

Report to Planning applications committee

Item

17 December 2015

Report of Head of planning services

Subject Application no 15/01364/F - Hangar 5 Anson Road,
Norwich, NR6 6ED

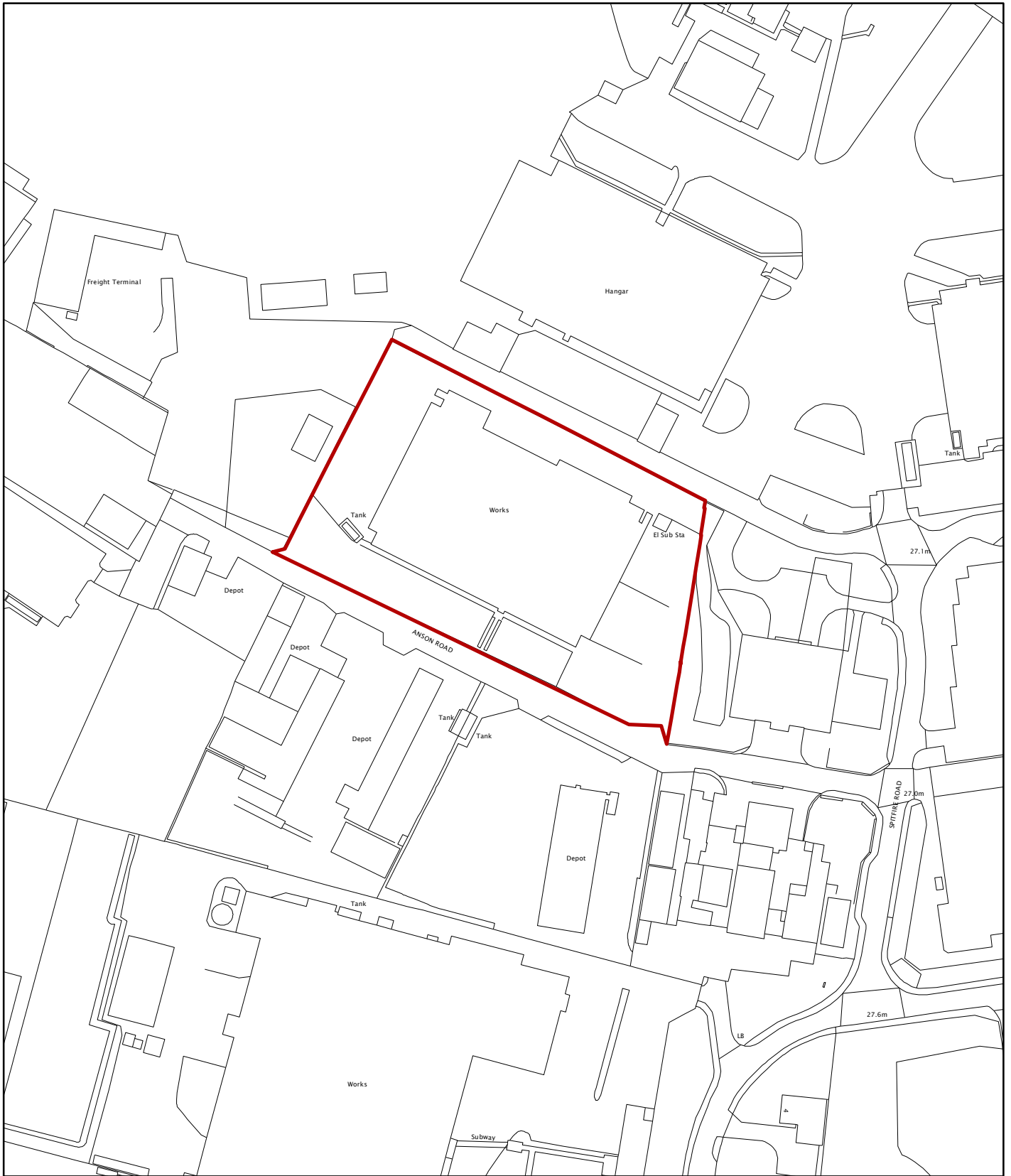
**Reason
for referral** Objection and City council application or site

4(E)

Ward:	Catton Grove
Case officer	Joy Brown - joybrown@norwich.gov.uk

Development proposal		
Alterations to and recladding of external walls and roof in connection with the change of use to an aviation academy (Class D1).		
Representations		
Object	Comment	Support
1	0	0

Main issues	Key considerations
1 – Principle of development	The loss of employment land and the provision of an educational establishment which provides training in aviation.
2 - Design	The acceptability of the external alternations and the impact that this will have on this 1930s 'type C' hangar.
3 – Landscaping	The use of hard and soft landscaping to create a functional and attractive setting.
4 – Transport	The accessibility of the site by car, public transport, walking and cycling and measures that can be put in place to improve access and highway safety and to ensure that sustainable travel will be embedded into everyday life of staff and students.
5 – Amenity	The impact upon neighbouring uses.
6 – Flood risk	Mitigating surface water runoff.
Expiry date	4 January 2016
Recommendation	Approve subject to conditions



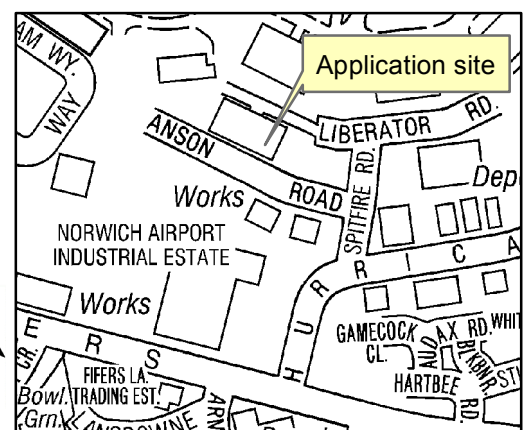
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Planning Application No 15/01364/F
 Site Address Hangar 5
 Anson Road

Scale 1:2,000



NORWICH
 City Council
 PLANNING SERVICES



The site and surroundings

1. The site is situated on the northern side of Anson Road which is a cul-de-sac towards the western side of the Norwich Airport Industrial Estate. The site which is around 1.3 ha is currently occupied by 'hangar 5' which is a standard late 1930s hangar design developed by the Ministry of Defence and referred to as a 'Type C' hangar. The building measures approx. 46m x 91m and has a 'saw-tooth' roof.
2. The building is currently occupied by Anglian Windows as their manufacturing and operations base so is in B1 use. Access to the site is from Anson Road and also Liberator Road.
3. There is a single vehicular access to the Norwich Airport Industrial Estate which is via a traffic light junction on Fifers Lane. To the north west of the site is Norwich International Airport and to the north, east and south are employment uses such as commercial, light industrial and engineering uses. The closest residential accommodation is situated to the south of the Norwich Airport Industrial Estate.

Constraints

4. The site is situated within a defined employment area and is within the critical drainage catchment.

Relevant planning history

5. No recent relevant planning history

The proposal

6. The application seeks full planning permission to change the use of the building to an aviation academy which will be a further and higher educational facility for engineering and other aviation related vocational courses. It is intended that KLM will move their existing aviation students teaching facility (engineering degree courses validated by Kingston-upon-Thames University) which is currently located elsewhere on the Airport Industrial Estate, into the new facility. In addition students that are currently undertaking courses in basis engineering and other aviation related vocational courses, such as cabin crew training at City College will also move to the site. The academy will be designed to accommodate up to 500 people (staff and students) although initial occupation is anticipated to be lower.
7. The proposal will retain the existing 1930s steel structure with concrete encasement and re-clad the external walls with grey metal panels and change the existing 'saw tooth' roof to a flat profile, with the new decking and membrane running at existing ridge level. The original 1938 steel roof will be visible from the inside. A number of the existing later additions will be removed as part of the proposal and a small extension (approx. 300sq m) will be added to the western elevation to allow for a decommissioned Airbus A320 to be accommodated within the building. This element will be partially demountable to allow for aircraft replacement approximately every 5 years or so. The existing hangar doors are to be removed and new openings will be formed in the existing concrete walls.

8. With regards to internal alterations, it is proposed to divide the existing hangar into two distinct portions. The 'Emulation Zone' will house the decommissioned plane and also have enough space to accommodate an Augusta Westland 139 helicopter as well as having workshops for use by aviation students. The 'educational zone' will accommodate 20 classrooms, group rooms, seminar rooms, IT room and offices which are arranged around an open atrium space which accommodates a learning resource centre and café. The two zones will be separated by a fire compartment wall which will have large areas of glazing and a viewing gallery allowing students to observe processes being carried out within the emulation zone.
9. The main entrance remains off Anson Road with an access to Liberator Road also being retained. A landscape strategy has been submitted with the application which includes open space for use by students and staff and provides car parking, motorcycle parking and cycle parking as well as space for servicing.

Summary information

Proposal	Key facts
Scale	
Total floorspace	6591 sq m (existing 7860sq m)
No. of storeys	Two (existing two)
Max. dimensions	103m x 60m, Height – 15m (excluding rooflights) (existing 94m x 65m – height – 14.9m)
Appearance	
Materials	Walls – Profiled insulated wall panels (existing is concrete and asbestos cement cladding) Roof – Shallow-profiled roof insulated panels (existing is asbestos sheeting) Windows and doors – Polyester Powder Coated Aluminium (existing upvc and timber)
Energy and resource efficiency measures	Air source heat pumps
Operation	
Opening hours	08:30-17:30
Transport matters	
Vehicular access	Main access remains off Anson Road with an access to Liberator Road also be retained.
No of car parking spaces	30 (including 2 disabled bays and 1 EV space (existing approx. 114))

No of motorcycle parking spaces	50 (existing approx. 20)
No of cycle parking spaces	50 (existing approx. 20)

Representations

10. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. One letter of representation has 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
30 car parking spaces are not adequate for the size of the building or the number of students and staff anticipated when the college is fully utilised. It is naïve to expect students to access the site via bus, cycle and motorcycle and there should be some car spaces provided for students.	See main issue 4

Consultation responses

11. 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.

Highways (local)

12. The location of the site within the airport industrial estate has benefits in its proximity to the Norwich urban area and access to the primary road network via the A140 that will connect to the Northern Distributor Road at the Airport. There are local bus services and the Airport Park and Ride service that are all a short walk away. The Pedalway programme will also see improved provision for cyclists to the Airport industrial estate via a route towards the city centre via Hurricane Way, Ives Road and Angel Road.
13. In principle there are no objection on highway/transport ground as the academy should have a lower traffic impact than the former use of the site however a number of issues need to be resolved as the proposal has omitted to fully address the following points
- No direct bus service to the campus
 - Lack of pedestrian crossing facilities at Fifers Lane
 - Airport Park and Ride Service not acknowledged within travel plan
 - Lack of footpaths and lighting on Anson Road and Liberator Road
 - Retiming of local bus services

- Transport Statement has not estimated likely trips
 - Travel Information Plan lacks details
14. Therefore there is a need for travel plan enhancements (including having a travel plan coordinator), pedestrian accessibility improvements (including improvements to the footpath provision on Anson Road), enhanced cycle parking provision, liaison with bus operators with regards to retiming of bus services and having an additional bus stop for Park and Ride, a review of waiting restrictions and improved direction signage.

Highways (strategic)

15. The proposed development will have negligible impact on the local transport network compared with the extant use of the site. Consequently Norfolk County Council recommends that there is no strategic highway objection and is content for officers of Norwich City Council to deal with the local transport impacts of the development.

Environmental protection

16. Agree with the recommendations set out within the phase 1 site investigation report. An intrusive investigation will be required. It is recommended that conditions relating to contamination, imported materials, construction working hours and asbestos are attached to any future consent.

Environment Agency

17. No comments received – consultation for Environment Agency expires 11th December 2015. Any comments received will be reported verbally to the committee.

Landscape

18. The proposal is acceptable however further details are required on certain aspects of the landscaping strategy.

Tree protection officer

19. No objection to the proposed development. Would recommend that the lime tree to the front of the hangar is removed and replacement tree planting is provided along the front of the hangar that will reflect more the grandeur of the proposed aviation academy.

Natural areas officer

20. The structure of this building makes it unlikely to be of value for roosting bats. If works are undertaken during the main bird breeding season any active nests must be retained and protected from disturbance until the young birds have fledged. The nature of the proposal and the site's close proximity to the airport, severely limit the scope for soft landscaping but it is noted that a wildflower meadow area and plant species of value for pollinating insects will be included.

Hellesdon Parish Council

21. Support application.

Head of Development Management and Conservation Broadland

22. No comments received

Asset Management Land Owner – Norwich City Council - NPS

23. No comment received

Assessment of planning considerations

Relevant development plan policies

24. 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
- JCS12 The remainder of the Norwich urban area including the fringe parishes
- JCS20 Implementation

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

- DM1 Achieving and delivering sustainable development
- DM2 Ensuring satisfactory living and working conditions
- DM3 Delivering high quality design
- DM5 Planning effectively for flood resilience
- DM7 Trees and development
- DM11 Protecting against environmental hazards
- DM16 Supporting the needs of business
- DM22 Planning for and safeguarding community facilities
- DM28 Encouraging sustainable travel
- DM30 Access and highway safety
- DM31 Car parking and servicing
- DM33 Planning obligations and development viability

Other material considerations

26. Relevant sections of the National Planning Policy Framework March 2012 (NPPF):

- NPPF0 Achieving sustainable development
- NPPF1 Building a strong, competitive economy
- NPPF4 Promoting sustainable transport
- NPPF7 Requiring good design
- NPPF8 Promoting healthy communities
- NPPF10 Meeting the challenge of climate change, flooding and coastal change
- NPPF12 Conserving and enhancing the historic environment

Case Assessment

27. 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

28. Key policies and NPPF paragraphs – JCS5, JCS7, DM16, DM22, NPPF1, NPPF8.
29. With regards to the principle of the proposal there are two main issues for consideration. Firstly as the site is on a defined employment area it is important to establish whether the proposal would prejudice the function of the employment area and secondly it is important to assess whether the location is suitable for an education and training facility.
30. Policy DM16 is of particular importance and this seeks to prioritise defined employment areas for employment uses. The site is currently in employment use and the proposal will therefore result in the loss of employment uses on the site. In this instance however given the sites proximity to the airport and given the specific nature of training that will be offered from the facility it is not considered that the proposal would prejudice the function of the employment area and instead it is considered that the proposal offers the opportunity to support jobs and economic growth in the aviation industry and therefore it can be seen as being complementary to employment uses in the area.
31. Policy DM22 of the local plan and policy 7 of the Joint Core Strategy are also of particular importance as these policies relate to the provision of educational facilities. The proposal will help promote Norwich as a 'learning city' and it is considered that the proposed development will help satisfy the demand for diverse aviation skills training and deliver a centre for education in aviation which will support degree-level, further and higher education courses in engineering, airport operations and cabin crew training. It is however important that educational facilities are accessible and do not have a detrimental impact on the surrounding environment. In particular policy DM22 sets out that proposal for educational facilities will be accepted where:
- a) They would not undermine the objectives for sustainable development set out in policy DM1, in particular by increasing the need to travel by private car;
 - b) They would not give rise to significant impacts on the environment, highway safety or traffic arising from locational constraints which could not be overcome by the imposition of conditions;
- Clauses c) and d) of policy DM22 are not of particular relevance in this instance.
32. These issues are discussed in more details in the sections below.

Main issue 2: Design

33. Key policies and NPPF paragraphs – JCS2, DM3, NPPF paragraphs 9, 17, 56 and 60-66.
34. It is proposed to retain the existing 1930s steel structure and re clad the external walls and roof to give the building more of an 'aviation aesthetic'. The use of Kingspan Micro-Rib composite insulated panels in metallic grey is appropriate for the walls as is the proposed metallic grey Kingspan cladding for the roof. Although this will transform the appearance of the building, it is noted that that existing structure has been significantly altered over time and therefore its historic significance has largely been lost. Overall it is felt that the alterations are an improvement and will give this building a new lease of life. It is also important that one of the key heritage features of the building will be retained internally so although externally the existing roof profile will be changed from a 'saw tooth' roof to a flat profile, the original roof structure will be retained internally and will be made more visible by painting the steel roof black. The use of glazing, rooflights and detailing also helps to break up the mass of the building as well as allowing a lot of natural daylight to flood into the building.
35. The proposal includes a small extension to the building to allow a decommissioned plane to be accommodated within the 'emulation zone'. This is in keeping with the design of the rest of the building and does not significantly alter the overall size and mass of the building or change its proportions.
36. It is also proposed to landscape the external spaces so that they are both functional whilst also providing an area that is attractive and useable for future students and staff. Further details of the landscaping strategy are provided in the following section but overall it is felt that the landscape strategy significantly helps enhance the setting of the building.
37. The only concern with the proposal as submitted was that the main entrance was not prominent enough which could mean that people have difficulties in knowing where to access the building. Furthermore no indication of any signage was shown on the elevations and it was felt that it was better to design this in at this stage rather than to 'tack' it on at a later date. The applicant has subsequently amended the proposal. The entrance has been made more prominent through the provision of an entrance canopy and signage which are both appropriate for the scale of the building and help create a sense of arrival. Signage is also shown on the south east elevation and the north west elevation. Both these signs are large; however they are considered to be appropriate for the nature and scale of the building and the surrounding area. Details of the signage and the canopy will however be required to ensure that they are of high quality but this can form a condition of any future consent.
38. With regards to the internal space, as discussed within the proposals section of this report, the space will be divided into two distinct areas – the emulation zone and the educational zone. It is considered that the proposed layout meets the needs of the academy and whilst the provision of small classrooms and seminar rooms does divide the internal space up, a large proportion of the building is to remain relatively open which allows the original 'saw tooth' roof to be visible and for a sense of space to be retained.

Main issue 3: Landscaping

39. Key policies and NPPF paragraphs – DM3, NPPF paragraphs 9, 17 and 56.
40. A landscape plan has been submitted with the application and it is considered that the aim of creating a welcoming environment with open space for the use of staff and students and sufficient parking, cycle parking, motorcycle parking and servicing has been achieved. There is a large area of permeable paving which draws pedestrians to the main entrance and the use of benches (including a large curved bench) and an amphitheatre provides plenty of space for students and staff to congregate and socialise outside. Trees, scrub and wild flower planting and a rain garden help soften the development and helps enhance the biodiversity of the site. A row of trees along the frontage also help create a feeling of grandeur.
41. Two areas of car parking are provided, one to the south and one to the north and spaces has been designated for motorcycle parking and cycle parking. The overall layout also allows for servicing. The area to the west of the site will be concrete surfaced as this needs to allow plane access in and out of the academy.
42. Further details are required of certain aspects of the landscaping scheme but these can form a condition of any consent.

Main issue 4: Transport

43. Key policies and NPPF paragraphs – JCS6, DM28, DM30, DM31, NPPF paragraphs 17 and 39.
44. One of the key considerations for this application is how the site can be accessed particularly as when at its full capacity the site may be used for up to 500 students and staff.
45. The location of the site within the Airport industrial estate has benefits in its proximity to the Norwich urban area and access to the primary road network via the A140 Cromer Road that will connect to the Northern Distributor Road at the Airport. Although there is currently only one vehicular access point to the industrial estate at Fifers Lane, it is considered that the proposed development will have negligible impact on the local transport network as the traffic impact should be lower than the existing use of the site for industrial purposes which has a significantly higher number of parking spaces on the site.
46. There is also a local bus services (First bus service 37 and 38) within walking distance of the site (stops on Fifers Lane, Vulcan Road North and Bush Road) and the Airport Park and Ride service allows passengers to board and alight at the airport terminal which is only a short walk away from the proposed academy. Discussions have been ongoing for several years in relation to a new bus route to this part of the city and at pre application stage discussions were held with the applicant about whether this development could facilitate this new bus route with a link being provided through this part of the employment area to the terminal building. The response from the applicant is that the provision of a new bus link is not considered to be a reasonable or necessary request of the proposed development as the applicant feels that the transport assessment demonstrates that the impact of the development on the surrounding highway network is minimal. Furthermore the applicant understands that the land required for this link is let on a

long lease to another tenant of the industrial estate and the link is therefore undeliverable at this current time.

47. Given that the applicant has stated that they will not provide this new bus link as part of this development, the Council does need to weigh up whether the development is acceptable without a direct bus service. It is the officer's opinion that the economic benefits of the proposal in this instance do outweigh this transport shortcoming particularly given that there are alternative bus routes within walking distance of the site. As such although it is acknowledged that access to the site by public transport is far from ideal, there is provision within the area and therefore the development would be acceptable without a direct service to the academy.
48. Notwithstanding the above, although it is acknowledged that there are bus services within walking distance of the site, the Council has serious concerns about the existing extent and condition of footpaths from the bus stops to the academy and this raised the question as to whether there were any safe routes for pedestrians to access the site. The proposal as submitted included a new pavement to the front of the site (on Anson Road) but as the land required to provide a continuous footpath on the site side of Anson Road is not within the applicant's or Council's control the applicant felt that this was not an option at this point in time. The Transport Statement submitted with the application stated that existing footpath facilities were available on the south side of Anson Road; however the case officer's site visit would confirm that this is not the case as there are stretches of Anson Road which lack a footpath altogether. It was the officer's opinion that without footpath enhancements to the south side of Anson Road, the proposal could give rise to highway safety issues. In response to this the applicant did suggest that there were currently no safety issues in the vicinity of the site as no accidents have been recorded on Anson Road in the last three years; however very few people currently walk or cycle along Anson Road and if this application is approved there will be a considerable number of students and staff needing to access the site on foot which will greatly increase the risk of an accident occurring if adequate footpath provision is not provided. As well as the footpath, it was the officer's opinion that street lighting is also essential along the stretch of Anson Road as this will greatly improve highway safety too. Without these footpath improvements it was considered that the proposal would not be acceptable. The applicant has now however confirmed that improvements will be made to the footpath on the south side on Anson Road; however at the time of writing this report a plan indicating the improvements has not yet been submitted, although this is expected before the committee meeting on 17th December. Subject to this plan showing satisfactory improvements, the case officer is of the opinion that future students and staff can access the site safely.
49. With regards to accessing the park and ride bus service at the airport there is an informal route through. There are barriers to control vehicular access however there appear to be no restrictions for pedestrians or cyclists. The current road surface is poor and there is a lack of a continuous footpath and lighting; however as traffic levels are minimal and as this link will form part of the pedalway project in the next couple of years there should be enhancements to this route which will directly benefit the academy. Therefore it is not considered necessary to require the applicant to enhance this route as part of this application.
50. With regards to cycling to the site, currently this is not ideal however the pedalway project has provision for improved cycle access to and from the airport and

industrial estate which should be completed within the next couple of years (yellow and purple pedalways). Although ideally these enhancements would have preceded the aviation academy, the pedalway project will clearly have direct benefits in the future. The proposed route is to the north of the academy (on Liberator Road) so an amendment was made to the proposal to include a cycle link from the cycle store to Liberator Road.

Car parking provision

51. There are currently just over 100 spaces on the site; however the parking provision is on an informal basis. The application proposes 30 spaces (including 1 EV space and 2 disabled spaces) on site which will only be used by staff and visitors. For an educational establishment of this size the local plan requirement is for a minimum of 1 disabled space per 20 classrooms and a maximum of 1 space per classroom for staff and visitors with 5% of the spaces being disabled spaces and 1 space including provision for an electric charging point. The number of spaces will exceed the maximum requirement; however given that the site is not ideally located for public transport, it is felt that the provision of 30 spaces is appropriate in this instance. This number of spaces should still encourage students and staff to use alternative sustainable ways of accessing this site and it also allows for a good amount of landscaping which enhances the setting of the building. It will however be necessary to review waiting restrictions in the local area to ensure that students do not park on the surrounding streets which in turn could cause highway safety issues. This can form a condition of any future consent and the cost of the traffic regulation order, signs and lines should be met by the applicant.

Cycle parking provision

52. 50 cycle parking spaces will be provided on site and although this is considerably under the local plan requirement of 170, due to the location of the site it is considered appropriate and will provide enough for 10% of students. The level of cycle parking will however need to be reviewed on an annual basis to ensure that provision is adequate and this should be carried out under the annual review of the travel plan. Details of the cycle parking will also need to be conditioned to ensure that it is covered and that suitable tethers are provided. The applicant is also proposing 50 moped/motorcycle spaces which helps make up the shortfall in cycle parking spaces which is very important given the wide catchment and age demographic and their growing popularity. Details of the moped/motorcycle parking should form a condition of any future consent to ensure that it is covered and that suitable tethers are provided.

Servicing

53. Satisfactory provision has been made for large vehicles to enter and egress the site in forward gear. This would accommodate deliveries, refuse lorries and emergency vehicles. Highway impacts of servicing are likely to be minimal compared to the existing industrial use but it is felt necessary to condition that servicing shall not take place during normal opening hours to avoid conflict between vehicles and pedestrians/cyclists.

Travel Plan

54. A travel plan has been submitted with the application; however this is lacking detail and does not provide reassurance that travel matters will be embedded into the corporate business of the Academy and adequate attention and resources will be given when required. For example the plan doesn't really indicate how sustainable travel will be embedded into everyday life of staff and students and how parental pick up and drop off issues will be managed or mitigated. For example measures such as having real time bus information on monitors in the internal areas of the Academy will help make public transport more convenient and attractive to staff and students. The applicant was asked to review the travel plan; however only minimal changes have been made. Ideally a more full travel plan would be submitted at this stage; however this can form a condition of any future consent and provided that a full travel plan is approved before the use of the academy commences and it is reviewed annually, all outstanding issues should be able to be resolved.

Feasibility study

55. The Council also asked the applicant to explore the possibility of seeing whether certain park and ride buses could have an additional pick up/drop off point at the times when students/staff are most likely to use the service as currently buses only pick up in the City Centre and Anglia Square which would mean that anyone living near Aylsham Road (e.g. resident of Mile Cross) would have to get two buses rather than one. Furthermore a request was made with the applicant to explore with First Buses whether it is feasible to provide a bus service to Hurricane Way and provision of bus stop clearways and better bus stop infrastructure including real time passenger information. Regrettably none of this information has been forthcoming. As it is not considered that the measures would be fundamental to the successful operation of the academy (although they would clearly be highly desirable) , it is proposed that a condition is attached to any future consent requiring a feasibility study to be carried out prior to the first use of the building to explore these options further.

Main issue 5: Amenity

56. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 9 and 17.
57. It is not considered that the proposal will have a significantly detrimental impact upon any neighbouring uses and subject to sufficient insulation within the building, noise from adjacent uses is not likely to have a negative impact upon students of the academy.

Main issue 6: Flood risk

58. Key policies and NPPF paragraphs – JCS1, DM5, NPPF paragraphs 100 and 103.
59. The site is situated within flood zone 1 so is at low risk of flooding. Educational establishments are considered to be a more vulnerable use but it is appropriate to locate this form of development in flood zone 1 so no sequential test or exception test is required.
60. The site is however situated within a critical drainage area and policy DM5 of the local plan is therefore of particular relevance as it is important that the development minimises the risk of flooding on the development site and where possible reduce

the risk. As part of the submitted flood risk assessment a drainage strategy has been included which utilises attenuation methods for the disposal of surface water. The attenuation tank will contain and dispose of surface water at a controlled rate. Given that the existing site is occupied by a building and hardstanding it is considered that subject to the drainage strategy being implemented and part of the site being surfaced with permeable material, the proposal should reduce the risk of surface water flooding on the site and to the surrounding area. This should form a condition of any future consent.

Compliance with other relevant development plan policies

61. 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	No – see main issue 4
Car parking provision	DM31	No – see main issue 4
Refuse Storage/servicing	DM31	Yes subject to condition
Energy efficiency	JCS 1 & 3 DM3	Yes subject to condition
Water efficiency	JCS 1 & 3	Yes subject to condition
Sustainable urban drainage	DM3/5	Yes subject to condition

Other matters

62. The following matters have been assessed and considered satisfactory and in accordance with relevant development plan policies, subject to appropriate conditions and mitigation:
63. Energy - An energy statement has been submitted with the application which demonstrates that at least 10% of the schemes expected energy requirement can be met through the use of low carbon energy. In this instance it is proposed to provide air source heat pumps to provide efficient space heating as well as cooling to a large part of the building. The energy statement sets out the air source heat pump will provide over 30% of the site's energy demand. In addition the proposed building has been designed so that it is well-insulated with an airtight fabric performance with heat-recovery ventilation in the teaching areas and natural ventilation in the atrium. A number of renewable energy systems were analysed for the new development and although several were considered suitable, none are proposed in the final strategy.

64. Water - A condition can be attached to any future consent to ensure that the proposal is water efficient.
65. Trees - There is one lime tree on site which was originally proposed to be retained. Norwich City Council's tree officer however felt that given the tree is of limited stature and is in poor form its removal and replacement with a number of trees along the front of the hangar would result in a better scheme and reflect more the grandeur of the proposed aviation academy. The applicant has subsequently amended the proposal to take on board this advice. There is also a group of trees to the east of the site and to the west of the site. All these trees will be retained and due to existing site fencing, temporary protective barriers are not required.
66. Contamination - Due to the previous uses of the site a phase I contaminated land investigation and risk assessment has been undertaken the conclusions of which is that there are potential sources of contamination on site. As such an intrusive investigation will be required. This can form a condition of any future consent in addition to conditions relating to imported materials and unknown contamination.
67. Ecology - Due to the proposal including the removal of the roof and the demolition of a number of extensions an ecology assessment was submitted with the application. Following a site inspection it was concluded that there are no likely bat roosting opportunities and no bird nesting was evident. Notwithstanding this the advice given within the report is that if a bat or evident bat roost is encountered during the projection, then the works should cease and a licensed bat worker contacted to re-assess the situation. With regards to birds if works are undertaken during the main bird breeding seasons and active nests must be retained and protected from disturbance until the young birds have fledged.

Equalities and diversity issues

68. Disability - All parts of the building will be accessible by lift and disabled car parking is provided. The site would be difficult to access by public transport.
69. Age – The proposal will be a new form of education to people aged 16 and above and promotes vocational training. A more central location would make the site more accessible to all sectors of the community; however due to the specific nature of training, a more central location would not be suitable in this instance.

S106 Obligations

70. The highway improvements required to make the development acceptable can be done through condition which will be as effective and can be subject to enforcement action should they not be undertaken.

Local finance considerations

71. 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.
72. 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.

- 73. In this case local finance considerations are not considered to be material to the case.
- 74. In this instance the total gross internal floorspace will be reduced and given that the charge for educational facilities in the D1 use class category are charged at £0, the proposed development would not need to pay CIL under the current charging schedule.

Conclusion

- 75. The principle of the proposed development is considered acceptable as although the site is situated within an employment area where educational establishments would not normally be permitted, due to the specific nature of training it is not considered that the proposal would prejudice the function of the employment area but instead will offer the opportunity to support vocational training, jobs and economic growth in the aviation industry.
- 76. The proposed conversion of this late 1930s 'type C' hangar and the external and internal alterations will transform the building and will significantly enhance its external appearance whilst still allowing the 'saw tooth' roof which is one of its key heritage feature to be visible internally. The landscape strategy significantly helps enhance the setting of the building and creates a functional and attractive space for students and staff.
- 77. One of the key considerations with this application has been how accessible the site is and it cannot be ignored that access to the site by means other than a private car is far from ideal. There are a number of existing shortcomings to the site which include the fact that it has no direct bus service and the footpaths and cycle links are poor. It is regrettable that a new bus link cannot be provided as part of this application but given that there are two bus services within walking distance of the site (First bus service and Park and Ride), it would be unreasonable to require this as part of this application. As the applicant has now confirmed that footpath improvements will be made to Anson Road, it is considered that there will be a way of students and staff accessing the site safely.
- 78. Notwithstanding the above, even with the improvements to the footpath there are still a number of transport shortcomings and as part of the assessing the application it is important to weigh these up with the economic benefits of the proposal. It is the officer's opinion that provided the footpath enhancements are carried out and a robust travel plan is in place, the benefits do outweigh the existing shortcomings. Furthermore this proposal could act as a catalyst for further development in the area which in turn could help improve accessibility to the site. As such it is the opinion of the officer that 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. 15/01364/F - Hangar 5 Anson Road Norwich NR6 6ED and grant planning permission subject to the following conditions:

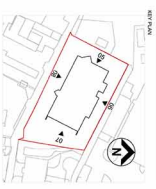
1. Standard time limit;
2. In accordance with plans;
3. To be used only as an Aviation Academy and for no other purpose, including other form of education use or any other purpose in Class D1. Restriction on capacity (500 students at any time) unless otherwise agreed in writing.
4. Materials including walls, roof, windows, doors, rooflights, curtain walling, gutters, downpipes, fascias, bargeboards, external staircases, canopy, advertisements, louvre panels, ventilators
5. Landscaping details (including details of paved areas, functional services above and below ground, boundary treatments, external lighting, vehicular and pedestrian access and circulation areas, minor artefacts and structure, rain garden, planting plan, planting schedules, tree pits, implementation and management programme). Provision prior to first use.
6. In accordance with AIA
7. Details of ASHP and provision prior to first use
8. Water efficiency and provision prior to first use
9. Provision of surface water drainage system and attenuation tank prior to first use and submission of management and maintenance plan to be agreed.
10. Contamination including submission of site investigation, verification plan and monitoring prior to occupation
11. Unknown contamination
12. Imported materials
13. Details of cycle parking, motorcycle parking, bin store and provision prior to first use
14. Provision of car parking (including EV charging provision and disabled spaces) and servicing area prior to first use
15. Provision of vehicular/pedestrian/cyclist access prior to first use of building
16. Feasibility study relating to First buses and Park and Ride Buses services
17. Submission of full travel plan including details of travel plan coordinator and annual review procedures (annual review to include annual review of cycle parking). Measures to be implemented prior to first use of building.
18. Details of footpath improvements to Anson Road (to front of building and on south side of Anson Road) (including street lighting) and provision prior to first use of building
19. Review of waiting restrictions (to be facilitated by Traffic Regulation Order) and no use of building until these have been undertaken.
20. Servicing and deliveries to take place outside usual college opening hours.
21. Any lighting on site to be agreed with local planning authority.
22. Installation of any plant and machinery to be approved by Council

Informatives

1. Construction working hours
2. Asbestos

Article 35(2) Statement

The local planning authority in making its decision has had due regard to paragraph 187 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations, following negotiations with the applicant and subsequent amendments the application has been approved subject to appropriate conditions and for the reasons outlined in the officer report.



NOTES:

01. The building is located on the site of the former RAF Honington. The building is a new construction and is not a conversion of an existing building.

02. The building is a new construction and is not a conversion of an existing building.

03. The building is a new construction and is not a conversion of an existing building.

04. The building is a new construction and is not a conversion of an existing building.

05. The building is a new construction and is not a conversion of an existing building.

06. The building is a new construction and is not a conversion of an existing building.

07. The building is a new construction and is not a conversion of an existing building.

08. The building is a new construction and is not a conversion of an existing building.

09. The building is a new construction and is not a conversion of an existing building.

10. The building is a new construction and is not a conversion of an existing building.

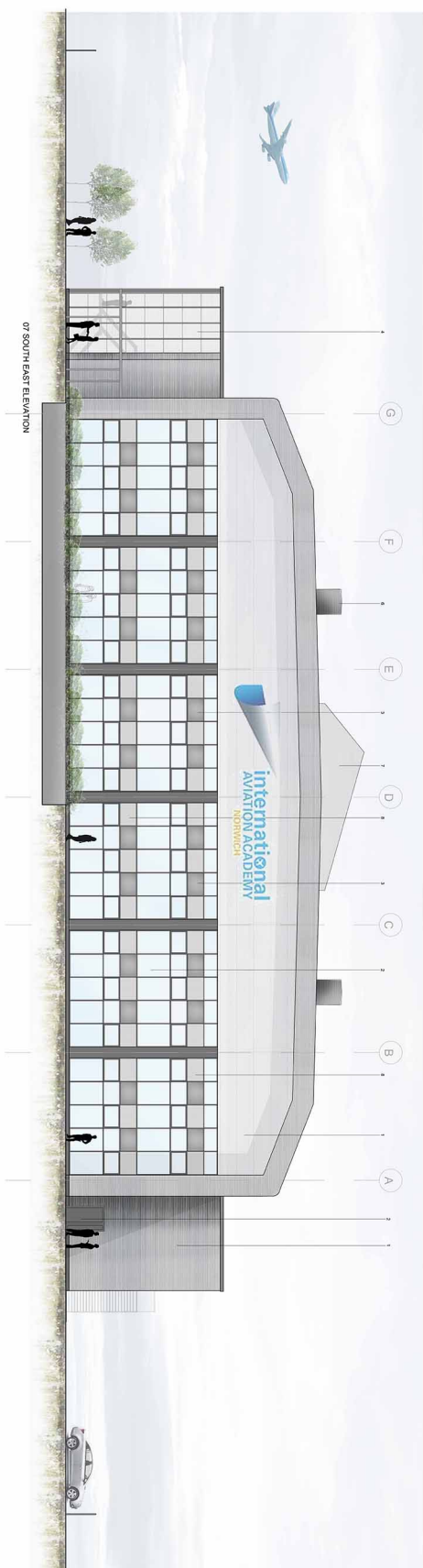
11. The building is a new construction and is not a conversion of an existing building.

12. The building is a new construction and is not a conversion of an existing building.

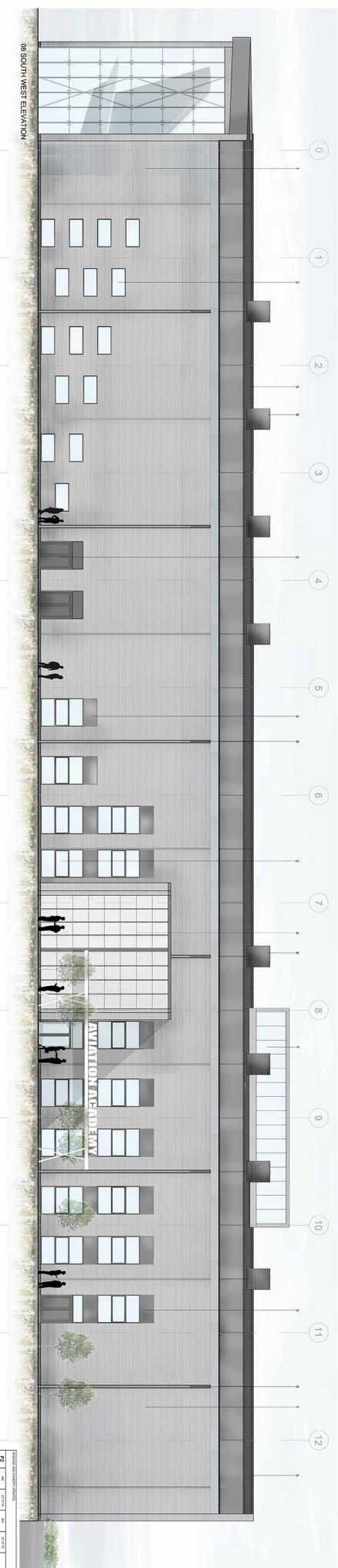
Material Key

- 01. The building is a new construction and is not a conversion of an existing building.
- 02. The building is a new construction and is not a conversion of an existing building.
- 03. The building is a new construction and is not a conversion of an existing building.
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- 12. The building is a new construction and is not a conversion of an existing building.

07 SOUTH EAST ELEVATION



06 SOUTH WEST ELEVATION



International Aviation Academy

06 SOUTH WEST ELEVATION

07 SOUTH EAST ELEVATION

08 SOUTH WEST ELEVATION

09 SOUTH EAST ELEVATION

10 SOUTH WEST ELEVATION



NOTES
1. THE PROPOSED SITE PLAN IS A PRELIMINARY DESIGN AND IS SUBJECT TO APPROVAL BY THE LOCAL AUTHORITY.
2. THE PROPOSED SITE PLAN IS A PRELIMINARY DESIGN AND IS SUBJECT TO APPROVAL BY THE LOCAL AUTHORITY.
3. THE PROPOSED SITE PLAN IS A PRELIMINARY DESIGN AND IS SUBJECT TO APPROVAL BY THE LOCAL AUTHORITY.

