

Report to Planning applications committee

Item

14 January 2021

Report of Area development manager

Subject Application no 20/00802/F – North Side of Hellesdon
Hall Road, Norwich

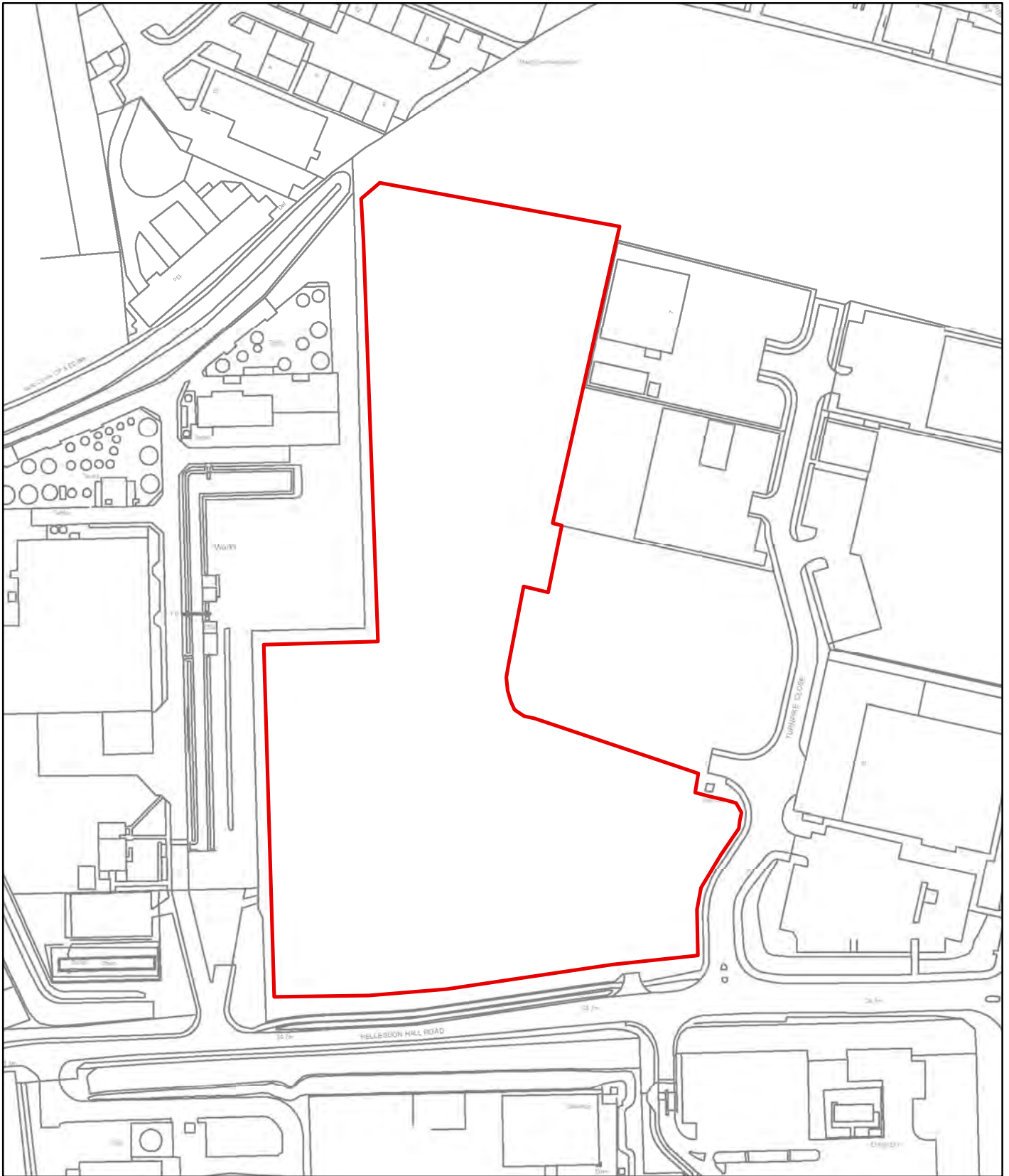
**Reason for
for referral** Objections

4(b)

Ward:	Wensum
Case officer	Sarah Hinchcliffe - sarahhinchcliffe@norwich.gov.uk

Development proposal		
Development of the site for storage of operational vehicles, including resurfacing, parking, guard hut, welfare block, landscaping, access alterations, and associated development and infrastructure.		
Representations		
Object	Comment	Support
18	0	0

Main issues	Key considerations
1. Principle of development	Use in this location.
2. Design and layout	Site layout, scale and impacts of elements of the proposal.
3. Landscaping and biodiversity	On-site landscaping, green infrastructure and biodiversity enhancement.
4. Transport	Traffic generation, access, parking, cycle parking
5. Amenity	Impact of noise, lighting and air quality on surrounding neighbours
6. Flood risk	Flood risk of development and water quality.
7. Infrastructure, energy efficiency and climate change	Investment in infrastructure and carbon reduction
Expiry date	9 October 2020 – extension agreed until 18 January 2021
Recommendation	Approve



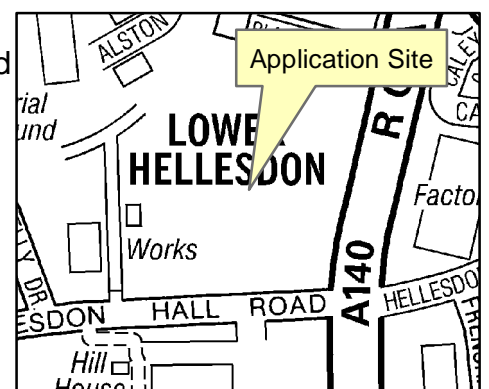
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Planning Application No 20/00802/F
 Site Address Land north side of Hellesdon Hall Road

Scale 1:2,000



NORWICH
 City Council
 PLANNING SERVICES



The site and surroundings

1. The site consists of 3.1 hectares of former agricultural land to the west of the outer ring road (Sweet Briar Road) and to the north of Hellesdon Hall Road. To the south and west of the site are sites occupied by Briar Chemicals. To the east is a Wickes DIY store, the ring road and industrial areas, and to the north is an area of currently vacant land, with Sweet Briar Retail Park beyond. The closest residential properties to the site are located between 90 and 140 metres to the west beyond the chemical works site located directly adjacent to the west.
2. The land is designated for employment development within the Local Plan. A large Wickes DIY store, car sales and service centre, a self-storage business and a vehicle hire company currently occupy sites within the newly formed employment/industrial area. Permission has also been granted for a carpet warehouse (currently under construction) and a tyre and battery fitting premises, located on land to the north of the new section of estate road, opposite the junction with Wickes.
3. With the exception of a small parcel of land which remains vacant and without the benefit of planning consent directly to the west of the tyre/battery fitting unit, the area of land that is the subject of this application accounts for the majority of the remainder of the employment land allocation.
4. Land surrounding the application site (to the north, west, south and south east) remains in separate ownership for the purpose of providing strategic landscaping and drainage for the estate road. An area of land is also retained by the original landowner/applicant to provide an extension to the estate road (Turnpike Close) through a western spur off of the main estate road to serve this site and two remaining parcels of land (the tyre/battery fitting unit and the remaining vacant plot).

Constraints

5. The site lies within an HSE consultation zone. The site is designated as part of a larger site for development for employment uses within the Development Management Policies Local Plan.

Relevant planning history

6.

Ref	Proposal	Decision	Date
16/00858/F	Extension of internal estate road.	APPR	10/08/2016
16/01481/NM A	Non-material amendment to the extension of the internal estate road to facilitate further development of previous permission 16/00858/F	APPR	31/10/2016
16/01659/D	Details of Condition 3: surface water drainage of permission 16/00858/F.	APPR	10/01/2017

Ref	Proposal	Decision	Date
17/00744/F	Extension of internal estate road.	APPR	09/02/2018
19/00161/F	Industrial unit for supplying and fitting tyres and batteries (Class B2).	APPR	03/07/2019
20/00115/F	Construction of 2 No. industrial units and associated secure storage area and parking. Unit A (Class B8/A1 and B1) and Unit B (Class B1(b) and B1(c) , B2 and B8).	APPR	17/04/2020
20/01130/MA	Amendment of previous permission 17/00744/F as the extent of proposed estate road has been reduced.	PCO	

The proposal

- Full planning permission is sought for use of the site to provide dedicated storage facilities for the operational vehicles (delivery vans) required to move packages and/or goods to and from an existing distribution warehouse at 2 Caley Close, Norwich (occupied by Amazon as a storage and distribution warehouse). There is provision within the scheme to accommodate the parking/storage of 353 vans with access taken from a new section of estate road branching west from Turnpike Close, which is accessed from Hellesdon Hall Road.
- The site will be surfaced with tarmac and enclosed by 2.4 metre high weldmesh fencing, green in colour to the sites perimeter. Additional small structures within the site include a guards' kiosk/hut, security gates and access barrier system, welfare block including 3 x WC's, bin store, cycle shelter and smoking shelter. There are also fifteen new electricity substations included within the site (green GRP of various sizes), to facilitate the provision of nine active electric vehicle (EV) charging spaces and passive spaces for the remainder of the van storage spaces as necessary. The site will be lit by fifty one, 8 metre high LED lighting units.

Summary information

Proposal	Key facts
Scale	
Max. dimensions	Site area 3.1 hectares
Appearance	
Materials	Asphalt/tarmac surface 2.4 metre high green weldmesh perimeter fencing
Operation	

Proposal	Key facts
Operating hours	<p>Monday to Sunday – 05:00 to 20:00; are the main site operational hours.</p> <p>Twenty four hour a day/seven days a week access to the site is sought, for site security reasons and to facilitate more limited use associated with later delivery times.</p>
Staff	<p>1 security guard across two shifts with a permanent base at the site.</p> <p>Up to 353 delivery drivers will use the site as a base from which to collect their delivery vehicle and report to the off-site distribution centre.</p>
Ancillary buildings	<p>1 x guard hut (6.5m x 3.5m x 2.8m high) - sapphire blue metal profile cladding,</p> <p>1 x welfare cabin (7.32m x 2.74m x 2.57m high) – plastic grey painted steel,</p> <p>1 x smoking shelter (2.1m x 4.1m x 2.5m high max),</p> <p>1 x cycle shelter (21m x 2.75m x 2.58m high),</p> <p>15 x green GRP electricity substations (3 x 3m, 4 x 3m & 6 x 4m x 2.58m high) – dark green GRP.</p>
Transport matters	
Vehicular access	From Turnpike Close.
No of car parking spaces	353 spaces for delivery vans, including 1 disabled space; plus 1 dedicated space for guard.
No of cycle & motor parking spaces	19 motor cycle spaces in 5 separate locations across the site, 40 secure cycle spaces within a shelter in one designated location.

Representations

- Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. 18 letters of representation have been received citing the issues as summarised in the table below. Representations are available to view in full at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.

Issues raised	Response
Noise and disturbance from increased traffic levels along Low Road. The road is already used as a cut through to the Amazon depot by delivery drivers.	See Main Issue 4 and 5.
This will exacerbate existing traffic and highways issues for cyclists and pedestrians using Low Road to access school, the church hall, church and cemetery. Low Road is a main cycle route into the city and has narrow pavements and pinch points which endanger use by pedestrians. This is an area with many young families and it is unreasonable to make the roads unsafe.	See Main Issue 4.
How will the infrastructure of Low Road and Hellesdon Hall Road cope with up to 372 van drivers using it as a rat run to access their place of work? The junction at Sweet Briar Road needs to be made safer, there have been crashes at the junction and it requires improvement. There is significant congestion at peak times, making residential access difficult.	See Main Issue 4, much of the traffic/vehicles is already on the network.
The parish council request for all traffic to be directed via the ring road will not be the case.	See Main Issue 4, such measures are not considered necessary in planning terms.
Will there be restrictions on exit/entry routes to the site to ensure that there is minimal impact on increased traffic within Lower Hellesdon? Briar Chemicals and its predecessors have always enforced a strict code to ensure that HGV's using their site only enter/leave via the Ring Road, so there is a clear precedent that imposes minimal impact on local residential areas.	See Main Issue 4, such measures are not considered necessary in planning terms.
This section of the ring road (Sweet Briar Road) and the entrance to Sweet Briar Retail Park is dangerous, with long queues.	See Main Issue 4.
Day time noise levels during the night are unacceptable for this residential area. There will be noise pollution from 5am onwards from vehicles and personnel, which is unacceptable in a residential area.	See Main Issue 5.

Issues raised	Response
There will be fumes and pollution caused by a 300 +commercial vehicles sat idling while warming up and defrosting in the morning and the same in the evening when drivers return to their vehicles. This will have a detrimental effect on the breathing of asthma sufferers.	See Main Issue 5.
A proper analysis on traffic flow near the site using realistic data should be conducted. This should be used to redo the air quality study and should also be further used to assess whether the current road infrastructure of Hellesdon Hall Road, Hellesdon Road, Low Road and smaller adjacent roads can take this additional flow. Considering that there is already too much traffic there at peak hours this is doubtful.	See Main Issue 4 and 5.
Light pollution in the position of the application is very likely, which would impact residents closest to its boundaries.	See Main Issue 5.
The vans currently park near Wickes and leave rubbish which makes its way down to the Hellesdon conservation area and the Wensum Valley.	Provision of a dedicated van storage area with small scale facilities on site will help to contain such activities within the site in a more formal arrangement than is currently the case.
The development (along with others that have taken place) will see an awful lot of land covered by tarmac/concrete. The drainage system is already at capacity with instances of localised flooding.	See Main Issue 6.
Maybe the main handling depots and delivery despatch hubs could be in the centre of the city in place of the ever dwindling retail outlets who cannot survive due to everyone buying online.	The proposed use and the land that it requires would unlikely be suitable with limited land available in a city centre location.
The development in this area and associated noise and air pollution will greatly impact our quality of life and devalue our property.	See Main Issue 5. The impact of a development on property values is not a material planning consideration.
With the storage of chemicals in the adjacent chemical works the results could be catastrophic if any of the stored vehicles ignite.	The Health and Safety Executive does not advise against the development.

Issues raised	Response
I haven't seen a single electric vehicle in the company's existing fleet. If approved there should be a charging point for every vehicle.	See Main Issue 2, 4 and 7. The proposals include infrastructure which will allow 100% of the fleet to be electric vehicles.

Consultation responses

10. Consultation responses are summarised below the full responses are available to view at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.

Public protection

11. The Noise Impact Assessment (NIA) has stated that the predicted noise would be at or below the daytime noise levels. However, the site proposes to start at 5am which is in the night time. Therefore, I would request that the Noise Impact Assessment is reviewed to take into consideration the impact that the site would have during the night hours which it will be operational.
12. The Phase 2 Site Investigation is acceptable. And the NIA has been reassessed taking into account noise from the site at night. The Air Quality Assessment is fine and therefore no comments to make.
13. Following a review of the Lighting Assessment, I now recommend that the lighting assessment condition is no longer required, but recommend that the lighting should be installed as detailed in the report.

Environment Agency

14. No response received.

Highways

15. The highway authority recommends no objection subject to conditions relating to setting out of the access, van and cycle parking prior to first use of the site and promotion of a Traffic Regulation Order (TRO) for waiting restrictions on Hellesdon Hall Road.
16. The proposed van park will provide a secure facility for overnight parking of vans associated with the Amazon fulfilment centre located nearby at the Sweetbriar Industrial Estate. The provision of van fleet parking will enable Amazon to operate its own van fleet, with the intention in future that these vans will be electrically powered, hence for this reason a small number of EV chargepoints are provided and electric supply for the remainder or all of the van spaces to have EV chargepoints installed in future. It is understood that drivers will collect their vans just in time for allocated times each morning and those who arrive by car may park their vehicle in the van space on the proviso that this is 15 minutes prior to their van pick up time. Overall the concept of a van park associated with Amazon's operations is acceptable in highway terms with regard to traffic generation, and the

principle of a vehicle access from this site to Turnpike Close is acceptable with regard to road layout and junction visibility. The Traffic Signals team at Norfolk County Council have not objected to the proposal with regard to the signalised junction of Hellesdon Hall Road with Sweetbriar Road, and confirm that it is optimised to respond to traffic queues using a SCOOT system of sensors in the traffic queue lane.

17. However, there is a likelihood that some drivers arriving by car will park nearby on-street. This is likely to cause localised issues on Turnpike Close and Hellesdon Hall Road as on-street parking is currently unrestricted. For this reason waiting restrictions will be required on Hellesdon Hall Road as determined by the highway authority. As Turnpike Road is a privately owned and maintained road provision for parking restrictions will need to be carried out by a parking management company of their choice and at their discretion.
18. Given the increased levels of traffic movement associated with the van park it may cause localised traffic management issues at peak times on egress from the site onto Turnpike Close. A scheme of road markings on Turnpike Close and the site access road would resolve those issues. However it is understood that that as Turnpike Close is not adopted and under the control of a management company that this is matter for them to resolve and will not be a matter required by the local highway authority as part of this planning consent.
19. As cited by the Transport Statement a number of drivers will arrive by other transport modes than their own private car; estimated to be 38 on foot, 26 by cycle and 6 by motorcycle. During informal negotiation with the applicant the footway on the west side of the spur road into the site towards the security point has been extended to make continuous provision which is welcomed. In addition parking provision for motorcycles and cyclists has been increased to reflect the modal split of trips identified in the Transport Statement.
20. With regard to site lighting, we require that there is sufficient lighting for safe use of the van park in hours of darkness, but that there is not unnecessary lighting affecting road users.

Landscape & Ecology

21. The proposed changes would have adverse landscape and visual effects for which the provision of mitigation and enhancement is mostly adequate. The concern remains that the effects of the lighting scheme could be adverse without limitation of the hours of operation. No objection subject to lighting control related to hours of operation.
22. Although no protected habitat or species would be at particular risk as a result of the proposed development, there would be a loss of a significant area of semi-natural habitat which would be replaced mainly by hard-surfacing.
23. The mitigation and enhancement offered is unlikely to provide biodiversity net gain, and the proposals offer barely adequate mitigation and limited enhancement in relation to the amount of habitat loss involved. The delivery of the woodland area to the north would make provision of green infrastructure (GI), mitigation and enhancement acceptable.

24. Overall, the proposals would be acceptable subject to greater certainty for GI provision (woodland area to the north) and further lighting control related to hours of operation.

Lead Local Flood Authority

25. Sufficient information has now been supplied with regards to the surface water modelling, water quality treatment proposals and Maintenance and Management Plan. We therefore have no objection subject to conditions being attached to any consent if this application is approved.

Norfolk historic environment service

26. We have reviewed the archaeological desk-based assessment submitted with the application and have been in discussions with the applicant's archaeological consultant.

I can confirm that archaeological evaluation by trial trenching has taken place at the above site and that we have reviewed and approved the report on the trial trenching.

No further archaeological work will be required. No archaeological conditions need to be placed on application 20/00802/F.

Broadland District Council

27. No comments received.

Hellesdon Parish Council

28. The Parish Council have no objection but would like to see a condition imposed requiring all commercial vehicles to enter the site from Sweet Briar Road and a requirement for all vehicles leaving the application site to turn left and exit via Sweet Briar Road.

Tree protection officer

29. No response received.

Health and Safety Executive

30. Do not advise against the grant of planning permission on safety grounds. (Using standing advice web app. The site falls within the inner and middle consultation zones for the Health and Safety Executive (HSE)).

Assessment of planning considerations

Relevant development plan policies

31. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
- JCS1 Addressing climate change and protecting environmental assets
 - JCS2 Promoting good design
 - JCS3 Energy and water

- JCS5 The economy
- JCS6 Access and transportation
- JCS9 Strategy for growth in the Norwich policy area
- JCS12 The remainder of the Norwich urban area including the fringe parishes
- JCS20 Implementation

32. Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)

- DM1 Achieving and delivering sustainable development
- DM2 Ensuring satisfactory living and working conditions
- DM3 Delivering high quality design
- DM5 Planning effectively for flood resilience
- DM6 Protecting and enhancing the natural environment
- DM7 Trees and development
- DM9 Safeguarding Norwich's heritage
- DM11 Protecting against environmental hazards
- DM16 Supporting the needs of business
- DM28 Encouraging sustainable travel
- DM30 Access and highway safety
- DM31 Car parking and servicing

Other material considerations

33. Relevant sections of the National Planning Policy Framework March 2019 (NPPF):

- NPPF2 Achieving sustainable development
- NPPF6 Building a strong, competitive economy
- NPPF8 Promoting healthy and safe communities
- NPPF9 Promoting sustainable transport
- NPPF11 Making effective use of land
- NPPF12 Achieving well-designed places
- NPPF14 Meeting the challenge of climate change, flooding and coastal change
- NPPF15 Conserving and enhancing the natural environment
- NPPF16 Conserving and enhancing the historic environment

34. Supplementary Planning Documents (SPD)

- Landscape and trees SPD adopted June 2016

Case Assessment

- 35.** Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan policies are detailed above. Material considerations include policies in the National Planning Framework (NPPF), the Councils standing duties, other policy documents and guidance detailed above and any other matters referred to specifically in the assessment below. The following paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations.

Main issue 1: Principle of development

36. Key policies and NPPF paragraphs – JCS5, JCS9, JCS12, DM1, DM16, NPPF section 12.
37. The site and wider surrounding area is designated and prioritised for employment and business development under policy DM16 to meet employment growth targets set out in the Joint Core Strategy.
38. Policy DM16 states that ‘the employment areas defined on the policies map will be prioritised for employment uses and other forms of economic development where this would not ... prejudice the function of the employment area and would not undermine committed proposals for its redevelopment or regeneration’.
39. The supporting Planning Statement sets out Amazon’s objective of making the operation of its business more sustainable by maximising the number of electric vehicles serving its distribution warehouse (located to the east on Caley Close on the Sweet Briar Industrial Estate). Amazon is aiming to have a fully electric fleet of delivery vehicles by 2030 and is investing £1.5 million in the infrastructure to facilitate the transition to a fully electric van storage facility on the application site. It would however be impractical and unrealistic to require delivery drivers to charge electric vans at home, demonstrating the necessity for a dedicated storage location for the vans to provide the required supporting charging facilities.
40. In the short term the facility will allow Amazon to control the standard of delivery vans serving its distribution site by working towards all vans being Euro 6 compliant during the transition period.
41. The Caley Close distribution warehouse site is not large enough to accommodate the identified requirement of a 669 operational vehicle fleet, resulting in the search for additional land located sufficiently close to the distribution centre to accommodate the delivery fleet. Planning permission (20/00728/F) was granted in September 2020 for similar but smaller scale proposals to accommodate 65 operational vehicles on a site at Brunel Way on the Sweet Briar Industrial Estate, some 500 metres to the south of the distribution warehouse. This planning application seeks consent for the storage/parking of a further 353 delivery vans on the application site, some 250 metres to the west of the distribution warehouse.
42. An operational vehicle/van storage facility alone does not generate the same type of employment or employment density as some businesses (formerly B1 use class) or industrial and storage and distribution uses (B2 and B8 uses). However, as the use of the site is functionally connected to and supportive of the effective operation of the delivery function and employment opportunities at the existing established distribution warehouse nearby and also within the defined employment area it could be considered to meet with the requirements of policy DM16. To ensure this functional connectivity a planning condition is necessary to ensure that the storage of vehicles on this site is in conjunction with Amazon’s activities on a nearby site. Under these circumstances the use can be justified as comprising a form of economic activity that would be appropriate within this employment area and which is in accordance with the requirements of policy DM16.

Main issue 2: Design and layout

43. Key policies and NPPF paragraphs – JCS1, JCS2, DM3, NPPF sections 8, 11, 12.
44. Policy DM3 requires new development to respect, enhance and respond to the character and local distinctiveness of the area with design of all development having regard to the character of the surrounding neighbourhood and elements contributing to the overall sense of place.
45. The character and local distinctiveness of development on the west side of Sweet Briar Road is one of large-scale commercial development and associated large areas of car parking associated with car sales and rental businesses. To the south and west is land which forms part of the operations run by Briar Chemicals which has a more open, greener character due to the arrangements of large scale buildings being located back from main roads and public vantage points and the existence of some areas of mature landscaping around the site's boundaries.
46. The application site forms part of a wider employment land allocation and is clearly visible from Hellesdon Hall Road and from the new access road into the employment area (Turnpike Close). The designation of the land is such that large-scale buildings and/or associated areas of hard surfacing are to be expected on this site, but not without consideration as to how best to successfully assimilate such development into the surrounding area. The proposal involves tarmac surfacing of the majority of the site and the introduction of small-scale structures/buildings to accommodate welfare facilities, security provision, smoking facilities and bin and cycle storage. All such structures are functional in appearance, modest in scale, recessive in colour and spread in clusters across the site.
47. The site will be enclosed by 2.4m tall green weldmesh type fencing. Vehicular and pedestrian/cycle access gates of the same height mark the entrance to the site from an extended part of Turnpike Close (the main estate road). The boundary fencing will be located within 1 metre of Turnpike Close and will be set back from the boundary with Hellesdon Hall Road by approximately 13 metres.
48. Electric vehicle charging posts are proposed up to 2.3 metres in height, designed specific for van infrastructure. One post will be required for each parking space. Such provisions on site would be made in future under permitted development rights which permit an electrical upstand for recharging vehicles. The charging posts will be largely obscured by parked vehicles most of the time.
49. Policy DM3 requires appropriate provision for both the protection of existing and the provision of new and enhanced green infrastructure as an integral part of the overall design which complements and enhances the development. The appearance of the significant extent of hard-surfacing and parked vehicles which characterise the site will be partially screened and assimilated into the surrounding landscape by proposed strategic landscaping and site perimeter planting and would be softened and broken up by areas of low level shrub planting and trees within the main site layout itself. This matter is considered in more detail under 'Main Issue 3' to follow.
50. At the east end of the site are a cluster of four GRP electricity substations, dark green in colour which will sit alongside an existing brown GRP substation in this location. Their positioning in this rather prominent location is somewhat unfortunate. However, the boundary of the site in this location will consist of a

combination of strategic and site boundary landscaping, including trees and hedging, which will help to provide screening to this infrastructure over time, reducing the harm that the provision of the infrastructure in this location presents to the short term.

51. The appearance of the site will be somewhat different to other sites on the estate on which large scale buildings are found. Instead, the site will have a more open appearance with proposed small-scale structures, lighting, hardstanding, fencing and entrance gates acting as numerous, but less bulky and generally lower in height, visual interruptions across this large-scale site. The storage/parking of a large number of vehicles will largely obscure the extent of the hard surfacing and ancillary structures/infrastructure most of the time. The delivery fleet vehicles are currently a dark blue/grey colour, which will help to lessen visual effects outside of operational hours and will limit reflections from the on-site lighting. Given the context of the site, its appearance cannot be considered sufficiently harmful or inconsistent with the character and appearance of the area in general, which is characterised by a mixture of some heavier industry, light industrial units, vehicle sales and rental parking/storage areas, fenced enclosures and large scale open parking areas.
52. As stated previously, large areas of the site will be covered with hard surfacing to aid operational requirements, allowing the manoeuvrability of vehicles and aiding their storage on the site. The applicant has justified the need for a hard surface which is robust enough to prevent damage by manoeuvring large numbers of vehicles across the site. Whether the extent of hardstanding proposed is acceptable should be considered alongside the extent and type of landscaping, green infrastructure and biodiversity enhancement measures proposed around the site perimeter (considered as Main Issue 3) and also the context of the surrounding employment area.
53. On balance, given the site context and the uses and activities taking place around the site the proposed development is considered acceptable in design terms as it is not considered to have an unacceptable detrimental impact on the character and appearance or local distinctiveness of the area, in accordance with policies JCS2 and DM3.

Main issue 3: Landscaping and biodiversity

54. Key policies and NPPF paragraphs – JCS1, JCS2, DM3, DM6, DM7, NPPF section 12, 15.

Landscaping

55. Policy DM3 requires new development to respect, enhance and respond to the character and local distinctiveness of the area with design of all development having regard to the character of the surrounding neighbourhood and elements contributing to the overall sense of place. While paragraph 127 of the NPPF requires developments to be visually attractive as a result of good layout and appropriate and effective landscaping.
56. Most of the site, which is currently rough grassland with some scrub and small trees, would be surfaced with tarmac. There are a small number of trees and groups of trees in and around the west and north of the site, but outside of the

application site itself. The trees are acknowledged as having some landscape value, which will help to provide an element of maturity to site screening. However, the immediate site context is one of development sites and existing employment sites and the current landscape value and sensitivity of the site is therefore relatively low.

57. As stated previously the site is visible from Hellesdon Hall Road and from Turnpike Close/the access road into the employment sites. The main feature of the site would be the perimeter fencing, a large extent of hard-surfacing and parked vehicles.
58. The initial landscaping details submitted with the application were not considered sufficient to mitigate the visual impacts of a development of this scale. However, through a process of extensive negotiations with the landowner and representatives for Amazon and with input from the Council's Landscape Architect, a more comprehensive landscaping scheme has been secured. The revised landscaping scheme consists of planting around the site perimeter, with planting areas within the site, which help to soften and break up the extent of hard surfacing.
59. The proposed 2.4m high perimeter fencing could have an adverse visual effect particularly when viewed from Hellesdon Hall Road and the access road. This fencing will be located behind/within planting areas so that it is at least partially screened.
60. Areas of strategic landscaping are also proposed outside of the application site (and outside of the perimeter fence) to the Hellesdon Hall Road and the initial part of Turnpike Close site frontages. The strategic planting is proposed as part of a separate planning application on behalf of the landowner to provide the estate road infrastructure to the application site (and other sites) and strategic landscaping of which the principle of the amount and location have been previously agreed.
61. The visual appearance of the boundary of the site with Hellesdon Hall Road is important. The proposed perimeter fence will be located approximately 13 metres back from Hellesdon Hall Road. Nineteen standard and extra heavy standard trees are proposed along this frontage along with a ground cover of various shrubs. In addition, the strategic landscaping proposed in this location includes shrubs and a number of large trees in the area between Hellesdon Hall Road and the proposed new perimeter fencing to the application site. In combination with the proposed strategic landscaping the perimeter planting will provide adequate screening for most elements of the proposals and reduce the visual effects of the changes to the overall character of the site and surroundings which will arise due to the scale and nature of the proposals.
62. The operational requirements of the site and the need to provide an efficient layout which maximises the amount of parking on the site are understood. The significant amount of underground service provision associated with the installation of such a large amount of electric vehicle charging infrastructure acts to a certain extent as a landscaping constraint. However, revisions to improve the landscaping provision and introduce a number of areas of landscape planting within the site layout have been secured, with a resultant reduction in van parking spaces from 372 to 353 now proposed. This additional planting helps to break up the extent of hard surfacing on the site. Also, the introduction of trees and planting within the site will help to

provide shade and cooling, reducing heat absorption, helping to mitigate and adapt to the urban heat island effect, as required by Policy JCS1 and DM3.

63. The revised planting scheme includes many native species and a total of 97 trees, hedging and a significant number of shrubs are proposed to be planted within the site and around its perimeter. The internal planting areas include some beds containing an ecological planting system 'Floratopia' which uses a low maintenance gravel-based planting system, which can provide drought tolerant species while also providing sustainable drainage on a localised scale. In addition, native hedging is proposed inside of the perimeter fencing along the entirety of the boundary of the site with Turnpike Close.
64. The revised landscaping proposed both within and around the site perimeter, considered in combination with strategic landscaping provision along Hellesdon Hall Road and the initial section of Turnpike Close are considered acceptable means of providing adequate screening and softening of the site infrastructure. The landscaping proposals are adequate to ensure that adverse landscape and visual effects are reduced, with impacts limited to the short term, with greater mitigation and enhancement provided once the landscaping matures. The Council's Landscape section has removed its earlier objection to the proposals. The proposals are considered to meet the requirements of policy JCS1 and Local Plan policies DM3 and DM6.

Biodiversity

65. Policy DM6 encourages and supports proposals which deliver significant benefits or enhancements to local biodiversity and opportunities should also be taken to incorporate and integrate biodiversity, green infrastructure and wildlife friendly features in the design of individual schemes. While NPPF paragraphs 170 and 175 require impacts on biodiversity to be minimised and improvements to secure net gains encouraged.
66. The majority of the site currently comprises scrub vegetation and bare ground, which is generally of low ecological value. However, the habitat in the north of the site comprising scrub and scattered trees is of greater ecological value, offering nesting bird opportunities, shelter, foraging and a commuting corridor for a range of faunal species. The proposals incorporate areas of soft landscaping within and around the boundaries of the site, which comprises mainly native species that would provide biodiversity benefits and help replace lost habitat.
67. Lighting is proposed on site for site security proposes (alongside CCTV provision) and also to aid access to the site by pedestrians during winter months. Lighting provision is by way of 51 x 8 metre high columns within the site and around its perimeter.
68. Habitats around the site offer foraging and commuting opportunities for bats and therefore any lighting must be sensitive to minimise the impact upon bats. The applicants ecological consultant has considered the lighting proposals and advises that the lighting strategy will not be detrimental to any bat species, as the luminaires are LED, mounted on the horizontal to minimise light spill above and behind the lights, with a warm white spectrum, with 0 – 2 lux levels on adjacent habitats. Therefore, they conclude that there will be no detrimental impact on bats foraging

and commuting at or immediately off site as the lux levels fall within the normal range of moonlight.

69. The industrial area around the site includes lighting provision on each plot either by lighting columns or on buildings. Turnpike Close itself is not lit, however Hellesdon Hall Road and Sweet Briar Road is. There are a small number of 8 metre high lighting columns in the vicinity (on Sweet Briar Road itself and newer installations along Hellesdon Hall Road installed when the estate was first developed). A reduction in the height of the lighting columns proposed will require a greater number of columns to achieve the required level of lighting. The site lighting will be individually controlled with dawn to dusk dimming. Outside of operational hours (8pm to 5am) the lighting will be dimmed to 20% illuminance to allow CCTV operation. Use of the site outside of the main operational hours will trigger lighting within zones and will increase illumination to 50% within the effected zone, which will then dim back to 20% illuminance once activity ceases.
70. The Council's Landscape section has some concerns that greater lighting control is not considered feasible by Amazon outside of the site's main operational hours. It would be preferable that the lighting remain dimmed to 20% illuminance during these times to reduce the effects of lighting at night and the associated adverse ecological and landscape effects. However, given the location of the site, in an area which has existing illumination overnight, together with the intended operation of the lighting, including dimming of the lights outside the operational hours of the site, on balance the lighting is considered acceptable in the context of the existing uses on the employment area and the lighting schemes already in place.
71. Policy DM3 requires all new development to make appropriate provision for both the protection of existing and the provision of new and enhanced green infrastructure where reasonably practicable, as an integral part of the overall design which complements and enhances the development. The main green infrastructure (GI) opportunities here lie in protecting and developing corridors of habitat particularly along the northern and western site boundaries, to link with the former golf course to the north-west which connects with the Wensum River Valley, and other local tree belts. The revised proposals include planting strips along southern and western boundaries that would function adequately as green infrastructure. Amended, much welcomed additional planting east-west through the centre of the site and north-south through the southern part of the site would function similarly.
72. General site enhancement recommendations are for planting to include native species, hedgerows to be planted along boundaries, and for at least 6 bird boxes to be installed on existing trees or on poles around the site perimeter. The revised proposals provide double the minimum recommended number of bird boxes at 12. Landscape planting although limited, would offer opportunities for reptiles at the boundaries, and the provision of two hibernacula creates hibernating potential. Some planting areas include 'Floratopia' gravel garden features that would provide both biodiversity and sustainable drainage benefits.
73. Measurable biodiversity net gain has not been assessed or quantified using the proposed metric, however this is not currently a mandatory requirement. However, biodiversity enhancements are proposed as part of the development in the form of:
 - (a) the planting of 97 standard and extra heavy standard trees,

- (b) more than 750 linear metres of native species hedgerows,
 - (c) a 170 metre x 4 metres wide landscaping belt along the sites western boundary,
 - (d) areas of 'floratopia' ecological planting,
 - (e) 12 bird nesting boxes and 2 reptile hibernacula.
74. On balance, officers consider that the proposal does provide sufficient green infrastructure provision and identifiable biodiversity benefits of a scale and type sufficient to be considered an enhancement given the low ecological value of the habitat being lost, while being mindful of the habitat lost from the site in the past prior to the consideration of this application. The development is therefore considered to meet the requirements of Local Plan policies DM3 and DM6 and paragraphs 170 and 175 of the NPPF.

Main issue 4: Transport

75. Key policies and NPPF paragraphs – JCS6, DM28, DM30, DM31, NPPF section 9.
76. The site will be accessed from Turnpike Close. Vehicles from this facility are reported to provide the 'last mile' element of the distribution of goods to the customer. Deliveries are reported to leave the distribution centre at Caley Close between 06:00 and 09:00 and then most drivers return between 16:00 and 19:00. To allow inter-site travel and loading time, drivers may need to leave the van storage facility as early as 05:30 and return to the site as late as 19:30.
77. A Transport Statement submitted with the application identifies changes in traffic movements during the morning arrival and departure period (05:00 – 06:00) of approximately 190 two-way vehicle movements or just over three vehicles every minute and the evening arrival and departure period (18:00 – 19:00) of approximately 270 two-way vehicle movements or just over four vehicles per minute. Equating to less than two vehicles every minute, or two-way movements of 95 vehicles in the traditional morning peak (08:00 - 09:00) and just over four vehicles every minute or two-way movements of 270 vehicles during the evening peak (17:00 – 18:00). However, this does not take into account that much of this traffic is already present on the local highway network in the form of existing delivery van drivers accessing the warehouse for work and often congregating/waiting beforehand in the surrounding industrial areas on both sides of Sweet Briar Road. The proposals will therefore not have a material impact upon the local highway network.
78. During the earlier stages of the employment land development, highways improvements/upgrades were put in place at both the Turnpike Close/Hellesdon Hall Road junction and Hellesdon Hall Road traffic signal-controlled junction with the ring road (Sweet Briar Road). These junctions were designed to incorporate residual capacity to allow the remainder of the employment land allocation to come forward.
79. Proposed new footways direct to the site will connect to existing footways in Turnpike Close. Existing lit footway provision within Hellesdon Hall Road, Sweet Briar Road and Low Road, Hellesdon will allow pedestrian access direct to the site. Although there are bus stops within 400 metres of the site, the bus service provision

to this location could not be described as frequent or convenient to allow access to the site as a place of work during the main site operating hours. The site is however located 1km from access points to the Marriott's Way, cycle and pedestrian route (found to the south east and south west of the site) and a short distance from local cycle route links. Therefore, there are sufficient provisions in place to allow pedestrians and cyclists to access the site and present a feasible option to travel to work at the site from the local area by non-car modes.

80. The development itself can greatly facilitate modal shift as drivers no longer need to own/provide their own vehicle to access employment as a delivery driver associated with the Amazon's business operations and can travel to site by non-car/van modes or lift share. In turn it may also help to reduce the wider knock on implications associated with drivers having to store a delivery vehicle at their home on driveways and on street parking areas.
81. To reflect the identified modal split of access to the site, an acceptable amount of cycle and motorcycle parking provision is provided in secure and covered (bicycle only) locations on the site alongside other staff facilities.
82. One of the stated main objectives behind the application is Amazon's aim to have a fully electric fleet of delivery vehicles by 2030, which is to be commended. That said only one active electric vehicle charging space was to be provided on the site initially, with the remainder of the charging points to be delivered using permitted development rights as and when required. Extensive subsurface infrastructure will be installed before the surface of the parking area is laid to facilitate future transition to a fully electric fleet. This provision shows both financial and physical commitment to transition to an all-electric fleet and can be secured by planning condition. The applicant has since confirmed that nine active charging points will be delivered when the site becomes operational, limited to this number by existing grid capacity and investment and delivery timeframes of the utility provider. This provision is recognised to be in excess of Local Plan policy requirements.
83. Residents who live further to the west of the site, together with Hellesdon Parish Council are concerned that traffic volumes have increased on the road, in particular during rush hour periods. They have concerns relating to the impact that the proposed development may have on congestion and highway safety and the ability to access their properties. The Transport Statement confirms that the proposed development will represent a redistribution of existing activity rather than create 'new' trips on the highway network in their own right. In this regard, much of the vehicle activity associated with the van storage site will already be travelling along Hellesdon Hall Road to the west and there will not be any consequential increase in activity on the roads within Hellesdon. The route from the application site to the distribution centre at Caley Close is a short and direct route across Sweet Briar Road, which does not pass any residential properties. The parish council request for access to the site to be restricted to only allow access from the Sweet Briar Road direction (and therefore not from the west) is not physically practical as other businesses also use the estate road for access. Also such a restriction is not considered to be necessary by the Highway Authority to make the development acceptable and therefore cannot be justified in planning terms.
84. The Highway Authority do not object to the proposals and confirm that the principle of a van park associated with Amazon's operations (at Caley Close) is acceptable in highway terms with regard to traffic generation, and the principle of a vehicle

access from this site to Turnpike Close is acceptable with regard to road layout and junction visibility. The Traffic Signals team at Norfolk County Council do not object to the proposal with regard to the operation of the signalised junction of Hellesdon Hall Road with Sweetbriar Road, which uses a sensor system to identify and react to traffic queues. The site is located in an area designated for this type of use and is conveniently positioned in close proximity to the outer ring road (Sweet Briar Road), allowing quick and easy access to the strategic highway network and efficient deliveries across Norwich and the wider county. Accordingly the development is in accordance with policies DM28, DM30 and DM31 of the Local Plan.

Main issue 5: Amenity

- 85. Key policies and NPPF paragraphs – DM2, DM11, NPPF section 12 and 15.
- 86. The closest residential properties are located 90 to 140 metres to the west of the site and concerns have been raised by residents regarding the potential impacts of noise, light and air pollution from the proposed development.

Noise

- 87. A noise impact assessment has been provided by the applicant to inform the proposal. It considers noise from the site associated with vehicle movements to and from the site associated with delivery drivers arriving at site to pick up their delivery vehicle and then leaving the site to travel to the distribution warehouse to start work and then returning at the end of the day.
- 88. The assessment identifies frequent road traffic noise as being the main noise sources affecting the existing noise climate of the site, with noise also audible from operations within the existing Sweet Briar Road Industrial Estate.
- 89. Worst case calculations of noise associated with vehicles pulling up to a bay, manoeuvring into position together with any reversing alarms and doors closing, based on 100% of the van bays having a vehicle arrive and depart in any one hour during the daytime (07:00 – 23:00) were modelled.
- 90. External noise levels were predicted at nearby sensitive receptors (at residential locations on Clovelly Drive, Low Road and Hellesdon Hall Road) from all sources of potential noise associated with the proposed development occurring simultaneously.
- 91. Worst-case daytime noise levels from the proposed development are predicted to be below the World Health Organisation (WHO) noise intrusion criteria at all receptors with windows-open and windows-closed, which is an indication of a low impact and falls within the 'No Observed Effect Level'.
- 92. Considering the results of the noise intrusion assessment, operational noise associated with the use of the site for the storage of vans is not expected to have a significant 'adverse impact' on health or quality of life.
- 93. An assessment in line with the guidance presented within BS4142 (comparison of operational noise against typical existing background noise levels) has been undertaken in relation to residential receptors. The worst case noise rating levels

(with all van storage bays occupied) are predicted to be below existing daytime background noise levels.

94. An additional assessment of night time operations from 05:00 to 07:00 was also undertaken at the request of the council's public protection officer to reflect the potential start times of the delivery drivers. Similarly, predicted noise levels were below all relevant assessment criteria and below measured average background noise levels.
95. No objection has been raised by the council's public protection officer. Operational noise rating levels during all periods are predicted to be at or below background noise levels and noise intrusion levels are predicted to be below the guideline noise intrusion criteria at nearby properties assuming both a windows-open and a windows closed scenarios.
96. Accordingly, the proposed operations are not expected to have a significant 'adverse impact' on health, well-being or quality of life at nearby dwellings as a result of disturbance from noise and satisfies the relevant policy considerations set out in DM2 and DM11 of the Local Plan and paragraphs 170 and 180 of the NPPF.

Lighting

97. The applicant states that outdoor lighting is required on the site for a combination of safety and security reasons. A total of fifty one, eight metre high lighting columns are proposed to improve uniformity and reduce glare and the shadowing effect that the vans will create on the pedestrian access routes and provide safe lighting levels for operation of the site. The use of columns of this height reduces the number of fittings required to achieve the required lighting level across the site.
98. Amended lighting proposals have confirmed the use of back-light shields and baffles to all perimeter lighting in order to minimise light trespass. Luminaires will be mounted on the horizontal with zero degrees tilt removing upward lighting to minimise light spill. The full lighting levels proposed will only be required for safe working during operational hours (8pm to 5am), with dimming provided outside of these times.
99. The application site has residential properties in relatively close proximity. These properties are located 90 to 140 metres to the west and beyond an intervening land use, which is also lit and with some trees and vegetation which provide screening. A complex, controlled lighting scheme is proposed and the simulated values for light intrusion demonstrate that light emitted from the site has dissipated well before reaching any of the closest residential boundaries.
100. Surrounding sites in commercial use are well lit and are far enough away from the application site for the proposal to not have a detrimental impact on working conditions of occupants of surrounding businesses.
101. Therefore, the proposals will not result in unacceptable impacts on the amenity, living or working conditions of neighbouring occupants as a result of artificial light pollution and are in accordance with policies DM2 of the Local Plan and paragraph 180 of the NPPF.

Air quality

102. An Air Quality Assessment has been provided by the applicant which identifies that the site is located 1.7km north west of the Central Norwich Air Quality Management Area (AQMA). The report highlights the potential effects during the construction phase, including dust emissions from site activities, such as demolition, earthworks, construction and trackout. It goes on to consider the impacts during the operational phase taking into account exhaust emissions from road traffic generated due to the proposed development.
103. During construction and without mitigation there is a potential medium impact on the worst affected dust sensitive receptors. However, the risk of adverse effects can be managed through well-established mitigation measures, such that the effects are not predicted to be significant.
104. Once the site becomes operational an assessment of the effects associated with the proposed development due to changes in traffic movement have been considered. More specifically this takes into account traffic data contained within the applicants Transport Statement, and considers ambient nitrogen dioxide (NO₂), particulate matter less than 10µm (PM₁₀) and particulate matter less than 2.5µm (PM_{2.5}) exposure.
105. Only receptors close to roads where there is predicted to be a change in emissions due to changes in traffic flows have been assessed. With respect to NO₂, PM₁₀ and PM_{2.5}, exposure is determined to be 'negligible' for all existing receptors (located between the application site and the distribution warehouse). At all of the existing receptors, the Air Quality Objectives are not predicted to be exceeded.
106. Ecological air quality impacts on ecologically sensitive receptors have been considered as part of the operational phase dispersion modelling. Sweetbriar Road Meadows, SSSI is located within 2km of the application site and within 200 metres of the effected road network. The maximum predicted increase in the annual average exposure to nitrogen oxides (NO_x) is 0.03 µg/m³ at Sweetbriar Road Meadows, as a result of changes to traffic movements is less than the 0.40 µg/m³ development contribution stated within the guidance of 'A Guide to the Assessment of Air Quality Impacts in Designated Nature Conservation Sites', IAQM 2019. It is therefore considered that the effect can be deemed imperceptible.
107. In the long term the substitution of fossil fuel powered delivery vehicles with electric powered alternatives should have a positive impact on air quality.
108. In summary, the proposal is considered to be acceptable in amenity terms as explained in the section above and complies with policies DM2 and DM11 of the Local Plan and paragraphs 170 and 180 of the NPPF.

Main issue 6: Flood risk

109. Key policies and NPPF paragraphs – JCS1, DM3, DM5, NPPF section 14.
110. It is a requirement of the NPPF that development does not increase flood risk elsewhere. Local Plan policy DM5 goes on to require the incorporation of mitigation measures to deal with surface water arising from development proposals to minimise and where possible reduce the risk of flooding on the site and minimise

risk within the surrounding area. The site is located within flood zone 1, however there are localised low risk areas of surface water flooding on the site.

111. The proposal will significantly increase the amount of impermeable surfacing on the site as it will be largely covered with impermeable hard surfacing for parking and manoeuvring vehicles. A Flood Risk Assessment and Drainage Strategy has been provided by the applicant which has been informed by on-site ground investigation which has determined good infiltration potential of the ground.
112. The Drainage Strategy for the site involves the discharge from the impermeable areas via subsurface channel drains, gullies and kerb drains into a large infiltration crate soakaway beneath the southern part of the site. Water quality treatment is provided through filters and petrol interceptors to ensure adequate pollution treatment to reduce metals and hydrocarbons entering into the system and which provide water treatment before the surface water discharges to the soakaway attenuation system.
113. The surface water drainage design can accommodate a 1% critical rainfall event plus climate change (1 in 100 year event with 40% climate change allowance), with all surface water being maintained within the drainage network on the site.
114. The Lead Local Flood Authority (LLFA) have no objection to the proposals, although they advise that the drainage strategy proposed by the applicant is not considered to be a full SuDS system. The system can generally be described as a conventional pipe network with attenuation prior to discharge via infiltration. The NPPF at paragraph 165 states that major developments should incorporate the use of SuDS unless there is clear evidence that this would be inappropriate and should take advice from the Lead Local Flood Authority.
115. The applicant's drainage consultant has justified the proposed drainage design due to the operational requirements of the site and specifically the high number of vehicle movements. They are keen to ensure that peak storm events are drained efficiently so as to avoid the risk of ponding, which in the winter months would introduce a safety hazard should freezing occur. Any surface level SuDS features would pose an ongoing maintenance risk and that may become hazards, hence a more conventional drainage system is proposed, whilst using the best available proprietary treatment systems suitable for the flows generated by a site of this size.
116. It is disappointing that the opportunity for more direct infiltration to ground has not been accommodated into the drainage scheme. However, later modifications to the landscaping scheme have introduced small planting areas within the site, some of which act as rain gardens and provide small scale localised surface water drainage and water quality treatment benefits, which the LLFA support.
117. Policy DM5 requires the provision of sustainable drainage measures except where not technically feasible or where other factors preclude their use. The drainage system as revised does now include greater elements of infiltration and therefore is not a fully engineered solution. Giving some weight to the operational requirements of the site and the fact that similarly designed drainage systems have been permitted across this area and in the absence of an objection from the LLFA it would be difficult to justify a refusal of the application solely on these grounds. Local flood risk will be satisfactorily managed and there will be no increase in the

risk of flooding on site or elsewhere in accordance with the provisions of the NPPF and policy DM5 of the Local Plan.

Main issue 7: Infrastructure, energy efficiency and climate change

118. The investment in electric vehicle charging infrastructure of this scale to facilitate the transition to a fully electric van storage facility on the application site, should attract some weight in the planning decision making process as it will allow Amazon to invest and adapt its operations to support both economic growth and delivery of its 'climate pledge'. Generally speaking, this is in line with the policy objectives of Joint Core Strategy Policy 1 and policy DM1 of the Local Plan in that it will reduce dependency on high-emission vehicles. It will also help towards the UK government target of a 68% reduction in greenhouse gas emissions by 2030.
119. This type of provision (or at least of this scale) is relatively forward thinking, although current Local Plan policy does require the provision of electric vehicle charging points in all new developments, albeit of a very small scale at the moment. However, any argument that the significant financial investment in infrastructure on the site, understood to be around £1.5 million, should attract more weight in the planning decision should be treated with caution as only the benefits which are over and above investment in general/usual site servicing requirements should be considered. That said, it is understood that the construction costs for such a storage/parking facility is roughly twice the cost of installing a standard car park.
120. Extensive subsurface infrastructure will be installed before the surface of the parking area is laid to facilitate future transition to a fully electric fleet. This provision shows both financial and physical commitment to transition to an all-electric fleet and can be secured by planning condition. Amazon has confirmed that nine active charging points will be delivered when the site becomes operational, limited to this number by existing grid capacity and investment and delivery timeframes of the utility provider. This provision is recognised to be in excess of Local Plan policy requirements and together with the sub-surface cabling allows some weight to be attributed to any associated environmental benefits of the proposals through the provision of EV charging infrastructure.
121. Once the grid capacity is increased this will allow further infrastructure to be made available utilising permitted development provisions associated with this type of infrastructure. The application does not and cannot secure the delivery of an electric vehicle delivery fleet, but the infrastructure provision will assist Amazon in its aim of powering 100% of its global infrastructure with renewable energy by 2030, including electric delivery vehicles. This provision meets with the environmental objectives of both the NPPF and the development plan through assisting the move to a low carbon economy and reducing dependency on high emission vehicles. However, it should be recognised that the full benefits associated with replacing a fleet of fossil fuel powered vehicles with electric vehicle alternatives will not be realised immediately. Therefore, the weight to be attributed to this consideration in the short term in this respect should be reduced accordingly.
122. The applicant has provided information which suggests that 'for each electric van used instead of a diesel van, a conservative estimate is that the life-cycle carbon emissions of operating that van have been reduced by 60%+ from 11,533kg CO₂e annually to 3,933 kg CO₂e annually. This includes the emissions from

manufacturing the vehicle, the fuel production, the tailpipe and the power plants that make the electricity in the UK’.

123. The applicant’s energy consultant explains that electric vehicles lead to lower overall CO2 emissions, even if the electricity used to power them comes from a National Grid that still contains fossil combustion. More carbon is emitted in the manufacture of electric vehicles than of internal combustion engine cars, however over a lifecycle the benefits are heavily in favour of electric, by up to 70% in countries with decarbonised power generation.
124. There are undoubtedly numerous sources of information which can be consulted in an attempt to quantify the benefits associated with facilitating the transition from a fleet of fossil fuel powered delivery vehicles to electric vehicle equivalents. What is clear however is the proposed development will help to support the transition to a low carbon future and help to reduce dependency on high-emission vehicles that paragraph 148 of the NPPF and policy DM1 promotes.

Compliance with other relevant development plan policies

125. A number of development plan policies include key targets for matters such as parking provision. The table below indicates the outcome of the officer assessment in relation to these matters.

Requirement	Relevant policy	Compliance
Cycle storage	DM31	Yes subject to condition
Car, motor cycle parking provision	DM31	Yes subject to condition
Refuse Storage/servicing	DM31	Yes subject to condition
Sustainable construction	DM3	Yes subject to condition

Other matters

126. The following matters have been assessed and considered satisfactory and in accordance with relevant development plan policies: Land contamination and the location of the site adjacent to a Major Hazard Site.

Equalities and diversity issues

127. There are no significant equality or diversity issues.

Local finance considerations

128. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy.

129. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority.
130. In this case local finance considerations are not considered to be material to the case.

Conclusion

131. The proposed use of the site is considered appropriate on a designated employment site. The development will support employment opportunities through its role of supporting the delivery function of a distribution warehouse located off-site.
132. It is recognised that although the facility proposed will enable a fully electric fleet of delivery vehicles to be delivered, this planning application does not secure the actual delivery of that fleet or all of the required infrastructure. Instead the proposal provides investment in a significant amount of on-site sub-surface infrastructure and a small number of active charging spaces, for use in association with Amazon's existing operations in the area, all of which can be secured by the use of planning conditions. This in turn will enable the future delivery of a fleet of electric vehicles, with associated reduction in carbon emissions which can be afforded some weight in the decision making process.
133. Accommodating such a large-scale facility in this location will result in some harm to the character and appearance of the area, which will be greatest in the short term. The layout, appearance and landscaping treatment to the site are considered acceptable and provide sufficient mitigation of visual, landscape and biodiversity impacts given the context of the site adjacent to existing commercial uses.
134. It is appreciated there is local concern regarding the proposals, however the amenity impacts and traffic impacts, together with the flood risk of the proposal are acceptable and where appropriate will be controlled by the use of conditions to ensure no material harm occurs to the amenity of residential properties or to the free flow of traffic and highway safety.
135. In conclusion, the identified harm in landscape and visual amenity terms is outweighed by the benefits that the proposal will deliver in terms of supporting the efficient operation of an existing business located within an employment area and the investment in the provision of infrastructure to aid the delivery of low carbon alternatives to high emission fossil fuelled operational vehicles.
136. The development is in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

To approve application no. 20/00802/F - Land North of Hellesdon Hall Road, Norwich and grant planning permission subject to the following conditions:

1. Standard time limit;

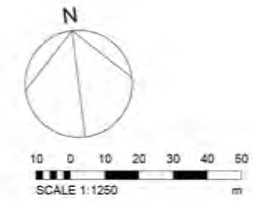
2. In accordance with plans;
3. Use of the site shall be restricted to the parking/storage of operational vehicles used in association with the distribution warehouse use at Unit 2 Caley Close only;
4. The use of the site shall not commence until the estate road and strategic landscaping provided under application 20/01130/MA has been provided in full.
5. Landscaping shall be installed and maintained in accordance with approved details prior to the site first being brought into use;
6. Ecological enhancement/mitigation measures shall be installed and maintained in accordance with approved details prior to the site first being brought into use;
7. Provision of small mammal access within boundary treatments;
8. No site clearance during the bird nesting season;
9. During construction, works to be carried out in accordance with the site specific mitigation measures identified in the Air Quality Assessment;
10. Prior to the first use of the site the surface water drainage system shall be constructed in accordance with the submitted details;
11. Prior to the first use of the site the access, footways and on-site parking, turning, motor cycle and cycle parking shall be provided and made available for use;
12. Prior to first use of the site a TRO shall be promoted for waiting restrictions to Hellesdon Hall Road,
13. Prior to the first use of the site the sub-surface electric vehicle charging infrastructure shall be provided and made available for use in accordance with the submitted services plan;
14. Prior to the first use of the site electric vehicle charging connections for nine vehicles must be provided and made available for use;
15. Use of recycled construction materials and sustainable waste management measures insofar as practicable, as promoted within the Sustainable Construction, Energy Efficiency & Climate Change Report,
16. Lighting shall be installed and operated in accordance with submitted lighting strategy, including dimming of lighting outside of site operating hours;

Article 35(2) statement

The local planning authority in making its decision has had due regard to paragraph 38 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations, following negotiations with the applicant and subsequent amendments to landscaping and drainage the application has been approved subject to appropriate conditions and for the reasons outlined in the officer report.

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P8	BOUNDARY ADJUSTED TO SUIT DEVELOPER INFORMATION.	03.11.20	NH	-
P7	BONDARY UPDATED TO EXCLUDE DEVELOPMENT ACCESS ROAD FOLLOWING COMMENTS FROM DWD.	02.11.20	NH	-
P6	UPDATED TO SUIT DWD COMMENTS RECEIVED 08.08.20	08.07.20	TO	-
P5	VEGETATION AMENDED	07.07.20	TO	-
P4	UPDATED TO SUIT DWD COMMENTS 06.07.20	06.07.20	TO	-
P3	UPDATED TO SUIT DWD COMMENTS	03.07.20	TO	-
P2	UPDATED TO SUIT LATEST TEST-FIT LAYOUT. BOUNDARY AMENDED TO SUIT DWD COMMENTS.	25.06.20	NH	-
P1	FIRST ISSUE	04.06.20	BC	NH
Rev	Description	Date	By	Chk

Status

PLANNING

SMR

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Project

LAND NORTH OF HELLESDON HALL ROAD, NORWICH

Client

Drawing Title									
SITE LOCATION PLAN									
Proj Ref	Origin	Zone	Level	Type	Role	Num	Status	Rev	
-- 7371 - SMR - 02 - ZZ - DR - A - 2001 - S4 - P8									
SMR Job Ref	Sheet	Scale	Drawn						
7371-02-2001	A2	1 : 1250	BC						



Root protection
Area (RPA)
EV sub-
stations

Proposed smoking
shelter

Proposed bike
shelters

1 no. dedicated
staff parking space

Proposed bin store

Proposed
welfare cabin

Motor
cycles

Proposed vehicle
barriers and gates

Proposed
guard
shelter
Proposed
pedestrian
gate

Proposed
sub-station

4 no. EV
substations

Proposed 2.4
to perimeter

Existing crossover
removed and reinstated
as grass

HELLEDSON HALL ROAD

24.7m

24.7m

Proposed Meadow Grassland
as extant permission 18/013460

Drain

Works

FB

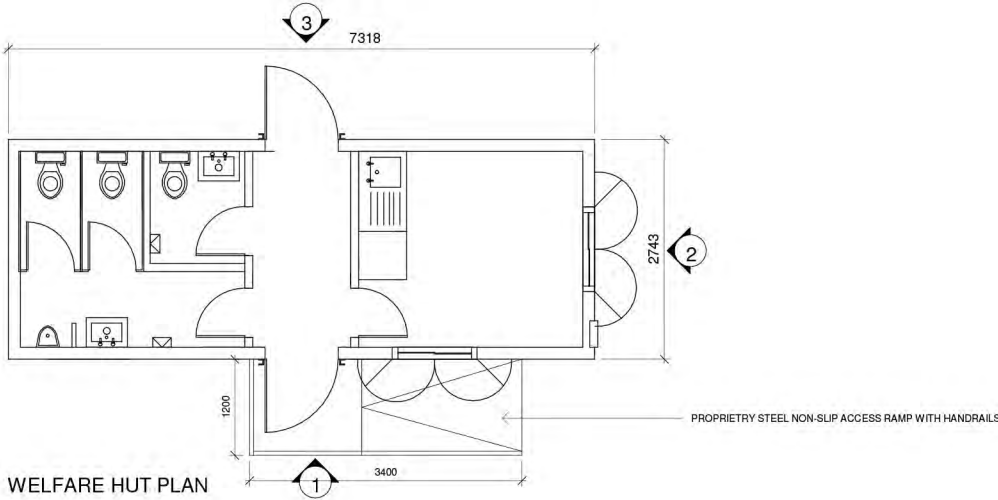
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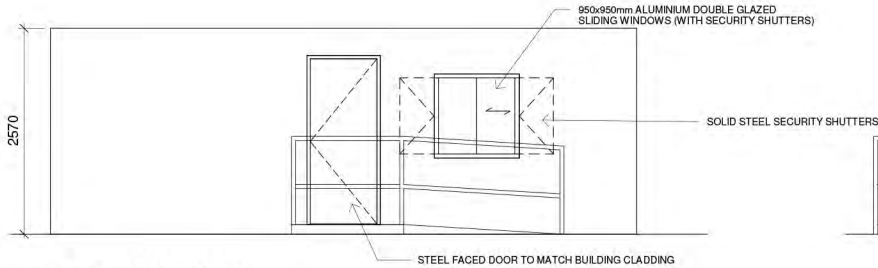
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REFER TO SMR DRAWING 2003 FOR LOCATION

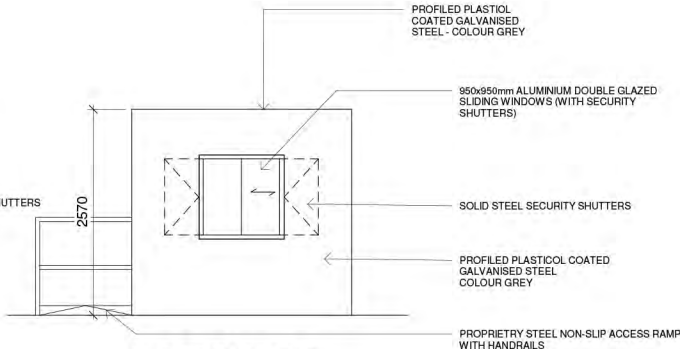
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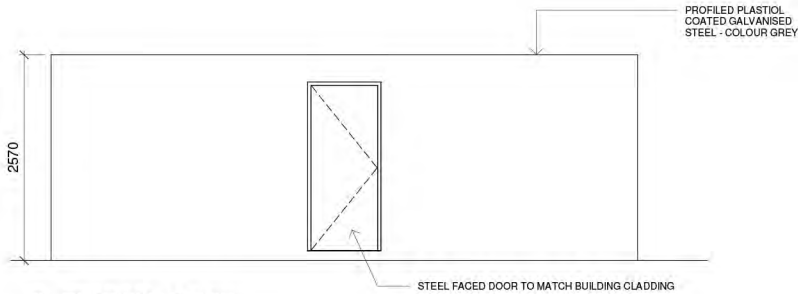
WELFARE HUT PLAN



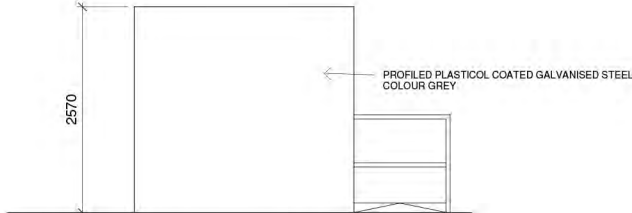
1 - FRONT ELEVATION



2 - SIDE ELEVATION



3 - REAR ELEVATION



4 - SIDE ELEVATION

P3	UPDATED TO SUIT DWD COMMENTS RECEIVED 08.08.20	08.07.20	TO	-
P2	UPDATED TO SUIT DWD COMMENTS	25.06.20	NH	-
P1	FIRST ISSUE	04.06.20	BC	NH
Rev	Description	Date	Dwn	Ckd

Status

PLANNING

SMR

SMALLEY MARSEY RISPIN

ARCHITECTS

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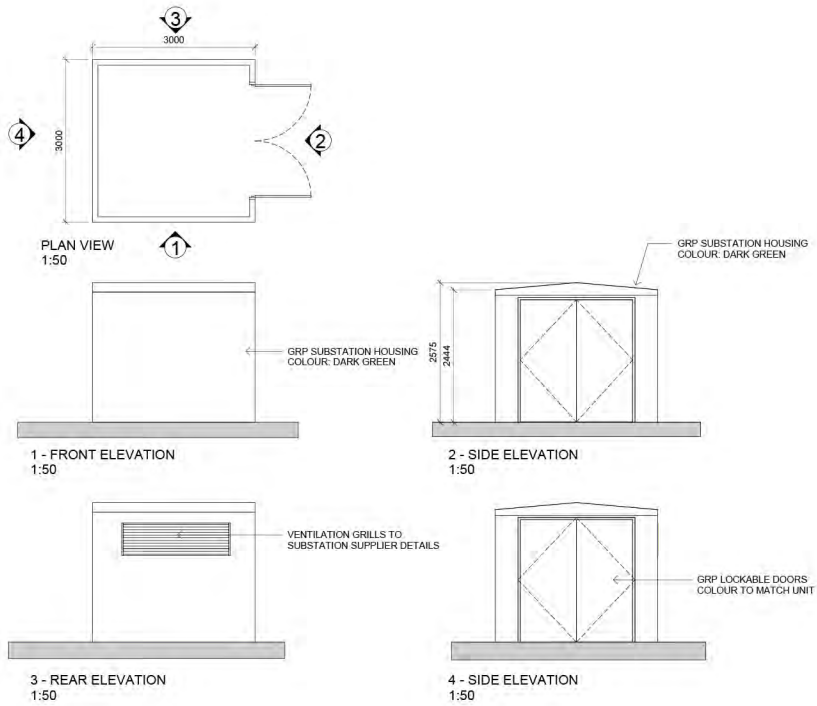
LAND NORTH OF HELLEDSON HALL ROAD, NORWICH

Client

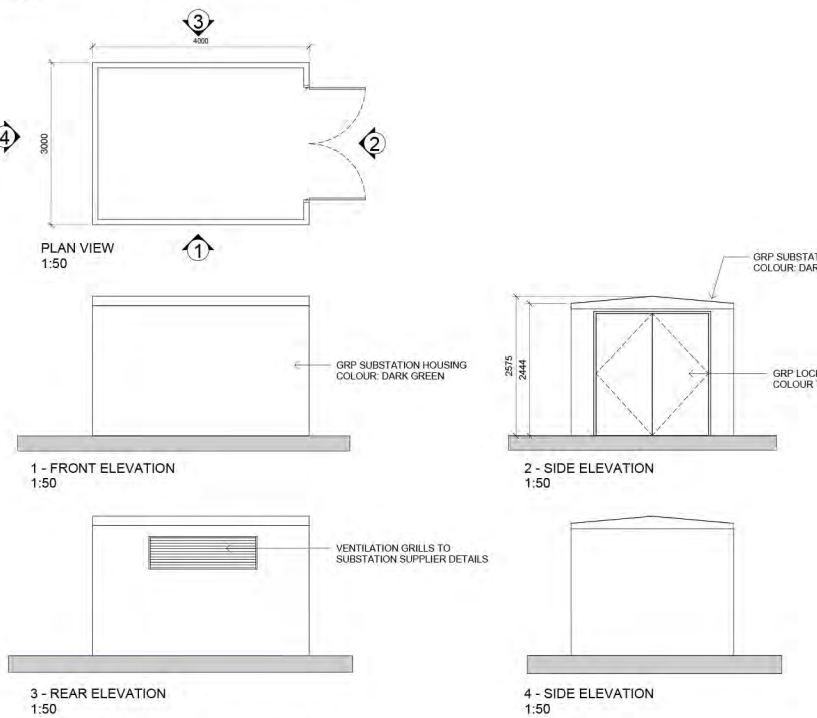
Drawing Title

EXTERNAL WELFARE CABIN DETAILS

Proj Ref	Origin	Zone	Level	Type	Role	Num	Status	Rev
- 7371 -	SMR	02	ZZ	DR	A	2007	S4	P3
SMR Job Ref	Sheet	Scale	Drawn					
7253-02-2007	A2	1 : 50	BC					

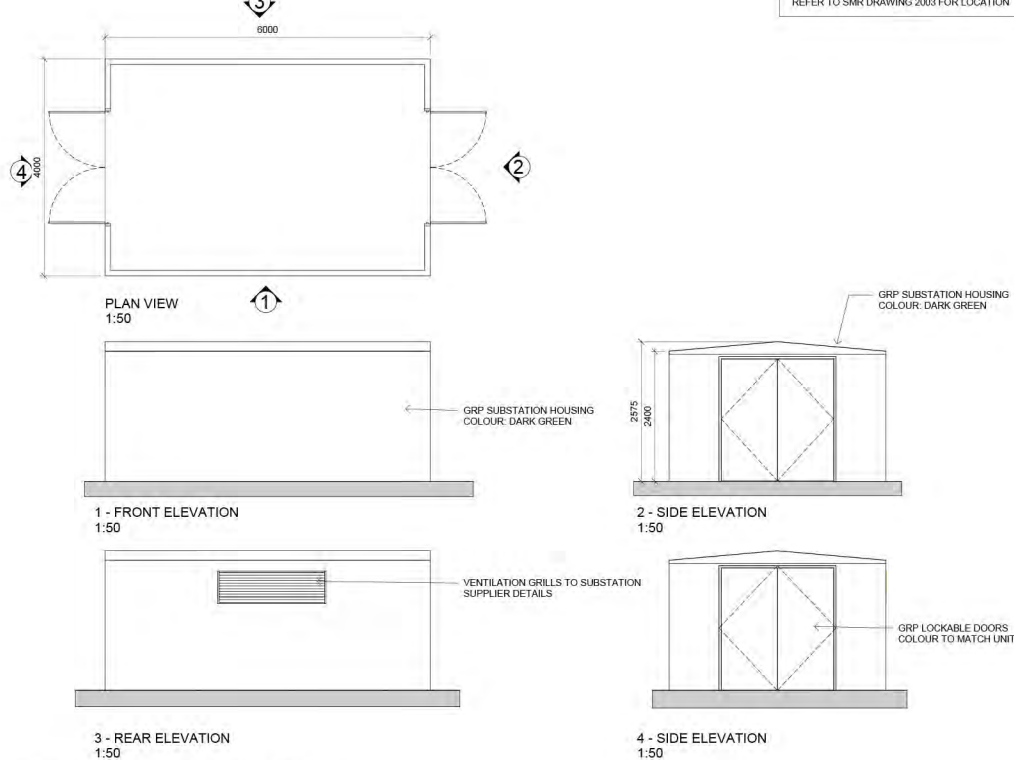


PROPOSED EXTERNAL SUBSTATION



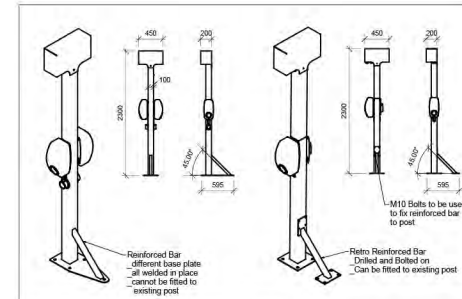
PROPOSED EXTERNAL SUBSTATION

1 : 50



EXTERNAL SUB STATION DETAIL

1 : 50



FUTURE CHARGING POST DETAILS

1 : 50

REFER TO SMR DRAWING 2003 FOR LOCATION

Architects are to be notified of any discrepancies.
Comments must be made at the time of the meeting.
This drawing is subject to copyright laws and is for use on this project only.
This drawing is to be used only for the information on this only.
For other information refer to the latest version of any other referenced drawings.
To be used in conjunction with relevant design standards/specifications.

This is a colour drawing. In order to ensure any subsequent representation is printed correctly it should be printed in full colour.

0.5 0 0.5 1 1.5 2 2.5
SCALE 1:50
m

P5	E/C CHARGER POST HEIGHT AMENDED FOLLOWING COMMENTS FROM CLIENT	11.09.20 FPH
P4	FUTURE CHARGER POST DETAILS	20.08.20 NH
P3	UPDATED TO SUIT DWG	08.07.20 YO
P2	UPDATED TO SUIT DWG	25.06.20 FPH
P1	FIRST ISSUE	04.06.20 BC
Rev	Description	Date Dim Ctd

Status
PLANNING

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Project
LAND NORTH OF HELLEDSON HALL ROAD, NORWICH

Client

Drawing Title

EXTERNAL SUB STATION DETAILS

Proj Ref	Origin	Zone	Level	Type	File	Num	Status	Rev
7371	SMR	02	ZZ	DR	A	2009	SH	P5
SMR Job Ref	Sheet	Scale	Drawn	Drawn	Drawn	Drawn	Drawn	Drawn
7371-02-2009	A1	1:50	BC	BC	BC	BC	BC	BC