



## PLANNING APPLICATIONS COMMITTEE

2.00 pm to 4.30 pm

29 July 2013

Present: Councillors Bradford (chair), Gayton (vice chair), Ackroyd, Blunt, Brociek-Coulton, Button, Grahame, Jackson, Little, Neale, Sands (M) (substitute for Councillor Sands (S)) and Storie

Apologies: Councillors Sands (S)

(The meeting was held simultaneously with Broadland District Council's planning committee, whose chairman opened up the meeting, before handing over to the chair of this committee.)

### 1. DECLARATION OF INTERESTS

Councillor Bradford declared a non-pecuniary, other interest in item 3, (below) in that he was an acquaintance of the two main objectors to planning application.

### 2. APPLICATION NO 13/00520/O NORWICH AIRPORT, AMSTERDAM WAY, NORWICH, NR6 6JA

(The chairman of Broadland District Council's planning committee in the chair.)

The consultant presented the report with the aid of plans and slides, and together with the planning officers of Broadland District Council and the city council, and Norfolk County Council's principal engineer, answered members' questions.

Members were advised that the development consisted of the redevelopment of the 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. The site would be operational 24 hours a day and seven days a week. Consequential flights associated with the development were estimated as 500 flight movements or 250 aircraft a year from the detailed development and 3,582 annual aircraft movements assumed for the outline element, giving a total 10% on current aircraft movements. Construction of the detailed element of the development was anticipated to span 14 months with Phase 2 being expected to span 7 years. The detailed element of the development would provide 150 skilled jobs with around 1,000 jobs from Phase 2. There had been four letters of representation received from three addresses, and no objections from any of the statutory consultees. The

Broads Authority had submitted a representation which did not raise any objections to the proposed development but had raised some issues relating to the ecology of the site which had been addressed in the officer report.

Members were also advised that the supplementary report which was circulated in advance of the meeting contained further representations from the applicant received on 23 July 2013 relating to the draft planning conditions, issued to them on 17 July 2013, when the final and full responses from Norfolk County Council as the Strategic Highway Authority and the county ecologist were still outstanding, and the applicant's further comments received on 25 July 2013 and the officer response and proposed amendments to conditions. The supplementary report also included comments from Norfolk County Council as the Strategic Highway Authority suggesting a "Grampian" style condition, which had been worded in condition 21, and proposing new wording for conditions 22 and 23.

A resident of Quaker Farm, Spixworth, addressed the committee with his objections to the scheme regarding the planting of a tree belt to screen the proposed and future development from Phase 1 and also to protect his property from light pollution from the 75 windows on the east side of the Air Livery building. In reply to questions from members (permitted under Broadland District Council's procedural rules), the objector explained that the development would be more visible in winter months and that he considered a tree belt of 20m wide was more important than specifying individual species of trees, such as evergreens.

The agent then addressed the committee in support of the application and explained that it was to expand aviation related uses at the airport; complied with the National Planning Policy Framework (NPPF), the Joint Core Strategy and Local Plan. The applicants had submitted an Environment Impact Assessment and Transport Assessment. The application would bring economic and social benefits to the area and there was a list of future occupants interested in phase 2 of the development. The majority of jobs would be skilled and benefit the local and regional economy. He outlined how the site would operate and that aircraft would taxi on to the site from the north apron. He referred to the steps to mitigate the concerns about light pollution and the protection of the environment. The proposed tree screen was the maximum width that could be acceptable to the applicant and trees would be planted in the first phase to be mature towards the completion of the development. In reply to members' questions he also advised members that there was an identified need for aviation related industries and Norwich was in competition with other airports nationally and regionally. He confirmed that the training facility was for aviation related industries. Members were also advised that the Air Livery building was specifically designed to minimise light spill and meet standards to protect bats.

The committee then received comments from the chief executive at Norwich International Airport Ltd (the Applicant) in support of the application, which included a summary of its operations as the second busiest heliport in the UK serving the North Sea rigs and as a base for livery and engineering companies serving Europe. He also explained the vision for the creation of the Aeropark in Phase 2. The applicant then answered questions from members in relation to the conditions related to the off-setting for sustainable transport and measures to reduce energy consumption on the airport site. The applicant said that photovoltaic panels would be used but that the operation of the airport meant that it was not possible to use a green roof, which would attract birds, or solar panels near run ways. The tree screen was considered adequate but the airport had to be careful what was allowed because of the

management of wildlife, greenery and shrubbery conflicted with its operation. The applicant also answered questions on the access to the site from a slip road from the A140, which could become an emergency access at such time as the access to the site from the Northern Distributor Road became available. The committees were advised that there would be a further application for signage.

(The planning committee, Broadland District Council was adjourned.)

(The committee undertook a short adjournment and reconvened with all members listed as present. The chair confirmed the procedures for the remainder of the meeting.)

Discussion ensued in which the planning team leader, together with the highways engineer and solicitor, answered questions on the report relating to access from the Holt Road and air quality at the roundabout; whether there was potential to provide screening of the aeropark outside the boundaries of the park and whether planning permission should be restricted by condition to aviation-related uses. Members noted that an increase in woodland would attract birdlife and would therefore be hazardous to aircraft. The environment impact assessment addressed the needs of wildlife on the site. Members considered that off site screening could be considered to reduce the visual impact of the development on the rural landscape and Quaker Farm. The committee was advised that officers did not consider that the impact on Quaker Farm was significant enough to warrant an amendment or further conditions. A member suggested that it was not a "deal breaker" but the applicant could be asked via an informative note to consider the provision of further screening outside the application site to appease the concerns of nearby residents. Members noted that the travel plan, submitted by the applicant, promoted sustainable transport and offset the difficulty of accessing the development site, and complied with Joint Core Strategy policy 6 and TRA3, and the emerging policy for the airport site. Members noted that the development of the site was not dependent on the Northern Distributor Road being built. Members discussed whether other technology industries could be established on the site and it was noted that the justification for the proposals location was that there was a direct link to aviation and the uses proposed needed to be located at the airport. Non-aviation uses might conflict with development plan policies and the applicant could seek to vary the condition at a later stage if a specific user was identified. It was also noted that there was an emerging allocation to the north in Broadland which could provide for spin-off industries.

In summing up members considered that the job opportunities that the development would provide to the local area outweighed other considerations which could be mitigated by conditions.

**RESOLVED**, unanimously, to approve planning application 13/00520/O and authorise the Head of Planning to satisfactorily resolve Condition 31 relating to archaeology, deal with any new material planning issues raised, and to issue a permission, subject to the conditions in the committee report and as amended in the supplementary report and subject to an informative that the applicant be informally asked to explore additional tree screening outside the application site:

1. 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. 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 eight 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. 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. 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. 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. 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. 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. 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 17<sup>th</sup> 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 17 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:
  - a direct relationship within an airport occupier or aerospace company through the supply chain; or
  - 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. 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. 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. Within 6 months of commencement of development of any phase as agreed under Condition 10 above, an Interim Travel Plan for that phase shall be submitted to and approved 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](http://www.worktravelplan.net)
12. 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. 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. 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. 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. 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. 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. 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. 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. 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. Any variation to the siting or location of the agreed facilities shall be submitted to and approved in writing by the Local Planning Authority.

21. 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, approved and constructed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority. For the avoidance of doubt the new access will be used for all construction traffic unless the NDR access point is provided.
22. Within 6 months of the commencement of the development subject to full planning permission a monitoring programme to assess the level of traffic generation from the development shall be 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. Prior to the commencement of each further phase of the outline planning permission as agreed in Condition 10 above, a Transportation Assessment up-date based upon the traffic generation rates demonstrated by the monitoring programme approved pursuant to Condition 22 above and other local traffic monitoring, and including a package of revised mitigation measures as necessary, shall be submitted to and approved in writing by the Local Planning Authority in consultation with Norfolk County Council as the Local Highway Authority. The mitigation measures will be implemented in accordance with the details as approved.
24. 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 4 June 2013, Drainage and SUDS Report by Morgan Sindall dated 31 May 2013, and supplementary email and modelling calculations from Matthew Quinn of Morgan Sindall dated 3 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. Prior to the commencement of the development approved in full, the detailed designs of the surface water drainage scheme for that part of 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 4 June 2013, Drainage and SUDS Report by Morgan Sindall dated 31 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. Prior to the occupation of each phase 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. 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. 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. 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. 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 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 - (subject to satisfactory discussion between Heads of Planning (Broadland District Council and Norwich City Council) with Norfolk Historic Environmental Service (NHES)).

32. 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. 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 Joint Core Strategy for Broadland, Norwich and South Norfolk, March 2011) 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 - this condition has been deleted.
35. 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 Norwich Airport OFA – this has been inserted as an Informative.
37. 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. 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. 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.

Informatives:

1. The applicant/agent/occupier is advised that the development should be operated 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
2. Whilst further screening was not considered necessary to mitigate the impact of the development the applicant is asked to explore additional planting outside the application site to seek to appease the concerns of nearby residents at Quaker Farm.
3. 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 supplementary report and associated minutes.

CHAIR