PLANNING SUPPORTING STATEMENT
# Quality Assurance

<table>
<thead>
<tr>
<th>Site name:</th>
<th>Broadland Gate GT10</th>
</tr>
</thead>
<tbody>
<tr>
<td>Client name:</td>
<td>Pigeon Holdings Ltd</td>
</tr>
<tr>
<td>Type of report:</td>
<td>Planning Supporting Statement</td>
</tr>
<tr>
<td>Prepared by:</td>
<td>Aimee Fowler Bplan (Hons) AssocRTPI</td>
</tr>
<tr>
<td>Signed</td>
<td></td>
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<tr>
<td>Date</td>
<td>May 2017</td>
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<tr>
<td>Reviewed by:</td>
<td>James Alfiatt BA (Hons) Dip TP MSc MRPI PIEMA</td>
</tr>
<tr>
<td>Signed</td>
<td></td>
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<tr>
<td>Date</td>
<td>May 2017</td>
</tr>
</tbody>
</table>
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Appendix 1
SITE LOCATION PLAN

Appendix 2
PLANNING PERMISSION REF: 20081773

Appendix 3
PREVIOUSLY APPROVED MASTERPLAN REF: 2534-PL-002 N DATED 20.11.09
1.0 Introduction

1.1 This Statement has been prepared in support of a Variation of Condition Application for previously approved Planning Application ref: 20081773 (granted 19th October 2011) for the Site known as Broadland Gate Business Park (GT10) (hereafter referred to as “Broadland Gate”) on Land to the East of Broadland Way and the North of the A47, Postwick, Norwich, (hereafter referred to as “the application site”) (see Appendix 1 for site location) on behalf of Broadland Gate Land Ltd (BGLL) (hereafter referred to as “the applicant”). The development consented in 2011 (planning ref: 20081773), applied for by Ifield Estates Ltd and Norfolk County Council, was for:

- Outline for a Business Park containing a commercial zone of up to 42,000sqm of B1 and B8 uses, a business village containing up to 4500sqm of A1, A2, A3 and A4 uses, a community zone containing up to 7500sqm of C2, C3 (excluding residential dwellings) and D1 uses, a hotel of up to 7000sqm and leisure facility up to 2100sqm including C1, A3, A4 and D2 uses and a 1200sqm car showroom, associated infrastructure to include highway works, car parking, landscaping, drainage and other ancillary infrastructure; and
- Application in detail for junction improvements at Postwick Interchange to include new slip roads, link roads, overbridge, landscaping, formation of balancing ponds and drainage.

1.2 This planning application is for the variation of Condition 8, 9 and 27 (ref: 20081773, see Appendix 2), which states the following:

**Condition 8**

*The development hereby permitted shall not be carried out otherwise than in accordance with the following plans and documents:*

- **2534-PL-002 N (20th November 2009);**
- Arboricultural Assessment (8th January 2009);
- Framework Travel Plan (20th November 2009) and addendum (8th June 2011);
- Site Waste Management Plan (8th January 2009);
- Revised Road Alignment document (20th November 2009).

**Condition 9**

*Any building constructed on site shall not exceed or change from the quantum of development set out in part 1 of the description of this application and as shown on the approved plan 2534-PL-002 N. For clarification this quantum is:*

- 42,000sqm of B1 and B8 uses;
- A Business Village containing up to 4500sqm of A1, A2, A3 and A4 uses;
- A community zone comprising 7,500sqm of C2, C3 and D1 uses,
- A Hotel of up to 7000sqm (C1);
- Leisure Facility up to 2100sqm including C1, A3, A4 and D2 uses;
- 1200sqm of car showroom (Sui Generis).
The premises shall be used for the above mentioned purposes and for no other purpose once built (including any other purpose in the same Class of the Schedule of the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Condition 27

Any infiltration basins and connecting pipework as maybe required shall be constructed prior to the commencement of any phase or parcel of Business Park development.

1.3 This planning application is made in the context of Section 73 of the Town and Country Planning Act 1990 which allows applications to be made for permission to develop without complying with a condition(s) previously imposed on a planning permission, and therefore in effect, will result in the issue of a new Decision Notice and linked s106 agreement by virtue of a deed of variation.
2.0 Summary and Background to the Proposals

2.1 The Broadland Gate (GT10) development will provide a striking, high-quality new business hub in a strategic location, with good public transport and close links to the highway network. This planning application to vary Conditions 8 and 9 (as stated above) is submitted in response to the fact that the conditions are not considered deliverable in terms of its approved floor space area and disposition of the approved floor space uses (as set out in Condition 9, ref: 2008/1773). The approved floor space areas are not considered marketable for selected end-users and as such this application seeks to vary these to be become more viable from a marketing perspective. The current consent does not meet the requirements for identified end-users. In particular, the current consent does not meet the requirements of an identified viable end-user for the car showroom (sui generis).

2.2 Whilst Condition 8 does not specifically relate to the ratio of approved floor space, it does refer to the previously approved Masterplan as included in Appendix 3 (drawing ref: 2534-PL-002 N (20th November 2009)). Given the proposal to vary the ratio of floor-space as included in Condition 9, it subsequently means that the previously approved Masterplan will also need to be altered to reflect this. A revised Masterplan layout has not been submitted with this application, but will be submitted at Reserved Matters and detailed design stage.

2.3 Currently condition 27 is a little onerously worded in requiring the construction of infiltration basins connecting pipework prior to the commencement of any phase of the business park development, which makes it inefficient from a construction perspective. It has been agreed in pre-application discussions that it would be more appropriate for these works to be undertaken concurrently with the construction of the respective phase or parcel.

Planning History

2008/1773 – Land to the East of Broadland Way and to the North of the A47, Postwick

2.4 As already stated above in Section 1.1, this hybrid application was approved (19th October 2011). The junction improvements at Postwick Interchange have already been constructed. However, the Outline part of the Business Park has not advanced.

2.5 Other planning permissions within the Business Park are as follows:

- **LPA Ref: 950052** (approved 29 May 1997) – The Proposed Development comprised B1, B2 and B8 uses. Demolition of existing buildings and formation of lakes, open space and landscaped areas and car parking, footways and cycleways, associated roads, sewers and other services, park and ride site and rail halt.

- **LPA Ref: 950052** (approved 5 June 1997) – Reserved matters approval was granted for landscaping proposals at the Business Park (related to Condition 17 of LPA Ref: 950052) as above.

2.6 These consents were superseded by ref: 20081773 and are not relevant to the current position.
3.0 Pre-Application Consultation

Broadland District Council

3.1 Early pre-application discussions have taken place with Planning Officer, Mr Ben Burgess. The proposed variations to conditions 8, 9 and 27 (ref: 2008/1773) are acceptable in the Officer’s opinion. However, as well as these discussions and follow-up comments, it was agreed that a supporting Planning Statement, addendum to the original Environmental Statement submitted with planning app. ref: 2008/1773 and supporting addendums to relevant technical reports provided with the original application as necessary should be provided. All of these have been prepared and submitted with this proposal.
4.0  The Proposed Variation

4.1  The application proposes to vary the three conditions (8, 9 and 27) of planning permission ref: 20081773. These are detailed below as follows:

4.2  Condition 8 of the above permission is proposed to be amended to delete reference to the plan reference 2534-PL-002 N (dated 20 November 2009). It is proposed that condition 8 will now read as follows:

**Condition 8** (ref: 20081773) to instead read as follows:

“The development hereby permitted shall not be carried out otherwise than in accordance with the following plans and documents:

- Arboricultural Assessment (8th January 2009);
- Framework Travel Plan (20th November 2009) and addendum (8th June 2011);
- Site Waste Management Plan (8th January 2009);
- Revised Road Alignment document (20th November 2009).”

4.3  Condition 9 of the above permission is proposed to be varied to increase the size of the permitted car showroom from 1,200sqm to 7,100sqm. This change will still deliver the same quantum of employment generating floorspace as previously approved, but delivering the following mix of uses:

**Condition 9** (ref: 2008/1773) to instead read as follows:

“Any building constructed on site shall not exceed or change from the quantum of development set out in part 1 of the description of this application and as shown on approved plan 2534-PL-002 N. For clarification, this quantum is:

- 42,000sqm of B1 and B8 uses;
- A Business Village containing up to 4,500sqm of A1, A2, A3 and A4 uses;
- A community zone comprising up to 4,920sqm of C2 and D1 uses;
- A leisure zone comprising up to 5,780sqm including A3, A4 and D2 uses;
- 7,100sqm of car showroom (Sui generis).

The premises shall be used for the above mentioned purposes and for no other purpose once built (including other purpose in the same Class of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).”

4.4  Currently condition 27 is onerously worded in requiring the construction of infiltration basins and connecting pipework prior to the commencement of any phase or parcel of the business park development, which makes it inefficient from a construction perspective. It has been agreed in pre-application discussions that it would be more appropriate for these works to be undertaken concurrently with the construction of the respective phase or parcel.

**Condition 27** of permission 20081773 currently reads:
“Any infiltration basins and connecting pipework as maybe required shall be constructed prior to the commencement of any phase or parcel of Business Park development”

Condition 27 of permission 20081773 is now proposed to be varied to read:

“Any infiltration basins and connecting pipework as maybe required shall be constructed concurrently with the commencement of any corresponding phase or parcel of Business Park development”.

4.5 The planning application boundary remains as submitted and consented, in so far as it relates to the Business Park element.

Site Layout

4.6 The overall layout of the proposed development places the Business Park in the main part of the site, served by junctions and access roads immediately adjacent to the north and south-east of the site. The overall master-planning principles for the proposed development and layout of Broadland Gate, remains unchanged by the proposed variations. Any variances to the individual plot layout and design will be considered at a detailed design stage, in the context of the wider site, and although there could be some variations, the broad principles will remain the same as approved under original application ref: 20081773.

Business Park

4.7 The land area, maximum heights of buildings, the use classes and floorspace on each plot are presented in the table below:

<table>
<thead>
<tr>
<th>PLOT</th>
<th>HIGHEST EXISTING POINT IN PLOT (M AOD)</th>
<th>MAXIMUM BUILDING HEIGHT (M AOD)</th>
<th>USE CLASS</th>
<th>GEA (M²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>21.85</td>
<td>29.85</td>
<td>A1/A2/A3/A4 (retail)</td>
<td>4,500</td>
</tr>
<tr>
<td>2</td>
<td>26.49</td>
<td>42.49</td>
<td>B1/B8</td>
<td>42,000</td>
</tr>
<tr>
<td>3</td>
<td>27.00</td>
<td>43.00</td>
<td>B1/B8</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>27.53</td>
<td>43.53</td>
<td>B1/B8</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>28.45</td>
<td>44.45</td>
<td>B1/B8</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>28.55</td>
<td>44.55</td>
<td>B1/B8</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>25.70</td>
<td>35.70</td>
<td>B1/B8</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>24.31</td>
<td>34.31</td>
<td>B1/B8</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>20.99</td>
<td>30.99</td>
<td>Sui generis (car dealership)</td>
<td>7,100</td>
</tr>
<tr>
<td>10</td>
<td>21.66</td>
<td>41.66</td>
<td>C1/A3/A4/D2 (hotel &amp; leisure)</td>
<td>5,780</td>
</tr>
<tr>
<td>11</td>
<td>25.73</td>
<td>33.73</td>
<td>C2/C3/D1 (community)</td>
<td>4,920</td>
</tr>
</tbody>
</table>
Access and Circulation

4.8 Since permission (20081773) was granted, the detailed element of this consent, the Postwick hub, has been constructed and is now fully operational, providing improved strategic road infrastructure from the Site to the A47 and the local highway network.

4.9 There are two points of access to the site from the north and the south-west. Access from the A47 from the west will be via the new slip road and dual carriageway link which connects Postwick north-east roundabout to a second roundabout approximately 400m to the north (‘Business Park roundabout’). This in turn is connected to the existing roundabout on Broadland Way by a new single carriageway east-west link road along the northern boundary of the Site, augmented to provide a segregated left-turn filter lane into the New Business Park on the westbound carriageway. Access from the constructed roundabout is approximately midway along the northern boundary of the Site.

4.10 The roundabout on the south-western boundary of the site will provide a direct access for the vehicles travelling from Norwich along the A1042. For vehicles travelling from the A47 from the east, either access point is a viable option, utilising the new junction arrangements.

4.11 Traffic exiting the site will utilise the south-western roundabout for a direct route back into Norwich City Centre via the A1042. The south-western exit also gives the shortest route to the A47 heading westwards and also permits access to the east-bound slip. Similarly exiting the site from the north gives the same options as those above, as well as more direct access to the Northern Distributor Road (NDR) once constructed.

4.12 The design of the internal access roads will form part of the approval of reserved matters / discharge of conditions as each phase or parcel comes forward. For the main accesses and circulation routes, detailed designs have been submitted to Broadland District Council to discharge the appropriate conditions for the northern access and approval is currently awaited. Proposals for the south-western access will follow shortly which will provide a new access to Heath Farm, which will be stopped up as a result. The roundabout on the south-western boundary of the site will provide a direct access for the vehicles travelling from Norwich along the A1042. For vehicles travelling from the A47 from the east, either access point is a viable option, utilising the new junction arrangements.

4.13 Traffic exiting the site will utilise the south-western roundabout for a direct route back into Norwich City Centre via A1042. The south-western exit also gives the shortest route to the A47 heading westwards and also permits access to the east-bound slip. Similarly existing the site from the north gives the same options as those above, as well as more direct access to the Northern Distributor Road (NDR) once constructed.

4.14 The design of the internal access roads will form part of the approval of reserved matters/discharge of conditions as each phase or parcel comes forward. For the main accesses
and circulation routes, detailed designs have been submitted to Broadland District Council to discharge the appropriate conditions and approval is currently awaited. Proposals for the south-western access will follow shortly which will provide a new access to Heath Farm, which will be stopped up by as a result.

**Cycleways & Footpaths**

4.15 The pedestrian and cycle network remains as previously proposed, for clarity this remains as follows:

- Westwards: a footpath/cycleway via a new toucan crossing over Broadland Way linking to the adjacent Broadland Business Park and beyond to Norwich City Centre;
- Southwards: a footpath/cycleway from the south-east corner of the Site, over the eastbound diverge slip road off the A47, continuing across the new dual carriageway bridge to the Postwick Park & Ride junction; and
- North to south: a footpath along the eastern boundary of the Site, connecting from an existing public footpath adjacent to the Business Park roundabout southwards to the Postwick north east roundabout, continuing across the new dual carriageway bridge to the Postwick Park and Ride junction.

**Bus Stops**

4.16 A new bus stop and shelter would be provided on both carriageways of Broadland Way, to the south of the toucan crossing. This stop would be served by the existing 17/17A bus routes along Broadland Way, which link the Site with Norwich City Centre.

**Parking**

4.17 There are no changes proposed to the car parking levels/assumptions made with respect to car parking allocation across the Business Park, to that which was contained within the original ES, and the assumptions upon which the outline permission (20081773) was granted. The location, design and layout of car parking associated with each plot will be determined as part of any reserved matters approval.

**Landscaping**

4.18 The landscaping that would be delivered by the Proposed Development remains as consented and to be addressed by planning condition. An updated review of the amended proposals and its impact upon landscape and visual effects, is contained within the supporting ES Addendum also submitted with this application.

**Drainage**

4.19 The proposals for dealing with water resources is updated to reflect the changes to the proposed development, and how the detailed infrastructure requirements have progressed since the outline consent was issued. The updated details are continued in the supporting ES Addendum, also submitted with this application.
4.20 In summary, surface water arising from rainfall would be managed separately on each plot. Paths and car parks would use permeable paving to permit rainwater to infiltrate into the ground, in conjunction with cellular systems to provide additional storage. Trench soakaways would be used for run-off from the building roofs with an overflow to the porous paving, both allowing infiltration into the ground. The buildings may accommodate the option of installing green roofs and rainwater harvesting, which would be considered at a later design stage. Within each plot, storage would be provided within the sustainable drainage feature or within allocated above ground or below ground storage areas for up to, and including, the 1 in 30-year flood event with overflows directing the exceedance flows via drainage in the new internal road network, as well as the roads themselves to site control infiltration basins designed to accommodate up to the 1 in 100-year event flows, with an additional allowance of 40% to account for climate change.

4.21 All plots will, if internal source control is exceeded, drain to infiltration basins located in the south west corner of the Site, operating via three separate Sustainable Drainage Systems (SUDS). The highway drainage would operate under a separate drainage arrangement, discharging partially via dry swales located at the south west of the Site to combine with discharge to one of the proposed basins.

4.22 Foul water would be generated by the Proposed Development at a rate of approximately 4.74 l/s (Sewers for Adoption, Edition 6). It would be discharged by gravity to the Anglian Water sewer system via an off-site foul water requisition sewer. The exact route, point of connection and design has been discussed and agreed with Anglian Water as the foul manhole 2602 located on the A1042 adjacent to the existing Anglian Water pumping station.

4.23 The system would be constructed to adoptable standards. Any pumping station is likely to be required for the development of Plot 1 and would have to include the appropriate emergency storage to deal with flows in the event of pump or power failure. A detailed network study would be required to determine the capacity of the proposed sewers at detailed design stage.

4.24 Further details of how drainage on the junctions and access roads is included within the supporting ES Addendum also submitted with this application.

Summary

4.25 The proposed variations will allow the Broadland Gate (GT10) allocation and this phase of the Business Park to be successful in its delivery of end-user occupation. The floor areas proposed as part of the variation to Condition 9 are more reflective of what certain end-users consider appropriate for the marketability of their showrooms and products. Furthermore, the new ratio of floor spaces will continue to attract a wide range of business uses, both shops and services all to benefit the local economy and community.
5.0 Planning Policy Context

5.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that decisions on planning applications must be made in accordance with the policies and proposals in the Development Plan, unless material considerations indicate otherwise. For the purpose of determining this variation of condition application, the Development Plan should be considered as a whole, with appropriate weight applied to each of the policy documents which make up the Development Plan.

5.2 The application Site is part of the Broadland Local Plan and is allocated for development within the adopted Proposals Map. The principle of the Proposed Development is, therefore, established by the Development Plan. There are no relevant material considerations of sufficient importance to outweigh the allocation, or question the outline consent previously issued in 2011.

5.3 The Government also prepares policy on different aspects of planning and the rules that govern and direct the operation of the planning system towards the local level. National Policy is also a material consideration that has to be taken into account in determining planning applications. For the purpose of this assessment, the Government’s National Planning Policy Framework (NPPF), which was published in March 2012 has been considered. Also, the National Planning Practice Guidance (NPPG), published in March 2014 to support the NPPF has also been considered, alongside other relevant ministerial statements and announcements.

Local Planning Policies

5.4 For the purposes of Section 38(6), the Development Plan comprises:

- Joint Core Strategy for Greater Norwich (adopted 2011, amendments adopted January 2014);
- Broadland Development Management DPD (2015);

5.5 And those policies considered as part of the original 2011 permission, which have now been subsequently deleted, replaced, or considered to be out of date, but have limited/no weighting given to and assessed against in the previous permission (ref: 20081773) comprise:

- East of England Plan (May 2008);
- Broadland District Local Plan (Replacement) 2006;
- Saved Policies of the Broadland District Local Plan (Replacement) May 2009;
- Saved Policies of the Norfolk Structure Plan (May 2008).

5.6 For the purposes of this application, the relevant policy in the context of the proposed variation to Conditions 8, 9 and 27 is summarised as follows:

**Joint Core Strategy for Greater Norwich**

5.7 The Greater Norwich Joint Core Strategy places great emphasis on the importance of economic growth within the wider Norwich area.
<table>
<thead>
<tr>
<th>POLICY</th>
<th>CONFORMITY</th>
<th>CONFORMITY OF SCHEME</th>
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<tbody>
<tr>
<td><strong>Objective 3 – To promote economic growth and diversity and provide a wide range of jobs</strong></td>
<td>Yes</td>
<td>The proposed variation to Conditions 8, 9 and 27 will continue to safeguard the Broadland Gate Business Park (GT10) and the proposed employment uses within the development. The proposed land uses will continue to be a positive promotion of job creation for the Norwich area and will attract high-profile and large scale end-users.</td>
</tr>
<tr>
<td><strong>Objective 6 – To make sure people have ready access to services</strong></td>
<td>Yes</td>
<td>The proposed variation to Conditions 8, 9 and 27 and the proposed amendments to floor space ratios will ensure that people still have access to key services. As part of the revised proposed scheme, the development will provide a Community Zone of 4,920sqm (C2 &amp; D1 uses) and a Leisure Zone of 5,780sqm (A3, A4 &amp; D2 uses). These uses will ensure residents have a selection of service options, to not only promote healthy lifestyles but also to encourage opportunities for a cohesive local community.</td>
</tr>
<tr>
<td><strong>Policy 2 – Promoting good design</strong></td>
<td>Yes</td>
<td>The proposed variation to Condition 8, 9 and 27, will continue to ensure a high level of quality design is incorporated into the new building structure. Further elements will be secured at detailed design stage.</td>
</tr>
<tr>
<td><strong>Policy 5 – The economy</strong></td>
<td>Yes</td>
<td>The proposed variation to Conditions 8 and 9 will continue to support job creation and economic growth within the Norwich Policy Area. Although floor space ratios are proposed to change from the originally proposed application, the development will continue to generate significant new employment for a range of professions. Furthermore, the proposed ratio of new floor spaces will ensure a wide-range of business opportunities can be located within the Business Park – ranging between small, medium and larger scale needs.</td>
</tr>
<tr>
<td><strong>Policy 9 – Strategy for growth in the Norwich Policy Area</strong></td>
<td>Yes</td>
<td>The proposed variance is consistent with the ongoing strategy within the Norwich Policy Area. The policy emphasises strategic growth to Broadland Business Park of around 25ha for general employment uses. Although this application seeks to vary the floor space ratios, the proposed building of ‘GT10’ will continue to contribute to the much-needed employment uses within the Norwich Policy Area. Furthermore, the location of business uses, continue to be located within a sustainable and defined area which is in accordance with the overall strategy of growth for the Norwich Policy Area.</td>
</tr>
<tr>
<td><strong>Policy 21 – Implementation of proposals in the Broadland part of the Norwich Policy Area</strong></td>
<td>Yes</td>
<td>The proposed variation to Conditions 8, 9 and 27 continues to be a sustainable form of development and use of the land. The proposed variation is not expected to alter the originally approved scheme adversely, with the sole purpose for the variations to ensure that the Applicant can implement the proposed scheme.</td>
</tr>
<tr>
<td>POLICY</td>
<td>CONFORMITY</td>
<td>CONFORMITY OF SCHEME</td>
</tr>
<tr>
<td>--------------------------------------------</td>
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<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
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<tr>
<td>Policy GC1 – Presumption in favour of sustainable development</td>
<td>Yes</td>
<td>The Proposed Development continues to be a sustainable scheme and will improve and proactively attribute to the economic, social and environmental conditions within the local area, albeit with proposed changes to the original scheme. The Proposed Development will continue to be a positive contribution to the local area, particularly in terms of economic contribution. The scheme will provide significant contribution to local jobs and businesses. Likewise, the types of uses proposed will attract a range of people and the development will ensure that residents have everyday services, facilities, shops and attractions within proximity to their place of residence. In addition, the supporting and updated technical reports and assessments will ensure that there are no adverse environmental impacts and where those create some effect, these can be mitigated where applicable.</td>
</tr>
<tr>
<td>Policy GC2 – Location of new development</td>
<td>Yes</td>
<td>The Broadland Gate site and wider development area is defined within the settlement limits and is a suitable site for development.</td>
</tr>
<tr>
<td>Policy GC4 – Design</td>
<td>Yes</td>
<td>The proposed variations to the planning permission will continue to uphold a high standard of design. Any variation to the land use classes will continue to ensure that the exterior of the proposed building is in keeping with the environment, character and appearance of the surrounding area. The Site is within proximity to other Business Park uses, as well as existing agricultural and farmland, as well as potential future residential land use. Thus, the building is reflective of this and strikes a good balance between both uses. Additionally, the positioning of the building means that it has a strong presence along the frontage of the newly constructed Postwick Interchange. The design of the building will take advantage of this and use its potential for maximum marketability of any future end-user. The exact design elements of the building will be secured at detailed design stage.</td>
</tr>
<tr>
<td>Policy EN1 – Biodiversity &amp; Habitats</td>
<td>Yes</td>
<td>A supporting updated Ecology Assessment has been undertaken by BASEecology. Further detail of this is included in Section 6 of this report below and the supporting Environmental Statement Addendum submitted with this application. The main summaries of this update conclude that the proposed variations to the original consent will not adversely affect ecological habitats on or within the subject site. Mitigation measures have also been proposed.</td>
</tr>
<tr>
<td>Policy EN2 - Landscape</td>
<td>Yes</td>
<td>A supporting updated Landscape and Visual Impact Assessment has been undertaken by Liz Lake Associates. Further detail of this is included in Section 6 of this report below and the supporting Environmental Statement</td>
</tr>
</tbody>
</table>
## Other Material Considerations

### National Planning Policy Framework (NPPF)

5.8 The Localism Act was the Coalition Government’s flagship legislation which contained major reforms to the planning system, which included proposals to simplify the planning system and decentralise decision making. The Bill received Royal Assent in November 2011, and the NPPF was published on 27 March 2012.

5.9 The NPPF condenses the policies formerly contained within Planning Policy Statements, Guidance and other supporting documents.

5.10 The NPPF sets out the Government’s planning policies and how to apply them and provides a framework for Councils and local people to prepare Local and Neighbourhood Plans. It confirms:

- The primacy of the Development Plan;
- That the NPPF is a material consideration in planning decisions;
- That the NPPF must be taken into account in the preparation of Neighbourhood and Local Plans.
5.11 It is organised in a number of key parts:

- Achieving sustainable development;
- Plan making;
- Decision taking.

5.12 The NPPF is a key material consideration in the determination of planning applications. The NPPF provides guidance for local authorities and decision makers and represents an up-to-date and comprehensive expression of national planning policy.

5.13 The Framework needs to be considered in combination with the Development Plan and in particular, whether the constituent parts are out-of-date or consistent with that document.

5.14 On 6 March 2014, the Government launched the NPPG with the aim of simplifying the planning process. With regards to housing, the NPPG broadly reaffirms the stance of the NPPF and supports such schemes provided they meet the requirements outlined in ‘The Framework’.

**Achieving Sustainable Development**

5.15 The NPPF states that the Planning System’s purpose is to contribute to the achievement of sustainable development. The Government defines sustainable development under 3 key elements: economy, social and environmental. It confirms:

- Presumption in favour of sustainable development (the golden thread);
- Starting point is the Development Plan, but it needs to be an up-to-date plan;
- Planning solutions should deliver economic, social and environmental gains jointly and simultaneously;
- Decisions should be made quickly when proposals accord with the Development Plan. Where the Development Plan is absent, silent, or out of date, permission should be granted, unless doing so would significantly and demonstrably outweigh the benefits.

5.16 The NPPF identifies twelve Core Principles of the Planning System as:

i. Plan led, involving local participation in preparation and kept up to date;

ii. Positive tool to enhance and improve places;

iii. Drive and support economic development, including allocating land to help meet the needs for growth and taking into account market signals;

iv. Secure high quality design;

v. Take account of local context, including protecting Green Belts and recognising intrinsic character and beauty of the Countryside;

vi. Support a low carbon future;
vii. Conserve and enhance the natural environment, allocating land of lesser environmental value;

viii. Encourage brownfield development;

ix. Promote mixed use developments and multi-functional space;

x. Conserve heritage assets appropriate to their significance;

xi. Manage growth patterns to make use of non-car travel including allocation of significant development in sustainable locations; and

xii. Support strategies to improve health, social and cultural well-being.

Building a Strong and Competitive Economy

5.17 The NPPF supports the building of a strong and competitive economy. Whilst the main thrust of the policy guidance established in the now replaced PPGs and PPSs has largely been kept, there is a greater overarching emphasis on the importance of supporting growth and economic development and removing obstacles to business investment which is a core theme running throughout the NPPF. Key points of note are:

● The Planning System should encourage and not act as an impediment to economic growth (paragraph 19);
● Significant weight should be placed on the need to support economic growth (paragraph 19);
● Local Planning Authorities should plan proactively to meet the development needs of business and support the economy (paragraph 20);
● Investment in business should not be overburdened by the combined requirements of planning policy expectations (paragraph 21);
● Greater flexibility to bring forward applications for alternative uses on allocated employment sites where there is no reasonable prospect of the Site coming forward for those uses (paragraph 22);
● A more positive approach to sustainable economic development in rural areas (paragraph 28);
● Emphasises importance of viability and costs in decision making to enable the development to be deliverable; and
● Removal of general impact tests for economic development.

Promoting Sustainable Transport

5.18 The NPPF condenses the 40 pages of PPG13 into 12 paragraphs. The following key points are relevant:

● All developments which generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. The phrase 'significant amounts of movement' is not quantified (paragraph 32);
● Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

● Significant developments should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised (paragraph 34);

● Developments should incorporate facilities for charging plug-in and other ultra-low emission vehicles (paragraph 35);

● All developments which generate significant amounts of movement should be required to provide a Travel Plan. Again, the phrase ‘significant amounts of movement’ is not quantified (paragraph 36);

● Planning policies should seek to provide a balance of land uses within an area in order to minimise journey lengths;

● There is no longer a requirement to provide maximum parking standards for any type of development (the maximum standards for non-residential uses at Annex D of PPG13 have not been carried over).

**Requiring Good Design**

● The NPPF continues to attach great importance to design and LPAs should plan positively by including robust policies within Local and Neighbourhood Plans to ensure that development is well designed, key points of note include:

● Developments should function well and add to the overall quality of the area over the lifetime of the development;

● Stronger emphasis on ensuring developments optimise the potential of the Site to accommodate a mix of uses, public space, local facilities and transport networks;

● LPAs should consider design codes but avoid unnecessary prescription or detail;

● Great weight should be given to outstanding or innovative design and permission refused for development of poor design;

● LPAs should not refuse buildings or infrastructure which promotes high levels of sustainability;

● Applicants need to work closely with those affected and the community to evolve designs.

**Promoting Healthy Communities**

5.19 The NPPF provides specific guidance which seeks to build on many of the principles established through the Localism Act in relation to Neighbourhood Planning and brings these together with design and sustainability principles. Local Planning Authorities are required to facilitate social interaction and the creation of healthy, inclusive communities by:

● Creating a shared vision with communities of the residential environment and facilities they wish to see;

● Achieve places which promote mixed-use development, strong neighbourhood centres and active street frontages as well as safe and accessible environments and developments;

● Plan positively for the provision of shared space, community facilities and other local services to enhance the sustainability of communities and residential environments;

● Resist unnecessary loss of valued services and facilities and facilitate their retention and modernisation;
● Ensure an integrated approach to the location of housing, economic uses and community facilities and services;

● Ensure sufficient school places are available to meet the needs of existing and future residents and ‘give great weight’ to the need to create, expand or alter schools;

● Prevent the development of existing open space, sports and recreation buildings;

● Protect and enhance public rights of way;

● Identify areas of green space for special protection through local and neighbourhood plans.

**Climate Change**

5.20 The NPPF, unlike PPS 22, does not set CO₂ emission reduction targets, but relies upon the objectives and provisions of the Climate Change Act 2008. Key aspects include:

● No need for Applicants to demonstrate need for renewable energy projects of any size - applications should be approved if their impacts are/can be acceptable;

● Local requirements for decentralised energy supplies in adopted Local Plans should be complied with unless not feasible or viable;

● Guidance in respect of environmental designations and other considerations such as noise and odour are considerably more vague in the NPPF, for example, referring to impacts being addressed ‘satisfactorily’ and ‘suitable’ locations and ‘acceptable’ impacts (paragraph 97 and 98); and

● The NPPF provides support for community-led initiatives for renewable and low carbon energy (paragraph 97).

**Flood Risk**

5.21 Whilst a lot of the former PPS 25 detail has been removed, the general objectives/principles however are unchanged, and the sequential risk-based approach remains central to Government Flood Risk Policy. The Technical Guidance to the NPPF provides some of the detail contained within the annexes to PPS25.

● Sequential test requirements are unchanged (the detail contained within Annex D is now contained within the technical guide to the NPPF);

● Exception test – the preference for developable PDL location is removed (formerly at paragraph D9(b) of Annex D to PPS25);

● The Flood and Water Management Act 2010 establishes a Sustainable Drainage Systems Approving Body in unitary or county councils. This body must approve drainage systems in new developments and re-developments before construction begins.

**Conserving and Enhancing the Natural Environment**

5.22 The NPPF reinforces protection of the natural environment. Development Plans should allocate land with least environmental value. Planning decisions should encourage re-use of brownfield land. No national brownfield target is set. Other key aspects include:

● The economic and other benefits of the best and most usable agricultural land needs to be taken account of. If agricultural land is required, poorer quality land should be used;
● Landscape, wildlife and geo-diversity sites should be protected by generic policies;
● Networks of biodiversity and green infrastructure should be planned for. Promoting the preservation, restoration of priority habitat;
● If proposals have a significant impact on biodiversity and cannot be adequately avoided, mitigated, or as a last resort compensated, then permission should be refused;
● Proposals affecting SSSIs should normally be refused, unless benefits of development outweigh adverse impacts;
● Proposals resulting in loss or deterioration of irreplaceable habitats (including ancient/veteran trees) should be refused;
● Presumptions in favour of sustainable development does not apply to development proposals requiring Appropriate Assessments;
● SACs, possible SACs, Ramsar, possible Ramsar sites have the same protection as European protected sites;
● Sites should be suitable for development in terms of ground conditions, pollution etc;
● Adverse impacts on health and quality of life through noise pollution, air quality should be avoided.

Plan Making

5.23 Up to date Local Plans will be the starting point for local planning decisions. They must contribute to the achievement of sustainable development, and be consistent with the NPPF. Each Authority will produce a Local Plan. They can be supported by supplementary planning documents, but additional DPD’s should only be used where justified.

Decision Taking

5.24 In line with the ‘Presumption in Favour of Sustainable Development’ Local Planning Authorities are encouraged to take a positive approach to determining planning applications. Key themes are:
● Local Planning Authorities should be looking for solutions, rather than problems;
● Decision making should be approached in a positive way;
● Sustainable development should go ahead without delay;
● Development that accords with an up to date Local Plan should be approved without delay;
● Conversely, development that conflicts with an up to date plan should be refused, unless material considerations indicate otherwise;
● LPA’s should work proactively to secure developments that improve the economic, social, and environmental conditions of the area;
● Advice should be given and decisions made in a timely manner;
● Conditions and obligations should only be imposed where they meet the necessary tests.

5.25 On decision-taking, paragraph 187 states “Local Planning Authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible.”
5.26 The Framework needs to be considered in combination with the Development Plan and in particular whether the constituent parts are out-of-date or consistent with that document.
6.0 Technical Documentation

Transport Statement

6.1 An updated Transport Statement has been undertaken by WSP Group (March 2017). As part of the assessment, WSP have considered the impacts of the Proposed Development on all modes of transport, as well as the likely significance of transport impacts associated with the construction and operation of the revised development and it includes a comparison between those of the 2011 consented scheme reported in the June 2011 ES Addendum.

6.2 In conclusion, an assessment of the trip generation of the revised and consented schemes concluded that the transport effects reported in the June 2011 ES Addendum for the consented scheme remains valid and that the revised proposals will not have a detrimental effect on the surrounding highways network. Furthermore, the revised development proposals will continue to provide a beneficial effect on journey times and convenience of walking, cycling and public transport.

Landscape & Visual Impact Assessment

6.3 An updated assessment of the Landscape and Visual Impact Assessment has been undertaken by Liz Lake Associates (March 2017). In summary, the updated technical note concludes that the proposed changes to the existing planning consent do not lead to changes in the LVIA that fundamentally differ from the original assessment. It is considered that the changes in layout, density and massing of the revised scheme would have a neutral effect on the landscape resource and character, when compared with the existing consented outline planning consent.

6.4 Furthermore, the updated assessment concludes that the changes to the consented scheme (mass, built floor space and height) would have a minor effect on the visual resource or amenity in comparison with the consented development. Accordingly, on balance these proposed changes to the scheme will not give rise to any greater or lesser level of significance of effects than those identified within the original landscape and visual chapter of the Environmental Statement.

Water Resources, Flood Risk & Drainage

6.5 An updated Water Resources Assessment has been undertaken by WSP Group (April 2017). The main summaries from the assessment are as follows:

- There are no lakes, ponds, rivers or streams on the Site. The nearest surface water body is a pond at Heath Farm, to the centre of the Site. The River Yare is the nearest main river to the Site, passing 700 m to the south west at its nearest point. The Site is not in the floodplain of this river and is entirely within Flood Zone 1, having less than 0.1% annual risk of flooding. A small area along the western boundary of the Site is identified as being at high risk of surface water flooding, but this can be suitably managed through an appropriate Surface Water Drainage Strategy as detailed in the FRA.

- The Site is situated on a major aquifer. The only water abstraction within 500 m of the Site is from the Chalk, at Heath Farm for general farming and domestic purposes. The soils on the Site are permeable, with surface water draining to re-charge groundwater on the Site.
● The Proposed Development has the potential to cause adverse impacts on water resources during construction and operation. Mitigation measures would be implemented through a Construction Environmental Management Plan to minimise the risk of discharge of pollutants and hydrological disturbance; no significant adverse effects on water resources are predicted. During operation, the significance of the effect of road runoff discharged to groundwater and to surface water drains is assessed to be neutral.

● The use of permeable paving, infiltration ponds and basins and underground storage / soakaway cells should ensure that maximum surface water run-off during operation does not increase above the existing rate.

● The overall effects of the Proposed Development on water resources are, therefore, predicted to be neutral.

Ecology

6.6 BASEecology have undertaken an updated evaluation and assessment methodology (March, 2017) in support of this application. In continuation of those previous ecological surveys undertaken in 2008 and 2011, there is potential for the development to result in a negative impact on ecological resources within the surrounding site, both during construction and operation. However, as detailed in the supporting updated Ecology Assessment, certain means of mitigation are recommended to avoid negative impact and are detailed in the accompanying assessment.

Environmental Statement

6.7 To accompany this application, an Addendum to the June 2011 Environmental Statement has been prepared by Bidwells to assess the likely significant environmental effects that the proposed variation of the current Broadland Gate (GT10) permission will have upon the Site, as well as the surrounding area.

6.8 The above environmental issues have been included in the Environmental Statement and the conclusions are as follows:

● Ecology & Nature Conservation – the findings of the June 2011 ES remain valid and the implementation of generic and species-specific mitigation measures, compensations and enhancements of the habitats on site, as identified within the June 2011 ES, will significantly reduce the overall ecological impact of the Proposed Development from moderate adverse to slight adverse.

● Landscape & Visual Impact – It is considered that as a whole, the changes in layout, density and massing of the revised scheme would have neutral effect on the landscape resource and character when compared with the existing outline planning consent. It is also believed that the changes to the consented scheme (mass, built floor space and height) would have a minor effect on the visual resource or amenity in comparison with the consented development.

● Transport – The revised development proposals will continue to provide a beneficial effect on journey times and convenience of walking, cycling and public transport.

● Water Resources – The overall effects of the proposed development on water resources are predicted to be neutral.
Overall, and further to the above, no further mitigation measures are proposed as a consequence of updating the environmental work, which takes account of the proposed variations to the consented development.
7.0 **Conclusion**

7.1 As set out above, the current implications of conditions 8 and 9 (ref: 20081773) are that they restrict the consent to a schedule of development that does not meet the demands of identified viable end-users. This application demonstrates that the proposed variations are in accordance with the Greater Norwich Joint Core Strategy (2014) and the Broadland Development Management Plan (2015). As stated in Section 5 of this report, the proposed variations to the prescribed conditions will continue to be in accordance with the intended use of the Broadland Business Park (GT10) and will continue to provide a significant contribution to the local economy and job growth.

7.2 The proposal for Condition 9 (ref: 20081773) will ensure that the new ratio of floor-space is suitable to viable identified end-users. The variation of this condition will also ensure the safeguarding of business land uses for the Site.

7.3 This statement established that there are no adverse changes or impacts resulting from the proposed variations to Conditions 8, 9 and 27 (ref: 20081773) and the supporting and updated Environmental Statement submitted in support of the application also concludes this. The proposal continues to meet the definition of sustainable development of the National Planning Policy Framework (NPPF) and accordingly should be granted planning permission without delay.
APPENDIX 1
SITE LOCATION PLAN
Date Of Decision : 19 October 2011

Development :
1. Outline for a Business Park containing a commercial zone of up to 42000 sqm of B1 and B8 uses, a business village containing up to 4500 sqm of A1, A2, A3 and A4 uses, a community zone containing up to 7500 sqm of C2, C3 (excluding residential dwellings) and D1 uses, a hotel of up to 7000 sqm and leisure facility up to 2100 sqm including C1, A3, A4 and D2 uses and a 1200 sqm car showroom, associated infrastructure to include highway works, car parking, landscaping, drainage and other ancillary infrastructure.
2. Application in detail for junction improvements at Postwick Interchange to include new slip roads, link roads, overbridge, landscaping, formation of balancing ponds and drainage.

Location :
Land to the East of Broadland Way and to the North of the A47, Postwick

Applicant :
Ifield Estates Ltd & Norfolk County Council

Town & Country Planning Act 1990

The Council in pursuance of powers under this Act **GRANTS OUTLINE PLANNING PERMISSION FOR THE DEVELOPMENT REFERRED TO IN PART 1 ABOVE AND FULL PLANNING PERMISSION FOR THE DEVELOPMENT REFERRED TO IN PART 2 ABOVE** in accordance with the submitted plans and application forms subject to the following **conditions**:-

1 Application for approval of ALL "reserved matters" must be made to the Local Planning Authority not later than the expiration of TEN years beginning with the date of this decision.

The development hereby permitted must be begun in accordance with the "reserved matters" as approved not later than the expiration of TWO years from either, the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such reserved matter to be approved.
2 Application for the approval of the "reserved matters" for each parcel of land or phase of development shall include plans and descriptions of the:
   i) details of the layout;
   ii) scale of each building proposed
   iii) the appearance of all buildings including the precise details of the type and colour of the materials to be used in their construction;
   iv) the landscaping of the site.
   Approval of these "reserved matters" must be obtained from the local planning authority in writing before any development is commenced and the development shall be carried out in accordance with the details as approved.

3 Prior to the first occupation of any parcel or phase of the Business Park element of the hereby approved scheme the junction improvements at the Postwick Interchange as shown in the approved document 'Revised Road Alignment' date stamped 20th November 2009 shall be completed and available for public use.

4 Prior to the commencement of development full details of soft landscaping proposals for the hereby approved road scheme/junction improvement shall be submitted to and approved in writing by the Local Planning Authority. These details shall include, as appropriate:
   ▪ Planting plants
   ▪ Written specifications (including cultivation and other operations associated with plant and grass establishment
   ▪ Schedules of plants, noting species planting sizes and proposed numbers/densities where appropriate
   ▪ Implementation timetables

5 Prior to the commencement of development of (i) the hereby approved road scheme/junction improvements and subsequently (ii) any parcel or phase of the business park element as may be submitted through a reserved matters planning application, a schedule of landscape maintenance for a minimum of 5 years shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation.

6 Concurrently with the detail required to be submitted in respect of Condition 2 the following details shall be submitted to and approved by the Local Planning Authority:
   ▪ the layout of the site and any development thereon which shall be based upon an accurate survey of the site and to include levels (existing and proposed), gradients, sections in relation to adjoining sites
   ▪ an accurate plan showing the position, height and spread and species of all existing trees and hedges within and on the boundaries of the site including measures for their protection during the course of the development of the site
- the landscaping of the site (including any proposed changes to existing
ground levels, means of enclosure and boundary treatments, hard
surfaced areas and materials, planting plans, specifications and
schedules, existing plants to be retained and showing how account has
been taken of any underground services).
- the layout of foul sewers and surface water drains
- water efficiency measures.
- the provision, alignment, height materials of all walls, fences and other
means of enclosure
- provision to be made for the parking, loading and unloading of vehicles
- the provision to be made for the storage and disposal of refuse
- Details of the siting and design of housing for public utilities (e.g.
electricity sub-stations).

7 Prior to the commencement of development of each parcel or phase of the
business park element of the approval full details of both hard and soft
landscape proposals shall be submitted to and approved by the Local Planning
Authority. These details shall include, as appropriate:
- Proposed finished levels or contours
- Means of enclosure
- Car parking layouts
- Other vehicle and pedestrian access and circulation areas
- Hard surfacing materials
- Minor artefacts and structures (furniture, play equipment, refuse or other
storage units, signs, lighting)
- Proposed and existing functional services above and below ground e.g.
  drainage, power communications cables, pipelines, etc, indicating lines,
  manholes, supports etc)
- Retained historic landscape features and proposals for restoration,
  where relevant.

Soft landscape details shall include:

- Planting plants
- Written specifications (including cultivation and other operations
  associated with plant and grass establishment
- Schedules of plants, noting species planting sizes and proposed
  numbers/densities where appropriate
- Implementation timetables

8 The development hereby permitted shall not be carried out otherwise than in
accordance with the following plans and documents:
- 2534-PL-002 N (20th November 2009)
- Arboricultural Assessment (8th January 2009)
- Framework Travel Plan (20th November 2009) and addendum (8th June
  2011)
Site Waste Management Plan (8th January 2009)
- Revised Road Alignment document (20th November 2009)

9 Any building constructed on site shall not exceed or change from the quantum of development set out in part 1 of the description of this application and as shown on approved plan 2534-PL-002 N. For clarification this quantum is:
- 42000sqm of B1 and B8 uses,
- a Business Village containing up to 4500sqm of A1, A2, A3 and A4 uses
- a community zone comprising up to 7,500sqm of C2, C3 and D1 uses
- a Hotel of up to 7000sqm (C1)
- leisure Facility up to 2100sqm including C1, A3, A4 and D2 uses
- 1200sqm of car showroom (Sui Generis)

The premises shall be used for the above mentioned purposes and for no other purpose once built (including any other purpose in the same Class of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

10 The A1 element of the Business Park use shall not exceed 2400sqm and no individual Class A1 retail unit for the sale of convenience or comparison goods (as identified in the Schedule to the Town and Country Planning (Use Classes) Order 1987) shall exceed 500sqm.

11 The heights of buildings on the site shall be no higher than those shown in the 'Illustrative Massing Plan' Design and Access Statement, which was submitted in support of this planning approval. No building as may be proposed by the submission of reserved matters planning applications shall exceed the 20m height shown for the hotel building.

12 Prior to the commencement of the Business Park element of the development hereby permitted full details (in the form of scaled plans and/or written specifications) shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority to illustrate the following:
- i) Roads, footways, cycleways, foul and on-site water drainage
- ii) Roads and footway
- iii) Foul and surface water drainage
- iv) Visibility splay
- v) Access arrangements
- vi) Parking provision in accordance with adopted standard
- vii) Loading areas
- viii) Turning areas

13 No works shall commence on site until a detailed scheme for the highway improvement works as indicated on Drawings numbered R1C093-R1-2000E and R1C093-R1-2011B have been submitted to and approved in writing by the
Local Planning Authority in consultation with the Highway Authority.

14 Prior to the first occupation of the Business Park element of the development hereby permitted the highway improvements shall be completed and open for public use so far as they are required to gain access to that development to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority.

15 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. For the duration of the construction period all traffic associated with the construction of the development permitted shall use the approved wheel cleaning facilities as maybe approved.

16 No development shall take place within the site until the applicant, or their agents or successors in title, has:
   a) caused to be implemented a programme of archaeological evaluation in accordance with a first written scheme of investigation which has been submitted to and approved in writing by the local planning authority; and next
   b) submitted the results of the archaeological evaluation to the local authority; and next
   c) secured the implementation of a programme of archaeological mitigatory work in accordance with a second written scheme of investigation which has been submitted to and approved in writing by the local planning authority.

17 Concurrently with the submission of the "reserved matters" required by Condition 1 above a desk study (A) must be submitted to the Local Planning Authority in line with current good practice guidance. The report must include a conceptual site model and risk assessment to determine whether there is a potentially significant risk of contamination that requires further assessment.

Based on the findings of the desk study a site investigation and detailed risk assessment (B) must be completed to assess the nature and extent of any contamination on the site, whether or not it originated on the site.

The report must include:

1) A survey of the extent, scale and nature of contamination
2) An assessment of the potential risks to; human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland, service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments.

The report must also include a revised and updated conceptual site model and
detailed risk assessment. There must be an appraisal of the remedial options, and proposal of the preferred remedial option(s). This must be conducted in accordance with DEFRA and the Environment Agency’s ‘Model Procedures for the Management of Land Contamination, CLR 11’ and other accepted good practice guidance.

Based on the findings of the site investigation a detailed remediation method statement (C) must be submitted for approval in writing by the Local Planning Authority. Remediation must bring the site to a condition suitable for the intended use by removing or mitigating unacceptable risks to the identified receptors. The method statement must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site cannot be determined as Contaminated Land as defined under Part 2A of the Environmental Protection Act 1990. The Local Planning Authority must be given a minimum of two weeks written notification of the commencement of the remediation scheme works.

Following the completion of the remedial measures identified in the approved remediation method statement a verification report (D) (also called a validation report) that scientifically and technically demonstrates the effectiveness and success of the remediation scheme must be produced. Where remediation has not been successful further work will be required.

In the event that previously unidentified contamination (E) is found during the development, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken as set out above and where remediation is necessary a remediation method statement and post remedial validation testing must be produced and approved in accordance with Condition the above.

18 Prior to the commencement of any parcel or phase of development a scheme for the provision of fire hydrants as maybe required shall be submitted to and approved in writing by the Local Planning Authority in consultation with Norfolk County Council.

19 Prior to the commencement of each parcel or phase of development (including the road scheme), full details of any external lighting to be erected on site shall be submitted to and approved by the Local Planning Authority. The equipment shall be installed, operated and maintained in accordance with the approved plans.

20 Details of energy efficient design and the construction of on-site equipment to secure at least 10% of the development’s energy from decentralised and renewable or low-carbon sources shall be submitted to and approved by the Local Planning Authority prior to commencement of the development. The details as approved shall be completed prior to the first occupation of any part
of the development hereby permitted and thereafter shall be maintained.

21 All existing trees, shrubs, and other natural features not scheduled for removal shall be fully safeguarded during the course of the site works and building operations (see BS5837 : 2005 - Trees in relation to construction). No works shall commence on site until all trees, shrubs, or features to be protected are fenced along a line to be agreed with the Local Planning Authority in accordance with Figure 2 of the above BS standard.

Such fencing shall be maintained during the course of the works on site. No unauthorised access or placement of goods, fuels or chemicals, soil or other materials shall take place inside the fenced area.

22 Each individual phase or parcel of the Business Park development shall be subject to its own individual Flood Risk Assessment. This Flood Risk Assessment shall incorporate the drainage design in the Flood Risk Assessment dated October 2008 submitted in support of the hereby approved application and within Drawing Numbers SK04 Rev C & SK05 Rev C.

23 Prior to the commencement of development of any phase or parcel of business park development full details of the adoption and maintenance of any surface water drainage features shall be submitted and agreed in writing by the Local Planning Authority.

24 Prior to the first occupation of any phase or parcel of Business Park development flood warning signs shall be erected within areas of the site that are shown to flood from surface water, in numbers, positions and with wording to be agreed with the Local Planning Authority. The notices shall be kept legible and clear of obstruction in perpetuity.

25 An infiltration drainage scheme for the road network incorporating infiltration swales and ponds shall be implemented prior to the completion of the road element of the hereby approved scheme. The implemented scheme should be designed in accordance with the design details, calculations and drawings provided by Norfolk County Council dated October and November 2009, including drawing number R1C093-R1-2010B. Details of the adoption and maintenance of the surface water drainage system for the lifetime of the development shall be submitted to and agreed in writing with the Local Planning Authority.

26 Prior to the commencement of any development, a scheme for the provision and implementation of pollution control shall be submitted to, and agreed in writing with, the Local Authority. The works/scheme shall be constructed and completed in accordance with the approved plans/specification at such time(s) as may be specified in the approved scheme.
Any infiltration basins and connecting pipework as maybe required shall be constructed prior to the commencement of any phase or parcel of Business Park development.

The hereby approved C3 Use Class serviced apartment shall not be occupied by any person for a period exceeding eight consecutive weeks and such person shall not return within two weeks of such period. The owners / occupiers of the serviced apartments shall maintain an up to date register of the names and main home addresses of all the individual occupiers and shall make this information available for inspection at all reasonable times to the Local Planning Authority following prior written notification.

The reasons for the conditions are:-

1. The time limit condition is imposed in compliance with the requirements of Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The application is submitted in Outline form only and the reserved matters are required to be submitted in accordance with the requirements of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995.

3. To ensure that the highway network is adequate to cater for the development proposed in accordance with Policies GS3 and TRA14 of the Broadland District Local Plan (Replacement) 2006 and Policy 6 of the Joint Core Strategy.

4. To ensure the provision of amenity afforded by appropriate landscape design in accordance with Policies GS3, ENV3 and ENV4 of the Broadland District Local Plan (Replacement) 2006 and Policy 1 of the Joint Core Strategy.

5. To ensure the provision of amenity afforded by the proper maintenance of existing and/or new landscape features in accordance with Policies GS3 and ENV3 of the Broadland District Local Plan (Replacement) 2006 and Policy 1 of the Joint Core Strategy.

6. To ensure the satisfactory development of the site in accordance with Policy GS3 of the Broadland District Local Plan (Replacement) 2006 and Policy 2 of the Joint Core Strategy 2011.

7. To ensure the provision of amenity afforded by appropriate landscape design in accordance with Policies GS3, ENV3 and ENV4 of the Broadland District Local Plan (Replacement) 2006, Policy 2 of the Joint Core Strategy and Policy ENV7 of the East of England Plan.

8. For the avoidance of doubt and to ensure the satisfactory development of the site in accordance with the specified approved plans and documents.
9 To ensure that the highway network, utilities, services and social infrastructure are adequate to cater for the development proposed in accordance with Policy GS4 of the Broadland District Local Plan (Replacement) 2006.

10 To ensure that the Class A uses are ancillary to the development in accordance with the provision of Planning Policy Statement 4.

11 In the interests of visual amenity in accordance with the criteria specified within Policy GS3 of the Broadland District Local Plan (Replacement) 2006 and Policy ENV7 of the East of England Plan.

12 For the avoidance of doubt as the details are not included within the current submission and to enable the Local Planning Authority to retain control of the above aspects of the proposal, to ensure an appropriate development for the site as required by policies GS3, GS4 and CS2 of the Broadland Local Plan (Replacement) 2006.

13 To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor.

14 To ensure that the highway network is adequate to cater for the development proposed.

15 To prevent extraneous material being deposited on the highway.

16 To enable the County Archaeologist to keep a watching brief on the site in accordance with Policy ENV18 of the Broadland District Local Plan (Replacement) 2006.

17 To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy GS3 of the Broadland District Local Plan (Replacement) 2006.

18 To ensure that the development is adequately served by fire hydrants in the event of a fire.

19 To ensure the proper development of the site without prejudice to the amenities of the area, and in accordance with Policy GS3 of the Broadland District Local Plan (Replacement) 2006.

20 To ensure the development complies with the carbon dioxide emissions and

21 To ensure that trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability throughout the construction period in the interest of amenity in accordance with Policies GS3, ENV4 and ENV5 of the Broadland District Local Plan (Replacement) 2006.

22 To ensure a satisfactory method of surface water drainage, as is outlined in paragraph F.4 of PPS25.

23 To prevent the increased risk of flooding throughout the lifetime of the development.

24 To ensure that occupants and visitors to the development are aware that some areas of the site are at risk of surface water flooding.

25 To prevent flooding by ensuring the satisfactory storage and disposal of surface water from the road in accordance with PPS25.

26 To ensure a satisfactory method of pollution control.

27 To ensure a satisfactory method of surface water drainage, as outlined in paragraph F.4 of PPS25.

28 To ensure that the C3 Use Class serviced apartments remain ancillary in nature to the existing and proposed business park and do not form permanent places of residence.

Plans and Documents

Amended Transport Assessment received 09 June 2011
Amended Environmental Statement Volume 2 Figures and Appendices received 09 June 2011
Amended Environmental Statement Non Technical Summary received 09 June 2011
Amended Environmental Statement received 09 June 2011
Amended Retail Impact Assessment received 08 June 2011
Amended Addendum to Framework Travel Plan received 08 June 2011
Amended Planning Statement received 08 June 2011
The reasons for the decision are:-

This application has been considered against the Development Plan for the area, this being the East of England Plan, the Joint Core Strategy for Broadland, Norwich and South Norfolk (2011) and the Broadland District Local Plan (Replacement) 2006. The policies particularly relevant to the determination of this application are SS1, NR1, ENV7, E1, E2, E3 and ENG1 of the East of England Plan, Policies 1, 2, 3, 5, 6, 9 and 10 of the Joint Core Strategy and GS1, GS3, GS4, ENV2, ENV3, ENV4, ENV8, ENV20, TRA2, TRA3, TRA4, TRA5, TRA7, TRA8, TRA11, TRA12, TRA14, TRA17, EMP6, and CS2 of the Broadland District Local Plan (Replacement).

Policy SS1 of the East of England Plan seeks to ensure that new development is sustainable. Policy ENV7 states that new development should be of a high quality which complements the distinctive character and best qualities of the local area. Policy NR1 is the Norwich specific policy and, amongst other things, states areas employment growth should be focused, in part, at Thorpe St Andrew, i.e. at the business park. Policies E1, E2 and E3 relate to employment and identify specific number of jobs that should be provided in the area, the types of locations the jobs should be in and the region wide locations for growth. Policy ENG1 seeks to ensure that developments of 1000 square metres of non-residential floor space or more should secure at least 10% of their energy from decentralised, renewable and low carbon sources unless this is not feasible or viable.

Policy 1 of the Joint Core Strategy sets down a number of standards that new development should achieve in its attempts to address climate change and promote sustainability, including giving careful consideration to the location of development and the impact it would have ecosystems of an area.

Policy 3 of the Joint Core Strategy 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.

Policy 5 of the Joint Core Strategy sets out the policy for developing the local economy and facilitating job growth potential with a target of at least 27,000 additional jobs in the period 2008-2026. It requires sufficient employment land to be allocated in accessible locations consistent with the "Policies for Places" in the strategy.

Policy 6 of the Joint Core Strategy seeks to ensure that the transportation system of the area will be enhanced to develop the role of Norwich as a Regional Transport Node through a number of ways including improvements to the A47.

Policy 9 of the Joint Core Strategy sets down the strategy for growth in the Norwich Policy Area. Specifically it identifies the requirement for junction improvements to the A47 and that there is a requirement for the expansion of the Broadland Business Park.
Policy 10 of the Joint Core Strategy identifies location for major new or expanded communities in the Norwich Policy Area. Of particular relevance is the identification of the Old Catton, Sprowston, Rackheath, Thorpe St Andrew growth triangle as an area in which employment development should be located.

Policy GS1 of the local plan states that development will only be accommodated within the settlement limits for the Norwich fringe parishes, market towns and villages. Outside these limits, development proposals will not be permitted unless they comply with a specific allocation and/or policy of the Plan.

Policies GS3 and ENV2 only permit development where there would be no unacceptable effects upon the character and appearance of the surrounding area and where consideration has been given to the layout and design of any development proposal.

Policy GS4 seeks to ensure that development is permitted only where there are utilities, services and social infrastructure or if not that they will be at appropriate stages in the implementation of the development. Policies ENV3 and ENV4 require developers to make arrangements for maintenance of landscaped areas, existing trees and planting.

Policy ENV8 seeks to ensure that areas of landscape value are retained and development that is permitted does not detract from their character, scenic quality or visual benefit to the area.

Policy ENV20 seeks to ensure that archaeological issues are fully looked at in the planning process.

Policies TRA2 and TRA3 are prescriptive and require that a transport assessment and travel plan (respectively) are required to be submitted with major planning proposals that may have significant impacts on the area in which they are proposed form a transport point of view.

Policies TRA4, TRA5 and TRA7 seek to ensure that adequate provision is made for walking, cycling and public transport (respectively) in development proposals.

Policy TRA8 states that the parking provided in relation to a particular development will reflect the use, location and accessibility by non-car modes. Parking and manoeuvring space must be provided in accordance with the Council's adopted standards.

Policy TRA11 states that planning permission requiring a new access onto or off the A47 will only be granted where it provides a junction with other main roads or access to service areas, maintenance compounds and other major transport infrastructure facilities.
Policy TRA12 states that planning permission requiring new access onto or off other principal routes will only be granted where it supports integrated transport and sustainable development objectives.

Policy TRA14 states that development will not be permitted where it would endanger highway safety or the satisfactory functioning of the local highway network.

Policy TRA17 seeks to ensure that new or improved highways incorporate appropriate landscaping and that native species will be used where possible. Policy EMP6 states that outside settlement limits new employment activity will be permitted where it is adequately demonstrated that an overriding need for a countryside location exists.

Policy CS2 states that Sustainable Drainage Systems (SUDS) should be used for dealing with water on development sites, where appropriate. Every effort has been made to minimise the impact of the development on the residents that will remain in the middle of the site. Furthermore, the Local Planning Authority will use the reserved matters stage(s) to ensure that the business park is built out in a manner that is sympathetic to their needs.

In strategic terms the application site would seem to be a reasonable and logical way of providing for an expansion of the business park. Therefore, in principle, a business park use on the application site can be seen as being in accordance with the policies in the Regional Spatial Strategy and the Joint Core Strategy, and therefore, not contrary to the Development Plan.

Furthermore, the improvements to the Postwick junction are necessary for the expansion to the business park proposed under the outline element of this application. More importantly, however, the improvements are required to ensure that development in the north east sector, as part of the Greater Norwich Growth identified in the Regional Spatial Strategy, can proceed.

The third party representations made in relation to this application, although lengthy, can be summarised as the development being contrary to the policies contained in the Local Plan, that there are flaws in the supporting Transport Assessment, that there is a lack of need for the development and that it will have a detrimental impact on residential amenity. These matters have been fully addressed by the applicant through revisions to documents such as the Transport Assessment and subsequently in this report. On balance it is considered that this application is acceptable in planning terms.

This development has been considered in full accordance with Environmental Impact Assessment Regulations 1999. Environmental information has been taken into consideration in granting planning permission.
The proposal is therefore in accordance with the policies of the Development Plan except GS1 of the Broadland District Local Plan (2006).

Informatives:

If this development involves any works of a building or engineering nature, please note that before any such works are commenced it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consent under the Building Regulations is also obtained. Advice on this point can be obtained from the Building Control Section of the Planning and Community Services Directorate.

The development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a Public Right of Way, without the permission of the Highway Authority. Please note that it is the applicants' responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council. Advice on this matter can be obtained from the County Council's development control officer based at Thorpe Lodge in Norwich - Tel. 01603 430596.

Public utility apparatus may be affected by this proposal and contact should be made with the appropriate utility service to reach agreement on the necessary alterations, which have to be carried out at the expense of the developer.

The applicant is advised that the design of any areas of lagoons or ponds must be notified to NIA prior to grant of subjective planning permission and agreement reached with NIA regarding the design, size and location of such lagoons and ponds as may be necessary.

The applicant is advised that as part of the masterplanning process advice and guidance on designing out crime should be taken from the Norfolk Constabulary's Architectural Liaison Officer.

The applicant is advised that supplementary information included in the Environment Agency's comments dated 4th December 2009 should be taken account of when developing the scheme.

The applicant is advised that supplementary information included in the Environment Agency's comments dated 13th July 2011 should be taken account of when developing the scheme.

For clarification when 'Business Park' is referred to in the conditions it should be
noted that the definition of this is that as stated in part 1 of the description of development i.e. it contains all of the elements that follow such as the hotel and the commercial zone.

Signed

[Signature]

Mr P Courtier
Head of Development Management & Conservation
Broadland District Council, Thorpe Lodge, 1 Yarmouth Road, Thorpe St Andrew, Norwich, NR7 0DU
Information relating to appeals against the decision of the Local Planning Authority.

If you are aggrieved by this decision to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

There are different time limits for appealing against the different types of application:
- If this is a decision relating to a householder application then any appeal must be made within 12 weeks of the date of this notice.
- If this is a decision against any other type of application then any appeal must be made within 6 months of the date of this notice.
- If an enforcement notice has been served for the same or substantially the same development within the period of two years before this application was made, or subsequently, then the period within which an appeal can be lodged is reduced to 28 days from the date of this decision or 28 days from the serving of the enforcement notice, whichever is the later.

The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

Appeals must be made using a form which you can get from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN or online at www.planningportal.gov.uk/pcs.

The Secretary of State need not consider an appeal if it seems to him that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Purchase Notices

If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the District Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.
APPENDIX 3
PREVIOUSLY APPROVED MASTERPLAN
REF: 2534-PL-002 N DATED 20.11.09