

Report to Planning applications committee
Date 15 August 2013
Report of Head of Planning Services
Subject 13/00870/F Unit A Yarefield Park, Oldhall Road, Norwich
NR4 6FF

Item
5(2)

SUMMARY

Description:	Change of use of industrial premises (Class B1/B2/B8) to 600 pupil University Technical College (Class D1); proposed tower and window extensions, alterations to building exterior; changes to external site layout; erection of bus and cycle facilities and 2.4m security fencing to parts of site boundaries.
Reason for consideration at Committee:	Departure; Objections
Recommendation:	Approve
Ward:	Lakenham
Contact Officer:	Rob Parkinson Senior Planning Officer 01603 212765
Valid Date:	24th May 2013
Applicant:	University Technical College Norfolk
Agent:	Lanpro Services

INTRODUCTION

The Site

Location and Context

1. The application relates to the largest of the industrial units at the 1.7ha Yarefield Park (Unit A, 5574 sq.m.), the industrial area being the site of the former Harford Abattoir on the south east side of Oldhall Road, south of the Norwich-Wymondham railway line and west of the former refuse tip known as Lakenham Common.
2. Unit A is on the south side of Yarefield Park, opposite six industrial units which have been built in two groups of three on the northern side parallel to the railway. Unit A was built for, and occupied by Autowrappers before they vacated and the building was used by Connaught but has been vacant for nearly 3 years despite marketing efforts. Units B-G were built for speculative occupation. In all, 200 staff were expected to work at Yarefield Park. Within Unit A there is 933 sq.m. office space and 4,819 sq.m. industrial space.
3. All units are built to a simple design, using profile steel colour clad elevations and grey profiled steel roofs. Unit A differs by having an extensively glazed west elevation at the entrance of the site where offices were provided for the first occupant. An electricity substation has been built directly against the northern boundary of the Unit A perimeter.
4. Access to Yarefield Park has only one route, via a one-way access/egress loop

road around a landscaped 'island' off Oldhall Road. This was a feature designed to slow traffic, manage access across the single-lane rail bridge, and protect mature trees at the site entrance. Part of the Yarefield Park layout was intended to provide an 8m-wide zone behind Units B-G along the northern boundary to allow future access to Lakenham Common.

5. Neighbours to Yarefield Park include car dealership to the north-west, railway and industrial plant hire depot to the north, church and church hall to the west, and Lakenham Common to the east, and to the south, behind Unit A is private woodland and fields.
6. Within the Yarefield Park industrial estate, the City Council own units B-D, with Units E-G being owned separately. Two of the six units opposite Unit A are occupied, although one of those the snowsports shop is an unauthorised and the Council's property services department are in the process of finding alternative accommodation for the activity. The other occupants are a heating and air conditioning business; a security alarm company appears to have recently left.
7. Potentially, all 6 units could be occupied at full capacity for industrial uses (within classes B1, B2 and B8 of the Use Class Order) under permission 06/00586/F, although a condition on the permission prevents any unit being used solely for office purposes. Accordingly, a transport assessment and safety considerations should assume a potential for full industrial activity.

Topography

8. The site slopes slightly, with Unit A being downhill from Units B-G to the north.

Planning History

06/00586/F - Yarefield Park was established in 2007 following approval in December 2006 for "Erection of industrial units including all office and associated car parking and service areas." This comprised one large unit of 5574 sq.m. (Unit A) and two groups of three smaller units of approximately 300 sq.m. each (Units B-D and E-G).

07/01387/F – Units C and D at Yarefield Park (the middle and eastern units of the western group of three closest to Oldhall Road) were permitted in February 2008 to change from B1/B8 industrial use to a mix of B8 warehouse with retail and café activity, with alterations to the front elevation.

This was intended to create an employment facility for people with learning difficulties. Conditions stated that (a) the retail and café activity needed to remain ancillary to the warehouse use, and (b) the permission could only be valid for the occupancy of the site by Norfolk Learning Difficulties Services, and if they vacated the new use would cease. It was implemented and has since vacated, so the use is again industrial.

13/00275/F - Erection of two sections of 2300mm high security fencing at Unit A. These were located at the entrance to the proposed external amenity space and at the main site yard entrance, and designed as a brick plinth with fencing above, incorporating sliding gates and an ivy screen behind to improve the setting of the school. (Approved June 2013). This has / has not yet been implemented and would not extend around the whole perimeter of the site.

Lakenham Common - Planning permission 4/1979/0229/U (1980) approved

topsoiling, mounding and planting for use as a future recreation area, permission 4/1989/1114 (1990) involved capping the site with inert fill material on the basis of use of the site being discontinued in 1992, and permission 4/1993/0916/F (1994) approved regarding and capping of the former landfill site.

Equality and Diversity Issues

There are some equality or diversity issues discussed further on in the report.

The Proposal

9. To convert the industrial building into a specialist technology college primarily for 14-19 year old pupils. To increase the internal floor area through the construction of a mezzanine floor designed around a central atrium space, and external alterations to the north elevation to provide additional glazing and a 'pop-out' first floor bay window, new entrance and some new cladding, and to construct a 17.5m high rectangular tower on the north elevation above the entrance. To alter the west elevation by installing new glazing and entrance details. To alter the south elevation by inserting new glazing, plant and another 'op-pit' window bay. To add new plant and machinery and photovoltaic panels to the roof.
10. To revise the site layout to provide 32 car parking spaces, cycle and scooter storage, hard landscaping, an outdoor amenity space, bus stop and replacement 2.4m security fencing.
11. The concept of the NUTC is to promote a workplace environment amongst educational requirements and therefore proposes opening hours of industrial operators, and typically lessons will take place from 8:30am – 5pm, for 40 weeks of the year, and students will be based on site for the majority of the day. Students are expected to make their own way to the site and can benefit from earlier and longer opening hours at the site. Pupils are expected to arrive from anywhere within a 90-minute commuting distance.
12. The Government's model is for NUTCs to generally cater for 600 students, 300 in the 14-16 age range and 300 in the 16-19 age range, with industry-related specialist learning equipment. Space requirements are based on 9sq.m. per pupil which amounts to an interior floorspace of 5,384sq.m. being required. This is very much a new form of education delivery and does not require a 'traditional' use of classrooms, so the interior floorplans are very unusual being open plan and flexible for multi-use. The school anticipates being able to open in September 2014 with up to 300 pupils, moving towards 600 by September 2015. 50-55 full-time equivalent staff are expected on site.

Representations Received

13. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. Two letters of representation have been received citing the issues as summarised in the table below.

14.

Issues Raised	Response
The narrow and restricted access road and lack of enforceable parking restrictions could lead to impacts from vehicle and pedestrian traffic conflicts which could be a risk to health and safety to all of students, staff, parents, employees at local businesses and local business visitors.	See paragraphs 57-85 (Transport impacts).
Experience elsewhere has shown a continued dominance of car traffic to such sites and on-going parking problems. Providing only 32 parking spaces on site will cause problems.	See paragraphs 57-85.
<p>Action is needed to address the following:</p> <ul style="list-style-type: none"> - Oldhall Road should have double-yellow lines extended along the full length of the adopted highway; - Parking restrictions on the access road and estate entrance should be provided; - Will the County Council provide gritting along Oldhall Road in icy conditions?; - More detail is needed on how will students, staff and visitors will be discouraged from attending the site by car; - How will parking at the vacant industrial units B, C and D be prevented (which are owned by the City Council)?; - What is proposed to resolve any persistent parking problems? 	See paragraphs 57-85.
Currently, businesses on the north side of Oldhall Road need to unload freight and deliveries from a vehicle waiting on the road (often blocking the rail bridge) because access into their yards is tight. What measures are there to prevent this being a problem to the bus service crossing the bridge?	See paragraphs 65-69 (Car parking and deliveries).

Consultation Responses

15. Environmental Health Pollution Control – There are no objections in principle, although plant and machinery conditions should be used to ensure that undue disturbance is not caused to the surrounding uses when any permanently fixed items of plant and machinery are installed (rather than temporary teaching resources).

16. Norfolk Fire Service – Initially an additional fire hydrant in the site's vicinity was requested to be installed. However, this has since been found to be unnecessary as there are appropriate existing facilities within a necessary 90m distance from the main entrance.

17. Norfolk Constabulary – The Design and Access Statement does not address crime prevention. There is no natural surveillance of the site on the east, south and west side, and none outside office hours from the north; the perimeter fence has been breached on numerous occasions and thefts from the building have been noted since it became vacant. The current proposed boundary treatment is not as secure as it should be. Entrances should be minimised and secure access improved. Advice is offered on lighting, doors and glazing. Cycle stores should be more secure and located close to the entrance and designed for maximum natural

surveillance. S106 contributions to policing is requested. Paras 56 and 96 refer.

18. **Norwich Society** – As part of the building is catering for young people, they feel the front elevation could be livelier, more dynamic and inviting. The Society is also concerned about the traffic access arrangements to and from the building.
19. **Norfolk County Council Strategic Highways** – No objection to the proposed development provided that the Travel Plan is secured, monitored and enforced, which must include the successful bus service provision; without the Travel Plan the development will fail so a financial Bond is not necessary. Cycle improvements should be required at Bessemer Road, Hall Road, Fountains Road, Ipswich Road, Marston Lane and Oldhall Rd.

ASSESSMENT OF PLANNING CONSIDERATIONS

Relevant Planning Policies

National Planning Policy Framework:

Paragraph 14 – Presumption in favour of sustainable development

Paragraphs 203-206 – Planning conditions and obligations

Section 1 – Building a strong, competitive economy

Section 4 – Promoting sustainable transport

Section 7 – Requiring good design

Section 8 – Promoting healthy communities

Section 10 – Meeting the challenge of climate change, flooding and coastal change

Section 11 – Conserving and enhancing the natural environment

Relevant policies of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011

Policy 1 – Addressing climate change and protecting environmental assets

Policy 2 – Promoting good design

Policy 3 – Energy and water

Policy 5 – The economy

Policy 6 – Access and transportation

Policy 7 – Supporting communities

Policy 19 – The hierarchy of centres

Policy 20 – Implementation

Relevant saved policies of the adopted City of Norwich Replacement Local Plan 2004

NE1 – Protection of environmental assets from inappropriate development

NE8 - Management of features of wildlife importance and biodiversity

NE9 - Comprehensive landscaping scheme and tree planting

HBE12 - High quality of design in new developments

EP16 - Water conservation and sustainable drainage systems

EP18 - High standard of energy efficiency in new developments

EMP3 – Protection of business units and land reserved for their development

EMP5 – Policy for General Employment Areas

EMP18 – Development of high technology industries

EMP19 – Development of education and training establishments

TRA3 – Modal shift measures in support of NATS

TRA5 - Approach to design for vehicle movement and special needs

TRA6 - Parking standards - maxima

TRA7 - Cycle parking standards

TRA8 - Servicing provision

TRA10 – Contribution by developers for works required for access to the site
TRA11 – Contributions for transport improvements in the wider area
TRA12 – Travel Plans for employers and organisations in the city
TRA14 - Enhancement of the pedestrian environment and safe pedestrian routes

Supplementary Planning Documents and Guidance

Energy Efficiency and Renewable Energy (Adopted December 2006)
Statement of Community Involvement (March 2010)

Other Material Considerations

Written Ministerial Statement: Planning for Growth, March 2011.
Written Ministerial Statement: Planning for Schools Development, August 2011.
The Localism Act 2011 – s143 Local Finance Considerations

Emerging policies of the forthcoming new Local Plan (submitted for examination, April 2013):

Development Management Policies Development Plan Document – Pre-submission policies (April 2013).

- DM1** Achieving and delivering sustainable development
- * **DM2** Ensuring satisfactory living and working conditions
- * **DM3** Delivering high quality design
- * **DM6** Protecting and enhancing the natural environment
- DM11** Protecting against environmental hazards
- * **DM16** Employment and business development
- DM17** Supporting small business
- * **DM22** Planning for and safeguarding community facilities
- * **DM28** Encouraging sustainable travel
- * **DM30** Access and highway safety
- * **DM31** Car parking and servicing

Procedural Matters Relating to the Development Plan and the NPPF

The Joint Core Strategy and Replacement Local Plan (RLP) have 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), both sets of policies have been subjected to a test of compliance with the NPPF. The 2011 JCS policies are considered compliant, but some of the 2004 RLP policies are considered to be only partially compliant with the NPPF, and as such those particular policies are given lesser weight in the assessment of this application.

The Council has also reached submission stage of the emerging new Local Plan policies, and considers most of these to be wholly consistent with the NPPF. Where discrepancies or inconsistent policies relate to this application they are identified and discussed within the report; varying degrees of weight are apportioned as appropriate.

* In the case of policies DM2, DM3, DM6, DM16, DM22, DM30 and DM31 there are objections lodged against their proposed use in the emerging Local Plan. Therefore, relatively very little weight has been afforded to them unless otherwise discussed in the report, but their objectives and principles are largely consistent with saved Replacement Local Plan policies HBE12, NE8, NE9, EMP3, EMP5, EMP19, TRA3, TRA5, TRA6, TRA7 and TRA8 and Joint Core Strategy policy 5.

Principle of Development

Policy Considerations

New schools development

20. Locally, Joint Core Strategy policy 5 seeks to support further education and access to it, and advocates links between education provision and business concentrations including co-location where appropriate (i.e. sustainable). Policy 7 sets out the intention to provide sufficient, appropriate and accessible education opportunities, to promote the 'learning city' role of Norwich by facilitating the continuing enhancement of tertiary education facilities. Education developments in and around the city centre is a particular objective of policy 11.
21. The City of Norwich Replacement Local Plan 2004 encourages development of further education in more accessible locations and the inner city in particular. Policy EMP19 is orientated towards the City College and University expansion but the principle remains; encouraging future education and training growth as part of regeneration and enabling beneficial partnerships with other bodies. Although the thrust of the principle behind the policy is appropriate to apply in this instance, policy EMP19 is more directly relevant to developments on the existing College and University campuses, so it is considered less appropriate to attach weight to this policy, and instead consider the development against emerging, more contemporary, policies, both locally and nationally.
22. The NPPF and JCS policy 7 require planning to build sustainable communities and plan positively for provision of community facilities and local services, to enhance the sustainability of communities and residential environments. Whilst the NPPF does not specifically refer to schools as being a 'community facility', it is not unreasonable to consider them as such, especially given the NPPF's position in relation to new schools being able to serve communities. The site's proximity to Tuckswood and Lakenham, and relative ease of access by public transport, and the availability of course for 14-16 year olds as well as the further education facilities, will ensure the facility is available and linked to local communities as well as a wider catchment.
23. The Government (NPPF para 72) attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and stresses that local planning authorities should be positive towards development that will widen choice in education, and give great weight to the need to create, expand or alter schools. The support for providing additional state-funded school provision in particular is reiterated in the Government's August 2011 Policy Statement 'Planning for schools development'; the aim being to allow more schools to open or existing schools to expand and adapt, to allow more provision and diversity in the state-funded school sector to meet demographic need and provide increased choice and, through competition, higher standards. It is the Government's view that the creation and development of state-funded schools is strongly in the national interest and planning decision makers should support that objective in a manner consistent with their statutory obligations. The Statement makes clear that there should be a presumption in favour of the development of state-funded schools and local planning authorities should recognise the importance of enabling such development.

24. Although only submitted for the Inspectorate's examination in April 2013, the emerging Development Management Policies development plan document considers schools and other educational development within proposed policy DM22, the text of which is below:

"DM22: Proposals for new or replacement schools and other educational facilities, extensions to existing schools and changes of use for school or other educational and training purposes will be accepted and permitted where:

- a) they would not undermine the objectives for sustainable development set out in [emerging] policy DM1, in particular by increasing the need to travel by private car.*
- b) they would not give rise to significant impacts on the environment, highway safety or traffic arising from locational constraints or the particular configuration of the site or premises which could not be overcome by the imposition of conditions.*
- c) appropriate and adequate provision can be made for the residential accommodation needs of students (where required).*

Particular support will be given to proposals which provide for the shared use of schools facilities by the wider community. The local community must be consulted to ensure that new and enhanced community facilities of all types best meet their needs and aspirations."

25. It is considered appropriate to offer 'significant weight' to this policy, despite its unadopted status. In general the draft policy is largely satisfied by the NUTC proposal, assuming that car-borne travel demand will be relatively low and highways constraints can be managed, as discussed further in this report. The scheme would be for the most part 'sustainable', by improving education, being energy efficient, improving wellbeing and promoting links to communities and vocational opportunities, and making effective use of a brownfield site.

26. Further, it is considered necessary for new school sites to be able to provide on-site outdoor recreation space appropriate to their education characteristics and pupil requirements. The scheme has some outdoor area available, and proposes using the existing car park on the west side of the building as an informal recreation space with links to the café / refectory space within the building, and can provide some games area space in the service yard to be available outside servicing hours. For the majority, however, specific sports activities will be organised into the curriculum and pupils will be transported by the NUTC to facilities elsewhere.

27. However, this consideration and the site's location, limited accessibility and setting within the industrial park do lead to concerns that the facility would not be suitable for pupils of a younger age who would likely need a more appropriate environment and direct and immediate access to specifically-designed outdoor space. Therefore, it is not considered appropriate for use by younger students because it is so constrained in outdoor space and this adds to the grounds for restricting the use through conditions to ensure the building serves the 14 year-old and above pupil spectrum only. Similarly, because the scheme has proposed a range of transport measures based on the 600-pupil intake and 60 staff, it is considered necessary to restrict pupil numbers occupying the site at any one time, so as to avoid attracting such a demand that could exceed transport infrastructure capacity.

Loss of employment land

28. Since being developed for industrial use the site has become part of the City's designated General Employment Areas, earmarked for mixed use employment against which proposals would be assessed under saved Replacement Local Plan policy EMP5. The main issue in this respect is whether the principle of educational development be accepted here in view of the loss of a significant area (5,752 sq.m) of general industrial floorspace.
29. The proposal represents a departure from the development plan as policy EMP5 reserves such general employment areas for business development in use classes B1, B2 and B8 and a limited range of supporting uses amongst which educational uses do not feature. In addition, adopted Joint Core Strategy Policy 5 requires that employment areas identified in local plans should be further protected for their designated purpose given the known shortage of employment facilities and modern facilities in particular.
30. In the emerging local plan submitted for examination in April 2013, Yarefield Park continues to be identified as an employment area under policy DM16 of the submitted Development Management Policies DPD. When considered against the emerging policies (albeit lesser weight can be attached to these policies), the scheme is considered acceptable exceptionally given that emerging policy DM16 makes some allowance for certain schemes which are considered able to "provide for or assist in the creation of high quality employment and business development and ... allow accessible and equitable job opportunities for all".
31. The principle of using designated employment land for educational purposes is therefore a finely balanced argument, but it is considered that the NUTC will be offering technical business-oriented apprenticeships, in particular expanding educational opportunity in key manufacturing sectors (energy and engineering). Therefore the proposal can be accepted given its close links to industrial activities, vocational outlook and the relative isolation of the Yarefield Park site which will lessen the visual impact, and perception of, a loss of employment facilities. It may in time also encourage industrial/business-orientated occupancy at some of the other vacant units at the site where opportunities for beneficial co-location may arise.

Sustainability of site location

32. In terms of providing a sustainable form of development, although the site may not be in the most accessible location, it is a central location given its Norfolk-wide catchment and in general terms Norwich is the most strategically accessible location for visiting pupils from across Greater Norwich, Norfolk and North Suffolk. To address the lack of direct access, the applicant has worked closely with public transport operators to encourage development of direct public transport links to and from the city centre (as an extension to the recently set up Anglian Bus service via Tuckswood) for those pupils travelling from further afield, and agreed to a range of small-scale cycling improvements for students and staff closer to the site. The Travel Plan includes further measures for sustainable travel improvements discussed further in the report.
33. Educational facilities are not 'main town centre uses' as defined by national policy, and so are not required to be directed in the first instance as a preference to sites in the city centre, town centre, district centre or alternative highly accessible locations.

Nevertheless it is considered appropriate to examine whether any more appropriate locations could be used instead, to see if the proposals could avoid the loss of such a large quantum of high quality designated employment land. The applicant has therefore undertaken a 'sequential site assessment' to examine the feasibility and availability of alternative sites which might be appropriate for the use.

34. The study looked at a range of premises with an available 5,000-8,000 sq.m. floorspace from across Norwich and the areas of Broadland and South Norfolk within the city area, and sites in Wymondham and Diss that might have been accessible via public transport. It looked at sites that were too large and possible to be sub-divided and considered whether the facility could be 'disaggregated' (split-up across neighbouring buildings).

35. Of the realistic possible alternative sites, the following conclusions are drawn:

- The former Uniglaze site on Spar Road (within the Vulcan Road Industrial Estate) has too little floorspace (4,500sq.m.) and is of the same 'general employment land' status;
- The former Zenith Windows factory at Caley Close on the Sweetbriar Industrial Estate has more than twice as much floorspace as that needed by the NUTC, and is priced outside the NUTC budget. Potentially it could be subdivided and become cheaper to acquire had there not also been complications of being within the safety zone for the Bayer Crop Science area, being subject to legal covenants restricting its use to remain industrial, and being less accessible by public transport, park and ride and cycling;
- The former Contract Glass building on Barker Street which has been vacant for nearly 2 years is much more accessible and a more appropriate location than Oldhall Road, given its links to the city centre being more direct for the wide catchment. However, the floorspace is more limited (only 3,650 sq.m.) and is only available on leased terms which do not justify the investment needed in the necessary level of significant refurbishment. This option would be worth exploring further had there not been a planning application submitted (application number 13/00334/F, pending consideration) to secure renovations and a range of new uses, including employment-orientated activity, indicating that occupancy may be possible in the near future, so the loss of employment land at that site should be avoided if possible.
- Document House at Barnard Road in the Bowthorpe Industrial Estate also has too little floorspace (4484 sq.m.) but is as similarly accessible as Oldhall Road although without close Park and Ride links. It has the same 'general employment land' status;
- The site next to B&Q at the Livestock Market is similarly sized (4,000sq.m.) but too small, has almost identical transport links to Oldhall Road. Although it may be marginally better for cycling, it is further from the Park and Ride if that were to become a drop-off area able to provide stops en-route to the city, and is probably considered a preferable site for retaining in employment use given the space exists for further development opportunities;
- Units or sites for development exist at Costessey/Easton and Longwater but

these are considered prohibitively expensive and too inaccessible by public transport. Sites at Wymondham (e.g. Focus DIY) and Diss are too small and disaggregation is not suitable for UTCs, particularly as many premises are spread around estates.

36. Funding availability has led to the applicant needing to look for existing premises that can be readily converted rather than a new-build development which is costly; this is also a sustainable approach and encourages use of brownfield sites. A particular benefit of Unit A is that it already contains a significant area of office floorspace which lends itself to the teaching and administrative functions of the NUTC.
37. Overall, whilst it is regrettable to be losing one of the city's most recently-built and largest employment premises, it is considered that realistic alternative sites are not available or are not assigned a preferable planning land use designation, or are not actually as accessible to multi-mode transport as Oldhall Road can be. Therefore the Unit A site location can be seen to satisfy the presumption in favour of sustainable development.

Planning policy summary

38. To summarise the policy position, there is strong national support towards new schools through the NPPF and ministerial statements which greatly increases the 'weight' to be given to this particular proposal. Although the use is at odds with the objectives of current location-specific policy in the 2004 Local Plan, and contrary to objectives of emerging employment protection policy, it is considered consistent with the Joint Core Strategy and emerging local plan policies to promote education, particularly as Norwich Policy Area-based policies endorse new schools in appropriate locations to serve 'Greater Norwich'.
39. On balance it is considered an acceptable form of development, notwithstanding the Yarefield Park site's designation as an employment area, because it makes efficient and long-term sustainable use of a vacant brownfield site and the proposed use on employment land can be accepted exceptionally because of the strategic importance of the educational facilities proposed and the vocational opportunities it provides.

Design

Layout and Landscaping

40. The building is 100m long so has an extensive front elevation facing north. The elevation is animated by the proposed vertical tower (discussed below) and by using new glazing and new projecting bay windows on the north elevation and the south elevation to improve outlook and enjoyment of the site for students and staff, and to improve light and solar heating gain into the building and create a display area. The south-facing first floor bay has been enhanced to be used as a balcony and is considered a high quality design approach. Overall, the concern that the front elevation could be livelier, more dynamic and inviting is not considered necessary to be addressed further because the designs make for a much greater improvement to the building and retain the necessary sense of industrial perception which the NUTC aims at.

41. The external spaces are limited to the curtilage of the site which is existing surface

car parking. The northern curtilage is reserved for access to the front entrance and for staff and permit parking, cycle parking and scooter parking opposite the entrance and disabled car bays beside the entrance. The marked route from bus stop and Oldhall Road, combined with servicing time restrictions, will prevent the conflict of pedestrians and vehicles being problematic. The servicing area doubles-up as an outdoor recreation space.

42. The western area uses the existing car park for an outdoor dining and amenity area, but offers no improvements in terms of soft landscaping. This is regrettable as the site could appear stark and goes against the objectives of local plan policy NE9, but from the outside it will be screened by the ivy-screens and security fencing approved by application 13/0275/F, and security fencing that is improved following revisions to the initially-proposed palisade fencing so characteristic of anti-intruder industrial estates. As such given that the setting to the building will be improved, including through new hard landscape treatments around the bus stop area, it is considered more appropriate for the western amenity space to remain hard landscaped as a means to be flexible and adaptable to the needs of the NUTC in the future.
43. Improvements have been required to the entrance and bus stop / forecourt plaza area to try and make the entrance to the site much more inviting and welcoming, particularly as the unkempt semi-derelict surroundings on the immediate approach to the building give rise to a sense of insecurity. The applicant will be tending the entrance island and re-grassing the site and providing clear signage to improve use of the one-way loop road.
44. Revised proposals have now been received for the entrance to the site, which are much improved from the initial designs. Features include:
 - The 'island' within the loop road is to be re-landscaped by levelling around the trees and planting the island with grass seed and spring bulbs. This will improve the setting.
 - The bus stop has been designed to the most workable vehicle alignment possible, to include specialist bus boarding kerbs. The shelter and litter bins are provided.
 - Use of steel planters and bollards to prevent bus overrun onto the raised pedestrian area.
 - The forecourt entrance area is now proposed to be in Marshalls Tegular grey block paving, which is appropriate and improves the setting.
 - Specific pedestrian priority crossings are shown across the site entrance and the adjoining site entrance.
 - A new specific pedestrian access gate and footpath across the front of the building has been provided to keep pedestrians away from cars and delivery vehicles, in the same paving as the forecourt area. Paving is still needed outside the main entrance to emphasise the entrance, whilst parking bays are provided in dark block paving and white line markings to ensure pedestrian safety around vehicles.
45. Internally, some natural daylight is received by existing profiled polycarbonate roof lights evenly distributed along the roof. The internal arrangement will be clearly orientated and organised into circulation zones, teaching and ancillary areas with clear visibility.

Form, Scale and Impact on Surroundings (including Yare River Valley)

46. External alterations include the construction of a Vertical Laboratory Tower, a 17.5 metre vertical extension from the extended ground floor entrance and reception lobby. It is not uncommon for schools and colleges to have design features which seek to be local landmarks and there is no objection to a tower in principle, even if visible within views from surrounding landscape to the south of the city and open countryside, but the design must be appropriate if the site is especially visible. Sited on the north elevation it is undoubtedly a striking feature, particularly as it is proposed as being clad in yellow metallic sheeting materials which at this scale will make the tower appear incongruous within the surrounding landscape. This is not just a symbolic feature, although it will bring identity to the site, because it has an important educational role by providing experience of working and engineering solutions 'at height', particularly useful for the offshore energy sector. It provides internal connections to mezzanine and roof levels and allows engineering monitoring and experimentation.
47. The impact of the tower must be considered carefully as saved Local Plan policy NE1 states that "Development which is outside the River Yare Valley but which is likely to harm their visual amenity or ecological value will not be permitted."
48. The principle of having the iconic tower and its basic design is considered appropriate, however there is concern being the impact on the long views from the site and its place in the landscaped setting of the Yare Valley and Norwich fringe south of the city (protected in both Norwich City Council and South Norfolk Council planning policy). A visual assessment of these long views has been undertaken within the application and found that, despite its height and the building's setting on the side of the valley, the visibility is largely restricted to two long views from distance and close-in views from Oldhall Road.
49. This has been compared to long views undertaken during the assessment of the application, considering the impacts from the following locations:
- Access road from the west access to Harford Park and Ride route from the B1113 - views through the thin hedgerow show the presence of B&Q and suggesting the yellow tower to its west would be quite prominent, although Unit A is currently not, although the road and cycle lane is little used as a route to a 'destination';
 - Unclassified road from A140/A47 roundabout to Caistor St Edmund at the brow of the hill – small presence of tower may be possible but views are 'interrupted' by busy traffic on A47 and the road is not busy and is screened from the carriageway by hedging. Views from further east on this road or the A47 are hidden by the mound of Lakenham Common and its coppice;
 - Harford Bridge Tesco – no views possible from car park due to tall tree screening;
 - B1113 road to Swardeston – tall trees screen the Yarefield Park site from general view from the road but the yellow tower could appear through them, particularly with thinner leaf cover.
 - Public footpath from the B1113 heading west – views of the Marsh Harrier public house and church next to Yarefield Park are already prominent where screening is thinner. The impact of the yellow tower would be more keenly felt here.

- From the Stoke Road outside the aggregate quarry – some views north-west pick out the livestock market industrial area but the Lakenham Common hill obscures Unit A.
- From the junction of Stoke Road and the road to Arminghall next to the bridge over the A47 – views are currently clear in displaying the railway bridge on the London line and B&Q beyond, so the tower would be very clear. This is not a route with high daily pedestrian use but it is part of the nationally-designated Boudicca Way long distance path, and the site does provide a clear view of south Norwich for walkers, car users and cyclists and attention would be drawn to the presence of the tall tower from this angle.

50. The above assessment is 'real' but it has to be acknowledged as being difficult to accurately quantify the impact because the precise height of the tower is difficult to gauge. It is however easy to identify the B&Q store in certain views, which the tower would be in excess of. Views from the south and south-west across Ipswich Road are partly screened by trees in long views but the presence of the A47 road changes the perception of the view anyway from afar, and this is not considered a particularly sensitive view, and further away south-east the land rises to be shielded by the A47. However, closer to the site the impacts increase and screening from the west, inside the river valley, is scarcer, so the presence of the tower could look out of place in the view of and along the river valley. Views from the north are very limited, being restricted to the occasional glimpse through existing buildings. However the views from the east are more sensitive and are clearly seen.
51. Although there is some screening by the mature woodland setting to the south, this could be more prominent in winter especially with the yellow cladding. To the east the Lakenham Common mound shields the view and is not generally accessible to the public, and in the event of becoming more commonly used will still not be greatly visible other than from the periphery of the Common at which point it will also be read alongside the existing B&Q and UTC buildings themselves.
52. Some investigations have been made as to the opportunity to plant screening trees on the Common, but the former refuse tip has been capped and sealed in a layer of special Bentonite-enhanced clay and sand which extends to its boundaries and the thin layer of upper topsoil is not appropriate for tree growth due to the cap potentially being damaged by tap-roots. The presence of a 17.5m high yellow tower has caused some concern that it would increase the existing negative visual impact from the clutter of bulky structures on the river valley, and therefore detract from the setting and character of the city.
53. However, notwithstanding the limited options available for screening the tower, the general impact of this tower on the Yare Valley is actually considered minimal other than in views into and along the river valley. Officers remain concerned about the colour of the tower's cladding, which is bright yellow in the sample provided (and not, it should be noted, the muted mustard seen in the PDF elevations). Although its main impact will be in giving presence to the site to those intending to visit the site, and perhaps bringing identity to Yarefield Park so increasing peoples' awareness of the site as a potential employment location, there will be an impact outside the site which could compromise the objectives of protecting the river valley from the effects of inappropriate development. Cladding material samples have been provided and are proposed as Kingspan Saffron Yellow ('forte' finish). The striking yellow design is not necessarily the most appropriate for this site but the

applicant has not proposed to alter the designs.

54. If Members are concerned about the impact and the tower proposals were considered too significant, alternative design options are feasible and could include either glazing the upper tower (also making it able to express its function as part of its form or give it some implied meaning given that long views will not see it as part of the NUTC) or making the panel colour more neutral to become more recessive in the landscape and be less incongruous.
55. Similarly green cladding materials samples for the projecting window bays have been submitted and are considered high quality and acceptable; these are Kingspan Jade ('forte' finish).

Boundary Treatments / Fencing

56. The fencing at the site is currently 2m high security fencing and was originally proposed to be replaced by 2.4m heavy duty palisade security fencing, but this would have been intimidating, severe and entirely inappropriate for a high quality of design and education facility. However, this has since been revised to be a new 'Weldmesh' design to be positioned around the west, south, some of the east, and the car park area of the northern boundaries. The remaining perimeter around the service yard is still proposed to be existing palisade fencing which is acceptable given the service area context. The revised use of Weldmesh is a suitable proposal, being able to combine well with the fencing of the sliding gates (as already-approved) and the landscaped setting so is considered acceptable and will be conditioned to be provided in advance of the use.

Transport and Access

Transport Assessment and Public Transport

57. The location of the UTC at the edge of the urban area and its catchment over Norfolk and North Suffolk has been a matter of concern from a transportation perspective from the outset. However the commitment to deliver a high frequency bus link from the rail station, City College and Tuckswood area has demonstrated an ability to delivery sustainable transport solutions for the site. To maximise the potential of all modes a number of additional measures are to be delivered through the Travel Plan. The applicant has taken some trouble to rectify the site's relative isolation from main modes of public transport and cycle routes, and has been keen to avoid any reliance on car journeys. Following negotiations the applicant now aims to achieve a 10% cycling rate as is the target for all schools, which is laudable given the site's wide catchment and relative inaccessibility.
58. The existing Anglian Bus120 service from the bus station has been in operation since April 2013, and a written commitment has been provided to extend the service to the NUTC, extend to the rail station and retain operations during school holidays so the measures will improve accessibility for students and staff and local residents alike. This is evidenced in the Travel Plan. The new bus service is proposed to run between 7.40am and 6pm, at frequencies of every 10 -15 minutes, with the last bus to leave the NUTC site being at 18:00 hours. Additional features include timetable advertisement in the school.
59. Measures are also being negotiated to secure a drop-off stop near the NUTC and Hall Road for people using the Harford Park and Ride as well as using the Harford site as a designated car drop-off facility. There are also First routes between Long Stratton and Mulbarton and the city centre and the Horsford and Aylsham Rd areas.

the first routes essentially provides 4 buses an hour in each direction on Ipswich Rd. Additionally there are occasional services to Diss and south Norfolk villages on Ipswich rd.

60. There are concerns about what should happen in the event of the Anglian Bus service being found unviable in the future if patronage was low. In this event the site would find itself isolated from specific bus routes but there would remain fairly frequent services using Ipswich Road and Hall Road for students to utilise. However, the fact that the service has been able to start 18 months prior to the NUTC's opening servicing the residential community already, and it is in practice a frequent enough service to also be attractive to students, which would suggest there is some feasibility for the route, so some confidence must be taken from this. If the NUTC is successful the 600 students should ensure the service is feasible and students realistically probably have little alternative option. The Travel Plan does also contain monitoring clauses and contingency action plans to account for such an eventuality.
61. In the proposals the site will include a bus stop on the private loop road as close as possible to the main entrance. There has been some difficulty in ensuring the bus stop can be positioned to allow appropriate 'sweep' by the Anglian busses on their tracking course whilst achieving parallel disability access and preventing reversing over the entrance and waiting on the loop road. However, revised plans have achieved the best solution which is acceptable to transport planners from both disabled access and site safety points of view.

Car Parking

62. Old Hall Road currently has double-yellow line parking restrictions from the Hall Road junction to approximately 10m south of the rail bridge. This leaves a potential existing length available for unrestricted car parking on the single-width sole access road to the site, which could compromise traffic safety and business success. Waiting restrictions are therefore proposed to be improved / extended here and at:
- Oldhall Road (double-yellow lines along full length);
 - Livestock Market road (un-named) to B&Q (double yellow lines both sides full length);
 - Hall Road accesses to unadopted industrial estates and business premises.
63. The Highways Authority did consider if a specific extremely short-term drop-off facility should be provided at the junction of Hall Road and Oldhall Road, known as a 'kiss and ride' facility. However, this was since rejected as it could actually encourage increased parking and congestion in the area; it is instead better to ensure there are no opportunities for the car-free concept to be compromised. The applicant considers the Harford Park and Ride site to be the only appropriate car drop-off site, and is currently trying to negotiate this as an official site for the NUTC, to become part of the Travel Plan.
64. The turning circle loop road is not adopted at present but is in multiple ownerships. The loop road is too narrow to allow two commercial vehicles to pass one another so a covenant exists in the title deeds to prevent waiting or deliveries from the loop road and compromise business activity and requiring its continued free access, but new yellow lining can extend to its entrance. The site's owner can install private parking restrictions if they so wish. Bus stop designs and minimising car use need to keep the covenant in mind.

65. Parking at the vacant units at Yarefield Park or anywhere at other sites which inhibits business at the occupied units is a matter of private monitoring, policing and enforcement. Unauthorised access and parking would probably be considered trespassing, and the owners can use signage to caution against this. It would be surprising if the NUTC did not inform their staff and students of the potential implications too.
66. The Travel Plan measures include commitments to extend parking restrictions at local un-lined locations such as on public roads at the Hall Road business park and on junctions within the closest residential areas. These will all help deter reliance on cars and reduce impacts on residential amenity and local business operations.
67. Parking monitoring is also to be subject to the NUTC employing the services of the Police Community Support Officer in a similar arrangement to that which operates currently at the City College Ipswich Road site, to maintain free flow of traffic, issue tickets if necessary and act as a visible deterrent to parents, staff or students alike, which will be particularly important around Hall Road and the Oldhall Road rail bridge.
68. Deliveries from Oldhall Road itself is a matter of parking enforcement. Waiting restrictions are in place at present and deliveries taken directly from a stationary vehicle in the carriageway most likely stem from the current infrequent use of the road as a result of the under-occupancy of the industrial park. The issue may be self-resolving as a result of the NUTC presence and more visitors and users of the site will be a visual deterrent to such unauthorised loading; if it becomes a problem the NUTC and/or bus companies are likely to raise the issue with the Highways Authority to enforce and require changed practice.
69. Generally, the same approach can be taken to this NUTC site as at other schools, in that minimising the availability of parking in the vicinity combined with financial or educational consequences for contravening the travel planning arrangements should deter students and staff from making unnecessary car journeys.

Cycle Routes and Pedestrian Links

70. The site needs to become better connected to the strategic cycle network in order to provide safe and convenient cycle routes for students from such a wide catchment, and there are identified gaps in the network between Bessemer Road and the B&Q roundabout, and between the site and Marston Lane. Improving cyclist accessibility is especially important as a cheaper and viable alternative to public transport, and if the bus links to the Park and Ride site are not realised or if the bus service is compromised in its frequency or viability.
71. Currently the strategic cycle network includes the main 'Yellow Route', running from the city centre along Lakenham Way terminating at Sandy Lane, and the orbital Purple Route connecting to the west of the city via Marston Lane and its junction at Ipswich Road. A local neighbourhood cycle link runs from Fountains Road and Locksley Road to Hall Road. It was considered possible to provide links to the cycle routes by extending the existing shared surface cycle route on Hall Road from the B&Q roundabout where, it currently ends, to Ipswich Road, in order to provide a specific safe cycling connection between Yellow and Purple routes. However once investigated further it was seen as probably being an excessive and costly measure given the numbers of cyclists attending the site due in part to the wide catchment area and the expected success of the bus route.

72. Instead, the Travel Plan includes proposals to provide a new direct connection from the southbound lane on Ipswich Road across highways verge to Fountains Road to serve cyclists arriving from the north. Additional measures include a flush kerb being provided at the Hall Road / Sandy Lane junction (to improve safety when connecting to the cyclist-specific traffic crossing point connection to Lakenham Way for those heading to the city), and a flush kerb at Hall Road opposite Fountains Road to negotiate the B&Q roundabout, and signage to direct cyclists from Lakenham Way along Bessemer Road rather than the busy Hall Road.
73. These measures will provide a few much-needed improvements to the safety of cyclists attending the site. There remain some 'gaps' however, such as there being no practicable or convenient off-road or designated safe route from the west to avoid needing to negotiate the southern end of Hall Road and cross the traffic into Oldhall Road, and cyclists from the north/east will still need to cycle on-road from the B&Q roundabout where the speed limit is 40mph. However, the Travel Plan does propose using cycle awareness and skills development training to improve confidence amongst cyclists. Overall, this is considered appropriate in conjunction with the other transport and travel plan measures.
74. Segregated pedestrian access is provided from the bus stop and clear marking across the site entrance will make a pedestrian priority area for people walking down Oldhall Road, also improving the safety in relation to users of the neighbouring industrial units.
75. The pedestrian link south from Yarefield Park along the remainder of Oldhall Road to Ipswich Road is partly adopted highway. Street lighting is in place but stops at the point where Oldhall Road stops carrying traffic and becomes pedestrian-only. This situation is considered unacceptable because the route acts as the most important route for pedestrians and cyclists and bus-users arriving from the south or alighting on Ipswich Road, and/or the potential Park and Ride drop-off site. Accordingly, the Highways authority have recommended the southern end of Oldhall Road become lit, either through district lighting or highways lighting, and this will be required by planning condition.
76. The same walking route to Ipswich Road is also heavily overgrown and needs cutting back but this is not in the applicant's control (although there will be added priority on the Highways Authority to complete this once such increased numbers of people need to start using it). If this is attended to the walking environment will improve significantly for people accessing the Park and Ride or the Tesco sites.
77. It has also been considered necessary to require a form of highway markings across the junction of Oldhall Road and Hall Road to try and identify the junction being a pedestrian route crossover to the Oldhall Road path on the east side of the road. The applicant has not yet proposed how this is done but the Highways Authority have acknowledged the need and ability to achieve it without giving a sense of increased pedestrian priority (e.g. using 'look right' marking in the carriageway). The highways measures will all be agreed and provided in advance of the NUTC opening, through discussions with the Highways Authority in accord with conditions.
78. The above cycle infrastructure measures would need to be in place for the opening so that they can promote the cycle routes and establish cycling as a viable option

from the start. The possibility of the bus service being cut off or cut down also adds to the importance of ensuring the cycle enhancement 'hard measures' are in place from the outset. These will be conditioned, as will the implementation of the Travel Plan.

79. To summarise the measures being provided as part of the scheme:

- new access / up-ramp / chicane from Ipswich Road to Fountains Road;
- flush kerbs at Hall Road opposite Fountains Road;
- flush kerbs at Hall Road opposite Sandy Lane;
- signage on road and above road from Fountains Road;
- signage on road along Bessemer Road;
- safety features / markings on road across entrance to Oldhall Road at Hall Road junction;
- providing bus stop on the site to connect to Anglian Bus service;
- improvements to existing bus stops on the Park & Ride route (if P&R is used);
- improved lighting to the southern end of Oldhall Road.

Cycling Parking

80. The scheme provides 60 cycle stores on site outside the main entrance. This is a lower number than which is expected by Local Plan policy but the policy anticipates a localised, neighbourhood-based catchment area and a 'standard' classroom size formulae which this NUTC proposal does not conform to. The provision is instead made to the target level of 10% cycling (60 stands for 10% of the 600 pupils). The Travel Plan proposes to monitor on-site demand and provide new cycle stores if necessary.

81. The type and design of stores is communal racks under a butterfly roof cover. This is not the most ideal design but being within the security fence it is secure, and there are some units for 'locker' storage.

82. In addition, the shortfall in cycle storage is made up through the application proposing 36 scooter / motorcycle spaces in lock-up bays, which is very important given the wide catchment and age demographic and their growing popularity.

Travel Plan

83. The Travel Plan is based on the same format as the City College Norwich and is proposed to be operated by the same Travel Plan Coordinator in partnership with the County Council Travel Plan Officer.

84. Discouraging car use at the site is proposed by promoting cycling training and travel information guides, providing discounted bus travel and use of 'smart ticketing' (like Oyster cards), providing on-site bus timetabling information, and ensuring students sign into a 'learners contract' which includes requirements on sustainable travel ambitions to avoid local traffic and parking issues. The 'contract' makes clear that student parking is not available at the NUTC and there is a 'no drop off zone' at the site entrance. For those students and staff in need of car parking, spaces are managed on a permit parking basis. The Travel Plan will be required by condition; this allows planning enforcement should measures not be provided and problems arise.

85. To summarise the measures of the Travel Plan in addition to the cycle/pedestrian

works:

- Requiring a 'contract' with students, staff and teachers to enforce against non-essential car use;
- Providing waiting restrictions in local catchments if future problems emerge, e.g. Fountains Road and Locksley Road and the White Lodge Business Estate;
- Providing cycling training for students;
- Providing a Travel Information Pack for students and staff;
- Work with local landowners if local problems emerge;
- Provide PCSO cover at the site, Oldhall Rd / Hall Rd to patrol / issue parking tickets;
- Rectify gaps in existing highways parking restrictions;
- Promoting and securing the use of Harford Park and Ride for car drop-off and bus link;
- Promote 'Liftshare' schemes amongst staff and students;
- Monitoring demand and providing a larger bus stop on site if necessary;
- Monitor if cycle use demands at bus and rail stations can warrant provision of cycle storage there;
- Monitor demand for on-site cycle storage and expand amount of stores if necessary.

Environmental Issues

Waste Management and Servicing

86. The intention is to manage waste in the same manner that City College Norwich does, which achieves 95% recycling and 5% use to create energy. Specific waste collection and loading areas are provided on the site for daily collection before the school day starts. Servicing deliveries range from HGVs for appliances and specialist equipment taken to the existing service bay on the eastern site, driving through the main entrance, and small vans for smaller needs parked by the entrance. Highways impacts are likely to be minimal compared to the intended original use for warehouse and industrial activity, but conditions can be used to require HGV servicing to take place outside usual college opening hours to minimise conflict with other businesses and the increased presence of staff and students.

Noise, Plant and Machinery

87. The development site is in a fairly secluded position with only other business uses in the vicinity. A condition will be imposed to ensure control of noise arising from plant and machinery features installed on a permanent basis. However, the NUTC will need a range of plant and machinery appliances as teaching resources, and use those both inside and outside the building (e.g. engines, turbines) so planning conditions should not be so stringent as to affect these operations. In the event that any noise issues do arise from more transient machinery, they can be addressed either as a statutory nuisance under the Environmental Protection Act or by the requirement for a further planning application if this is appropriate for the particular temporary development. Condition 14 refers.

Energy Efficiency and Renewable Energy

88. Providing renewable energy generation on-site is closely linked to the NUTC's energy-sector industry links. The south-facing aspect of the roof will be fitted with 550sq.m. photovoltaic solar panels and the energy generated equates to at least 10.14% of the site's energy demand, so satisfying JCS Policy 3. A condition will be used to require their installation prior to the first use of the building.

89. Further experimental on-site energy generation may be introduced when in use, such as the energy report's suggested solar thermal heating panels and biomass boilers; their impacts may be controlled by the condition for plant and machinery or if any of these appliances need specific planning permission.

Sustainable Construction, Water Efficiency and Lighting

90. The design of the building and its efficient design will improve the sustainability of the building. Water conservation is a likely feature and a condition will be applied to ensure it. There are no details provided at present, but a condition will ensure any lighting proposals are first agreed prior to installation.

Local Finance Considerations

91. Under S.143 of the Localism Act the LPA is required to consider impact on local finances as a material consideration. The benefits from the finance contributions for the council, however, must be weighed against the above planning issues.
92. The applicant has proposed that the application's new mezzanine floorspace would not constitute 'development' and hence not be liable to being charged an application fee for the new mezzanine floorspace created. However, this is slightly different to the consideration of whether the mezzanine flooring causes the scheme to become liable to pay the Community Infrastructure Levy (CIL). In this instance the mezzanine floorspace is considered to become liable to needing to pay CIL because the external works proposed (windows and 'pop out bays') are all necessary to bring the mezzanine into usable space.
93. The new mezzanine floorspace is not yet of a fixed quantum but plans suggest new mezzanines create 1,792 sq.m. new floorspace. When added to the 52sq.m. of the external new floorspace, a total of 1,844 sq.m. becomes CIL liable.
94. In this instance however, educational facilities in the D1 Use Class category are charged at £0 per sq m so there will not be any CIL payment necessary under the current charging schedule.

Financial Liability	Liable	Amount
Community Infrastructure Levy	Yes (approximately 1844 sq.m. floorspace).	£0 (D1 use class rate).
Business Rates	Possibly	Unknown.

Planning Obligations

Transport Improvements

95. There are specific improvements needed to address impacts of the development and the need to make the site as accessible to sustainable forms of transport as possible. These would be possible to address through a Section 106 Agreement or a Unilateral Undertaking but it is considered as effective, and more expedient and flexible to future needs, if these are instead provided through the development's Travel Plan, which can be subject to planning enforcement action if the Travel Plan is not adhered to. The Travel Plan does include arrangements for monitoring and review by the Travel Plan Officer.
96. The police have requested consideration be given to securing financial contributions to greater policing resources. There is no policy basis on which to do

this, but policing presence will be increased in the area by the NUTC's links with, and use of, City College Norwich's Police Community Support Officer (albeit mainly in a parking enforcement role).

Equality and Diversity Issues

Age

97. The scheme brings a new form of education to young people from all backgrounds from the age of 14 years onwards and promotes vocational employment links. Although not as centrally located as might be preferable, it is considered to be sufficiently accessible for all sectors of the community.

Disability

98. All parts of the building will be accessible by lift with the exception of the tower structure. There are some concerns around the ability for wheelchairs to get on and off buses at the designated stop. The detailed design continues to be investigated but the matter can be resolved by conditions.

Conclusions

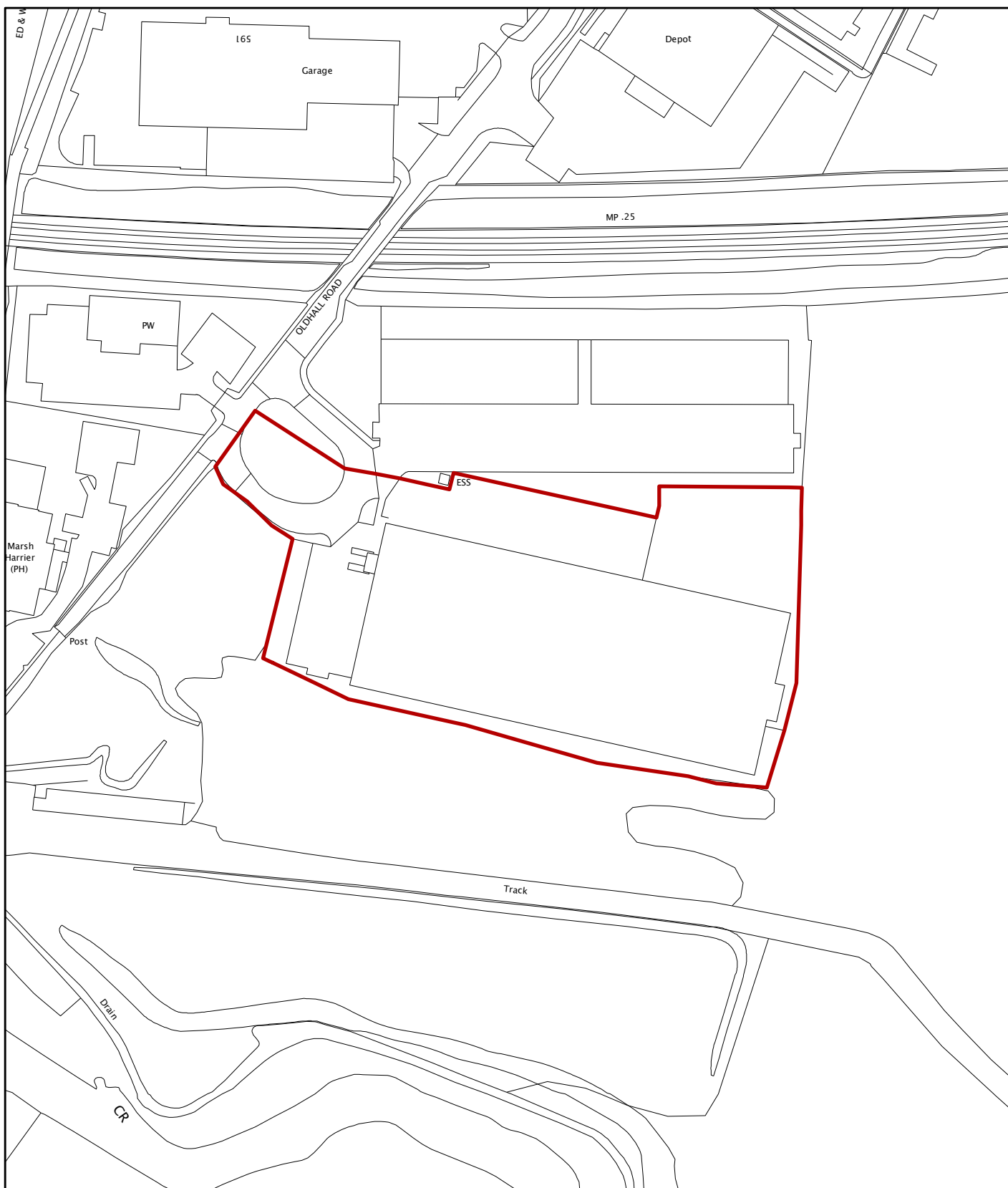
99. Notwithstanding the proposed treatment of the new tower and its position in the river valley, and its proposed colouring which compromises the objectives of saved policy NE1, the proposal is acceptable in principle despite being a departure from policy to protect employment land. Although contrary to saved local plan employment policy for the site, the proposal can be accepted exceptionally since it would help to broaden educational opportunities in key sectors and thereby contribute to beneficial economic growth in greater Norwich. Additionally the proposal offers a package of sustainable transport improvements to enhance its accessibility and help to reduce reliance on the private car.

RECOMMENDATIONS

To approve Application No 13/00870/F at Unit A Yarefield Park, Oldhall Road, Norwich NR4 6FF, and grant planning permission, subject to the following conditions:-

1. Development to commence within 3 years;
2. Development to be in accordance with the approved plans and details;
3. Restriction on pupil age (14 years upwards) and capacity (600 pupils at any time) unless otherwise agreed in writing with the Head of Planning;
4. The development shall be constructed to include water conservation measures designed to maximise water conservation. No use of the development hereby approved shall take place until the water conservation measures and appliances have been installed and brought into use and these shall thereafter be permanently retained;
5. No use of the development until the following features have been provided and made available for use as per the approved plans:
 - on-site bus stop;
 - landscaped entrance forecourt;
 - all new security fencing;

- new internal amenity area landscaping;
 - car parking facilities and layout as per plan, service bays, delivery area and external sports area marked out;
 - pedestrian safety markings at entrance and across adjoining site entrance;
 - cycle parking;
 - scooter parking;;.
6. No use of the development until the cycle network infrastructure improvements as listed in the Travel Plan have been provided and made available for use. Specifically these shall include:
 - a new access / up-ramp / chicane from Ipswich Road to Fountains Road;
 - flush kerbs at Hall Road opposite Fountains Road;
 - flush kerbs at Hall Road opposite Sandy Lane;
 - signage on road and above road from Fountains Road;
 - signage on road along Bessemer Road;
 - safety measures / markings on road across entrance to Oldhall Road at Hall Road junction;
 - providing bus stop on the site to connect to Anglian Bus service;
 - improvements to existing bus stops on the Park & Ride route (if P&R is used);
 7. No use of the development until the waiting restrictions in the local area have been improved and/or extended as set out in the Travel Plan, and the site has been marked up as a 'no drop-off zone'.
 8. No use of the development until appropriate lighting has been provided for the pedestrian route connection between the site and Ipswich Road, in accordance with a scheme first submitted to and approved in writing by the local highways authority.
 9. No use of the development until the photovoltaic panels have been installed on site and made operational in accordance with the details set out in the energy report and in the locations shown on the roof plan;
 10. Upon commencement of use, to implement the Travel Plan and monitor accordingly;
 11. Any external lighting within the site is to be agreed first by the Local Planning Authority and retained in accordance with the approved details thereafter;
 12. Servicing and deliveries by HGVs required to take place outside usual college opening hours;
 13. The installation of any plant or machinery for permanent fitting at the premises shall be in accordance with a scheme approved by the Council for the reduction, where necessary, of the level of noise and vibration emanating from the premises.



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Planning Application No 13/00870/F

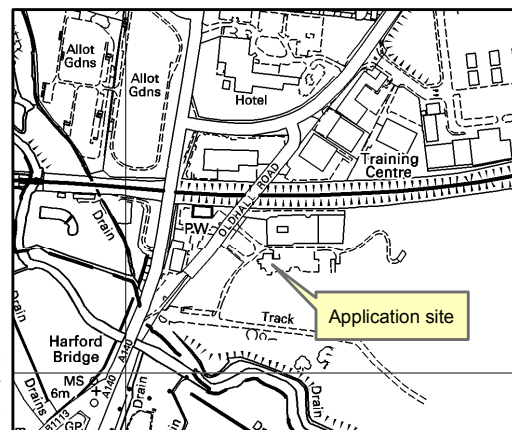
Site Address Unit A, Yarefield Park,
Oldhall Road, Norwich

Scale 1:1,500



NORWICH
City Council

PLANNING SERVICES







Legend

Site boundary

Existing 1.8 chainlink fence



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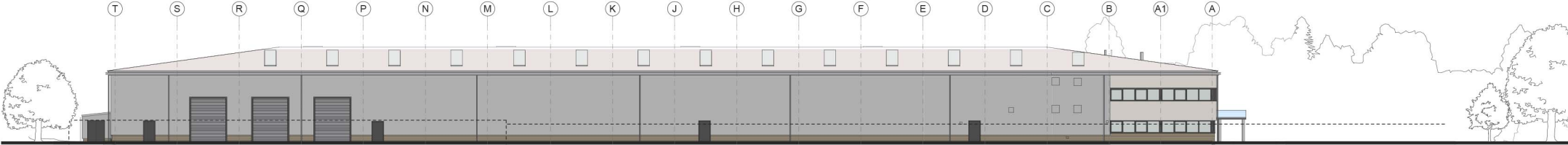
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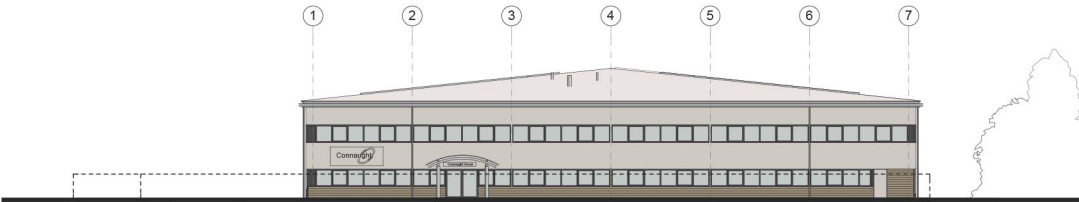
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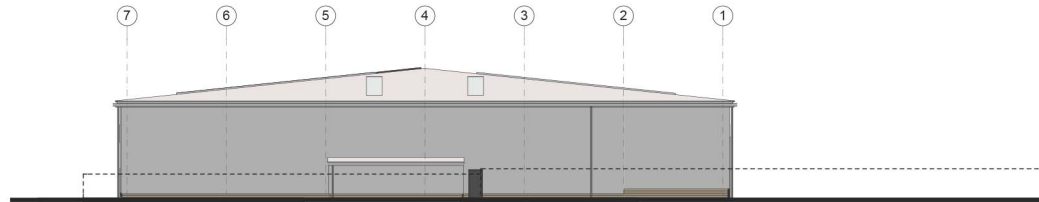
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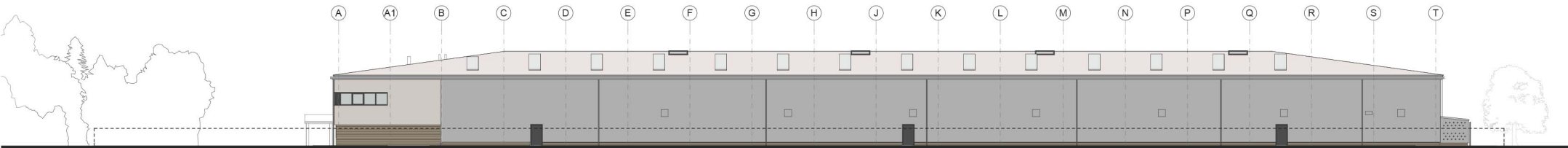
E-01 North Elevation



E-04 West Elevation



E-02 East Elevation



E-03 South Elevation

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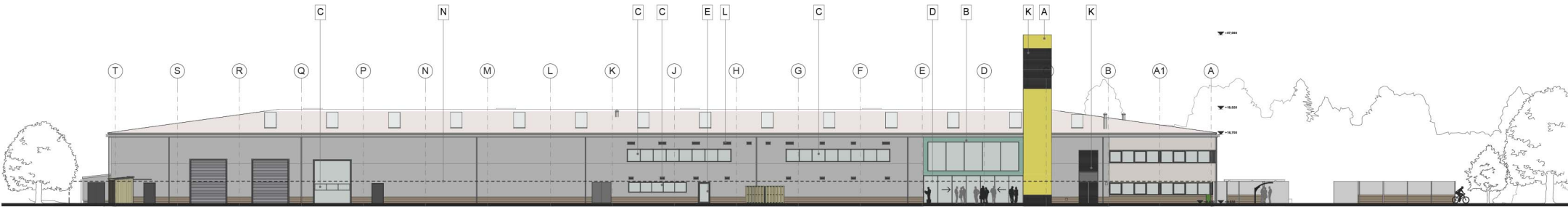
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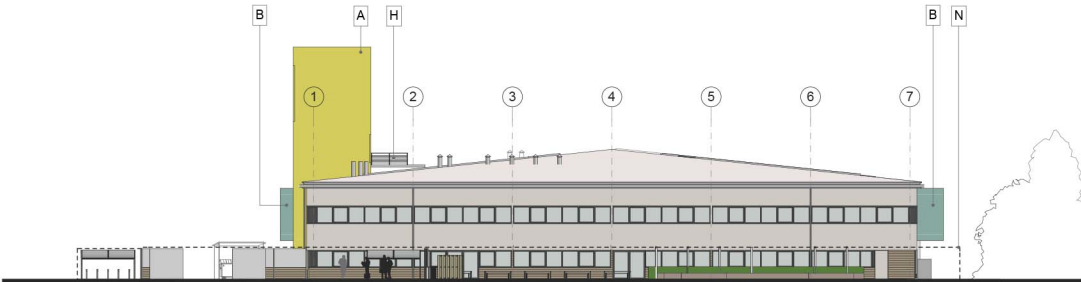
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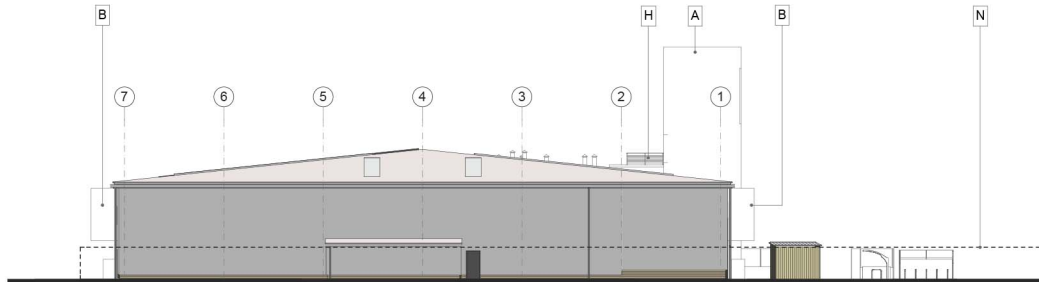
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Project	Norfolk UTC		
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Drawn By	MC	Drawn By	MC
Drawing No.	13-0020 / 106	Rev	*



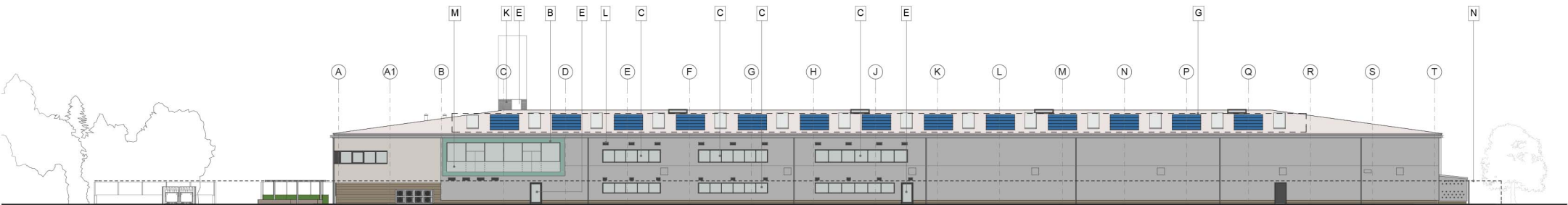
E-01 North Elevation



E-04 West Elevation



E-02 East Elevation



E-03 South Elevation

Legend:

A Colour coated metal panels [Yellow]	D PPC aluminium framed, thermally broken double glazed curtain walling system [dark grey]	G Zone for photovoltaic panel array (550sqm)	L Louvres (light grey to match existing cladding)
B Colour coated metal panels [Green]	E PPC aluminium doorset, fully glazed [dark grey]	H Galvanised steel platform and handrails	M Glazed balustrading
C PPC aluminium framed, thermally broken double glazed windows [dark grey]	F any new rainwater goods to match existing [modifi existing]	K PPC aluminium framed, louvres, loured doors [dark grey]	N Dashed Line denotes 2.4m high palisade fence to perimeter (colour to match existing)

Notes:

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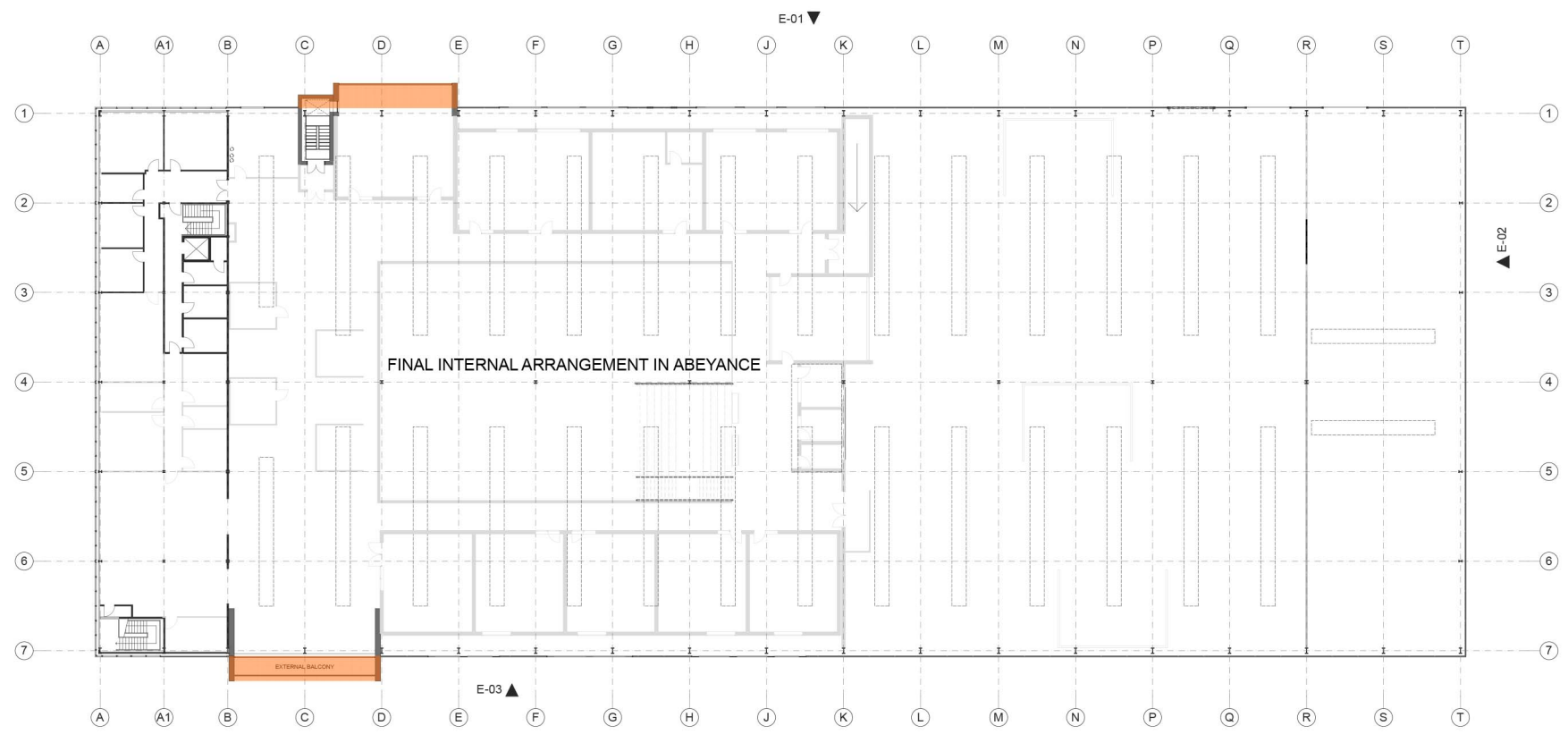
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Client	Norfolk UTC
Project	Norfolk UTC
Drawing Title	Planning GA Elevations [Proposed]
Scale	1:200 @ A1
Date	15.05.2013
Drawn By	MC
Drawing No.	13-0020 / 110
Site	*



Denotes Proposed Extensions

Additional Proposed Areas	
Ground Floor	- 3sqm
First Floor	- 49sqm
Total	= 52sqm

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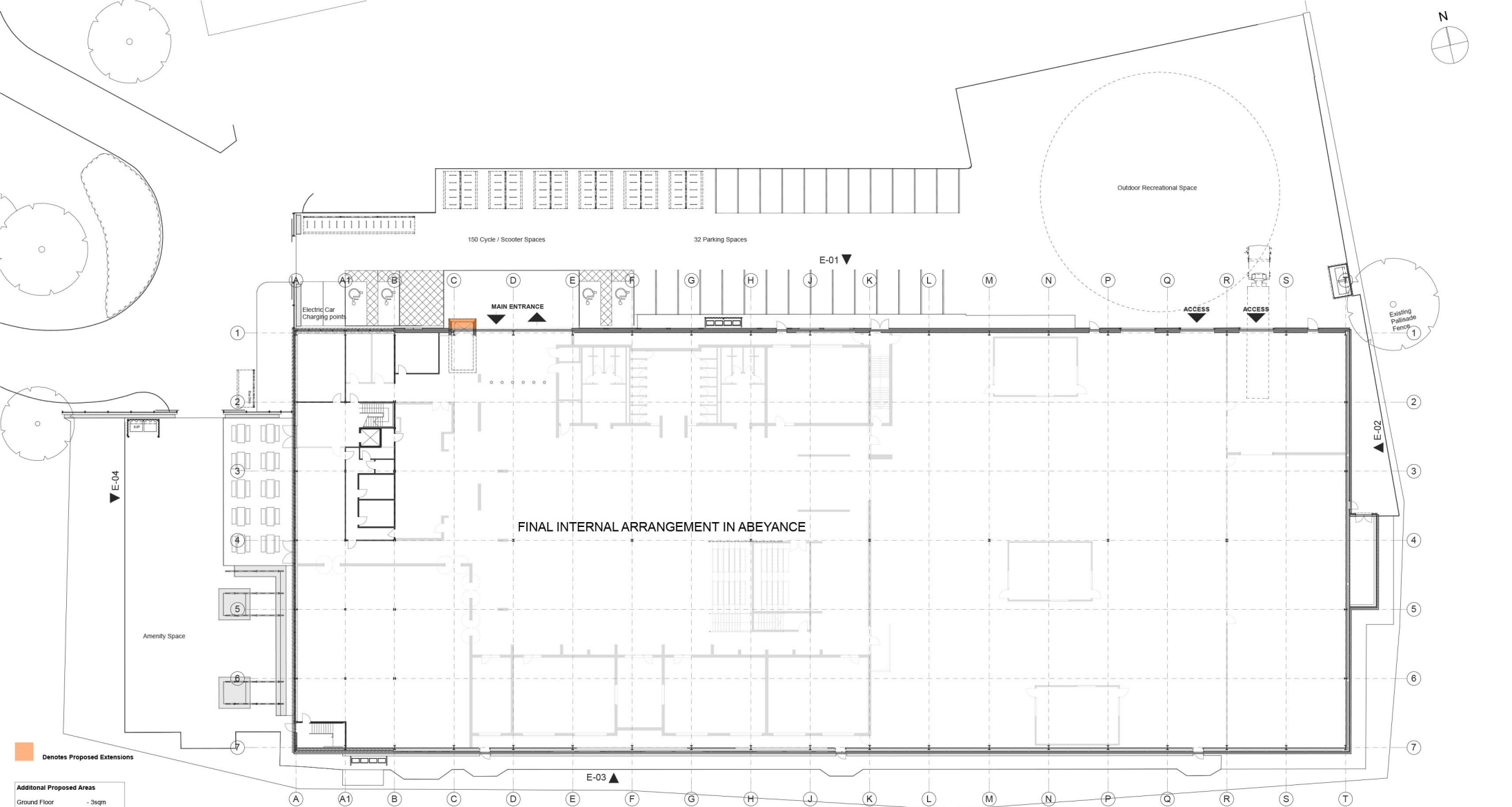
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Client	Norfolk UTC		
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Drawing Title	Planning GA Plan - First Floor [Proposed]		
Scale	1:200 @ A1	Date	15.05.2013
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		Rev	*



Additional Proposed Areas

Ground Floor	- 3sqm
First Floor	- 49sqm
Total	= 52sqm

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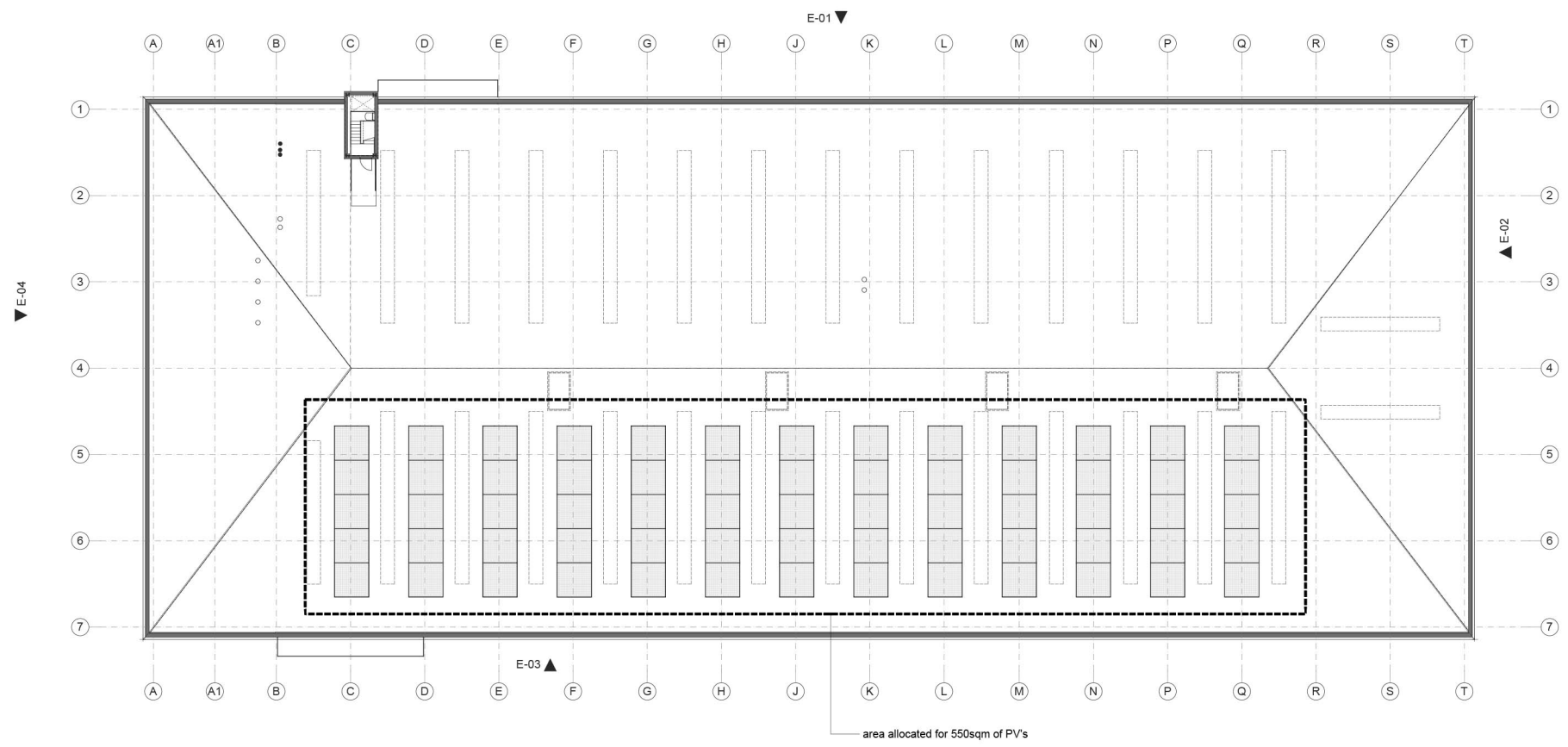


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Client	Norfolk UTC		
Project	Norfolk UTC		
Drawing Title	Planning GA Plan - Ground Floor [Proposed]		
Scale	1:200 @ A1	Date	15.05.2013
Drawing No.	13-0020 / 107	Drawn By	MC
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Project	Norfolk UTC		
Drawing Title	Planning GA Plan - Roof Plan [Proposed]		
Scale	1:200 @ A1	Date	15.05.2013
Drawing No.	13-0020 / 109	Drawn By	MC
		Rev	*