

Report to Planning applications committee

Item

12 May 2016

Report of Head of planning services

Subject Application no 15/00756/F - Land Adjacent 37
Bishop Bridge Road, Norwich

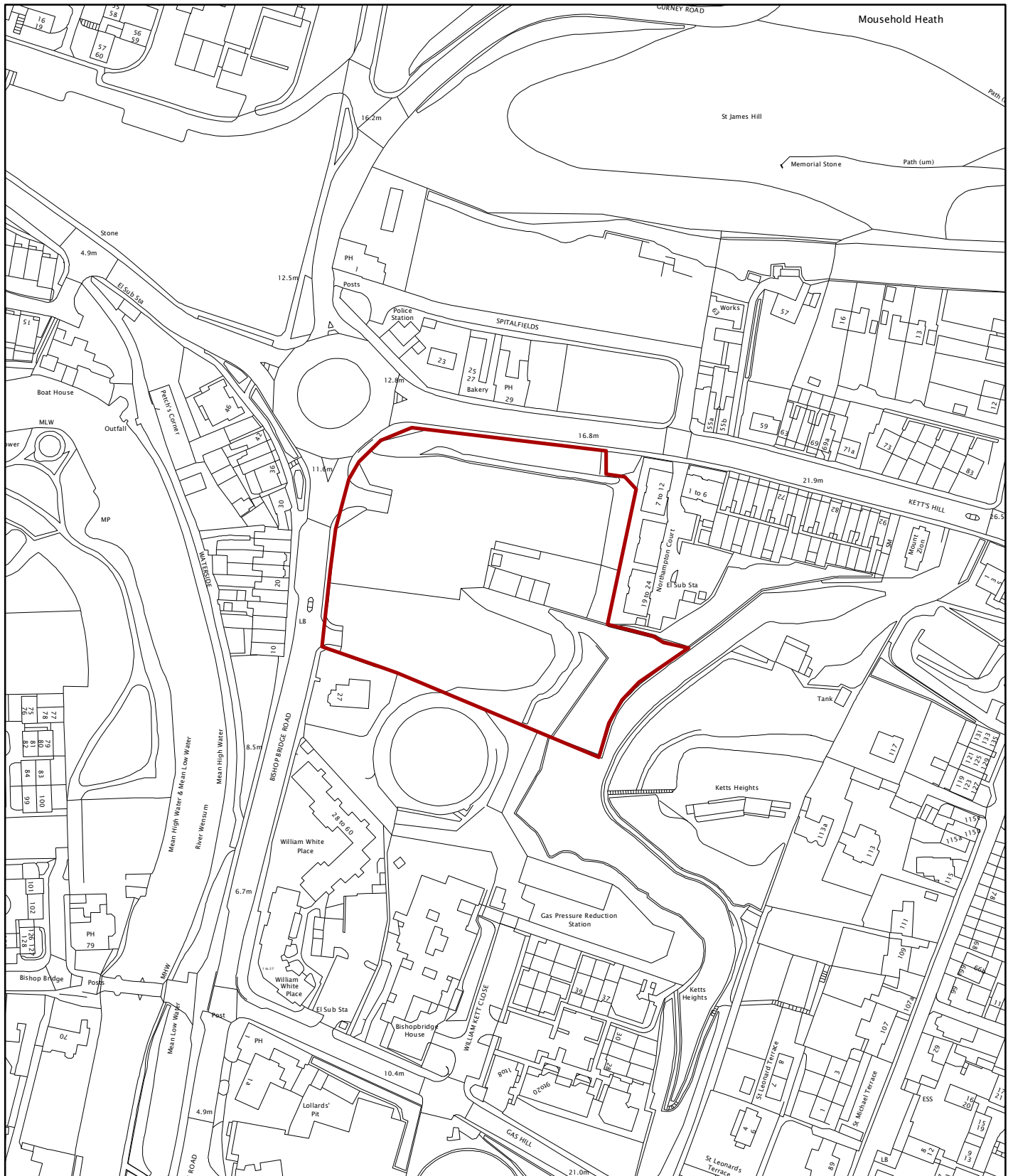
Reason for referral Major/Objection / Significant departure from
development plan

4(c)

Ward:	Thorpe Hamlet
Case officer	Tracy Armitage - tracyarmitage@norwich.gov.uk

Development proposal		
Demolition of existing buildings and construction of food store (Class A1) with associated parking.		
Representations		
Object	Comment	Support
13 – 1 st consultation		
22 – 2 nd consultation	2	3
9 – 3 rd consultation		

Main issues	Key considerations
1 Principle of development	Retail development is proposed on land allocated for housing. The application proposes retail development identified by the NPPF as a main town centre use in an out of centre location
2 Transportation impact	Impact of the development on the local highway network
3 Design and historic environment	Whether the development respects, enhances and responds to the character and local distinctiveness of the surroundings including the adjacent conservation areas.
4 Landscape	Impact on landscape character of the area
5 Amenity	Impact of the development and food store operations of the amenity of residents living close to the site
6 Biodiversity	Impact of the development on biodiversity and ecological networks
7 Trees	Impact of the development on existing trees on the site and whether proposed mitigation is satisfactory
Expiry date	24 September 2015
Recommendation	Approve, subject to conditions



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Planning Application No 15/00756/F

Site Address Land adjacent 37 Bishop Bridge Road

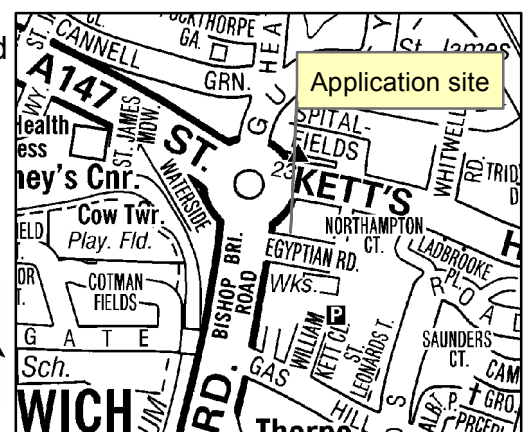
Scale

1:2,000



NORWICH
City Council

PLANNING SERVICES



The site and surroundings

1. The 1.03 hectare site comprises land on the corner of Ketts Hill (B1140) and Bishop Bridge Road (section of the inner ring road). A 4 x arm roundabout is located at this junction.
2. The northern portion of the site is currently in use for the display and sale of cars. A portakabin building to the east serves as an office and there are a number of related small workshops used for servicing and vehicle preparation. The northern boundary of the site with Ketts Hill is delineated by a landscape strip which is raised above site level. The area is characterised by tree planting within mown grass. There is a total of 14 trees in this location, all are Silver Birch. The quality of trees is mixed but includes 6 category B1 specimens, 6 category C1 and 2 unclassified. Residential properties 7-24 Northampton Court abut the eastern boundary of the car sales site. These three storey properties are located on the top of a grass bank which rises from the site.
3. The southern portion of the site, commonly known as the Box and Barrel site is currently not in use and is overgrown. The eastern portion of the site includes a steep wooded bank which forms part of the Thorpe Ridge. Excluding the trees on the bank, there are a total of 40 trees on this part of the site. With the exception of one Common Walnut (Category A2) , one cherry laurel and one Goat Willow, all the trees are Sycamore ranging in quality from B1 to U. To the south of the site is a residential property 27 Bishop Bridge Road and a currently disused gasholder
4. To the west of the site on the opposite side of Bishop Bridge Road is a small mixed use terrace, comprising 6 shops and a number of residential dwellings at ground and first floor level.

Constraints

5. The trees along the Ketts Hill site frontage are subject to a Tree Protection Order (TPO).
6. The south-east corner of the site falls within the Thorpe Hamlet Conservation Area
7. The whole site falls between and therefore adjacent to the Thorpe Hamlet conservation area and the St Matthews conservation area
8. The majority of the sites falls within a HSE Hazardous Installation Consultation zone centred on the former gas storage site - most of the Box and Barrel site is within the inner zone.
9. The site is allocated for development in the SA Plan and subject to policies R14 and R15. Both policies allocate the land for residential development.

Relevant planning history

10.

Ref	Proposal	Decision	Date
06/00166/F	Erection of 24 2 bed apartments, access, parking and landscaping.	Approved	18/05/06
06/01164/F	Erection of 14 apartments	Refused	17/05/07
07/00028/F	Erection of 14 apartments	Refused Appeal dismissed	11/04/08
08/00935/O	Erection of 19 residential units	Approved	13/12/10

The proposal

11. The application relates to the construction of a Class A1 food store on the site with associated car parking. Since first submission the food store scheme has been subject to a number of changes, these have included:

- Design changes to the food store to include a bio-diverse green roof
- Revised vehicular access arrangement onto Bishop Bridge Road. A single point of access to the site is proposed. This would provide access to both the customer car park and the delivery dock. The proposed junction arrangement would require all associated traffic to turn left into the site.
- Re-siting of the store further away from the boundary with Northampton Court. The food store is proposed in the northern portion of the site - running parallel to Ketts Hill
- Provision of a plant compound
- Reduction in the size of car park from 145 to 120 spaces
- Re-alignment , re-design and reduction in height of the proposed retaining wall. Changes in levels are proposed with the result that a retaining wall is proposed along the eastern boundary of the site and sections of the northern and southern boundaries.
- Revised landscape strategy for the site

Summary information

Proposal	Key facts
Scale	
Total floorspace	Sales area - 1424sqm Warehouse - 836sqm First floor (office an staff facilities) - 183sqm Total GIA - 2443sqm
No. of storeys	Part single/two storey
Max. dimensions	Length - 75.7m Width - 32.7 Height - 5.3m - 7.6m
Appearance	
Materials	Rendered wall panels /constrasting grey plinth Bio-diverse green roof
Operation	
Opening hours	0800-2200 (mon-sat) 1000 -1600 (sun)
Ancillary plant and equipment	Located in enclosed compound to the east of the food store
Transport matters	
Vehicular access	From Bishop Bridge Road
No of car parking spaces	120 7 disabled 4 parent and child Electric vehicle charging point
No of cycle parking spaces	20
Servicing arrangements	Service bay and dock to the east of the store

Representations

12. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. 49, letters of representation (total received as a result of re-consultations) have been received citing the issues as summarised in the table below.
13. All representations are available to view in full at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.

Issues raised	Response
<p>Allocated housing site:</p> <ul style="list-style-type: none"> - proposal does not comply with the Local Plan - departure needs to be justified and direct and indirect impacts need to be considered - government priority to deliver housing/ affordable housing - impact on 5 year land supply - Site more suitable for residential development - SA Plan raises access as a constraint to development 	<p>Para. 86-90 and 186-193</p>
<p>Traffic and access:</p> <p>Existing highway conditions:</p> <p>Area suffers significant traffic congestion – traffic levels high, frequent tailback and delays, several minor accidents</p> <p>Location hostile to pedestrians and cyclists</p> <p>Impact of development:</p> <p>Increase in traffic will add further to already unacceptable levels of congestion, delay and pollution</p> <p>Unsuitable location for food store</p> <p>Traffic modelling flawed by not taking account of match days and December peaks</p> <p>Excessive increase in traffic movements on and off Bishop Bridge Road at all times of the</p>	<p>Para. 114-122</p>

Issues raised	Response
<p>day</p> <p>Traffic leaving the store will not be able to turn right safely</p> <p>Will encourage rat running along side streets</p> <p>There should be no right turn out of the store</p> <p>Sub-standard access and parking for cyclists - should be covered/closer</p> <p>Car parking should be reduced to encourage access by walking/cycles</p> <p>Reduction in pedestrian safety for users of Bishop Bridge Road.</p> <p>Unsuitable position of pedestrian crossings</p> <p>Revised bus stop positions flawed</p> <p>Existing barriers on roundabout should be retained</p> <p>Topography of area limits the access for all cyclists</p>	
<p>Impact on residential amenity</p> <p>Development will increase traffic and associated noise and pollution</p> <p>Position of the delivery bay and plant compound is too close to existing residents and will result in unacceptable noise and disturbance throughout the day and night time.</p> <p>Noise Assessment is flawed - calculates noise levels at second floor level rather than ground and first floor</p> <p>Proximity of the delivery bay/compound will result in unacceptable external environment for use of balconies and ground floor patios</p> <p>The development will be detrimental to visual amenity of adjacent residents</p> <p>Possible disturbance resulting from antisocial use of car park</p>	<p>Para 147 - 154</p>

Issues raised	Response
<p>Retail need</p> <p>Area already well served by a number of food stores</p> <p>No need for further food store</p> <p>Result in over-supply of food stores and food waste</p> <p>Adverse impact on small traders and existing retailers in this location</p>	<p>There is no requirement for an applicant to demonstrate ' need ' for addition retail.</p> <p>Para. 104-112</p>
<p>Out of keeping with Thorpe Hamlet Conservation area</p> <p>Expansive car park</p> <p>Unightly in views from St James Hill and Ketts Height</p> <p>Loss of trees</p> <p>Green bank/trees on Ketts Hill should be preserved</p> <p>Light intrusion</p>	<p>Main issues 3,4 and 7</p>
<p>Effect of rainwater runoff from increased areas of hard surfacing</p>	<p>Para. 178</p>
<p>Improved access to cheap alcohol socially detrimental to vulnerable people living in the area.</p>	

14. The representations referred to in para. 12 include three letters from Wymondham Property Management – own and manage 1 to 24 Northampton Court – home to 51 tenants.
15. In addition a detailed letter of objection has been submitted on behalf of Aldi Stores Ltd. The objection includes two letters of representation relating to the retail and highway impact of the proposed development. A letter submitted by Freeths outlines observations and objections on retail matters. In summary it is stated that given time lapse since the application was submitted the retail statement is no longer based on up to date retail analysis. In particular they highlight recent retail commitments that have not been accounted for (Aldi Hall Road) and changes in sales density figures, which for Lidl have increased as a result of strong performance. These matters increase projected trade diversion and impact - particularly on Plumstead Road and Sprowston Road centres. The letter includes predicted impacts of 13% Aldi (Plumstead Road), 12% Plumstead District Centre

and 7% Aldi on Sprowston Road. It is indicated that these levels of impact will be harmful to town centre viability and viability and will be significantly adverse in the context of paragraph 27 of the NPPF and local retail policies.

16. A letter submitted by Exigo Project Solutions includes critical observations of the Transport Statement and latest site layout, these include:
 - It is considered that the proposed servicing arrangement is inaccurate
 - Inaccurate representation of accident data
 - Insufficient evidence to demonstrate how the proposed site access will be better arranged than the existing
 - Insufficient consideration of weekend peaks
 - Over provision of parking and capacity of proposed junction
 - Unclear what 'transferred trips have been included within the assessment - unlikely that the associated traffic has been distributed on to the network accurately
17. It is stated that these issues and inaccuracies should be addressed prior to any decision being made.

Consultation responses

18. 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.

Anglian water

19. Assets owned by AW run through the site. Sufficient capacity in waste water treatment and foul sewage network. Request surface water drainage condition.

Design and conservation

20. The proposed development site would occupy two currently separate parcels of land, an existing car sales area (corner site) with an large area of flat-surface car park and pre-fab style buildings and the neighbouring site adjacent to 37 Bishops Bridge Road (Box and Barrel) and the old Gas Works site which is currently an area of overgrown scrubland that gently rises to the east to meet with the wooded parkland of Thorpe Ridge.
21. The existing surface car-park and pre-fab buildings are rather an eyesore and make no positive contribution to the setting of the Thorpe Hamlet Conservation Area or the Cathedral Close Conservation Area. The greenery provided by the overgrown scrubland and the gentle rise of the wooded parkland of Thorpe Ridge does provide an important backdrop to the Cathedral Close Conservation Area and wider strategic views from St James Hill and Mousehold Heath.

22. A site visit has revealed that the klinker and burr brick boundary wall with neighbouring No. 37 Bishops Bridge Road and the old Gas Works site rises up into the Thorpe Ridge and the old area of parkland which formed part of the 19C ornamental gardens laid out by the manager of the Gasworks. Another wide, blind arcaded wall spans the width of the Box and Barrel site, again dates from the 19C ornamental gardens. The walls and enclosures of the parkland are highlighted as of importance in the conservation area appraisal.
23. The proposed levelling of the site will ensure that the bulk of the main supermarket will be largely obscured from Ketts Hill and the setting of the locally listed buildings on the opposite side of the road will be largely preserved. The low lying level of the new building will also help to ensure that the setting of the Grade II Listed public house will also be preserved.
24. The levelling of the site will have a different impact upon the Box and Barrel site where it will result in the need for a tall retaining wall, the development of which will result in the loss of some trees, the loss of a portion of the existing 19C blind arcaded wall in the parkland above. The works will alter the character, appearance and setting of this part of the Thorpe Hamlet Conservation Area and will also alter the setting of the Cathedral Close Conservation Area to the west.
25. Following Officers concerns, the design of the retaining wall has been revised and its height is now reduced and bulk broken by the creation of a stepped, planted terrace. The detailed design of this element must be conditioned for approval, to ensure the success of this element.
26. It is recommended, that in order to preserve and enhance the character and appearance of this part of the conservation area, the plans be amended to ensure the retention of the existing boundary wall with No.37 Bishops Bridge Road (which appears to be retained) and the preservation of the blind arcaded wall which forms part of the 19C ornamental gardens which once occupied this part of the site.
27. The design of the proposed supermarket does little to respond to 'character and local distinctiveness' in that it has a very large footprint and starkly contemporary appearance. The building could be improved through the use of brick to the base and the introduction of some windows to the blind southern elevation (which could encourage graffiti and or large advertisements to fill this render expanse in future).
28. That said, the large green roof will ensure that views of the site are improved from St James Hill and provided that the proposed landscaping and hard surfacing is controlled by condition, the works overall may result in an overall enhance to the character and appearance of the corner site.
29. The impact of the proposed retaining wall should be controlled by condition. If the applicant is willing, the line of the wall could be shifted to ensure the retention of the two historic walls which are considered to contribute to the character and appearance of the Thorpe Hamlet Conservation Area. The detailed design of the wall and associated planting should also be controlled by condition.
30. Conclusion: The significance and setting of the heritage assets adjacent to and forming part of the development site will be either preserved or enhanced as a result of the proposals provided that, the two 19C walls upon the Box and Barrel land are maintained and that the detailed design and material of the new building

and retaining wall are controlled by condition. Finally, the landscaping, type and maintenance of the green roof, new man-safe green roof system, and all new hard standing, lighting and signage must also be subject to reserved matters.

Environmental Protection

31. I have looked at the application and can confirm that the proposed scheme for the plant compound is acceptable. The specific plant noise calculation (noise only from the plant) is approx. 6dB below the lowest LA90 (background noise). The acoustic elements of the roof and retaining walls will require efficient seals and careful application of the acoustic absorption elements. *I would suggest that standard conditions controlling the installation of plant and machinery on the site.*
32. In terms of deliveries the applicant has indicated that one delivery per day is standard with two deliveries per day in seasonal periods. Broadband reversing alarms will further reduce the impact on local residents. I also understand that most waste will be removed by the delivery vehicle reducing the need for trade waste collections. I would recommend that delivery times are restricted as although the background noise assessment suggests that this will be acceptable, in averaged noise terms the introduction of further L_{Amax} events would be against WHO nighttime noise guidelines.
33. The contamination report identifies that ground gas monitoring is required, this shall be carried out as per the recommendations of the report. The report also suggests that an asbestos survey of the buildings on site is carried out and that any asbestos on site, is disposed of by a licensed waste carrier and handled according to the Health & Safety Executive's guidelines.

Environment Agency

34. The site is underlain by a principal aquifer, source protection zone 1 and EU Water Framework Directive Drinking Water Protected Area. We consider that the site is very sensitive with respect to Controlled Waters. We consider that planning permission could be granted to the proposed development as submitted subject to the imposition of planning conditions relating to: contamination investigation and remediation; and control over SUDs and piling.

Health and Safety Executive

35. HSE does not advise, on safety grounds, against the granting of planning permission in this case.

Highways (strategic)

36. The site is located on the Norwich Inner Ring Road adjacent to the Ketts Hill roundabout which is a strategic route and a key junction in the Highway Authority's route hierarchy. The Ketts Hill roundabout does experience congestion in the morning and evening peak periods and this is acknowledged by the applicant within the documentation submitted. However, discount retail food stores generally generate little traffic in the normal peak periods. Their peak periods tend to be on a Friday evening and on a Saturday lunchtime. The Friday peak traffic is predominantly pass-by traffic so there is minimal additional traffic on the highway. The main peak period for such stores is generally on a Saturday when the adjacent

highway network, whilst still busy, is not at its peak in terms of traffic flow. Information submitted by the applicant suggests that the Ketts Hill roundabout has available capacity on a Friday evening and a Saturday peak to accommodate the additional traffic from the store.

37. The proposed store would be located close to existing residential areas and with the appropriate off-site works below) would encourage walking and cycling to the store by local residents. There are a number of cycle links in the vicinity of the store and some of the off-site works seek to enhance future connectivity to such links. There have been a series of layout plans proposed by the applicant with various access strategies. The latest plan submitted (Drawing SK-26-Rev B) has an access from Bishop Bridge Road which is a left in only and an all movement out. Whilst the Highway Authority would still prefer to see a left in off Bishop Bridge Road and a left out onto Ketts Hill, it is appreciated that this would be detrimental to the site layout and cannot be achieved. So although the proposed access is not ideal, the Highway Authority considers that it will operate satisfactorily. It has been suggested that a left out only could be provided onto Bishop Bridge Road. This would not be appropriate as those users wishing to turn right head towards Ketts Hill, Gurney Road and Barrack Street would not be able to and would encourage u-turning on adjacent side roads and on Bishop Bridge Road itself which would not be in the interests of highway safety.
38. The Highway Authority has suggested a number of minor changes to the detailed designed that have been addressed by the latest plans. Given the highly sensitive nature of this piece of the highway network and its key role in the strategic hierarchy, the Highway Authority would design and build the off-site works. The applicant would be expected to enter into a Section 278 Agreement and the works would need to be completed prior to the store opening. It should be noted that the detailed off-site highways scheme will need to be the subject of Safety Audit approval as part of the Section 278 agreement and alterations to the scheme may be required as a result. The information submitted by the applicant demonstrates that the development will have an impact on the highway network but that this impact is not severe. The Highway Authority agrees that under the National Planning Policy Framework (Paragraph 32), the impact of the development cannot be considered severe and therefore recommends no objection subject to the imposition of planning conditions which agree the full details of highway works and improvements.

Highways England

39. No objection

Historic environment services

40. No archaeological implications

Landscape and design

41. **Impact on the surroundings and use of the site:** Long elevation to Ketts Hill will impact on the streetscape, despite the site levels resulting in the building being set low compared to the street level of Ketts Hill. The revised landscape proposals which are focused on creating a transition landscape along the northern site boundary will partly mitigate the impact of this elevation. The introduction of the

green roof will also assist in mitigating the impact of the building on Ketts Hills . It must be acknowledged that the Ketts Hill elevation and the roof will still appear very large and dominant in the setting. Additional measures could be taken to 'break up' the appearance of this elevation, for example providing some variety in the colours used for the cladding with contrasting vertical bands or use of more randomly placed variation in cladding panel colours. The fascia detail (colour, material and profile) for the roof should also be considered to make it less intrusive.

42. The inclusion of a green roof in the revised proposals is supported and is a key feature in making the development proposals more acceptable in landscape terms. The green roof will provide some variation in colour and texture and should be specified to include a range of meadow and heathland plants to maximise potential to break up the continuous mass of the roof.
43. Details of the retaining wall have been clarified and the revised proposal to terrace parts of the eastern boundary retaining wall will allow planting on the lower level. Although landscape is not shown on the Engineering drawings planting is shown to the full extent of the bank on the landscape proposals, it is supported that this area will form a planting bed which once established will conceal and soften the structure. This planting will be essential to the acceptability of the proposals to alter the bank and in reducing the negative impact of the proposed retaining structure in terms of visual amenity, therefore the proposal to plant the terraced structure should be secured by condition.
44. It is still unclear if the existing feature retaining wall which marks the extent of the conservation areas is proposed to be retained or not, it appears that part of the wall to the southeast corner could be undermined, and as highlighted in earlier comments it is important that this historic feature is protected and more positively integrated into the site. Although the proposed methodology for retaining the lower section of the wooded escarpment has been revised to reduce its visual impact, the extent of the physical impact on this feature cannot be fully understood from the details provided. Its retention is an important part of maintaining the existing landscape and historic character of the bank. Any proposals to retain the base of the wooded escarpment and enhance with planting should be detailed and undertaken using a methodology that avoid loss or damage to this feature. The facing detail of this wall will be important to the acceptability of its appearance, therefore the material, bond and detailing should be carefully considered to ensure it is appropriate to the setting. Construction methods have been amended and clarified to minimise impact on root protection areas, in particular the retaining structure to the north boundary and parts of the east, which will ensure the retention of tree groups important to the streetscape character, in particular along Ketts Hill.
45. **Planting proposals and mitigation:** The revised landscape proposals are a vast improvement, offering areas better integrated with the surrounding context, in particular to the north area fronting Ketts Hill and the eastern area which now forms a positive extension of the wooded embankment. Any formal boundary treatment should be positioned to the back/building side of the planting along Ketts Hill rather than along the edge of the footpath. This will ensure that the streetscape is softened as much as possible and will serve a practical function of protecting potential fall from the upper level to lower access path around the building. The existing poor quality and visually intrusive fence that is alongside the footpath should be removed.

46. We note that the planting within the carpark area has been amended to include non-native oaks, however, as suggested in previous discussions one of these trees (the one within the largest shrub bed on the north side of the access in road) should be an individual specimen parkland type tree, something statuesque that could be seen to offset the loss of the Walnut. We would suggest a specimen such as *Quercus palustris* rather than the fastigate Oak proposed. *Quercus robur* 'Fastigiata Koster' is acceptable for the other two trees in this location. The hard and soft landscape proposals fronting Bishop's Bridge Road streetscape are an improvement, and provide clearer access routes into the site.
47. **Future maintenance:** Details have not been provided for management, other than basic maintenance detailed on the landscape proposals drawing. Maintenance details should be provided as highlighted in earlier comments, this could be conditioned as part of any approval.
48. **General comments and recommendations:** The revised landscape proposals are an improvement on the previous proposals, with a more cohesive approach which links to existing landscape areas and takes account of the characteristics of the site and its surroundings, to mitigate the impact of the scheme. Additional measures such as consideration of cladding and roof detailing could improve the proposals further. In addition revised information on the impact the engineering works will have on trees will be required to fully understand the landscape impact of the proposals, further comments will be provided by the tree officer. A number of details still require clarification, such as type and style of boundary treatment to Ketts Hill, details of the proposed swale etc, and Landscape management proposals. These could be conditioned as part of any approval

National Grid

49. General advice regarding demolition of the existing structures on the application site.

Natural areas officer

50. Bat foraging: I feel that the application underestimates the value of the site for bat foraging. As was apparent on our site visit (7 January 2016), currently a large part of the site supports a mixture of ruderal vegetation, scrub and trees which are likely to attract a significant amount of flying insects, i.e. potential bat prey. Although many of the existing perimeter trees are proposed for retention, and they will be supplemented by new planting, the ruderal vegetation/scrub community will be lost altogether. These types of communities, although often dismissed as 'wasteland' frequently support high levels of invertebrate biomass, which may be important for bats and insectivorous birds, so the proposed loss of this area to provide car parking is a serious concern. Furthermore, this development site is adjacent to Kett's Heights, and just opposite St. James' Hill and Mousehold Heath, both of which are known to be important bat foraging sites. The River Wensum, a bat commuting corridor, is also close to the site. Eight bat species – almost half the total British list – have been recorded within approximately 500m of the site, and it is possible that even more occur but have not yet been positively identified. Taken in isolation, the proposed development site might be of only local significance for foraging bats, but it becomes more important when it is taken in the context of the wider network of foraging areas. Therefore, biodiversity mitigation measures must

take into account the need to help make good the loss of bat foraging opportunities.

51. Bat roosting: the Badger, Reptile and Bat Survey Report has identified that the buildings currently on the site have negligible potential for roosting bats. A large walnut tree is identified as having some bat roosting potential, although it was not being used by roosting bats at the time of the daytime survey (18 September 2015). Bearing in mind that this was quite late in the season when bats are active, the survey might not have identified any use of this tree by bats that might have been taking place earlier in the year (if the tree it is used at all by bats, it would most likely be as a summer, rather than as a winter roost). If removal of this tree is proposed between May and September 2016, I believe that this tree should be re-surveyed to establish that bats are not present (if the tree is removed during or after September 2016, a re-survey would be necessary anyway).
52. Reptiles: the site appears to be suitable for slow-worm, which does occur on Mousehold Heath. Although the site is separated from Mousehold Heath by a busy main road, the site adjoins Kett's Heights, which also contains suitable slow-worm habitat. This animal is elusive and it can be difficult to establish whether or not it is present on a particular site (the colony on Mousehold Heath, for example, was not known until c. 2007, despite this being an extremely well-visited site). There might well be a case for an additional reptile survey in spring or summer 2016, before any site clearance takes place.
53. **Amended proposals** The provision of a green roof under the amended proposals is welcome in principle although more details of the type of green roof to be used are needed. The provision of a green roof should be regarded as a key feature of this application. It is required to (a) maintain 'ecological connectivity' between this site, the adjacent Kett's Heights natural area and Spitalfields and St. James' Hill on the opposite side of Kett's Hill and (b), replace some of the existing habitat that would be lost as a result of the development. Various types of green roofs are available, but here it is important that the choice of design provides significant biodiversity and landscape benefits. The aim should be to provide a mixed vegetation community with a varied height and structure, rather than a more 'conventional' green roof, many of which are based around non-native *Sedum* species of limited biodiversity value. The roof could, for example, support a meadow type plant community with a range of native grasses and wildflowers, or a heathland community with a mosaic of heather, suitable grasses and open sandy areas. Either of these options would attract a wide range of invertebrate species, which would, in turn, provide food for bats and birds. Mousehold Heath, which is very close to the Lidl site, being separated only by Kett's Hill, is particularly important habitat for a wide range of bee and wasp species, some of which are locally, or even nationally, scarce. A shortage of nectar sources at particular times of the year can be a problem for some of these species. Although the road (Kett's Hill) separating the Lidl site from Mousehold might deter some insects from crossing over, it is likely that others would be able to make use of any new nectar sources on the Lidl site.
54. A green roof with a mixed vegetation community, as suggested above, would also be more acceptable from a landscape viewpoint. The roof area of the proposed Lidl store will be an extremely large and dominant feature, especially when viewed from St. James' Hill on Mousehold Heath. Although a green roof on any kind would still be preferable to a large expanse of conventional roof, a meadow or heathland

community would offer a variety of colours and textures throughout the year. From the impression of the green roof provided by the applicant, the edging detail of the green roof does appear to be rather bright and intrusive; a more neutral colour should be used for this.

55. **External lighting:** it is acknowledged that some external lighting will be required for safety reasons. However, the amount of lighting provided should be kept to the minimum necessary, and low spill, 'bat friendly' designs should be chosen to reduce the impact on bat foraging behaviour. For an urban location, the nearby Mousehold Heath offers comparatively 'dark skies', which favours nocturnal animals such as bats as well as providing good views of the night sky so efforts should be taken to maintain this quality.

Norfolk County Council – Lead Local Flood Authority

56. No specific advice given – recommend that the LPA should be satisfied that the surface water strategy complies with NPPF para 103 and Ministerial Statement HCWS161.

Norfolk Geodiversity Partnership

57. The site is potentially of geological interest. Prior to human activity this site would have consisted of chalk bedrock overlain by sandy crag, topped by glacial deposits of sand, gravel and till. It is known that the area has been tunnelled and quarried for hundreds of years by people seeking chalk, flint, sand and gravel. There is therefore potential for much geological and historical information to be gathered. We request a condition requiring mitigation measures.

Norwich Society

58. We are disappointed that this important site is to become another supermarket. It will create enormous traffic problems at this busy roundabout. It would be better if a building of some significance could occupy the site.

Tree protection officer

59. The wooded ridge: Currently the escarpment of the wooded ridge terminates in a gentle slope which extends approximately 15 metres from the existing retaining wall into the south-eastern corner of the development site. However it is difficult to determine how much of the lower slope is a natural extension of the escarpment and how much of it is made up ground.
60. Tree cover also extends from the escarpment into the site. Two groups of self-sown mainly early mature Sycamores (nine in total) extend the wooded area out towards the centre of the site and currently screen the southern half of the site from the view of residents of the Northampton Court properties. A further ten self-sown sycamores and a mature walnut occupy the eastern corner of the site and extend part way along the southern boundary. Two smaller groups of sycamore, also on the southern boundary, lead down to Bishops Bridge Road where a final early mature sycamore grows on the road frontage. This extensive tree cover provides a visually soft transition between the natural geographic feature of the escarpment and the flatter areas of the river valley.

61. The Ketts Hill frontage: Fifteen Silver birches of mixed age range grow in three clumps in a 10 metre wide grass verge that fronts onto Ketts Hill. These silver birches echo the native planting of Mousehold Heath and St James Hill which this frontage faces. Until recently this frontage also contained an Ash tree and three mature Poplars that along with the birches form part of Tree Preservation Order No 430. These four trees were felled in 2013 and were replaced by three saplings which while too small to qualify for inclusion in the developers Arboricultural Impact Assessment are still subject to the Order.

Arboricultural Impact of the development proposal:

62. Tree losses: The AIA identifies sixty two trees on the development site: 1 class 'A', 15 class 'B', 41 class 'C' and 5 unclassified trees. The construction of the proposed Lidl food-store and its associated parking will require the removal of a total of 17 trees: 1 Walnut tree – Class 'A', 8 Sycamores – Class 'B', 7 Sycamores – Class 'C', 1 Cheery Laurel – Class 'C'
63. All but one of the trees that would be lost to the development are situated in the south eastern corner of the site, growing on the lower slope of the wooded escarpment where they contribute to softening the transition of the wooded ridge to the valley floor. The sycamores are self-sown, the majority of them are multi-stemmed and while their physiological condition is good their structural condition is classified as 'moderate'. Their value is not as individual trees but in their massed effect. In terms of their stature and impact of their loss the mature category 'A2' Walnut tree in the south eastern corner and the early mature category 'B1' Sycamore on the Bishops Bridge Road frontage require particular comment:
64. The Walnut (T8): The walnut is the only category 'A' tree on the site. The physiological condition of the tree is good but the structural condition is categorised as 'moderate', the tree also has a cavity. Previous development proposals on this site have accepted the loss of this tree to housing.
65. The Sycamore (T27): This tree is a prominent feature on the Bishops Bridge Road and its loss will be detrimental to the streetscape. To mitigate for the loss of this tree the development proposes the planting of three *Quercus robur* 'Fastigiata Kosta', a narrow columnar version of the English Oak, set further back into the site. While the planting of these native species is welcome I would want to see a round canopied tree of some stature planted on the street frontage to replace this sycamore.
66. Arboricultural impact of the retaining walls : The initial proposal for single tier concrete retaining walls with toe and heel anchors was unacceptable where situated adjacent to existing trees because of the impact of the excavations on the tree root protection areas. It was also unacceptable because of the visual impact of such a monolithic structure on the natural character of the base of the wooded escarpment.
67. The revised proposals are to step the retaining wall at the base of the wooded escarpment by constructing an initial wall of 2.15 metres high which will retain a 2.0 metre wide planting bed, which narrows down to 1.8 metres wide in the south eastern corner. This bed is then backed by a further wall taking the full height of the retaining structure to 4.4 metres. This retaining wall has been designed to accommodate new tree and woodland edge shrub planting within the stepped bed

that once established will conceal the second tier of the structure. Because of the west facing aspect of the site trailing plants can also be established and encouraged to trail down the initial tier of the structure and further soften its impact.

68. Construction methods have also been amended so as to minimise impact on the tree root protection areas. In the eastern corner at the foot of the escarpment a silent vibration/push sheet piling technique will be used to install the piles which will then be secured with 16m long ground anchors inserted into 75mm diameter bored holes. Disturbance of tree roots from the installation of the anchors is designed to be minimal. The anchors will be placed between the retained trees and will be inserted at a depth of 1.1metres, this depth increases to 2.5metres deep within 2.0 metres from the wall as the ground rises up the slope. If an obstruction such as a large root is encountered then the anchor will be withdrawn and relocated.
69. In the south-eastern corner where the retaining wall turns to run along the southern boundary the construction method changes back to a traditional toe and heel construction. But this is outside the root protection area of the retained trees on this bank.
70. The construction of the northern retaining wall that runs parallel to Ketts Hill and sits behind the Birch trees on this frontage has also been amended to the more acceptable silent vibration/push sheet piling technique. The full height of this retaining wall is 3.0 metres and therefore ground anchors are not required. The ground along the Ketts Hill frontage levels out towards the north-west corner where a lower 1 metre high retaining wall of traditional heel and toe construction is proposed. This would significantly intrude into the root protection areas of the corner group of three Silver Birches. An alternative construction method using an angled precast paving slab has also been proposed. This would be less intrusive so I am confident that a viable solution can be found that does not impinge on this group of trees.

Tree planting proposals:

71. To mitigate for the loss of seventeen mature trees the current landscape proposal include for the planting of twenty three new semi-mature and standard trees: 8 No *Acer campestre* –native field maple – heavy standard, 6 No *Betula pendula* – native birch – extra heavy standards, 6 No *Carpinus betulus* – native hornbeam – heavy standard, 3 No *Quercus robur* ‘Fastigiata Kosta’- a columnar form of our native oak – semi mature specimen. There is also a significant number of understorey and woodland edge species such as blackthorn, bird cherry, field maple, hawthorn, hazel and wayfaring tree that will be planted as small stock (60 – 80 cms), a number of which may well develop into individual trees.

The site proposals also include for extending this native woodland edge planting to the front of the Northampton Court flats and along the Ketts Hill frontage. The initial loss of the two groups of Sycamores that extend out towards the centre of the site will open up the Northampton Court properties to a view of the proposed carpark. Careful positioning of some of the replacement trees and the use of some larger shrubs will partially re-establish this screen once the planting has become established.

72. Future management - A tree management plan for the site will be required to ensure the long-term maintenance of the trees. The plan should also address any

safety issues regarding the retained trees which overhang the car-parking areas and a phased re-planting of the upper slope to promote its long-term stability.

73. Conclusion: While the initial impact of this scheme will be harsh, the medium and long term benefits are significant. The loss of a 17 trees (15 of which are self-sown sycamore) is amply mitigated by the new planting proposals which are a positive step towards the regeneration of the existing wooded ridge and an enhancement of the connectivity of the planting through to Mousehold Heath.

Assessment of planning considerations

Relevant development plan policies

74. 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
 - JCS4 Housing delivery
 - JCS5 The economy
 - JCS6 Access and transportation
 - JCS9 Strategy for growth in the Norwich policy area
 - JCS11 Norwich city centre
 - JCS19 The hierarchy of centres
75. 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
 - DM4 Providing for renewable and low carbon energy
 - DM5 Planning effectively for flood resilience
 - DM6 Protecting and enhancing the natural environment
 - DM7 Trees and development
 - DM9 Safeguarding Norwich's heritage
 - DM10 Supporting the delivery of communications infrastructure
 - DM11 Protecting against environmental hazards
 - DM15 Safeguarding the city's housing stock
 - DM18 Promoting and supporting centres
 - DM20 Protecting and supporting city centre shopping
 - DM21 Protecting and supporting district and local centres
 - DM28 Encouraging sustainable travel
 - DM29 Managing car parking demand in the city centre
 - DM30 Access and highway safety
 - DM31 Car parking and servicing
76. Norwich Site Allocations Plan and Site Specific Policies Local Plan adopted December 2014 (SA Plan)
- R14 Land at Ketts Hill and Bishop Bridge Road
 - R15 Land east of Bishop Bridge Road

Other material considerations

77. Relevant sections of the National Planning Policy Framework March 2012 (NPPF):
- NPPF0 Achieving sustainable development
 - NPPF1 Building a strong, competitive economy
 - NPPF2 Ensuring the vitality of town centres
 - NPPF3 Supporting a prosperous rural economy
 - NPPF4 Promoting sustainable transport
 - NPPF5 Supporting high quality communications infrastructure
 - NPPF6 Delivering a wide choice of high quality homes
 - NPPF7 Requiring good design
 - NPPF8 Promoting healthy communities
 - NPPF9 Protecting Green Belt land
 - NPPF10 Meeting the challenge of climate change, flooding and coastal change
 - NPPF11 Conserving and enhancing the natural environment
 - NPPF12 Conserving and enhancing the historic environment
 - NPPF13 Facilitating the sustainable use of minerals
78. Supplementary Planning Documents (SPD)
79. Main town centre uses and retail frontages SPD adopted December 2014

Case Assessment

80. 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

81. Residential - Key policies and NPPF paragraphs – JCS 4, 11 DM12, SA R14 & R15 NPPF paragraphs 17, 47 -50
82. Retail – key policies and NPPF paragraphs - JCS11, 19, DM 18, NPPF 17, 23-27
83. The application raises two questions in relation to the principle of development:
- a) the application proposes an alternative form of development to that for which the land is allocated - retail development is proposed on land allocated for future housing .
 - b) The application proposes retail development, identified by the NPPF as a main town centre use, in an out of centre location.

Loss of housing land

84. In relation to the first matter of principle. The land is allocated for residential purposes in the adopted SA Plan and subject to site specific policies R14 and R15. Policy DM15 seeks to safeguard housing land, including land allocated for future housing, and states that the loss of such land is only acceptable if the proposal results in i) 'exceptional' benefits to sustainability or ii) where there are overriding conservation or regeneration benefits which cannot be delivered in any other way or iii) there is an overriding community gain through the provision or enhancement of essential community facilities. This restrictive policy reflects the significant priority afforded to the retention of housing and the delivery of new housing to meet objectively assessed needs in the Norwich policy area set out in the JCS and adopted local plan. The two Bishop Bridge sites (R14 and R15) along with other sites identified in the SA Plan have been allocated in order to deliver around 3000 new dwellings in the city over the plan period, 2008 - 2026. These figures are minimum figures which the Council must through its Local Plan seek to exceed. The release of any of these sites without yielding any new homes would compromise the Council's position in trying to meet this target.
85. Under policy R15, the car sales site is allocated for in the region of 30 dwellings. The Box and Barrel site, along with National Grid land to the south, forms a larger allocation allocated under R14 for in the region of 50 dwellings. Planning permission has previously been granted for residential development of the Box and Barrel site, ref: 06/00166/F for 24 dwellings and 08/00935/O for 19 dwellings. On this basis the application site as a whole has the capacity for in the region of 49 - 54 dwellings (30+19/24), which subject to viability could include an affordable housing component (16-18 dwellings at policy compliant levels). Both sites (R14 and R15) are projected to deliver towards the end of the plan period, 2021-2026. In relation to R14, this reflects the predicted timescale for the formal revocation of the HSE Hazardous Substances Consent surrounding the gas holder on adjacent land, owned by National Grid.
86. In response to the policy requirement of DM 15 the Planning and Retail Statement submitted with the planning application cites a number of benefits associated with the development. These include:
- Benefits to consumer choice - evidence that existing discount provision on the eastern side of Norwich is substantially overtrading - indicating a 'need' for new retail development.
 - High quality development - on a prominent corner site of the ring road
 - Creation of new jobs - the proposed food store will deliver circa 40FTE jobs.
87. A key consideration is whether these benefits or any other benefits associated with the proposal meet any one of the requirements (i)-iii)) set out in DM15 (and para. 32 above) and justify the loss of allocated residential land. Given the nature of the proposal and the site, it is considered that neither ii) or iii) apply. In relation to i) and achieving exceptional sustainability benefits, DM15 refers to DM1 and the core objectives of achieving and delivering sustainable development. These include the enhancement and extension of opportunities for employment; the protection and enhancement of the physical, environmental and heritage assets of the city; combating climate change and minimising the need to travel. In assessing the

proposed food store development, the extent to which the development delivers exceptional sustainable benefits is a key policy requirement and this is considered in subsequent sections of this report. In the event of it being concluded that the development does not comply with the DM15, approval of the application would represent a departure. In such cases there would need to be material considerations sufficient to outweigh the presumption of determining the application in accordance with the adopted development plan.

88. In considering the benefits cited by the applicant and the sustainable benefits of the scheme, account should also be taken of the potential timescale for delivery of housing on this site, in particular the Box and Barrel site. It should be noted that the Box and Barrel has now been vacant for a substantial number of years and residential development has not come forward despite the land being identified for housing since 1995 and planning permissions being granted in 2006 and 2008. The 2008 consent includes a Grampian planning condition preventing development of the site until the Hazardous Substance Consent on the adjacent gas holder site has been revoked. Norwich City Council have the powers to revoke Hazard Substance Consent but National Grid have indicated that they require it to remain in place until the demolition of the gas holder facility is formally scheduled to take place. They have indicated that this is likely to be during the period 2021 – 2026. Until this time this acts as a constraint on certain types of development occurring on the adjacent site, including residential.

Proposed food store - out of centre location

89. The proposal consists of a food store (use class A1) with a net sales area of 1424sqm. The NPPF defines retail development of this scale as a 'main town centre use'. JCS 19 and DM18 consistent with the NPPF, directs such development to town centre locations in order to positively support the vitality and competitiveness of such locations. JCS 19 identifies the retail hierarchy for the Norwich Policy area and the locations suitable for new main town centre uses. This hierarchy includes Norwich city centre at the top level, followed by large district centres (Riverside & Anglia Square), followed by district centre (10 in all) and local centres (30 in all). Appendix 4 of the DM plan states, *'it is important to ensure that development for main town centre uses will result in a pattern of services and facilities which is located sustainably and accessibly to the local population, particularly by being readily accessible by means of transport other than the car'*. To do this it is stated that development should be both sequentially suitable (i.e. sited in the right places at the most appropriate level of the hierarchy) and provided at a scale appropriate to the centre in which they would be located and the catchment they would serve. Appendix 4 of the Local plan specifies for each level of the hierarchy the maximum indicative floorspace in individual units considered acceptable for main town centre uses: local centres (500sqm gross internal area), district centres (1000sqm) , large district centres – no specific threshold.
90. With reference to Appendix 4 of the DM Plan the scale of floorspace proposed on the application site (2443sqm) is compatible with the form and character of a large district centre - exceeding the indicative thresholds for both district and local centres. The application site does not lie within a designated centre. It should be noted that the group of 6 shops on the western side of Bishop Bridge Road is identified in the DM Plan as a 'local centre' within the defined retail hierarchy. In terms of the NPPF (para.) the site is therefore 'edge of centre' although the size and

function of the proposed retail store is inconsistent with the position of the Bishop Bridge Road centre within the identified retail hierarchy.

91. Where retail development of this scale is proposed outside a defined centre, DM 18 consistent with para. 24 of the NPPF requires two key tests to be applied to the retail development, the sequential and impact test and for it to be demonstrated that the proposal would not conflict with the overall sustainable development criteria set out in policy DM1 of the DM plan.
92. The sequential test seeks to guide main town centre uses towards town centre locations first, then, if no town centre locations are available, to edge of centre locations, and, if neither town centre locations nor edge of centre locations are available, to out of town centre locations, with preference for accessible sites which are well connected to the town centre. The NPPG indicates that use of the sequential test should recognise that certain main town centre uses have particular 'market and locational requirements' which mean that they may only be accommodated in specific locations. However, it is indicated that robust justification must be provided where this is the case, and land ownership does not provide such a justification.
93. A Planning and Retail statement has been submitted by the applicant in support of the application. The assessment includes an assessment as to whether there is a sequentially preferable site for the proposed development. The statement sets out market and locational requirements of the proposed development and how this has guided the range of alternative sites considered/assessed. The Planning and Retail statement in particular highlights and describes in some detail the Lidl business model and how the success of this is dependent on a particular format of store - ie size of site, amount of floorspace and availability of adjacent surface level parking. They point to a number of appeals where inspectors have accepted this business model as material to assessing the suitability of alternative sites. Lidl's current expressed minimum requirements are for sites of 0.8 hectares in area, a building of a net floorspace of 1424sqm and approximately 120 car parking spaces. Furthermore it is stated that given existing stores on Drayton Road and Aylsham Road, the catchment of the proposed store will be formed from parts of Norwich to the east of the city centre and part of the city centre itself.
94. It should be noted that in describing the business model there is reference in the Planning and Retail Statement to Lidl as a 'deep discount' operator - and that it is distinguished from other large food retailers by stocking a much more limited product range (on average 1,600 lines compared to 10,000) and products being sold at very competitive prices. It is suggested that this restricts overlap with other large food retailers, this subsequently limits impact and that on the basis that, 'like completes with like', impact is more likely on comparable discount operators. Although there may be some basis to these assertions it is not accepted that this business model in any way undermines the suitability of such stores to locations within identified retail centres. The stores are designed to meet weekly needs for food and convenience goods and indeed such stores successfully anchor a number of district centres in the city e.g. at Plumstead Road, Sprowston Road, Drayton Road. It is also apparent that in recent years limited assortment discount stores (e.g. Lidl, Aldi) have widened their appeal and have increased their market share at the expense of the top 4 food retailers. This is evidence of 'overlap' between all the large food retailers. On this basis it is considered necessary to apply the sequential and impact tests in full.

Sequential test

95. The applicant has assessed sequentially preferable sites in Norwich city centre, within the large district centre of Anglia Square and centres to the east of Norwich - Plumstead Road District centre and local centres at Bishop Bridge Road and Witard Road. On the basis of site requirements Plumstead Road and local centres at Bishop Bridge Road and Witard Road are all discounted in the assessment given the lack of suitable sites within these centres.
96. In terms of the city centre, their assessment identified no suitable vacant site which would satisfy the requirements of the Lidl Business model. In addition the assessment refers to an increase in the amount of convenience floorspace that has already taken place in recent years in the city centre primary retail area with a number of small scale supermarkets and convenience stores opening in the City Centre since 2007.
97. As referred to in para. 38 the scale of floorspace proposed (2443sqm) is compatible with the form and character of a large district centre. JCS 11 and 19 identify Anglia Square as a large district centre and a location for comprehensive mixed development including residential, commercial and retail uses. The distinct centre was included in the Northern City Centre Area Action Plan (NCCAAP) and policy AS2 identified the location as suitable for a new foodstore (food store up to 3600sqm was specified). This allocation was based on the findings of a Retail and Town Centres Study commissioned by the council in 2007 which identified some capacity for additional retail development and Anglia square a suitable location to serve the size of the catchment area to the north. Planning permission for a retail led redevelopment of Anglia Square was subsequently approved in 2013 (ref: 11/00160/F), including permission for a food store with a net sales area of 4792sqm. The plan period of the NCCAAP ended on the 31 March 2016 and as such policy AS2 no longer applies. In addition the findings of the 2007 Retail Study can no longer be considered up to date. However, this large district centre remains a sequentially preferable and suitable location for retail development. With the exception of Iceland and limited convenience lines available at QD and Roys, Anglia Square has no large food store and a supermarket of the type and scale proposed would positively extend this choice.
98. The applicant has assessed Anglia Square and concluded that the location is not suitable to accommodate the proposed floorspace nor available within the time period they require. Their conclusion regarding suitability has had regard to the policy of the NCCAP to seek a large food store capable of acting as an anchor and the minimum amount of convenience floorspace required by condition 6 of planning permission 11/00160/F. Their assessment indicates that the proposed food store does not have a critical mass to act as an anchor food store to underpin the viability of the wider redevelopment at Anglia Square.
99. However as referred to in para. 43 since the application was first submitted the plan period of the NCCAP has ended (31 March 2016). In addition it has been reported that the new owners of Anglia Square have indicated that the approved scheme is 'unlikely to proceed' and the council is now aware that the owners are in the process of considering alternative development options for the centre. On this basis the applicant was asked to enter into a positive dialogue with the site owners with a view to identifying a location for the proposed food store. These discussions have taken place but unfortunately have not had a positive outcome.

100. Although this is regrettable it is accepted that at this time it is unclear what precise form and mix of development is likely to be viable and necessary to facilitate the comprehensive redevelopment of Anglia Square as a whole. In order for the council to resist the principle of retail development on the Bishop Bridge Road site on the basis that there is a sequentially preferable site, it would need to demonstrate that the alternative site can accommodate the proposal and that the site is available. The NPPG states that in making this assessment account should be taken of the scope for flexibility in the format and or scale of the proposal but case law has established that the does not allow for the specific requirements of the proposed development to be disregarded and for a proposal to be altered or reduced to fit an alternative site. The Planning and Retail Statement indicates although there can be some degree of flexibility over the precise size of a site and food store, the Lidl business model is not able to function without a minimum net floor area of 1,063sqm and an adjacent surface level car park. Until the broad development approach for the Anglia Centre has been reviewed it remains unproven that the location could accommodate the development currently proposed for the Bishop Bridge Road site. On this basis the council cannot demonstrate that this location is available and suitable for the development proposed at the Bishop Bridge Road site. Furthermore it should be noted that the applicant already operates stores on Drayton Road and Aylsham Road and is seeking a site to the east of Norwich rather than a location already served by these existing stores. It is therefore unclear whether the applicant would consider an additional store at Anglia Square to be viable given the overlap in catchments.
101. In terms of whether the site is available, case law has established that this is a planning judgement for the decision maker. However in the context of para. 46 and the period of time that it may take for the new site owners to consider development options, it is considered that the site is not currently available although it is likely to become so in the near future. However, the timescale will be determined by the current owners and is unlikely to align with the development programme proposed by the applicant of the food store at Bishop Bridge road. It also should be noted that the applicant has indicated a target store opening date of 2017.

Impact Test

102. In terms of the Impact Test, DM18 requires this to be applied where the scale of development outside of a defined centre would exceed 1000sqm gross internal area. It should be noted that this lower threshold for assessment (NPPF threshold >2500sqm) reflects particular local circumstances in Norwich, where district and local centres and anchor food stores are typically smaller than average. Given these characteristics they are considered more sensitive to the impact of development which diverts trade to out of centre locations. The purpose of the test is to ensure that over time the impact of proposed development on the vitality and viability of existing town centres/centres is not significantly adverse. The applicant's Planning and Retail report includes an assessment of the current health of relevant centres; assessment of the trading performance of existing stores; the pattern and extent of trade draw associated with the development and an assessment of whether this will harm the vitality and viability of existing centres in the catchment area. The assessment has included a household telephone survey to understand consumer shopping trends within and around the primary catchment area.
103. In relation to the health of existing centres reference is made to Norwich city council publications: Retail and leisure topic paper April 2013 and the Norwich city centre

shopping floorspace monitoring report 2014. On the basis of this evidence they suggest that the city centre includes a very strong comparison offer; a convenience offer which has improved over recent years and has a vacancy rate below national averages. They indicate that given the characteristics of the Lidl business model there will be limited overlap with existing convenience retailers in the city centre and as such they predict a negligible potential for Lidl's proposals to have an adverse impact on city centre vitality and viability.

104. Notwithstanding this conclusion the assessment predicts that 25% of Lidl's predicted turnover will be derived / diverted from existing convenience stores in the city centre, predominantly from Morrisons at Riverside large district centre. Taking account of the trading levels of this store they predict an impact of 1.6% although when account is taken of other food retail planning permissions in the city (in particular new food stores on Hall Road and Aylsham Road) the cumulative impact on Morrisons increases to 12.3%. However, it is concluded in the Retail Statement that as Morrisons at Riverside continues to trade well above benchmark levels that there will be no overall significant adverse impact on performance on this in-centre store.
105. Plumstead Road is the closest district centre to the application site - approximately 1.2km to the east. This centre includes both a large number and wide variety of shops, larger convenience stores (Aldi food store, Tesco Express and Coop), independent retailers plus chemist, dental surgery and bank. The applicant's site visit to this centre recorded high footfall, a low level of vacancy and the survey they undertook indicated that the centre as a whole trades very well and the anchor store significantly above benchmark levels. The Assessment predicts that around 35% of Lidl's turnover will be derived/diverted from this centre (25% from Aldi and 10% from the remainder of the centre). The submitted Planning and Retail statement indicates that taking into account the existing turnover of the main food store the cumulative impact is estimated at 7.8% and that on that basis they indicate that the store will continue to trade above benchmark levels. The cumulative impact on other convenience floorspace at this centre is estimated to be 5.6%. At these impact levels the statement concludes there will be no harm to the vitality and viability of the Plumstead Road District Centre.
106. The findings of the Planning and Retail Assessment have been critically reviewed in the context of the para. 26 and 27 of the NPPF and supporting guidance. In terms of the sequential test it is accepted that there are no suitable sites within the city centre (primary and secondary shopping areas) to accommodate the proposal. The large district centre of Anglia Square is a location in need of investment, suitable for new retail development and a centre lacking a large food store. However, it is also a location where the planning objective is comprehensive redevelopment of the whole site including the surface level parking areas and vacant buildings. The absence of an agreed development strategy for the wider site (which identifies a viable mix, form and scale of development) limits the council's ability to strongly argue that the site is available and capable of accommodating the current proposal. In relation to Anglia Square, consideration has been given as to whether the proposal would impact on future retail investment in Anglia Square. This is considered unlikely given the northern city centre remains an area of change and growth and once a development strategy is agreed, a location likely to be viable and suitable for retail investment.

107. In terms of impact, the findings of the retail assessment have been considered and account has been taken of the representation submitted on behalf of Aldi Stores Ltd (referred to in para. 15 of this report). This representation was received just prior to the report deadline for the May Planning Applications Committee. Significantly in relation to the assessment of impact, the representation highlighted: that Lidl sales densities used in the assessment were no longer up to date; that account had not been taken of recent retail permissions within the city and that impact on the Sprowston Road District centre had not been fully appraised. The applicant was asked and has provided a response to these matters. In a letter dated 29th April the applicant's Planning and Retail agent acknowledge that sales densities figures provided in both Mintel's Retail Rankings and Experian's Retail Planner Briefing Note have been updated. They have applied the updated sales density and indicate that when converted and projected forward, gives an estimated convenience turnover figure of £5.4 million, compared to £4.4 million estimated in their statement. They note that the representation submitted by Aldi does not dispute the broad methodology used to assess impact including; the results of the household survey; survey – derived turnovers and assumption over the proportions of the proposed Lidl store's turnover to be drawn from different stores in the catchment area. It is indicated in the letter that when the additional £1million turnover is proportioned across the different stores, the forecast impacts on existing stores, including Aldi Stores on Sprowston Road and Plumstead Road does not change significantly. It is forecast that the two latter stores will continue to trade above benchmark levels.
108. In addition the applicant has responded to comments made in relation to cumulative impact and the effect of the recent Aldi Store permission on Hall Road. The Planning Statement submitted in support of this previous permission indicated that the store would serve a catchment concentrated around the south of Norwich. As such the applicant's planning and retail agent has indicated that given the limited overlap of catchment areas (parts of city centre), there would be no material increase in the cumulative impact on stores within the Lidl store study area.
109. The retail assessment and letter dated 29th April have been reviewed and it is considered that they provide sufficient information to consider the retail impact of the proposal. Plumstead Road District centre is considered to be the most sensitive to the impact of this development which will divert trade away from this designated centre. Indeed it is predicted that 35% of the proposed food store's turnover will be derived from expenditure diverted from this closest district centre. The representation submitted on behalf of Aldi indicates that this would have a 13% impact, a figure higher than the 8% (approx.) figure predicted by the applicant's retail assessment. The NPPF (para 27) states that where an application is likely to have a significant adverse impact on town centre vitality and viability it should be refused. The NPPG advises a '*judgement as to whether the likely adverse impacts are significant can only be reached in light of local circumstances. For example in areas where there are high levels of vacancy and limited retailer demand, even very modest trade diversion from a new development may lead to a significant adverse impact.*' The assessment undertaken by the applicant indicates that the health of Plumstead district centre is good with high levels of footfall, low levels of vacancy and trading levels well above benchmark levels. In these circumstances although the impact will be unfavourable, evidence suggests that there will not be a significant impact post operation of the new store, it will not result in existing stores

within the catchment area trading below benchmark levels and as such no existing centre will be significantly and adversely affected.

110. Para 24 of the NPPF states that 'when considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre.' The site is centrally located and accessible. Although not on the edge of a district centre the site is adjacent to the Bishop Bridge road local centre which may benefit from shoppers being drawn to this location and the customer car park.

Main issue 2: Transportation impact

111. Key policies and NPPF paragraphs – JCS6, DM28, DM30, DM31, DM32 NPPF paragraphs 17 and 32, 39.
112. The site immediately adjoins a 4- arm roundabout forming the junction of Bishop Bridge Road/Ketts Hill/Gurney Road/Barrack Street. Bishop Bridge Road and Barrack Street form part of the inner ring road serving Norwich city centre (strategic highway network). Ketts Hill (B1140) is a main radial route into the city centre. Both Ketts Hill and Gurney Road connect with the outer ring road, the A1042. Traffic levels on all routes are high and at peak times congestion and queuing occurs at the approach to the roundabout in question. These traffic conditions are referred to in the majority of letters of representations that cite highways as a grounds for objection to a food store on this site
113. A single point of vehicular access on Bishop Bridge Road is proposed to serve the food store. The access point is located to the south of the site frontage in a position where a road junction was formed in around 2007 to serve residential development approved by virtue of planning permission ref: 06/00166/F. The junction would allow access to the 120 space customer car park and the food store delivery bay. It is proposed that the junction would be substantially reconfigured to restrict entry into the site solely to traffic approaching from the Ketts Hill roundabout and turning left into the site. The junction would allow traffic leaving the site to turn left or right onto Bishop Bridge Road. Further works within the highway are proposed, including new pedestrian crossing on Ketts Hill; revised pedestrian crossing on Bishop Bridge Road and a 3m footway/cycleway across the road frontages of the site.
114. The application has been accompanied by a Transport Statement which assesses the transport impacts of the development. This includes an assessment of existing traffic levels, takes account of predicted changes in peak flows on the adjacent roads up to the year 2020, predicts the number and pattern of vehicular movements associated with the development and assesses the resulting traffic and highway implications. The Transport Assessment concludes that the proposed access arrangements have sufficient capacity and that it will operate with considerable reserve capacity at the Saturday peak period.
115. The transport impact of this development has been considered in detail by the Highway Authority and additional traffic surveys and modelling have been undertaken at their request. In general terms and in order to minimise the impact of new development on the functioning of the strategic road network, it is preferable to avoid or at least minimise generating traffic movements which may cause traffic flow to be interrupted. Right turns can cause flow to be slowed or stopped if traffic flows are high and vehicles have to stop in the carriageway to wait for a gap in

oncoming traffic before turning. As originally submitted the proposed junction arrangement allowed for all traffic movements - including traffic to turn right into the site from Bishop Bridge Road. Such arrangements would worsen conditions on the inner ring road for a number of reasons including resulting in queuing and traffic flow being impeded.

116. The Highway Authority advised at an early stage that in terms of minimising disruption to traffic flows on adjacent roads, the optimal access arrangement for this site would be two points of access - left in only from Bishop Bridge road and left out on to Ketts Hill. Determination of this application has been delayed to allow the applicant the opportunity to undertake further highways investigations and consider the views of the Highway Authority. The applicant has consequently considered the two points of access option and a further option of a single access onto Ketts Hill. The former option was discounted because of the land take associated with a through route and the constraint it imposed on the space available to accommodate the proposed new format food store. It should also be noted that this option would require the removal of trees on the Ketts Hill frontage covered by a TPO. In terms of the option of relocating the access entirely onto Ketts Hill, in order for the new format store to be accommodated the revised siting would introduce retail floorspace (used by the public) into the inner zone of the hazardous installation consultation zone. Such a siting would result in an objection from the HSE on safety grounds. The revised plans that reduce the size of the car park and introduce measures to remove the right in manoeuvre have therefore been submitted following that wider re-assessment.
117. The Highways Authority does not raise an objection to the amended access arrangements on highways grounds. In assessing the highway impact of new development para 32 of the NPPF is a significant material consideration. This requires traffic movements generated by new development to be assessed and for planning decisions to take account of whether; opportunities for sustainable transport modes have been taken up; safe and suitable access to the site can be achieved for all people; and whether improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. It is stated that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
118. The Highway Authority has advised that the Ketts Hill roundabout does experience congestion in the morning and evening peak periods and this is acknowledged by the applicant within the documentation submitted. However, discount retail food stores generally generate little traffic in the normal peak periods. Peak periods tend to be on a Friday evening and on a Saturday lunchtime. The Friday peak traffic is predominantly pass-by traffic so there is minimal additional traffic on the highway. The main peak period for such stores is generally on a Saturday when the adjacent highway network, whilst still busy, is not at its peak in terms of traffic flow. Information submitted by the applicant suggests that the Ketts Hill roundabout has available capacity on a Friday evening and a Saturday peak to accommodate the additional traffic from the store. Furthermore they have stated that the proposed store would be located close to existing residential areas and with the appropriate off-site works (see below) would encourage walking and cycling to the store by local residents. There are a number of cycle links in the vicinity of the store and some of the off-site works seek to enhance future connectivity to such links. Whilst the Highway Authority would still prefer to see a left in off Bishop Bridge Road and a left

out onto Ketts Hill, they have had regard to the impact this may have on site layout. Although the proposed access is not considered ideal, the Highway Authority has indicated that it will operate satisfactorily and that in the context of the NPPF (Paragraph 32), the impact of the development cannot be considered severe.

119. In providing this advice the Highway Authority has had regard to the letter of representation referred to in para. 15 of this report and indicated that they remain satisfied with the highway assessment and proposals are based on appropriate analysis and evidence.
120. In terms of car parking levels the amended plans indicate a total of 120 car parking spaces including provision for disabled parking and an electric car charging point. This provision is at a level that complies with parking standards. Cycle parking is indicated in close proximity to the store entrance and the local highway authority has confirmed that this along with general parking levels is acceptable.

Main issue 3: Design and historic environment

121. Key policies and NPPF paragraphs – JCS2, DM3, DM7, NPPF paragraphs 9, 17, 56 and 60-66.
122. The site is positioned immediately between two conservation areas; the City Centre and Thorpe Hamlet (which it is partly within) Conservation Areas. It is located on the corner of a roundabout with strategic road routes immediately to the north (Ketts Hill) and west (Bishop Bridge Road), from which the site is highly visible. The site is close to other designated heritage assets at 25-27 and 29 Ketts Hill (locally listed buildings), the Castle Public House (listed grade II) and Ketts Heights a Historic Park and Garden (locally identified HA).
123. Policy DM3 requires development to respect, enhance and respond to the character and local distinctiveness of the surroundings. Accordingly development should be designed having regard to the context, with appropriate attention to height, scale, massing, layout and appearance. Given the location of the site immediately adjacent to designated conservation areas, design considerations are extended and strengthened, as DM9 requires development to protect and enhance the historic environment.
124. In terms of local character and distinctiveness there are a number of design considerations in relation to the site and its surroundings:
 - One of the key features within the Thorpe Hamlet Conservation Area is the wooded ridge which extends into the application site. This feature forms an important backdrop to the city (visible from a wide area) and is a very significant part of the character of the conservation area. The significance of this natural feature is detailed in the Thorpe Hamlet Conservation Area appraisal (March 2007) where it states that the wooded escarpment is 'of strategic importance to the city as a whole, not just the Conservation Area'.
 - The site is almost adjacent to the Cathedral Close character area of the City Centre Conservation Area which is designated as being of Very High Significance. It is adjacent to an attractive area, reached by the pedestrian Bishop Bridge (scheduled ancient monument) and close to the Cow Tower (also scheduled) which is reached via the Riverside Walk.

- The site is visible from St James Hill - a location from which there are long distance views across the city. DM3 identifies this location as one of a number of key vantage points where views of cityscape and significant historic buildings can be gained. The site is in the foreground of this panoramic view across the city, with views across the application site to the Thorpe wooded ridge and the Cathedral Close character area of the city centre conservation area.
 - The immediate locality is characterised by a range of small scale buildings constructed from traditional materials and with a variety of roof forms. Buildings tend to positively address road frontages.
125. The proposed building is functional in design and has a regular, uniform built form and appearance. The building has a mono pitched sloping roof incorporating offices and staff facilities within a mezzanine level. It should be noted that the layout and format of the retail unit has been determined by Lidl's current business model. The Design and Access Statement refers to this business model and its reliance on standard sales area template and store configuration which allow for operational efficiency. The rear elevation of the food store faces the Ketts Hill road frontage, aligned behind the existing landscaped area which defines the boundary of the site. Changes in site level are proposed which will result in the eastern half of the site being lowered - by around 2.5m. Therefore from Ketts Hill, portions of the facing wall would be partially obscured by the existing landscape feature and trees, the mono-pitch roof being the dominant feature. The front elevation of the store and principal glazed active elevation faces west on to Bishop Bridge Road. The remainder of the site consists of a surface car park and landscaping. Views from Bishop Bridge would be of the store, the wide road junction providing access into the site and of the customer car park.
126. The levelling of the site to accommodate the building and the car park includes the removal of a large number of trees and shrubs from the western sector of the Box and Barrel site and the construction of a retaining wall along the entire eastern boundary of the site and eastern sections of the northern and southern boundaries. Trees along the boundaries of the site are retained and the landscape plan focuses on these boundaries along with the Bishop Bridge Road frontage.
127. The design of the store has been revised during the course of the application. However, with reference to the design considerations set out on paragraph 126 the application as first submitted raised a number of significant concerns:
- the scale, massing and uniform proportions result in a building with a monolithic appearance. The built form contrasts with the form and character of other buildings in the locality and in the adjacent conservation area. The proportions of the building and the aluminium standing seam roof in particular would have been highly visible from Ketts Hill and from St James Hill and stood out as an incompatible and incongruous form of development.
 - the length, alignment and height of the proposed engineered retaining wall structure result in the loss of trees and a significant change in the appearance of the wooded ridge. As first submitted the retaining structure extended up to 10m in height, had a stark appearance and would have significantly reduced the wooded appearance of the Thorpe Ridge, a significant feature of the Thorpe

Hamlet Conservation Area. The feature would have been highly visible and act as a harsh transition between the conservation area and the surroundings.

- The site is visible in the foreground in views from St James Hill. The loss of existing trees and shrubs from the site will be evident from this location. The proposed building and retaining structure will be visually prominent and as originally proposed would have detracted from views across the site of both the Thorpe Hamlet Conservation area ; the Cathedral character area of the City Centre Conservation Area and long distance views of the city in general.
- Given orientation and configuration the building fails to positively address the Ketts Hill Road frontage.

128. These concerns were raised with the applicant at an early stage. It should also be noted that these concerns were accompanied by comments in relation to the loss of trees and shrubs from parts of the Box and Barrel and the visual and biodiversity impacts of this loss. These comments were accompanied by a number of officer recommendations regarding changes that could be made to the scheme to mitigate the impact of the development on the character and appearance of the surrounding area, the setting and appearance of the conservation area/s and on bio-diversity. These recommendations were also made in the context of the applicant clearly stating that they are 'unable to be flexible in terms of minimum floorspace, the principles of the layout and the format of the retail itself' (para 2.14 Planning and Retail Statement).
129. The most significant change subsequently made to the design of the food store is the replacement of the aluminium standing seam roof with a bio-diverse green roof system. This has had a significant impact on the appearance of the development from Ketts Hill and St James Hill. The revised landscape strategy indicates a scheme of tree and native shrub planting aimed at extending the existing woodland habitat on the adjacent escarpment along the eastern and northern boundaries of the site. This planting has the scope to create a strong landscape framework against which the bio-diverse roof would be viewed. When viewed from St James Hill the whole of the green roof will be visible and this along with the proposed landscaping will allow for positive views across the site to the adjacent conservation areas and for the roof to contribute to the mosaic of green spaces that are currently visible from this view point.
130. From Ketts Hill the expanse and angular proportions of the roof will remain apparent. Indeed the view of the building from Ketts Hill will not be typical of views gained elsewhere in the city and the green roof feature will be conspicuous for this reason. The appearance of the roof will remain uniform and the roof frame and wall cladding will continue to highlight the highly regular form and expanse of the structure. However, the use of a dark coloured roof frame and cladding material could assist in reducing this impact and when viewed in the context of additional tree and shrub planting along this boundary, the overall visual impression will be a 'green' frontage. In urban design terms the preference would be the creation of an active street frontage along this boundary, consisting of a more varied and articulated built form. The proposal does not achieve this but as an alternative uses landscaping and green roof technology to mitigate the visual impact of the food store building. This landscape-led approach delivers significant sustainability benefits in terms of creating a biodiversity-rich habitat and managing surface water

runoff at source. In addition the development would act as a very visible example of major development within the city incorporating green roof technology. These benefits need to be balanced against the discordance form of the building and the failure to create activity along this site frontage.

131. The Design and Conservation Officer has considered the impact of development across the Ketts Hill frontage on listed and locally listed building opposite the site. The proposed development is located some distance away from the listed Castle public house, physically and visually separated by the roundabout and existing and proposed landscaping/trees. Owing to this separation and lowered level of the development site, she has indicated that the works will have very little impact upon the setting of the listed building. In addition she considers the setting of the locally listed buildings on Ketts Hill will be preserved owing to the lowered level of the new development, only obscured views of the building's roof will be visible from Ketts Hill behind the existing trees and proposed landscaping.
132. A further design change relates to the proposed retaining wall. Currently there is a general rise in levels west to east across the site. In addition the eastern portion of the Box and Barrel site is further raised with made-up ground. The Thorpe Ridge rises steeply from this level. The large format of the proposed food store building and size of the car park requires the site to be levelled and for a retaining structure to be constructed to support the adjacent higher land. The revised plans reduce the size of the car park and realign the proposed retaining wall structure. This reduces encroachment into the wooded bank and conservation area and reduces the amount of retention required. However, it should be noted that the degree of levelling and lowering remains substantial and significant. A general site level of around 12.5m - 13.3 m is proposed. In the north - eastern corner of the site the lowering of existing levels ranges from 2.5m to 4.2m (where cut bank into the existing grassy bank is proposed). Along the eastern boundary of the car park where the made up ground is at its highest, the lowering varies to a maximum of 4.3m. The re-alignment of the retaining wall has reduced the height of this engineering structure which was originally shown as extending up to 10m height. The maximum height is now around 4.4-4.8m. Where open views of the structure will be possible, the retaining structure has been re-designed to be terraced/stepped and includes a 2 x 2-2.5m (approx) walls separated by a level 2m planting area. The faces of the structure will be clad in facing brick and capped.
133. The revised scheme allows an existing wall marking the conservation boundary to be retained and allows for replacement planting at the lower section of the escarpment which will assist in obscuring the upper level retaining wall. The visual impact of the works in the short term will be highly visible and harsh but careful selection of facing material would offer some degree of mitigation to this short term impact. The proposed terrace planting which includes multi-stemmed trees and whip planting would provide immediate landscape structure and within 5-8 years gain height and depth to act as a natural screen to the upper level wall. Provided that this lower planting can be successfully established and managed, this is considered a more sympathetic approach to respecting the setting of the conservation area than that originally proposed, as this lower level planting will visually form part of the wooded escarpment. Once planting is established, longer views of the wooded ridge and the conservation area would therefore be retained.
134. When viewed from Bishop Bridge Road the width and length of the lower retaining wall will be more visible and the wooded ridge will be seen as a backdrop to an

extensive car park. The proposals include landscaping at the site access /road frontage and areas of permeable paving within the car park offering the scope to mitigate the visual expanse of the parking area. However, the uniformity of the levelled and lowered site and that of the southern elevation of the food store building will be apparent in views from Bishop Bridge Road. The existing small terrace of shops on Bishop Bridge Road date to the 19C and 20C and forms part the outer edge of the Cathedral Close Conservation Area. The Design and Conservation officer has indicated that this part of the conservation area has suffered from the loss of original features and inappropriate service and signage installation. That said, the terrace has a weathered patina of age and a small scale, domestic character and traditional built form. The setting of this less significant area is not considered to be 'harmed' as a result of the development. However, she has indicated that improvements to enhance the setting of this area in accordance with Paragraph 126 of the NPPF could be achieved through the landscaping works proposed and the use of more contextual materials within the main building. The long southern elevation of the food store consists of render and cladding and will be visible from the conservation area and the use of a brick plinth to this facade is considered more appropriate.

135. In conclusion to the main matter of design - Policy DM3 requires development to respect, enhance and respond to the character and local distinctiveness of the surroundings. The scale, massing and uniform proportions of the food store do not respond to this context and this was highlighted in para. 154. However, the inclusion of a bio- diverse green roof system does enable the development to respond to the landscape setting of the site and significantly mitigates the impact of the building in short and long distance views of the site and the adjacent conservation areas. In addition DM3 encourages the creation of biodiversity-rich environments through the design of built structures and this policy objective has been material in assessing the acceptability of the design. Given the sustainability benefits associated with green roof and the resulting visual improvements to the scheme, the design of the food store building, on balance, is considered acceptable subject to conditions which would require the approval of external materials.
136. The need for a retaining wall structure is an unfortunate/negative component of the scheme particularly given Thorpe Wooded Ridge is identified as a significant natural feature of the Thorpe Hamlet conservation Area. However, the revised scheme has reduced the height of the retaining wall and introduced the scope for substantial woodland planting at a lower level. With appropriate controls over construction, facing materials and replacement/ new planting the proposed retaining wall structure will enable the wooded appearance of the Ridge and the conservation area to be safeguarded. Although the removal of trees from the foot of the ridge, the lowering of the site and the construction of the wall will be visually negative, the harm will be short term and mitigated by the measures proposed.
137. It should be noted that the construction of the retaining wall and the impact on trees and the adjacent woodland is assessed later in the report.

Main issue 4: Landscaping and open space

138. Key policies and NPPF paragraphs – DM3, DM8, NPPF paragraphs 9, 17 and 56.
139. The landscape impact of the development has been considered in some depth in the preceding paragraphs. The landscape character of the site and the immediate

surroundings is distinctive given the location of the site adjacent to the Thorpe wooded escarpment and in close proximity to the semi natural areas of St James Hill and Mousehold Heath. In addition the Box and Barrel site has been vacant for a substantial number of years and currently supports a large number of trees and shrubs. Visually the site acts as an extension to the wooded ridge and the open areas and trees to the north and east of the car sales site assist in linking this semi-natural area with the adjacent heath, which is visible from the lower section of Ketts Hill. This connectivity is evident in views from St James Hill, these features forming part of the matrix of greenspaces across the cityscape.

140. It should be noted that the Box and Barrel site is allocated for development in the adopted local plan and current tree and shrub coverage is in part attributable to the long term vacancy and inactivity on the site. Previous planning permissions have consented the substantial clearance of trees and shrubs from the lower sections of the site and wooded ridge.
141. In landscape terms the provision of a green roof and the modification of the retaining wall have been significant in reducing the impact of the development on this landscape character. The revised landscape scheme includes these features as part of an integrated approach which includes the lower sections of the wooded ridge and existing open spaces to the west of Northampton Court and along the Ketts Hill frontage. The proposals include tree and shrub planting in these locations aimed at extending the existing woodland habitat. A variety of native plant species is proposed which will create plant structure and visual interest. In terms of the green roof the applicant has committed to a bio-diverse green roof system. The planting areas have the scope to create a strong landscape framework to the site, well integrated visually and in terms of species mix with the existing semi-natural areas of Ketts Height and St James Hill/Mousehold Heath.
142. The acceptability of the retaining wall structure hinges on it being constructed in a manner that safeguards the upper reaches of the slope/woodland and in the created lower terrace having the scope to support a planting scheme which will mature and fully integrate with woodland above. The applicant has confirmed that the lower terrace has been designed to provide suitable conditions for the proposed planting.
143. In order to mitigate the visual impact of the building and to achieve this wider integration it will be important for the planting scheme for the green roof to respond to the wider landscape proposals for the site and that all areas are managed effectively for the long term. This will include managing the existing and proposed woodland area and keeping the areas free of clutter, including adverts and other permanent structures which would detract from the naturalised appearance. It should be noted that in order for the green roof to be maintained - an access to the roof will be required and a maintenance route across the roof formed. These elements will be visible, but are unavoidable if the planting is to be managed and maintained effectively. The detailed planting scheme and management arrangements are matters capable of being agreed through the imposition of appropriate planning conditions.

Main issue 5: Amenity

144. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.

145. DM2 seeks to safeguard the amenity of neighbouring occupiers from operations which may give rise to unacceptable levels of disturbance from noise, odour, vibration, air and light.
146. There are a number of residential properties abutting the application site – no 27 Bishop Bridge Road and numbers 7 -24 Northampton Court. A Noise Assessment has been submitted which assesses the level of noise from traffic, deliveries and plant and equipment; the impact of residents living close to the site and whether measures to mitigate the noise are necessary.
147. No 27 Bishop Bridge Road is sited immediately adjacent to the site access. The northern boundary of the property is delineated by a 1.7m wall and a number of existing semi mature trees. The property is set back from Bishop Bridge Road by approximately 7m. Given the location of the delivery bay and the plant compound, traffic entering and leaving the site will be the main source of noise in this part of the site. The noise assessment has considered the background noise levels in this part of the site and recommends an acoustic barrier 2m in height along the boundary with no 27 Bishop Bridge Road will be sufficient to mitigate noise impact to an acceptable level.
148. The food store delivery bay and the plant compound are sited in a position parallel to the boundary of the site with Northampton Court. Northampton Court comprises residential properties located on higher ground to the east of the site. As a result of the elevated position the three storey residential block is conspicuous with a large number of windows (including balconies) look across the site towards the city. The proposal includes a landscape belt approximately 13 -18 m wide adjoining the delivery bay – this includes the modified existing grass slope which rises up to the rear boundary of the properties. This boundary of the site is considered noise sensitive and a number of representations have been received from occupiers of this residential block as well the building owner citing noise impact and disturbance as a grounds of objection.
149. The noise assessment assesses the impact of plant noise and deliveries on the occupiers of Northampton Court. In terms of plant noise, details of the proposed plant compound have been submitted. These confirm that the compound will be sited at a lowered ground level and be designed to be fully enclosed on three sides with an insulated roof. The retaining wall structure would form the outer walls of the structure and the supported earth will contribute to noise attenuation performance. An acoustically absorbent lining is proposed on the inside of the structure and on the adjacent facing wall of the delivery building, in order to reduce reflection of noise from hard surfaces. In terms of deliveries the scheme does not include an external delivery yard, the delivery vehicle would reverse into a loading ‘dock’ and loading would take place from the delivery vehicle directly into the raised delivery area building. It is stated in the Noise Assessment that deliveries will be between the hours of 0700 and 2300 and unlikely to be more frequent than 1 per hour. However, it should be noted that Lidl have confirmed that stores usually receive one articulated HGV delivery per day, in the morning before the store opens. This vehicle returns any refuse and packaging from the store on the return journey. It is only in exceptional circumstances that a second delivery would be made to the store.
150. Given the relative height and proximity of Northampton Court properties, delivery operations and the roof of the plant compound will be highly visible to residents.

The Environmental Protection Officer has reviewed the Noise Assessment and considered; background noise levels, the nature and frequency of deliveries; the plant and equipment requirements and the noise mitigation proposed. The plant and machinery will be a continuous source of noise but the effect of the proposed noise compound is to reduce the specific plant noise calculation (noise only from the plant) to approx. 6dB below the lowest LA90 (background noise). The Environmental Protection Officer has stated that the acoustic elements of the roof and retaining walls will require efficient seals and careful application of the acoustic absorption elements. However, subject to this construction specification and controls over the installation of replacement/additional plant equipment, the proposed emitted noise levels are considered acceptable. In terms of deliveries, the design of the delivery dock and the frequency of deliveries will limit associated noise and disturbance. Subject to a condition restricting delivery/vehicle entering times (0700-2300) and a condition requiring a scheme for managing deliveries to be agreed by the local planning authority – the noise associated with delivery operations is considered acceptable. The delivery management plan would agree operational arrangements to minimise noise, including use of broadband reversing alarms, engines being turned off during deliveries and the use of a delivery shroud (linking the HGV to the delivery dock).

151. In addition to these measures the landscape proposals include mixed planting within the zone between the delivery bay/plant compound and the eastern boundary of the site. This will include native and species rich planting and be designed to assist in filtering views of the delivery bay and car park.
152. The location of the delivery bay and noise compound in such close proximity to existing residents is not ideal. However, on the basis of operational arrangements and the mitigation measures proposed, noise would not be at a level to sustain a refusal on amenity grounds.

Main issue 6: Biodiversity

153. Key policies and NPPF paragraphs – JCS1, DM3, DM6, NPPF paragraph 118.
154. The application has been accompanied by a Preliminary Ecological Assessment and a Badger, Reptile and Bat Survey. This identified that the Box and Barrel site currently supports a number of habitats including semi-natural broad-leaved woodland, dense scrub and tall ruderal vegetation. The habitats have the potential to support protected species and existing buildings and trees (in particular a Walnut) were identified as potential bats roosts and mammal excavation of a size consistent with a badger was recorded. Subsequent surveys recorded an absence of reptiles, no identified bat roosts and that the burrow was inactive (although foxes were recorded in the immediate area). The reports make a number of recommendations including incorporating new planting to enhance biodiversity and retaining where feasible mature tree and woodland and where this is not possible suitable replacement planting.
155. The Natural Areas Officer has considered these findings. He has commented that the existing mix of vegetation on the site are likely to attract a significant number of flying insects and notes that the surveys recorded bats foraging and flying over the site. He advises that the development site is adjacent to Kett's Heights, and just opposite St. James' Hill and Mousehold Heath, both of which are known to be important bat foraging sites. The River Wensum, a bat commuting corridor, is also

close to the site. Eight bat species – almost half the total British list – have been recorded within approximately 500m of the site. Taken in isolation, the proposed development site is likely to be of only local significance for foraging bats, but it becomes more important when it is taken in the context of the wider network of foraging areas. Although it is recognised that the Box and Barrel site is allocated for development it is important for development proposals to take all reasonable opportunities protect the ecological function of the site. These include measures to retain a green link across the site and provide a diversity of habitat to maximise foraging value.

156. The revised plans include a number of measures to maintain and enhance biodiversity. These includes:

- Retention of a network of open spaces across the site and a native species planting strategy which seeks to extend the existing woodland habitat.
- Biodiverse green roof - which compensates for the loss of semi--natural habitats across the Box and barrel site.
- The planting strategy - seek to create a mosaic of habitats that promote biodiversity and the value of the site for foraging.

157. The Natural areas officer has stated that the provision of a green roof should be regarded as a key feature of this application. It is required to (a) maintain 'ecological connectivity' between this site, the adjacent Kett's Heights natural area and Spitalfields and St. James' Hill on the opposite side of Kett's Hill and (b), replace some of the existing habitat that would be lost as a result of the development. He stresses that the value of the feature will be optimised by achieving a mixed vegetation community with a varied height and structure, rather than a more 'conventional' green roof, many of which are based around non-native *Sedum* species of limited biodiversity value. The planting scheme should aim at attracting a wide range of invertebrate species, which would, in turn, provide food for bats and birds. Including nectar producing species could provide an additional food source for a wide range of bee and wasp species present on Mousehold Heath. Although the road (Kett's Hill) separating the Lidl site from Mousehold might deter some insects from crossing over, it is likely that others would be able to make use of any new nectar sources on the Lidl site.

158. Policies DM3 and DM6 both seek to create bio-diversity rich environments through the design of built structures and landscaping. In this case the proposal includes measures which quantitatively and qualitatively favour biodiversity. The expansive green roof (33m x 69m) and the planting scheme have been designed to maximise biodiversity and connect the existing network of habitats. This approach positively support policies in the local plan aimed at environmental sustainability.

Trees Main issue 7: Trees

159. Key policies and NPPF paragraphs – DM7, NPPF paragraphs 109 and 118.

160. The application has been accompanied by an Arboricultural Impact Assessment (AIA). The AIA records a total of 62 trees. Most of these trees are on the Box and Barrell site although 15 are located on the Ketts Hill frontage and subject to a Tree Preservation Order. The construction of the proposed Lidl food-store and it associated parking will require the removal of a total of 17 trees: 1 Walnut tree – Class 'A', 8 Sycamores – Class 'B', 7 Sycamores – Class 'C', 1 Cheery Laurel –

Class 'C'. All bar one of the trees are situated in the south eastern corner of the site, growing on the lower slope of the wooded escarpment where they contribute to softening the transition of the wooded ridge to the valley floor. The sycamores are self-sown, the majority of them are multi-stemmed and while their physiological condition is good their structural condition is classified as 'moderate'. Their value is not as individual trees but in their massed effect.

161. It should be noted that the removal of the Walnut tree along with 19 other trees on the Box and Barrel site was approved by virtue of planning ref: 08 /00935/O.
162. DM7 seeks to ensure that trees and significant shrubs are retained as an integral part of the design of development except where their long-term survival would be compromised by their age or physical condition or where there are exceptional and overriding benefits in accepting their loss.
163. The council's tree adviser has looked in detail at: the trees identified for removal; the impact on the development on the trees to be retained and the quality and quantity of new tree planting proposed. Her detailed comments are included in para 59 - 75 of the report. Her comments include an assessment of the arboricultural impact of the retaining wall construction and how this will impact on the appearance and functioning of the wooded escarpment. On the basis of the submitted engineering drawings and method statement, she is satisfied that the construction impact of the works can be effectively managed. This will require further details to be agreed – in particular tree protection measures, detailed method statements and arrangements for arboricultural supervision. She has also indicated that the planting proposals which include semi-mature and standard tree planting and whip planting of understorey and woodland edge species will amply mitigate the proposed tree loss. Securing new planting and management of the woodland is considered a positive step towards the regeneration of the existing wooded ridge.
164. The Birch trees along the Ketts Hill frontage, which are subject to a TPO, are to be substantially retained. Two trees, which are currently in poor condition and unclassified are proposed for removal and replacement.
165. Planning conditions will be necessary to ensure the appropriate protection of trees during the construction phase. These will include physical protection barriers, the agreement of detailed method statements for all works in the vicinity of trees and appropriate levels of supervision by an arboriculturalist.

Compliance with other relevant development plan policies

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

Requirement	Relevant policy	Compliance
Refuse Storage/servicing	DM31	Yes subject to condition
Energy efficiency	JCS 1 & 3 DM3	Yes subject to condition -see further detail below

Requirement	Relevant policy	Compliance
Water efficiency	JCS 1 & 3	Yes subject to condition
Sustainable urban drainage	DM3/5	Yes subject to condition - see further detail below

Other matters

167. The following matters have been assessed and considered satisfactory and in accordance with relevant development plan policies, subject to appropriate conditions and mitigation: Geodiversity and archaeology.

Contamination

168. Key policies and NPPF paragraphs – DM11, NPPF paragraphs 120-122.

169. An intrusive investigation has been undertaken of the site to test for possible contaminants and assess potentially significant constraints to development as a result of ground conditions prevalent beneath the site

170. The site is adjacent to an historic gasworks however the assessment found an absence of gasworks waste including spent lime, coke or other waste associated with town gas production. However, asbestos, polycyclic aromatic hydrocarbons (PAHs) and lead were identified at locally elevated concentrations and as a result a programme of remediation/mitigation is proposed

171. The Environmental Protection Officer indicates that standard contamination conditions should be imposed to any approval and highlights that the report identifies that ground gas monitoring is required. The report also suggests that an asbestos survey of the buildings on site is carried out and that any asbestos on site, is disposed of by a licensed waste carrier and handled according to the Health & Safety Executive's guidelines.

172. The underlying solid geology of the site is chalk overlain by a layer of glacial sand and gravel which itself is overlain by a fill material which varies significantly in depth. The depth of made ground present across the Box and barrel site is indicative of infill following the working and exploitation of sand and gravel deposits. Chalk bedrock is typically prone to dissolution which creates a very irregular surface, with deep wide fissures and possible voids. Given this and that changes in moisture content can trigger collapse, the Intrusive Investigation report includes recommendations for specialist foundation design.

Energy and water:

173. Key policies and NPPF paragraphs – JCS3, DM1, NPPF paragraphs 94 and 96.

174. The Energy Strategy proposes use of heat pump technology to recover heat from chiller display cabinets for use in space heating of the store. When insufficient heat is available from this source, heat would be taken from an air source external to the store through utilisation of an air source heat pump. The estimate of energy from this technology is calculated as providing 23.59% renewable energy contribution.

Such measures as shown within the submitted report are acceptable and can be secured via condition.

Surface water drainage:

175. Key policies and NPPF paragraphs – JCS1, DM5, NPPF paragraphs 100 and 103.
176. A surface water drainage strategy has been submitted. The strategy includes the use of a green roof, permeable paving and a swale (within the landscaped area across the Bishop Bridge Road frontage). The strategy is considered to be broadly acceptable although it is recommended that it would be necessary to agree the details of a scheme following the finds of further contamination investigations and consideration of water quality matters.

Equalities and diversity issues

177. There are no significant equality or diversity issues.

Local finance considerations

178. 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. In this case CIL is estimated to be £333,703
179. 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.
180. In this case local finance considerations are not considered to be material to the case.

Conclusion

181. This application for a food store has raised a large number of considerations. Significantly the land is allocated for future housing and the plan making process has identified the site as suitable for that purpose. There is no doubt that the delivery of housing is a national planning priority and the adopted Norwich local plan seeks to ensure that land is identified and available for that purpose. In addition currently councils within the Greater Norwich Policy Area are unable to demonstrate a 5 year land supply and as such there is evidence that housing is not being delivered at the planned rate. However, a material consideration in relation to this site is the long term vacancy of the Box and Barrel site. Delivery of housing on the Box and Barrel will be restricted until formal revocation of the Hazardous Substance Consent on the adjacent land, the timescale of which prevents development of this site contributing to the current 5 year land supply. It should be noted that this has implications for residential development of the adjoining car sales site as policy R14 requires provision of a shared access along the Box and Barrel site frontage. This delay was taken into account when the land was allocated and the predicted timescale for delivery of dwellings on this land remains 2021-2026. However, this in effect prevents development of the land for at least a

further 5 years. A material consideration is whether it is reasonable to safeguard this land, which has already been vacant for a considerable period of time, for this further period of time, in the circumstances when a developer is positively seeking to invest in this part of the city and where there is evidence that no other sites are available to that investor.

182. Policy DM15 allows for the loss of allocated housing land where the development proposal would result in 'exceptional' benefits to sustainability. DM1 sets out sustainable development principles for Norwich and include
- Enhance and extend accessible opportunities for employment
 - Protect and enhance the physical, environmental and heritage assets of the city and to safeguard the special visual and environmental qualities of Norwich for all users
 - Help to combat the effects of climate change by making efficient use of resources, minimising the overall need to travel, reducing dependency on the private car and ensuring ease of access to facilities and services.
183. With reference to these criteria. The applicant has indicated that the proposed food store will result in the creation of circa 40 FTE jobs and that on the basis of the development programme these would be created by the end of 2017.
184. In terms of physical, environmental and heritage asset. The proposal will result in the redevelopment of a vacant brownfield and open car sales site. The development will result in substantial physical and environmental changes to the site. The degree and extent to which the development proposes the lowering and levelling of the site, the uniform format of the building and car park and the extent of modification of the wooded ridge are all factors that act against the development fully assimilating into the surroundings. However, the inclusion of the green roof has added a dimension to the development which both improves the visual integration of the building and delivers sustainability benefits. The landscaping proposals and the scale of the green roof offers the potential for the development to positively support and enhance biodiversity in this part of the city. The applicant has cited other potential benefits of the green roof including managing surface water at source; improved thermal performance of the building and improved air quality via the absorption of carbon dioxide, some air pollutants and dust.
185. In terms of climate change and the need for travel, the food store is proposed in a built up area of Norwich in close proximity to extensive residential areas. The store will be within walking and cycling distance of these communities. However, the development will generate vehicular traffic and the proposed car park caters for these shoppers who will arrive by car. The food store, compared to the allocated residential use, will generate a level and pattern of vehicular traffic more likely to have an impact on local traffic and highway conditions. These existing conditions are known to be congested at peak times of the day. However, it is position of the Highway Authority that the proposed impact of the development would not be sufficient to justify a refusal on these grounds. The development includes modest measures to improve access to the site by pedestrians and cyclists and electric car charging facilities.

186. In terms of DM15 and DM1 it is considered that the development delivers a number of benefits . These include economic benefit associated with job creation and environmental benefits associated with the green roof and landscape proposals. Of these, it is the biodiversity measures that go beyond that generally secured through new development and as such could be considered to meet the test of 'exceptional'.
187. It is a matter of judgement as to whether this alone meets the requirement of DM15 and justifies the loss of the allocated housing land. There is a strong argument that given the importance of identifying land for housing growth, that the policy should require development as a whole to contribute more broadly to sustainability goals. In which case a number of aspects of the proposal in particular, need for extensive site lowering and levelling/engineering, the function form and appearance of the development and the traffic implications would counteract the extent of these benefits.
188. In the circumstance where it is included that the proposal fails to comply with DM15 the development would conflict with the up-to- date local plan and should be refused unless other material considerations indicate otherwise. In this case the long term vacancy of the Box and Barrel site and uncertainty over the precise timescale for housing delivery is a material consideration to be afforded significant weight. Para 17 of the NPPF identifies as core planning principles - proactively driving and supporting sustainable economic development, identifying and meeting the development needs of an area and responding positively to wider opportunities for growth. This is a further material consideration. In this context the proposal would allow development to come forward without any further delay. Although the development as a whole does not deliver 'exceptional' sustainable benefit - the development is considered sustainable and the application has met the required sequential and impact tests for retail development. Although there remains concerns over detailed aspects the design, in particular the external facing materials of the food store and the appearance of the retaining walls, these are matters that can be agreed through planning conditions. This is a finely balanced decision and on balance it is considered that the economic and environmental benefits delivered by the proposal outweigh the shortfalls and that the material considerations stated above are sufficient to outweigh the presumption of determining the application in accordance with the provisions of the Development Plan.

Recommendation

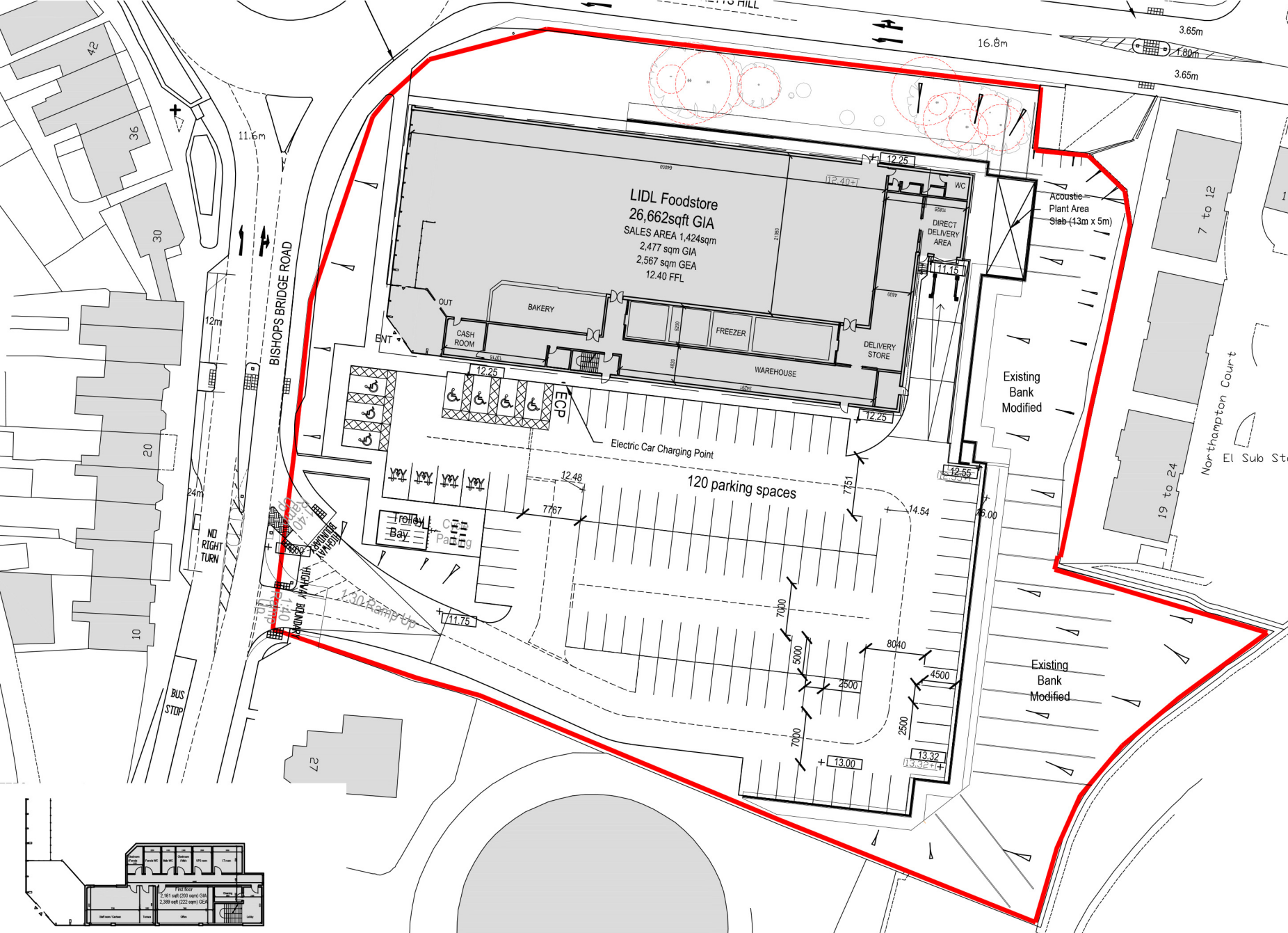
To approve application no. 15/00756/F - Land Adjacent 37 Bishop Bridge Road Norwich and grant planning permission subject to the following conditions:

1. Standard time limit;
2. Compliance with form, plans and details
3. Restriction maximum net retail sales area
4. Restriction convenience:comparison A1 sales area
5. Restriction: store opening hours
6. Restriction : Delivery/vehicle entering hours
7. PD Restriction : plant and machinery
8. PD Restriction: ventilation and fume extraction
9. Construction management plan
10. Contamination remediation and verification
11. Standard condition - unknown contamination

12. Control over imported material
13. Control over piling (EA requirement)
14. Control site clearance/ bird nesting – addition surveys.
15. SUDs approval of details provision/long term management
16. Full details of retaining wall – alignment, design, construction and materials
17. Full details of biodiverse green roof - design, construction, planting mix, long term management
18. Conditions required by highway authority – relating to gradient of access; visibility splays (avoiding obstructions; provision of parking and servicing arrangements; construction related matters; implementation of off-site highway works; TRO.
19. Tree protection, monitoring and supervision,
20. AIA, AMS approval
21. External materials
22. Detailed hard/soft landscape scheme, management, provision, replacement
23. Details - trolley parking
24. Delivery management plan
25. Securing of car park out of hours
26. Plant compound - full details, provision
27. Renewable energy provision
28. Water efficiency details and provision
29. External lighting - details to be approved

Article 35(2) 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 development plan, national planning policy and other material considerations, following negotiations with the applicant and subsequent amendments the application has been approved subject to appropriate conditions and for the reasons outlined in the officer report.



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IF IN DOUBT ASK.
Materials not in conformity with relevant British or European Standards/Codes of practice or materials known to be deleterious to health & safety must not be used or specified on this project.

XREF'S IN THIS DRAWING



Site Area 2.55 Acres
1.034 H/a
Roof Protection Area

Sales - 1,424sqm
Ground Floor Ancillary - 450 sqm
Warehouse - 363 sqm
First Floor GIA - 200 sqm
Total GIA - 2,477 sqm
Parking spaces - 120
(including disabled and parent and child spaces)

P	23/03/16	Car parking amended adjacent to the store entrance. Cycle hoops added.	DG/DC
N	15/03/16	Hazard identification checklist updated.	DG/DC
M	11/03/16	Hazard identification checklist added.	DG/DC
K	08/03/16	Indicative vehicle tracking shown on separate drawing. Internal layout amended.	DG/DC
J	16/02/16	Indicative vehicle tracking added.	WF/DG
H	16/02/16	Dimensions added. Car bay positions amended to suit retaining wall location.	DG/DC
G	15/02/16	Lane width amended.	DG/DC
E	10/02/15	Layout updated to coordinate with SE retaining wall drawing and highways layout.	DG/DC

No.	Date	Description	Drawn/Chkd By
CLIENT			

LIDL UK
GmbH

PROJECT

Bishop Bridge Road,
Norwich New Store

TITLE

Proposed Site Plan

DRAWING STATUS

For Comment

DRAWN DG CHECKED DC

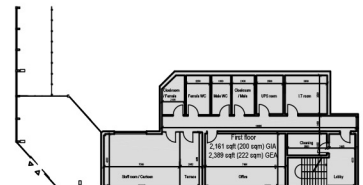
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DATE 01/12/2015

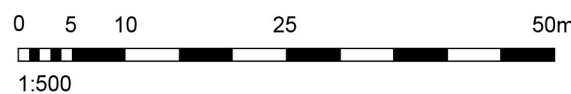
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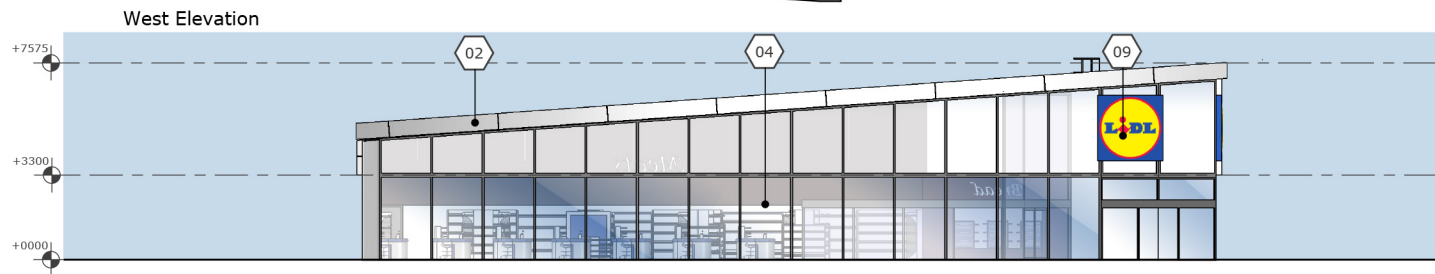
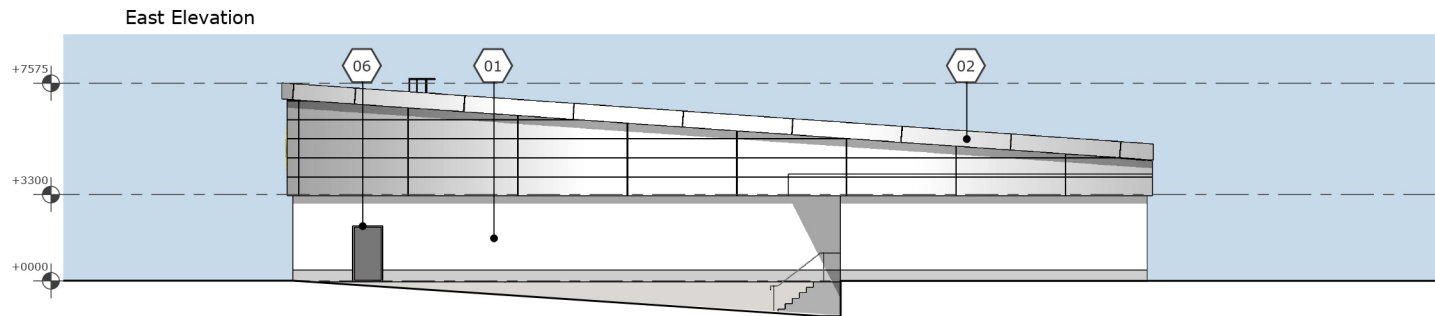
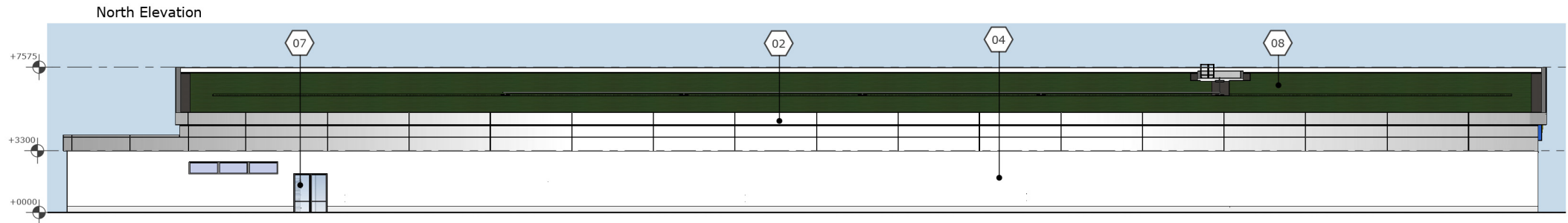
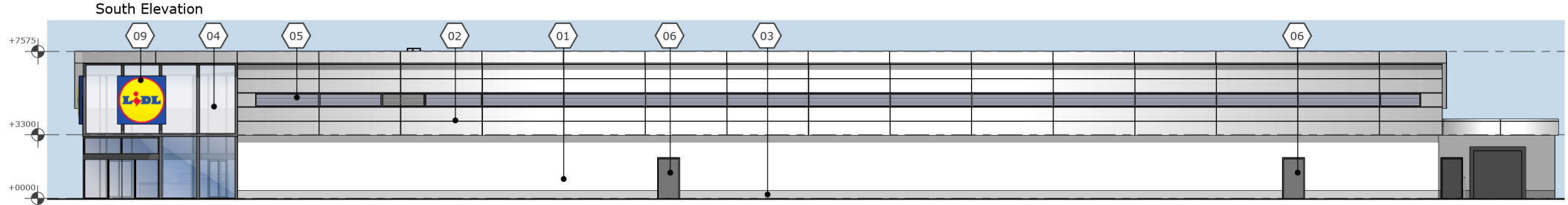
JOB NO.	DRAWING NO.	REV
13-430	SK-26	P

First Floor Plan Extract



Hazard Warning Schedule	
HAZARD	COMMENTS / ACTION
Site of former garage/car sales business, potential for contamination	This investigation to be carried out by trained persons prior to any works on site
Existing Services	Relevant authorities to be consulted prior to commencement of works to determine approximate location and extent of existing services. Locations to be confirmed on site by trained persons.
Risk of collapse: Existing sleep embankments on site.	Contractor to plan and manage any works to existing embankments/retaining structures to prevent risk to others
Asbestos	Confirmation of prior removal of asbestos from site to be obtained and asbestos survey to be carried out by trained persons if necessary.
Falling from height	All work at height to be carried out by trained persons only and in accordance with a pre-prepared method statement.
Service vehicles operating within the public car park.	*Operator to be aware of conflict between pedestrians and HGVs and ensure safe operation.
Roof access and maintenance	Roof access by trained persons only; not ladder is for inspection purposes only; any equipment or materials must be lifted to the roof via an alternative safe method.





KEY

- 01 - Render (White Ral 9010)
- 02 - Alucobond (Metallic Silver Ral 9006)
- 03 - Plinth Render (Dark Grey Ral 7038)
- 04 - Glazing with Ral 7024 Grey frames.
- 05 - Ribbon window with Graphite Grey (RAL 7024) Louvres
- 06 - Powder Coated Steel Door (Grey RAL 7024)
- 07 - Glazed Door
- 08 - Green Roof
- 09 - Internally Illuminated Sign

Signage is indicative only and subject to separate application.





PAVING TO NEW CROSSING POINT TO
REPLACE DAMAGED GRASS VERGE

REFUGE ISLANDS ENLARGED
DROPPED CROSSINGS
AMENDED AND NEW TACTILE
PAVING PROVIDED

FOOTWAY WIDENED TO
PROVIDE 3m PEDESTRIAN /
CYCLE ROUTE

REFUGE ISLAND RELOCATED
LAY-BY EXTENDED

NO RIGHT TURN INDICATED
WITH SIGNS AND MARKINGS.
ENFORCEABLE THROUGH
TRAFFIC REGULATION ORDER

BUS SHELTERS TO BE PROVIDED
AT EXISTING BUS STOPS
FORM AND DETAIL TO BE AGREED



Site Area 2.55 Acres
1.034 Ha



D	Internal Amendments	Feb 2016
C	Highway Works Amended	Jan 2016
B	Highway Works Amended	Jan 2016
A	Trolley Bay Relocated To Accommodate SUDS	Dec 2015
No.	Revision/Issue	Date

Turner Lowe Associates
22 Guest Road
Manchester M25 3DL
Tel: 0161 798 7898
Fax: 0161 798 6642
Email: info@turnerlowe.co.uk

Lidl UK GmbH

Proposed Lidl
Development
Bishop Bridge Road
Norwich.
Amended Access
Arrangements

Job No.	140701	Drawn By	J.L.
Date	Nov 2015	Checked By	J.L.
Scale	1 / 500 @ A2 1 / 1000 @ A4	Drawing No.	140701 / 26 / D



NOTES:

1.0 **SOILS:** Subsoil to be scarified to 150mm depth prior to spreading topsoil to alleviate compaction. Imported or as saved topsoil to be in accordance with BS3092 General Purpose Grade 3. Screened or manufactured topsoil is not acceptable. Grass areas to be a minimum depth of 150mm. Shrub beds 300mm depth. Incorporate spent Multrum compost (5/5 years well rotted). 'Bases' 40mm depth evenly worked into soil.

2.0 **EXISTING TREES:** Where trees are to be retained they should be subject to a full arboricultural inspection to assess condition and safety. Retained trees shall be protected from damage by erection of 2.3m wellmesh fencing on a scaffold framework in accordance with BS5837:2005 Figure 2. These barriers shall be maintained in position and in good condition until works are complete. Fencing to be located in accordance with Table 2. at a radius of 12 times the stem diameter (single stem trees) or 10 times the basal diameter (trees with more than one stem arising below 1.5m above ground level) refer to Clause 5.2.2. Further precautions are to be taken as detailed within BS5837:2005 4.4.

3.0 **TREE PLANTING:** All trees to be in accordance with BS 3934 / 3236. Trees to be planted in accordance with BS 4428 and securely staked and tied in pits 1000 x 1000 x 750mm baselined with topsoil mixed with 40% of free planting compost, ensuring tree pits are a minimum of 75mm deeper and 150mm wider from the tree roots. Base of pits to be broken up to a depth of 150mm. Short roots to be encased by Root Bar Mats or similar negation pipes. Well water after planting.

4.0 **TREE SURGERY / REMOVAL:** Tree surgery and tree removal to be carried out by a registered Tree surgeon in accordance with BS 3998:1989. Arisings to be removed to a licensed tip.

5.0 **SHRUB PLANTING:** plants to be in accordance with BS 3936 and handled in accordance with CPSE guidelines. All plants to have a minimum of three breaks, except Hedera with a minimum of two. Lay Geotextile membrane (be Terram WeedGuard or similar approved) on top of prepared topsoil (refer to item 1.0) covering all planted areas with a minimum overlap of 200mm between sheets. Cut a cross and pin back the membrane for each individual plant location and dig out the soil below the cut large enough to accept the root ball. Well water plants immediately after planting and prior to spreading of mulch. Shrub areas to be covered with bark mulch as note 6.0 and kept weed free.

6.0 **SCREEN PLANTING:** plants to be in accordance with BS 3936 and planted in accordance with BS4428, subgrade to be cross ripped at 1.2m intervals prior to planting to alleviate compaction. Transplants to be planted at 1 metre centres (or as scheduled in random groupings of 10-15 shrub species and 5-7 tree species. Transplants to be not dipped with Agrilux prior to planting. Planted areas to be kept weed free and protected from rabbits, with rabbit fence and / or individual mesh tree guards securely fixed to timber stakes).

7.0 **WEED CONTROL:** all planting areas to incorporate 70mm depth bark mulch laid over geotextile membrane as note 5.0. Bark mulch to be Metcort Industries Ornamental Bark Mulch or similar approved. Planted areas adjacent to kerbs, edgings, and pedestrian pathways (400mm offset width) to be increased to 100mm depth of bark mulch with edges of geotextile membrane to be buried to a depth of 200mm and securely pinned to ensure lifting and exposure of underlying topsoil does not occur.

8.0 **WEED CONTROL ON STEEP SLOPES:** proposed planting areas (steeper than 1:3 (33% gradient) are to be designed appropriately by a suitably qualified engineer to ensure slope stability. Where appropriate bark mulch and geotextile membranes are to be replaced with proprietary mesh matting such as Greenflex 2.4m wide mulch rolls or similar.

Prior to laying mulch sheeting planted areas are to be kept weed free and topsoil cultivated, removing stones clods and hollows. Mulch matting to be laid in close contact with the topsoil, rolled and pegged in accordance with manufacturers recommendations. Once installed plants are to be planted through pre-cut slits or gaps which are to be refilled closely around plant stems in accordance with manufacturers recommendations.

9.0 **BIRKING:** Grass turf areas to be filled 'Armo' or similar approved cultivated turf, laid in accordance with BS4428. Topsoil to be rotavated and levelled as required and any debris or stones greater than 50mm diameter removed. Pre-laying fertiliser to be applied in accordance with manufacturers instructions. Turf to be laid from waters with broken joints built up, pegged to slopes where required. Well water after laying to avoid shrinkage.

10.0 **WILD-OWER SEEDING:** grass areas to be seeded in accordance with BS 4428 during March, April or September. Unimproved topsoil to be imported, rotavated and levelled as required and any debris or stones greater than 20mm diameter removed. Lightly rake areas after sowing. Seed to be Gormal Seed mix 'Wildflower Neutral Soil sown at 5.0 g/m².

11.0 **MAINTENANCE:** To be carried out of approximately monthly intervals to include the following:
a) Eradicate weeds by hand or chemical means.
b) Cut out dead or / and damaged stock or branches, prune as required.
c) Ensure all shrubs are firmed in.
d) Collect litter, sweep and tidy site.
e) Apply suitable pesticides, fungicides and fertilisers as required.
f) Carry out grass mowing to turf when attained 100mm, cut to 35mm (50mm for shaded areas).

rev	date	amendments	alt:
A	18.06.2015	incorporating current survey info	DP
B	22.06.2015	to co-ord with revised layout	DP
C	18.08.2015	existing embankment trees added	DP
D	06.10.2015	to co-ord with revised layout	DP
E	19.10.2015	to co-ord with revised layout	DP
F	03.12.2015	to co-ord with revised layout	DP
G	16.12.2015	to co-ord with revised layout	DP
H	29.02.2016	to co-ord with revised layout and LPA comments	DP
J	17.03.2016	to co-ord LPA comments	DP

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