Dear Mr Rickman

Application No: BA/2017/0136/NEIGHB
Proposal: Development of 1 no. petrol filling station, 2 no. drive through restaurants & 24 space HGV parking, together with various infrastructure and landscaping works
Address: Land South Of Broadland Gate, Adjacent To Postwick Interchange, Postwick, NR13 5NP
Applicant: Monte Blackburn Ltd and Pigeon Investments Ltd

Thank you for consulting the Broads Authority on the above planning application. The Broads Authority does not object to the proposal but would like the following comments taken into consideration in the determination of the application.

Landscape
The site sits adjacent to the Broads Authority boundary area Landscape Character Area - Yare Valley Cary’s Meadow, Thorpe Island and Marshes, Postwick Grove and Whittingham Marshes, with arable areas outside the Broads Character Areas between the Broads Authority area and the site.

Site levels drop towards the south, which means development will potentially be visible from the Broads Authority area and the train line, however as single storey buildings are proposed it is unlikely that development will be prominent. Due to existing vegetation, tree cover and topography in the wider setting it is unlikely that the development would be visible from the River Yare.

Planting proposed along the south and west boundaries will assist in partially screening the development from the wider setting. The use of a more generous buffer of native mix planting and additional trees around the south and west boundaries could help to better integrate the proposals into the setting.

Impacts of the development on the Broads Authority area will be in the context of recent development and changes to land uses and topography, which are visually intrusive and detract from the amenity value of the area.

Ecology
The Protected Species Survey submitted in support of the planning application confirms that the site has low biodiversity value in terms of habitat provision. It also recommends appropriate avoidance, mitigation and compensation measures which would ensure that the proposals would be unlikely to result in significant harm to biodiversity. The Broads Authority supports the mitigation and compensation measures proposed which would help to enhance the biodiversity value of the site.

I would be grateful if you would advise the Broads Authority of the outcome of this application in due course.

Kind regards Alison
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Chris

In the event that this application would be proposed for approval I would like the decision to be made by the Planning Committee.

The key reason, whatever may be said by NCC and HE, is the impact on and the adequacy of the local road network to cope with a significant increase in traffic in particular moving on to and away from a small roundabout. In addition, there is no policy justification for such a proposal.

Please confirm this will happen.

Councillor Andrew J Proctor
Leader of the Council
Member for Brundall Ward on Broadland District Council
(Brundall, Cantley, Postwick with Witton and Strumpshaw)
9 Lackford Close
Brundall
Norwich NR13 5NG
Tel/Fax: 01603 715659
Mobile: 07889 090456
Hello Christopher,

In reply to your email and the planning application for the proposed petrol filling station at the above location. I confirm we are satisfied with the proposed revised wording on the planning application for the fire hydrant condition, 'prior to the first occupation of the site'.

Regards

Sonny Garrett

From: Christopher Rickman  [mailto:christopher.rickman@Broadland.gov.uk]
Sent: 21 July 2017 13:14
To: Garrett, Sonny
Subject: 20170095 - Land South of Broadland Gate, Adjacent to Postwick Interchange, Postwick, NR13 5NP

Hi Sonny

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

You previously provided a consultation response on the above planning application on 27th February 2017 where Norfolk Fire and Rescue stated that they had no objection to the application but requested the following condition:

'No development shall commence on site until such scheme has been submitted for and agreed in writing with the local Planning Authority for the provision of the fire hydrant on the development in a location agreed with the Council in Consultation with Norfolk Fire and Rescue Service'.

I understand that the applicant/agent for the application has recently been in contact with you in trying to agree this information prior to the application being heard at committee but they have been unable to deal with it as it seems further work is required. They have however asked whether the condition could be re-worded so that it states ‘prior to the first occupation of the site’ rather than being a ‘prior to commencement’ condition?

Please could you confirm whether this is acceptable or not? And if this is acceptable would it be at all possible to send over a revised response from Norfolk Fire & Rescue Service reflecting the change to the wording of the condition?

The committee report needs to be finalised for this application next week so I would really appreciate a quick response on this?

I look forward to hearing from you

Kind Regards
Please be aware that from 1 April 2017, Broadland District Council will charge for applications to approve details that are required to be submitted by planning conditions following the approval of planning permission. The fees will be £28 per request for householder applications and £97 per request in all other cases and will subsequently be increased in line with the National Fee Structure.
Hello Christopher,

Thank you for the client's fuel storage feasibility assessment, for the proposed petrol filling station at Land South of Broadland Gate, Postwick, Norwich.

Our stance as the Petroleum Enforcing Authority for licensing Petrol Filling Stations still stands as outlined in my previous letter, the Fuel Storage Tanks should be installed below ground in accordance to with Association for Petroleum and Explosives Administration and the Energy Institute, London, Guidance for the Design, Construction, Modification, Maintenance and recommissioning of Filling Stations.

Regards

Senior Petroleum Officer

Sonny Garrett BEM

Good Afternoon

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

Following on from the comments that you have previously provided on the above application please see attached a Fuel Storage Feasibility Assessment which has been submitted by the applicant’s agent.

Please can you provide further comment on this information by close of business on Thursday 4th May?

Please do not hesitate to contact me should you have any questions

Kind Regards
will be £28 per request for householder applications and £97 per request in all other cases and will subsequently be increased in line with the National Fee Structure.

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Dear Sir,

Planning Application 20170095
Premises: Proposed Petrol Filling Station at the junction between the A47 duel carriage way and the A1042 roads. Broadland Gate, Norwich.

With reference to the above planning application and the proposed petrol filling, I confirm as the Enforcing Authority for Petroleum, in principle that we have no objections subject to the installation complying with the APEA guidance, design, construction, modification, maintenance and decommissioning of filling stations.

The Environmental Agency and its implementation of storing and dispensing of petrol fuel in high risk areas such as SPZI areas, where water extractions takes place, or where the fuels are situated in groundwater, would prefer above ground storage tanks.

We believe there are genuine and overidding reasons why the storage tanks should be BELOW GROUND:-

We support a groundwater policy and the reasons for such a policy have been brought about by the history of problems in the industry over many years from leaking single wall and unprotected steel pipes, much of the pollution was caught by unregulated tanks such as diesel storage where there was no control and petroleum officers had no input.
Safety verses Environment: traditionally we have installed petrol storage tanks at public filling stations below ground and one of the main reasons for this is to ensure the risk of fire and explosion to members of the public is minimal.

Other safety concerns regarding above ground storage tanks:

- Risk of spillage during pumped delivery process is considered by the energy institute risk assessment as being much higher than tanks which use gravity delivery
- All lines to dispensers from above ground tanks are pressurised
- Losses can be as much as 200 litre per minute
- Petrol is not just pollutant it is flammable

Underground tanks are now all double wall tanks with positive leak detection systems and conform to EN 12285-1.
This means that the tank once installed and fitted with leak detection system it will be under the whole of its working life and should a leak occur in either the inner or outer skin an alarm will sound before any product can reach the environment.
Underground lines which traditionally accounted for 80% of the leaks from the filling station are now plastic and conform to the European Standard EN 14125.

Where installations are at a higher risk, then double wall pipes with leak detection can provide the same security as in tanks.

The EA and DEFRA both mention Best Available Techniques (BAT) for high risk installations they are:-

1. Double wall underground tanks to recognised standards
2. Class 1 pressure leak detection system
3. Double wall underground pipes with class 1 leak detection
4. Chambers made water and fuel resistant and tested before use

These are highly integrity systems using interstitial monitoring.

The containment spaces around pipes and tanks are maintained at a positive pressure of 300m bar. Any failure of the primary or secondary layers will result in an alarm. The pressure is greater than the internal liquid pressures and will always push air into the fluid Rather than allowing the liquid to escape.
Alarms are passed to the automatic tank gauge to ensure they are handled through one system.

As far as we know there has been no recorded product release from any double wall underground tank installed in the UK.

The Code of Practice states:-
“It is important in choosing the site for vehicle layout of facilities, fuel storage tanks to consider the potential incidents that might threaten the installation or ensure as a consequence of loss or spillage of fuel. The more obvious of these, such as vehicle impact, threat from fire and accumulation of flammable vapour can be avoided by locating The tanks underground, clear of any building foundations or underground features, such as drains or tunnels”
I confirm the LOCAL Licensing Authority would prefer the fuel tanks to be installed below ground for safety reasons.

Norfolk Fire and Rescue Service would like to add the following as a planning condition to this development:

With reference to the proposed development and taking into account the location and infrastructure already in place and type of proposal, Norfolk Fire and Rescue will require an additional hydrant to be installed.

No development shall commence on site until such scheme has been submitted for the provision of the fire hydrant on the development in a location agreed with the Council in consultation with Norfolk Fire and Rescue Service.

Informative

With reference to the condition, the developer will be expected to meet the costs of supplying and installing the fire hydrant.

Reason for Condition

Condition is needed to ensure adequate water infrastructure provision is made on site for the local fire service to tackle any property fire.

Should you require any further information please do not hesitate to contact me on the number shown above.

Yours Faithfully

Sonny Garrett
Fire Safety Officer
Application submitted by:  
Mr C Rickman  
Broadland District Council  
Thorpe Lodge  
1 Yarmouth Road  
Norwich  
NR7 0DU

On behalf of:  
Broadland District Council  
Thorpe Lodge  
1 Yarmouth Road  
Norwich  
NR7 0DU

Consultation Number: 17/00225/DCON

Your Application Reference: 20170095

Consultation Received: 30 January 2017

Response Date: 16 February 2017

Location: Land South Of Broadland Gate Adjacent To Postwick Interchange Yarmouth Road Postwick Norwich.

Proposal: 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.

The proposal has been considered and the following comments represent the views of this authority. Please note that this is an officer level response only:

In terms of impacts on Norwich City Centre, regard is had to the particular drive-thru nature of the proposed restaurants and the justification that is provided within the Sequential Assessment in terms of type of development and the target catchment area. On the assumption that the information in terms of a lack of alternative sites is correct, I would not wish to raise an objection on the grounds of impact on the City Centre.

In addition I note the proposal is a sufficient distance away to not cause amenity impacts on residents within the City Council area.

The Council's Transport Officer has provided the following comments which might be considered in your assessment:

- Opportunities to carry out bus stop enhancements and walking routes to and from nearby bus stops would be encouraged

- Cycle/motorcycle parking for staff is encouraged for all the business premises

- The provision of a HGV layover area is particularly welcome as there is under-provision for such a facility in the Greater Norwich area.
On the basis of the above assessment it is concluded that no objections are raised in terms of impacts on the City Council authority area.

G Nelson
Graham Nelson
Head of Planning Services