

Report to Planning applications committee

Item

12 March 2020

Report of Area development manager

Subject Application no 19/01427/F - Main Car Park,
University Drive, University of East Anglia, Norwich

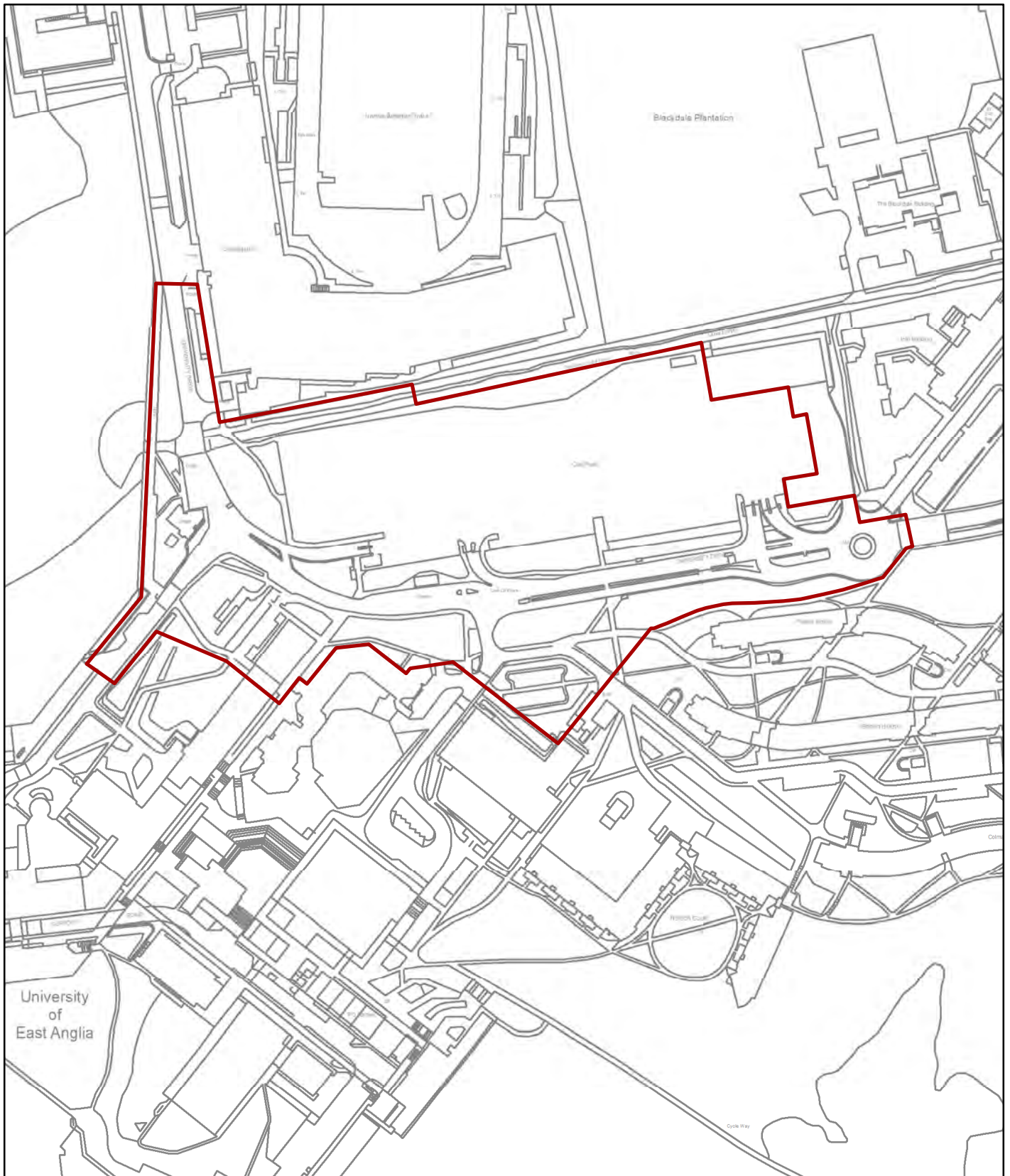
Reason for referral Objections

4(a)

Ward:	University
Case officer	Lee Cook - leecook@norwich.gov.uk

Development proposal		
New 'The Sky House' building (Class D1) and associated infrastructure.		
Representations		
Object	Comment	Support
2	0	0

Main issues	Key considerations
1 Principle	Policy framework, Campus allocation site / area
2 Design	Scale, layout, grid form, massing/stepping, materials, landscaping
3 Heritage	Listed buildings, conservation area, non & designated heritage assets, architectural character, historic landscape features.
4 Transport	Parking, bus access, forms of modal shift, travel plan, access and servicing, cycle routes/design and pedestrian links.
5 Trees	Tree protection and removal, arboricultural methods, construction access, replacement planting.
6 Landscape and open space	Existing character, landscape setting, protecting and enhancing established features, public accessibility
7 Biodiversity	Species protection and enhancement of site and Campus habitat.
Expiry date	20 March 2020
Recommendation	Approve

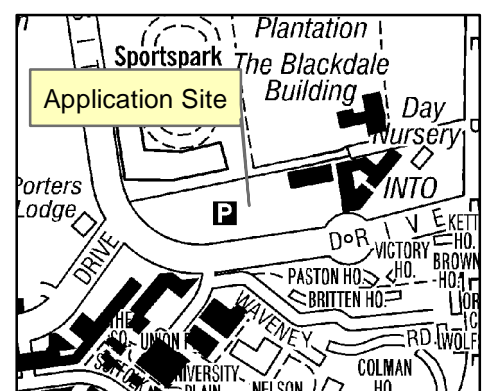


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Planning Application No 19/01247/F
 Site Address Main Car Park University Drive
 University of East Anglia
 Scale 1:2,500



NORWICH
 City Council
 PLANNING SERVICES



The site and surroundings

1. The site is within the University of East Anglia (UEA) campus located on the west edge of Norwich at the junction of University Drive and Chancellors Drive. University Drive connects between Earlham Road (B1108) and Bluebell Road and these provide the two main vehicle entrance points onto the campus. There are several pedestrian and cycle access/egress points around the campus with Cow Drive to the north of the Bluebell Road campus junction providing part of the pink peddle-way route east-west from the City (along Bluebell Road and the Avenues) through into the NRP and hospital across the river Yare to the west.
2. Earlham Park and the Sports-park are to the north along University Drive. The campus itself is separated from the surrounding area by areas of established planting along Cow Drive and by Violet Grove along the southern edge of the Park. To the east of the site and south of Cow Drive is the main UEA surface car park. Other parking areas are located along University Drive and within the main campus with access from internal circulation routes. University Drive also provides for bus stops servicing the campus and access points into the main surface car park. At present University Drive runs through the application site which also includes the security lodge, existing cycle parking and Founders Green.

Constraints

3. The application site falls within the specific area designation within the Local Plan as UEA Campus (DM26). Other policies include the designated open space to the north and west (DM8) and protected woodland at Violet Grove and Blackdale Plantation (DM6). Cow Drive is an old droving route connecting these two woodlands and qualifies as a Hedgerow Habitat of Principal Importance. The pink peddle-way (which in part uses Cow Drive and Chancellors Drive) forms part of a strategic cycle network linking Norwich Research Park (NRP), UEA campus via the Avenues into the City centre.
4. Earlham Park Conservation area is adjacent to the north-west. The grade II* listed Earlham Hall and immediate grounds sits within an area of tree planting within the Park. The wider Park is also designated open space (DM8) and historic parkland (DM9).
5. The UEA Campus has evolved since the original Lasdun development in the late 1960's and as buildings have evolved out of the central core they have stuck more or less rigorously to the Lasdun "grid" layout. Within the area of the application site the "grid" is defined by the Lasdun Wall and Registry buildings, roadways, blocks of landscaping leading down to Chancellors Drive and development along Chancellors Drive itself. The UEA in conjunction with Historic England and the City Council have produced the conservation development strategy (2006) (CDS) and also a landscape strategy (2010) to identify buildings of significance and inform new development and other changes to buildings and landscape.
6. A Development Framework Strategy (DFS) setting out the future potential to meet development needs to 2035 on the main campus was prepared by UEA and endorsed by the City Council in 2010. Other background documents guiding campus change is the UEA Grounds Maintenance and Conservation Plan (2011) and Earlham Hall Vision and Development Document (2011). The 2006 CDS is

currently under review as is the DFS which (as updated) has been accepted as a supporting evidence base for the Greater Norwich Local Plan (GNLP) review and update to the existing Joint Core Strategy. These documents have some relevance in considering this application.

Relevant planning history

7.

Ref	Proposal	Decision	Date
4/2001/1151	Alterations to access road to main car park.	Approved	18/02/2002
04/00093/F	Erection of phased 2/3 storey decked car park with associated alterations to existing car park, landscaping and roadworks.	Approved	01/06/2004
07/00236/F	Erection of decked car park and dry biomass combined heat and power facility. (Revised Scheme).	Approved	20/11/2007
07/01364/D	Details of Condition 6A: Arboricultural Statement, of previous planning permission 07/00236/F.	Approved	22/12/2008
08/00052/D	Details of Condition 2a: Materials (biomass building), Condition 2b: Walls and fences (biomass building) and Condition 4: interim arrangements for car parking and access during construction works, for phase 1 of the previous planning permission 07/00236/F.	Approved	21/11/2013
08/00053/D	Details of Condition 6b: Tree Planting, of previous planning permission 07/00236/F.	Approved	29/12/2008
08/00054/D	Details of Condition 17: tanked surface water storage, and Condition 19: drainage system and lagoon/pond, of previous planning permission 07/00236/F.	Approved	19/03/2008
08/00055/D	Details of Condition 12: lighting and Condition 13: prevention of dust emission from the site during construction works, of previous planning permission 07/00236/F.	Approved	24/11/2008
15/01817/F	Removal of shelters at bus shelters on University Drive and Chancellor's Drive and replacement with new shelters and landscaping.	Approved	19/02/2016
18/01061/F	Creation of a cycle storage area on the existing Boiler House roof, including provision of a shelter, Sheffield cycle stands to ramp and roof areas, a gate to Chancellor's Drive entrance with associated works. Installation of plant equipment.	Approved	16/05/2019

Ref	Proposal	Decision	Date
19/00771/F	Installation of underground services and associated engineering works (revised proposal).	Approved	09/09/2019
19/00874/F	Alterations to existing footpaths.	Approved	06/09/2019
19/01748/F	Construction of new cycle parking facility for up to 526 cycles and associated landscaping/infrastructure including improved accesses to Dr Bike and from the INTO Building.	Pending	

The proposal

8. New academic building (Class D1) and associated infrastructure on the UEA campus. The project comes under the name 'The Sky House' building. This project includes the realignment of University Drive incorporating bus stops/laybys, reconfiguration of the main car park, demolition of the existing Security Lodge, installation/diversion of enabling infrastructure, landscaping, pedestrian/cycle routes, parking and service areas.

Summary information

Proposal	Key facts
Scale	
Total floorspace	<p>Gross internal floor area is 15,757m² with floor plans showing the following main uses:</p> <ul style="list-style-type: none"> • Ancillary, break out space, circulation, storage, lifts and stairs; • General teaching (seminar, lecture space, IT Lab, SEM (Seminar Room), LEC+ (Lecture Room plus (there are two different types of lecture rooms – standard and plus), informal learning, meeting space; • Office (cellular) (flexible) (reception / box office), plant; • Specialist teaching (drama, BCLT library (British Centre for Literary Translation), Language, Media, Landscape, Education / PGCE, SWK (Social Work), Screening room, Map Room (History)), welfare.
No. of storeys	<p>Main building steps from 5 storeys to 8 storeys arranged as linear wings bisected by 5 step and 3 step glazed atriums. Drama is 3 storeys including lower ground floor.</p>
Approximate Max. dimensions	<p>The main building is approximately 49.1m deep. The north wing is 63.4m max wide and includes - 8th Floor screening control room 15.9m to 21.7m wide x 17.5m deep x 30.2m high above finished floor level (FFL); 7 floor north wing is 60.4m wide x 10.5m deep x 26.7m high and 5th floor (north side) 57.6m wide 7m deep x 19.7m high 7 floor middle wing 63.3m wide x 9.7m deep x 26.7m high 5 floor south wing 54.4m wide x 9.7m deep x 19.7m high The drama wing is 33.7m wide x 16.8m to 20.5m deep at</p>

	upper floor and 25.2m deep at ground floor x 11m high above the main building FFL plus 1.6m plant enclosure and 2m to basement FFL
Appearance	
Materials	A range of material samples have been submitted with the application. The main feature will be polished plaster giving a light stone effect finish to the majority of the building with contrasting colours and materials to define entrances, window bays and focal points of the building. The drama building will be built in brick base and metal cladding as contrast materials to the main building.
Construction	Reinforced concrete framework with external metal frame to carry lime-crete polished plaster facing. Recycled content used as possible within the concrete e.g. crushed aggregate.
Energy and resource efficiency measures	Design follows passivhaus guidelines for energy performance, achieved by high levels of insulation within the construction elements. Building fabric is being designed to a level in excess of the current building regulations, by at least 20 to 30%. Renewable energy sources include roof mounted PV's and connection to the campus district heating system.
Operation	
Opening hours	Open to students and public throughout the day. Likely to be controlled access within the building
Ancillary plant and equipment	Plant specs are located around each building plus dedicated plant enclosures are designed for roofs. Equipment is likely to be mainly mechanical ventilation systems (MVHR)
Transport matters	
Vehicular access	Realignment of University Drive and changed carriageway and connection into Chancellors Drive
No of car parking spaces	Reduction of 243 spaces on main car park. 400 unused spaces across the campus, 267 at the park and stride site, 101 at the village and 30 at ECB
No of cycle parking spaces	Loss of an existing 296 spaces on site. Proposed new bike docking system and stands next to new entrances. Application number 19/01748/F for 526 new cycle spaces and associated landscaping/infrastructure on adjacent land.
Servicing arrangements	Bin store and delivery point on Chancellors Drive

Representations

- Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. 2 letters of representation have been received citing the issues as summarised in the table below. All representations are available to view in full at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.

Issues raised	Response
Whilst this is an interim development to facilitate the refurbishment of Lasdun Wall in time this floorspace will allow a net increase and the implications of this should be addressed now rather than in the future. Without acknowledgement of wider impacts the application should be refused. Assessment includes the following points	Main issue 1
Where and how are new student residences to be built on campus and sufficient accommodation provided for 2 nd and 3 rd year students off campus. Should not rely on private housing sector to convert more homes in this area.	Main issue 1
Adjoining residential areas have been turned into student ghettos with associated noise and disturbance which increases local anxiety and depression. UEA should accept and deal with ramifications of student housing before adding more campus accommodation.	Main issue 1
How will staff and students access the campus and be able to park	Main issue 4
Peak time buses are already overcrowded. Improvement in bus access is needed and scheme should encourage the cross valley link and help improve bus numbers and frequency.	Main issue 4
The car park used by other venues e.g. sports park and gigs at LCR throughout the week – any reduction in capacity will affect their attractiveness as regional facilities	Main issue 4
Reduction in access points to car park will result in jams and queuing within the car park	Main issue 4
Lacks information about construction compounds and construction access which will cause safety and access concerns	Main issue 4 and Construction Site Access section
Increase in development will increase adverse crowding of footways within the campus	Main issue 4 and planning history

Consultation responses

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

Anglian Water

11. No objections in principle. Noted AW assets in area and need for relevant diversion or connection; foul drainage is within the catchment of Whitlingham Trowse Water Recycling Centre which has capacity; notice required under Section 106 of the Water Industry Act 1991 to connect to drain; requirement for protection of assets; surface water strategy/flood risk assessment submitted is acceptable to Anglian Water in principle; recommend condition for surface water strategy and informatives in relation to assets, scheme design and network connections.

Design and conservation

12. No objections in principle. Commented on ongoing design evolution and scheme impacts both on the local area and on designated heritage assets.

Historic England

13. Noted at pre-application stage that this seems to be the kind of building discussed for this location. Recommended further visualisations to establish the degree of impact on the park and setting of Earlham Hall.
14. On application noted that buildings on University Drive have a significant effect on the experience of the historic park because of its height and massing the new building would exacerbate that effect and diminish Earlham Hall's parkland setting. In terms of the effect on the Teaching Wall the end of the Wall at Founder's Green has historic and architectural interest of its own and deserves a fitting context in which to be experienced. The Green provides a valuable 'neutral' space between it and other later buildings.
15. The campus is a rapidly developing complex of buildings. Some aspects of the listed Lasdun buildings' setting (notably the 'harbour') are relatively unaffected by this, but the part of the Teaching Wall adjacent to the proposed new building is already in a largely developed setting. Additional building on the application site is therefore not necessarily problematic and the proposed building would respect the Teaching Wall's setting by both preserving the Green and taking a 'stepped' approach to massing. However, new building would in some views be visible in conjunction with the Wall as a much taller building so there might be little sense of separation of them on this side.
16. Would not oppose the development of this site with a new building of some scale and contemporary design. concerned that the height makes it highly visible from Earlham Park in contrast to existing building and has a dense massing and several large windowless areas making it still more prominent and out of character. Feel that the scale and massing undermines the positive aspects of the design and in some views could make the new building out of scale with the Wall. There may be public benefits to be derived from the new building which, as the NPPF paragraph 196 states should be weighed against this harm to the listed buildings. However, we would expect this harm to be minimised before that exercise is carried out and suggest that this could be done by a reduction in the height and remodelling of the massing of the proposed building.

Environmental protection

17. No objection in principle on contaminated land, noise or air quality issues. Have requested condition in relation to the discovery and treatment of unknown contaminants. Have also asked for an informative in relation to the potential for unexploded ordnance in the area.

Fire Service

18. No comment

Highways (local)

19. No objection in principle. Discussed proposal and conditions in relation to detailed design and provision of suitable parking, cycling facilities, highway design and travel planning for the area.

Highways (strategic)

20. Have confirmed that the development will not have an impact on the strategic highway network.

Landscape

21. Has requested various modifications including to pathways, landscape features and layout within the site and additional information to support the design approach to landscaping and site enhancements to offset impacts arising from development. Also sought clarity on a green infrastructure strategy for campus wide enhancements to help offset on-site habitat and tree loss – such a scheme is an important requirement for enabling development on this site.

Local Lead Flood Authority

22. Initial objection to the scheme. Concerned that a more detailed approach to demonstrate that the proposals for surface water management are sufficient to prevent an increase in the risk of flooding was not provided, nor information about subsidence issues in this site. Requested clarification of the impermeable areas and run-off rate to demonstrate that the run-off post development would reflect the existing run-off rates as far as possible or be no greater; justification as to why SuDS features had not been proposed; plans showing the routes for the management of exceedance surface water flow routes that minimise the risk to people and property; details of how all surface water management features were to be designed including appropriate treatment stages for water quality prior to discharge; and a maintenance and management plan for the lifetime of the development.
23. Following submission of a revised drainage strategy with additional design and flood risk information they have removed objection subject to suitable condition in relation to detailed designs of a surface water drainage scheme incorporating surface water attenuation storage; modelling calculations and plans of the of the drainage conveyance network; and finished ground floor levels of to be a minimum of 300mm above expected flood levels of all sources of flooding or 150mm above ground level.

Norfolk Historic Environment service

24. Commented at pre-app stage and advised the site has low potential for underground heritage assets, but request a brief Desk Based Assessment with any formal application due to the presence of finds within the area. Suggested a site investigation and recording condition.

Norfolk police (architectural liaison and counter terrorism)

25. No objection in principle. Are encouraged that the DAS includes detail of security within the design proposal and the recommendations made earlier are being considered. Suggests products and standards should reflect Secured by Design (SBD) Commercial Developments guidance 2015.
26. Provided detailed comments in relation to pedestrian and cyclist access to allow good visibility and lit to create good ease of access over the space; planting to avoid creating pinch points, places of concealment, reduction of visibility; design and location of cycle parking bays and external parking stores for motorcycles, mopeds and scooters; communal areas allowing natural surveillance and/or formal surveillance (noted that entrances require some hostile vehicle mitigation to the formal plaza and suggest revisions to help reduce vehicle attack); suitable design and fixing of street furniture; lighting of roads and segregated footpaths equipped with vandal resistant 'dusk to dawn' sensor security lighting; recessed doorways with security rated doorsets & surrounding; building material to be fire retardant and anti-graffiti surface treated; bin store and surveillance; skylight access, external doors and accessible windows to attack resistant standards; use of attack resistant glazing; window restrictor devices to prevent access by criminals; automatic opening window systems, vents and pressure relief panels designed to not pose a security / access risk; Internal corridors fitted with access control measures; Mail delivery arrangements to take place during business hours; clear signage to help guide how to use the building with simple rule setting; internal security of business systems and personal valuables; appropriate security alarm and CCTV systems; internal lighting operated by detection devices; and constant low-level lighting supplemented by activity switched lighting mode) In critical movement areas.

Natural areas officer

27. No objection in principle. Provided detailed comment noting the Ecology flow diagram and Biodiversity Plan and proposed mitigation and enhancement measures and need for the green infrastructure strategy to be conditioned as part of this proposal; the *Brachyopa Biocolour* fly and methods of protection; requirement for bird and possibly bat boxes proposed on the building itself and others in the locality; that if boxes or bricks are not to be provided on the building justification is required (however this detail is not sufficient to object to the scheme); possible design option to introduce bee / insect bricks and features as an alternative.
28. Noted that it is good to see that the formal hedges shall include more than one species, have native species and be aimed at providing both habitat and a food source; happy with the new trees species choice annotated dependant on size; introduction of low height hedging instead of low railing on some edges/corners is also supported. There is clearly scope to provide some significant biodiversity gains as part of the wider UEA project and the City should be involved in scoping and

development of the programme to help ensure that the benefits are maximised.
Suggested relevant conditions and informatives.

Tree protection officer

29. No comment. Discussed impacts at pre-application stage

Assessment of planning considerations

Relevant development plan policies

30. Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)

- JCS1 Addressing climate change and protecting environmental assets
- JCS2 Promoting good design
- JCS3 Energy and water
- JCS5 The economy
- JCS6 Access and transportation
- JCS7 Supporting communities
- JCS8 Culture, leisure and entertainment
- JCS9 Strategy for growth in the Norwich policy area
- JCS12 The remainder of the Norwich urban area including the fringe parishes
- JCS20 Implementation

31. 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
- DM11 Protecting against environmental hazards
- DM22 Planning for and safeguarding community facilities
- DM26 Supporting development at the University of East Anglia (UEA)
- DM28 Encouraging sustainable travel
- DM30 Access and highway safety
- DM31 Car parking and servicing
- DM33 Planning obligations and development viability

Other material considerations

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

- NPPF 2 Achieving sustainable development
- NPPF 3 Plan-making
- NPPF 4 Decision-making
- NPPF 6 Building a strong, competitive economy
- NPPF 8 Promoting healthy and safe communities

- NPPF 9 Promoting sustainable transport
 - NPPF 11 Making effective use of land
 - NPPF 12 Achieving well-designed places
 - NPPF 14 Meeting the challenge of climate change, flooding and coastal change
 - NPPF 15 Conserving and enhancing the natural environment
 - NPPF 16 Conserving and enhancing the historic environment
33. Supplementary Planning Documents (SPD) / other Guidance
- Heritage interpretation SPD adopted December 2015
 - Landscape and trees SPD adopted June 2016
 - UEA Development Framework Strategy (2010)
 - UEA Development Framework Strategy Draft Evidence Base Review (2019)
 - UEA Conservation Development Strategy (2006)
 - UEA Conservation Development Strategy Draft Review (2020)
 - UEA Landscape Strategy (2010)
 - Grounds Maintenance and Conservation Plan (2011)
 - UEA Biodiversity and Landscape Management Plan to 2020
 - Earlham Hall Vision and Development Document (2011)
 - Lasdun Academic Teaching Wall Draft Statement of Significance - February 2019

Case Assessment

34. 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

35. Key policies and NPPF sections – JCS1, JCS2, JCS5, JCS8, JCS9, DM1, DM3, DM6, DM7, DM9, DM22, DM26, DM28 NPPF sections 2, 6, 8, 9, 11, 12, 15 and 16.
36. The site is located within the defined University Campus, as shown on the Local Plan Policies Map, where the principle of University development is acceptable. Local Plan policy for the Campus is included within DM26 and promotion of educational and employment facilities within the area is supported by JCS policies 5 and 9. The importance of the University to economic growth in Greater Norwich is recognised by the JCS in identifying it as part of a strategic employment site. Specifically at policy 5 it is suggested that opportunities will be improved through facilitating the expansion of and access to education provision and encourages the development of links between training/education provision and relevant business concentrations including co-location where appropriate.
37. New educational facilities provided in a sustainable manner are supported under policy DM22 subject to protection of environment, highway safety and site operational requirements. They should provide efficient and effective use of their

sites and plan for growth and, as appropriate, the residential accommodation needs of future students. The policy also supports provision of other recreational facilities which are beneficial to local communities.

38. The policies meet the requirements of paragraph 94 of the NPPF to proactively promote development which will widen choice in education to meet the needs of existing and new communities. To ensure that growth is sustainable and does not have a negative impact on neighbouring areas or the attractive landscape setting on Campus the City Council has worked closely with the UEA on the production of various master-planning documents as set out above. The provision of community facilities including education use in a sustainable manner is supported by paragraph 8 of the NPPF. Criteria for sustainable development is reiterated by policy DM1 of the DM Plan. At a local level this can be seen in the continuing experience of enabling educational development and growth within the UEA campus and in the linked development of training and knowledge industries on campus and in wider NRP areas.
39. The 2010 UEA masterplan for future development for the UEA (DFS) was prepared in discussion with the City Council and with key stakeholders with the initial aim of producing a masterplan to inform the 2014 Local Plan/LDF process and to guide the release of land to meet growth needs for the UEA up to 2030 and beyond. This document has been endorsed by the City Council. Policy DM26 created a newly defined University Campus and included areas agreed to be developed within the 2014 Site Allocations Plan.
40. The DFS built upon the Strategic Development Principles Document and identified the preferred development locations to accommodate growth, the proposed phasing of growth and potential mitigation measures which might be required in managing such growth. The current DFS also includes reference to the opportunities to bring forward windfall sites within the defined campus area such as the land along the south edge of the main car park which had been earlier identified for potential development through the grant of permission for a new decked car park in 2007. It also identifies the importance of creating a sense of arrival to the campus, which is currently lacking, through the creation of a new gateway building as the Registry and security lodge no longer represent an acceptable sense of arrival and entrance feature to define this part of the campus.
41. The UEA has prepared a revised DFS in discussion with the City Council to inform development up to 2036 in line with emerging information derived from recent growth and revised projected growth for the UEA based on emerging trends. The revised DFS acknowledges that windfall sites have now been largely used up on campus. In discussion about the current application site it has been agreed not to include preference for development on the south side of the car park agreed in principle in 2007 within any new masterplan. The development area south of the car park falls away to allow protection of landscape assets on this site and a balance between growth and local green infrastructure protection. The revised DFS document has been agreed in principle by the City as an evidence base to be used to inform the development of new GNLP policies which is aimed at guiding growth to 2036 in the Norwich policy area.
42. The DFS evidence base identifies areas of growth / development on campus to accommodate development for educational uses and first year student residences on site. The document agrees that not all residences can be provided on campus

and references policy work by the City on private built student accommodation (PBSA) to meet local need and to detail expectations for management responsibilities.

43. Within the Campus, as defined on the Policies Map, development will be permitted providing it is for university related uses and is in accordance with the master-planning documents currently in place for the University including the 2010 DFS and, as necessary, with any subsequent detailed guidance endorsed by the Council for individual parts of the site, for example similar to the process for the creation of the Vision And Design Document (VADD) for Earlham Hall and its environs.
44. Related background policy documents include the Conservation Development Strategy and the Landscape Strategy, and these will in most cases be material considerations in assessing planning applications within the University Campus. In this instance they are used in assessing the difference between the two distinct areas of the Campus and the adjacent parkland and Earlham Hall and also in assessing impacts on designated and non-designated heritage assets within this area. Further consideration is given on design, heritage and landscape within the relevant sections of the report below. Again these documents highlight the importance of a sense of arrival and in adapting development to create an overall sense of place within the campus context.
45. Under policy DM26 development must, where relevant: a) conserve the landscape and architectural significance of the UEA, retaining a green edge; safeguard and (where appropriate and practicable) enhance the biodiversity and geodiversity interest of the campus and protect significant vistas; b) implement the UEA Travel Plan, promoting public transport use, walking and cycling, both within and to and from the university, encouraging shared car use and minimising single-occupancy car trips to reduce the overall need to travel by car; and c) promote public access to open spaces. The application is considered to be compliant with these new policy requirements.
46. The scheme involves a new multi-storey building at the University of East Anglia, providing a space for the arts, humanities and social sciences, whilst providing a welcoming gateway to the UEA for students, staff and visitors, and is the largest building project undertaken by UEA since the main campus development in the 1960's and 70's. The scheme is included within the baseline floor-space calculations for the revised DFS. This is due to the recognition that the scheme is initially intended to enable decant space for the arts faculties to allow commencement of refurbishment works required with the Lasdun Wall to improve its functional and physical performance levels to help meet educational needs in a more sustainable manner.
47. Only on final occupation of the refurbished Lasdun Wall will there be an increase in floor space. The finish of the complete refurbishment is likely to be beyond 2030 dependant on securing funds for the works. The then increase in floor-space will likely be involved in a review of policies at that time as part of the rolling programme of policy review as required by the NPPF. To ensure that growth is controlled as envisaged within policy and within the proposal, conditions are suggested to seek to agree a programme for the refurbishment works of the Lasdun Wall and that occupation of the building is related to phases of decant of the Lasdun Wall to provide protection against an unpredicted increase in growth within the plan period which might otherwise impact on the area.

48. The proposal is a key component of UEA's DFS, and will ensure that the UEA is able to realise its key strategic objectives, through the refurbishment of the Lasdun Wall. The proposed development economically, socially and environmentally represents sustainable development. The development will assist in securing UEA's position as a key economic driver for the region and will create upgraded educational spaces allowing improved offer by the UEA and new diverse and equitable opportunities. Where ecological impacts have been identified, particularly in the case of tree loss, appropriate mitigation has been outlined which can be delivered and provide environmental enhancement particularly through a new green infrastructure strategy for the campus. The proposals also seek to reduce the level of car parking on campus in line with the University's aims to better management of car usage to/from campus and improving sustainable transport options.
49. The development overall is considered to provide safe, accessible and an appropriate amount of accommodation to meet projected needs for the UEA and as such the proposal is considered to be in accord with relevant policies and the DFS.

Main issue 2: Design

50. Key policies and NPPF paragraphs – JCS1, JCS2, DM3, NPPF sections 12 and 16
51. An important aspect of the new development is how new buildings can successfully integrate into the surrounding context/'neighbourhood'. The importance of creating a sense of arrival to the campus, which is currently lacking, through the creation of a new gateway building has also been an inherent part of design development. The proposals have been discussed at length at pre-application, and have been subject to a process of public consultation. The site for this major new building was primarily chosen because it is the closest available land to the centre of the campus enabling its users to easily walk to the central facilities of the university. Lasdun conceived the campus as a dense collection of urban buildings set in a green landscape with the staff and students of the university able to walk to other parts of the campus within a few minutes. The proposed building will fit with this development ethos and the intent of the original masterplan. It also works better in operation and connectivity terms than alternative earlier suggestions in relation land along the north edge of University Drive which is identified in the current agreed DFS as an "extension" to the Teaching Wall.
52. The site of the proposed building is very prominent. It will represent the moment of arrival at the university next to the main car park and bus stops. It will form the culmination of views along both arms of University Drive and be visible in views from the open space of Earlham Park as largely intended within the DFS to create a new gateway reception building which the campus currently lacks. The height of the building means that parts of it will be seen in elevated views across the campus (e.g. The Prospect and the library). A strong set of buildings in this location is advantageous, and to some extent will help to 'draw' the building back towards the centre of the campus and create a defined edge which at present is lacking for the campus. The building layout acts to close off the east boundary and to formalise this space within the established "grid pattern" of built form.
53. The plan form of the new building is oriented so its walls are either parallel or perpendicular to the Teaching Wall and the Registry building. In doing so the design respects the existing grid that structures the heart of the campus. The heights of the blocks are stepped to both help minimise any visual impact but also to lead

viewpoints into an entrance feature which helps reinforce that particular connection into the campus. Stepping and angling of buildings also helps to form an improved relationship to the open space to the north.

54. The proposal for Founders Green has been modified since the original submission to omit the diagonal path and maintain its integrity as a space with some formality. The introduction of the path would have been a crude intrusion. Eventually a more comprehensive redesign may be needed given the likely pressure on this space. In the meantime, the retention of the space intact will complement the columns on the end of the teaching wall and the new colonnade on the drama wing to create a cloistered feeling. Seating is needed around the edges of the space at the end of the teaching wall and against the drama wing and conditions for details are suggested as part of any landscape treatment.
55. The design has been developed in line with the design features, stepped levels and coloured entrances in the area to create legibility in the built form. In terms of the articulation of the building and interaction with surrounding spaces this has been successfully achieved and spaces broken up by suitable use of materials and design elements. The proposed building is also in the architectural language of Lasdun. The stepped atria of the Skyhouse quotes from the ziggurats and the tall blank walls, rectilinear volumes and projecting cantilevered masses quote the Teaching Wall.
56. The main material of polished plaster will be an interesting new variation of clean, crisp façade treatment to stand alongside the use of concrete and white render elsewhere on campus. Marking the entrances with coloured glazed tiles will help to highlight them and make them feel welcoming, taking the edge off the severity of the building. The use of different materials on the drama wing, combined with its lower height that defers to the Teaching Wall, will successfully denote its function as a publicly accessible performance space.
57. The proposed building will be clearly visible in the south-eastern part of Earlham Park. The placement of new trees close to the north entrance has been reconsidered to create a framed vista of the main glazed elements of the north entrance. The character of the relationship between Earlham Park and the Skyhouse will be positively reminiscent of the relationship between the Ziggurats and the land near the University Broad with bold sculptural buildings rising suddenly from an open verdant foreground. By focusing this view the overall impact created will sit more comfortably on the parkland edge and create a designed destination point which at present is lacking from development along the eastern edge of University Drive.
58. The architects were challenged to consider whether the inclusion of a vertical line of windows in the blank elevation that faces the park would be of benefit or undermine the architectural effect. Their study demonstrated that the success of the submitted scheme when viewed from Earlham Park by framing the distinctive stepping form of the atria between the adjacent towers.
59. The statements accompanying the application explain and justify design decisions taken, for instance in terms of scale, landscaping, materials and the campus context and the scheme is considered to provide an acceptable form of development on this part of the campus. Subtle changes in materials can make a significant difference in how the buildings will successfully integrate and materials

have been agreed in principle for aspects of the design. In general the colours and materials palette will fit in with other main teaching buildings on campus. The buildings as now proposed should help to build a successful relationship with the earlier phases of development. Conditions are suggested in relation to materials, window detail etc. to ensure a high quality building is delivered on this site.

60. The bus stops would be relocated as part of the scheme. There is currently a memorable, high-quality and unique bus shelter designed by LSI for the UEA which features a generous covered area, comprehensive information, sedum roof and a swing. A condition is suggested to ensure that this shelter is moved and re-used. Additional new shelters of a simple design are shown to be installed to serve the new and relocated bus stops and again conditions are suggested in terms of agreeing a suitable final design for the plaza space being created.

Main issue 3: Heritage

61. Key policies and NPPF sections – JCS1, DM9, NPPF sections 2 and 16.
62. The site is adjacent to the end of the Teaching Wall, designed by Lasdun and listed grade II, and separated from it by the small rectangular lawn of Founders Green. The significance of the Teaching Wall derives in part from being able to “read it” as a separate architectural form creating the long linear backbone to the campus. The Green was established in 1993 to commemorate the vision and determination of the Founders of the University and has some significance as an undesignated heritage asset as recognised within the landscape strategy and CDS. The separation provided by Founders Green and the lower section of the Skyhouse housing the drama faculty will give sufficient separation between the two buildings in local views and the muscular pillars holding up the cantilevered upper level of the teaching wall will still be visible across Founders Green and in pedestrian approaches from the east.
63. The scale of the proposed new building on its site could make it visible in the context of the other listed Lasdun buildings on the campus (e.g. the walkways and ‘ziggurat’ terraces). When viewed from elevated positions within the heart of the campus, such as from the library (grade II listed), the sharp lines formed by the roof and north-east elevation of the end of the teaching wall will no longer be seen in clear contrast to a sky or vegetated backdrop. It will be seen instead with the Skyhouse behind. The lighter colour of the polished plaster as the predominant material will provide some limited contrast with the grey concrete but the outline of the teaching wall will be less clear, causing minor and less than substantial harm to its significance through interfering with the setting. The registry building tower, albeit not listed but again an undesignated heritage asset (as recognised in the CDS), will experience similar effects.
64. Earlham Hall and attached outbuildings are listed at grade II* with the garden wall listed separately at grade II. The Hall together with Earlham Park form the major part and raison d’être of the Earlham Conservation Area. The Park has a distinct character of open grassland with scattered veteran trees, framed by mature woodland and tree belts sloping down to the River Yare valley.
65. The Hall and its curtilage buildings and gardens have somewhat lost their connection with the adjoining parkland as the original trees have matured and the gaps between them filled in by new planting. The views of the Hall from the Park

are restricted with the main view being from the South where there is still an open vista across the ha-ha. A primary outlook of the Hall is therefore directly towards the south and other parts of the campus, which are largely hidden behind Violet Grove. There would appear to be no inter-visibility between the Hall itself and the proposed building due to the dense group of trees on the south-east edge of the domestic gardens of the Hall which are an established feature and form part of its identified immediate setting as agreed within the VADD. Within the document the local planning authority's interpretation of the curtilage is that the park is part of the wider setting of Earlham Hall. As the Park forms part of the setting for the Hall the clear visual relationship between the Park and the proposed new building will therefore affect to some degree the significance of the Park and the Hall as heritage assets.

66. The proposed building will be clearly visible to people standing in the south-eastern part of Earlham Park. This striking juxtaposition between the Park and the proposed building is both positive and negative in heritage terms. During the course of pre-application and post-application discussion, we have encouraged the applicant not to be timid about this or seek to hide it through replacement tree planting. The power of the building as an ambitious addition to Lasdun's architectural legacy depends on it being seen. Its name "Skyhouse" refers to the ability of the building's occupants to enjoy a view toward the open sward and sky of the Park and upward through the atria ceiling. The revised visualisations and tree planting attempt to frame a view of the building from the Park towards the multi-storey window above the entrance and the stepped atrium to help improve the building relationship to the park.
67. On the negative side is the diminution of the sense of uninterrupted landscape that gives Earlham Park part of its heritage significance. It originally sat beyond the boundary of the City surrounded by farmland. Although it is now a park for the people rather than for the Hall the feeling that open space might extend beyond the surrounding tree belts still mostly exists and preserves some of the integrity of the original setting.
68. The development of the university has introduced buildings that fringe the Park and erode its sense of aristocratic detachment from the City. For example, the sports park, CHP boiler chimneys and the Enterprise Centre introduce some intrusion on the south and east boundaries. The extant permission for a decked car park running along the main car park site would also add tall built forms at or above the tree canopy line running back along Cow Drive. The Skyhouse would significantly add to this built edge of the Park and it is agreed that this amounts to a minor adverse impact on the setting of the conservation area resulting in less than substantial harm. Although there is little or no visual connection between Earlham Hall and the development, the Hall itself will also experience minor adverse impact on its setting and therefore its significance due to strong historic and aesthetic association between Earlham Hall and Park.
69. Overall the works are considered to result in less than substantial harm to heritage assets or setting. This includes assessment of listed buildings and impacts on the adjacent conservation area. No physical alteration of listed structures is proposed. The impacts have been further reduced by negotiation on the use of materials, landscape, layout and extent of works being undertaken. The public benefit of the new academic spaces and potential this allows for the refurbishment of the listed Teaching Wall buildings arising from the proposal is weighed against the harm as required in the NPPF, given the nature of this application and the nature of the

works and extent of changes it may be considered that the extent of harm created is acceptable. In terms of harm to non-designated assets on balance the limited harm caused is acceptable and has been limited by building design and layout changes during the course of negotiations about the site.

70. On balance, it is considered that the development complies with the requirements of Local Plan Policies DM3 and DM9; the requirements of the policies in NPPF chapters 12 and 16; and the statutory requirement in section 66 of the Planning (Listed Buildings & Conservation Areas) Act 1990 in relation to listed buildings and section 72 that stipulates that "... special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area."

Main issue 4: Transport

71. Key policies and NPPF sections – JCS6, DM28, DM30, DM31, NPPF sections 2 and 9
72. Works as part of the application include the realignment of University Drive in order to create the new development area. This route will be improved to include footpaths, crossings, bus lane, cycle routes and traffic calming measures. Disabled parking spaces within the main car park and drop off space along the re-aligned University Drive are shown within a relatively short distance and are available to users of the campus and as part of the development to aid in the local operation of the highway space. Improved bus stop off is also incorporated into the redesign of the route which increases capacity for buses stopping and dropping off / picking up on both sides of the new road. This should help assist to some degree an intent to improve through bus facilities in this location. The carriageway and connection into Chancellors Drive has also been designed to maintain safe bus, cyclist and pedestrian access along this route in the longer term.
73. The proposed development will see the reduction in parking to the main campus car park, with provision of a new interchange as part of the proposals, to increase capacity for bus pick up and drop off, enhanced levels of car sharing, car club, cycle parking and disabled parking overall. The development itself will act as a decant space for Arts which is intended to be the first phase of the refurbishment of the Lasdun Wall. The scheme as such is technically car free development which assists with the Travel Plan initiative discussed below. A reduction in car use on campus is also based on a net reduction in parking spaces within the main car park opposite the site which arises from the changes to University Drive. The mobility interchange brings together a selection of travel modes in one location. This includes increased bus capacity through the bus lane, bike dock station, car club space and priority car share parking spaces, improved pedestrian and cycle links all in close proximity to one another to help reduce the reliance on car travel to the campus.
74. A Travel Plan is in operation at the campus and since its adoption in 2002 has successfully minimised both the use of the private car on the campus and assisted modal shift to sustainable forms of transport for students, staff and visitors. The Plan has positively encouraged the use of alternative travel including walking and cycling and a regular bus link to the City is also available. The development itself is in line with the UEA's intent to reduce car travel to the main campus. The transport statement explains the various initiatives being promoted to assist in modal shift.

75. The campus overall has 1651 car parking spaces below the 2265 maximum spaces set by the extant 2007 permission for the multi-storey car park. The main surface car park currently has 757 spaces which is being reduced to 514 to now include 30 priority car share spaces, 10 disabled spaces (2 over existing) and 1 car club space. The area will be re-laid out to rationalise pay locations, entrance and exit points and movement through the space. This reassessment of the layout has assisted in minimising spaces lost in the short term. Through design refinement, the loss of parking has been further minimised from a previous 306 spaces to be lost to the now proposed 243 spaces. The design of routes aids accessibility and helps prioritise more sustainable modes of travel such as bus or cycle. Conditions are suggested to ensure suitable detail of final layout and in the design of facilities being provided.
76. Should the drive towards modal shift or other future campus expansion throw up capacity and access questions it is noted that the development does not prevent construction of further phases of the consented decked car park should this be required to maintain a level of on-site provision. However; it is also noted that surveys have been carried out to identify current vacant parking spaces. The submitted information indicates that there are approximately 400 unused spaces across the campus, 267 at the park and stride site, 101 at the village and 30 at ECB which will help accommodate this loss. A free to use park and ride service is also available from Costessey running every 15 minutes. Consultations with local bus companies to increase local service provision have also taken place.
77. The submitted transport statement advises that the new development will be subject to the requirements of the UEA Travel Plan. The role of the travel plan is explained in the submitted documents and the extension of use of this successful model is welcome. Ensuring a link to use of the Plan will be by condition requiring the development to be carried out in accord with submitted documents rather than a specific condition requiring submission of details of the existing known scheme. Conditions are also suggested in terms of a phasing programme for occupation of the building and decant of phases of the Lasdun Wall to ensure that the space created is managed for the purpose intended in campus refurbishment and to avoid any unmanaged impacts.
78. Following discussions with the Council the UEA have been developing a Movement Strategy to inform new campus design and accessibility. There have been traffic counts undertaken across the campus as part of the works for the strategy but conclusions as yet have not been fully drawn. The movement strategy aims to address the current and predicted mobility challenges and provide short, medium and long term solutions. A requirement for the submission of progress reports of this strategy is suggested by condition which could then feed back into further changes which might be required in the local area of the new building. When the assessment results are better known. This will future proof the campus mobility infrastructure. An interim measure to improve walking access along Chancellors Drive has been the approval of application 19/00874/F for alterations to existing footpaths to increase capacity in the short term pending the full conclusions of the strategy. Pathways in the area of the application are also shown to be widened and as necessary realigned to assist with pedestrian capacity.
79. Considerable discussion has taken place about the changes to University Drive to enhance use of this area and enable development. The scheme includes improvements and enhancements to be made to bus, pedestrian and cycle routes.

There will be improved crossings facilities with a tiger crossing proposed at Cow Drive over University Drive which help improve safety at this awkward junction. Other crossings are suggested to be designed in a similar manner. The chicane barriers on Cow Drive are also suggested to be removed.

80. A new zebra crossing is proposed to the east of the roundabout that is south of INTO. This will direct pedestrians and cyclists to the southern side of University Drive, away from potential conflict at the car park vehicle entrance and exit. A new footway/cycleway will be provided to the south of University Drive along the desired line route to the Sky House. This route provides a cycle route from the eastern end of University Drive, south towards the new cycle parking at Congregation Hall.
81. Changes to the junction of University Drive and Chancellors Drive include the provision of a priority T junction, which will replace the current mini roundabout. This helps improve safe movement for cyclists and gives a priority for bus and coach travel along this established route. The changes to the priority of the road will help discourage the route being used as a cut through. The priority of University Drive (east) and Chancellors Drive also protects the route for vehicles east-west and for connection through to the hospital and NRP along Chancellors Drive. Conditions are suggested requiring the details of the new cycle / footpaths / roadway / junction and extended bus layby and facilities (e.g. real time transport information) to be provided and agreed.
82. A bus gate has been proposed, for westbound traffic on University Drive, to reduce the number of through trips across the campus. The gate will be controlled via ANPR and enable access for staff (pre-registered vehicles), buses and deliveries. This will reduce the number of vehicles that use University Drive as a cut through. A condition is suggested requiring the agreement of details. The bus shelter on University Drive by LSI Architects is a striking element with a folded roof structure and is noted within the draft CDS as of some significance. It has been agreed that despite its required removal it would be re-used on Chancellors Drive as part of the earlier agreed scheme 15/01817/F. A condition is suggested to secure its relocation and re-use on campus.
83. Cycling has been promoted on the Campus for a number of years and in addition to extensive cycle parking facilities on Campus the University has provided for bicycle servicing and repairs (Dr Bike) and a cycle to work scheme with showers etc. in key buildings across campus. The current application involves the loss of an existing 296 spaces from the circa 3,800 on campus to enable building within the site. New cycle stores are to be provided around the site to serve the various entrance points and a re-provision of cycle parking introduced close to Congregation Hall as a new core facility. This is being considered under Application number 19/01748/F for 526 new cycle spaces and associated landscaping/infrastructure including improved accesses to Dr Bike. The stores are designed to be secure and accessible, with prominent features with clear visibility from adjacent buildings to improve security. This provision is further supported by the permission 18/01061/F to create an additional cycle storage area on the existing Boiler House roof, including provision of a shelter and 97 Sheffield style cycle stands accessed via the ramp to the roof areas.
84. The application has also taken up the option to provide a bike docking system being rolled out across the City and is provided in an accessible location close to the building and Cow Drive. The cycle parking figures are considered compliant with

policy requirements. Also, given the availability of other facilities on Campus and assessment of known averages for student cycle ownership cycle parking is also considered to be acceptable under the specific circumstances of the Campus. A condition is proposed to ensure provision of the cycle parking spaces.

85. Tracking movements for large vehicles have demonstrated that service and emergency vehicles will still be able to move through this area safely and shared surface spaces and roadways are designed to enable maintenance access to buildings. Refuse collections would be by commercial refuse contract as set out in the UEA Waste Strategy and the proposed location of the bin stores adjacent to the shared access areas on Chancellors Drive is appropriate. A recycling strategy for waste and waste management already operates on campus and the new scheme will be incorporated into existing on-site operations. Final design and retention of the store areas and access is suggested as a condition to ensure the satisfactory appearance and operation of this area. The layout and operation of the area has also been assessed in relation to drama activities and performance periods. Again the space available for this brief activity is considered to be acceptable. In the long term access and servicing is controlled by University staff throughout the year to prevent fly parking. On balance subject to suitable conditions the scheme is considered to be acceptable in highway terms.

Main issue 5: Trees

86. Key policies and NPPF sections – JCS1, DM3, DM6, DM7, NPPF sections 2 and 15.
87. Within the application site, 141 trees were surveyed that were identified to be impacted by the proposals. 71 of these will require removal to facilitate the development. 90% of these are either category 'B' or 'C' trees. Only 7 of the 31 category 'A' trees which were identified in the survey will require removal to facilitate the development. None of these category 'A' trees are notable or significant due to their size, age or species. Whilst the main tree blocks have visual amenity value a number of the specimens to be removed are compromised due to the density of planting which has taken place. The more notable category 'A' trees, which form a distinct avenue within mown grass verges have been retained along the eastern section of University Drive. There are no tree losses along the historic Cow Drive or along the edges of Violet Grove.
88. Pre-application discussion has taken place in relation to potential alternative sites for new buildings in this area of the campus to act as a gateway location. This in part has been informed by earlier permissions and guidance within the current 2010 DFS and in the formulation of alternative strategies for university growth under the 2019 review of the evidence base for updating the DFS and other local policies. Within the extant 2007 permission 07/00236/F for the erection of a decked car park and dry biomass combined heat and power facility there is an indication that a new building extending the Teaching Wall and acting partly as a new entrance building would run along the southern edge of the car park. This allocation is supported within the 2010 DFS as a potential windfall site.
89. As context such development agreed in principle along the car park edge would result in the loss of trees. The area concerned has been surveyed and 44 trees would require removal to facilitate such development but with extremely limited or no potential for "on-site" replacements. 10 of these are category 'A' trees, 19

category 'B' trees and 10 category 'C' trees. 4 were not designated but appear to be of reasonable quality category 'B' trees. It has been agreed that the 2019 review of the DFS removes this potential windfall site with a view to retaining and protecting this avenue of trees in the long term. This helps in some respects set a context for discussions about tree removal and balance in assessing total tree loss which is to be agreed or has previously been agreed and would otherwise be expected with future development on campus.

90. The physical position of the buildings has been discussed in terms of tree protection and for works methods around retained trees and an indicative schedule of replacement trees provided. Discussion has also taken place for new large tree planting as a supplement to those to be removed on site. Due to the limited size of the "on-site" area within the application red line the landscape element of the scheme indicates that tree replacement is restricted to 57 extra heavy standard trees. This is supplemented to some degree by possible smaller transplant trees, shrubs and planted habitat. Replacement trees should be provided with space to establish and mature to high quality specimens.
91. The potential "on-site" deficit situation has been discussed and an approach to a campus wide green infrastructure strategy is being pursued in order to enhance tree planting numbers on campus and in the locality to meet biomass loss for this and recent development on campus. The UEA have indicated new planting of an extra 95 large trees across campus as part of wider strategy for habitat, ecology and tree planting enhancement to also help offset "on-site" losses.
92. The opening up of hard surfaces around trees at the edge of the Grove will improve site conditions for tree growth and future health. No trees are removed along Cow Drive or within Violet Grove which are seen as important habitats and established planting areas. Additional tree planting is proposed on the edge or along these spaces to help enhance their value. The condition to secure a detailed landscape scheme will seek tree planting as a significant more mature element of landscaping is being provided to ensure that tree specimens replanted are of suitable size and variety to quickly establish a landscape setting to the area and improved Cow Drive character and Grove / conservation area edge.
93. Early discussion and assessment on construction activities should ensure that vehicles and crane systems can access the site and be positioned to allow construction of the taller blocks without local impacts. Works on site should not have tree impacts and construction exclusion zones during works should prevent impacts on any root protection areas. Conditions are suggested to ensure compliance with the submitted AIA, tree protection plan and to seek as necessary any additional method statements in support of the development. This includes for example tree pruning, hard paving design, no-dig construction methods, root pruning, site set up and compound area details and design of temporary setback areas for fencing to paving works within root protection zones. Initial site meeting and an auditable system of arboricultural site supervision and inspection is also suggested as a condition which should inform on-site works and ensure appropriate forms of protective fencing and on-site controls are being provided.

Main issue 6: Landscaping and open space

94. Key policies and NPPF sections – JCS1, JCS2, DM3, DM6, DM7, NPPF sections 12, 15 and 16

95. The site has varied landscape characteristics with frontage trees as part of landscape continuity along University Drive and group planting to the south of the security lodge with trees and other shrub planting which is part of the previous planting put in place. This has grown to screen the Registry building and tower which historically created the main entrance to the campus. Cow Drive is a pedestrian and cycle link from Bluebell Road up to the entrance lined with hedgerow and trees and Violet Grove along the north-west side of the site is an established woodland area.
96. The area historically was used as farmland followed by use as a golf course. The parkland landscape in which the campus now sits was designed by Brenda Colvin who created a naturalistic valley landscape to complement the built form envisaged by Lasdun. The car park and roadway were formed as part of works in the early 1970's and character and design here is relatively unresolved in terms of an overall campus design. Lasdun and Fielden viewed this area as an additional opportunity to add architectural interest to the campus. The area currently fails to act as a satisfactory arrival point to campus or to provide for ease of wayfinding for new visitors to the space.
97. Landscape setting is an important feature throughout the Campus and with this development mitigation/replacement planting has been proposed. This has potential to provide for further site links and enhancements through site landscaping. Important landscape elements to enhance are a sense of arrival at the campus; woodland character and access; and a softening of the east and west sides as these blend into less urban forms of landscaping with parkland on one side and tree lined routes on the other.
98. Landscaping has been kept relatively simple and informal landscaping ties in with the exiting landscaping characters within this area. This involves a focus on trees (most being extra heavy standards); woodland edge and Cow Drive enhancement; use of native species shrubs and hedgerows; reinforced boundaries; safe and interesting access and circulation routes and defensive planting. The development also includes new bus stops and seating within a plaza space and overall creates strong architectural form reintroducing "grid" elements to the formal landscape spaces, using established design features of other areas on campus and providing movement lines through the area.
99. Enhancements to Cow Drive and additional connection to this area for pedestrian and cycle movement will help to secure an improved and more attractive pedestrian and cycle route within this area. Some minor revisions have been made during application discussions to improve interest within the spaces, rationalise pathways, formal hedges introduced to include more than one species, more native species and be aimed at providing both habitat and a food source and to introduce low height hedging instead of low railing on some edges/corners to protect landscape spaces from movement through the site.
100. The proposal for Founders Green has been modified since the original submission to omit the diagonal path and maintain its integrity in design. Seating is shown around the edges of the space against the drama wing and conditions for details are suggested as part of any landscape treatment. This treatment could also include options for the placement of sculptures within the Green as part of the SCVA sculpture trail which is aimed at leading people through the campus to better share the experience or space and architecture with the wider public.

101. As mentioned above the UEA movement strategy aims to review and then address the current and predicted mobility challenges and provide short, medium and long term solutions and a requirement for the submission of progress reports of this strategy is suggested by condition. This would feed back into further changes which might be required in the area of Founders Green which in turn could address design ambitions and further reimagining of the space for educational and break out space similar to the main campus square.
102. The proposal as now submitted is overall an acceptable scheme and provides a good level of detail for the master-plan approach to the area. A condition is suggested requiring details of landscape planting, implementation programme, written specifications and a landscape management plan. It is also suggested that a plan is submitted at the detail stage showing below ground works along with any replacement planting to show how water catchment will work in relation to landscape management. Details of hard surface materials and biodiversity enhancements e.g. nesting boxes are also required by condition. As mentioned below such a landscape scheme is envisaged to be supplemented by a “Green Infrastructure Strategy” aimed at long term campus improvement which again is being sought by condition.
103. The strategy is expected to be scoped with relevant officers of the City Council followed by detailed desk top study; identification of baseline data available to assess levels of improvement; stakeholder consultation; collation and evaluation of information; and agreement of draft and final strategy documents. The aims are to assist climate change mitigation; improve health; promote sustainable growth; mitigate impacts of development; and improve biodiversity, accessibility and water management. Final draft is expected to be agreed via details application by the end of September 2020 and include details of a further management and implementation programme for agreed works on campus and edge areas such as Violet Grove. Estimate for the works at the present time indicates approximately 350 – 400 trees and other biodiversity and habitat improvements in addition to any details secured via the current application.

Main issue 7: Biodiversity

104. Key policies and NPPF sections – JCS1, DM3, DM6, DM7, NPPF sections 2 and 15.
105. The submitted ecological survey indicates that the site is mostly hard standing and ornamental planting around the area of the main car park and University Drive. The designated sites locally are mainly within the River Yare valley bottom. Within the immediate vicinity of the site is a local nature reserve (LNR) and a County wildlife site (CWS). These are Earlham Park woods and the Heronry and Violet Grove respectively. Cow Drive to the north east is an old droving route which qualifies as a Hedgerow Habitat of Principal Importance. The main site is within a very busy well-lit part of the campus and comprises mainly non-native trees and shrubs and has limited ground level cover. Edge conditions include scattered native trees, limited amenity sward and hedgerows. The majority of the trees on site have very limited biodiversity value (i.e. supported very little other species/invertebrates etc.). It is considered that replanting of new native species trees and other planting would offer greater value in the long run. The site is seen to have very low or negligible ecological value and does not appear to support protected species or planting of interest.

106. Within the tree and plant areas main interest is primarily in terms of nesting birds. The trees on-site and the security lodge buildings are considered to have low potential for roosting bats and very low value for foraging. The site has areas of higher illumination bounding it, including street lights. The site itself is not therefore considered likely to be used by commuting bats, with any such bats using areas away from the area within Violet Grove and Blackdale Plantation and shielded from light trespass. Within the recent past the LPA have encouraged the Sportspark as part of their development proposals to add bat nesting boxes within the Plantation area. Such actions here and elsewhere on campus have helped improve the ecological value of the campus and if pursuing bat habitat enhancements this would be suggested as a preferable approach to adding nesting boxes on the Skyhouse building.
107. To protect bird species it is preferred that the works to breach the hedgerow are undertaken outside of the nesting bird period (March to August inclusive). The report reasonably concludes that the direct and indirect ecological impacts of this scheme will be negligible. The natural areas officer has additionally asked for the development to include some ecological enhancements to provide net gains in terms of biodiversity. Hibernacula such as log piles located in quiet spots around the area and bird nesting and bat boxes elsewhere on the campus (away from lit areas) are also suggested to be sought by way of condition. Whilst the UEA are reluctant to install bird boxes on the building it has been suggested that they should investigate and install suitable nesting for birds and to incorporate bee / insects bricks into the building to increase on-site enhancement value to an appropriate level. These could complement the proposed additional plants providing pollen.
108. A single species of nationally scarce fly is reported on one of the horse chestnuts to be removed from the site. Whilst not a priority species the site is the only currently recorded one in Norfolk. Discussions with the ecologist have indicated that it would be possible to carefully fell the tree and retain the main trunk (and associated larvae / Pupae) which would then be translocated to a viable site on campus. A condition is suggested to agree details of removal and suitable location within the area. Conditions are also suggested to ensure suitable landscaping proposals to enhance spaces and biodiversity within the application site. Light spill might impact on habitat and could create issues for bat species foraging and nesting within the Plantation area. Further conditions are suggested for information on any site lighting to be used.
109. As mentioned above the UEA are proposing that a wider strategy for habitat, ecology and tree planting enhancement to also help offset “on-site” losses is provided across the campus. This “Green Infrastructure Strategy” includes planting of trees as part of biomass offsetting but also aligned with a more comprehensive approach to habitat management and improvement. This would aim at long term campus improvement managed in such a way that it complements the UEA’s future aspirations for further development and does not see short term planting which subsequently is removed which has been the case in the past for similar developments. This should be sought by way of condition and include details of planting, biodiversity and habitat improvement, management and implementation programme over a period of ongoing improvement over the next 10 to 15 years at least.
110. It is considered having regard to the earlier and additional ecological statements and additional details on habitat and landscaping, that biodiversity issues and tree

replacement can be addressed satisfactorily, that the scheme complies with existing policy and guidance and conditions are possible to provide potential for post construction mitigation measures and as such the scheme on balance is acceptable.

111. References to the biodiversity value of any habitat or habitat enhancement are to its value as calculated in accordance with the biodiversity metric. In future the biodiversity gain objective is to be met in relation to development for which planning permission is granted if the biodiversity value attributable to the development exceeds the pre-development biodiversity value of the onsite habitat by at least the relevant percentage (emerging Section 90 Sch 14 Draft Environment Bill / Natural England guidance). The Biodiversity Metric 2.0 provides a way of measuring and accounting for biodiversity losses and gains resulting from development or land management change. Biodiversity Metric 2.0 updates and replaces the original Defra biodiversity metric. This is helpful reference to help members frame their decision but because the legislation and metric are not yet finalised they should give it limited weight.

Compliance with other relevant development plan policies

112. 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
Cycle storage	DM31	Yes subject to condition and agreement of scheme under 19/01748/F
Car parking provision	DM31	Yes subject to conditions
Refuse Storage/servicing	DM31	Yes subject to condition
Energy efficiency	JCS 1 & 3 DM3	Yes subject to conditions
Water efficiency	JCS 1 & 3	Yes subject to condition
Sustainable urban drainage	DM3/5	Yes subject to condition

Other matters

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

Amenity

114. The nearest noise-sensitive private dwellings are outside the campus at a considerable distance from the site. The nearest noise sensitive receptors have been assumed to be the Arts and Registry buildings in the daytime, and the Paston

House and Britten House student residences at night and assessment has been undertaken of the local environment. Work has been undertaken to measure the noise levels at the site. The conclusion of assessment is that the development is not expected to have a measurable impact on these receptors. In terms of impact on campus users the contractor will be required to implement a Construction Noise Management Strategy. This should include controls on site operating hours; to take all reasonable steps to minimise the impact of noise; enforcing the noise management strategy; and use broadband 'white noise' type reversing alarms.

115. Other impacts might be on future building occupants / users. Main impact will be from frequent traffic on University Drive and Chancellors Drive dominated by noise from frequent diesel buses. It is suggested that the proposed ventilation strategy for the building will be designed to respond to this and achieve acceptable noise levels within the internal environment. In future an increase in electric powered vehicles would reduce noise levels of buses passing the Sky House significantly.

Archaeology

116. The site is located within the campus and adjacent to the Earlham Conservation Area and while there are Designated Heritage Assets within the wider area – principally the Grade II and II* Listed Buildings within the University campus and Earlham Hall - there are no designated heritage assets within the application site itself.
117. Mapped development on the study site from the 1940s can be considered to have had a substantial negative impact on earlier archaeological deposits. Previous use as a golf course would have resulted in loss of earlier landscape evidence and can be anticipated to have had some impact on the survival of buried archaeology through the excavation of bunkers and general landscaping activity. The subsequent impact of the UEA campus would have been far more extensive through construction of car parking, roadways and multiple service trenches.
118. The submitted report indicates that there is a moderate potential for prehistoric and Post-Medieval evidence and a low potential for significant remains of all other periods. A 'secret' World War II underground bunker may lie buried somewhere in the vicinity of the site. It is suggested that further archaeological mitigation measures through trenched evaluation, site investigation and recording could follow planning consent secured by an appropriate archaeological planning condition.

Construction Site Access

119. Potential construction access options were considered as part of the pre-application process and a desire expressed that the realigned roadway should form the first phase of development. Temporary stores for this phase could be set up on the remainder of the application site or close to Congregation Hall. Following delivery of the roadway the building footprint could be cleared and safe entrance and delivery points created. The main office management facility would be provided within the porters lodge plus other portakabins as required. This arrangement would be the safest alternative for construction access during the course of the development. Additional explanation of the method of operation for the access to enable further assessment of local impacts and a safety audit to inform operations should be undertaken and designs worked up to show how temporary changes to the highway

can be undertaken to retain cycle and pedestrian access through the remainder of the area whilst works are taking place.

120. There is always a need when undertaking a substantial development to achieve adequate access, and whilst this temporary arrangement could result in local impacts on pedestrians and cyclists such facilities are routinely suspended to allow for development and redevelopment. Proposals are likely to involve use of banksman to manage crossings throughout the working day and a requirement put in place to prevent works vehicles from parking on the main campus or car park. Layout of the area and management of pedestrian and vehicle movements should adequately response to any concerns on safety. It is suggested that management and layout are subject to a condition to ensure controlled access for both phases of development.

Flood Risk and Drainage

121. The development changes the potential impermeable area of the site when compared to existing site layout. A flood risk assessment has been supplied to show how the proposal will impact on the site and surrounding area. Information has also been provided to show that all surface water disposal routes have been explored and that any new impacts will be managed and mitigated. The submission also indicates that the site does not increase flood risk both within the development and elsewhere off-site. For the purposes of delineating the roads and car parking runoff from the Sky house runoff, the catchment areas for the developments has been split and approaches to surface water (SW) drainage suggested for both.
122. The road diversion makes up an enabling works portion of the project and will be carried out prior to commencement of constructing the main building and main site clearance. Foul and surface water sewers currently serving the site are to be abandoned or diverted as required whilst maintaining the current surface water runoff scenario. The road area is to be drained by gullies and restricted using flow controls for each of the outfalls to the south east and south west of the site. No new mitigation features have been included for the roads and car parking.
123. Guidance suggests that soakaways should be avoided where dissolution features are known to occur. The ground conditions are unlikely to be suitable for the use of soakaways due to the presence of chalk at a shallow depth. Such dissolution features were found at the Enterprise Centre site. The chalk is weathered with low density and strength towards the top of the layer. The preferred method of disposal for the main site is therefore to connect to the existing surface water pipe network running to existing site connections.
124. Given that there is limited capacity to accept direct flow to the SW system flood attenuation proposals are suggested to be incorporate below ground. A total attenuation volume of 716m³ is provided within a modular underground tanks (367m³), permeable paving (109m³), and oversized pipe system (240m³). The practicality of implementing some SuDS features has also been assessed. Tanked permeable block paving and tanked tree pits have been included into the landscape and drainage proposals.
125. For the roads and car parking the existing petrol interceptor should still be adequate in providing the correct level of treatment for the runoff. The further release of contaminants could be controlled through design of wrap to the modular tank

system and areas under paving. The scheme should be capable of being designed to avoid a risk to groundwater. The development looks to provide a separate foul and surface water drainage network. There is likely to be unrestricted discharge to the mains sewer for foul water and proposals have been discussed with Anglian Water. The LLFA have requested conditions in relation to final SW drainage design, management and maintenance.

Lighting and CCTV

126. Certain design methodologies are proposed within the scheme to ensure a safe environment for users of this part of the Campus. Given the location of the site there are not considered to be impacts on adjoining users or residents arising from use of lighting or CCTV. However; to ensure control over the installation of such systems to avoid any visual amenity, ecology or external design issues conditions are suggested requiring submission of details for such equipment.

Noise and Plant and Machinery

127. In terms of construction phases an informative is suggested for the permission in relation to considerate construction and as mentioned above the contractor will be required by UEA to implement a Construction Noise Management Strategy. Equipment to be used with the finished building is being designed to be housed within plant rooms in the building form and in the roof top enclosures. However; to ensure control over the installation of extract systems and plant and machinery to avoid any amenity or external design issues conditions are suggested requiring submission of details for such equipment. Other amenity impacts are discussed above.

Renewable Energy and Energy Efficiency

128. The scheme provides for a number of measures aimed at managing solar warming and improved performance of the building envelope to reduce energy demand for ventilation, heat and light from non-renewable sources (see also sustainable construction section below). The building design has been assessed in relation to baseline data on energy usage. The submissions indicate that use of PV's on building roofs is being considered to provide for electrical energy production to serve the building directly.
129. Low Zero Carbon (LZC) technologies are already in use on the Campus and include the biomass energy centre (BEC) which provides gas fired combined heat and power (CHP) and biomass CHP. The heat generated from the BEC serves the district heating system (DHS) which distributes heated water below ground to provide heating and hot water for buildings around the Campus. The preferred option is to connect to the DHS served by the BEC which is considered to be LZC technology.
130. The heating in most of the building will be provided by a wet heating system via radiators and underfloor heating. The source of the heating will be the DHS. Heating installation will be zoned into specific areas to give greater control. Production of hot water will also be via the DHS. The mechanical ventilation systems (MVHR) will also incorporate heat recovery as a by-product of operation to again reduce maximum building energy demand.

131. Again a by-product of the heat generation of the CHP is electrical generation and information previously submitted suggests that the system characteristics would provide 0.6kW/h for every 1 kWh of heat generated. This is described as “free” electricity which could add to the LZC contributions to energy demand and energy requirement. It would be reasonable to impose a condition requiring the scheme to be connected to the DHS and BEC and for details to be agreed of the PV array and MVHR being proposed for the building to meet the policy requirements for on-site energy production and as such would be acceptable.

Site Contamination and Remediation

132. This proposal is on an area of land historically used as part of Earlham Hall farm and more recently as part of the golf course created within the area. From the 1960's/70's educational buildings and operations have occupied the area. The proposed development and use is not an overly sensitive one and the development would appear to pose a moderate to low risk to users of the site and to controlled waters. It is not envisaged that any significant pollutant linkages exist on this site. This position has been confirmed by pollution control officers in terms of protection of human health. The Environment Agency (EA) has historically advised on contamination issues and aquifer information for the area and requested controls related to contamination and piling works to protect groundwater sources.
133. Site investigation documentation has been supplied with the application to seek to agree remediation strategies and limit potential conditions for the development. However, a large part of the site is currently covered by trees and there has not been extensive ground testing on what is likely to have been a re-contoured area of land close to the UEA entrance created in the early 70's. The developer should therefore address any risks which arise from the discovery of any unknown contamination materials found during construction activities and also note any requirement to protect controlled waters from any potential contamination at the site. A condition to address any contamination remediation and verification required from unknown contamination and an informative in relation to seeking advice about groundwater protection are therefore suggested for the avoidance of doubt.

Sustainable Construction

134. The UEA as an organisation are committed to carbon reduction targets and principles of sustainable design and operation of its new buildings. It has environmental policies and carbon reduction plans in place to support these aims. The scheme is described as being built to a BREEAM excellent standard. Building performance design follows passivhaus guidelines for energy performance, achieved by high levels of insulation within the construction elements. Building fabric is being designed to a level in excess of the current building regulations, by at least 20 to 30%. The scheme is also aiming for an environmental performance (EPC) A rating for design and an operational performance target of A under a display energy certificate.
135. The building performance is enhanced by the use of an in-situ cast concrete structure, providing a high mass construction, which delays the realisation of changes in temperature and for stable temperature conditions in the building. In turn various strategies have been used to utilise as much natural ventilation as possible to limit energy use from any ventilation plant. These will help reduce energy demand for heating and cooling at various times of the year. The fixed

building services within the building have been designed to limit the CO₂ emissions, the SBEM calculation demonstrates a 60% reduction against the buildings notional target allowances.

136. The development also aims to reduce embodied carbon in construction through the selection and choice of suitable materials; integrating principles of the Circular Economy; integrating recycled or reclaimed materials; and using materials that are sourced locally or mainly from the UK. Operationally the contractor's sustainability requirements will be set out in a contract document to manage material usage, waste and on-site energy and water usage. It is indicated that a requirement of the contractor will be to use local skills / sub-contractors, for the benefit of the local economy and in order to reduce transport movement. In addition, building impact in operation at user stage will account for 65% of future energy use and the UEA are aiming for the scheme to promote active change in how the building performs to reduce or control ongoing energy requirements.
137. An energy reduction strategy has been considered for other specific construction measures to reduce CO₂ impacts including: zone heating controls; heat recovery to ventilation systems (toilets/internal general teaching spaces); variable speed ventilation systems to respond to occupancy levels; promotion of natural daylight and ventilation within the building natural ventilation to external facades for cellular offices; natural hybrid ventilation strategy to teaching and open plan spaces on the façade; LED lighting technology with occupancy detection. The ventilation system is designed to be adaptable to climate change. Window areas optimise natural daylight and ventilation and offer suitable daylight factors for use of the building. Use of brise soliel will also help limit solar heat gain.

Unexploded Ordnance (UXO)

138. Assessment for the presence of air-dropped UXO or for specific defence related use of the property has been recommended by the environmental officer. Such devices can have implications for site contamination and site safety and potential presence of such features has been noted within the phase 1 geo-environmental report. Previous survey information and aerial photographs for the campus show that the risk from UXO is low but a report can give general guidance for site practice to mitigate the risk of the discovery of UXO's. By way of informative it is suggested that the applicant sources a suitably detailed report to guide groundwork contractors whilst on site.

Water Conservation

139. The building is being assessed in terms of methods of conserving and re-using water and is being designed to BREEAM standards. Notional building water usage has been calculated which indicates low expected water usage given the end use of the building. In any event the scheme aims to limit water usage by incorporating water saving facilities such as: low flush / dual flush WC cisterns; spray taps / low flow taps; flow restrictors; leak detection on water systems; Occupancy sensors and PIR sensors for taps isolating the supply after a pre-determined period etc. Grey water recycling could be included if a solution was practical without excessive maintenance. Rainwater harvesting has been discounted with the exception of external water capture for trees / landscape areas. The development would appear to meet appropriate levels of water usage as promoted by JCS policy 3 and a condition is suggested to ensure such facilities are incorporated into the scheme.

Equalities and diversity issues

140. There are no significant equality or diversity issues. The Sky House is to comply with the Disability Discrimination Act and provide level access into the building and to facilities within. This will include lifts to upper floors. Specific disabled parking bays and drop off area will be located near to the building. It appears from the submissions that the intention of providing fully inclusive access is being designed into the scheme to give level access into the new building including internally entrance to corridors, drama and office / study areas. It is understood that generally areas will be designed to meet the latest Building Regulations - Part 'M'. It is considered that the development is unlikely to result in any detriment to people with disabilities.
141. The proposal will result in the change of educational facilities on the site, which is likely to have an impact on a range of age groups using the Campus, but adds benefits of providing for updated on-site student facilities to meet existing and future demand. The proposal also includes communal facilities which again are likely to be of particular benefit across the population spectrum. The scheme is designed with user / stakeholder engagement to inform accommodation layout designs which in principle appear to have worked for the University and for user groups involved in developing the scheme. In this instance, therefore, it is considered that the proposal would not have an unacceptable impact on people of a particular age group within the community.

Local finance considerations

142. 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.
143. 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. In this case local finance considerations are not considered to be material to the case.

Conclusion

144. It is considered that the redevelopment of the site for the erection of new student and community facilities is acceptable in principle. The proposed development economically, socially and environmentally represents sustainable development. The proposal would result in an appropriate form of development that would further enhance educational facilities at the University of East Anglia. Subject to conditions, the proposal is considered to be an appropriate use for this site and is guided by the masterplan for the Campus and adopted policies. The site forms part of the existing Campus and through travel planning and sustainable transport improvements historically is in an accessible location for student and other group use. The nature of the precise uses proposed would complement the surrounding area without giving rise to disturbance to properties within or beyond the Campus boundary.

145. The design and layout is considered acceptable and provides for adequate replacement landscaping, biodiversity enhancement and tree protection measures and would be unlikely to cause detriment to the visual amenity of the area or to heritage and amenity assets within and adjoining the Campus. The revised access and measures to limit car parking and to provide for alternative modes of sustainable transport are considered suitable. Cycle parking and service provision is being suitably managed and is appropriate to meet the needs of the proposal and overall Campus arrangements. Subject to the suggested integration into the UEA travel plan the development is unlikely to result in adverse impact on the adjoining highway network and in any event, subject to condition on Campus refurbishment, results in no additional floor-space being created. The development is in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded that there are no material considerations that indicate it should be determined otherwise.

Recommendation

To approve application no. 19/01427/F - Main Car Park University Drive University of East Anglia Norwich and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Details materials, rainwater goods, joinery, solar shading, cctv, soffits/cappings, external louvers, manifestations etc.;
4. Timing of road delivery;
5. Timing of demolition / removal of porters lodge;
6. Details of phasing programme for occupation of the building and decant of phases of the Lasdun Wall;
7. Construction Management Statement and site set up for phases of work;
8. Details main car park layout, pay locations and infrastructure, entrance and exit points; hard landscaping / surface design e.g. roadways, pathways, cycle lane, traffic calming measures, taxi drop off area;
9. Details of Cow Drive works / new connection; removal of chicane barriers;
10. Detail bus stops / shelters; Public transport information system; DDA level access;
11. Timing of replacement cycle provision for on-site loss;
12. Details of bike dock; on-site cycle parking; bins and servicing areas;
13. Details of removal and re-use of bus shelter on University Drive;
14. Link to UEA travel plan;
15. Details of progress update for movement strategy report and findings;
16. Details of landscaping scheme for Founders Green;
17. Details landscaping scheme (including tree specification, surface water capture for landscape area irrigation, ecology enhancements on/off-site e.g. nesting boxes, soft and hard landscaping, furniture, Cow Drive and Violet Grove edge works, treatment of felled tree materials etc.);
18. Details of mitigation Programme as Green Infrastructure Strategy including scope of activities / works, planting, management and implementation programme;
19. Details of mitigation strategy for *Brachyopa bicolor*;
20. Clearance outside of Bird Nesting Season unless supervised;
21. Details of external Lighting (including scheme for Cow Drive luminance level control / reduction);
22. Detail of measures against hostile vehicle attack;
23. Details of archaeological site assessment;

24. Arb meeting and site monitoring;
25. AMS – tree removal; pruning; no dig construction and hard surface design; root pruning; site set up and compound; temporary setback areas;
26. Details of location of services and methodology for installation if within RPA's;
27. In accord with AIA etc.;
28. Restriction of activities within root protection areas;
29. Details of low zero carbon technologies and connections to campus CHP / DHS;
30. Details of water conservation measures;
31. Details of surface water strategy / scheme;
32. No hard surfaces shall be laid out unless in accordance with surface water strategy;
33. Stop works and details of remediation if unknown contamination is found;
34. Details of plant and machinery;
35. Details of fume and flue extraction;

Informatives

1. Unexploded ordnance;
2. Comments of Anglian Water In relation to AW assets affected by development; wastewater treatment; used water network; surface water disposal; and design development to avoid flooding downstream;
3. Comments of Norfolk Constabulary;
4. Comments of LLFA;
5. Norfolk HES to specify extent of the Written Scheme of Investigation for archaeology;
6. Environmental protection/mitigation measures
7. Site clearance and consideration of wildlife;
8. Protected species;
9. Considerate constructor;
10. Removal of asbestos;
11. Notification of timing of works to avoid impacts on highway network.

Article 35 (2) statement

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

...







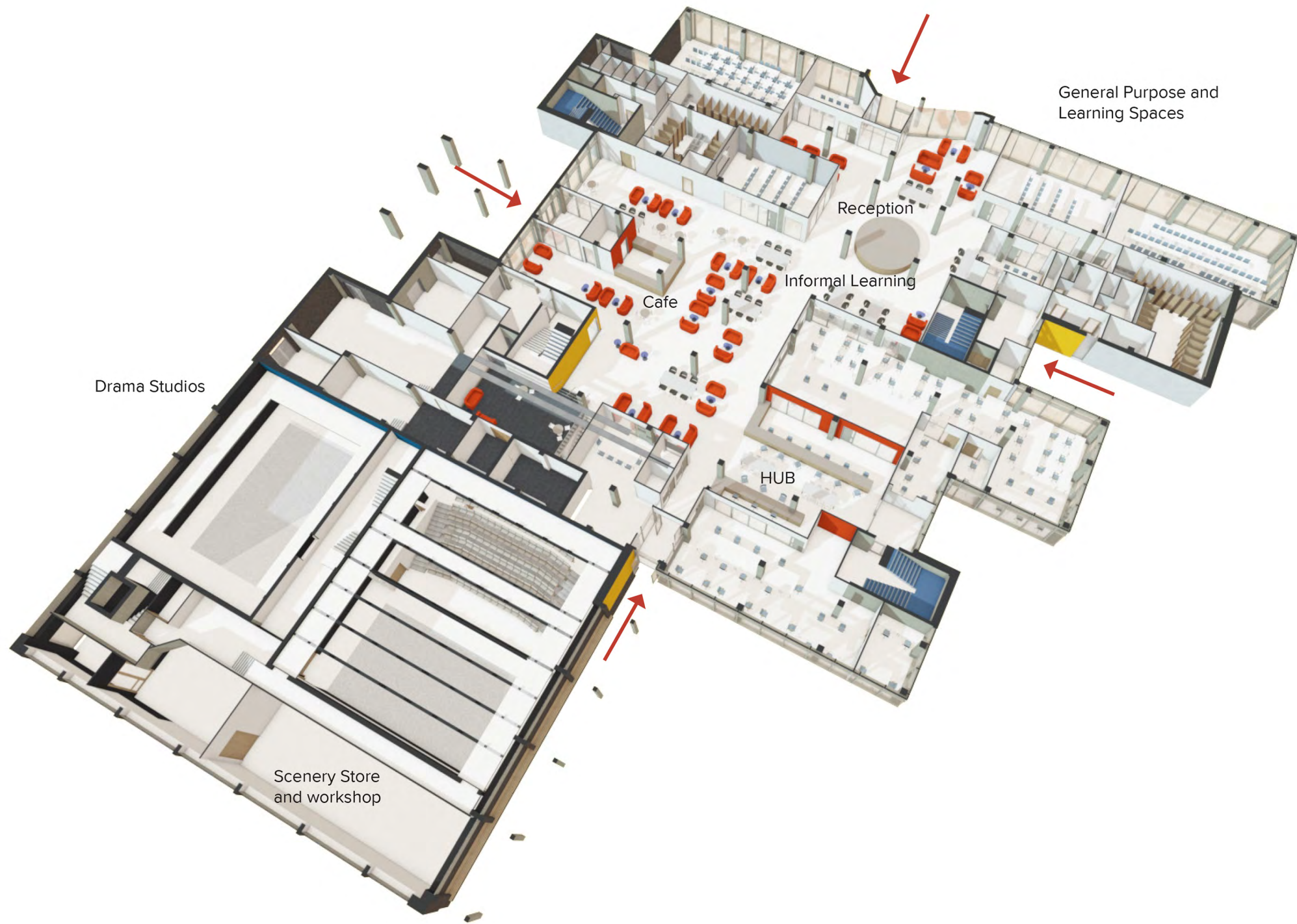




View from Founders' Green



Building Section



General Purpose and Learning Spaces

Reception

Informal Learning

Cafe

HUB

Drama Studios

Scenery Store and workshop



Anti-ramp bollards (spec to be agreed)

Pedestrian grade asphalt concrete

100x100x100mm Settpaving (conservation or similar) Vehicular grade subbase with road kerb edge

PCC pedestrian paving units to match existing 450x450mm Marshalls conservation or similar. Retain where possible

Vehicular standard asphalt concrete

Marshalls 5' Ramps to raised table crossings

Vehicular standard coloured asphalt concrete for Cycle path

Vehicular standard paving units 300x200x80mm Tabernmore Fusion or similar, Mid grey colour

Proposed turf

Detailed sett edge 100x100x100mm double rows

Proposed trees 16-18cm heavy standards

Shrub planting 5L pots

Native transplant trees 40-60cm height at 2m centres

Pedestrian standard paving units 300x200x60 Fusion or similar

Proposed bench seating

Existing trees retained

Proposed wildflower planting

Proposed mixed native understorey planting

Note: Allow for hazard warning paving at all crossings

T05	13/12/19	KL	Raised planter added
T04	10/12/2019	KL	Planting added
T03	09/12/19	KL	Amended measures and hedges
T02	29/11/19	KL	add AC measures
T01	27/11/2019	KL	amendments to layout
T00	25/11/19	KL	Revised for tender
Nil	Date	Appr	Revisions/notes

Note: All Dimensions must be checked on site and not used where this drawing. All cross references to the site plan must be checked on the relevant drawing or specification being referenced.

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Scale/North Point

0 25 30 33 35 M

Client

UEA

Job Title

The Sky House

Drawing Title

Rendered Landscape Site Plan

Issue

PLANNING

Scale

1:400@A1

Drawn

TJ

Checked

KL

Project ID

1859

Date

16.01.2019

Drp

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Rev

T05