Land south of Broadland Gate, adjacent to Postwick Interchange, Norwich

Full planning application for the proposed development of 1 no. petrol filling station and 2 no. drive through restaurants.

PLANNING, DESIGN AND ACCESS STATEMENT

January 2017

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# Report Control

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**Client:** Monte Blackburn Ltd and Pigeon Investments Ltd  
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## Document Checking

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## Revision Status

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1 INTRODUCTION

1.1 PWA Planning is retained by Monte Blackburn Ltd and Pigeon Investments Ltd to prepare and submit a full planning application for the proposed development of 1 no. petrol filling station and 2 no. drive-through restaurants on land south of Broadland Gate, adjacent to Postwick Interchange, Norwich.

1.2 The planning application is made to Broadland District Council (the local planning authority) as a full application and it is relevant to note at this point that formal pre-application discussions have been undertaken regarding the proposals and comments received from officers, as well feedback received during the community consultation exercise, have been taken into consideration in finalising the proposals, which are now the subject of this application.

1.3 The application specifically seeks detailed permission for:

- The erection of a 6-pump petrol filling station including an ancillary retail shop (sui generis);
- The erection of 2 no. drive through restaurants (Use Class A3/A5);
- Access and a new internal spine road, including parking areas for cars, HGVs and cycles;
- Landscaping, drainage and associated infrastructure works.

1.4 Moreover, this planning statement, alongside a review of the site history and relevant policies at both a local and national level, provides an overview of the proposals together with an appraisal of the planning merits of the scheme as a whole and should be read in conjunction with the following suite of supporting documents

- 1APP Form and Ownership Certificates;
- Archaeology Statement;
- Drainage Scheme;
- Drawn Information:
  - Proposed Site Layout (drawing no. 1404 5);
  - Proposed KFC Plans and Elevations (drawing no. 1404 7);
  - Proposed Starbucks Plans and Elevations (drawing no. 1404 6);
  - Proposed PFS Plans and Elevations (drawing no. 1404 8);
  - Proposed Site Elevations / Sections (drawing no. 1404 11);
  - Planning Sheet 1 (drawing no. 1404 9);
  - Planning Sheet 2 (drawing no. 1404 10);
• Location Plan (drawing no. 1404 1);
• Topographical Survey Sheet 1 of 2 (drawing no. EG106/T00)
• Topographical Survey Sheet 2 of 2 (drawing no. EG106/T00);
• Landscape Scheme (drawing nos. 3531_01 Rev A & 3531_02 Rev A).

- Extended Phase 1 Habitat Assessment;
- Flood Risk Assessment;
- Lighting Scheme;
- Phase 1 Land Contamination Assessment;
- Sequential Assessment;
- Site Waste Management Plan;
- Transport Assessment;
- Tree Survey and Arboricultural Implications.

1.5 The aforementioned documents were agreed with officers at Broadland District Council as those necessary to ensure the application’s validation.

Environmental Impact Assessment

1.6 A screening request was submitted to Broadland District Council in accordance with Regulation 5(1) of the Town and Country Planning (Environmental Impact Assessment) (EIA) Regulations 2011 to determine whether the proposed development either individually or cumulatively would qualify under Schedule 2 (as amended 2015) as development requiring an Environmental Impact Assessment.

1.7 Broadland District Council issued a screening opinion on 14th November 2016 and confirmed that EIA was not required. A copy of the screening opinion can be found on the planning register as required by the regulations but for the sake of completeness a copy is provided at Appendix 1 of this Statement.

1.8 In summary, for reasons identified in this Statement it is considered that the proposed development is entirely appropriate and consistent with national and local planning policy. It will be demonstrated that the scheme represents sustainable development and that full planning permission ought to be granted.
2 EXISTING SITE

2.1 The application site sits adjacent to the recently constructed Postwick Interchange road network, lying some 6 kilometres to the east of Norwich and extends to approximately 2 hectares in size.

2.2 The site comprises a mix of cleared land and vacant grassland, for which the former was until recently used as a compound for construction vehicles (this ceased at the end of November 2016). For an aerial image of the site showing its relationship with the wider area please see Figure 1 below and for the exact location of the site within the immediate setting please refer to the submitted Location Plan.

2.4 The site is contained by the A1042 to the south and the A47 to the north, and sits adjacent to the recently constructed Postwick Interchange. A small area of undeveloped grassland bounds the site to the east. The wider, surrounding area comprises a mix of commercial type uses, agricultural land, strategic road networks, employment land and pockets of residential development. Postwick Park and Ride sits to the south-west which provides frequent and direct bus services to the centre of Norwich.

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

3.4 A search of Broadland District Council’s planning register has been carried out to understand the site’s planning history.

3.5 Whilst a number of applications exist locally, namely those relating to the recently constructed Postwick Interchange road network and the large, mixed-use development at Broadland Gate Farm to the north (reference 2008/1773), there are no other applications evident from the planning register which are deemed relevant to the current proposals to which this planning application relates.

3.6 Moreover, it is considered that the planning history associated with the site does not raise any matters which would preclude the grant of planning permission.
4 PROPOSALS

4.4 The application proposals are for the erection of 1 no. petrol filling station inclusive of ancillary retail store and 2 no. drive through restaurants, together with access, parking, landscaping and other various infrastructure works on land south of Broadland Gate, adjacent to the Postwick Interchange. The proposed development components have been summarised in the table below, which sets out the details for each individual element.

<table>
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<th>Component</th>
<th>Description</th>
<th>Gross internal floor space (in sqm)</th>
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<tr>
<td>Infrastructure</td>
<td>New internal spine road leading from the existing roundabout on the A1042</td>
<td>n/a</td>
</tr>
<tr>
<td>Sui Generis</td>
<td>6-pump petrol filling station with ancillary retail sales</td>
<td>689</td>
</tr>
<tr>
<td>Use Class A3 / A5</td>
<td>1 no. hot-food, drive-through restaurant</td>
<td>245</td>
</tr>
<tr>
<td>Use Class A3 / A5</td>
<td>1 no. drive-through, coffee shop</td>
<td>245</td>
</tr>
<tr>
<td>Vehicle Parking</td>
<td>Parking for 119 cars, 24 HGVS, 6 no. cycle stands</td>
<td>n/a</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Landscaping, drainage and associated infrastructure works</td>
<td>n/a</td>
</tr>
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4.5 The PFS specifically comprises the main 4 pump island which will be covered by a rectangular flat roof, free standing canopy and sits directly in front of the rectangular shaped kiosk sales building and a further 2 pump island to the east of the kiosk building which will serve larger HGV vehicles. The kiosk building incorporates office, storage facilities and also accommodates space for public toilets, as well capacity for a modest sized, ancillary retail area (Sainsbury’s Local) and a food-to-go outlet. Proposed materials to the walls of the kiosk building predominantly comprise of a combination of full height glazing with sliding doors, cementitious boarding in antelope and composite wall panels in colour ‘honesty’. The overall design, layout and choice of materials for the PFS and ancillary uses are synonymous with Euro Garages’ branding, which is of a high quality and clean aesthetic.
4.6 The proposed drive through units are to be fairly rectangular in shape and both maintain fairly flat roofs. Vehicles entering the drive through restaurant to the south will do so from the north-east and will follow a clockwise direction around the periphery of the building, whilst vehicles using the restaurant to the north will enter the drive through from the south-west and will also follow a clockwise direction. The internal areas of both units comprise seating areas, kitchen and sales area, and ancillary storage / office space.

4.7 The proposed design and choice of materials for both drive-through restaurants is of a high quality: the KFC building will be clad with flat metal panels predominantly in white but with some small areas of red and areas of vertically aligned cedar planking, whilst the shop front (the eastern elevation) will be mixture of glazing and metal panels. Similarly, with the Starbucks building, the proposed design and materials palette reflects the franchise’s most up-to-date branding: walls are to comprise a mix of grey panels and glazed screens whilst the roof is to be similar to that of the PFS kiosk building.

4.8 Vehicular access into the site is proposed via a new arm off the A1042, which represents a safe and convenient means of access and egress. An internal access road is also to be created, so as to serve the new units and associated car parking areas.

4.9 The proposals include a significant amount of landscaping which is predominantly located along the site’s boundaries and which will in turn help soften the impact of built development on the site to its surroundings. In this respect please refer to the submitted Landscape Scheme (drawing nos. 3531_01 Rev A & 3531_02 Rev A).

4.10 The proposed development will be undertaken in accordance with the advice provided in the various technical reports submitted in support of the application, namely those concerning ecology, transport, ground conditions, flood risk, drainage and trees. Such details and the recommendations contained therein can be found by reference to the individual reports.

4.11 The scheme has evolved through a thoughtful process of design refinement as a direct response to professional expert advice, as well as stakeholder and community input (the latter of which is discussed further in the submitted Statement of Community Involvement).

**Pre-application Advice**

4.12 Detailed pre-application discussions, both verbally and written, have taken place with officers at Broadland District Council. Two meetings have taken place, the first on 18th October 2016 to discuss
the principle of the proposed development (which also included a hotel and pub/restaurant which have subsequently been removed) and the second on 15th November 2016 where PWA Planning and the client team discussed with officers and Leader of the Council an appropriate community consultation strategy for the site. Following said meetings, PWA Planning received a formal, written pre-application response via email and a copy of this is provided at Appendix 2.

4.13 In summary, both the verbal and written advice was largely encouraging, and save the need to justify the need for a hotel on the site and why the proposed retail uses should be allowed via a sequential test, it was clear that the scheme should receive the Council’s support.

4.14 Furthermore, the scheme and submitted supporting information responds as fully as possible to the comments received at pre-application stage and consequently it is hoped that the scheme will be well received by officers and other consultees.
5 PLANNING ASSESSMENT

5.4 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

5.5 The statutory development plan for the application site comprises Broadland District Council’s Joint Core Strategy Development Management Document (2014), the Development Management DPD (2015) and Site Allocations DPD (2016), whilst government guidance as set out in the National Planning Policy Framework (NPPF) (2012) is a material consideration to be weighed in the balance of this application’s determination.

5.6 The Joint Core Strategy DPD sets out a strategic vision for future growth and development within the Greater Norwich Area between the period 2008 – 2026 and has been prepared between Broadland, Norwich and South Norfolk Councils. The Development Management DPD provides specific policies which seek to deliver the objectives as set out in the Joint Core Strategy and the Site Allocation DPD allocates specific areas of land for a range of different uses, namely housing, employment and leisure.

5.7 An assessment of the policies listed below will now be given and will be broken down into those principal planning issues considered most relevant to the proposals, which include the principle of the proposed development including the retail element of the proposals, design and highways.

**Joint Core Strategy DPD**
- Policy 1 ‘Addressing climate change and protecting environmental assets’
- Policy 2 ‘Promoting good design’
- Policy 5 ‘The economy’
- Policy 6 ‘Access and transportation’
- Policy 9 ‘Strategy for growth in the Norwich Policy Area’
- Policy 19 ‘The hierarchy of centres’

**Development Management DPD:**
- Policy GC1 ‘Presumption in favour of sustainable development’
- Policy GC2 ‘Location of new development’
- Policy GC4 ‘Design’
- Policy R1 ‘District, Commercial and Local centres’
- Policy TS2 ‘Travel Plans and Transport Assessments’
5.8 The application site is identified within the Development Management DPD Proposals Map Part 1, which is further reiterated by the Site Allocations DPD Thorpe St Andrew Proposals Map, as an area for the ‘Protection of Land for Transport Improvements – for the Proposed Postwick Hub Scheme’. An extract from the Development Management DPD Proposals Map is provided below at Figure 2.

![Figure 2: Extract from the Site Allocations DPD Proposals Map](image)


5.10 When these policies are taken together, they confirm the Authority’s commitment to enabling employment generating businesses and economic growth in the District. DM Policy GC1 looks to mirror Paragraph 14 of the NPPF which details the sustainable development principles that are to guide both authorities and developers in the decision-taking process. Further to that it places emphasis on the Council to develop proactive relationships with applicants to ensure that where possible applications are approved unless material considerations indicate otherwise. DM Policy GC2 sets out the LPA’s preferred locations for new developments and states that new developments across the plan period will be confined to the settlement boundaries as defined on the policies maps and states 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.
CS Policy 5 focuses on the LPA’s desire to boost employment generating uses across a range of different sectors and for the purposes of this application should be read in conjunction with CS Policy 9 which sets out a strategy for securing economic growth within the defined limits of the Norwich Policy Area, within which the application site falls.

5.11 Taking the above policies as a whole, whilst the application site does not fall within a defined settlement boundary as required under DM Policy GC2, the proposals are located within an area designated for substantial road improvement works under the Postwick Hub scheme as outlined in Paragraph 5.8 above. Much of the works associated with this scheme have now taken place and there are no obvious policy constraints which would prevent a redevelopment of the application site in the manner proposed, which includes the erection of 3 no. road-side uses which require strategic, road-side locations in order to operate their businesses successfully.

5.12 Admittedly whilst the proposals are not for traditional, employment generating uses as outlined in CS Policies 5 and 9, the actual scale of employment (number of jobs) which will be generated by the proposed development is significant and is a significant material social and economic benefit to the proposals. Indeed, the proposed units will directly employ a significant number of people (approximately 80 of which 15-20 would be full time) and will help to ensure a mixed, balanced and sustainable economy for the area, which will weather well against existing and future economic trends.

5.13 Moreover, the proposals at hand are both well considered, are respectful to the environment and will serve as a significant boost to the local economy both during the construction phase and once the development is operational. Based on this and the more extensive guidance outlined in the NPPF it is concluded the proposals constitute sustainable development and therefore adhere to the Policies 5 ‘The economy’, 9 ‘Strategy for growth in the Norwich Policy Area’ and Development Management DPD Policies GC1 ‘Presumption in favour of sustainable development’, GC2 ‘Location of new development’ as outlined above.

5.14 Policy R1 of the Development Management DPD indicates that proposals for new or extended convenience retail provision should be considered in light of Paragraphs 23-27 of the NPPF as well as Joint Core Strategy Policy 19 ‘The hierarchy of centres’. Policy R1 specifically encourages new main town centre uses within defined District, Commercial and Tourist Centres and whilst the proposals, which include the provision of 1 no. drive-through hot-food restaurant and 1 no. drive-through coffee shop, which are classified as main town centre uses as per Annex 2 of the Framework, are not in a defined centre, the proposals should be accepted in this out-of-centre location as they
are capable of delivering significant, material planning benefits which outweigh the potential impact on existing community facilities, such as significant economic ‘benefits’ to the locality, both directly and indirectly, as well as the delivery of much needed jobs for the District.

5.15 When retail developments are proposed outside of defined settlements, Chapter 2 of the NPPF becomes relevant, in particular Paragraph 24 which states that:

“Local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to-date Local Plan. They should require applications for main town centre uses to be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered.’

5.16 As required by the NPPF, a Sequential Assessment has been undertaken in support of this application which has assessed the availability of alternative sites capable of accommodating the proposed development and the results of which are provided in a separate statement, which is submitted with this application. The scope of the test was confirmed during pre-application discussions as being confined to the following main centres:

- Norwich City Centre;
- Blofield local centre;
- Brundall local centre;
- Pound Lane, Thorpe St Andrew district centre.

5.17 In brief, the Sequential Assessment confirms that whilst a thorough search of potential, alternative sites in the District has been undertaken in line with local and national requirements, none were found which met our client’s requirements for the proposed development.

5.18 A Retail Impact Assessment has not been undertaken due to the fact that the proposed uses which constitute main town centre uses and their associated floor spaces falls significantly below the nationally set threshold of 2500 sqm, whereby an assessment would normally be required. That said, for the reasons set out in the supporting Sequential Assessment document, the proposals are not considered likely to impact existing uses in the settlements noted above, partly by virtue of the site’s strategic location off the A47 and A1042, and due to the fact that they will be used primarily by passing motorists along these routes, as well as local residents and workers.
5.19 With regards to the proposed PFS and the retail space proposed therein (including the food-to-go outlet), it is worth emphasising that this retail area will play an ancillary role to the PFS (being the primary user) and as such will not function as a retail (A1 Use) unit in its own right / a stand-alone destination. That said, whilst this is considered integral and ancillary to the petrol filling station use, there is at least some potential for the convenience retail use to have some effect on existing convenience retail offerings in the local catchment area. It must however be acknowledged that the primary role of a PFS is to serve passing motorists, with a largely insignificant secondary role serving local residents as top up / basket shopping. In this respect, a large proportion of the PFS trade will originate outside the local area. The proposed PFS is located on a strategic highway where motorists travel to and from the A47 from various parts of Norfolk which results in the strong likelihood that a high proportion of the PFS’s turnover will be derived from a wide catchment area, with a very limited secondary role of servicing local residents of the surrounding residential area, rather than seeking to draw trade from local town centres.

5.20 The rationale behind the size of the proposed retail area is due to recent changes in the use of PFS sites in order to better serve the needs of the customers. Indeed, it is clear from PFSs nationwide that customers are now seeking a wider range of goods to be sold at service stations, often to avoid the need for additional shopping trips. The enhanced service station facility proposed by this planning application aims to serve the increase in this form of complementary trade. It is also well known that with the competition to keep prices down, PFSs on their own rarely constitute viable businesses. It is the ancillary retail operations that augment the sale of fuel so that the whole site can be profitable. It is therefore important that the ancillary operations can perform as effectively as possible to support the petrol sales, hence the current format for retail and ancillary sales which has been proven to work successfully at many other Euro Garages sites across the UK. The constituent parts of a PFS facility are inextricably linked and the forecourt and forecourt sales building are used in conjunction, principally by the motoring public.

5.21 Moreover, for the reasons set above, the proposed development is thought to constitute sustainable development which would result in major economic benefits to a vacant wasted resource of strategically located land, and draws support from those policies relating to economic growth, employment and the Postwick Hub as contained within the Development Management DPD and Joint Core Strategy.

Design

5.22 Core Strategy Policy 2 ‘Promoting Good Design’ and Development Management DPD Policy GC4 ‘Design’ mirror the sentiments of Section 7 ‘Requiring Good Design’ of the NPPF and when taken
together all confirm that good design is a key component of achieving sustainable development. Core Strategy Policy 2 indicates that development should be designed to the highest possible standards and should create a sense of place, respecting local distinctiveness, landscape, character and setting of settlements including the urban/rural transition.

5.23 With regards to these policies, it is considered that the proposals achieve all of the relevant requirements set out in each. The proposed scale, massing and siting of the development is considered to be commensurate to other developments in the area and is and is appropriate to the site’s location off a strategic highway network. The scheme avoids unacceptable impacts on local amenity and highways and in this respect reports covering lighting impacts and all highways related issues are submitted with this application which all confirm the same.

5.24 The layout has been well considered and generally makes the most efficient use of the land; appropriate levels of parking are proposed both for customer car parking to the three units and an additional area of parking for HGVs; sufficient space for the manoeuvring of vehicles has been accommodated; and significant areas of landscaping are proposed along the site’s boundaries so as to soften the impact of built development onto the site’s semi-rural location and to generally help create a visually attractive scheme. On this latter point, the proposals are also thought to comply with Development Management DPD Policy EN2 which requires new developments to have regard to the Landscape Character Assessment SPD. A detailed Landscape Scheme (drawing nos. 3531_01 Rev A & 3531_02 Rev A) is submitted with the application which demonstrates that the proposed landscaping measures help to ensure compliance with this Policy and the relevant SPD.

5.25 The design of the new buildings together with the choice of materials represent a high-quality, modern and clean aesthetic, which helps to create something which is architecturally interesting and visually appealing, which is critical given the site’s prominent location off the A47.

5.26 As is identified in the submitted plans, the proposed development includes appropriate provision for the concealed storage and collection of waste and recycling, in line with local level requirements as defined in Policies 2 and GC4. With regards site waste which will be generated during the construction phase of the development a Site Waste Management Plan has been submitted which confirms a commitment to delivering a development which is in accordance with the Duty of Care in Section 34 of the Environmental Protection Act 1990 and the Environmental protection (Duty of Care) Regulations 1991.
Highways

5.27 Core Strategy Policy 6 ‘Access and Transportation’ and Development Management DPD Policies TS1 ‘Travel Plans and Transport Assessments’, TS3 ‘Highway safety’ and TS4 ‘Parking guidelines’ all set out Broadland District Council’s requirements that new developments are expected to adhere to with regard to traffic and transportation, and it is clear from reading these policies as a whole that the LPA are committed to ensuring that new developments are capable of being served by safe access to the local highway network without causing harm to existing amenity or character of the surrounding area. Due consideration also needs to be given to Section 4 of the NPPF when considering proposed development in highways terms, which promotes the use of sustainable modes of transport in all new developments.

5.28 A Transport Assessment is submitted in support of this application which has been prepared by Merebrook Idom, who held scoping discussions with Norfolk County Council and Highways England in respect of the scope of the assessment required. The Assessment provides an independent and comprehensive review of all transport issues relating to the proposed development including an assessment of accessibility to the site by walking, cycling, public transport and car. The adjacent Postwick Park and Ride facility goes some way to facilitate this. It also assesses existing levels of traffic surrounding the site in light of the development proposals and the level of trips the proposed uses are likely to create. In summary, the local highway network has been concluded as being able to cope with the expected levels of traffic associated with the development and highlights the fact that the proposed uses will derive most of their trade from existing, passing motorists along the A47 / A1042.

5.29 DM Policy TS4 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’. The submitted scheme provides sufficient car parking numbers and the car parking areas represent an efficient use of space. A total of 119 no. car parking, 24 no. of HGV spaces and 6 no. of cycle standards are provided for within the development which is considered an appropriate level of parking for the scale and nature of the uses proposed.

Summary

5.30 Taking into account all of the above, it is considered that the site is located within an area where development will be supported in principle and is of a type of use which will support Broadland District Council’s aspirations for achieving economic growth within the Norwich Policy Area, within which the site falls.
5.31 The proposals comply with relevant Core Strategy and Development Management Policies as listed above, and have satisfied the national requirement for a sequential test which is submitted separately with the application. Moreover, the proposals involve the redevelopment of a strategically located, disused site into a sustainable, long term and active use, which will result in major economic benefits that should be welcomed.
6 MATERIAL CONSIDERATIONS

National Planning Policy Framework (NPPF)

6.4 The NPPF was adopted in March 2012 and sets out the Government’s planning policies for England and how these are expected to be applied. As per Chapter 2 of the Framework and Section 38(6) of the Planning and Compulsory Purchase Act 2004, it is to form a material consideration in planning decisions.

6.5 Sustainable development is broadly defined in Paragraph 7 of the Framework as having three dimensions; namely economic, social and environmental. The golden thread running throughout the NPPF is the Government’s presumption in favour of sustainable development (Paragraph 14) whereby proposed developments which correctly balance the requirements of economic, social and environmental issues should be granted permission unless there are overriding reasons that would suggest that permission should be withheld. Paragraph 14 states that:

“For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out of date, granting permission unless:
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
  - specific policies in this Framework indicate development should be restricted.”

6.6 It is our opinion that the application comprises sustainable development when considered against the criteria set out in the NPPF. The proposed redevelopment of this disused site in the manner proposed, offers the opportunity to deliver much needed employment opportunities to the District whilst serving a boost to the local economy. The proposed development represents a compatible land use to the surrounding area, will not result in any adverse impacts on the amenity of existing residents, nor or any natural or built features, and can be accessed in a safe and convenient manner without the need for any significant disturbances.

6.7 As per the requirement of Paragraph 24 of the Framework and as stated in the previous section of this Statement, this application has been subject to a sequential test in respect to the retail uses and the results are provided within a separate statement. In summary however, no other sites were
considered available or suitable for the needs of the development and as such this out of centre site should be accepted for its intended use.

6.8 It is considered that the scheme would be consistent with the thrust of NPPF policy, and indeed that being in conformity with the development plan, NPPF would indicate that the application should be approved without delay.
7 TECHNICAL CONSIDERATIONS

7.4 It is not considered that the proposed development raises any other material considerations which would have any adverse impacts on interests of acknowledged importance and would therefore influence the determination of the application.

7.5 The site is not covered by any statutory designations: there are no listed buildings within the site and nor does the site fall within a conservation area, and by reference to the Environment Agency’s flood risk map, does not fall within an area subject to flooding.

7.6 Moreover, a suite of technical reports with respect to ecology, trees, land contamination, flood risk, highways and drainage are all submitted with this application which when read together all confirm that the development can be delivered safely in a manner that enhances, rather than detracts from the site’s existing environmental value, and will not cause undue harm to nearby residential amenity.
8 CONCLUSION

8.4 It has been demonstrated that the proposed development of a petrol filling station and 2 no. drive through units, together with various infrastructure and landscaping works represents an entirely appropriate form of development within the application site and should be welcomed and supported.

8.5 The works would result in the active re-use of a vacant, strategically located site which will bring significant benefits to the local economy which should be considered a major, material gain in the overall planning balance.

8.6 This Planning Statement has reviewed the scheme against relevant Development Plan policy as well as other planning guidance, including the National Planning Policy Framework and has been able to demonstrate full compliance.

8.7 The scheme is supported by a suite of technical reports and other evidence which clearly demonstrate that there would be no harmful impacts resulting from the proposed development or to the proposed development and hence no reason that planning permission ought not to be granted.

8.8 For all these reasons, it is considered that full planning permission for the proposed development should be granted and the application is commended to the Authority.
APPENDIX 1
Date Of Decision: 14 November 2016
Development: Screening Opinion - Proposed Mixed Use Development to Provide 1 No. Petrol Filling Station, 2 No. Drive Through Restaurants, 1 No. Pub/Restaurant and 1 No. Hotel together with Access, Parking and Significant Landscaping Works
Location: Land adjacent to Postwick Interchange, Postwick
Applicant: PWA Planning
Application Type: EIA Screening Opinion


The proposed development falls within the description contained within Schedule 2, 10 (b) (Urban Development Projects) of the above Regulations on the basis that the area of development exceeds the 0.5 hectare threshold specified in column 2. However, the Local Planning Authority, having taken into account the criteria set out in Schedule 3 of the Regulations, is of the opinion that the development would not be likely to have significant effects on the environment by virtue of factors such as its nature, size or location. Further details of the Screening Opinion are below.

Accordingly, the Local Planning Authority has adopted the opinion that the development referred to above is not EIA development as defined in the Regulations.

Informatives:-

Guidance on identification of Schedule 2 development requiring Environmental Impact Assessment suggests that 'the likelihood of significant effects will generally depend upon the characteristics of the development (e.g. size, use of natural resources, quantities of pollution and waste generated); the environment sensitivity of the location; and the characteristics of the potential impact (e.g. its magnitude and duration)'. The possible cumulative effects should also be considered.

Having taken into account the criteria set out in Schedule 3 of the Regulations, the Local Planning Authority is of the opinion that it is unlikely the proposed development in isolation or in combination would result in significant effects on the environment by virtue of factors such as its nature, size or location. The proposed development is not of more than local importance in terms of its environmental effects that cannot be assessed within the normal validation requirements of the planning application.

Accordingly, the Local Planning Authority has adopted the opinion that the proposed
development referred to above is not EIA development as set out in the Regulations.

It is therefore considered unlikely that the development would result in significant environmental effects within the meaning of the EIA Regulations.

Signed

[Signature]

Mr P Courtier
Head of Planning
Broadland District Council, Thorpe Lodge, 1 Yarmouth Road, Thorpe St Andrew, Norwich, NR7 0DU
Hi Emily,

Apologies (again) for the delay in replying to you. Monday got away from me and I spent all of yesterday interviewing.

As discussed you have seen our validation checklist and that is the key starting point from which you will need to work from in preparation of your application. Therefore I would expect the following documents to be submitted with your planning application:

- D&A Statement
- Planning Statement
- Statement of Community Statement (although this could be included in the planning statement)
- Transport Assessment (cumulatively)
- Travel Plan (I would suggest speaking to Liz Poole about what she would want to see in relation to this)
- Flood Risk Assessment
- Sustainable Drainage details
- Archaeological Statement (Although I doubt there is much to say given part of the site is dug up anyway)
- Landscaping details for the detailed part of the site
- A tree survey (if required)
- Site Waste Management Plan (if you are over the threshold)
- Contaminated Land Assessment
- Lighting details

Further to the above I would also ask that you provide me with the information I will need to undertake a sequential test of the town centre uses within your development in line with paragraph 24 of the NPPF. You stated in your meeting that you considered that the retail uses proposed will be under the NPPF threshold for a Retail Impact Assessment to be undertaken. If this is the case (and as we do not have our own set threshold that has been adopted as part of the local plan) then I agree that one will not be required. The only thing I would question is whether a hotel would come under the definition of leisure? I’m not sure it would do, but perhaps it is worth looking into it. If it does then as per paragraph 26 of the NPPF then the hotel would take you over the 2,500sqm threshold for a RIA. Either way my colleague in Policy is looking for some strong justification for the hotel use in particular on the site, given that we have already approved a site on the Broadland Gate scheme.

It is good to hear that the application will be a hybrid one as it gives me, and my members, more certainty of what will be forthcoming on the site. I will be contacting the Parish Council and local members today to inform them of the application. Are you happy for me to share the plan that you brought to the meeting with them?

Regards,

Ben.

Ben Burgess
Planning Projects and Landscape Manager
Broadland District Council

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Please be aware that Broadland District Council applies a Community Infrastructure Levy (CIL). Depending upon the size/type of application and subsequent decision any development that you submit for planning permission may be liable to pay CIL.

Click here to find out information regarding CIL on our website

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From: Emily Robinson_PWA Planning [mailto:emily.robinson@pwaplanning.co.uk]
Sent: 25 October 2016 09:48
To: Ben Burgess
Subject: Postwick Interchange, Norwich - Pre-application Request

Dear Ben,

Not wanting to pester but further to our recent meeting and telephone conversation regarding the above site, I would be very grateful if you could confirm validation requirements and any key issues as my client is very keen to press on with the application, which for your information is most likely going to be a hybrid application (the PFS and two drive through units will be applied for in full whilst the hotel and pub / restaurant will be made in outline).

Happy to discuss if you have any queries, I am in the office all day and contactable on the numbers below.

Kind regards,

Emily

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