officer comment:</p> <p>The assessment section of the report addresses these points.</p>	44 – 63