Dear Sirs,

POSTWICK HUB: Full Planning Application Number 20170095
SERVICE STATION AND DRIVE THROUGH PROPOSALS

This is about as far from planning sense for the quality of life of our citizens as it could get. The applicants may argue economic benefit for large retail chains, but there is little Social and Environmental benefit as required by the NPPF for a population suffering from health issues and excessive noise and air pollution.

It was certainly not part of or implied by the original planning consent for the Broadland Gate Business Park and indeed directly challenges aspects of the viability of that possible development.

Will this be a quality piece of design on the road entrances into Norwich? It will generate multiple, increased distraction, advertising signs along the highways. Drive by food and coffee provision adds to driver safety distraction risks.

It generates further unwanted car and hgv goods movements, All contradictions to Planning Policies and ambitions!

The Postwick Hub slip road itself is already struggling with the peak traffic flows at the traffic light controlled junction and that is before the NNDR opens. This impact has already been noted with increased vehicle movements through the Plumstead Parish and Salhouse Roads as traffic diverts to avoid the Hub. To encourage further vehicle movements into the area, including multiple HGV parking facilities, appears unsound. How does this impact upon further carbon emissions and Climate Change? The Application does not discuss accurately anticipated customer numbers and vehicle movements, but this must be part of the Business Plans for the companies. Why are anticipated figures not provided? This absence is again contrary the GTAAP policy.

Environmentally, this land area should be used to ameliorate the traffic noise and air pollution of one of our major trunk roads, with extensive tree planting and vegetation. It should not become a drive through hard surfaced area with surface water drainage problems and with horrible, (illegal?) working conditions for staff. There are no discussions about air quality and noise levels in the submission and this should be an active consideration. In Cornwall, they are suggesting moving people out of pollution hotspots for safety reasons and pollution compliance!

There appears to be no safe means for say working staff to access the park and ride i.e. arrival or departure by bus, across the busy link road. Cycling approaches are also not good. Alternatives to car travel have to be considered.

Also environmentally, there appears to be no plan to deal with surface water contamination to the Yare aquifer in the event of a large vehicle chemical spillage or petrol/diesel problems. The whole design requires emergency interceptors and not as proposed direct soakaway links from the parking areas and buildings via the gravels to the Yare valley. The Service Station with below ground tank fuel storage is a further direct risk.

The applicants should therefore be advised to show how these issues can be ameliorated and if not, withdraw the application and the site landscaped as originally proposed.

Yours faithfully,
41 Oaks Lane
Postwick
Norwich
NR13 5HD

10th February 2017

Mr C Rickman
Planning Department
Broadland District Council
Thorpe Lodge
1 Yarmouth Road
Norwich
NR7 0DU

Dear Mr Rickman,

Ref Planning Application 20170095 for the
Full Planning application for the proposed development of 1 no petrol filling station, 2 no drive through restaurants & 24 space HGV parking together with various infrastructure and landscaping works.

Objections are made to the above development for the following reasons:

1) The area was not designated as being development land but under the DMMDP was, and still is, protected for transport improvements namely the Postwick Hub scheme.

2) The approved plans for the Postwick Hub show this area as being landscaped as it should be.

3) The sequential test submitted is misleading as it does not take into account identified commercial land to the north of Postwick Hub which would also provide direct access to and from the NDR.

4) The roundabout at the junction of Oaks Lane and the A1042 is already congested with traffic backing onto the A47. Although the scheme has been altered, it is still being “tweaked” to accommodate several design shortfalls and other “not foreseen” issues. When the NDR is opened and used there will be no doubt more shortcomings identified. The roundabout on the A1042/Oaks Lane is on a section of single carriageway road but has approximately 50 metres of two lane traffic either side. On the east side the A1042 increases to two lanes and on the west side merges back to one creating driver frustration and annoyance. Having another exit off this would just exacerbate what already is a congested situation.

5) The roundabout mentioned above is already too small to accommodate Articulated HGV’s getting round it without a) taking up all vehicle lanes and b) mounting the roundabout edges itself - as can be seen by the tyre marks. This is with the majority of articulated vehicles going ‘straight through’ let alone trying to get to the proposed entry/exit of the development which would require them to take a wider sweep.
6) Traffic noise and light pollution has already increased with the bridge and increased traffic flow. Until the NDR/Postwick hub was built development seemed to be restricted by Broadland Planners to the North of the A47, protecting Postwick and other southern rural villages. Why is this now being totally disregarded when there are plenty of development areas north of the A47?

7) As well as air pollution from the traffic and the enticement of HGV’s into the facility the users of takeaway fast food/coffee outlets will seek to find a place away from the site to consume the food in peace with a vista and drive into Postwick and the surrounding areas. After consuming the food/beverages and with no where to place the litter will throw the take away food containers, together with any unconsumed food and drink, out of the vehicles windows. An example of this can be seen around the drive through food facility that was introduced at the Brundall roundabout. This not only creates litter problems, potential issues with farm animals that graze the adjacent fields, but the vehicles would block the passing places in Oaks Lane creating more road verge damage and blocking access to and from Postwick village itself.

8) The land has no utilities infrastructure which means more roadworks and traffic disruption to install sewerage, surface drainage, electricity etc.

It would be sensible to leave this parcel of land until the effectiveness of the Postwick Hub interfacing with the NDR is seen to actually work before losing what could be a key parcel of land that may be required to overcome any road enhancements needed in the future and keep it as identified in the DMDPD.

Yours sincerely
We have read with interest the planning application for the proposed development on land near to the Postwick interchange.

The need for another petrol station and additional fast food outlets is questionable, especially with the litter problems that normally follow, but the part of the application that really worries us is the 24 HGV parking spaces. A large number of huge lorries manoeuvring around the new junction is bad enough but if they are allowed to use Postwick Lane then it becomes hugely dangerous to other car drivers and the surface of the lane quickly deteriorates.

Postwick Lane is not built for such vehicles so if there is a genuine need for a large lorry park could it not be located on an industrial estate with better access?

We realise this sounds like 'not in our back yard' but we believe there is a genuine safety angle in this case.

Comments made by [Redacted] of Crossways, Mill Lane, Witton, Norwich, Please select, NR13 5AL Phone [Redacted] Preferred Method of Contact Is Post

Comment Type is Objection
I refer to your letter seeking comments on the above application.

I consider that the planning application should be rejected for the following reasons:

TRAFFIC

1. The Postwick Hub junction, despite the high cost, has failed to improve traffic flows. West bound traffic coming off the A47 on the slip road continues to back up in traffic jams on or towards the A47 on a very regular basis.

2. The already unsatisfactory traffic position will be substantially exacerbated by (a) the Northern Distributor Road when this opens with much of the additional traffic this will generate being routed through the Postwick Hub, (b) the planned development of the Broadland Gate Industrial and Office facilities which again will generate further traffic through the Hub and (c) the planned expansion of the Park & Ride facility at Postwick which again will attract further traffic in particular at rush hour times.

3. Given the already problematic traffic position the encouragement of further traffic and in particular lorry traffic by the proposed development seems wholly inappropriate. Further traffic backing up on the A47 will be a serious safety hazard as will further traffic on the small roundabout at the top of Oaks Lane.

NOISE AND ENVIRONMENTAL DAMAGE

1. The development will cause additional noise for the village of Postwick which will continue through the night with traffic using the proposed service and restaurant facilities and lorries running their engines in the proposed lorry park.

2. The development will cause substantial additional light pollution.

3. The additional traffic encouraged by the proposed scheme will add to the carbon dioxide and NOX emissions in the area in conflict with climate change commitments.

4. The area proposed for the development should be planted with trees and other screening as set out in the plans for the Postwick Hub which have not been implemented.

5. The proposed development will have noise and light impact in the Broadland National Park.

NEED FOR PROPOSED FACILITIES

1. Filling station: There is already a petrol filling station on the A47 at Brundall approximately 1 mile away so an additional petrol station cannot be justified on grounds of need. In addition in close proximity there are filling stations at the A140 junction on the A47 and at the Hethersett services at the A11 junction. The country is littered with closed filling stations so an additional one in this location seems difficult to understand in particular as fuel efficiency, self driving and electric cars will diminish the requirement for petrol/diesel rapidly over the next few years.

2. Fast food and coffee: There is already a drive through coffee facility, Costa Coffee, at Broadland business park a few hundred yards away along with a series of similar coffee and eating facilities at the Premier Inn, Brewers Fayre, Hungry Horse and Ritazza coffee shop all at the same location. In addition there is a drive through McDonalds restaurant (which also serves coffee) at the Brundall roundabout about 1 mile away. So additional coffee/restaurant facilities cannot be justified on grounds of need.

3. Whilst lorry traffic may need parking facilities it is counter intuitive for such facilities to be located on the west bound slip road at Postwick. Lorries travelling west on the A47 can only have come from Great Yarmouth or its environs some 19 miles away. Surely any lorry embarking on a journey from Great Yarmouth should do so in circumstances where the driver does not need to make an overnight stop a mere 19 miles later? Great Yarmouth already has lorry parking facilities. Lorries travelling east should continue to their final destinations rather than stopping a few miles short of it.

ASSURANCES

1. When the permission for the Postwick Hub development was granted assurances were given that any future development of a commercial/industrial nature would be the north of the A47. This development clearly is in conflict with those assurances.
I should be grateful if these objections could be considered in relation to this planning proposal.

Regards

Any communications on this matter can be sent to me by email or by post to 21 Oaks Lane, Postwick Norwich NR13 [SHD].

Sent from Mail for Windows 10
Dear Mr Rickman,

Re: 20170095 - Land South of Broadland Gate, Adjacent to Postwick Interchange, Postwick, NR13 5NP

We object to the above proposed development on the following grounds;

1. This site is outside the permitted development area as per the Local Plan

2. We question the need for a petrol filling station at this location given the close proximity of other sites at Brundall, Thickthorn, Acle and Sainsbury’s Supermarket, likewise we question the need for more drive through food outlets or food retail.

3. The routes to the site off the A47 are unacceptable. Traffic from the West must leave the A47 to join the North Roundabout, which is where the NDR links with the new bridge and on to the Park and Ride junction. To continue to the East the reverse route will have to be followed. Traffic from the East will have to leave the A47 onto the 1042 to the site and onward will access the A47 via the Park and Ride junction. This route already causes confusion, is circuitous, incorporates a small roundabout and adds greatly to distance.

4. There are many other applications to be completed that will add substantially to the traffic congestion. The volume of traffic from the NDR is unknown and cannot be accurately estimated because it is a new route. The adjacent Broadland Gate Business Park is still to be developed with access onto the North Roundabout. The Broadland Business Park is still not yet fully let. Several hundred houses are to be built at Green Lane North, in and around Blofield, in and around Brundall Village. The Pastures site is being extended and the Broome Boats application behind the McDonalds site for housing and supermarket. The Park and Ride extension is also due to be substantially increased in the future.

So there will clearly be a significant increase in the traffic arising from all these developments in addition to the NDR traffic causing unacceptable pressure on the road and junctions, which are already operating under pressure. There will undoubtedly also be more housing applications along the NDR route including the substantial development at Rackheath New Town all of which will bring heavy traffic to the A47 Postwick Hub. There is also the area which was previous included in the original application to include an hotel. The hotel was taken off the application so presumable there will be a future application for this area. What other traffic will that also bring?

This application should be rejected on the above grounds alone but there are other serious concerns which have been raised by Postwick with Witton Parish Council i.e Inadequate Landscaping and Screening, Light Pollution, Air Pollution, Surface Water Drainage, Noise Pollution 24 hours from the Lorry Park and Litter from the food outlets.

We have also noted the size of the lorries that are using this type of overnight facility and are of the view that they are too large to negotiate the P and R roundabout, especially with its very steep camber. We have also already experienced large lorries trying to use Oaks Lane as a cut through not realising they will encounter the low bridge.

Therefore, to actively divert traffic, especially lorries, off the A47 to the already existing, and increasing, high volume of traffic is not acceptable and will inevitably add to the numerous dangerous back ups and cause more RTAs. This application is surely more suitable for a main carriageway rather than an already congested edge of a small village.

We urge you to consider the implications of this increase of traffic and reject this application on the grounds of the concentration of high volume traffic movement it brings to such an unsuitable site.

Thank you for your consideration.

Yours sincerely,
1 Boundary Lane,
Postwick, NR7 0TB
Dear Mr Rickman

Re: 20170095 - Land South of Broadland Gate, Adjacent to Postwick Interchange, Postwick, NR13 5NP

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   Traffic from the West must leave the A47 to join the North Roundabout, which is where the NDR links with the new bridge and on to the Park and Ride junction. To continue to the East the reverse route will have to be followed. Traffic from the East will have to leave the A47 onto the 1042 to the site and onward will access the A47 via the Park and Ride junction. This route already causes confusion, is circuitous, incorporates a small roundabout and adds greatly to distance.

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   The volume of traffic from the NDR is unknown and cannot be accurately estimated because it is a new route.
   The adjacent Broadland Gate Business Park is still to be developed with access onto the North Roundabout.
   The Broadland Business Park is still not yet fully let.
   Several hundred houses are to be built at Green Lane North, in and around Blofield, in and around Brundall Village, The Pastures site is being extended and the Broome Boats application behind the McDonalds site for housing and supermarket.
   The Park and Ride extension is also due to be substantially increased in the future.

So there will clearly be a significant increase in the traffic arising from all these developments in addition to the NDR traffic causing unacceptable pressure on the road and junctions, which are already operating under pressure. There will undoubtedly also be more housing applications along the NDR route including the substantial development at Rackheath New Town all of which will bring heavy traffic to the A47 Postwick Hub.
There is also the area which was previous included in the original application to include an hotel. The hotel was taken off the application so preferable there will be a future application for this area. What other traffic will that also bring?
This application should be rejected on the above grounds alone but there are other serious concerns which have been raised by Postwick with Witton Parish Council ie Inadequate Landscaping and Screening, Light Pollution, Air Pollution, Surface Water Drainage, Noise Pollution 24 hours from the Lorry Park and Litter from the food outlets.

We have also noted the size of the lorries that are using this type of overnight facility and are of the view that they are too large to negotiate the P and R roundabout, especially with its very steep camber. We have also already experienced large lorries trying to use Oaks Lane as a cut through not realising they will encounter the low bridge.

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We urge you to consider the implications of this increase of traffic and reject this application on the grounds of the concentration of high volume traffic movement it brings to such an unsuitable site.

Thank you for your consideration.

Yours sincerely,
Dear Mr Rickman

Planning Application New Petrol Station Land South of Broadland Gate Adjacent to Postwick Reference 20170095..

I would like register my objection to this proposed development on the following grounds..

i) The proposal site sits outside any local development boundary on land that is “open country side”.... it does not fall within land ear-marked for development under the Join Core Strategy DPD, it is outside the Growth Triangle AAP adopted only last year, it is outside the Postwick Hub Scheme land, it is outside land designated as the protected corridor for the proposed NNDR.

ii) The site sits opposite land that has been designated for development under the Growth Triangle AAP, sites GT10 Employment Use and GT11 Mixed Use which could accommodate the proposed use and provide a suitable site for this proposal, if the demand for the use proposed did indeed exist... there is not an argument that this is the only site available for this use.

iii) Given that a lot of thought and a lot of local consultation went into the creation of the Growth Triangle site allocations, I cannot see how there is an argument to develop outside that plan on land that is open countryside, when the Growth Triangle land allocation provides space for this type of development in this area.

iv) The proposal is not sustainable in that it is for facilities that the area is already well catered for.... there is a petrol station and shop at the junction of the A47 & Cucumber Lane Brundall with fast food outlets less than 2.2 miles away (2min drive)... There is a petrol station and shop to the west of the site on the A47, 12 miles away at the junction of the A47 & Longwater with fast food outlets both of which serve passing trade. There are additional existing fast food outlets on the opposite side of the Postwick Hub on the A1042 and local shops in both Thorpe and Brundall, both less than 5 mins away which more than cater for local needs. If additional facilities where required than they could be accommodated within the sites already allocated locally within GT10 and GT11. Given that no Retail Impact assessment has been undertaken, how can the argument be made that the proposed use is sustainable.

v) The only facility that may regarded as new is the overnight lorry park, and I would suggest that it would be preposterous to creating addition lorry parking, when the proposal site sits adjacent to the existing Postwick park and ride site, which remains underused generally and unused at night... but again if there was a need to provide this facility in this location, would not that need be provided for with the existing Growth Triangle land allocation.
vi) There is a major risk to the traffic congestion by allowing this proposal in this location off the Postwick hub slip road... it will introduce an additional break in the flow of traffic movement using the slip road, made worse by the encouragement by design of slow moving large heavy lorries... it will cause traffic to back up on the A47, and I would say that given the new Postwick hub design struggles at times to accommodate existing traffic movement and has had to be altered already since its opening, that this would exacerbate the issues. Also, I feel that adding an addition burden to the local highway system before the impact of an “in use” NNDR is fully realised and assessed, would be irresponsible given the number of pre planning traffic models / studies that are not borne out in practice. I would suggest that it is far better to see the NNDR in use before adding additional elements that will impact on local traffic movement.

vii) As a resident of the village and living in close proximity to this proposal, I have concerns in respect of noise and light pollution on what will inevitable become a 24/7 land use.

I would strongly urge Broadland District Councils to reject this planning application on the grounds it is on land not designated for development, unsustainable as a use, and will have an adverse impact on local transport use both now and when the NNDR is in use.

D J Designs Ltd

1 Ferry Lane
Postwick
Norwich
Norfolk
NR13 5HL

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I feel that this application should be dismissed on the following grounds, in no particular order of importance.

1. The traffic generated will make worse the congestion that currently occurs on the slip road leading off the A47 westward into Norwich.
2. The proposal will cause additional light pollution and signage will be unsightly.
3. There is likely to be considerable run-off from the site, making worse the existing flooding in rain on the carriageway.
4. The parish already has pub-restaurants and drive through coffee shops. The proposals seem to duplicate existing provision.
5. The proposed lorry park will cause much noise and light pollution and create a great deal of disturbance for villagers, especially at night.
6. There seems to be inadequate screening to prevent the visual pollution of the lorry park/rest area.
7. There will be considerable pollution from diesel engine particularities from the commercial traffic, adding to the existing levels generated in the traffic hold congestion.
8. There will be additional traffic noise generated, especially at night, which will have an adverse impact upon village residents.
9. There is a significant risk of more litter being generated from the proposed fast food outlets being inflicted upon Postwick residents, as has happened with Macdonalds opening nearby.

Comments made by unknown at 27 Oaks Lane, Postwick, Norwich NR13 5HD, NR13 5HD
Preferred Method of Contact is Post

Comment Type is Comment
Letter ID - 123