including giving careful consideration to the location of development and the impact it would have ecosystems of an area.

6.5 Policy 2: Promoting good design

Seeks to ensure that all development is designed to the highest possible standard, whilst creating a strong sense of place. It also states that developments will respect local distinctiveness.

6.6 Policy 3: Energy and water

Amongst other things seeks to ensure that the highest levels of energy and water efficiencies are met through the planning submission and conditions if necessary.

6.7 Policy 5: The economy

Sets out the Policy for developing the local economy and facilitating job growth. It states that the local economy will be developed in a sustainable way to support jobs and economic growth both in urban and rural locations.

6.8 Policy 6: Access and transportation

Relates to access and transportation. Particularly it seeks to ensure that the transport system will be enhanced to develop the role of Norwich as a Regional Transport Node, particularly through the implementation of the Norwich Area Transport Strategy (NATS).

6.9 Policy 21: Implementation of proposals in the Broadland part of the Norwich Policy Area:

When considering development proposals in their part of the Norwich Policy Area Broadland District Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Development Management Development Plan DPD (2015) relevant policies:

6.10 The policies set out within the Development Management DPD do not repeat but seek to further the aims and objectives set out within the National Planning Policy Framework and the Joint Core Strategy. It therefore includes more detailed local policies for the management of development.
6.11 Policy GC1: Presumption in favour of sustainable development

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.

6.12 Policy GC2: Location of new development

New development will be accommodated within the settlement limits defined on the proposals map. Outside these limits development which does not result in any significant adverse impact will be permitted where it accords with a specific allocation and / or policy of the Development Plan.

6.13 Policy GC4: Design

Development will be expected to achieve a high standard of design and avoid any significant detrimental impact.

6.14 Policy EN1: Biodiversity and habitats

Development proposals will be expected to protect and enhance the biodiversity of the district, avoid fragmentation of habitats and support the delivery of a co-ordinated green infrastructure network.

6.15 Policy EN2: Landscape

In order to protect the character of the area, development proposals should have regard to the Landscape Character Assessment SPS and, in particular consider impact upon a range of issues.

6.16 Policy EN4: Pollution

Development proposals will be expected to include an assessment of potential pollution. Where pollution may be an issue, adequate mitigation measures will be required. Development will only be permitted where there will be no significant adverse impact upon amenity, human health or the natural environment.

6.17 Policy TS1: Protection of land for transport improvements

States that land required for the improvement of the transport network will be safeguarded.
6.18 Policy TS2: Travel plans and transport assessments

In the case of major development a Transport Assessment and / or Travel Plan will be required.

6.19 Policy TS3 – Highway safety

Development will not be permitted where it would result in significant adverse impact upon the satisfactory functioning or safety of the highway network.

6.20 Policy TS4 – Parking guidelines

Within new developments appropriate parking and manoeuvring space should be provided to reflect the use and location as well as its accessibility by non-car modes.

6.21 Policy CSU5 – Surface water drainage

Mitigation measures to deal with water arising from development proposals should be incorporated to minimise the risk.

Growth Triangle Area Action Plan 2016:

6.22 The site is not within but is adjacent to the Growth Triangle Area Action Plan. Therefore there are no specific relevant policies within this plan.

Broadland Landscape Character Assessment SPD 2013:

6.23 F3: Reedham to Thorpe

The following Landscape Planning Guidelines apply to Reedham to Thorpe Marshes Fringe Landscape Character Area:

- Seek to conserve the diverse and interesting landscape pattern and character.

- Seek to conserve the wildlife habitats characteristic of the Marshes Fringe and adjacent Broads landscape including watercourses and broads, fens, carr woodland and grazing marshes.

- Seek to conserve distinctive, historic architectural and landscape features including historic halls and their setting, which contribute to the area’s rich historic character and strong sense of place.
• Ensure that any new development responds to historic settlement pattern and is well integrated into the surrounding landscape.

• Seek to ensure the sensitive location of development involving further tall structures (such as factories, steel pylons and telecommunication masts) in relation to prominent skyline locations both within the character area and within adjacent character areas.

• Seek to ensure that potential new small-scale development within villages is consistent with the existing settlement pattern, density and traditional built form.

• Conserve the landscape setting of small villages (such as Limpenhoe).

• Seek to conserve the landscape setting of market towns and villages, and seek to screen (where possible) harsh settlement edges and existing visual detractors.

• Seek to conserve the landscape setting of historic houses, halls and churches.

• Seek to promote use of local vernacular buildings materials, including red brick and pantiles.

• Seek to ensure new development does not reduce the vertical significance of important historical and architectural features within the landscape, such as church towers.

• Seek to conserve small pits and extraction sites.

7 LOCATION AND DESCRIPTION OF SITE

7.1 The application site is located approximately 6 km to the east of Norwich and is a short distance to the north of the village of Postwick. The site is adjacent to the recently constructed Postwick Interchange road network and sits to the south of Broadland Gate and immediately to the south of the A47 trunk road.

7.2 The site measures approximately 2 ha in size and is formed of two fields separated by a linear group of trees and one native species hedgerow. The western side of the site is comprised of hardstanding and was used as a compound for construction vehicles until the end of November 2016 but is currently vacant. The eastern side of the site comprises of unmaintained grassland with dense scrub around its boarders. The site is also currently bounded by some mature trees to the north of the site and a mixture of fencing to the southern boundary.
7.3 The site is bounded by the A1042 road to the south and the A47 to the north. There is a small area of undeveloped grassland to the east of the site and immediately to the west of the application site is a parcel of vacant land which is also under the ownership of the applicants.

7.4 Vehicular access to the site is currently taken from an existing point off the A1042 from the south, via a recently constructed roundabout.

7.5 There is a general fall in levels across the site from north to south and west to east.

8 PLANNING HISTORY

8.1 There have been a number of applications in recent years for highway improvement works within close proximity to the site however there is no specific relevant planning history on the site.

9 APPRAISAL

Location and planning policy:

9.1 The application site is located within the Norwich Policy Area (NPA) but lies outside of a defined settlement boundary. Policy GC2 of the Development Management Development Plan Document (DM DPD) states that new development will be accommodated within the settlement limits defined on the policies map. It goes on to state that outside of these limits, development which does not result in any significant adverse impact will be permitted where it accords with a specific allocation and / or policy of the development plan. The only land use allocation that relates to the site is the protection of land for transport improvements, specifically the Postwick Hub, under Policy TS1 of the DM DPD. The application therefore is contrary to the development plan in regards to the location of new development.

9.2 It should be noted, however, that much of the works associated with the Postwick Hub Scheme have now taken place which would leave this vacant site with no specific future allocation. Furthermore due to the nature of the application, the proposal, which includes three road-side uses, clearly requires a road side location such as the application site in order to successfully operate. The site has easy access to the local highway network whilst several highway improvement works have been approved in recent years including the NNDR, which is due to be completed in spring 2018.
Economic growth:

9.3 Policy GC1 of the DM DPD and paragraph 14 of the National Planning Policy Framework (NPPF) both detail sustainable development principles. Policy GC1 seeks to secure development that improves the economic, social and environmental conditions in the area. Policy 5 of the Joint Core Strategy (JCS) focuses on the desire to boost employment-generating uses across a range of sectors, whilst Policy 9 of the JCS sets out a strategy for securing economic growth within the NPA.

9.4 Whilst the proposals are not for traditional employment generating uses, as outlined in Policies 5 and 9 of the JCS, it is estimated that the development would employ around 80 people, of which 15-20 would be employed on a full-time basis. Together with the jobs that would be created during the construction phase this is considered to be a significant material social and economic benefit and is consistent with the aims of Policies 5 and 9 of the JCS.

9.5 Taking the above policies as a whole, whilst the application site does not fall within the defined settlement limit, the proposals are located within an area designated for substantial road improvement works. The site is well connected to the highway network, is respectful to the environment and will serve as a significant boost to the local economy and the application is therefore considered to constitute a sustainable form of development.

The impact of the development upon nearby town centres:

9.6 Policy R1 of the DM DPD along with paragraph 23 of the NPPF seek to ensure the vitality of existing town centres. The application proposes a drive-through restaurant, a drive-through coffee shop and a retail element (within the kiosk building at the petrol filling station), which are all described as town centre uses but the proposal would see these sited in an out-of-centre location. With regards to the retail element the scale of the development falls below the threshold required to require a Retail Impact Assessment. As in line with paragraph 24 of the NPPF a sequential test has however been submitted with the application. The sequential test found that there were no alternative sites suitable, available and viable either within or on the edge of the town centres which were capable of accommodating the proposed development.

9.7 Concerns have been raised regarding the overall scale of the A1 retail use and its potential impact upon identified district, local and village centres. It is acknowledged that there is some potential for the retail use to have an effect on existing convenience offerings in the local catchment area however it should be stressed that the retail element proposed is ancillary to the petrol filling station use. Overall it is considered that the proposal will result in a very modest diversion of trade from existing retailers within local town centres.
(namely Thorpe St Andrew) and would not give rise to any significant adverse ‘town centre’ impacts.

9.8 Paragraph 27 of the NPPF states that “where an application fails to satisfy the sequential test or is likely to have significant adverse impact on one or more of the above factors, it should be refused”. Whilst the retail element is considered to be large in terms of its footprint it is not considered that the proposal will give rise to significant adverse impacts and therefore it is considered that the proposal should not be refused for retailing reasons. Furthermore, none of Norwich City Council, Blofield Parish Council, Brundall Parish Council and Thorpe St Andrew Town Council, who represent the four main retail centres within close proximity to the site, has raised any objection to the application with regards to its impact upon their own centres.

The design, landscaping and impact of the development on the character and appearance of the area:

9.9 Policy 2 of the JCS promotes the highest possible design standards through seeking to ensure that development proposals respect local distinctiveness through a number of key measures. Policy GC4 of the DM DPD reiterates that development will be expected to achieve a high standard of design and goes on to state that proposals should pay adequate regard to the environment, character and appearance of the area. The site is located adjacent to the Broads Authority area, which is a nationally designated landscape. The application site sits on lower ground than both the Broads Authority area and the village of Postwick which means that the development is likely to be visible from these areas.

9.10 The scale, massing and siting of the development is considered to be appropriate when compared to other developments in the area. All of the buildings on the site are single storey and are considered to be of an acceptable size and scale which should ensure that the built development is not overly prominent. The materials proposed on the buildings are also considered to be acceptable.

9.11 Policy EN2 of the DM DPD states that in order to protect the character of the area, development proposals should have regard to the Landscape Character Assessment SPD and therefore section F3 of the Landscape Character Assessment SPD is relevant. A detailed Landscape Scheme has been submitted with the application which proposes landscaping measures which will help to ensure compliance with both Policy EN2 and section F3 of the Landscape Character Assessment SPD. Planting has been proposed along the south and west boundaries of the site to soften the impact of the development. Furthermore during the course of the application further planting has been added to these boundaries, by request, which will assist in partially screening the development from the wider setting.
9.12 Overall the proposal is not considered to represent an incursion into the countryside and the scale of the development will not be to a degree that would cause harm to the general character and appearance of the surrounding area, including Postwick village or The Broads. Whilst the development will be visible in places, the impact on the character and appearance of the area is not considered to be significant or sufficient to warrant objection to the development on landscape grounds. The proposal therefore complies with Policies GC4 and EN2 of the DM DPD, Policy 2 of the JCS and section F3 of the Landscape Character Assessment SPD.

The impact of the development upon the amenity of nearby residents:

9.13 Policy GC4 of the DM DPD states that proposals should pay adequate regard to considering the impact upon the amenity of existing properties. There is a good degree of separation between the site and any neighbouring residential properties, with the closest residential dwellings located to the south of the site, along Oaks Lane in Postwick. Given the distance that these properties are from the site and the fact that the A1042 road runs between the site and the village of Postwick it is not considered that the development will appear dominant or result in any significant noise pollution. The proposal will also not result in any overlooking issues. No detailed information has been provided with regards to the external lighting proposed on the site, however a condition is proposed to be added which will require such details to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development.

9.14 The Council’s Environmental Health Officer has not objected to the application and concluded that due to the distances of the nearest residential properties he doesn’t foresee any nuisance problems arising from the site with regards to noise. Overall it is not considered that the proposed development would result in any significant adverse impact to the amenity of any adjacent residents given the degree of separation from the majority of properties and application is considered to therefore accord with Policy GC4 of the DM DPD.

The impact of the development upon the safe functioning of the highway network:

9.15 One of the major concerns raised by local residents in their representations has been the impact that the development will have on the highway network. Policy 6 of the JCS and Policies TS3 and TS4 of the DM DPD all set out the Council’s requirements that new developments are expected to adhere to with regards to traffic and transportation.

9.16 The site will be accessed off a recently built roundabout at the A1042 / Oaks Lane junction. Significant concerns have been raised by Postwick Parish Council, local residents and elected representatives regarding the impact that the development will have on the traffic flows around the Postwick junction.
Specifically there are concerns that the development will lead to traffic congestion and backing up on to the A47. A Transport Assessment has been submitted in support of the application which states that junction capacity modelling has been undertaken on the Oaks Lane roundabout adjacent to the site. The assessment concludes that the results clearly indicate that the site access will have suitable spare capacity to accommodate the development traffic in an efficient manner.

9.17 Concerns have also been raised with regards to the HGV vehicle's accessing the site via the recently built roundabout. A swept path analysis has been undertaken to ensure that vehicles can access / egress the site and also manoeuvre safely within the site and the Transport Assessment demonstrates that the HGV vehicles can be accommodated safely.

9.18 The Transport Assessment looked into the accessibility of the site by walking, cycling, public transport and car. The site is located within close proximity to the surrounding highway network and the adjacent Postwick Park and Ride facility. Notwithstanding the primary function of the development elements, walking and cycling trips are considered to be achievable. Furthermore during the course of the application a crossing facility and a footway / cycleway link from the site to the Postwick junction has been proposed which will tie in with existing pedestrian / cycle facilities.

9.19 Policy TS4 of the DM DPD states that within new developments appropriate parking and manoeuvring space should be provided to reflect the use and location as well as its accessibility by non-car modes. A total of 119 car parking spaces, 24 HGV spaces and 6 cycle spaces are proposed within the development and it is considered that the scheme provides sufficient parking for the development consistent with the aims of Policy TS4.

9.20 Both Highways England and The Highway Authority were consulted on the application and neither have raised objection. The Highway Authority has raised no objection subject to the addition of a number of conditions which are all to be added. In light of the above information it is considered that the proposal accords with the relevant policies with regards to traffic and transport.

Drainage and flood risk

9.21 The NPPF sets out the Government's national policies on different aspects of land use planning in England in relation to flood risk. The Planning Practice Guidance encourages development to be located in areas of lower flood risk where possible, and stresses the importance of preventing increases in flood risk off site to the wider catchment area. A Flood Risk Assessment has been submitted with the application. Within the assessment it details that the site is entirely within Flood Zone 1 (low probability) of the Flood Zone Map, prepared
by the Environment Agency. Flood Zone 1 is defined as land assessed as having less than a 0.1% annual probability of flooding.

9.22 The Lead Local Flood Authority (LLFA) originally objected to the application however during the course of the application they have removed their objection subject to conditions being attached to any consent notice. If approved condition 15, as set out in the conditions section below, will be added as suggested by the LLFA. This condition requires information to be submitted prior to the commencement of development and for the Local Planning Authority to agree it in consultation with the Lead Local Flood Authority.

Contamination and pollution prevention:

9.23 The site lies within close proximity to a public water supply groundwater abstraction. The site is also in an EU Water Framework Directive Drinking Water Protected Area. The environmental sensitivity at the site is therefore considered to be very high. The application proposes below ground fuel tanks for the petrol filling station, which is something that is supported within the consultation response received from Norfolk Fire and Rescue Service (paragraph 3.22). The below ground fuel tanks were, however, something that the Environment Agency (EA) originally objected to on pollution protection grounds due to the sites proximity to the nearby public water supply groundwater abstraction.

9.24 During the course of the application an amended Drainage Strategy, a Percolation Test Report and a Fuel Storage Feasibility Assessment were all submitted. The EA has since removed its previous objection and has stated that planning permission could be granted subject to certain conditions being added (which are all proposed to be appended to any decision notice. See conditions 10 – 14 in conditions section below).

9.25 Anglian Water has objected to the application as it considers that insufficient information has been provided to demonstrate that this development would not have an adverse effect on the existing borehole for potable water. The applicants and their agents have been in detailed discussions with Anglian Water in a bid to overcome their objections however Anglian Water has maintained its objection to the application.

9.26 It should be noted however that as stated above, despite initial concerns and after much consideration the EA, which is the statutory consultee on this application, is not objecting. It is considered that the five detailed conditions which would be added to the decision notice, at the request of the EA, would ensure the prevention of any contamination or pollution arising from the development.
9.27 For example, Anglian Water has stated that there is a lack of up-front design, control and monitoring information and have commented that the submitted documentation does not provide the sufficient level of detail needed to ensure that the proposal can be delivered without causing a detrimental impact on water quality. One of the conditions requested by the EA, which is proposed to be appended to any decision notice issued, states:

'The development hereby permitted shall not be commenced until such time as a scheme to install, monitor and maintain the underground tanks has been submitted to, and approved in writing by, the local planning authority.

The scheme shall include the full structural details of the installation, including details of excavation, the tank(s), tank surround, tertiary containment, associated pipework, monitoring system and maintenance, monitoring & sampling schedule. The scheme shall be fully implemented and the tanks and associated infrastructure subsequently maintained and monitored, in accordance with the scheme, or any changes as may subsequently be agreed, in writing, by the local planning authority.'

9.28 This condition is therefore considered to require the submission and approval of all of the main issues which Anglian Water has requested to be submitted at an up-front stage. It is considered that the applicants have gone above and beyond in their efforts to supply the required information in order to overcome Anglian Water's objections during the course of the application. The EA is still clearly stating that they also wish for this information to be submitted and approved prior to the commencement of the development, but by way of conditions rather than requesting the information at an up-front stage. The Local Planning Authority are content that this information can be dealt with by conditions, as ultimately if the information submitted at a later stage is considered unacceptable then the development will not be able to commence.

**Proximity of development to gas pipeline:**

9.29 There is a high-pressure gas pipeline and easement which runs underneath the site. The pipeline sits to the west of the site underneath a section of the area designated for the proposed HGV parking.

9.30 National Grid originally placed a holding objection on the application, since when however the applicants and their agents have been in discussions with National Grid in a bid to overcome their concerns. National Grid suggested that it was not the principle of the proposed HGV parking over the pipeline which was the issue, but rather how the car park could be constructed and what measures would be in place to prevent large vehicles putting pressure onto the pipeline as they cross and park over it.
9.31 Following these discussions and as can be seen in paragraph 3.20 of this report National Grid has now removed its objection subject to a suitably worded condition being added to the decision notice. The condition will state that no works shall commence within the HGV parking area until a scheme for the construction of the HGV parking area has been submitted to and approved in writing by the Local Planning Authority in consultation with National Grid. National Grid will need to be fully satisfied with the scheme for construction before any development can take place within close proximity to the gas pipeline.

9.32 The Health and Safety Executive (HSE) has stated within its consultation response that the risk of harm to people at the proposed development site is such that there is sufficient reason on safety grounds, for advising against the granting of planning permission in this case. The HSE advice states that: 'Major hazard sites / pipelines are subject to the requirements of the Health and Safety at Work etc Act 1974, which specifically includes provisions for the protection of the public. However, the possibility remains that a major accident could occur at an installation and that this could have serious consequences for people in the vicinity'. They have stated that 'although the likelihood of a major accident occurring is small, it is felt prudent for planning purposes to consider the risks to people in the vicinity of the hazardous installation'.

9.33 It should be stressed that the response provided by the HSE is an automated response and therefore there is no opportunity to provide any additional information or negotiate in a bid to overcome their objection in any way. It is also considered that the condition which has been requested by National Grid should also address the 'advise against' response that was received from the HSE. Furthermore it should also be noted that if planning permission was to be granted against the advice provided by HSE then the Local Planning Authority would need to advise the HSE and allow them 21 days to consider whether to request that the Secretary of State for Communities and Local Government, call-in the application for their own determination.

Other matters:

9.34 Postwick Parish Council has raised a number of objections to the proposed development as set out in paragraph 3.4 of the report. Amongst their concerns they have questioned the need for the proposed development and have suggested that the application should only be considered once the NNDR has been operating for a period of time. In response to both of these points the Local Planning Authority is only able to assess the proposal that has been set out within the application and at the time of the submission. Furthermore, as has been stated in paragraphs 9.3 to 9.5 the proposals on the site will serve as a significant boost to the local economy so there is clear merit in the development which is being proposed on the site. With regards to the impact that the NNDR may have on the development, the Transport Assessment has made reference to the NNDR and as stated in paragraph
9.20 Neither Highways England nor the Highway Authority have objected to the application. Concerns were also raised regarding the lack of screening on the southern side of the site. During the course of the application additional planting has been added, by request, to both the southern and western boundaries of the site and overall it is considered that a good amount of screening is proposed. Postwick Parish Council also raised concerns that the development would result in significant pollution, particularly with regards to fumes and noise. Given the degree of separation from the nearest dwellings it has been considered in paragraphs 9.13 and 9.14 that there should not be any detrimental impact with regards to noise pollution. Whilst the development is likely to result in some additional traffic in the area it is not considered that it will result in any significant adverse impact in terms of pollution and it should be noted that neither the Council’s Pollution Control Officer nor the Environmental Health Officer have raised any objection to the application in this regard. The other points raised by Postwick Parish Council are all considered to have been addressed elsewhere within this appraisal section as identified in paragraph 3.4 of the report.

9.35 Several concerns have been raised that the proposed development will result in an increase in the amount of litter which is left in and around the site. During the course of the application the plans have been amended to show the position of ample refuse bins around the site. It is considered that this will help to ensure that the proposal does not result in a large amount of litter being dropped in the area.

9.36 With regards to the impact of the development on the biodiversity on the site an Ecological Appraisal was submitted with the application. The report states that the site generally offers limited opportunities for protected species and no evidence of any such species was recorded during the survey work. The report also concluded that the majority of habitats on site were of a negligible to low ecological value. These conclusions were accepted by the Senior Green Infrastructure Officer at Norfolk County Council, subject to the addition of relevantly worded ecological conditions. The application is therefore not considered to have any significant detrimental impact upon biodiversity on the site and is therefore considered to be in accordance with Policy EN1 of the DM DPD.

9.37 Although the application proposes to remove seven trees, including two category ‘B’ trees within the centre of the site, the replacement planting schedule is extensive, with one hundred and fifty two new trees proposed to be planted. This is considered to mitigate the loss of the seven trees and the proposal is considered to be acceptable from an arboricultural and landscape perspective subject to the acceptable submission of an Arboricultural Impact Assessment (AIA), Tree Protection Plan (TPP) and Arboricultural Method Statement (AMS), which are proposed to be conditioned.

9.38 The Historic Environment Service has stated that there is potential that heritage assets with archaeological interest will be present at the site and that
their significance will be adversely affected by the proposed development. They have therefore asked for conditions to be added to ensure that a programme of archaeological mitigatory work is carried out prior to the commencement of development. (The conditions suggested by the Historic Environment Service are proposed to be added.)

9.39 Broadland District Council implemented the Community Infrastructure Levy (CIL) on 1 July 2013. Therefore should this development be approved it will be considered as being CIL liable. The development would attract a CIL contribution of £40,758.82 (this figure will need to be finally confirmed before issuing a CIL liability notice).

Conclusion:

9.40 In conclusion, whilst there is a degree of conflict with the Development Plan with the site being outside of the settlement limit, any harm is considered to be outweighed by the benefits that the development will bring. Namely the redevelopment of a strategically located, disused site into a sustainable development which will bring significant benefits to the local economy is considered to justify approval of the application. There are clearly contentions around the development of this site, most notably the perceived impact on the highways and traffic congestion, the impact upon the character of the area and the impact of the development on the nearby gas pipeline and borehole for potable water. These matters are considered in detail in this report and on balance it is considered that they are not matters that would warrant the refusal of this application. It is therefore recommended that the application is approved subject to conditions.

RECOMMENDATION: APPROVE subject to the following conditions:

(1) The development to which this permission relates must be begun not later than THREE years beginning with the date on which this permission is granted.

(2) The development hereby permitted shall not be carried out otherwise than in accordance with the approved plans and documents.

(3) No works or development shall take place until a scheme for the protection of the retained trees to comply with the relevant sections of BS5837:2012 - Trees in relation to design, demolition and construction - Recommendations (section 5.5 the Tree Protection Plan) has been agreed in writing with the LPA. This scheme shall include:
(a) A plan to a scale and level of accuracy appropriate to the proposal that shows the position, crown spread and Root Protection Area (paragraph 4.6.1) of every retained tree on site and on neighbouring or nearby ground to the site in relation to the approved plans and particulars. The positions of all trees to be removed shall be indicated on this plan.

(b) The details of each retained tree as required at paragraph 4.4.2.5 in a separate schedule.

(c) A schedule of tree works for all the retained trees in paragraphs (a) and (b) above, specifying pruning and other remedial or preventative work, whether for physiological, hazard abatement, aesthetic or operational reasons. All tree works shall be carried out in accordance with BS3998, 2010, Tree Work - Recommendations.

(d) The details and positions (shown on the plan at paragraph (a) above) of the Ground Protection Zones (section 6.2).

(e) The details and positions (shown on the plan at paragraph (a) above) of the Tree Protection Barriers (section 6.2 paragraph 6.2.2 and Figure 2), identified separately where required for different phases of construction work (e.g. demolition, construction, hard landscaping). The Tree Protection Barriers must be erected prior to each construction phase commencing and remain in place, and undamaged for the duration of that phase. No works shall take place on the next phase until the Tree Protection Barriers are repositioned for that phase.

(f) The details and positions (shown on the plan at paragraph (a) above) of the Construction Exclusion Zones (section 6.2).

(g) The details and positions (shown on the plan at paragraph (a) above) of the underground service runs (section 7.7).

(h) The details of any changes in levels or the position of any proposed excavations within 5 metres of the Root Protection Area (paragraph 4.6.1) of any retained tree, including those on neighbouring or nearby ground.

(i) The details of any special engineering required to accommodate the protection of retained trees (Annex A General advice for other interested parties), (e.g in connection with foundations, bridging, water features, surfacing).

(j) The details of the working methods to be employed with the demolition of buildings, structures and surfacing within or adjacent to the RPAs of retained trees.
(k) The details of the working methods to be employed for the installation of drives and paths within the RPAs of retained trees in accordance with the principles of ‘No-Dig’ construction.

(l) The details of the proposed planting pit soil structure system to be used for the trees proposed within the hardsurfaced areas (such as GreenBlue Urbans ‘Rootspace’ system).

In the event that any tree(s) become damaged during construction, the Local Planning Authority shall be notified and remedial action agreed and implemented. In the event that any tree(s) dies or is removed without the prior approval of the Local Planning Authority, it shall be replaced within the first available planting season, in accordance with details to be agreed with the Local Planning Authority.

(4) Prior to the commencement of the use hereby permitted the proposed access / on-site car and cycle parking / servicing / loading, unloading / turning / waiting area shall be laid out, demarcated, levelled, surfaced and drained in accordance with the approved plan (1944AK-SK001) and retained thereafter available for that specific use.

(5) Development shall not commence until a scheme detailing provision for on-site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

(6) No works shall commence on site until the details of wheel cleaning facilities for construction vehicles have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

(7) For the duration of the construction period all traffic associated with the construction of the development permitted will use the Approved Wheel Cleaning facilities provided referred to in condition 6.

(8) Notwithstanding the details indicated on the submitted drawings no works shall commence on site, unless otherwise agreed in writing, until a detailed scheme for the off-site highway improvement works as indicated on drawing number 19944AK-SK002 have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

(9) Prior to the commencement of the use hereby permitted the off-site highway improvement works referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.
The development hereby permitted shall not be commenced until such time as a scheme to install, monitor and maintain the underground tanks has been submitted to, and approved in writing by, the local planning authority.

The scheme shall include the full structural details of the installation, including details of excavation, the tank(s), tank surround, tertiary containment, associated pipework, monitoring system and maintenance, monitoring & sampling schedule. The scheme shall be fully implemented and the tanks and associated infrastructure subsequently maintained and monitored, in accordance with the scheme, or any changes as may subsequently be agreed, in writing, by the local planning authority.

The development hereby permitted shall not be occupied until such time as a validation report has been completed, which includes evidence that the tanks and associated infrastructure have been completed in accordance with the scheme approved under condition 10. The validation report should be submitted to, and approved in writing by, the local planning authority.

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Notwithstanding the approved plans and documents full details of the surface water drainage shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Environment Agency. The development shall then be carried out in accordance with these approved details.

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details. http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environment-agency.gov.uk/scho0501bitt-e-e.pdf

Prior to commencement of development, in accordance with the submitted drainage strategy (drawing 16325, C-55 Rev B), detailed designs of a surface water drainage scheme incorporating the following measures shall be submitted to and agreed with the Local Planning Authority in consultation with the Lead Local Flood Authority. The approved scheme will be implemented prior to the first occupation of the development. The scheme shall address the following matters:
I. Detailed infiltration testing in accordance with BRE Digest 365 representative of the location and depth of the proposed soakaways.

II. Combined surface and foul water runoff rates will be attenuated to no more than 11 l/s, as approved by Anglian Water.

III. Provision of surface water attenuation storage, sized and designed to accommodate the volume of water generated in all rainfall events up to and including the critical storm duration for the 1 in 100 year return period, including allowances for climate change, flood event.

IV. Detailed designs, modelling calculations and plans of the drainage conveyance network in the:

- 1 in 30 year critical rainfall event to show no above ground flooding on any part of the site.
- 1 in 100 year critical rainfall plus climate change event to show, if any, the depth, volume and storage location of any above ground flooding from the drainage network ensuring that flooding does not occur in any part of a building or any utility plant susceptible to water (eg pumping station or electricity substation) within the development.

V. Finished ground floor levels of properties are a minimum of 300mm above expected flood levels of all sources of flooding.

VI. Details of how all surface water management features to be designed in accordance with The SuDs Manual (CIRIA C697, 2007), or the updated The SuDS Manual (CIRIA C753, 2015), including appropriate treatment stages for water quality prior to discharge.

VII. A maintenance and management plan detailing the activities required and details of who will adopt and maintain all the surface water drainage features for the lifetime of the development.

(16) Notwithstanding the approved development, no works shall commence within the area identified within the yellow area on drawing no:12a until a scheme for the construction of the HGV parking area has been submitted to and approved in writing by the Local Planning Authority in consultation with National Grid.

(17) Prior to the first occupation of the site a scheme detailing the provision of fire hydrants within the development shall be submitted to and approved in writing by the Local Planning Authority in consultation with Norfolk Fire and Rescue Service.
(18) (A) No development shall take place until an archaeological written scheme of investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and

(1) The programme and methodology of site investigation and recording

(2) The programme for post investigation assessment

(3) Provision to be made for analysis of the site investigation and recording

(4) Provision to be made for publication and dissemination of the analysis and records of the site investigation

(5) Provision to be made for archive deposition of the analysis and records of the site investigation and

(6) Nomination of a competent person or persons/organization to undertake the works set out within the written scheme of investigation.

(B) No development shall take place other than in accordance with the written scheme of investigation approved under part (A).

(C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological written scheme of investigation approved under part (A) of the condition and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.

(19) Prior to the first occupation of the development a detailed scheme showing all of the outdoor lighting for the development shall be submitted to and approved in writing by the Local Planning Authority.

(20) Prior to the first occupation of the development details shall be submitted to and approved in writing for the provision and location of bird boxes and bat boxes to be erected within the application site.

Reasons:

(1) The time limit is imposed in compliance with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
For the avoidance of doubt and to ensure the satisfactory development of the site in accordance with the specified approved plans and documents.

To ensure that the trees to be retained are adequately protected from damage to health and stability throughout the construction period and in the interests of visual amenity and to conserve the contribution of trees to the character of the area in accordance with Policies GC4 and EN2 of the Development Management DPD 2015.

To ensure the permanent availability of the parking / manoeuvring area, in the interests of highway safety and in accordance with policy TS3 of the Development Management DPD 2015.

To ensure adequate off-street parking during construction in the interests of highway safety in accordance with policy TS3 of the Development Management DPD 2015.

To prevent extraneous material being deposited on the highway in accordance with policies GC4 and TS3 of the Development Management DPD 2015.

To prevent extraneous material being deposited on the highway in accordance with policies GC4 and TS3 of the Development Management DPD 2015.

To ensure that the highway improvement works are designed to an appropriate standard in the interests of highway safety and to protect the environment of the local highway corridor in accordance with policy TS3 of the Development Management DPD 2015.

To ensure that the highway network is adequate to cater for the development proposed in the interests of highway safety in accordance with policy TS3 of the Development Management DPD 2015.

To protect and prevent the pollution of the water environment (particularly the Secondary (undifferentiated) and Principal aquifers, Source Protection Zone 3 and future Source Protection Zone 1, nearby water features and EU Water Framework Directive Drinking Water Protected Area) from potential pollutants associated with current and previous land uses in accordance with paragraphs 109, 120 and 121of the National Planning Policy Framework and Policy EN4 of the Development Management DPD 2015.

To protect and prevent the pollution of the water environment (particularly the Secondary (undifferentiated) and Principal aquifers, Source Protection Zone 3 and future Source Protection Zone 1, nearby water features and EU Water Framework Directive Drinking Water Protected Area) from potential pollutants
associated with current and previous land uses in accordance with paragraphs 109, 120 and 121 of the National Planning Policy Framework and Policy EN4 of the Development Management DPD 2015.

(12) To protect and prevent the pollution of the water environment (particularly the Secondary (undifferentiated) and Principal aquifers, Source Protection Zone 3 and future Source Protection Zone 1, nearby water features and EU Water Framework Directive Drinking Water Protected Area) from potential pollutants associated with current and previous land uses in accordance with paragraphs 109 and 121 of the National Planning Policy Framework and Policy EN4 of the Development Management DPD 2015.

(13) To protect and prevent the pollution of the water environment (particularly the Secondary (undifferentiated) and Principal aquifers, Source Protection Zone 3 and future Source Protection Zone 1, nearby water features and EU Water Framework Directive Drinking Water Protected Area) in accordance with paragraphs 109 and 121 of the National Planning Policy Framework and Policy EN4 of the Development Management DPD 2015.

(14) To ensure the process does not cause, or create preferential pathways for, the movement of contamination into the underlying aquifer, or impacting surface water quality in accordance with Policy EN4 of the Development Management DPD 2015.

(15) To prevent flooding by ensuring the satisfactory management of local sources of flooding surface water flow paths, storage and disposal of surface water from the site in a range of rainfall events and ensuring the surface water drainage system operates as designed for the lifetime of the development. This is in accordance with National Planning Policy Framework paragraph 103 and 109, Policy 1 of the Joint Core Strategy and Policy CSU5 of the Development Management DPD 2015.

(16) To ensure the satisfactory construction of the HGV parking area and to ensure that there is no harm caused to the gas pipeline in accordance with Policies GC4 and EN4 of the Development Management DPD 2015.

(17) To ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire and to ensure the satisfactory development of the site in accordance with Policy GC4 of the Development Management DPD 2015.

(18) To enable the County Archaeologist to keep a watching brief on the site in accordance with Policy EN2 of the Development Management DPD 2015 and paragraph 141 of the National Planning Policy Framework.
(19) To prevent any light pollution and to ensure the satisfactory development of the site in accordance with Policies GC4 and EN2 of the Development Management DPD 2015.

(20) To enhance the biodiversity within the site in accordance with Policy EN1 of the Development Management DPD 2015.

Informatives:

(1) The Local Planning Authority has taken a proactive and positive approach to decision taking in accordance with the requirements of paragraphs 186-187 of the National Planning Policy Framework.

(2) If this development involves any works of a building or engineering nature, please note that before any such works are commenced it is the applicants' responsibility to ensure that, in addition to planning permission, any necessary consent under the Building Regulations is also obtained. Advice in respect of Buildings Regulations can be obtained from CNC Building Control Consultancy who provide the Building Control service to Broadland District Council. Their contact details are telephone 0808 168 5041 or enquiries@cncbuildingcontrol.gov.uk and the website www.cncbuildingcontrol.gov.uk

(3) 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. This development involves work to the public highway that can only be undertaken within the scope of a legal agreement between the applicants and the County Council. Please note that it is the applicants' responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Highways Act 1980 are also obtained. Advice on this matter can be obtained from the County Council's Highways Development Control Group based at County Hall in Norwich. Please contact (Liz Poole on 01603 638009).

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.

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

(4) 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.
(5) With reference to Condition 17, the developer will be expected to meet the costs of supplying and installing the fire hydrant.

(6) The applicants need to be aware that the Community Infrastructure Levy (CIL) will be applied to development on this site. Further information about CIL can be found at www.broadland.gov.uk/housing_and_planning/4734.asp.

(7) The programme of archaeological mitigatory work as required by condition 18 should commence with informative trial trenching to determine the scope and extent of any further mitigatory work that may be required (eg an archaeological excavation or monitoring of groundworks during construction). A brief for the archaeological work can be obtained from The Historic Environment Service, Norfolk County Council, Union House, Gressenhall, Dereham, Norfolk, NR20 4DR, who can be contacted on 01362 860528.

(8) Further guidance on the information required by the Lead Local Flood Authority in condition 15 can be found at https://www.norfolk.gov.uk/rubbish-recycling-and-planning/flood-and-water-management/information-for-developers.

(9) National Grid has a Deed of Easement for each pipeline which prevents change to existing ground levels and storage of materials. It also prevents the erection of permanent / temporary buildings, or structures. If necessary National Grid will take action to legally enforce the terms of the easement. No demolition shall be allowed within 150 metres of a pipeline without an assessment of the vibration levels at the pipeline. Expert advice may need to be sought which can be arranged through the National Grid. The applicants' attention should be drawn to the advice notes within National Grid's comments dated 20/07/2017.

(10) The Drainage Strategy which has been submitted states that a Septic Tank may be required. The Environment Agency (EA) have stated that this is not a preferred option and will require an environmental permit, which has no guarantees of being granted based on the risk of the site. The applicants' attention should be drawn to the EA website where further details can be found: https://www.gov.uk/guidance/general-binding-rules-small-sewace-discharge-to-the-ground#rules-for-discharges-in-a-groundwater-source-protection-zone-1-spz1.