NORWICH City Council

PLANNING APPLICATIONS COMMITTEE
Extraordinary meeting

Date: **Monday 29 July 2013**

Time: **2pm**

Venue: Please note that this meeting will be held simultaneously with Broadland District Council's planning committee and therefore will be held in the **Council Chamber at Broadland District Council, Thorpe Lodge, 1 Yarmouth Road, Thorpe St Andrew, Norwich**

COMMITTEE MEMBERS:

Councillors:
Bradford (chair)
Gayton (vice chair)
Ackroyd
Blunt
Brociek-Coulton
Button
Grahame
Jackson
Little
Neale
Sands (S)
Storie

FOR FURTHER INFORMATION PLEASE CONTACT -

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Democratic services
City Hall
Norwich
NR2 1NH

AGENDA

Page No.

1. **Declarations of interest**

2. **Apologies for absence**

3. **Application Number Broadland District Council: 20130363:**
   Application Number Norwich City Council: 13/00520/O
   Norwich Airport, Amsterdam Way, Norwich, NR6 6JA **3**
   (Joint report of the head of planning services (Broadland District Council) and head of planning services (Norwich City Council)

Purpose - To determine the current planning application.

(Please note: The meeting is open to the public to attend and applicants / agents, supporters and objectors, as well as a representative of the parish / town council meeting, are entitled to address the committee, if they wish. Should you wish to speak at the meeting, it is essential that you contact **Broadland District Council's Democratic Services department**, by **5pm on Wednesday 24 July 2013**, by either of the following methods:

Telephone: (01603) 430428 / Fax: (01603) 430411
Email: sara.utting@broadland.gov.uk

Please do not arrive before 1.45pm as you will not be able to access the room.)

Further information on planning applications can be obtained from the council's website:- http://planning.norwich.gov.uk/online-applications/

19 July 2013

Report to	Planning committee (Broadland District Council) Planning applications committee (Norwich City Council) 29 July 2013	**Item**
Report of	Head of Planning Services (Broadland District Council) and Head of Planning Services (Norwich City Council)	3
Subject	Application Number Broadland District Council: 20130363 Application Number Norwich City Council: 13/00520/O Norwich Airport, Amsterdam Way, Norwich, NR6 6JA	

SUMMARY

Description:	Development of northern apron to include detailed planning permission to provide 15,035sqm of aviation related B1(c), B2 and B8 floorspace including associated access to Holt Road, security hut, storage building, parking and landscaping and outline planning permission for up to 80,000sqm of aviation related B1(b), B1(c), B2, B8 and D1 use floorspace with permission for access sought in detail and all other matters reserved.
Reason for consideration at Committee:	Major Application
Recommendation:	Approve
Parishes:	Horsham & Newton St Faith
Wards:	Catton Grove, Spixworth with St Faiths
Contact Officer:	Martin Thirkettle (Broadland) 01603 430628 Mark Brown (Norwich) 01603 212505
Valid Date:	22nd March 2013
Applicant:	Wrenbridge Norwich Airport Limited LLP
Agent:	Deloitte Real Estate

INTRODUCTION

The Site

Location and Site Context

1. Norwich International Airport (NIA) is located to the north of the City of Norwich and accessed off the A140 Norwich - Cromer road and straddles the administrative boundaries of Norwich City Council and Broadland District Council (BDC).

2. The airport is of a size that, to the south it is seen within the context of the built up urban area of the city. It is bounded by residential and commercial land uses within Hellesdon, and Old Catton to the south, south west and south east, whereas to the north the

surrounding context is predominantly rural countryside and village settlements.

3. The majority of development that exists within the airport operational area is situated at its southern end, with the main passenger terminal located at the end of the now disused second runway. The airport industrial estate and other commercial land uses are situated adjacent to and beyond the southern boundary of the airport.

4. The main bulk of the application site is located in the north east corner of the airport and consists of undeveloped treated grassland and a taxiway (although it would be classed as Brownfield site given it is currently part of an operational airfield). The proposed development access road links to the A140 roundabout to the west of the airport utilising a combination of internal roads, taxiway and treated grassland. The site area indicated on the application form is 40.3 hectares.

5. Approximately 22 ha of the application site lies within Norwich City (including the detailed element of the proposals and part of the outline element), and approximately 18 ha of the development, consisting of the remaining parts of the outline proposals and the access road, are situated within Broadland District.

6. In regard to topography, the site rises gently to the north. It is largely featureless apart from development which is sited along part of the north- western boundary, east of Horsham St Faith, which consists of a series of linear buildings, structures and compounds that comprise a safety training facility (Petans). This is accessed from the north via Bullock Hill. Whilst there is some limited vegetation, mainly mature poplar trees along this boundary, they are a notable skyline feature and help to screen the site to a limited extent.

7. The main part of the development site (excluding the access road) is relatively flat. Horsham St Faith lies on the north facing slope at a lower level than the development site. The centre of the village, the majority of which is designated as a Conservation Area, is about 1 km from the airport boundary but its southern extremity is only about 250m distant at the closest point. Spixworth, to the northeast of the airport, is also on the north facing slope but at slightly lower levels than Horsham St Faith. The edge of the village is about 1.1 km from the airport boundary at the closest point. The closest public roads to the proposed development are Old Norwich Road to the west and St Faiths Road to the East, Buxton Road Further to the East and Spixworth Road to the North. Views of the site can be gained from Horsham St Faith, Spixworth, public highways and other groups of, or individual residences, around the airport site.

Planning History

8. The airport site has been used as an airfield since the Second World War. It ceased military operations in 1963 and was bought by the City Council in 1967 (who still retain an interest in Norwich Airport Ltd. and the land). It was commercially operational as an airport by December 1968. No permission was required for the operation of the site as an airport at that time due to the established nature of the use of the site as an airfield.

9. There are a number of aviation related businesses which operate at the southern end of the airport within the vicinity of the eastern apron (e.g. KLMUKE, Air Livery, Bristows Helicopters) together with a number of other businesses which operate from the western apron. Some of these businesses involve aircraft Maintenance Repair and Overhaul

(MRO) operations. Air Livery currently operates from Hanger 2 which has been in various forms of MRO use for over 50 years.

10. There have been a number of permissions granted on the site since the 1960's. Those of most relevance are listed below.

Norwich City

Application Ref 4860498/ SU (Approved 23/06/1986), Alterations and extensions (for baggage handling and air crew) to terminal building.

Application Ref 4980733/F (Approved 23/11/1998), Alterations and extensions (for baggage handling and air crew) to terminal building.

Application Ref 4980607/F (Approved 23/11/1998), Alterations and extensions to terminal building.

Application Ref 05/00697/F (Approved 19/09/2006), 'Refurbishment and extension to existing terminal building to provide improved passenger facilities'.

Application Ref 09/00679/F (Approved 13/5/2010), 'Relocation of existing engine testing facility from its approved location on the eastern apron to the former fire training site and associated noise mitigation works'.

Application Ref 09/00679/F, A claim for judicial review (JR) to quash the decision of 13th May 2010 was submitted on 12th August 2010. The permission was subsequently quashed by Order of the High Court 6/6/2012).

Application Ref 12/01172/F (Approved 9 May 2013) 'Aircraft engine testing at Norwich International Airport, construction of an associated ground run enclosure (GRE), hardstanding and drainage works.'

Broadland District

The planning history in Broadland District relates to the fire training centre / Petans facility situated to the north of the application site. This history dates back to 1984 with numerous permissions granted for buildings and structures associated with this.

Application Ref 840035 (Approved 20 March 1984) 'Two purpose built structures to be used for fire training' (Norwich Airport)

Application Ref 950156 (Approved 15/03/1995) 'Erect a test pool, helicopter simulator building and portakabin' (Fire Training Centre)

Application Ref 971133 (Approved 8 December 1997) '2 no movac type accommodation for teaching, catering and administration uses'. (Petans Ltd)

Application Ref 991113 (Approved 4 November 1999) 'erection of a pre-fabricated garage'. (Petans Ltd)

Application No. 20030758 (Approved 08 August 2003) 'Extension to existing building to

create additional work area'. (Petans Ltd).

Application No. 20031268 (Temporary approval 07 October 2003) '1. Change of use of land to training of the fireservice and offshore workers, 2. Re-siting of eleven portable buildings'. (Petans Ltd).

Application No. 20080022 (Approved 21 February 2008) 'Construct fuel storage concrete slab to accommodate three 4000 litre LPG storage tanks and one 5000 litre Kerosene storage tank'. Petans Sea Survival & Training. (Petans Ltd).

Application No. 20080362 (Approved 23 June 2008) 20m high training tower. (Petans Training Centre).

Application No. 20090934 (Approved 15 September 2009) Erection of 27m training tower. (Petans Ltd).

The Proposal

11. The 'hybrid' application seeks detailed planning permission for 15,035sqm of 'aviation related' B1(c), B2 and B8 floorspace including associated access to Holt Road, security hut, storage building, parking and landscaping; and outline planning permission for up to 80,000sqm of 'aviation related' B1(b), B1(c), B2, B8 and D1 use floorspace with permission for access sought in detail and all other matters reserved. The development is proposed to be sited entirely within the operational area of Norwich International Airport (NIA). The applicant is Wrenbridge Norwich Airport LLP a joint venture between Norwich Airport Ltd and Wrenbridge Ltd.

12. 'Aviation related uses' are described in the supporting Planning Statement as being:

"… those that directly benefit from the close proximity to the airport, and the connectivity and synergies that it provides, either by directly using the airport for transportation and/or the movement of aircraft or by the close proximity to associated specialist aviation-related businesses."

Detailed Proposals

13. The detailed element of the application comprises the design of a 15,035sqm five bay hangar, workshop space and office facilities for the first phase of aviation related commercial development. Access from the A140 is also proposed. The application indicates that the building is to be occupied by Air Livery who are an existing aviation-related user at Norwich Airport. Air Livery are seeking to construct a new-build five bay building aircraft painting facility to accommodate the Airbus 320 series and Boeing 737 and 757 series. This will allow Air Livery's UK Narrow Body business to be located on one single site at NIA. (Currently the Air Livery operations are spread out with single bay operations located at both Southend and East Midlands, and 3 bays at Norwich).

14. The proposed building width is 62m, 219m in length and 17m in height (from finished floor level to ridge). Ancillary offices are provided at ground and first floor levels incorporating meeting rooms, offices, stores, spray booths, a plant/compressor, a locker room and crew room. A total of 99 car parking spaces are proposed. This includes 6 disabled car parking spaces. In addition a storage building is proposed. The building and ancillary works are

entirely situated within Norwich City.

15. A new junction to the roundabout to the west of the airport on the A140 would be constructed and a new stretch of road would be constructed aligned east west to join the existing taxiway to the north of the runway. Access would then continue along the existing taxi-way which would be divided along the centre to maintain a land-side airside boundary. A security gate and associated building is also proposed. This and the majority of the new access road are situated in Broadland District.

Outline Proposals

16. The Environmental Statement (ES) addendum describes a set of development parameters for the outline element of the application. These are:

- The uses proposed by the development (B1c/B2/B8/D1);

- 80,000 sq m as the maximum extent of the area to be developed. The application proposes that a limit is placed on the quantum of D1 floorspace that could come forward at the Reserved Matters stage to 16,400 sq m. All other land uses would be restricted so that the total site-wide quantum of development would not generate in excess of 171 two-way vehicle movements in the PM peak hour to ensure that traffic generation would not cause unacceptable impacts on the highway network;

- The maximum and minimum height, width and length of building(s) is restricted to - height 6m (min) and 20m (max); width 25m (min) 85m (max); length 40m (min) 270m (max);

- An area of the site which is directly impacted by the route of the Norwich Northern Distributor Road (NDR) is identified.

- An area for future NDR access to the site, is shown as part of the development.

- An area is identified for a potential energy centre.

- Zones for Strategic Landscaping are identified.

17. Three illustrative layout plans are provided in support of the outline application to demonstrate how this part of the site could be developed in accordance with the parameter plans. These plans show different quanta of development for the outline element namely Option A total GEA 61, 000 m sq, Option B 69,000 m sq, Option C 80,000 m sq.

The NDR

18. One of the illustrative plans (Option B), provides a layout which allows for the potential future construction of the NDR. This demonstrates how the development could come forward if the NDR is developed in due course. The access from the site to the A140 would close and be converted to an emergency access as and when the NDR became operational. Notwithstanding, the application is predicated on access being achieved from the A140 and is not reliant on the NDR coming forward.

Operation of the development

19. It is proposed that the development would operate 24 hours a day, 7 days a week. This would apply to operations within the buildings and on the associated apron, as necessary. It is not proposed to alter the permitted times when aircraft can take off and land at the airport.

Consequential Flights Associated with the Development

20. The application states that 500 annual aircraft movements (1 movement is a landing or a take-off) would be expected from the detailed element of the application and 3,582 annual aircraft movements have been assumed for the outline element. This is a total of 4,082 for the development as a whole and would represent a 10% increase on current aircraft movements at NIA.

Strategic Landscaping

21. The landscaping proposed as part of the detailed element of the application is mainly isolated to that part of the application site. In terms of the broader development, there are restrictions on the height, type and amount of landscaping and vegetation that can be established in the vicinity of airports. The application proposes that a 1.3m high soil bund will be constructed on which planting will be located in the north east corner of the Site. An additional 5.0m planting strip will also be developed adjacent to the north western boundary of the site on the southern side of the access road, to screen views from Horsham St Faith. (The application does not indicate at what point during the course of the development, the strategic landscaping will be implemented.)

Lighting

22. The application points out that the site lies within an operational airport and is therefore already a lit environment and all new lighting proposals must be in accordance with CAA regulations. A lighting strategy has been produced for the development and lighting systems will have to be designed in accordance with the various standards including - Chartered Institute of Building Services Engineers (CIBSE) Lighting Guide 1: The Industrial Environment; CIBSE Lighting Guide 6: The Outdoor Environment; Part L, Building Regulations; CAP168 Licensing of Aerodromes; and Bats and Lighting in the UK (Bat Conservation Trust and Institute of Lighting Engineers).

23. The application proposes a detailed lighting layout for the Air Livery Building and associated car park. Road lighting is already installed at the existing A140 roundabout. Additional lighting will be required where the proposed access road ties into the roundabout and will be designed to the same standard as existing.

Security and Airport Access

24. Access to the development will be via a manned security gate / hut situated at the western airport boundary. The access road will be fenced on either side.

Phasing

25. The application indicates that the detailed element of the application constitutes phase 1 and the outline phase 2. There is no further detailed breakdown of phasing for the outline element of the application.

Construction

26. The indicative construction programme for the detailed element of the development is anticipated to span approximately 14 months. The construction programme of Phase 2 of the Development is expected to span approximately 84 months (7 years).

Content of the Planning Application

Supporting Material

27. As part of the application the following documents have been submitted - Planning Statement, Transport Assessment, Flood Risk Assessment, Environmental Statement (ES) (which describes the findings of the Environmental Impact Assessment (EIA)), Statement of Community Involvement and Design and Access Statement.

28. The development has been screened in accordance with the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2011 (the 'EIA Regs') and found to be EIA development. Following an EIA scoping exercise the application has been submitted with an Environmental Statement (ES).

Summary of findings of the EIA

29. Socio Economics - During operation the development has the potential to create between 990 and 2, 232 direct and indirect FTE jobs depending on the amount of floor space that is delivered.

30. Landscape and Visual – Around the development itself, the impact without mitigation is described in the ES as *'major adverse'* from viewpoints which are in close proximity to the development such as the residential properties that fringe Horsham St Faith, to *'minor adverse'* or *'negligible'* where the views are more distant or filtered by trees, or limited to rooftop views.

31. Cultural Heritage – No significant impact on archaeology is identified in the ES. The assessment undertaken by the applicant concludes that the impact of the development upon the Grade II Listed White House and Horsham St Faith Conservation Area would be *'negligible'*.

32. Traffic – The ES concludes that the traffic generated by the development is well below the thresholds where adverse environmental or amenity impacts would be experienced.

33. Transport Assessment (TA) – The TA is incorporated in to the ES (although the requirement for a TA is not as a consequence of the EIA Regs.) and there is some duplication between the two assessments. The TA addresses the impact of road traffic on the capacity of the highway network and other matters such as car parking and the provision of sustainable transport measures.

The TA states that the proposed level of on-site car parking for cars for the detailed element, is 99 car parking spaces (includes 6 disabled). For the outline element, a total of

between 717 and 1,630 car parking spaces, dependant on the final layout for the development, will be included within the scheme in line with parking standards. Cycle parking spaces of approximately 54 spaces (i.e. 1 per 1,500sqm) will be provided with on-going monitoring to assess demand and more cycle spaces being provided if necessary.

The TA states that the proposed development has the potential to generate up to 179 two-way traffic movements in the AM weekday network peak hour and up to 116 in the traditional PM weekday network peak hour. This level of trips is considered negligible by the applicant and compared with the existing flows on the network, the existing highway network in the vicinity of the site will continue to operate within desirable levels of operational capacity with the proposed development in place.

34. The TA indicates that a specific mitigation measure to prevent any adverse effects on the surrounding highway network from the development is to implement a limit of 171 hourly two-way vehicle movements during the PM peak. Development subject of future reserved matters applications would not be able to exceed this limit.

A number of mitigation measures are proposed to be included as part of the development incorporated within the final Travel Plan (TP) to be produced for the Site. These are:

- Appointment of a Travel Plan Coordinator
- Secure, covered and illuminated cycle storage will be provided at the site.
- Provision of changing facilities including showers and lockers in each building.
- Implementation and promotion of a Car Share Scheme.
- Provision of a continuous footway between the terminal and the Park and Ride
- Provision of a bus pick up and drop off within the loop road in front of or in relatively close proximity to the terminal entrance
- Provision of suitable sustainable travel promotional information within the terminal to allow connection to both the City and Railway.
- NIA web site updated to include a link identifying any new travel measures/initiatives, including the hopeful extension of the Park and Ride.
- NIA to enter into discussions regarding land necessary to allow a controlled bus gate between the airport site and the adjacent council industrial site.
- Promotion of the Liftshare scheme for existing and new staff. Spaces will be reserved close to the staff airport entrance for drivers participating in the car share scheme and arriving with a passenger(s).
- Cycle parking provision to be reviewed at the airport for staff and where appropriate new sheltered, lit and secure stands will be made available.
- Monitoring to be undertaken by TPC – Surveys to be carried out annually and report back to the LA

The TA states that the measures proposed as part of the Travel Plan will aim to achieve a modal shift to more sustainable forms of transport of 17.7%.

35. Air Quality (AQ) - The ES concludes that even without mitigation, there are no significant AQ impacts from any source other than road traffic, where minor adverse impacts are predicted to affect a small number of residential properties within the former Hellesdon Air Quality Management Area, at the junction of the A140 and A1402.

    The proposed Air Livery Ltd facility will incorporate a high level of emissions controls to prevent air quality and odour impacts resulting from their operations.

36. Noise - A baseline noise survey was undertaken in February 2013 the results of which are:

Location	**Measured background noise level LA90 dB**
Residential receptors to southeast of Site (≈ 900m) Old Catton	45 (Day) 30 (Night)
Residential receptors, Firside Junior School to southwest of Site (≈ 1,400m) Hellesdon	53 (Day) 28 (Night)
Residential receptors to northwest of Site (≈ 450m) Horsham St Faith	38 (Day) 21 (Night)
Residential receptors to east of Site (≈ 500m) Quaker Farm	45 (daytime) 33 (evening) 25 (Night)
Residential receptors to east of Site (≈ 1,100m) Spixworth	53 (Day) 23 (Night)

(Day - 07:00-23:00; Night-time - 23:00-07:00)

Noise has been assessed using assessment methodologies required by the EHO. In this case operational noise has been assessed using the BS4142 standard ('Method for Rating Industrial Noise Affecting Mixed Residential and Industrial Areas'). It is considered by the applicant that through the use of appropriate design measures (to be determined during detailed design phases), ambient noise affecting future occupants of the development and noise levels at the receptors identified above, can be controlled to achieve British Standards and not exceed existing background noise levels.

Aircraft will only taxi to the Site boundary and then will be towed into the Site. The ES states the majority of aircraft would be towed from the eastern apron. It is not envisaged that noise from aircraft ground movements will result in any discernible noise effects, such that they result in negligible impact at sensitive receptors.

Cumulative noise effects may occur should construction works take place simultaneously at both the Development, the Engine Testing Facility and the NDR. Based on the site locations, it is considered that the locations most likely to be affected by cumulative noise

impacts are Horsham St Faith and Quaker Farm. While construction works for the Development are predicted to have negligible impact on surrounding sensitive receptors, the precise scale of additional noise impacts will be dependent on the exact works taking place at each location.

37. Ground Conditions - The ES concludes that the potential existence of residual contamination in the ground presents a *'minor adverse'* risk to soil and groundwater quality prior to mitigation. Mitigation measures have been designed to ensure that all residual effects on ground conditions and associated controlled waters during the construction and operational phases will be *'negligible'*.

    Water Resources and Flood Risk – The site is situated in a low risk flood zone. Mitigation measures will be implemented to ensure that all residual effects on the water environment during the demolition and construction and operational phases will be negligible.

    Ecology and Nature Conservation - The assessment has been informed by a Phase 1 Habitat Survey, Great Crested Newt Survey and Bat Activity Survey. Overall, the site is identified as being of limited ecological value. However, one potential 'Key Ecological Receptor' has been identified for the Site, namely sandy stilt puffball (fungi). Landscape planting and a planted bund along the north eastern boundary of the Site, together with a lighting strategy in accordance with Bat Conservation Trust guidelines are proposed, which will minimise any light spillage impact to ecology beyond the site boundary.

    The Applicants Consideration of Alternatives to the Development

38. The EIA Regs. require the applicant to outline the main alternatives to the development that they studied and give an indication of the main reasons for the choice in proceeding with the preferred option. The applicant states that Air Livery have explored alternative locations at other airports and determined that Norwich represents the most satisfactory option to fulfil their business aspirations and without a realistic opportunity, they could relocate to a competitor airport elsewhere within the UK.

39. In regard to the proposed development site, the applicant states that there are no available sites to the south of the runway large enough to accommodate the scale of development required either for a commercially viable aviation-related business park or, specifically for the Air Livery facility in isolation. The majority of land to the south is either already taken up by built development or is constrained by operational restrictions. That remaining may be suitable for smaller, discreet airport related development and/or that not necessarily requiring runway or other airport infrastructure access. Sites outside the airport boundary have not been considered as they would not fulfil the locational requirements of aviation-related businesses.

Representations Received

40. The application has been advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. A total of 3 letters were received from nearby local residents raising issues and concerns as summarised in the table below.

41. Broadland District Council Cllr Stuart Clancy expressed support in view of jobs and economic benefit.

Issues raised by local residents	Response
Light pollution - Light from office windows and car park extending into countryside over 24 hour period. Insufficient mitigation strategy to the north and east of the site. A more robust approach including evergreen planting is needed. Much of the existing tree line to the north-east of the site which is incorporated in the mitigation strategy is aged. There are concerns about impacts on flora and fauna and local bat populations.	Addressed under paragraphs 90 and 124-129.
Visual impact - Further permissive footpaths and bridleways associated with Grange Farm, Spixworth Hall Cottages and Grange Livery not identified in the landscape and visual impact assessment and would be impacted upon by the proposals. Northern part of airport clearly visible to Quaker Farm. Robust planting should be established from the offset of the project to ensure the proposed as well as future facilities are well screened. Development of large building, office windows, exterior lighting and car parking will radically change views from Quaker Farm. Enormous area of glass on the east side of the Air Livery building could mean significant light pollution. Timing / phasing of tree planting – mitigation and tree planting should be implemented as part of Phase 1. Tree planting should be substantial to particularly address lighting from the 75 windows.	Addressed under paragraphs 90 and 124-129.
Fauna and Flora – Presence of bats (including Barbastelle which is offered higher protection than other protected bat species) and Great Crested Newts occupy land and buildings at Quaker farm.	Addressed under paragraphs 65 and 150 – 152.
Noise pollution - Further assurance is required that nearby residents will not be subjected to industrial noise.	Addressed under paragraphs 51 and 120 – 123.
Increased traffic flow	Addressed under paragraphs 61 and 138 - 145.

De-valuing of property	This is not considered to be a material planning consideration in itself.
Pollution and air quality - Assurance requested that dust and fumes will not be allowed to escape into the surrounding environment. Regular and long-term monitoring is requested if the application is successful.	Addressed under paragraphs 51 and 130.
Helicopters - Are helicopters going to be using the facility? If so it is requested that they are restricted from flying at a low level over farm houses.	Current operational procedures for the airport as set out in the NIA Operational Framework Agreement will continue to apply.
Existing business community - Chapter 7 ES 'The Surrounding Business Community' does not mention local farming businesses and farm diversification practices, such as the holiday cottages and livery at Grange Farm, which also contribute to local economy. Agricultural land extends to the boundary of the airport and farmers, horse owners and cottage guests spend long hours in the open air within these areas.	Addressed under paragraphs 120 – 157 and 162 – 163.
Development required – Accept that development at the northern part of the airport is important.	Addressed under paragraphs 162 – 163.

Consultation Responses

42. Summary of responses from Statutory and other consultees.

43. **Drayton Parish Council.** No objection. Concerns there will be excessive traffic through Drayton. Traffic programme requested.

44. **Horsford Parish Council.** No observations.

45. **Hellesdon Parish Council.** Support.

46. **Horsham and Newton St Faith Parish Council** Support. The council realise the employment opportunities the proposal will bring to the area. Members of the council are concerned that noise pollution to the parish will be increased, as there are existing issues with noise levels from the engine testing facility. There are also concerns about fumes and smells created, and stringent measures are requested to regularly assess air quality.

47. **Taverham Parish Council.** Proposal thought to have a positive economic effect. No objection.

48. **Broads Authority.** No comment.

49. **Sprowston Town Council.** No objection.

50. **Norwich City Council, Economic Development.** Economic Development expresses strong support for the proposals. It is recognised that NIA is already an important centre of employment in the city, and states that: *"Around 1000 people are already employed at the airport and a substantial proportion of the estimated 22million direct income earned at the airport site is retained in the local economy."* The continued growth and success of the NIA is seen as vital for the retention and growth of existing aviation related business activity and the protection of both direct and indirect employment. Approval of the development will create the scope to attract new business and provide much needed additional secure, high quality employment. This development will support business and jobs growth and retention in knowledge-intensive sectors in line with the Greater Norwich Development Partnership Economic Strategy.

51. **Environmental Health Officer (Broadland DC).**

Noise - No objection. Condition proposed:

Noise emitted from the site shall not exceed the levels quoted in Table 12.11 chapter 12A of the ES, when monitored at or by calculation to the receptors in this table. All measurements shall be taken in accordance with BS4142 (1997) Method for Rating Industrial Noise Affecting Mixed Residential and Industrial Areas. Prior to the use of the building, details of the plant and machinery shall be submitted in order to demonstrate compliance with these levels.

Air Quality - No objection. As a result of increased traffic on the ring road associated with the proposed development, nitrogen dioxide emissions have been modelled in the former Air Quality Management Area (AQMA). Future emissions from road traffic are difficult to predict, the expected reductions to emissions modelled nationally have not occurred. There are two receptors within the former AQMA, where without the proposed development a minor exceedence over the air quality objective value may occur in future years. The impact of the proposed development is modelled to increase this minor exceedence by a small margin. It should be noted that the model used is conservative, and currently over -predicts nitrogen dioxide levels by 31% higher than are currently measured by Broadland District Council in the former AQMA.

In view of this, and the proposed NDR which would significantly improve traffic levels in this locality, on balance it is considered that the impact of the development is not considered of sufficient significance to recommend refusal on air quality grounds. As the NDR has yet to be approved, it would be appropriate to add a safeguard, should Broadland District Council be required by DEFRA to re-declare an AQMA as a result of increased traffic levels associated with this development. Recommends that the applicant is committed to enter into a scheme with Broadland District Council where the costs of the additional monitoring of air quality pollutants at an AQMA are funded by the applicant, if required.

Energy Centre - No objections. Modelled emissions do not predict nitrogen dioxide exceedences. At the Reserved Matters stage when the model of CHP plant is known, would expect a detailed air quality emissions and modelling report.

Ground Conditions - Condition needed to require site investigation to determine ground conditions and if contamination is an issue.

52. Natural England. No objection. Requested that further surveys were carried out in accordance with Natural England's "Great Crested Newt Mitigation Guidelines". NE would expect regard to be had to impacts on other protected species in the determination of the application. The Planning Authorities are referred to their standing advice in this regard.

EN noted that the County Ecologist's view would be sought prior to commencement of development regarding mitigation strategies.

53. **Historic Environment Service, Norfolk County Council.** No objection. In accordance with paragraph 141 of the NPPF standard archaeological conditions are required to be imposed relating to - Written Scheme of Investigation; No demolition to take place other than in accordance with the Written Scheme of Investigation as approved; development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation.

54. **Environment Agency.** No objection subject to the imposition of conditions in regard to flood risk. In addition, standard conditions have also been recommended for the management of controlled waters, contamination and surface water drainage should permission be granted.

The EA also recommend that the applicant is advised of the permitting requirements if the option of disposing of foul water by private treatment plant is pursued.

55. **English Heritage.** No objection. General Observations. EN acknowledges the historic assets of the Conservation Area in Horsham St Faith, including the grade I listed parish church and Scheduled Priory site), and Spixworth parish church north and north east of the site respectively. Because of the distance and intervening vegetation, there will not be a harmful impact on the Spixworth Parish Church. EN indicate that the new development will have some influence on views of the Conservation Area and recommend the council ensures proposed mitigating planting is implemented as a condition.

56. Norfolk Constabulary. Holding objection whilst information and guidance is sought from District Commanders and Local Delivery Inspectors for policing impact. It is sought that developers contribute towards increased policing needs via planning obligations.

A response has also been received from the Counter Terrorism Security Advisor at the Norfolk Constabulary who provides the following advice:

- The approach route from the A140 roundabout to the security post is currently straight affording any vehicle with hostile intent the opportunity to gather a considerable speed, in turn increasing the kinetic energy at the point of impact. I would recommend the road is designed to incorporate traffic calming measures in the form of horizontal deflections, bends in the road designed as such to reduce sight lines and slow vehicles

down. This method of calming would require some form of physical measure on the bend to create the reduction of the sight line and prevent vehicles cutting off the bend to maintain speed. This will also have to be designed as such to allow two HGV's to pass with no impediment. Reducing the approach speed will in turn reduce the kinetic energy of any hostile vehicle at the point of impact.

- The current plan does not have any waiting or rejection lane capability. Any vehicle which has approached and is not authorised entry will either have to reverse or enter the secure area. Reversing all the way back to the roundabout will cause a hazard by a vehicle reversing out onto the main A140 trunk road especially if that vehicle is a HGV. This is something which is not acceptable and will force the hand of the security officer to allow the vehicle through into the secure area to turn around although not authorised. Under the current configuration, this would also be the case for smaller vehicles is other vehicles are held up behind. A lay-by and rejection lane are recommended to be incorporated to allow visitors to park up and contact security prior to approaching the air lock. A rejection lane off the lay-by would allow vehicles that have been denied access to reverse into the rejection lane, turn round and return to the roundabout. This will also allow authorised traffic to continue reducing tailbacks and prevent the security officer from having his/her hand forced to let an unauthorised vehicle into the secure area.

- The security post is not going to be staffed 24/7 therefore, it is recommended this access point is covered by CCTV which terminates back at the main airport security post to allow visual coverage of the access point out of hours.

- Adjacent the hangers there is to be a secure store which is to house paints and chemicals. Due to the remote location it is recommended this store is fitted with an Intruder Detection System (IDS) which terminates back to the airport security post in the main terminal to allow a response to be initiated.

57. Anglian Water. No comment.

58. Norwich International Airport. No objection.

59. **Norfolk Fire and Rescue Service.** No objection. Require installation of additional fire hydrant/s as a planning condition. Where no piped water supply is available alternatives should be put in place.

60. **GNDP Design Review Panel.** The scheme makes sense from an economic development perspective but there is concern that this scheme is pre-empting the proper planning of the area. The Panel accept that there are limited sites that can provide this scale of development but timing, and the lack of an overall masterplan and an evaluation of impact is an issue. The Panel would have liked to have seen a contextual analysis alongside a visual representation of the building and its impact on the surrounding countryside possibly with offsite landscaping introduced to mitigate adverse impacts. The potential scale of additional traffic means that access and traffic issues are a huge concern in advance of decisions on the NDR. Overall the Panel felt that there were too many uncertainties around the impacts of the development. However, it was recognised that the timing was client-led and therefore suggested that a better approach may be to deal with the short term economic pressures of the client's need in isolation for the detailed application and delay the outline element of the scheme. This approach should be

informed by the urgent preparation of a high level evaluation of development opportunities at the Airport.

61. **Highway Authority**

Strategic Highway Response

Norfolk County Council (NCC) as Highway Authority have advised that there are unresolved matters relating to:

- *The overall volume of traffic generated by the development and its potential impact on the A140 roundabout*. Whilst the applicants have proposed a cap on the overall levels of traffic that could be generated by the proposals, NCC are not satisfied with the traffic modelling relating to this undertaken by the applicant and the level at which any cap should be set is, at the time of publication of this report, unresolved. This is subject to on-going discussion between NCC, the applicant and the local planning authorities. NCC further advise that until such an acceptable cap can be agreed and imposed by way of planning condition with suitable monitoring in place, it cannot be concluded that the development is acceptable in highway terms.

- *Access arrangement onto the A140*. The access arrangement / layout as proposed by the applicant is not currently acceptable to NCC. Notwithstanding, NCC have advised that this matter can be resolved and dealt with by way of imposition of a condition requiring details of the access to be approved prior to the commencement of development.

Sustainable Transportation Response

Car parking levels for the outline element (Phase 2) are well over what we would be expected and should be agreed at reserved matters stage along with cycle parking levels. These matters should be the subject of a condition. Parking for Phase 1 (99 car and 52 cycle spaces) should be conditioned to be provided prior to first occupation.

With regard to sustainable access, in the absence of sustainable transport improvements and a surface access strategy it is arguable that the development is unacceptable. However given that the developments location is fixed due to its aviation use and lack of alternative locations within the airport and given that the site is fairly unsustainable in terms of non-car modes of access and there is very limited scope to provide enhanced facilities for non-car modes of access to the site, it is considered that this can be mitigated by offsetting against the rest of the airport. A condition should be imposed requiring a surface access strategy for the whole of the airport to be put in place prior to first occupation of those parts of the development proposed in outline and to remain in perpetuity and subject to regular review. The strategy should address:

- Existing means of access to the airport for both staff and customers including services and facilities provided for those modes;

- The vision for means of access to the airport over the next 15 years by all modes of transport and for both staff and customers;

- Measures to make non-car modes of access more usable, desirable and accessible;

- Passenger forecasts;

- Targets and monitoring for passenger and employee mode shares which should seek to increase the modal share of non-car modes;

- Review of car parking needs of all employers within the area taking into account the targets for non-car modal share;

- Review of passenger car parking requirements.

- Provision of promotional material for sustainable modes of access to the terminal and connections to the city centre and rail and bus stations, including directional signage within the airport.

Notwithstanding the content of page 52 of the TA Addendum dated June 2013 which provides the list of proposed sustainable transport and travel plan measures, a number of further conditions should be imposed requiring:

- No occupation of the development shall take place until a scheme for the provision of a continuous footway between the airport terminal building and the park and ride site has been submitted to and approved in writing by the Local Planning Authority. This should be implemented 6 months after occupation of the development and retained in perpetuity.

- No occupation of the development shall take place until a scheme for the provision of a bus pick-up and drop-off area within 100m of the terminal buildings passenger pedestrian entrance has been submitted to and approved in writing by the Local Planning Authority. This should be implemented 6 months after occupation of the development and retained in perpetuity.

- No occupation of any part of the development comprised in the outline application shall take place until a scheme for the provision of a bus link and bus gate between the terminal building and Spitfire Road has been submitted to and approved in writing by the Local Planning Authority.

These should all be provided and paid for by NIA and would not be implemented by the Highway Authority (unless the applicant or NIA provided the funds to do so).

62. **Landscape and Visual Impact Advice.** Professional landscape consultants were commissioned to advise the Council's on the impacts of the development in this regard. Some significant landscape and visual impacts to the north and west of the proposed site are likely. Contrary to the Broadland Landscape Character Assessment planning guidelines, the effects of the development will erode the predominantly rural landscape setting of Horsham St Faith.

63. Due to the height and extent of the development along the horizon, the mitigation proposals will only slightly reduce the impact. However, the effects are likely to be limited in their geographical extent to the southern and eastern edges of Horsham St Faith. Alongside appropriate lighting design, the strategic planting and bund to the north east

corner of the site should ensure that there will be no adverse effect on the residents of Quaker Farm.

64. The proposed access from the A140 is likely to be visually intrusive.

65. **County Ecologist.** *Plants* – Concurs with section 15.9 of the ES Addendum that in the unlikely event of an individual sandy puffball being encountered then mitigation would be necessary in order not to commit an offence.

Great Crested Newts – Supports the mitigation proposed. Does not consider it appropriate / necessary for the applicant to apply for a newt licence unless September's future reptile surveys suggest mitigation in the form of a reptile fence. If this is the case, then a licence will need to be applied for. This can be submitted to Broadland District Council along with the reptile report.

Bats - The specific issues of this application were not fully considered. In particular there were no surveys of the significant Barbastelle roost on Quakers Farm and the static recorder was not placed on the boundary closest to the proposed bat gantry. Does not fully support the statement: 6.1.1. of the bat survey report that no further mitigation is required as the ecology report does not state the presence of the barbastelle roost. Even though the bat static recorder to the east of the site was suboptimally placed, it did record bat activity. We have the benefit of access to data from the NDR work, and consider the route to be a major route for bats and a significant roost for Barbastelle bats in Norfolk. This is based upon a greater amount of survey effort than this application's reports and hence the subsequent large investment into mitigation for the NDR in the vicinity the NE corner of the airport site. Notwithstanding, the mitigation proposed in the ES Amendment sections 15.15 – 15.16 is along the right lines. Seeks implementation of the 1.3 m high bund as proposed by the applicant with vegetation on top to provide effective screening to the boundary of north east side of the development.

Reptiles - The applicant is committed to completing a reptile survey in September 2013. The results of which will dictate whether mitigation is needed. If reptile fencing is required then a great crested newt licence would need to be applied for. This is straightforward and the details of which will need to be submitted to the LPA.

Contrary to the current planning policies on enhancement for biodiversity, habitat creation should be only by appropriate gapping up of any existing hedgerow around the site boundary, to avoid clashes with the airport's policy on controlling (bird) species for safety reasons.

Recommends conditions relating to:

Sandy puffballs - In the unlikely event of confirmation of its presence, mitigation would comprise translocation of any identified puffball colony, to an appropriate receptor site which is itself safeguarded from future development.

Bats – Any lighting should adopt the Bat Conservation Trust external light minimisation guidelines. Requires the 1.3m bund to be put in place with vegetation on top to an overall minimum height of 2m provided that it would not impede aviation safety or affect the design.

Reptiles - Reptile survey to be conducted in September 2013. A reptile survey report is to be submitted to BDC. This will include mitigation plans for reptiles and any amended great crested newt mitigation, if a licence is deemed necessary subject to the results of the reptile survey.

66. **Broadland District Council, Conservation Officer.** Careful consideration needs to be given to the colour of the proposed building (particularly as seen from outside the airport and mainly from the north). Screening planting may in fact have more unacceptable, visual impact than the building itself, and that the prominent display of advertisements on sides of the building facing away from the airfield seems to be undesirable (and to negate the point of choosing a form and colour that will have a reduced visual impact).

ASSESSMENT OF PLANNING CONSIDERATIONS

Key Issues

67. The main issues to be taken into consideration in the determination of the this application are an assessment of the proposals against the polices within the Development Plan; the National Planning Policy Framework; whether the proposed uses are aviation related and the acceptability of the mix of uses at this location; the sustainability of the development in terms of access to a range of modes of transport; the impact of the development on the highway network; the impact of the development on the environment and local communities; and the potential contribution of the development to the local and regional economy.

Relevant Planning Policies

Planning policies are identified below. (Joint Core Strategy policies and polices within the Norwich and Broadland Replacement Local Plans are summarised in **Appendix 1)**.

National Planning Policy Framework (NPPF) - March 2012

Relevant paragraphs:

19. (Significant weight to be placed on the need to support economic growth);
20. (Planning authorities should plan to meet the needs of business);
21. (Investment in business should not be over-burdened by the combined requirements of planning policy expectations);
24. Sequential test for town centre uses.
29. (Focus on a sustainable transport modes, although sustainable transport solutions will vary from urban to rural areas);
31. (Local authorities to work together to provide viable infrastructure to support sustainable development, including large scale facilities such as airports);
32. (Planning decisions to take account of whether the opportunity to provide sustainable transport modes have been taken up. Development should only be refused on transport grounds where the residual cumulative impacts of development are severe);
33. (Planning for airports should take account of their growth and role in serving business, leisure, training and emergency service needs);
122. (Planning authorities should assume that separate pollution control regimes will operate effectively);
123. (Planning decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development);
124. (New development in Air Quality Management Areas to be consistent with the local air quality action plan);
125. (Through good design, planning decisions should limit the impact of light pollution on local amenity and nature conservation);
197. (In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.);
216. (Weight may be given to emerging policies according to the stage of preparation of the emerging plan, (the more advanced the preparation, the greater the weight that may be given), the extent to which there are unresolved objections to relevant policies and the degree

of consistency of the relevant policies in the emerging plan to the policies in the NPPF).

Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk 2011

JCS Objective 3: Economic growth and diversity.

Policy 1 Climate Change.
Policy 2 Good Design.
Policy 3 Energy and Water.
Policy 5 The Economy.
Policy 6 Access and Transportation.
Policy 9 Growth in the Norwich Policy Area (NPA).

City of Norwich Replacement Local Plan 2004 (Saved Policies) ('NRLP')

TRA1 Norwich Airport Development.
TRA2 Airport Operational Boundary.
TRA3 Sustainable Transport.
TRA5 Approach to design for vehicle movement and special needs.
TRA6 Parking Standards.
TRA7 Cycle Parking Standards.
TRA8 Servicing Provision.
TRA12 Travel Plans.
TRA13 Transport interchanges.
HBE4 Archaeology.
HBE12 High Quality Design.
EP5 Airborne Emissions.
EP6 Air Quality.
EP8 Noise amelioration at NIA.
EP16 SUDS.
EP17 Water Quality (car park run off).
EP18 Energy Efficiency.
EP22 Protection of Residential Amenity.
NE8 Protected Species.
NE9 Landscaping.
EMP2 Growth of existing businesses.

(All of the policies above, with the exception of Policy HBE4 have been found by Norwich City Council to be wholly consistent with the NPPF.)

Broadland District Local Plan (Replacement) 2006 (Saved Policies) ('BRLP')

GS1 New development.
GS3 Applications - general considerations.
GS4 Utilities, services and social infrastructure.
ENV2 High standard of layout and design.
ENV3 Maintenance of landscaped areas.
ENV5 Protection and promotion of natural or semi-natural features.
ENV14 Listed buildings.
ENV16 The character and appearance of conservation areas.

ENV17, 18 and ENV20 Ancient monuments and other nationally important archaeological sites and monuments.
TRA1 Land required for the improvement of the transport network to be protected.
TRA2 Transport assessments.
TRA3 Travel plans.
TRA4 Suitable provision for pedestrians.
TRA5 Sustainable transport.
TRA8 Parking.
TRA9 Development within the operational boundary of NIA.
TRA12 Access onto or off principal routes.
TRA14 Highway safety.
CS3 Protection of ground water sources.
CS12 Risk of pollution.
CS14 Noise.

(The following policies, referred to above, have been reviewed by Broadland Council and are found to be wholly consistent with the NPPF - GS4, ENV2, ENV3, ENV5, ENV20, TRA1, TRA2, TRA3, TRA4, TRA5, TRA12, TRA14, CS3, CS12, CS14)

Other Material Considerations

Written Ministerial Statement: Planning for Growth (March 2011)

The Localism Act 2011 – S.143 Local Finance Considerations.

'The Future of Air Transport' (Department for Transport 2003) ('The Aviation White Paper').

The Draft Aviation Policy Framework, July 2012.

GNDP Economic Development Strategy 2009 -2014.

Norwich City Local Plan Development Management Policies - Submission Version (April 2013).

Policy DM1 Achieving and delivering sustainable development.
Policy DM2 Ensuring satisfactory living and working conditions.
Policy DM3 Design principles.
Policy DM6 Protecting and enhancing the natural environment.
Policy DM9 Safeguarding Norwich's heritage.
Policy DM11 Protecting against environmental hazards.
Policy DM16: Employment and business development.
Policy DM19: Offices.
Policy DM27 Norwich airport.
DM28 Encouraging sustainable travel.
DM30 Access and highway safety.
Policy DM31: Car Parking and Servicing.

Principle of Development

The Development Plan

68. Section 38(6) of The Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the adopted development plan unless material considerations indicate otherwise.

69. The JCS and saved policies of the City of Norwich Replacement Local Plan (NRLP) 2004 constitute the adopted development plan governing this proposal in Norwich City Council's administrative area. In addition, the Norwich local plan Development Management Policies development plan document (DPD) has now been submitted to the Secretary of State for examination. Given this document is at an advanced stage of preparation, weight can be given to its policies in accordance with paragraph 216 of the NPPF and are a material consideration in the determination of this application, the level of objection to relevant policies and therefore the weight which it is considered should be afforded to each policy is detailed in **Appendix 1**.

70. The JCS and saved policies of the Broadland District Local Plan (Replacement) 2006 constitute the adopted development plan governing this proposal in Broadland District Council's administrative area.

The Proposed Use

Operational Development

71. Whilst there is a clear description within the application of the detailed element (aircraft painting) of the development, clarification has been sought from the applicant as to the type of activities and uses that they envisage could occupy the outline element of the development. These include:

> MRO engineering (B1c/B2 – generic and airline specific); general aviation (B1b/B1c/B2); aircraft fit out (B1b/B1c/B2); aircraft finishing (B1b/B1c/B2); aircraft recycling (components and whole aircraft – B1b/B1c/B2); manufacturing and assembly (components and aircraft – B1b/B1c/B2); flight training (education and training – D1); engineering training (education and training – D1); hangarage / aircraft parking (B8); component storage (B8); Freight (B8).

72. The adopted NRLP make provision for different uses at the airport. Policy TRA2 states that within the airport boundary *"…development for Airport purposes and for the purpose of transport interchange with other modes of travel will be acceptable. Proposals for non-operational uses, related to the Airport's function will be assessed against .. the long term operational development needs of the Airport; …the environmental impact of any proposal, including the potential impact of airport activities and development on the proposed use."*

73. Policy TRA9 of the BRLP states that within the operational boundary of the airport *"….operational development for airport purposes and development which is not operational but clearly demonstrated to be airport related will be assessed against….long term operational needs…landscape and countryside impact….environmental impact …."*

74. Clearly these policies support, subject to a number of tests, development at the airport that is operational or if non-operational, is in some way aviation related or related to the functions of the airport.

75. The General Permitted Development Order sheds some light on what may constitute operational uses in planning terms. Permitted development rights are extended to airport operators to allow them to develop 'services and facilities' on airport operational land. This could include passenger terminals that do not exceed 500 sq m of floor space or operational buildings for example (where an operational building is defined as "…*a building, other than a hotel, required in connection with the movement or maintenance of aircraft, or with the embarking, disembarking, loading, discharge or transport of passengers, livestock or goods at a relevant airport…"*). What constitutes 'services and facilities' could be wide ranging, however, the airport operator (or its agent) is required to be the developer for permitted development rights to apply. In the case of this application, the developer will be Air Livery to undertake aircraft painting for the detailed phase and it could be any other commercial developer in regard to future phases.

76. In addition to the above, it is also logical when, defining operational development, to consider whether the proposed use is critical to the operation of the airport or is related to its core function as an aerodrome. It is Officers view that many of the proposed uses, such as the painting of aircraft, do not fall into this category (although uses such as aircraft MRO would). Therefore, officers conclude that the application as proposed could involve development consisting of a combination of operational and non-operational uses and must be considered against the different tests for these uses, as required by the policies referred to above.

Aviation Related Uses

77. In terms of the proposed uses being aviation related or related to the functions of the airport. It is considered that the aircraft spray painting operation for Air Livery requires and benefits from having airside access to the runway, is clearly an aviation related use and in principle, is acceptable in this location.

78. In terms of the outline element of the application, Officers consider that some of the proposed uses are potentially vague. 'MRO engineering' for example, whilst likely to be understood within the aviation industry to be aviation related, could be construed to relate to a non-aviation related use. For the avoidance of doubt, it is recommended that a condition is imposed that sets out a detailed definition of the aviation related uses that will be permitted under any planning permission, to avoid ambiguity and ensure that future reserved matters applications are appropriate to this location. Further, this will ensure that general non-aviation related B (business/industry/storage) and D (non-residential institutions/assembly and leisure) class uses are directed to more appropriate employment allocations or town centre sites throughout Broadland and Norwich.

The JCS

79. The JCS describes the strategic planning context for NIA in terms of air travel and sustainable economic growth around the airport. Policy 5 of the JCS seeks 27,000 new jobs in the JCS area over the plan period through sustainable economic growth. The development has the potential to create a significant number of jobs and as such, the

application is considered to be in accordance with Policy 5 of JCS.

80. Policy 6 of the JCS supports the growth and regional significance of NIA for both leisure and business travel to UK and international locations. In terms of surface access, Policy 6 promotes the Norwich Area Transportation Strategy (NATS) including construction of the Northern Distributor Road (NDR). NATS / NDR will improve access to key strategic employment and growth locations such as NIA and the increased road capacity released by the NDR will help to deliver improvements to public transport, walking and cycling on the wider Norwich road network. Whilst the NDR does not currently benefit from a planning permission, an application is anticipated to be submitted in 2013, the delivery of it is a policy objective and as such, is material to the determination of this application. Whilst construction of the NDR and delivery of NATS will help to support sustainable economic growth to the north of Norwich and in the future improve accessibility and the sustainability credentials of the subject application's location, given that the NDR has not yet come forward only limited weight can be applied to this when considering the merits of this application and how sustainable the location and the development is.

81. The airport is situated within the Norwich Policy Area (NPA). Policy 9 of the JCS states that the NPA is the focus for major growth and development around Norwich and in this regard the application is considered to be consistent with this policy.

82. A large industrial estate already adjoins the southern boundary of the airport. Policy 9 of the JCS identifies the airport as a strategic location for further employment growth and that there is the potential for *"… a new business park of around 30ha associated with the Airport and focussed on uses benefiting from an airport location."* The Broadland District Council 'Site Allocations DPD - Preferred Options July 2013' document identifies 35 Ha of land to the south of Horsham St Faith and to the north of the airport (beyond its operational area) for *"..employment uses associated with Norwich International Airport."* (See **Appendix 2**). The draft policy / allocation will require proposals to demonstrate that there will be a *"….significant specific benefit from a use being located near the airport".* The 'Site Allocations DPD - Preferred Options' is currently undergoing a final round of consultations. It is anticipated that it will be submitted to the Secretary of State for examination in late 2013/early 2014 with potential adoption in mid to late 2014..

83. Officers consider that the application is supported by Policy 9 of the JCS insofar as it represents growth and development focused on the NPA and is employment development to be situated near to the airport. Clearly the business park of 30 Ha referred to in Policy 9 is the subject of a separate allocation.

84. In summary, Policies 5 and 9 of the JCS are found to be in support of the application in regard to employment growth and growth and development in the NPA respectively. In overall terms the application is found to be in accordance with the JCS.

Norwich City – Adopted Local Plan Policies (City of Norwich Replacement Local Plan 2004)

85. Policy TRA1 of the NRLP supports the continued development of Norwich Airport as a regional airport of significant importance to the local economy. Notwithstanding, the policy requires any development to be assessed against a number of provisions which are addressed below:

Consistency with national airports policy - The Draft Aviation Policy Framework recognises generally the contribution of the air transport sector to employment and the economy. The Framework states that the Government recognises the important role regional airports across the UK play in providing domestic and international connections and the vital contribution they can make to the growth of regional economies. Many airports act as focal points for business, development and employment.

Emerging aviation policy seeks a balance between delivering sustainable economic growth, combating climate change and protecting the local environment. In this regard, NIA currently facilitates employment of approximately 1,000 full time equivalent (FTE) workers across a range of businesses. The development proposed could contribute further to this by creating in the region of 990 and 2,232 direct and indirect FTE jobs. In regard to combating climate change, the development, as a worst case, could give rise to a 10% increase in aircraft movements at NIA. Notwithstanding, the likely uses relate to various forms of aircraft maintenance/training and associated offices. These are necessary requirements of the aircraft industry and if they don't take place here at NIA they will simply take place elsewhere. Further, the movements are not associated with the primary purpose of the aircraft (for moving passengers) and terminals are not proposed and would not be permitted. In terms of impacts on the local environment, as addressed in more detail later in this report, the EIA accompanying the application has assessed the development and whilst some adverse impacts have been identified the development is found overall to be acceptable.

The environmental impact of development including any significant increase in aircraft movements – This has been discussed under a previous heading.

Diversification and integration of modes of surface access to encourage alternatives modes of access to the private car - Access to the airport by sustainable forms of transport is generally poor. The Transport Assessment accompanying the application concludes that the primary mode of transport to the site will be the private car, and whilst it will be possible to influence travel behaviour through the proposed Travel plan, the potential for this will be limited by the relative inaccessibility of the site. Whilst it is acknowledged that the developments location is fixed and appropriate due to its aviation related use (and a lack of alternative locations within the airport), Officers are of the view that in light of the car based traffic generated by the development and in the absence of sustainable transport improvements and a surface access strategy for the airport, the development could be viewed as being unacceptable when assessed against this particular policy and emerging policy DM27 (discussed further below).

It is therefore recommended that a condition is imposed to secure a surface access strategy for the whole of the airport prior to occupation of the outline part of the development as requested by the City's Transportation Officer. Whilst an earlier trigger point for such a strategy would be desirable (i.e. prior to occupation of any of the development) it is acknowledged that delivery of the Air Livery building is time constrained and balancing the economic need for this first phase with the time to compile an acceptable strategy, the proposed trigger point is considered to be a pragmatic way forward.

In addition to the above, there are further measures proposed in the TA which Officers are not satisfied with in terms of the suggested delivery method, namely:

- Provision of a continuous footway between the terminal building and the park and ride site (prior to first occupation of any development

- Provision of a bus stop at the terminal.

- Provision of a new bus link and bus gate between the terminal building and the adjacent industrial site.

Officers consider that these can and should all be provided and paid for by NIA or the applicant to mitigate the impact of the development. It is recommended that these measures are secured by way of imposing planning conditions to require their implementation and which will improve accessibility to the airport.

86. Policy TRA2 supports operational development at the airport. Non-operational development is assessed against the long term operational development needs of the Airport and the environmental impact of any proposal. Given that the application proposes both operational and non-operational uses the acceptability of the development is subject to these tests.

The long term operational development needs of the Airport – Whilst no masterplan currently exists for the airport, NIA who are the joint applicants and the relevant airport operator, have provided information in support of the application confirming they have assessed the long term needs of the airport. They have concluded that the development of Area 4 would not fetter current and future aviation and operational requirements. Further, the nature of the application and the uses proposed will continue to offer NIA the opportunity to situate operational uses within Area 4 in the future should they be required and subject to the relevant conditions imposed on any consent.

Environmental Impact – As stated previously, whilst some adverse impacts have been identified in regard to visual effects, the development is found overall to be acceptable in terms of impacts on the environment and local communities.

87. Imposition and compliance with the proposed conditions described above under the assessment of the development against policy TRA1, will ensure there is a modal shift to more sustainable forms of transport and therefore no overall conflict with Policy TRA3.

88. Policy HBE12 seeks a high quality of design and for applicants to *"….demonstrate that appropriate attention has been given to the height, scale, massing, and form of new development…..significant new developments will be required to demonstrate in their design these relationships with their surroundings through assessments and analysis of visual impact and relationships from all main viewpoints."* The design, height, scale and massing of the Air Livery building is driven by operational requirements. Given the need to accommodate plane types such as Airbus 320, Boeing 737 and 757 series, the building is large and bulky but is not out of character in this airport location. The outline element will be subject to reserved matters applications which the Council will be able to consider in due course, but clearly there is an expectation given the parameters proposed in the application, that further larger structures similar to the detailed element could come forward in this location, and which it is concluded would not be out of character here.

The application is accompanied by a full landscape and visual impact assessment (LVIA) which has been independently reviewed on behalf of the Council's. Given that the final

form of the outline element of the development is unknown, the LVIA has assessed the upper limits of the parameters of the application in terms of height and extent of the development. In landscape terms officers consider there not to be an overall significant adverse impact given that the development site or surrounding land is not protected for any special landscape qualities. Impacts on the Horsham St Faith Conservation Area are limited and the Broads National Park is unaffected. In visual terms, clearly the development will be visible from numerous viewpoints particularly from Horsham St Faith and other isolated residences close to the airport. There are therefore considered to be some significant adverse visual impacts and there is some conflict with HBE12, although the policy does not direct refusal of an application in these circumstances. Further, this needs to be balanced against all relevant policies in the development plan and other material considerations.

89. Policy EP8 of the NRLP states *"Development at Norwich Airport will be subject to the implementation of appropriate measures for noise amelioration in relation to aircraft movements and testing."* The development would not conflict with Policy EP8 given that noise amelioration is incorporated into the development through building design and which will ensure the internal noise environment is acceptable for employees.

90. Policy EP22 states *"Development, including alterations and extensions to existing buildings, will only be permitted if it provides for a high standard of amenity to existing or potential residential premises in the vicinity. This will include…. avoidance of noise, odour, air or artificial light pollution…. Where existing amenity is poor, improvements will be sought in connection with any development."* In regard to noise, background noise measurements were taken at sensitive receptors. The development can be designed to ensure that noise emissions will not exceed those background noise levels. No objection has been raised by the EHO in regard to noise and it is recommended that a condition is imposed requiring details of plant and machinery to be supplied to the planning authority for approval, to ensure that the background noise levels are not exceeded.

    In regard to traffic emissions, air quality standards could be slightly exceeded as a consequence of this development and others, in the locality. Notwithstanding, the EHO points out that this is difficult to predict and the air quality models used to assess exceedences of air quality standards are often over conservative. The EHO raises no objection on air quality grounds. Further, the construction of the NDR will improve traffic levels in the locality generally. Other types of airborne emissions relating to industrial processes would be regulated under other legislation and permitting procedures administered by the Local Authority or the Environment Agency. As directed by paragraph 122 of the NPPF, planning authorities should assume that these separate pollution control regimes will operate effectively.

    It is considered that lighting could have some adverse impacts on the closest residential property at Quaker Farm located to the east of the airport and which will be directly facing the Air Livery building in Phase 1. Although separated by a belt of woodland, this is deciduous and there will be winter views. It is recommended that conditions are imposed requiring details of any lighting to be approved by the planning authority; and the implementation of strategic landscape planting (1.3 m high bund with 5m of planting) to the north east corner of the site prior to the first occupation of the development. This will help to mitigate the impact of lighting on this property.

91. Policy EMP2 of the RLP states that *"Proposals for expansion of existing businesses will be*

permitted, provided that …. there is no adverse environmental or visual impact, taking particular account of the character of any residential areas or other adjoining uses…. development is not over-intensive in relation to the capacity of access, parking facilities and services to the site…". This policy is relevant given that Air Livery is currently situated at the airport and the application represents an expansion of their business. In addition, NIA is the joint applicant and there is some prospect that they will undertake development themselves and more generally, it is anticipated that development will come forward that will be aviation related or related to the function of the airport. In overall terms, the environmental impacts of the development are considered to be acceptable. Provision of suitable access to the site via the A140 roundabout should be able to be achieved and controlled by way of imposition of a planning condition and subject to the agreement of a traffic cap for the overall development to be imposed by way of planning condition there will be no highway objection to the proposals.

92. In summary, the development conflicts with policy TRA1 of the NRLP in regard to the diversification and integration of modes of surface access, in order to encourage travellers to use other modes than the private car to access the Airport. Conditions are recommended to be imposed to improve the accessibility of the airport by more sustainable forms of transport. It is considered by officers that the effect of such conditions will make the development acceptable in the context of this policy. There is also considered to be some conflict with Policy HBE12 given the significant adverse visual impacts of the development. However, balanced against the other aspects of policy TRA1, and Policy TRA2 which encourage the growth of the airport and Policy EMP2 which supports the growth of business generally, the development is considered to be in accordance with the policies of the NRLP when considered as a whole.

Norwich City – Emerging Local Plan Policies (City of Norwich Local Plan, Development Management Policies)

93. Draft Policy DM1 requires applications to demonstrate that the proposals contribute to the principles of sustainable development. In particular to *"….enhance and extend accessible opportunities for employment, education and training, stimulate competition and support business whilst enabling balanced, sustainable economic growth in the Norwich economy.. and ….minimising the overall need to travel, reducing dependency on the private car and high-emission vehicles and ensuring ease of access to facilities and services for all users both now and in the future..".* The proposed package of sustainable transport measures put forward by the applicant and the additional measures sought through the imposition of planning conditions, will reduce dependency on the private car. Alongside these measures, the proposals will lead to employment creation and economic growth and on balance the application is found to be in accordance with this policy.

94. The application proposes development that is considered to be in accordance with Draft Policy DM16 which states that *"Proposals which provide for or assist in the creation of high quality employment, business development and inward investment and the expansion of local firms will be permitted where consistent with the overall sustainability objectives set out in policy DM1 and other policies of the plan."*

95. Policy DM19 (Offices). Promotes new office development in centres, outside centres proposals must comply with DM1 and a sequential site assessment. B1a offices are not proposed in their own right and any office space would be expected to be ancillary to the primary use of a building – it is considered that stand alone B1a office space, even with an

aviation user, would fail the sequential test set out in DM19 and paragraph 24 of the NPPF.

96. Draft Policy DM27 of the emerging City of Norwich Development Management Policies DPD allows for development within the airport boundary permitted for *"….airport operational purposes;.. uses ancillary to the function of the airport and facilities providing improved transport links… Development for alternative uses will not generally be supported in advance of the adoption of an agreed masterplan for the airport, including a Travel Plan and Sustainable Access Strategy".* Officers consider that the aircraft painting activity associated with Air Livery for example, would constitute 'development for alternative purposes' in the context of this draft policy. There is no agreed masterplan for the airport, overall Travel Plan or satisfactory Sustainable Access Strategy, and clearly there is conflict with this emerging policy. Notwithstanding, as stated previously, it is recommended that conditions are imposed to require a Sustainable Access Strategy to be drawn up for the airport, and other specific measures to encourage users of the airport to travel by alternative modes of transport to the car.

97. Policy DM28 requires new development to be consistent with the principles of sustainable development as set out in DM1 and particularly in relation to reducing the overall need to travel. *"Cumulatively, development proposals must ensure, so far as is practicable, that they would not result in overall net growth across the City in travel by private car and that any anticipated increase in travel demand resulting from the development can be accommodated or diverted to non-car modes…."* . The imposition of conditions requiring an overall access strategy to include sustainable transport measures and other specific measures has the potential to achieve modal shift as required by this draft policy.

Broadland District – Adopted Local Plan Policies (Broadland District Local Plan (Replacement) 2006)

98. Policy GS1 states *"… New development will 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."* Whilst the site lies outside of the settlement limits referred to in the policy, as discussed below, the application is considered to accord with policy TRA9 ('development at Norwich Airport') and therefore does not conflict with policy GS1.

99. Policy GS3 sets out general considerations to be taken into account in all new development proposals, including accessibility for all, public transport, access and highway safety, residential amenity, the character and appearance of the surrounding area, nature conservation, agricultural land, the historic environment, land drainage, ground conditions and air quality. In terms of sustainable transport measures, the imposition of conditions referred to previously relating to the provision of sustainable transport will improve the sustainability characteristics of the development.

100. In regard to the ability of the surrounding highway network to accommodate traffic generated by the development and any consequential impacts on the surrounding area, subject to agreement of a suitable traffic cap for the development as a whole and an appropriate monitoring regime to ensure such a cap is not exceeded; and provision of a satisfactory access arrangement onto the A140 roundabout (which can be controlled by way of planning conditions), the Highway Authority will raise no objection to the proposal. In addition the ES has identified that development traffic will not exceed thresholds where

an adverse environmental impact could be experienced (by local residents for example). Notably, if the NDR comes forward, the development will be required to gain access and egress to this new road with access to the A140 to be for emergencies only. In this situation, as advised by the Highway Authority, the need for any such cap and monitoring regime would fall away given that the NDR will have capacity to accommodate greater levels of traffic growth.

101. The main potential impacts on residential amenity and the character and appearance of the area as raised by Policy GS3 are considered to be in relation to noise and visual impacts. As stated above and in regard to noise, the development can be designed to ensure that noise emissions will not exceed those background noise levels and no objection has been raised by the EHO in this regard. In relation to impacts on countryside character, and landscape, whilst the development is clearly substantial and will be viewed from a number of sensitive locations, in overall terms the impacts are not considered to be so adverse as to justify refusal. Matters relating to nature conservation, the historic environment, drainage, flood risk, contamination and air quality are addressed later in this report, but in summary do not raise any issues that are either unacceptable or cannot be addressed by way of planning condition, and therefore do not conflict with Policy GS3.

102. Policy GS4 states *"New development will only be permitted where utilities, services and social infrastructure are or can be made adequate…."*. In regard to energy, the Air Livery building will be serviced by its own dedicated plant and equipment with new connections for all main utilities. The outline element could also be serviced by their own dedicated plant with extension to the main utilities and may include local energy generation from low and zero carbon technologies. There is also the potential for providing a future central energy centre (an indicative location is shown on the parameter plan) which would provide heat and electricity to each building via a network of underground services. This will provide the energy required in an efficient manner with the potential for utilising a central combined heat and power plant (CHP). In regard to site drainage, a SUDS scheme will be implemented in accordance with EA requirements.

103. Policy TRA1 states *"Land required for the improvement of the transport network will be protected from prejudicial development."* The route of the NDR passes through a portion of the application site. It is recommended that a condition is imposed on any approval requiring no development to take place in the corridor route reserved for the NDR and that the development should not prejudice the delivery of future NDR.

104. Policies TRA2, TRA3, TRA 4 and TRA5 address the requirements for major applications to be accompanied by a Transport Assessment and Travel Plan including measures proposed to deal with the travel consequences of the development and the provision of pedestrian, cycle and public transport access. As referred to above, a package of measures have been put forward by the applicant and additional conditions are recommended that will ensure there is no overall conflict with these policies.

105. Policy TRA9 deals with operational and non-operational development within the airport. The development is considered to be a combination of both categories of development. Imposition of a condition that will require that only aviation related development is permitted under any consent will ensure that development coming forward in this location is operational or non-operational but clearly linked to the airport. In regard to the further tests under this policy:

The long term operational needs of the airport – Clarification has been sought from the airport on this matter and they have indicated its future needs remain adequately catered for either by the growth of existing operations into that area, as is the case for Air Livery, or in the assumed utilisation of Site 4 land for new aviation related development, both operational and in the areas of education and training.

Landscape and countryside impact – Whilst there are considered to be significant adverse visual impacts, and there is some conflict with this policy, when balanced against other development plan policies, the NPPF and other material considerations, this adverse impact is not considered sufficient to be a reason for refusal of the application.

The availability of suitable sites south of the main runway – The application describes a detailed assessment of the potential alternative locations for this proposal within the airport including on sites to the south of the runway. The various operational and access constraints and lack of land availability mean that there are no single sites that could accommodate a development of this nature to the south of the runway. The potential alternative site to the north of the runway (Area 3) is constrained due to NDR safeguarding and land ownership (land not within the control of the airport). Sites exist to the south of the runway that could accommodate small infill development and technically could accommodate some of the constituent parts of the development but a new site for Air Livery is preferred for airside access and competitiveness and the outline element would provide a single site option that would appeal to an identified market demand for aviation related growth.

The environmental impact of airport activities on the proposal and of the proposal on neighbouring areas - As stated previously, whilst some adverse impacts have been identified in regard to visual effects, the development is found overall to be acceptable in terms of impacts on the environment and local communities.

Surface access considerations – A range of sustainable transport measures will be sought through the Travel Plan and further planning conditions which will improve surface access to the site and the airport generally.

106. Policy TRA12 states *"Planning permission requiring new access onto or off other principal routes defined on the proposals map will only be granted where it supports integrated transport and sustainable development objectives."* A range of sustainable transport measures will be sought through the Travel Plan and further planning conditions which are considered to be acceptable.

107. In summary, there is some conflict with Policy TRA9 of the BRLP in regard to surface access considerations. Conditions are recommended to be imposed to address this. Policy TRA9 clearly envisages operational and non-operational development taking place at the airport. On balance, there is not considered to be an overall conflict with the BRLP.

Material Considerations

The NPPF

108. The NPPF requires local planning authorities to apply the presumption in favour of sustainable development in assessing and determining development proposals (para. 197). *"Significant weight should be placed on the need to support economic growth*

through the planning system.." (para. 19) and *"…investment in business should not be over-burdened by the combined requirements of planning policy expectations"* (para. 21). The application has the potential to create a large number of jobs and contribute towards economic growth. As such, significant weight should be placed on paragraph 19 of the NPPF in the determination of this application.

109. Paragraph 32 of the NPPF states that *"….decisions should take account of whether ..opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure and…..improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."* Provided a suitable traffic cap for the development as a whole can be agreed with the Highway Authority and imposed by way of planning condition, traffic generated by the development can be accommodated within the existing highway network. A range of sustainable transport measures have been put forward by the applicant and it is recommended that conditions are imposed to further improve the sustainability of the airport location. There is insufficient basis to conclude that the impacts of the development are so severe as to justify refusal of the application.

110. The NPPF acknowledges the potential of airports in contributing to communities in a number of ways *"When planning for ports, airports and airfields that are not subject to a separate national policy statement, plans should take account of their growth and role in serving business, leisure, training…."* (para. 33).

111. Local Planning authorities should focus on whether development *"….is an acceptable use of the land, and the impact of the use, rather than the control of processes or emissions themselves where these are subject to approval under pollution control regimes. Local planning authorities should assume that these regimes will operate effectively."* (para 122)

112. Paragraphs 123, 124 and 125 of the NPPF require planning decisions to have regard to adverse impacts arising from noise, air quality and light pollution. As previously stated in this report, any adverse impacts arising in this regard can either be mitigated through design or the imposition of planning conditions.

National Aviation Policy

113. The aviation White Paper, 'The Future of Air Transport' (Department for Transport 2003) acknowledges that there is scope for Norwich airport to help meet local demand and its growth is supported in principle (subject to relevant environmental considerations). The progress report into the White Paper (Department for Transport 2006) continues to acknowledge NIA as a major airport in the region.

114. The aviation White Paper is now out of date and government is committed to a new aviation policy. The Draft Aviation Policy Framework recognises the very important role airports across the UK play and their contribution to the growth of regional economies. Airports, as is the case with NIA, are acknowledged in the Framework as acting as focal points for business development and employment.

Conclusions

115. It is considered that the proposals involve a combination of operational and non-operational airport related development. The proposals subject of the detailed element of the application whilst non-operational, can clearly be described as airport related. A condition can be imposed to ensure that any development that comes forward under the outline element of the application will also be airport or aviation related. On this basis, it is considered that the principle of development is acceptable and is supported by policies TRA1 and TRA2 of the NRLP and TRA9 of the BRLP.

116. The site does display some weaknesses in regard to access to non-car modes of transport and therefore there are some tensions with aspects of policies TRA1 of the NRLP and TRA9 of the BRLP. However, sustainable transport measures have been put forward by the applicant and in combination with the imposition of further planning conditions are considered to make the development acceptable in planning terms.

117. Alongside this and the conclusion that the development will not give rise to unacceptable environmental or community impacts, the application is considered overall, to be in accordance with policies TRA1 and TRA2 of the NRLP and TRA9 of the BRLP. Subject to agreement of a suitable traffic cap for the development and an appropriate monitoring regime to ensure any such a cap is not exceeded, there is no conflict with the development plan in highway terms. The importance to the local economy of the airport is referred to within policy TRA1 of the NRLP and objective 3 and policies 6 and 9 of the JCS. On balance, the development is considered to be in accordance with the development plan when considered as a whole in both Norwich City and Broadland District.

118. Paragraph 19 of the NPPF relating to supporting economic growth is a material consideration and should be given significant weight in the determination of the application.

119. There have been no objections made to the building of the facility proposed, its location or the principle of the use. The application raises several other material planning matters, however, it is considered that many of these issues can be dealt with comparatively simply and most aspects of what has been proposed have had very little if any representation made on them. These matters are addressed below.

Impact on Living Conditions

Noise Disturbance

120. The ES sets out the noise assessment that has been undertaken for the construction and operational phases of the development, as agreed with the Broadland DC EHO. This has considered noise associated with the Air Livery proposals and the uses proposed as part of the outline element of the application. In addition, noise associated with potential increases to air traffic, noise associated with the approved adjacent aircraft engine testing facility and increases to traffic on surrounding roads attributed to the development have been assessed.

121. Sensitive receptors around the airport have been taken into account. No objection has been raised by the EHO. It is however recommended that a condition is imposed on any consent that requires the details of the noise emission levels of any plant and machinery

to be submitted to the planning authority for approval and to demonstrate that the noise levels measured at the sensitive receptors will not be exceeded.

122. In addition, it is recommended that a condition is imposed stating that no high powered aircraft engine testing should take place within the new development.

123. Provided these conditions are imposed, it is considered that no conflict will arise in regard to policy EP22 of the NRLP, CS14 of the BRLP and paragraph 123 of the NPPF.

Visual Impacts

124. As concluded by the landscape and visual impact advice received by the council, the proposals will result in a significant adverse impact on visual amenity in the immediate area. Clearly the new buildings will be very visible to properties at Quaker Farm, Spixworth Hall Cottages and residences within the southern part of Horsham St Faith. The development will also be able to be seen in longer distance views from residences but with diminishing impact over distance. It is acknowledged that any proposed mitigation planting will only slightly reduce the impact as the effect will be due to the height and extent of the development along the horizon.

125. In addition to the scale and bulk of the development, which to a large extent cannot be mitigated, is the adverse impact from light pollution. Due to the 24 hour operation of the development, this has the potential to have a significant impact on those properties closest to the development such as Quaker Farm, outside of normal business hours.

126. Based on these adverse impacts, it is concluded that there is some degree of conflict with Policies EP22 of the NRLP and GS3 of the BRLP. Notwithstanding, the airport is a location which already accommodates large buildings and hangars that are required to house aircraft and whilst it is acknowledged that the proposals now introduce these type of structures to the northern side of the runway, they are not entirely out of keeping with the locality and surrounding land uses.

127. Further, it is quite clear that other policies in the development plan envisage development within the operational confines of the airport. Officers agree with the applicant's conclusion that there are no reasonable alternatives to locate this type of development on any other site within the airport.

128. It is recommended that a number of conditions are imposed to limit visual impacts, namely:

- Strategic Landscaping is to be provided along the eastern and northern boundary of the site as part of the first phase of development (Air Livery).

- A landscaping condition is imposed to ensure the planning authorities are able to influence the final form of any proposed landscaping (associated with all phases of the development).

- A condition is imposed requiring the details of lighting to be approved by the LPA prior to occupation of the first phase of the development and as part of any future reserved matters applications.

129. It is concluded that the adverse visual impacts associated with the development (which

affect only a limited number of properties) whilst giving rise to some degree of conflict with adopted local planning policies, are outweighed by the NPPF and those local plan policies that envisage the growth of NIA, and support employment and economic growth generally.

Airborne Emissions and Air Quality

130. The EHO advises that the increased traffic generated by the development may add to minor exceedences of air quality objectives caused by other development in the area. Notwithstanding, it is considered that the impact of the development is not considered of sufficient significance to recommend refusal on air quality grounds. Other emissions associated with processes such as aircraft spray painting, manufacturing or recycling for example, will be subject to licensing or permitting under other legislation (IPC). This will ensure suitable controls are implemented to avoid harm to human health.

Design

131. The planning application has been accompanied by a Design and Access Statement which details the design process.

Layout

Detailed Application

132. The new building is required to be orientated such that aircraft can gain access to it from the existing taxiway. The ground floor is predominantly double height livery hangers with direct access to the airside taxiway and runway to the west. To the east are the crew rooms, meeting rooms, general offices, locker rooms and welfare facilities together with stores and spray booth. Directly above this ground floor accommodation area is a first floor level, comprising of offices, meeting room's welfare facilities and a plant area. Cleary the layout of the detailed element of the application is driven by operational requirements given the need to gain airside access from the north west and vehicular access from the south east. It would seem appropriate that any car parking and associated structures are situated on the south east side of the building. No objection is raised to the proposed layout.

Outline

133. The illustrative layouts of the buildings are only indicative and as such the planning authority are not granting planning permission for them. The principle of the layout is again driven by the central spine and need to gain a airside access. The existing taxiway forms an access spine by which aircraft can access the wider airport. As such the buildings will line the taxiway, with their aprons facing inwards and the landside elevations outward, addressing the access road. Any detailed layout will be the subject of reserved matters applications.

External Appearance

Detailed

134. External materials will be composite insulated panels. It is proposed that the cladding panels will be coloured in a slightly metallic grey. Different shades of grey will be used to address the detailing of the building. Light grey will be the primary shade, and will be used

for the main wall cladding and doors, mid grey will be used for the flashings, verges, and fascias, and mid/dark grey to doors and office cladding. The air-side elevation is characterised by the five large plane doors. The land-side office area consists of a panel design with ribbon windows for natural light. A portion of glazed curtain walling is proposed around the entrance to the building.

135. The external appearance of the building is considered to be generally neutral and consistent with other large aviation related structures within the operational part of the airport. It is recommended that a condition is imposed requiring any external materials to be used in the construction of the buildings to be approved by the planning authority.

Outline

136. The appearance of any development is yet to be determined and will be subject to reserved matters applications, however it is likely that the hangars will be of a similar specification to the Air Livery proposal.

Security / Counter Terrorism Issues

137. The response provided by the counter terrorism officer is considered to be a material consideration to which some weight should be given. It is recommended that a condition is imposed requiring speed reduction measures along the access road and that a rejection lane / layby is provided. An informative should also be included on any decision notice for CCTV and intruder alarms recommending that the applicant/operator consider the installation of these.

Transport and Access

Access

138. Whilst the Highway Authority support the principle of access on to the A140 the detailed access arrangement put forward by the applicant is not considered acceptable. This matter can be dealt with by way of imposition of a condition requiring such details to be approved prior to commencement of development.

Construction Traffic

139. Subject to resolution of matters relating to a traffic cap and the requirement for the details of the access arrangement on to the A140 to be approved by way of planning condition, no objection is raised to construction traffic access and volumes. It is recommended that conditions are imposed requiring approval of details of construction traffic parking and construction traffic management and routing prior to commencement of development.

Operational Traffic

140. The application as originally submitted was considered to be deficient in regard the maximum traffic volumes that would be generated by the development. The rationale for identifying traffic generated by this proposal has been to survey traffic movements associated with 15, 599 sq m of currently operational development at Southend Airport, identify the trip rates associated with this and apply this as a model for the detailed

element of this application. This approach was viewed as being acceptable by the Highway Authority prior to the submission of the application and has allowed that authority to understand the traffic impacts of the detailed element of the application.

141. In regard to the outline element, the approach as stated by the applicants, was to then apply these trip rates to 100, 000 sq m of aviation related floorspace to calculate the amount of trips that would be representative of the development as a whole (the 100,000 sq m is made up of the 80, 000 sq m of outline, 15,035 sq m of detailed floor space and some rounding up). The applicants indicated that this was representative of the traffic that could be generated by the B1c, B1b, B2, B8 and D1 aviation-related floorspace proposed in the application. However, because the application did not state the maximum extent of floor space under each category, the Highway Authority did not consider that they were able to fully understand the level of traffic that could be generated by the development as whole (and therefore the impact on the highway network and particularly the A140 roundabout) given that different types of uses generate different volumes of traffic. A holding objection was initially issued by the Highway Authority and information was sought from the applicant requiring clarification of the maximum extent of each use class within the outline element, with the relevant traffic volumes generated assigned to these.

142. The applicants have indicated that they are seeking a flexible planning approval (in regard to the outline element) which does not restrict the way in which they are able to bring sites to the market in the future, in order to be able to attract a range of potential occupiers who may have different floor space requirements. Setting a maximum floorspace for each use class would remove this flexibility. The applicant maintains that if they have to continuously re-apply for planning permission for different floor space configurations, opportunities within the market can be lost.

143. As such the applicants have proposed to restrict the amount of D1 floorpsace (which can generate the greatest volumes of traffic of all of the proposed uses) and a total maximum cap on traffic generated by the development in the PM peak period (171 two-way movements).

144. As previously stated, whilst the Highway Authority have accepted such an approach to limiting the overall traffic generated by the development, they have not accepted the level at which the applicants have proposed the cap. Negotiations between the Highway Authority and the applicant and are at an advanced stage and Members will be updated accordingly.. As such, this report drafts conditions in the Recommendations section below that would address such a cap and the monitoring of it thereafter, for any future phases of development which will ensure the overall traffic cap is not exceeded.

145. Subject to resolution of this matter, it is considered that the application will be acceptable in regard to impacts on the highway network.

Parking

146. In regard to the detailed element of the application, it is recommended that a condition is imposed requiring 99 car parking spaces and 52 cycle spaces to be provided prior to first occupation of the development.

147. In regard to the outline element the number of car parking spaces proposed has been based on B class uses, however the maximum car parking standards in policy terms, were

not designed with aircraft hangers in mind which clearly result in a significant amount of floor space for the numbers of staff employed. It is considered that the parking figures are well in excess of what should be permitted within this development. Alongside the requirement to restrict overall traffic volumes and monitoring to be put in place referred to above, it is recommended that a condition is imposed that car parking levels for the outline element shall be agreed at each reserved matters stage. Similarly, cycle parking should be conditioned in the same way.

Other Environmental Issues

Water Resources, Flood Risk, Site Contamination and Remediation

148. No objection is raised by the EA. The EA seek the imposition of conditions relating to flooding and ground and groundwater contamination. As such, the development would not be in conflict with policies EP16 and EP17 of the Norwich RLP and Policy CS3 and Policy CS12 of the BRLP.

Archaeology and Heritage

149. The Horsham St Faith Conservation Area is situated to the north of the airport and a number of listed buildings and Registered Parks and Gardens are located in the wider environs beyond the NIA operational area. Whilst there is some potential for currently unrecorded archaeological remains to occur within the site suitable conditions can be imposed to address this. No objection is raised and the development is considered acceptable in archaeological and built heritage terms.

Ecology

150. The majority of the site is actively managed by the airport and consists of mown grass and taxiway hardstanding. These areas are of low ecological value. The margins of the site (north and northwest boundary) may provide some suitable habitat for a number of protected fauna and flora species, but of limited potential.

151. The site does have low potential for the presence of Great Crested Newts, reptiles, bats and fungi (Sandy Stilt Puffball). Whilst there is no suitable habitat for bats within the site, it could represent a foraging route. The presence of barbastelle bat in the vicinity of the site does require additional consideration given that this species is afforded greater protection under European legislation than other species of bats.

152. In regard to reptiles. It is not standard practice for planning authorities to impose conditions requiring protected species surveys to be carried following approval of an application, where there is the potential for such species to occur and be harmed. In the circumstances of this application, the need for reptile surveys was suggested as a precautionary approach and only identified by the planning authority during the course of determination of this application. Access to the land to undertake such surveys was not possible in the timescale for determination of the application due to airport operational safety constraints. Notwithstanding, as previously stated the site is considered to generally be of low ecological value and offer limited habitat for reptiles, and as a precautionary measure, a condition should be imposed requiring the reptile surveys to be carried out and any necessary mitigation put in place prior to commencement of development. This is considered a sufficient approach to ensure harm will not arise to this protected species if it is found within the site. It is recommended that other conditions as sought by the County

ecologist requiring mitigation for protected species should also be imposed.

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Cumulative Impacts

153. Other developments in the area will potentially consist of:

- The proposed engine testing facility to be located to the south-eastern corner of the Site (approved by Norwich City Council May 2013). This would comprise a 10m high steel and aluminium ground run enclosure (GRE) for undertaking high-powered engine testing.

- The NDR. This is a major strategic road north of Norwich, which would be classified as a nationally significant infrastructure project and a development consent order (DCO) application is expected in 2014. The road would pass to the north of the Site. If the NDR is constructed, the Site's proposed access road from A140 would be required to be closed and access would be provided from the NDR into the north of the Site.

- Beyond Green Development in Sprowston and Old Catton (BDC reference 2012/1516 – application submitted) - Up to 3,520 dwellings; up To 16,800 sq. m of employment space; up to 8,800 sq. m of space for shops, services, cafes, restaurants and drinking establishments; up to 1,000 sq. m of hotel accommodation; two primary schools; up to 2,000 sq. m of community space including a health centre, library and community halls; an energy centre; cycle and vehicle parking for residents, visitors and staff; landscaping and public open space for amenity, recreation and food-growing; ecological mitigation and enhancement; utilities and sustainable urban drainage infrastructure; and pedestrian, cycle and vehicular accesses.

154. The construction of the NDR would likely generate some changes to the existing noise environment in the area and would also create a very different landscape and visual baseline for the locality.

155. The noise emission levels from the subject application are usually relatively low compared to noise emission levels from other aviation activity including engine testing and aircraft flights (including helicopters). The new buildings associated with subject application have the potential to reduce noise emission levels from the proposed engine testing facility through their barrier effect (although those benefits would only likely be experienced by residents to the north).

156. The allocation of approx. 35 ha of employment land to the north of the airport in the emerging Broadland Local Plan is being consulted on and it is considered appropriate by Officers for members to be aware of this in the context of the subject application. Notwithstanding, little weight can be attached to the potential cumulative impacts of this alongside the subject application and other developments in the area, given the early stage of preparation of this document.

157. There is the potential for a range of other airport related activity to take place at the airport and for aircraft activity to intensify in the future but this cannot be defined at this

stage.

Energy Efficiency

158. Policy 3 of the JCS states all *"..development proposals of a minimum of 10 dwellings or 1,000sqm of non-residential floorspace will be required …to include sources of 'decentralised and renewable or low carbon energy' (as defined in the glossary) providing at least 10% of the scheme's expected energy requirements.."* and *"…detailed proposals for major developments (minimum of 500 dwellings or 50,000sqm of non residential floorspace) will be required to demonstrate …. that the scheme has seized opportunities to make the most of any available local economies of scale to maximise provision of energy from sources of 'decentralised and renewable or low carbon energy sources."*

159. The application states that the Air Livery Building and all buildings designed as part of the outline development shall be required to pass a Building Regulations Part L2 model (new build) and demonstrate that 10% of the energy demand is met by use of low/zero carbon energy generating plant. Photovoltaic would be installed to provide as a means to achieve this.

160. The application indicates the option to deliver a future central energy centre which would provide heat and electricity to each building via a network of underground services. This could provide the energy required in an efficient manner with the potential for utilising a central combined heat and power plant (CHP).

161. It is recommended that a condition is imposed requiring 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 to be approved prior to commencement of each phase of the development.

Economic Impacts

162. NIA is a significant employer in its own right and it attracts other businesses that have the potential to generate employment and make a valuable contribution to the local economy.

163. The applicants maintain that the wider operational development could generate between 990 to 2,232 direct and indirect FTE. In regard to the detailed element of the application (for which an occupier has already been identified) 146 FTE jobs could be created. Employment will also be created during the construction phases of development. Norwich City Council's economic development officer has indicated that a substantial proportion of the income earned at the airport site is retained in the local economy. In terms of the development plan, the GNDP Joint Core Strategy seeks to focus jobs growth at NIA. Policies TRA1 and EMP2 of the NRLP support operational development and economic growth at NIA as does policy TRA9 of the BRLP. This, alongside paragraph 19 of the NPPF which encourages the need to support economic growth, must be given significant weight in the determination of this application.

Local Finance Considerations

164. Under Section 143 of the Localism Act the Council is required to consider the impact

on local finances. In this case this would be through the potential generation of funds via the community infrastructure levy (CIL) and business rates. Exactly where these funds would be spent and the extent to which the spending of monies would be linked to this development is currently unknown. This is a material planning consideration but in the instance of this application it is given limited weight, the key matters for consideration in this case are the development plan and other material considerations detailed earlier in this report.

Community Infrastructure Levy (CIL)

165. Both Norwich City and Broadland District Councils have adopted their CIL's. The application will be subject to the relevant Charging Schedules adopted under CIL. No Planning Obligations, and therefore S106 agreements, are considered necessary in relation to the application.

Equality and Diversity Issues

166. On the basis of the outline application there are not considered to be any equality or diversity issues which would require detailed assessment at this stage. With regard to the full consent the proposed air livery building provides for level access to the building and disabled parking is provided, there are not considered to be any other equality or diversity issues in this case.

Conclusions

167. Adopted local plan policies and the JCS envisage development and growth at and around NIA. Policies also acknowledge that development will take place within the boundary of the airport that is non-operational but is linked to aviation or the functions of the airport. The application proposes development that would generally fall into this category. For the avoidance of doubt, it is recommended that a condition is imposed on any approval that defines those aviation related uses that will be permitted on the site. Provided such a condition is imposed it is concluded that the uses that would come forward are appropriate for this location and the principle of the development is supported by policies in both the NRLP and BRLP.

168. The application proposals are considered to conflict with the development plan in two aspects:

- Sustainable transport. The development conflicts with adopted NRLP policy TRA1 and draft policies DM27 and DM28 and BRLP Policy TRA9 in this regard. Conditions are recommended to be imposed to improve the accessibility of the airport by more sustainable forms of transport. It is considered by officers that the effect of such conditions will make the development acceptable in the context of these policies.

- Visual impact. The development will generate adverse visual impacts due to scale, bulk and artificial lighting and there is some degree of conflict with Policies HBE12 and EP22 of the NRLP and GS3 of the BRLP. It is not possible to completely screen the development from sensitive viewpoints. Notwithstanding, it is recommended that conditions are imposed that will require strategic and localised landscaping to be provided that will provide some degree of mitigation for the limited number of

properties that are affected. In addition, final detailed lighting proposals are to be required by way of planning conditions.

169. These conflicts must be balanced against the considerable employment and economic benefits of the proposals. The application is considered overall, to be in accordance with policies TRA1 and TRA2 of the NRLP and TRA9 of the BRLP. The importance to the local economy of the airport is referred to within policy TRA1 of the NRLP and objective 3 and policies 6 and 9 of the JCS. On balance, the development is considered to be in accordance with the development plan when considered as a whole in both Norwich City and Broadland District.

170. In overall terms, despite the conflicts with some local plan policies, in light of other development plan policies, and having taken into account the submitted environmental information, the proposals are considered to be in overall accordance with the Development Plan. Matters relating to economic growth as set out in the NPPF are a significant material consideration that weighs in favour of the proposal. Subject to agreement of a suitable traffic cap for the development it is recommended that the application is approved subject to the conditions identified below.

RECOMMENDATIONS

To approve planning applications 13/00520/O (in respect of Norwich City Council) and 20130363 (in respect of Broadland District Council), subject to delegating to the respective Heads of Planning to satisfactorily resolve the overall traffic cap and wording of condition 23, and to grant planning permission subject to the conditions listed below:

1. **Time Limit, Detailed**. The development to which this permission relates in respect of land on the northern apron to provide 15,035sqm of aviation related B1(c), B2 and B8 floorspace including associated access to Holt Road, security hut, storage building, parking and landscaping (as detailed within the drawings listed at condition 5) must be begun not later than THREE years beginning with date on which this permission is granted.

2. **Time Limit, Outline**. Insofar as the application relates to outline planning permission for up to 80,000sqm of aviation related B1(b), B1(c), B2, B8 and D1 use floorspace with permission for access sought in detail and all other matters reserved (as detailed on approved drawing number 7191 MP010 A23), application for approval of ALL “reserved matters” must be made to the Local Planning Authority not later than the expiration of THREE 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.

3. **Reserved Matters.** Application for the approval of the "reserved matters" 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; and

   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.

4. **Approved Drawings, Outline.** The reserved matters shall comply with the parameters as defined within the Development Parameters Plan (drawing number 7191 MP010 A23) and the Height Parameter Plan (drawing number 7191 MP016 A02).

5. **Approved Drawings, Detailed.** The development to which this permission relates in respect of land on the northern apron to provide 15,035sqm of aviation related B1(c), B2 and B8 floorspace including associated access to Holt Road, security hut, storage building, parking and landscaping (as detailed within the drawings listed at condition 5) shall not be carried out otherwise than in accordance with the plans and documents listed below:

- Site Location Plan With Ownership Ref. 7191 MP004 Rev A08
- Site Location Plan Ref: 7191 MP011 A03
- Proposed Location Plan Ref. 7191 001 A07;
- Proposed Floor Plan Ref. 7191 051 A03;
- Proposed Floor Plan Ref. 7191 052 A02;
- Proposed Floor Plan Ref. 7191 053 A00;
- Proposed Roof Plan Ref. 7191 070 A04;
- Proposed Elevations Ref. 7191 080 A04;
- Proposed Plans Store Building Ref. 7191 100 A01;
- Proposed Landscape Plan Ref. 7191 101 A06;
- Site Sections Plan Ref. 7191 103 A03;
- Proposed Security Hut and Fence Plan Ref. 7191 104 A03; and
- Air Livery Landscape Proposals Plan Ref. NALVIA12.03-04.

6. **Materials, Detailed.** No development of the land on the northern apron to provide 15,035sqm of aviation related B1(c), B2 and B8 floorspace including associated access to Holt Road, security hut, storage building, parking and landscaping (as detailed within the drawings listed at condition 5) shall take place in pursuance of this permission until details

(including manufacturer, product, colour finish and samples where required) of the materials to be used in the external construction of the development hereby permitted, have been submitted to and approved in writing by the local planning authority. This condition shall apply notwithstanding any indication as to these matters that have been given in the current application. The development shall be carried out in accordance with the materials as approved.

7. **Landscaping, Detailed.** No development of the land on the northern apron to provide 15,035sqm of aviation related B1(c), B2 and B8 floorspace including associated access to Holt Road, security hut, storage building, parking and landscaping (as detailed within the drawings listed at condition 5) shall take place until full details of both hard and soft landscape works (including the proposed strategic landscaping as shown on the Development Parameter Plan approved drawing number MP010 Rev A23, received by the Local Planning Authority on 17th June 2013 and the ecological mitigation measures described in Paragraph 15.16A of the '*Norwich Aeropark, Norwich International Airport, Environmental Statement Addendum – Updated chapters and figures from Volume 1 and appendices from Volume 2, June 2013'*) have been submitted to and approved in writing by the Local Planning Authority.

   These details shall include:

   - proposed finished levels or contours;- means of enclosure;

   - car parking layouts;

   - other vehicles and pedestrian access and circulation areas;

   - hard surfacing materials;

   - structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.);

   - proposed and existing functional services above and below ground (e.g. drainage, power, communication cables, pipelines etc. indicating manholes, supports etc.);

   - retained historical landscape features and proposals for restoration, where relevant.

   Soft landscaping works shall include:

   - plans identifying all proposed planting;

   - written specifications (including cultivation and other operations associated with plant and grass establishment);

   - schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;

   - implementation programme.

The development shall be carried out in full accordance with the agreed details and implementation programme.

If within a period of FIVE years from the date of planting, any tree or plant or any tree or plant planted in replacement for it, is removed, uprooted or is destroyed or dies, [or becomes in the opinion of the local planning authority, seriously damaged or defective] another tree or plant of the same species and size as that originally planted shall be planted at the same place, unless the local planning authority gives its written consent to any variation.

8. **Definition of Aviation Related Uses**. Notwithstanding the provisions of Schedule 2, Part 3 of the Town and Country Planning (General Permitted Development) Order 1995 as amended (or any Order revoking and re-enacting that Order, with or without modification) and section 55(2)(f) of The Town and Country Planning Act 1990 as amended (or any Act amending, revoking and re-enacting that Act, with or without modification) the buildings and floorspace hereby permitted shall only be used for:

(a) in the case of development in respect of land on the northern apron to provide 15,035sqm of aviation related B1(c), B2 and B8 floorspace including associated access to Holt Road, security hut, storage building, parking and landscaping (as shown on the Development Parameter Plan approved drawing number MP010 Rev A23 and referred to as 'Detailed Application', received by the Local Planning Authority on 17th June 2013) hereby granted full planning permission, Aviation Related Uses within use classes B1(c), B2 and B8 as defined by The Town and Country Planning (Use Classes) Order 1987 as amended (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification) and for no other use or purpose; and

(b) in the case of the 80,000sqm floorspace hereby permitted outline planning permission (as shown on the Development Parameter Plan approved drawing number MP010 Rev A23 and referred to as 'Outline Application', received by the Local Planning Authority on 17th June 2013) Aviation Related Uses within use classes B1(b), B1(c), B2, B8 and D1 as defined by The Town and Country Planning (Use Classes) Order 1987 as amended (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification) and for no other use or purpose subject to floorspace within use class D1 being limited to a maximum of 16,400sqm.

Aviation Related Uses are defined for the purpose of this condition as:

I. Aircraft Maintenance, Supply and Manufacture, including modification, refurbishment and painting;

ii. Airport and airline administration and ancillary facilities;

iii. Aircraft fit out;

iv. Aircraft spray painting and finishing;

v. Airport operations and infrastructure;

vi. Aircraft recycling;

vii. Hangarage;

viii. Component (aviation) storage;

ix. Freight (aviation) storage and handling;

x. Aviation and vehicle fuel storage facilities;

xi. Training Centres including:

a. Airline, aircrew, air traffic, ground crew, fire crew and pilot training centres or training schools;

b. Airport training services;

c. Aircraft engineering and technician training; and

d. Any other training in support of airport related development;

xii. Avionics, engine or aircraft parts, maintenance, supply, testing and manufacture;

xiii. Airport equipment and operational infrastructure maintenance supply and manufacture;

xiv. Associated internal highways and infrastructure including roads, carriageways, footpaths, bus terminals, lighting and car parking required in connection with the movement or maintenance of aircraft or the transport of livestock or goods by air;

xv. Warehousing, cold stores and offices for airfreight handlers, forwarders and agents including parcels or Post Office services;

xvi. Flight packaging, provision services and supply units, including ramp services;

xvii. Businesses that require a location at or adjacent to an airport for the following defined reasons:

a. Due to requirement for immediate access to national or international connectivity for freight;

b. Advanced manufacturing or engineering connected with the airport either through:

I. a direct relationship within an airport occupier or aerospace company through the supply chain; or

ii. an engineering skills requirements.

Notwithstanding the above and for the avoidance of doubt the following uses are not permitted:

(a) Air passenger terminal building; and

(b) Air passenger parking.

9. **Surface Access Strategy for NIA**. No occupation of any part of the development comprised in the 'Outline Application' (as detailed within the Development Parameter Plan drawing number MP010 A23 received on 17 June 2013) shall take place until a surface access strategy for Norwich International Airport has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The strategy shall cover the entire area outlined in blue on drawing number MP004 Rev A08 and shall include the following:

a) Existing means of access to the airport for both staff and customers including services and facilities provided for those modes;
b) The vision for means of access to the airport over the next 15 years by all modes of transport and for both staff and customers;
c) Measures to make non-car modes of access more usable, desirable and accessible;
d) Passenger forecasts;
e) Targets and monitoring for passenger and employee mode shares which should seek to increase the modal share of non-car modes;
f) Review of car parking needs of all employers within the area taking into account the targets for non-car modal share;
g) Review of passenger car parking requirements;
h) Provision of promotional material for sustainable modes of access to the terminal and connections to the city centre and rail and bus stations, including directional signage within the airport.

The surface access strategy shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented for the full length of the strategy subject to approved modifications as agreed by the Local Planning Authority in consultation with the Highway Authority.

10. **Phasing Plan.** No development shall take place until a development phasing plan has been submitted to and agreed by the Local Planning Authority in writing. The phasing plan shall cover the whole site. The phasing plan may subsequently be varied subject to the agreement of the Local Planning Authority in writing. The development shall thereafter be constructed in full accordance with the agreed phasing plan.

11. **Interim Travel Plan**. No development of any phase as agreed under condition 10 shall take place until an Interim Travel Plan for that phase has been submitted, approved and signed off by the Local Planning Authority in consultation with the Highway Authority, such a Travel Plan shall accord with Norfolk County Council document `Guidance Notes for the Submission of Travel Plans` or be produced using the Workplace Travel Plan Generator Tool, www.worktravelplan.net

12. **Full Travel Plan**. No occupation of any phase as agreed under condition 10 shall take place prior to implementation of the Interim Travel Plan for that phase referred to in condition 11 above. During the first year of occupation an Approved Full Travel Plan for the phase based on the Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The Approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority in consultation with the Highway Authority as part of the annual review.

13. **Provision of footway**. No occupation of the development shall take place until a scheme for the provision of a continuous footway between the airport terminal building and the park and ride site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include detailed plans of the path, including details of materials. The footway shall be provided in full accordance with the approved details not later than 6 months following first occupation of the development and shall be retained as such in perpetuity.

14. **Provision of bus pick up / drop off**. No occupation of the development shall take place until a scheme for the provision of a bus pick-up and drop-off area within 100m of the terminal buildings passenger pedestrian entrance has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide detailed plans for a bus pick-up and drop-off point suitable for a 12m rigid vehicle as well as a passenger shelter. The bus pick-up and drop-off area shall be provided in full accordance with the approved details not later than 6 months following first occupation of the development and shall be retained as such in perpetuity.

15. **Provision of bus link / gate**. No occupation of any part of the development comprised in the outline application (as detailed with the Development Parameter Plan drawing number MP010 A23 received on 17 June 2013) shall take place until a scheme for the provision of a bus link and bus gate between the terminal building and Spitfire Road has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide plans and details for the provision of a bus link and bus restrictive access gate between the terminal building and Spitfire Road as well as a timetable for the physical implementation of the bus link and gate. The bus link and gate shall be provided in full accordance with the approved details and timetable for provision and shall be retained as such in perpetuity.

16. **Construction Traffic (Parking)**. No development of any phase as agreed under condition 10 shall take place until a scheme detailing provision for on-site parking for construction workers for the duration of the construction period for that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

17. **Parking, Detailed**. No occupation of the land on the northern apron to provide 15,035sqm of aviation related B1(c), B2 and B8 floorspace including associated access to Holt Road, security hut, storage building, parking and landscaping (as detailed within the drawings listed at condition 5) shall take place until the proposed access / on-site car and cycle parking / servicing / loading, unloading / turning / waiting areas have been laid out, demarcated, levelled, surfaced and drained in accordance with the approved Drawing No. 101 A06 and retained thereafter available for that specific use.

18. **Parking, Outline**. Notwithstanding the details provided in Volume 3 of the Transport Assessment (received on 07 June 2013) the car parking and cycle parking levels for the 'Outline Application' (as detailed on the approved parameters drawing number MP010 Rev A22) shall be agreed at the Reserved Matters stage.

19. **Construction Traffic Management and Routing**. No development of any phase as agreed under condition 10 shall take place until a Construction Traffic Management Plan and Access Route for that phase has been submitted to and approved in writing with the Local Planning Authority in consultation with Norfolk County Council Highway Authority together with proposals to control and manage construction traffic using the 'Construction Traffic Access Route' and to ensure no other local roads are used by construction traffic.

    For the duration of the construction period for each phase all traffic associated with the construction of the development will comply with the Construction Traffic Management Plan and use only the 'Construction Traffic Access Route' and no other local roads unless approved in writing with the Local Planning Authority in consultation with the Highway Authority.

20. **Wheel Cleaning Facilities, Temporary for Construction Vehicles**. 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 hereby permitted shall use the approved wheel cleaning facilities.

21. **Highway Improvements, A140 roundabout access**. Notwithstanding the details indicated on the submitted drawings no works shall commence on site until a detailed scheme for the site access off-the A140 /Holt Road has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The site access shall be completed in accordance with the approved details prior to any other development commencing. For the avoidance of doubt the new access will be used for all construction traffic unless the NDR access point is provided.

22. **Requirement for Traffic Monitoring.** No occupation of the development shall take place until a monitoring programme at defined intervals of occupancy to assess the level of traffic generation from the development and traffic levels at the A140 access

roundabout has been submitted to and approved in writing by the Local Planning Authority in consultation with Norfolk County Council as the Local Highway Authority. The monitoring programme shall be implemented as agreed unless the Local Planning Authority gives written approval to any variation in consultation with Norfolk County Council, the Local Highway Authority.

23. **Site traffic cap and Requirement for an Additional Transport Assessment.** No further development over and above the gross floor areas already approved under Reserved Matters applications shall take place if any one of the peak period vehicle movements per hour maximums exceeds the capped levels defined in Table 1 below until a Transportation Assessment, based upon the traffic generation rates demonstrated by the monitoring programme approved pursuant to Condition 22 above and including a suitable package of mitigation measures, has been submitted to and approved in writing by the Local Planning Authority in consultation with Norfolk County Council, as the Local Highway Authority. No further development shall take place until the mitigation measures are implemented as approved.

	AM Network Peak Period (0800 to 0900hrs) Maximum Vehicle Movements		PM Network Peak Period (1700 to 1800 hrs) Maximum Vehicle Movements	
	In	Out	In	Out
Total Traffic	TBA …..	TBA …..	TBA…..	TBA …..

24. **Flooding, Outline.** Prior to the approval of the reserved matters application for each phase of the development, the detailed designs of the surface water drainage scheme for the site, based on infiltration drainage to permeable paving and infiltration basins as outlined in the amended Flood Risk Assessment by RMA Environmental Ltd dated 4th June 2013, Drainage and SUDS Report by Morgan Sindall dated 31st May 2013, and supplementary email and modelling calculations from Matthew Quinn of Morgan Sindall dated 3rd July 2013, shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

a) Infiltration testing in accordance with BRE365 in the location of the infiltration features, and the resulting infiltration rates used in the design of the scheme to ensure that the features will store and drain the volume of surface water generated in the 1 in 100 year rainfall event including climate change, with appropriate half drain times to allow subsequent rainfall events to be accommodated.

b) Modelling of the conveyance network to demonstrate that there will be no above ground flooding in the 1 in 30 year rainfall event and that any volumes of flooding in the 1 in 100 year rainfall event are able to be contained

25. **Flooding, Detailed.** Prior to the commencement of development of Phase 1, the detailed

designs of the surface water drainage scheme for the site, based on infiltration drainage to permeable paving and infiltration basins as outlined in the amended Flood Risk Assessment by RMA Environmental Ltd dated 4th June 2013, Drainage and SUDS Report by Morgan Sindall dated 31st May 2013 and supplementary email and modelling calculations from Matthew Quinn of Morgan Sindall dated 3rd July 2013, shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include:

a) Infiltration testing in accordance with BRE365 in the location of the infiltration features, and the resulting infiltration rates used in the design of the scheme to ensure that the features will store and drain the volume of surface water generated in the 1 in 100 year rainfall event including climate change, with appropriate half drain times to allow subsequent rainfall events to be accommodated.

b) Modelling of the conveyance network to demonstrate that there will be no above ground flooding in the 1 in 30 year rainfall event and that any volumes of flooding in the 1 in 100 year rainfall event are able to be contained within designated above ground areas without flooding buildings or flowing offsite.

26. **Maintenance, Surface Water Drainage.** Prior to the occupation of the development a maintenance schedule for each aspect of the surface water drainage scheme and details of who will maintain the surface water drainage scheme for the lifetime of the development and shall be submitted to, and approved by, the Local Planning Authority.

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

28. **Surface Water Drainage.** No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

29. **Lighting.** Notwithstanding the provisions of Part 18 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) (with or without modification), no development of the land on the northern apron to provide 15,035sqm of aviation related B1(c), B2 and B8 floorspace including associated access to Holt Road, security hut, storage building, parking and landscaping (as detailed within the drawings listed at condition 5) shall take place until a lighting scheme has been submitted to and approved in writing by the local planning authority. The scheme shall detail all external lighting for the development, including any security lighting and a lighting operating schedule. The scheme shall where practicable incorporate the Bat Conservation Trust recommended external light minimisation guidelines as set out in paragraph 15.15 of the *'Norwich Aeropark, Norwich International Airport, Environmental Statement Addendum – Updated chapters and figures from Volume 1 and appendices from Volume 2, June 2013'* .The installation and use of lighting on the site shall be carried out in full accordance with the approved details and retained and operated as such thereafter.

30. **Environmental Management Plan**. No works shall take place within the site in pursuance of this permission until an Environmental Management Plan setting out a programme of ecological mitigation during construction and operation has been submitted to and approved by the local planning authority. The Environmental Management Plan must specifically address impacts on protected species, including the following measures:

- Identification of the presence or otherwise of Sandy Stilt Puffball within the site and appropriate mitigation to avoid committing a legal offence and any adverse impact on this species.
- Minimising adverse impacts on bats arising from lighting including the implementation of a vegetated bund (earth bund to be 1.3m high with vegetation to a a minimum overall height of 2m) at the north-eastern corner of the site and strategic landscape planting to the north-western and western corners of the site.
- Confirming the absence of reptiles within the development site. Reptile surveys must be carried out between August and September 2013 and if it is required, any mitigation must be agreed with the Local Planning Authority.
- . A programme of mitigation associated with Great Crested Newt as set out in paragraphs 15.17A and 15.17B of the *'Norwich Aeropark, Norwich International Airport, Environmental Statement Addendum – Updated chapters and figures from Volume 1 and appendices from Volume 2, June 2013'.* The requirement for a Great Crested Newt licence should also be addressed.
- The programme of mitigation works shall be undertaken in accordance with the approved Environmental Management Plan.

31. **Archaeology.** No development shall take place until a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and

(i) The programme and methodology of site investigation and recording.

(ii) The programme for post investigation assessment

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

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

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

(vi) Nomination of a competent person or persons/organization to undertake the works set out within the Written Scheme of Investigation.

No development shall take place other than in accordance with the Written Scheme of Investigation.

The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation and provision has been made for analysis, publication and dissemination of results and archive deposition has been secured.

32. **Fire Hydrants.** No development of any phase as agreed under condition 10 shall take place in pursuance of this permission until details have been submitted to and agreed in writing by the local planning authority for the provision of fire hydrant/s (served by mains water supply) for that phase. No occupation of that phase of development shall take place until the applicant has provided the hydrant and made it available for use in accordance with the details as agreed and, once provided, it shall be retained as such thereafter.

33. **Energy.** No development of any phase as agreed under condition 10 shall take place in pursuance of this permission until a scheme for that phase for the generating of a minimum of 10% of the predicted energy requirement (kWh) of the development from decentralised renewable and/or low carbon sources (as defined in the glossary of Planning Policy Statement: Planning and Climate Change (December 2007) or any subsequent version) has been submitted to and approved in writing by the Local Planning Authority. No occupation of that phase shall take place until the approved scheme has been implemented and made operational and the approved scheme shall remain operational for the lifetime of the development.

34. **Engine Testing**. No engine tests shall take place within the application site. For the purposes of this condition 'engine tests' shall be defined as the ground running of fixed wing aircraft which:

    i) generate noise of more than 67dB on take-off; or which weigh more than 50,000 lbs TOGW (Take Off Ground Weight), as categorised in the Federal Aviation Administration March 2012 database, or subsequent amendments to that list; and

    ii) where any element of the engine test is at high power being 70% of full power or above (with the exception of testing immediately prior to take-off).

35. **Aircraft noise**. No aircraft with its engines running is to make use of the development hereby permitted including the taxiways between 23:00 and 06:00 except:

    a) in an emergency where there is risk of life and limb;

    b) an aircraft has landed which for reasons of safety required urgent or immediate landing;

    c) a flight scheduled for arrival outside the above hours has been unavoidably delayed.

36. **Development to operate in accordance with the Norwich Airport OFA**. Notwithstanding the provisions of Part 18 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) (with or without modification), the development hereby approved by the permission, shall be carried out in strict accordance with the Norwich Airport Operating Framework Agreement dated 1 August 2012 (or as amended by a later version of that document submitted to and approved in writing by the local planning authority) and the conditions as specified in this permission.

37. **Noise.** Noise emitted from the site shall not exceed the levels quoted in Table 12.11 of chapter 12A of the ES, when monitored at or by calculation to the receptors in this table. All measurements shall be taken in accordance with BS4142 (1997) Method for Rating Industrial Noise Affecting Mixed Residential and Industrial Areas. Prior to the use of the building, details of the plant and machinery shall be submitted in order to demonstrate compliance with these levels.

38. **NDR Road Reserve.** No development shall take place within the areas detailed on the

development parameter plan (drawing number 7191 MP010 A23 received by the Local Planning Authority on 17 June 2013) as 'Land Identified for Future NDR access'.

39. **Security.** No development shall take place until the following details have been submitted to and approved in writing with the Local Planning Authority:

a) details to limit the speed of vehicles using the access road, to include physical measures so as to limit the speed of any hostile vehicle using the road;

b) details of a waiting or rejection lane to the west of the security hut.

The access road shall be constructed in full accordance with the approved details and retained as such thereafter, unless an alternative access point onto any future northern distributor road has been provided.

Article 31(1)(cc) Statement

The local planning authority in making its decision has had due regard to paragraph 187 of the National Planning Policy Framework as well as the environmental information submitted with the application, development plan, national planning policy and other material considerations, following negotiations with the applicant and subsequent amendments to the environmental information the application has been approved subject to appropriate conditions and for the reasons outlined within the planning committee report and associated minutes.

Appendix A - Relevant Local Planning Policies

Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk 2011

The JCS provides strategic planning policies for Broadland District and Norwich City.

The Joint Core Strategy has been adopted since the introduction of the Planning and Compulsory Purchase Act in 2004. With regard to paragraphs 211 and 215-216 of the National Planning Policy Framework (NPPF), the JCS has been subjected to a test of compliance with the NPPF. The JCS policies are considered to be compliant with the NPPF.

JCS Objective 3: Economic growth and diversity (NIA is listed within a range of key locations in the Norwich Policy Area for strategic employment growth).

Policy 1 Climate Change. To address climate change and promote sustainability, all development will be located and designed to use resources efficiently, minimise greenhouse gas emissions and be adapted to a changing climate and more extreme weather. The environmental assets of the area will be protected, maintained restored and enhanced and the benefits for residents and visitors improved.

Policy 2 Good Design. All development will be designed to the highest possible standards creating a strong sense of place. In particular, development proposals will respect local distinctiveness, landscape character and historic environment, the varied character of villages and the need to increase the use of public transport.

Policy 3 Energy and Water. Development in the area will aim to minimise reliance on non-renewable high-carbon energy sources and maximise the use of decentralized and renewable or low-carbon energy sources and sustainable construction technologies. It should also seek to maximise water efficiency.

Policy 5 The Economy. The local economy will be developed in a sustainable way to support jobs and economic growth both in urban and rural locations.

Policy 6 Access and Transportation. The policy seeks to concentrate development close to essential services and facilities to encourage walking and cycling as the primary means of travel with public transport for wider access. This will be delivered through the implementation of the Norwich Area Transportation Strategy (NATS) and road capacity released by the NDR. The policy also supports the growth and regional significance of Norwich International Airport for both leisure and business travel to destinations across the UK and beyond.

Policy 9 Growth in the Norwich Policy Area (NPA). The NPA will be the focus for major growth and development. Employment development at strategic locations will include a new business park of around 30ha associated with the Airport and focussed on uses benefiting from an airport location.

City of Norwich Replacement Local Plan 2004 (Saved Policies) ('NRLP')

The Replacement Local Plan (RLP) has been adopted since the introduction of the Planning and Compulsory Purchase Act in 2004. With regard to paragraphs 211 and 215-216 of the National Planning Policy Framework (NPPF), the RLP has been subjected to a test of compliance with the NPPF. The majority of the 2004 RLP policies are considered to be compliant with the NPPF. All policies listed below are considered to be compliant with the NPPF with the exception of HBE4 and EP5 which are partially compliant as explained below.

TRA1 Norwich Airport Development. NIA will continue to develop as a regional airport of significant importance to the local economy. Development proposals will be assessed against national airports policy; the environmental impact of its development; the diversification and integration of modes of surface access (in order to encourage travellers to use other modes than the private car to access the Airport).

TRA2 Airport Operational Boundary. Within the Airport boundary NIA operational development and for the purpose of transport interchange with other modes of travel will be acceptable. Proposals for non-operational uses, related to the Airport's function will be assessed against the long term operational development needs of the Airport and the environmental impact of any proposal (including the potential impact of airport activities and development on the proposed use).

TRA3 Sustainable Transport. A modal shift from car to walking, cycling and public transport will be sought as part of development proposals.

TRA5 Approach to design for vehicle movement and special needs. Seeks development designed so that vehicle movement, parking and servicing areas do not dominate but benefit all users and take account of disabled access.

TRA6 Parking Standards. Amount of car parking in new development to be in accordance with adopted maximum car parking standards.

TRA7 Cycle Parking Standards. Amount of cycle parking in new development to be in accordance with adopted minimum cycle parking standards.

TRA8 Servicing Provision. Developers will be expected to demonstrate that adequate provision for servicing has been made for any proposed development.

TRA12 Travel Plans. These will be required as an integral part of new development proposals.

TRA13 Transport interchanges. Developments will take account of the need to improve access to and integration between different modes of transport. A major transport interchange at Norwich Airport.

HBE4 Archaeology. Where there is no overriding case for any archaeological remains to be preserved in situ, planning permission for development which would destroy or disturb potential remains will be granted subject to an appropriate programme of archaeological investigation and recording being undertaken prior to the commencement of such development. Partially compliant with NPPF in that the policy does not have the NPPF paragraph 132 caveat that in exceptional circumstances development that does not meet the requirements may be permitted.

HBE12 High Quality Design. Developers should demonstrate that appropriate attention has been given to the height, scale, massing, and form of new development. Significant new developments will be required to demonstrate in their design these relationships with their surroundings through assessments and analysis of visual impact and relationships from all main viewpoints. Proposals for new development should also demonstrate the highest standards and excellence of contemporary design solutions, which can be integrated successfully within the sensitive historic environment.

EP5 Airborne Emissions. Development which may give rise to air-borne emissions of harmful substances, including smoke, grit and dust, will be required to assess the level of risk of demonstrable harm to human health or to the environment and to identify appropriate mitigation measures. Partially compliant with NPPF as the focus of policy EP5 on mitigating the impact of pollution-causing development does not fully take into account the impacts of locating other forms of development close to *existing* sources of air pollution. Such an approach may not comply with NPPF paragraph 122 which makes clear that local planning authorities should focus on whether the development itself is an acceptable use of the land, and the impact of the use, rather than the control of processes or emissions which are the subject of separate legislation (which local planning authorities should assume will operate effectively). In order to comply with the NPPF it will be necessary to apply the more balanced approach set out in emerging policies DM2 and DM11. These policies will have a clearer focus on the planning issues, acknowledging the interrelationship of neighbouring uses and recognising that impacts may need to be addressed from existing, as well as proposed, sources of air pollution

EP6 Air Quality. Where an Air Quality Management Area has been declared development which may have an impact on air quality will be required to take account of the action plan for that area.

EP8 Noise amelioration at NIA. Development at Norwich Airport will be subject to the implementation of noise amelioration measures in relation to aircraft movements and testing. In addition the implementation of the noise amelioration scheme agreed between Norwich Airport, Norwich City Council and Broadland District Council will be required to be updated to include any significant new airport development at Norwich Airport.

EP16 SUDS. Development will be only permitted where it maximises water efficiency through its location, layout or design, water conservation measures are used and appropriate sustainable drainage systems are included.

EP17 Water Quality (car park run off). Permanent and temporary car parks and all road surfaces will be designed to minimise the risk of pollution from vehicles entering into water courses or ground water. Any potentially polluting materials stored on development sites should be identified and provided with adequate bunding to ensure that leakage does not occur into the groundwater system, soil or surface waters.

EP18 Energy Efficiency. New development to achieve a high standard of energy efficiency and energy conservation. Developers will be expected to show how the development will be efficient in the use of energy. The use of Combined Heat and Power in suitable developments will be permitted.

EP22 Protection of Residential Amenity. Development will only be permitted if it provides for a high standard of amenity to existing or potential residential premises in the vicinity. This will include avoidance of noise, odour, air or artificial light pollution;

NE8 Protected Species. All areas of important wildlife quality, whether designated or not, will be protected and the sympathetic management of features of the landscape which are of importance for wild fauna and flora, including protected species, will be encouraged. Where development proposals are likely to have an impact on a protected species or identified Biodiversity Action Plan species or habitat, any application for planning permission shall include a properly conducted survey of the presence of and impact on that species.

NE9 Landscaping. Development proposals that include new buildings or major external works shall only be permitted where provision is made for the implementation of a comprehensive landscaping scheme.

EMP2 Growth of existing businesses. Proposals for expansion of existing businesses will be permitted provided that there is no adverse environmental or visual impact, taking particular account of the character of any residential areas or other adjoining uses and development is not over-intensive in relation to the capacity of access, parking facilities and services to the site.

Emerging Policies of the Regulation 22 submission Development Management Policies Development Plan Document April 2013.

The Council has reached submission stage of the emerging new Local Plan policies, and considers these to be wholly consistent with the NPPF. Given the advanced stage of the plan it is considered that weight can be applied to the policies dependant on the level of objection to the policy in line with paragraph 214 of the NPPF.

DM1 Achieving and delivering sustainable development. Development proposals are expect to promote sustainable economic growth, safeguard the special visual and environmental qualities of the area, combat the effects of climate change, provide for high safety and security and promote social cohesion. Equal weight will be applied to economic, environmental and social dimensions of sustainability. No objections significant weight can be applied.

DM2 Amenity – Development will be required to provide a high standard of amenity to future occupiers and prevent detriment to the amenity of existing occupiers including from overlooking, overshadowing, noise, odour, vibration, air or light pollution. Objection limited to protection of existing industrial units protection from encroachment of sensitive users, this is not relevant in this case and significant weight can be applied.

DM3 Design Principles – Significant weight is given to the inclusion of a number of design principles in new development. Several objections, limited weight should be applied.

DM5 Flooding – Due to objection not to be applied at this stage.

DM6 Development will be expected to take all reasonable opportunities to avoid harm to and protect and enhance the natural environment of Norwich and its setting. Proposals which deliver enhancements will be strongly supported. Opportunities should be taken to incorporate biodiversity features in the design of individual schemes. Where, in exceptional circumstances, development is accepted which is likely to result in substantial and unavoidable harm to or loss of priority habitats and species population's developers will be required to provide for the re-creation and recovery of such populations through biodiversity offsetting. Objections limited to a site specific issue and therefore significant weight can be applied.

DM9 The Historic Environment and Heritage Assets. All development must have regard to the historic environment and take account of the contribution heritage assets make to the character of an area and its sense of place. Policy is set out for non-designated heritage assets and defined areas of archaeological interest. Assets identified through the planning process will be retained and/or recorded depending on their significance. No objections significant weight can be applied.

DM11 Environmental Hazards. Outlines policy for various environmental hazards including contamination, effect on air quality, effect to ground water and noise impact. One objection relate to noise and neighbouring uses, significant weight can be applied unless it relates to this issue.

DM16 Employment and Business Development. Proposals which provide for or assist in the creation of high quality employment and business development and inward investment, provide for the adaptation and expansion of local firms and allow accessible and equitable job opportunities for all will be permitted where consistent with other policies in the plan. 1 objection relating to warehouse clubs, significant weight can be applied.

DM19 Offices. Promotes new office development in centres, outside centres proposals must comply with DM1 and a sequential site assessment. 1 objection re St Stephens area, significant weight can be applied.

DM27 Norwich Airport. Development will be permitted where it is for airport operational purposes, uses ancillary to the function of the airport and facilities providing improved transport links and where proposals would not conflict with DM1 and DM28. Where necessary, development must include mitigation measures to reduce impact on neighbouring uses. Development for alternative uses will not generally be supported in advance of the adoption of an agreed masterplan for the airport, including a Travel Plan and Sustainable Access Strategy. No objections significant weight can be applied

DM28 Encouraging Sustianable Travel. New development will be expected to be consistent with DM1 particularly in relation to reducing the overall need to travel. Cumulatively, development proposals must ensure, so far as is practicable, that they would not result in overall net growth across the City in travel by private car and that any anticipated increase in travel demand resulting from the development can be accommodated or diverted to non-car modes. Developments must be
designed to ensure that non-car modes of transport are enhanced and car parking and servicing does not dominate. 1 objection related to safeguarding for heavy goods transport, significant weight can be applied.

DM30 Access and Highway Safety. Developments designed to limit traffic speeds to 20mph. New vehicular accesses onto principal or main distributor routes routes will only be permitted where there is no practical alternative from a more minor route and they would not prevent or restrict the implementation of necessary highway or junction improvement works associated with the corridor. Limited weight to be applied due to objection.

DM31 Car Parking and Servicing. Amount of car parking in new development to be in accordance with adopted maximum car parking standards and cycle parking to be in accordance with minimum standards. Adequate provision must be made to access and service developments. Objections relating to retial uses, significant weight can be applied.

Broadland District Local Plan (Replacement) 2006 (Saved Policies) ('BRLP')

Policy GS1: New 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.

Policy GS3: Sets out general considerations to be taken into account in all new development proposals, including accessibility for all, access and highway safety, residential amenity, the character and appearance of the surrounding area, nature conservation, agricultural land, the historic environment, land drainage, ground conditions and air quality.

Policy GS4: New development will only be permitted where utilities, services and social infrastructure are or can be made adequate.

Policy ENV2: For all development proposals a high standard of layout and design will be required with regard given to the scale, form, height, mass, density, layout, water, energy efficiency, storage of waste, landscape, access, crime prevention and the use of appropriate materials. This will include the consideration of the appearance and treatment of spaces between and around buildings and the wider setting of the development taking into account the existing character of the surroundings.

Policy ENV3: Expects developers to make arrangements for future maintenance of landscaped areas including management for nature conservation.

Policy ENV5: Requires, where appropriate the protection and promotion of natural or semi-natural features such as trees and hedges. Where possible, compensating features will be required where development is allowed which would result in the loss of important features.

Policy ENV14: Development which would detract from the setting of a listed building will not be permitted.

Policy ENV16: The character and appearance of conservation areas will be protected and enhanced. Consent for demolition will be refused unless specified circumstances apply to the proposal. Development must be in sympathy with the character of the area.

Policies ENV17, 18 and ENV20: Seeks to ensure that ancient monuments, other nationally important archaeological sites and monuments and their settings are not adversely affected by development and that where there is no overriding case for preservation, agreements should be reached to provide for evaluating and recording the details contained on the site.

Policy TRA1: Land required for the improvement of the transport network will be protected from prejudicial development.

Policy TRA2: In the case of major developments or where the transport network is under particular stress, applicants will be required to submit a transport assessment with planning applications, demonstrating the measures proposed to deal with the travel consequences of the development. Developers will be expected to pay for all improvements that are primarily required directly as a consequence of their proposals.

Policy TRA3: For major development, (or for smaller developments that would generate significant amounts of traffic in, or near to, air quality management areas), the submission of a travel plan will be required as part of the planning application.

Policy TRA4: Within new developments suitable provision will be made for pedestrians, including people with disabilities, those confined to a wheelchair or others with mobility difficulties. Outside the new development site additional provision will be required, as a direct consequence of the development, linking with existing provision and improving links with local services including public transport.

Policy TRA5: Within new developments safe and coherent provision will be made for cyclists, including secure cycle parking and where appropriate, showers and changing facilities. Outside the new development site additional provision will be required, as a direct consequence of the development, linking with existing provision and improving links with local services including public transport.

Policy TRA8: The parking provided in relation to a particular development will reflect the use, location and accessibility by non-car modes as determined in the transport assessment for the development. In new developments parking and manoeuvring space will be provided in accordance with the Council's parking guidelines, which augment the nationally applicable advice in Planning Policy Guidance Note No. 13.

Policy TRA9: Within the operational boundary of Norwich International Airport shown on the proposals map, operational development for airport purposes and development which is not operational but clearly demonstrated to be airport related will be assessed against: the long term operational needs of the airport; their landscape and countryside impact; the availability of suitable sites south of the main runway; the environmental impact of airport activities on the proposal and of the proposal on neighbouring areas; and surface access considerations

Policy TRA12: Planning permission requiring new access onto or off other principal routes defined on the proposals map will only be granted where it supports integrated transport and sustainable development objectives. Development served by side roads connecting to the other defined principal routes will only be permitted where it can be demonstrated that the defined route will as a result suffer significant adverse effects.

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

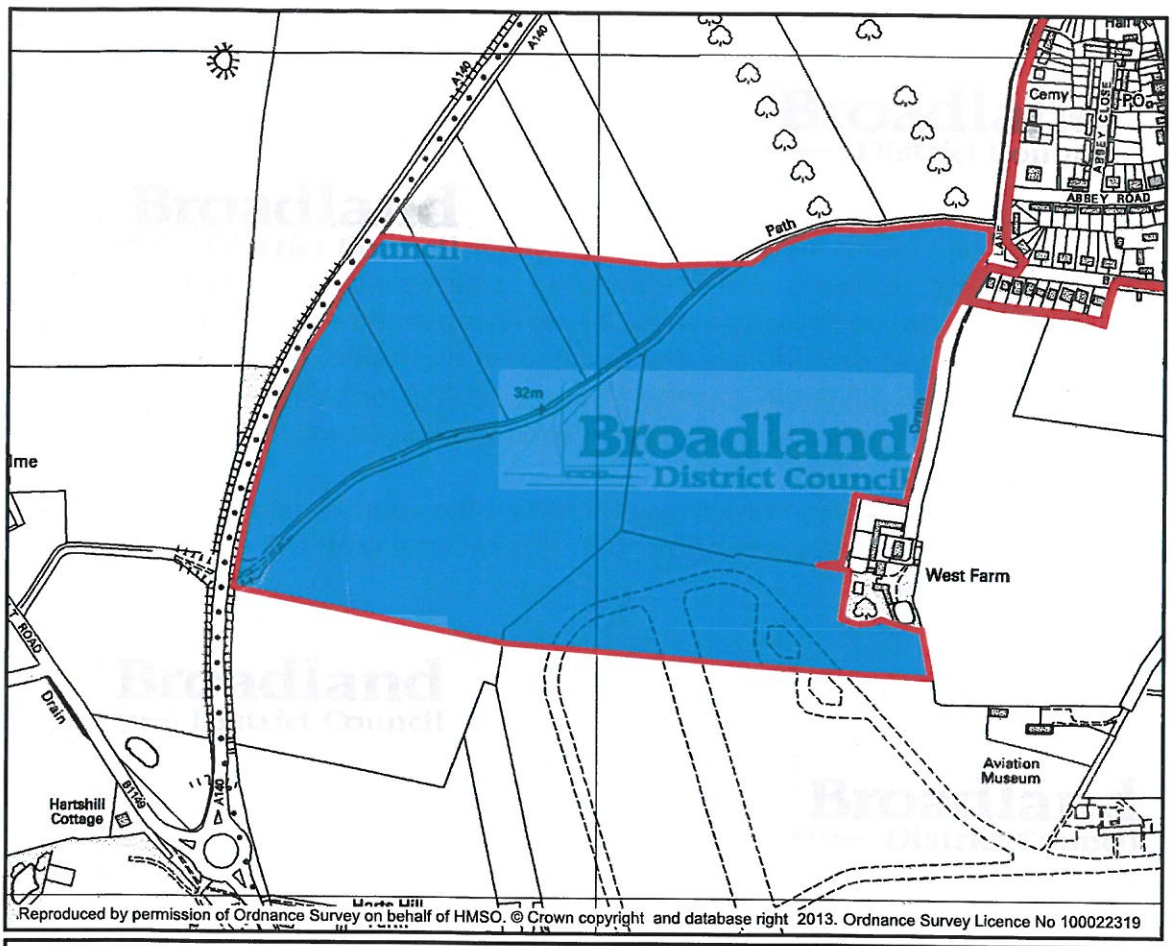
Policy CS3: Development will not be permitted within areas around potable ground water sources or over areas of vulnerable aquifers, which poses a risk to the quality of underlying ground water.

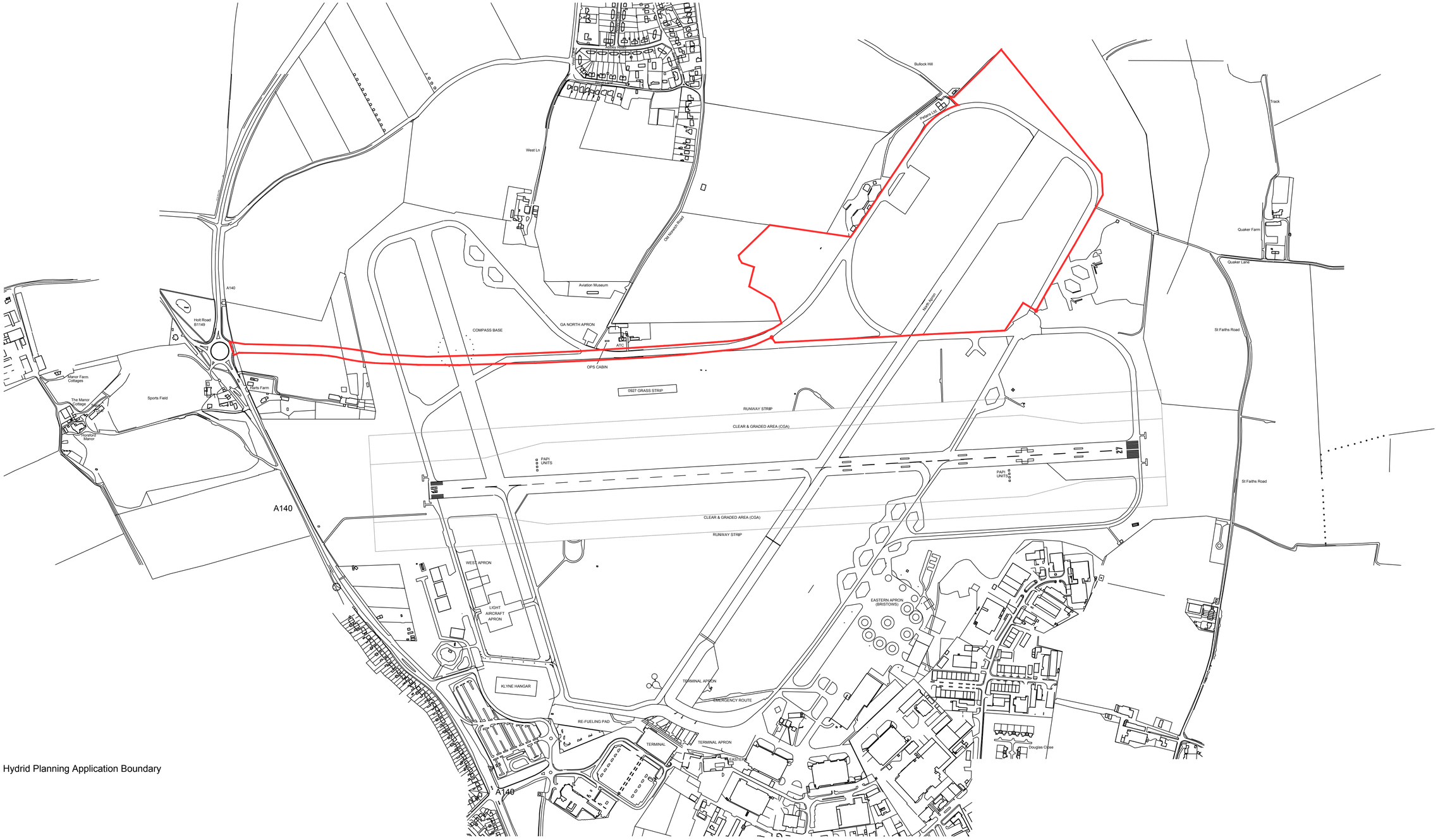
Policy CS12: Only permits development that will not result in an adverse environmental impact. Where there is a risk of pollution appropriate pollution control and prevention measures will be required.

Policy CS14: Noise levels will be taken into account in the determination of planning applications.

PO37-02

PO37-02





Hydrid Planning Application Boundary

REV	DATE	CHK	AMENDMENTS
A00	03.12.2012	CG	First Issue
A01	04.12.2012	CG	Boundary amended to exclude taxiway
A02	21.12.2012	CG	EIA Issue
A03	15.02.2013	CG	Client Review Issue

DO NOT SCALE FROM THIS DRAWING ALL DIMENSIONS TO BE CONFIRMED ON SITE BY THE CONTRACTOR PRIOR TO CONSTRUCTION

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CLIENT
WRENBRIDGE

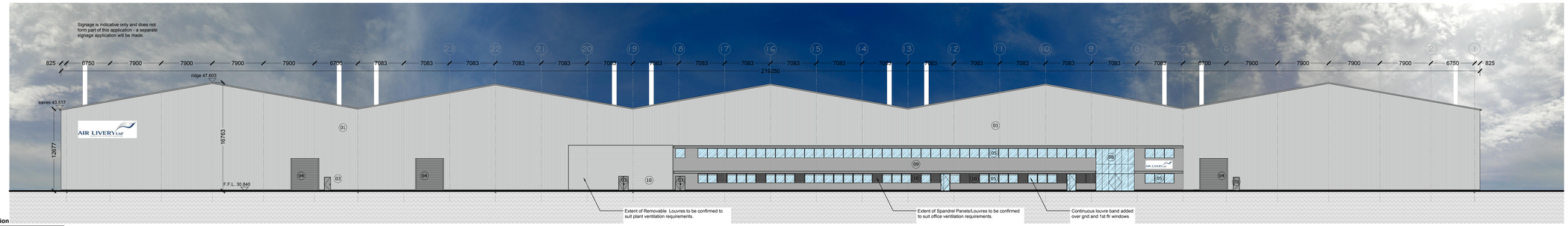
JOB
Norwich International Airport
Aeropark

DRAWING
Site Location Plan

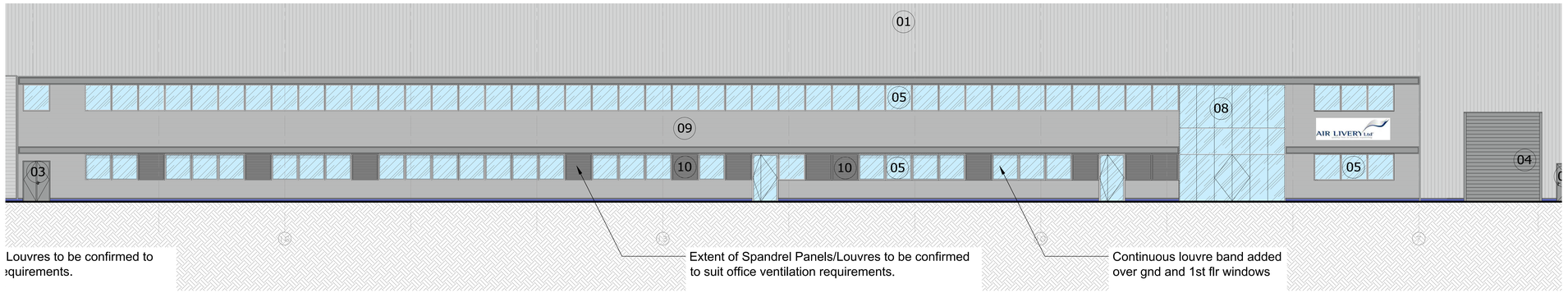
PLANNING

SCALE	1:5000	PAPER	A1	DATE	Oct 2012
JOB	7191	DWG	MP011	REV	A03

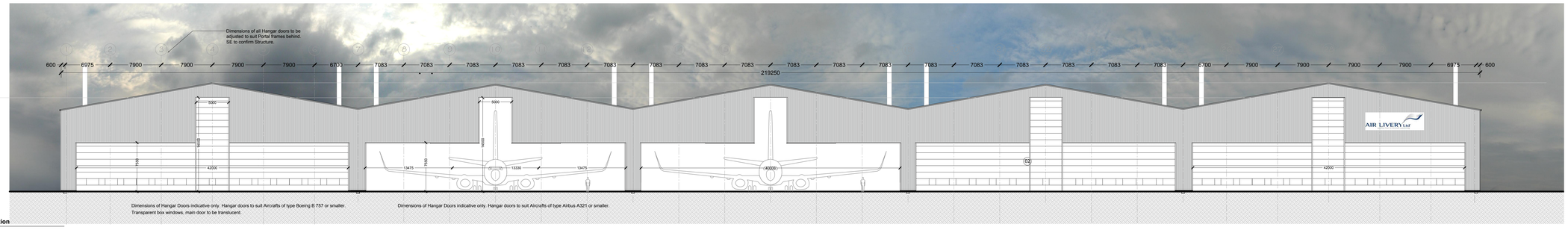
I:\7191s Air Livery Wrenbridge\K-CAD drawings\01-Current Drawings\AA-Master\01-Plan\MP011 4 and constraints.dwg /mp011 Site Location.ISO full bleed A1 (594.00 x 841.00 MM)/Cassie Godfrey/2/15/2013 9:50 AM



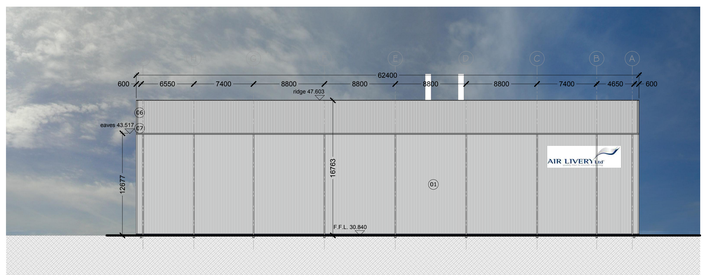
South East elevation
1:250



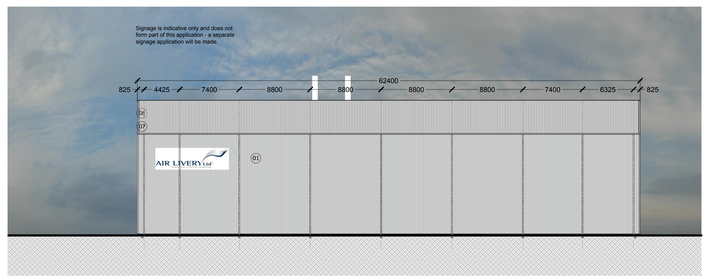
Extract Office Block facade
1:100



North West elevation
1:250



South West elevation
1:250



North East elevation
1:250

Material Key:

01 - Kingspan KS 1000 RW Wall 80mm core thck panels, Colour Spectrum Silver HPS 200 Ultra
(light grey to main wall cladding, mid grey to flashings, verges, fascias, mid/dark grey to doors and office cladding - light grey doors to office)
02 - Megadoor 'Project' Hangar doors to suit A321 □ B757 Airplanes, vertical folding fabric -translucent
03 - Single Personnel Steel Door
04 - Roller shutter doors by Hormann or similar
05 - Integral Aluminium Windows
06 - Kingspan KS 2000 RW Roof 100mm core thk panels, Colour Goosewing Grey □L Forte.
07 - Man safe system /Roof Balustrade
08 - Gla□ed Curtain Walling, Details to be agreed
09 - Kingspan KS 1000 MM Wall 80mm core thk panels, Colour selection tbc
10 - Kingspan/Naco ventilation louvres
11 - PV
12 - Kingspan KS 1000 RW Roof 100mm core thk panels, Colour Goosewing Grey □L Forte
13 - 50mm circular steel bars in structural frame, flashings and bars to be PPC to match doors.

notes

Items appearing in blue are not currently in the contract

Items appearing in green are STL items

N
0°

do not scale from this drawing
check all dimensions on site before construction

no.	date	revision - issue
A00	20.08.12	CG Initial issue
A01	10.09.12	DLC Main hangar door arrangement revised, material key - roof and wall panel notes updated Roof handrail system omitted and replaced
A02	16.11.12	DLC Signage, flues, pv's, roof access added, louvres added to south elevation
A03	28.11.12	DLC AOD levels added to ridge and eaves
A04	03.01.13	DLC PV layout updated in accordance with MS request

PLANNING

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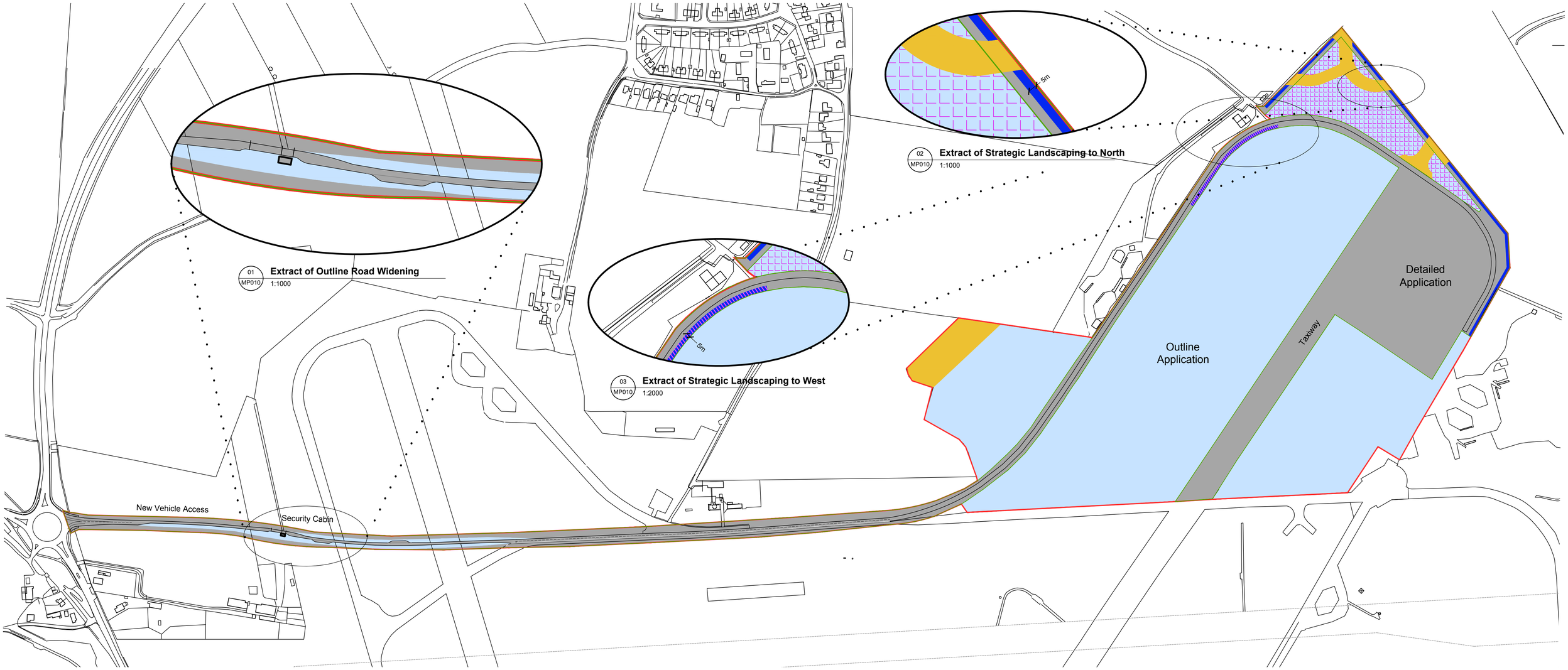
drawing: Proposed Elevations

client: WRENBRIDGE
job: Norwich International Airport Aeropark Phase 01 - Unit 01

scale	1:250 / 1:100	drawn	CG	date	Aug 2012
paper size	A0	checked	SAJ		CADfile -
job no.	7191	dwg no.	080	rev no.	A04



Parameters for Development

Building Use	B1(B) B1(C), B2, B8, D1 (education and training) Aviation-Related Uses D1 land use restricted to 16,400 sqm. All other land uses restricted so that the total site-wide quantum of development would not generate in excess of 171 two-way vehicle movements in the PM peak hour.
Maximum Floor Area (GEA)	80,000 sqm
Maximum Building Width	85m
Minimum Building Width	25m
Maximum Building Length	270m
Minimum Building Length	40m

Notes on Parameters

The proposed uses are aviation related (B1b / B1c / B2 / B8 / D1 education and training). Aviation-related uses are those that directly benefit from the close proximity to the airport, and the connectivity and synergies that it provides, either by directly using the airport for transportation and/or the movement of aircraft or by the close proximity to associated specialist aviation-related businesses.

The minimum building dimensions refer to the main operational buildings. Smaller ancillary buildings maybe as small as 2m wide, 2m long, and 3m high. The term ancillary buildings refers to the security huts, yard stores, cycle stores, waste stores and service housings.

Legend

- Hybrid Planning Application Boundary
- Detailed Planning Application Boundary
- Extent of the Outline Application
  Land for development including associated infrastructure, landscaping and sustainable drainage systems
- Extent of the Detailed Application
- Land Identified for Future NDR access
- Area Identified for Potential Energy Centre
- Zone for Strategic Landscaping
  To include planting 5m in depth and bunding as specified in the Environmental Statement
  To be brought forward with Phase 1
- Zone of Strategic Landscaping
  to be Interrupted at Key Access Points
  Access to future plots to be limited to a total of 14m

REV	DATE	CHK	AMENDMENTS
A15	01.03.2013	SAJ	DRP issue
A16	12.04.2013	SAJ	Issue including Landscaping to Westerly boundary
A17	16.05.2013	SAJ	Addition of NDR Safeguarding, landscaping amended, blue added to show road widening, 1:1000 extracts added.
A18	23.05.2013	SAJ	Amendments as per Deloitte comments received 23/05/2013
A19	28.05.2013	SAJ	Amendments to trip generation as recommended by ICENI □ extract 03 added.
A20	31.05.2013	SAJ	Amendments to trip generation as recommended by ICENI □ colours amended.
A21	04.06.2013	SAJ	Amendments to passing places on access road.
A22	05.06.2013	SAJ	Trip generation text amended.
A23	14.06.2013	SAJ	Print copy with think lines to purple diagonal hatch

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DRAWING
Development Parameter Plan

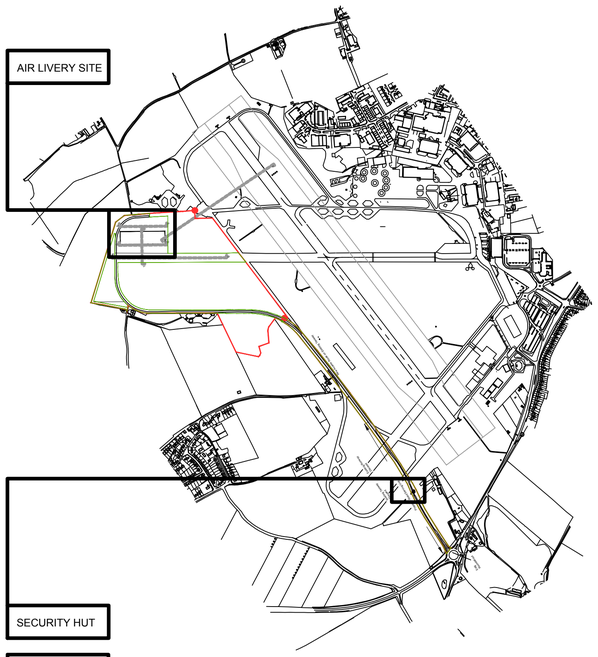
CLIENT
WRENBRIDGE

JOB
Norwich International Airport
Aeropark

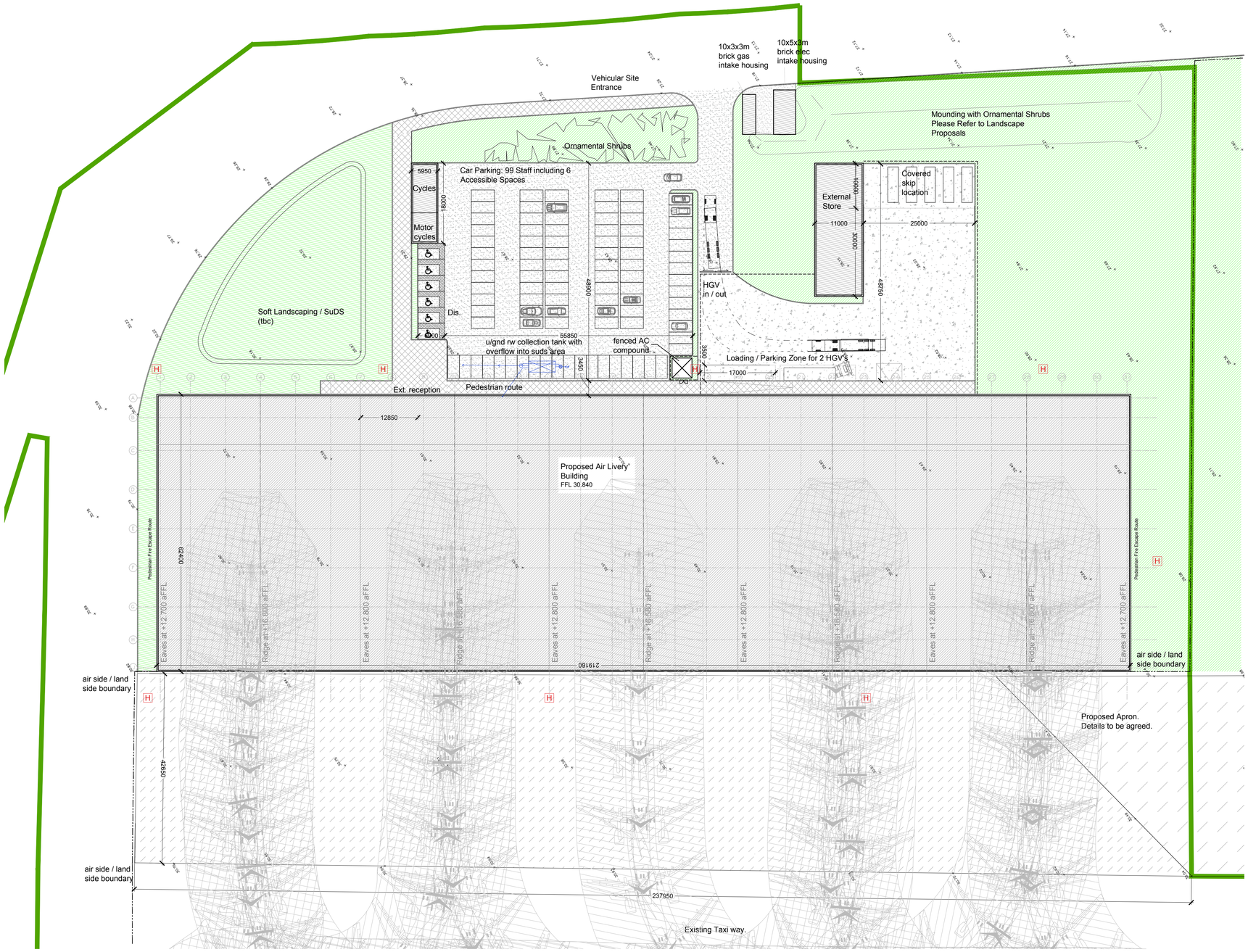
PLANNING

SCALE	1:3000	PAPER	A1	DATE	Nov 2012
JOB	7191	DWG	MP010	REV	A23

I:\7191s Air Livery Wrenbridge\K-CAD drawings\01-Current Drawings\AA-Master\01-Plan\Masterplan.dwg /mp010 Parameters Plan:ISO full bleed A1 (594.00 x 841.00 MM)/Cassie Godfrey/6/14/2013 8:51 AM



Key Plan
1:15000



Detailed Planning Application Boundary

External Landscape Materials Key:

- 2.4m high chain link fence with 3 layers ra: or wire over - air side / land side
- 1.8m high hit and miss timber fence - secure store compound
- grass seed and hedging as indicated
- 600x600mm paving slabs
- Extg apron made good to SE details
- Conc service yard
- Tarmac road
- Fire Hydrant H

REV	DATE	CHK	AMENDMENTS
A00	15/10/12	DLC	Initial Issue
A01	28/10/12	DLC	FFL and extg levels added, hatching, keys and fence lines added. Service yard extended to incorporate final roller shutter door to main building. Application Boundary Updated. CG
A02	04/12/12	DLC	Gas and Elec compounds adjusted to suit MSPS comments. Security hut location indicated on site location plan. New aircraft tracking data added as supplied by Iceni
A03	13/12/12	DLC	Air side landside boundary adjusted to front face of Air Livery bldg
A04	21/12/12	CG	Parking Numbers Amended
A05	21/12/12	CG	EIA Issue
A06	31/01/13	DLC	Service Yard decreased in si:e to suit Wrenbridge comments

NOTES

Items appearing in blue are not currently in the contract
Landscape design subject to detailed design by specialist consultant

DO NOT SCALE FROM THIS DRAWING ALL DIMENSIONS TO BE CONFIRMED ON SITE BY THE CONTRACTOR PRIOR TO CONSTRUCTION

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DRAWING
Site Landscape Plan

CLIENT
WRENBRIDGE

JOB
Norwich International Airport
Aeropark
Phase 01 - Unit 01

PLANNING

SCALE	1:500 / 15000	PAPER	A1	DATE	Oct 2012
JOB	7191	DWG	101	REV	A06

I:\7191s Air Livery Wrenbridge\K-CAD drawings\01-Current Drawings\AA-Master\01-Plan\Air Livery Full Drawing Set.dwg /101 Site Landscape Plan:ISO expand A1 (841.00 x 594.00 MM) /Dale Cooper/2/15/2013 2:48 PM

Parameters for Development

Main Buildings:	Maximum Height	20m AFFL
	Minimum Height	6m AFFL
Ancillary Buildings:	Maximum Height	10m AFFL
	Minimum Height	3m AFFL

NOTE: Building heights for ancillary buildings relate to built form and not external plant heights. External plant would not exceed height set as maximum for main buildings.

Notes on Parameters

The maximum building height for any building is 20m After Finished Floor Level (AFFL). Buildings to the south-west of the site will be subject to further height restrictions due to the proximity to the the runway. Buildings will be required to step down in height moving southward.

The details of safeguarding will be subject to further analysis at the detailed design stage. All proposed buildings will be required to undergo safeguarding checks, modeling, and airport approval, based on fixed building coordinates.

Legend

- Maximum A0D 52.00 / Maximum Building Height 20.0m AFFL / Minimum Building Height 3.0m AFFL
- Maximum A0D 49.50 / Maximum Building Height 19.8m AFFL / Minimum Building Height 3.0m AFFL
- Maximum A0D 39.00 / Maximum Building Height 14.0m AFFL / Minimum Building Height 3.0m AFFL
- Maximum A0D 38.00 / Maximum Building Height 12.0m AFFL / Minimum Building Height 3.0m AFFL
- Maximum A0D 36.00 / Maximum Building Height 9.0m AFFL / Minimum Building Height 3.0m AFFL
- Maximum A0D 34.00 / Maximum Building Height 6.0m AFFL / Minimum Building Height 3.0m AFFL
- Site area relating to detailed application

REV	DATE	CHK	AMENDMENTS	NOTES
A02	25.02.2013	SAJ	Planning Issue	

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DRAWING
Building Heights Parameter Plan

CLIENT
WRENBRIDGE

JOB
Norwich International Airport
Aeropark

PLANNING

SCALE	1:3000	PAPER	A1	DATE	Nov 2012
JOB	7191	DWG	MP016	REV	A02

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