



ODYSSEY

DEVELOPING JOURNEYS

**LAND AT DEAL GROUND AND MAY
GURNEY, BRACONDALE, NORWICH**

TRANSPORT ASSESSMENT ADDENDUM



**LAND AT DEAL GROUND AND MAY GURNEY, BRACONDALE,
NORWICH**

**TRANSPORT ASSESSMENT ADDENDUM
ON BEHALF OF SERRUYS PROPERTY COMPANY LIMITED**

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June 2023



DOCUMENT CONTROL SHEET

Project Name Land at Deal Ground and May Gurney

Project No. 23-005

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	Draft for client review	ESH	BM	ESH	BM	10/05/2023
A	Submission	ESH	BM	ESH	BM	16/06/2023



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1.0 INTRODUCTION

1.1 *Preamble*

1.1.1 Odyssey have been instructed by Serruys Property Company Limited to prepare this Transport Assessment Addendum (TAA) with respect to the permitted development at Land at Deal Ground and May Gurney, Bracondale, Norwich.

1.1.2 The site currently has outline planning permission '*...(full details of access) for a mixed development consisting of a maximum of 670 dwellings; a local centre comprising commercial uses (A1/A2/A3): a restaurant/dining quarter and public house (A3/A4); demolition of buildings on the May Gurney site (excluding the former public house); an access bridge over the River Yare; new access road; car parking; flood risk management measures; landscape measures inc earthworks to form new swales and other biodiversity enhancements including the re-use of the Grade II Listed brick Kiln for use by bats*' (Norwich City Council (NCiC) planning Reference 12/00875/O, South Norfolk Council (SNC) planning Reference 2011/0152/O).

1.2 *Planning Background*

1.2.1 Condition 1 of planning approval Ref. 12/00875/O, and Condition 2 of planning approval Ref. 2011/0152/O, refer **Appendix A**, secured the requirement for the access / main spine road to '*...be begun before the expiration of ten years from the date of this permission*'; the date of the permission being 12th July 2013. The application is therefore still valid until the 12th July 2023, subject to works starting on the access / spine road.

1.2.2 Subsequent Non-Material Amendment (NMA) applications have been sought to the original outline planning permission (NCiC planning reference 12/00875/O, SNC planning reference 2011/0152/O), as outlined below:

- NCiC planning reference 20/00698/NMA, SNC reference 2020/1062), sought to amended 24 of the original planning conditions. The approval of this Reserved Matters Application however, did not grant a new planning consent, but rather revised some of the conditions of the original consent. The Decision Notices (NCiC Ref. 20/00698/NMA, SNC Ref. 2020/1062) are presented in **Appendix A**.
- NCiC planning reference 22/01040/NMA, SNC reference 2022/1574, sought to amend the timing of when the proposed access / main spine road is required to be begun. The Decision Notices are presented in **Appendix A**.



1.2.3 A subsequent Environmental Impact Assessment (EIA) Scoping Opinion Request had been submitted for the site (NCiC planning reference 22/01225/EIA2, SNC planning reference 2022/1847), with the response provided in November 2022. This included a response from Norfolk County Council (NCoC) Highways, as extracted herein and as also presented in **Appendix B**.

“The highway authority has reviewed the information provided and considers that given the age of the original application, a revised Transport Assessment is required. The revised assessment should take into account the East Norwich development (given that there is a submitted, albeit un-validated planning application).

In addition, the assessment years will have changed and there will have been changes in traffic levels since the original traffic surveys were undertaken.

Consideration will also need to be made regarding access to catchment schools and walking/cycling routes to local facilities and employment areas.”

1.2.4 Given that the original outline planning application (NCiC planning reference 12/00875/O, SNC planning reference 2011/0152/O) is still valid, it is considered that there should be no reason for NCoC to require that further or updated traffic impact assessments are undertaken, and in respect of East Norwich it is more appropriate that that application takes account of the consent rather than vice versa. This TAA does however seek to provide NCoC with reassurance as to the permitted development’s impact on the local highway network, as per the NCoC advice provided for the EIA Scoping Opinion.

1.3 Planning Policy

1.3.1 In the intervening period since the original application was prepared there have been updates to national planning policy which the development should follow. Whilst it is noted that the application has outline planning permission that is still valid, an update of the National Planning Policy Framework (NPPF) is presented herein, this being the national guidance upon which any new planning application should be determined. Accordingly, as part of the reserved matters application for the permitted development, the latest policy and guidance will be adhered to.

National Planning Policy Framework

1.3.2 The NPPF (July 2021) provides a structure for development within the UK, with a ‘*presumption in favour of sustainable development*’.



1.3.3 Paragraph 85 of the NPPF states '*...it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.*'

1.3.4 As such, the NPPF states in Paragraph 111 that '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*'

1.3.5 Paragraph 113 continues, '*All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*'

1.4 Report Structure

1.4.1 This TAA is structured as follows:

- **Section 2.0** provides a summary of the historic and current traffic flows on the local highway network.
- **Section 3.0** provides a summary of the site's (off-site) accessibility for pedestrians and cyclists.
- **Section 4.0** provides a summary of the site's Travel Plan.
- **Section 5.0** summarises and concludes the report.



2.0 TRAFFIC IMPACT ASSESSMENT

2.1 2009 Traffic Data

2.1.1 The original traffic impact assessment, as presented in the 'Deal Ground Norwich traffic modelling – Report 09070-A' (JCT Consultancy, March 2010) submitted with the original outline planning application (NCiC planning reference 12/00875/O, SNC planning reference 2011/0152/O), was based upon 2009 traffic data with a 2010 base year and 2015 future year assessed, these being determined by NCoC providing growth factors to be applied to the traffic survey data. A copy of the 2009 traffic flow diagrams for the peak periods, extracted from the aforementioned traffic modelling report are presented in **Appendix C**.

2.2 2015 Traffic Data

2.2.1 Further traffic surveys of the local highway network were undertaken as part of the now withdrawn planning application at the 'Utilities Site' (NCiC planning Reference 15/00997/F), which sought:

Full planning permission for demolition works and the development, on the Utilities site, of a biomass fuelled energy centre (49.9 MWe installed capacity), associated fuel storage, offloading facilities and railway works, district heating network centre and associated utilities linkages to the Carrow Works; 435 units of student accommodation; commercial units; boat moorings, landscaping and public realm provision; controlled access to Hardy Road and new vehicular access via the Deal Ground with new vehicular bridges over the River Wensum and River Yare; together with associated infrastructure works and all enabling and preparatory works.

Outline planning permission (with all matters reserved) for demolition works and provision of 120 residential dwellings; 282 units of student accommodation; research centre; data centre; education centre; offices and training buildings; a new pedestrian and cycle access to Cremorne Lane; boat moorings, landscaping and public realm provision; together with associated infrastructure works and all enabling and preparatory works.

2.2.2 The Utilities Site would have been accessed via the development with an all-modes bridge across the River Wensum. Whilst the application was withdrawn, NCoC Highways were consulted; it is noted that they did not raise any comments on the validity of the traffic surveys.

2.2.3 The traffic surveys for the Utilities Site planning application were undertaken in April 2015. The traffic flows have been sourced from the accompanying Transport Assessment (Axis July 2015), with the relevant extracts contained in **Appendix D**.



2.3 2023 Traffic Data

2.3.1 New traffic surveys have been undertaken to determine the current flows of traffic on the local highway network. The recent traffic surveys have comprised of classified turning count and queue length surveys, undertaken in the AM and PM ‘network’ peak periods of 07:00-10:00 and 16:00-19:00 on a typical weekday, at the ‘Martineau Roundabout’ (roundabout junction of Bracondale (west) / Northern Access (Carrow Works) / Bracondale (east) / Martineau Lane / County Hall access). Two additional Automatic Traffic Count (ATC) surveys were also undertaken on Bracondale / The Street for a period of one week. The ATC surveys were undertaken from Wednesday 1st March to Tuesday 7th March 2023. The traffic survey of Martineau Roundabout was undertaken on Wednesday 1st March 2023. The full survey results are presented in **Appendix E**.

2.3.2 Analysis of the westernmost ATC located on Bracondale (‘ATC 1’) has demonstrated that Wednesday 1st March 2023 had the highest weekday recording for total daily vehicle movements, and it had comparable network peak hour vehicle movements to the other weekdays recorded; refer to **Table 2.1** in addition to **Appendix E**. It is therefore considered that a ‘typical’ weekday has been surveyed at Martineau Roundabout.

Table 2.1: Bracondale ATC1 Survey - Total Vehicle Movements Summary

Time	Total Two-Way Vehicle Movements							Weekday Average
	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	
	01/03/2023	02/03/2023	03/03/2023	04/03/2023	05/03/2023	06/03/2023	07/03/2023	
0700-0800	81	91	77	58	34	90	102	88
0800-0900	192	191	194	137	85	181	168	185
0900-1000	131	139	96	185	134	114	122	120
1600-1700	156	140	178	144	166	143	166	157
1700-1800	178	180	164	105	83	152	163	167
1800-1900	167	136	141	110	69	115	133	138
Daily	2,098	2,048	1,970	2,199	1,918	1,617	1,914	1,929



2.3.3 The classified count survey of Martineau Roundabout was recorded in 15-minute intervals, such that the AM and PM peak hours at this junction could be determined. This has shown that the AM peak hour in terms of turning movements occurs from 07:45 to 08:45. The PM peak period occurs from 16:45 to 17:45, although it is noted that there is very little variation in traffic flows in any given hourly period from 16:00 to 18:00.

2.3.4 In order to determine the change in the peak hour traffic flows at Martineau Roundabout, between 2009 and 2023, the peak hour traffic flows as surveyed in 2023 have been compared to the surveyed traffic flows as contained in the original planning application Transport Assessment (from 2009) and the Transport Assessment for the Utilities Site (from 2015). This has been summarised in **Table 2.2**.

2.3.5 As presented in **Table 2.2**, it can be seen that over the 14 year period, from 2009 to 2023, there has been a slow reduction in both the AM and PM peak hour traffic flows at the Martineau Roundabout. A summary of this change is presented in **Table 2.3**.



Table 2.2: 2009, 2015 and 2023 Peak Hour Surveyed Traffic Flow Summary – Martineau Roundabout

Junction Arm	Vehicle Movements											
	AM Peak Hour						PM Peak Hour					
	A	B	C	D	E	Total	A	B	C	D	E	Total
	2009						2009					
A - Bracondale (west)	0	48	124	936	156	1,264	0	9	128	1,041	14	1,192
B - Northern Access	6	0	1	30	1	38	38	0	8	58	1	105
C - Bracondale (east)	272	2	0	119	1	394	144	3	0	172	2	321
D - Martineau Lane	1,413	128	127	0	334	2,002	907	6	127	0	50	1,090
E - County Hall	41	0	0	40	0	81	209	0	0	304	0	513
Total	1,732	178	252	1,125	492	3,779	1,298	18	263	1,575	67	3,221
	2015						2015					
A - Bracondale (west)	4	50	62	930	167	1,213	0	10	162	1,149	13	1,334
B - Northern Access	2	0	0	29	0	31	14	0	0	151	0	165
C - Bracondale (east)	166	0	0	62	16	244	110	0	0	83	14	207
D - Martineau Lane	1,446	22	48	25	188	1,729	1,032	35	47	15	28	1,157
E - County Hall	23	0	1	25	0	49	119	2	3	170	0	294
Total	1,641	72	111	1,071	371	3,266	1,275	47	212	1,568	55	3,157
	2023						2023					
A - Bracondale (west)	9	9	104	746	103	971	0	0	110	1,133	17	1,260
B - Northern Access	4	0	0	5	0	9	2	0	0	14	0	16
C - Bracondale (east)	97	1	2	116	12	228	103	0	2	143	6	254
D - Martineau Lane	1,456	14	58	31	248	1,807	989	3	61	21	9	1,083
E - County Hall	20	0	4	22	0	46	88	0	7	141	0	236
Total	1,586	24	168	920	363	3,061	1,182	3	180	1,452	32	2,849



Table 2.3: Net and Percentage Change in Traffic Flows from 2009 to 2023 – Martineau Roundabout

Junction Arm	Vehicle Movements											
	AM Peak Hour						PM Peak Hour					
	A	B	C	D	E	Total	A	B	C	D	E	Total
Net change from 2009 to 2023												
A - Bracondale (west)	9	-39	-20	-190	-53	-293	0	-9	-18	92	3	68
B - Northern Access	-2	0	-1	-25	-1	-29	-36	0	-8	-44	-1	-89
C - Bracondale (east)	-175	-1	2	-3	11	-166	-41	-3	2	-29	4	-67
D - Martineau Lane	43	-114	-69	31	-86	-195	82	-3	-66	21	-41	-7
E - County Hall	-21	0	4	-18	0	-35	-121	0	7	-163	0	-277
Total	-146	-154	-84	-205	-129	-718	-116	-15	-83	-123	-35	-372
Percentage change from 2009 to 2023												
A - Bracondale (west)	-	-433%	-19%	-25%	-51%	-30%	-	-	-16%	8%	18%	5%
B - Northern Access	-50%	-	-	-500%	-	-322%	-1800%	-	-	-314%	-	-556%
C - Bracondale (east)	-180%	-100%	-	-3%	92%	-73%	-40%	-	-	-20%	67%	-26%
D - Martineau Lane	3%	-	-119%	-	-35%	-11%	8%	-100%	-108%	-	-456%	-1%
E - County Hall	-105%	-	-	-82%	-	-76%	-138%	-	-	-116%	-	-117%
Total	-9%	-642%	-50%	-22%	-36%	-23%	-10%	-500%	-46%	-8%	-109%	-13%



2.3.6 Within the ‘Traffic modelling for proposed development at May Gurney Site, Trowse - Report 10054-B’ (JCT Consultancy, November 2010) accompanying the original outline planning permission, a base year of 2010 was assessed, together with a future year of 2015; calculated by applying TEMPro growth factors to the 2009 surveys. The TEMPro growth factors as advised by NCoC, for the aforementioned traffic modelling report, to be applied to the 2009 survey data are extracted in **Table 2.4**.

Table 2.4: Traffic modelling for proposed development at May Gurney Site, Trowse - Report 10054-B, ‘Table 2: Locally adjusted growth factors provided by NCC [NCoC]’, Page 4

Growth Years	AM Peak	PM Peak
2009 to 2010	1.0049	1.0069
2009 to 2015	1.1251	1.1353

2.3.7 The original traffic impact assessment, as submitted with the original outline planning application, forecast that there would be an increase in traffic on the local highway network, however, as presented with the 2015 and 2023 survey data there has in fact been a decrease in peak period traffic on the local highway network. This is considered to be likely due to a number of reasons such as: the local highway network already being close to capacity detracting from the attractiveness of peak period travel by car in the area; the promotion of active and sustainable travel in the intervening 14 year period; and more recently the reduction in peak period traffic due to the change in working habits following the Covid-19 pandemic. During, and continued following, the Covid-19 pandemic more office-based workers have flexible working hours, meaning there has been a plateau in the peak hour vehicle movements with more employees choosing to start and finish work slightly earlier or later in the day. There has also been an increase in home working which has reduced the need for people to travel, particularly at peak times. It is considered that this is reflected in the 2023 survey results.

2.3.8 It is noted in the NCoC Highways response to the EIA Scoping Opinion, refer to **Appendix B**, that consideration should be given to ‘*the East Norwich development (given that there is a submitted, albeit un-validated planning application)*’. At the time of preparing this TAA there was no planning application available publicly on the NCiC planning portal for the East of Norwich site (noting that it is understood in this instance that NCoC were referring to the Carrow Works site to the west of the permitted development). Furthermore, given that the original outline planning application for the site is still valid, it is more appropriate that the East Norwich application takes account of the consent rather than vice versa. This is also considered to be the case for other committed developments locally.



2.4 Trip Generation

2.4.1 The trip generation, distribution and modal split of the development is discussed in Chapter 9 of the 'Transport Assessment, Proposed Development at Deal Ground and May Gurney Site' (Contemporary Transport, December 2010) submitted with the original outline planning application (NCiC planning reference 12/00875/O, SNC planning reference 2011/0152/O). This detailed the site specific assessment that was undertaken of the multi-modal trip generation of the development taking into account the specific circumstances of the site (its sustainable location to the south east of Norwich) together with the measures that the development would implement (cycleway provision etc.) that would impact the multi-modal trip generation. The multi-modal trip rates were further determined based upon the implementation of the Framework Residential Travel Plan, upon which there are some updates to the measures to be implemented, such as promoting the cycle hire scheme 'Beryl Bikes', which would also help to reduce the number of vehicle trips forecast. Given that the multi-modal trip generation and distribution was tailored specifically to the development it is still considered to be valid.

2.5 Summary

2.5.1 Through undertaking recent traffic surveys it has been demonstrated that there has not been the traffic growth forecast in the original Transport Assessment. It is further noted that due to the site-specific assessment that was undertaken as part of the Transport Assessment, that the multi-modal vehicle trip forecast for the development is still considered to be valid. The outline planning approval was therefore granted on the basis of an assessment of a future year with notably higher traffic flows than have been shown to be existing. It is therefore considered that even if a new planning application was to be submitted, the development's traffic impact would not be 'severe' such that the application should be refused on highways grounds.

2.5.2 The original Transport Assessment, which accounted for the specific circumstances of the development, is thus considered to have presented a robust traffic impact assessment. There is, therefore, not considered to be a justifiable highways reason why the permitted outline planning application, from a highways perspective, is not still valid.



3.0 SITE ACCESSIBILITY

3.1 *Accessibility to Local Schools and Facilities*

3.1.1 As per the NCoC Highways response to the EIA Scoping Opinion, '*Consideration will also need to be made regarding access to catchment schools and walking/cycling routes to local facilities and employment areas*'.

3.1.2 In the 'East Norwich Masterplan Report (Avison Young, Allies and Morrison, Hydrock, RPS, November 2021), the site referred to as 'East Norwich' comprises of the development site (Deal Ground and May Gurney) in addition to 'Carrow Abbey' (also referred to as Carrow Works located to the west of the site) and the Utilities site located to the north of the site and the River Wensum. The development site is therefore located centrally to a wider development area of which the other sites in the wider masterplan are allocated for additional non-residential land uses.

3.1.3 Together with the pedestrian and cycle improvements and facilities that the other 'East Norwich' developments would provide in the long term, the permitted development would be situated in a location where there is a reduced need to travel. This is alongside the site being located a short distance to the south-east of the centre of Norwich, and therefore numerous employment opportunities, shops and services are available within a short walk or cycle.

3.1.4 The permitted development would be connected to the 'Carrow Works' site via a pedestrian and cycle underpass, under the railway line, located at the north-western corner of the development. The development would also be connected to the Utilities site, initially, through the provision of a pedestrian / cycle bridge across the River Wensum; however, the future implementation of an all-mode bridge would be safeguarded.

3.1.5 The development is expected to be within the catchment area for the following schools (as determined from the NCoC website and School Catchment finder, assuming that no education land use would be provided as part of the other sites that make up the East Norwich development):

- Lakenham Primary School
- City of Norwich School
- The Hewett Academy, Norwich
- City Academy, Norwich

3.1.6 All of the afore listed schools are located to the west of the site, and would be accessed, by future residents of the development, via Bracondale and the Martineau Roundabout. This is also the same routeing as would be required for pedestrians and cyclists accessing the centre of Norwich.



3.2 Pedestrian and Cycle Infrastructure

3.2.1 As set out in NCiC Condition 3 / SNC Condition 5 of the planning approval for the site (NCiC planning reference 12/00875/O, SNC planning reference 2011/0152/O, refer to **Appendix A**), the Highway Authority, NCoC, require off-site improvements to be implemented on The Street, together with an on-cycle carriageway cycle lane; as extracted below:

Notwithstanding the details indicated on the submitted drawings no works shall commence on site until a detailed scheme for the access and off-site highway improvement works on the Street as indicated on drawings numbered 3009005/A/015 Rev B and 3009005/B/002Rev A have been submitted to and approved in writing by the local planning authority in consultation with the Highway Authority. For the removal of doubt the site access/The Street junction will not be signalised. Also the footway/cycleway works proposed for Bracondale will not be constructed and will be replaced by an on-carriageway cycle lane scheme.

3.2.2 Drawings '3009005/A/015 Rev B' and '3009005/B/002Rev A' referenced in NCiC Condition 3 / SNC Condition 5 are contained in **Appendix F** of this TAA.

3.2.3 The wording of NCiC Condition 3 / SNC Condition 5 requires that off-site improvements works, primarily for the benefit of walking and cycling trips, are to be submitted and approved prior to works commencing on site (noting that NCiC Condition 4 / SNC Condition 6 requires these works to then be completed prior to occupation).

3.2.4 The wording of NCiC Condition 3 / SNC Condition 5 notes that the drawings referenced are not the final scheme of off-site works to be implemented, intimating that new off-site improvement drawings would need to be prepared. This, therefore, allows for scope to provide a betterment of the footway and cycleway network on The Street / Bracondale.

3.2.5 With respect to the pedestrian and cycle trips that would be generated by the development and travel through the Martineau Roundabout, it is noted that a cohesive pedestrian cycle network is already in place, with the provision of a shared footway / cycleway leading from the roundabout towards the centre of Norwich and towards the NCoC offices, which provide a good quality pedestrian and cycle connection to the west of the site.

3.2.6 It is, therefore, not considered that any further off-site highway improvements are required for the permitted development, further to those already secured as part of NCiC Condition 3 / SNC Condition 5 of the outline planning approval.



4.0 TRAVEL PLAN SUMMARY

4.1 *Overview*

4.1.1 This section provides a summary of the active and sustainable travel measures to be implemented as part of the proposal, as detailed within the Framework Residential Travel Plan submitted as part of the original application (NCiC planning reference 12/00875/O, SNC planning reference 2011/0152/O), contained in **Appendix G** for ease of reference.

4.1.2 It is further noted that there is the requirement for an 'Interim Travel Plan' to be submitted and approved prior to works commencing (excluding the spine road), as set out in NCiC Condition 25 / SNC Condition 26 (refer to **Appendix A**), with NCiC Condition 18 / SNC Condition 19 requiring the secured Interim Travel Plan to be implemented, with a subsequent Full Travel Plan to be submitted and approved by the highway authority, and then be implemented as per the agreed timetable.

4.2 *Travel Plan Measures*

Travel Plan Co-Ordinator

4.2.1 A Travel Plan Co-Ordinator (TPC) will be appointed by the developer prior to the preparation of the Interim Travel Plan. The role of the TPC is to:

- Prepare, implement and monitor the TP;
- Manage the day-to-day delivery of the Travel Plan (TP) measures;
- Market the TP to encourage interest and involvement of residents;
- Maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;
- Liaise with both public transport operators and local authorities on appropriate measures, such as negotiating possible discounted bus tickets or obtaining information on any local travel plan measures;
- Seek to negotiate discounts for residents with local cycle shops, to promote a bicycle user group and any cycle training courses for groups of interested residents; and
- Provide monitoring feedback to residents and to liaise with the local authority as necessary.



Welcome Packs

4.2.2 Upon occupation residents would be provided with a 'Welcome Pack' that provides details to help promote walking, cycling and the use of public transport.

4.2.3 It is proposed that the following items would be included, however this is subject to the availability of information at the appropriate stage:

- An information leaflet about the Travel Plan, its aims and objectives, how to get involved and how travel will be monitored and reported back to residents;
- Contact details for the TPC;
- A sustainable transport voucher for every household with residents being able to choose from a menu of incentives such as: 'bikeability' training, a financial contribution towards a bus or train season ticket, or towards a new bicycle or bicycle equipment;
- Details regarding the provision of broadband to enable easy access to local home delivery services and home working;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public transport routes and the location of bus stops;
- Details of any negotiated discounts at local cycle stores etc., if applicable;
- Information about opportunities to travel to local schools and services in the vicinity of the site by sustainable modes;
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. www.nationalrail.co.uk, and <https://www.pushingaheadnorfolk.co.uk/journey-planner/>;
- Information about car clubs and car sharing through the 'liftshare' website; and
- Information about the home delivery services offered by supermarkets in the local area.

Promotion Cycling

4.2.4 To encourage cycling, secure and sheltered cycle parking will be provided in accordance with the prescribed standards. The development will also be provided with designated cycle routes internal to the site, these being segregated from the carriageway providing a safe space for less confident cyclists. The cycleway will also provide a physical reminder to all road users that cycling is an feasible option.

4.2.5 Cycling would further be encouraged through the provision of 'Beryl Bike' stands in the public realm of the development. Beryl operate a public cycle and scooter hire scheme within Norwich, which along with self-promotion through the provision of dedicated Beryl bike parking,



would be further promoted via information on use and costs, together with any promotional offers, provided as part of the Welcome Pack.

Promotion of Public Transport

4.2.6 Improvement to local bus stops will be implemented, as secured through Condition 6 of the outline planning approval.

4.2.7 Future residents will also be encouraged to use local bus services through the provision of free trial tickets and reduced season tickets. The use of public transport would also be promoted, by raising awareness of the local services that are accessible from the development.

4.2.8 Bus timetables and supporting information will be provided in the Welcome Packs.

Promotion of Car Sharing

4.2.9 Car sharing would be promoted to future residents of the development, particularly in relation to journeys to work. Residents will be provided with information about car sharing via the car share website (<https://liftshare.com/uk>). Information explaining the benefits of the car share scheme and how to register would be included in the Welcome Pack to be issued to residents.

Promotion of Car Clubs

4.2.10 Car club parking spaces would be provided on-site in accordance with NCiC parking standards, subject to a commercial provider being found. Along with the self-promotion of the car clubs through their physical presence within the development, the car club(s) located on-site would be promoted through the Welcome Pack with details provided on how to use them and membership details. Information would also be provided of any promotional discounts for joining the car club.



5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

5.1.1 Odyssey have been instructed by Serruys Property Company Limited to prepare this Transport Assessment Addendum with respect to the permitted development at Land at Deal Ground and May Gurney, Bracondale, Norwich.

5.1.2 The site currently has outline planning permission '*...(full details of access) for a mixed development consisting of a maximum of 670 dwellings; a local centre comprising commercial uses (A1/A2/A3): a restaurant/dining quarter and public house (A3/A4); demolition of buildings on the May Gurney site (excluding the former public house); an access bridge over the River Yare; new access road; car parking; flood risk management measures; landscape measures inc earthworks to form new swales and other biodiversity enhancements including the re-use of the Grade II Listed brick Kiln for use by bats*' (NCiC planning Reference 12/00875/O, SNC planning Reference 2011/0152/O).

5.1.3 Further to the highway authority's request, via the EIA Scoping Opinion, for further information to be provided with regard to the traffic conditions on the local highway network; as contained in **Section 2.0**, it has been demonstrated that there has not been the growth in traffic originally forecast in the Transport Assessment submitted with the approved outline planning application.

5.1.4 It has further been demonstrated that there has been a steady reduction in peak hour traffic movements in the vicinity of the site. The Transport Assessment submitted with the approved outline planning application, with respect to the off-site traffic impact of the proposal, is therefore considered to still be valid, and indeed robust in presenting a worst-case scenario assessment.

5.1.5 As secured through NCiC Condition 3 / SNC Condition 5 of the outline planning approval, off-site pedestrian and cycle improvements are to be implemented on The Street / Bracondale, which would connect to the existing footway and cycleway network at the Martineau Roundabout, providing onward connections to the west and the centre of Norwich. It is further noted that the site is located within the wider 'East Norwich' area site allocation, which would see, in the long term, a large mixed-use redevelopment to the south-east of the centre of Norwich, reducing the need for longer distance travel in the future.

5.1.6 As secured though NCiC Conditions 25 and 26 / SNC Condition 26 and 27, of the outline planning application, an Interim and Full Travel Plan will be implemented, however for ease of reference a summary of the measures to be implemented to encourage active and sustainable travel has been provided.



5.2 Conclusion

5.2.1 The Transport Assessment that supported the outline planning permission is still valid, and it has been demonstrated that the content within it presented a worst-case scenario assessment with regard to the development's impact on the local highway network.

5.2.2 The permitted development is therefore still considered suitable from a highways and transport perspective.

APPENDIX A

Outline Planning Application and Non-Material Amendment Decision Notices (Norwich City Council Ref. 12/00875/O, 20/00698/NMA and 22/01040/NMA, South Norfolk Council Ref. 2011/0152/O, 2020/1062, and 2022/1574



Application submitted by:

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On behalf of:

Serruys Property Company Limited
C/O Lanpro Services
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TOWN AND COUNTRY PLANNING ACT 1990

PLANNING PERMISSION

Application Number: 12/00875/O

Valid date of application: 3 March 2012

Decision date: 12 July 2013

Location: Deal Ground Bracondale Norwich

Proposal: Outline planning application (full details of access) for a mixed development consisting of a maximum of 670 dwellings; a local centre comprising commercial uses (A1/A2/A3): a restaurant/dining quarter and public house (A3/A4); demolition of buildings on the May Gurney site (excluding the former public house); an access bridge over the River Yare; new access road; car parking; flood risk management measures; landscape measures inc earthworks to form new swales and other biodiversity enhancements including the re-use of the Grade II Listed brick Kiln for use by bats.

Conditions:

1. The access/main spine road as detailed on approved drawings; 3009005/B/001A, 3009005/B/002 A, 3009005/A/015 B, 3009005/AB/016 A, 3009005/A/017 A and 3009005/A/018 A, received by the local planning authority on 13 April 2012 shall be begun before the expiration of ten years from the date of this permission.
2. No development shall take place in pursuance of this permission until the following details have been submitted to and approved in writing by the local planning authority in consultation with the Highway Authority and where necessary the Environment Agency:
 - a) full details of the access/ spine road and associated footways and cycle ways;
 - b) lighting scheme for the route;
 - c) foul and surface water strategy;



- d) technical drawings of the Yare bridge and any culverts. In the event of the bridge design and culvert sizes departing from those modelled in the Flood Risk Assessment received by the local planning authority 13 April 2012 the details shall include further modelling to demonstrate no adverse impact on flood flows;
- e) details of the secondary/emergency routes and measures to control access;
- f) phasing plan for the construction and implementation of infrastructure listed above.

The infrastructure shall be implemented in full accordance with the agreed details and implementation plan.

- 3. Notwithstanding the details indicated on the submitted drawings no works shall commence on site until a detailed scheme for the access and off-site highway improvement works on the Street as indicated on drawings numbered 3009005/A/015 Rev B and 3009005/B/002Rev A have been submitted to and approved in writing by the local planning authority in consultation with the Highway Authority. For the removal of doubt the site access/The Street junction will not be signalised. Also the footway/cycleway works proposed for Bracondale will not be constructed and will be replaced by an on-carriageway cycle lane scheme.
- 4. Prior to first occupation of the development hereby permitted the off-site highway improvements referred to in condition 3 shall be completed to the written satisfaction of the local planning authority in consultation with the Highway Authority unless otherwise agreed in writing.
- 5. The secondary/emergency access as indicated on plan no. 3009005/B/001A and 3009005/B/002 A and agreed by condition 2, shall be available for use prior to first occupation of any dwelling on the Deal Ground. The access shall be permanently available for secondary /emergency use thereafter.
- 6. No dwelling shall be occupied until a public transport scheme that has been submitted to and agreed in writing by the Local Planning Authority in consultation with the Local Highway Authority. The scheme shall provide residents:
 - a) convenient and easy access to a bus stop with shelter; and
 - b) access to a bus service of at least 20 minute frequency (7am - 7pm weekdays) between the development and Norwich City Centre.

The scheme shall be implemented in accordance with the approved details prior to the occupation of the 100th dwelling.

- 7. No development shall take place in pursuance of this permission until a detailed landscaping scheme for the main spine road corridor has been submitted to and agreed in writing by the local planning authority. The scheme shall include



arboricultural implications assessments, method statements and tree protection plans in line with BS5837:2012 and the following details:

- a) proposed finished levels or contours;
- b) planting plans showing the location, species and numbers of proposed new trees, hedging, shrubs and other planting on the site;
- c) planting schedules, noting species, planting sizes (at time of planting) and proposed numbers/densities where appropriate;
- d) written specifications (including cultivation and other operations associated with plant and grass establishment);
- e) an implementation programme clearly indicating a timescale for the completion of all landscaping works;

The development shall be carried out in full accordance with the agreed details and implementation programme.

8. Prior to commencement of the spine road and or submission of reserved matters, an Environmental Action Plan (EAP) covering the site and the adjacent County Wildlife Site (CWS) shall be submitted to and agreed in writing by the local planning authority. The EAP shall include the following:

- a) detailed scheme of ecological and protected species mitigation and enhancement, informed by the Ecological Report received by the local planning authority 13 April 2013, up dated ecology surveys and hydrological information;
- b) physical measures, in the form of a wet ditch system, to safeguard the long term ecological functioning of the CWS;
- c) a phasing plan for the implementation of the ecological and protected species mitigation and enhancement measures;
- d) a comprehensive Nature Conservation Management Plan relating to land inside the red line boundary depicted on drawing number 1565/NCMF2 (9.16 chapter 9 Ecology). The Plan shall include details of management responsibilities, plan review arrangements, funding, a schedule of management actions covering all phases of development (construction and long-term operation) and include provisions for any unforeseen cessation in management.

The agreed EAP Plan shall be updated prior to the commencement of each phase. The development shall be undertaken in accordance with the approved EAP and the land shall be managed in accordance with the agreed Nature Conservation Management Plan thereafter. Any subsequent variations to the EAP shall first be approved in writing by the local planning authority



9. Application for the approval of all reserved matters shall be made to the local planning authority not later than the expiration of ten years beginning from the date of this permission. The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such matter to be approved.
10. With the exception of the access and the main spine road (as detailed under condition 2), no development shall take place in pursuance of this permission until approval of the reserved matters has been obtained from the local planning authority. The reserved matters shall relate to the layout, scale, external appearance and landscaping. Any reserved matters submissions for layout and/or landscaping shall include arboricultural implications assessments, method statements and tree protection plans in line with BS5837:2012.
11. The reserved matters shall comply with the mitigation measures included in the Environmental Statement received by the local planning authority on 13 April 2012 (as amended by documents dated 19 October 2012, 1 December 2012 and 1 January 2013), the parameters set out on the Proposed Development Areas plan received 14 February 2013 and the design concept described in the Design and Access Statement (first received 13 April 2012 revised by Addendums D & E) in respect of Vision, the quantum of development, approximate layout of the site, height of blocks (see informative note 1), character areas, access and sustainable transport strategy, landscape/play strategy and integrated design approach.
 - a) Notwithstanding illustrative materials submitted with the application, reserved matters shall exclude the eight storey block previously proposed in the south-west corner of the Marsh Reach character area. For the avoidance of doubt this part of the site is shown on the approved Proposed Development Areas plan received 14 February 2013, as part of the landscaping setting of the development.
 - b) Reserved matters shall include a scheme to facilitate the water based leisure and recreational use of the river frontage, including the provision of moorings and de-masting facilities.
 - c) Notwithstanding the illustrative materials submitted with the application, the detailed site layout within the Marsh Reach/Wensum Riverside areas and the appearance, internal room layout, and glazing and ventilation specifications shall be informed by the need to mitigate the impact of noise from adjacent sources, in particular the asphalt plant/rail head, in order to ensure satisfactory levels of amenity for future residents. Mitigation should be informed by the Noise and Vibration Report dated 19 October 2012, updated and revised where necessary.
 - d) Development within the Wensum Riverside character area shall comply with drawing no. SER001-0014/BZ-DG received by the Local Planning Authority 8 May 2013 regarding the set back of buildings and access roads from the River Yare and River Wensum



- e) Notwithstanding the illustrative materials, landscape details shall include a comprehensive landscape scheme that shall seek to mitigate the visual and environmental impacts of the adjacent minerals site and railhead.

12. Reserved matters applications shall include a scheme for sustainable construction and renewable or low carbon energy for that phase. The scheme/s shall:

- a) maximise opportunities for sustainable construction so far as it is viable and practicable to do so;
- b) provide for the generation of a minimum of 10% of the predicted energy requirement of the phase from decentralised renewable and/or low carbon sources (as defined in the glossary of Planning Policy Statement: Planning and Climate Change (December 2007) or any subsequent version);
- c) demonstrate whether or not there is viable and practicable scope for exceeding 10% of the predicted energy requirement of the phase.

The scheme shall include:

- d) details of the sustainable construction techniques proposed; and
- e) based on d) the estimated annual energy consumption of the phase (expressed in kWh);
- f) the type/s of decentralised renewable and/or low carbon energy sources proposed including the number or areas of units proposed;
- g) a plan detailing the location of all external equipment associated with the decentralised renewable and/or low carbon source/s and the part of the development it serves;
- h) the energy produced per unit or m² for the chosen decentralised renewable and/or low carbon energy source/s (expressed in kWh/unit or kWh/m²);
- i) the average annual combined energy production of the renewable and/or low carbon energy sources (expressed in kWh);
- j) details of the ongoing operation and management of the decentralised renewable and/or low carbon energy source/s including maintenance responsibilities.

13. Prior to the submission of any reserved matters application relating to Wensum Riverside character area, a detailed design code for that area shall be submitted to the local planning authority and approved in writing. The design code shall include the following information:



- a) frontage principles, including the set back of properties from the road, division of public and private space and boundary treatments;
- b) building heights and built form including approach to roofscape;
- c) approach to parking location and layout;
- d) landscaping strategy for external areas (private / communal gardens; streets; parking areas; public realm and riverside) including palette of materials to be used in the external surfaces;
- e) approach to the multi-functional use of the Wensum riverside frontage, including the provision of 2m wide (minimum width) pedestrian access for uninhibited public use;
- f) palette of materials for buildings;
- g) architectural treatment (including details of openings and materials) of building elevations at street-level;
- h) approach to the integration of sustainability measures within the building design.

The design code shall conform with the parameters approved at outline stage. All reserved matters applications relating to Wensum Riverside shall comply with the approved design code.

- 14. With the exception of the spine road (as detailed under condition 2) no development shall take place until a development phasing plan and timetable has been submitted to and agreed in writing by the local planning authority. The phasing plan shall cover the whole site including all areas of green infrastructure and surface water drainage features/measures. The phasing plan may subsequently be varied subject to the agreement of the local planning authority in writing. The development shall thereafter be constructed in full accordance with the agreed phasing plan.
- 15. No occupation of any part of the development shall take place until details for the provision of equipped children's play space within the development, based on details set out in the Design and Access Statement Addendum A section 2.3 and Addendum B section A.5 received 13 April 2012 and section A.11 Addendum D received 22 November 2012 have been submitted to the local planning authority and approved in writing. The play spaces should be capable of facilitating the needs of the whole development and should be in line with guidance within the adopted open space and play provision supplementary planning document. The play space shall be provided in full accordance with the approved details and in accordance with the timetable for the provision of green infrastructure as agreed under condition 14.
- 16. With the exception of the spine road (as detailed under condition 2) and the areas covered by the EAP (as detailed under condition 8) no development of any phase agreed under condition 14 shall take place until an open space



management plan has been submitted to the local planning authority and approved in writing for that phase. The open space management plan shall detail management responsibilities and include a schedule of maintenance operations for all areas of green infrastructure within that phase and all other areas of that phase which do not form part of the private curtilage of a property or adopted highway (including, for the avoidance of doubt, both soft and hard landscaped areas and parking areas). The plan shall provide for the replacement of any trees or plants which die, are removed, uprooted, destroyed or become seriously damaged or defective. Management shall commence in full accordance with the approved landscape management plan immediately after completion of landscape works details of which are to be agreed under condition 10 (reserved matters for landscaping).

17. With the exception of the spine road (as detailed under condition 2) no development of any phase agreed under condition 14 shall take place in pursuance of this permission until precise details of the slab levels of the dwelling/blocks of dwellings have been submitted to and agreed in writing by the local planning authority. Such details shall also provide comparative levels with existing adjoining properties and details of the levels of any ground levels and boundary treatments proposed. The development shall be carried out in accordance with the details as approved.
18. At least 10% of dwellings on the site shall be designed to lifetime homes standard.
19. The small local centre hereby permitted shall provide no more than a total of 1,265 sqm gross external floor space as specified in the Environmental Statement Section 10 Table 15 received 13 April 2012 and shall provide no more than 9 individual planning units and no individual planning unit shall exceed 500 sqm gross external floor space. The small local centre shall only be used for uses within use classes A1 (shops), A2 (financial and professional services) or A3 (restaurants and cafes) as defined by the Town and Country Planning (Use Classes) Order 1987 as amended (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification) and notwithstanding the provisions of Schedule 2, Part 3 of the Town and Country Planning (General Permitted Development) Order 1995 as amended (or any Order revoking and re-enacting that Order, with or without modification) at least 50% of the gross external floor space of the small local centre shall be in A1 retail use.
20. The dining quarter hereby permitted shall provide no more than a total of 999 sqm gross external floor space as specified in the Environmental Statement Section 10 Table 15 received 13 April 2012, as amended by the letter from the applicant's agent dated 25th April 2013 and shall provide no more than 6 individual planning units and no individual planning unit shall exceed 500 sqm gross external floor space. The dining quarter shall only be used for uses within use classes A3 (restaurants and cafes) or A4 (drinking establishments) as defined by the Town and Country Planning (Use Classes) Order 1987 as amended (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification). The premises which form the dining quarter shall not be open to the public,



trading, or have members of the public, as customers or guests, on the premises between 0000 and 0700 on any day.

21. No commercial extract ventilation or fume extraction system shall be installed or erected on the site unless in accordance with a detailed scheme that has been submitted to and approved in writing by the local planning authority. The detailed scheme shall include the position of ventilation, fume or flue outlet points and the type of filtration or other fume treatment to be installed and used in the premises in pursuance of this permission, together with a schedule of maintenance. No use of the premises as hereby permitted shall take place until the approved scheme has been installed and is operational and thereafter it shall be retained in full accordance with the approved details and the maintenance of the system, including any flue, shall be carried out in accordance with the scheme as agreed.
22. No development shall take place until a detailed scheme for the undergrounding of the overhead power cables and the removal of existing infrastructure and cables, as agreed with the distribution network operator, has been submitted to and agreed in writing with the local planning authority.
23. With the exception of the spine road (as detailed under condition 2), unless otherwise agreed in writing by the local planning authority, no development of any phase on the Deal Ground, agreed under condition 14, shall take place until it has been demonstrated and the local planning authority has confirmed in writing, that it is satisfied that relevant consents and full access rights are in place to allow public access for pedestrians and cyclists into perpetuity from The Street over a bridge crossing the River Wensum to either the adopted highway or where it exists to the formal Riverside Walk network, on the northern side of the river.
24. Unless otherwise agreed in writing by the local planning authority, no dwelling on the Deal Ground shall be occupied prior to the provision of the Yare bridge (as approved under condition 2) and a bridge providing pedestrian and cycle access over the River Wensum and a route for cyclists and pedestrians being freely available for public use in perpetuity linking either the adopted highway or the formal Riverside Walk network on the northern side of the River Wensum to adopted highway on the Deal Ground.
25. With the exception of the spine road (as detailed under condition 2), no development shall take place in pursuance of this permission until an Interim Travel Plan has been submitted to and approved in writing by the local planning authority, in consultation with the Highway Authority. Such a Travel Plan shall accord with Norfolk County Council document 'Guidance Notes for the Submission of Travel Plans' (or any approved variation to that document) or be produced using the Workplace Travel Plan Generator Tool, www.worktravelplan.net.
26. No part of the development hereby permitted shall be occupied until the approved Interim Travel Plan referred to in condition 25 above has been implemented. During the first year of occupation a Full Travel Plan, based on the Interim Travel Plan referred to in condition 25 above and including details of



proposed implementation and mechanisms for monitoring and review, shall be submitted to the local planning authority for approval, in consultation with the Highway Authority. The Approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied and used for a purpose in accordance with this permission, subject to approved modifications as agreed by the local planning authority, in consultation with the Highway Authority, as part of the annual review.

27. With the exception of the accesses and spine road (as detailed under condition 2), no development of any phase agreed under condition 14 shall take place until details of the design, construction and surfacing of roadways, footpaths and cycle ways and an implementation plan for the works have been submitted to and approved in writing by the local planning authority for that phase. The roadways, footpaths and cycle ways shall be constructed in full accordance with the approved details and implementation plan.
28. No occupation of any dwelling shall take place until car parking, cycle parking and storage and bin storage and collection facilities have been provided in accordance with details to be agreed under condition 10 (reserved matters for layout and landscaping).
29. With the exception of the access and spine road (as detailed under condition 2), no occupation of any phase agreed under condition 14 shall take place until appropriate traffic regulations orders have been secured to facilitate the delivery of the Transport Strategy (Environmental Statement - Section 6 dated July 2010, received 13 April 2013) and parking and access arrangements to be agreed under condition 10 (reserved matters for layout and landscaping).
30. The development shall be constructed with a minimum finished floor level of 2.4AOD, as detailed in the approved Flood Risk Assessment.
31. Prior to the commencement of development, details of a safe exit route, not adversely affecting the flood regime, to land outside the 1:100 year floodplain shall be submitted to and agreed, in writing, with the local planning authority. The route shall be constructed and completed before occupancy of any part of the proposed development
32. Prior to the commencement of the main spine road or development of any phase agreed under condition 14, a scheme for the provision and implementation of compensatory flood storage works for that phase based on the principles set out in the Flood Risk Assessment (Environmental Statement: Section 7 dated November 2010, received 13th April 2012) and section 2.6 of the Design and Access Statement (Addendum A, received 13th April 2012) shall be submitted to and approved, in writing by the local planning authority. The approved scheme shall be constructed and completed in accordance with the approved details and implementation timetable.
33. No development of the main spine road (as detailed under condition 2), or any phase agreed under condition 14 shall take place until a surface water drainage scheme for that phase, based on sustainable drainage principles and an



assessment of the hydrological and hydro geological context of the development and the principles outlined in the Flood Risk Assessment and section 2.6 of the Design and Access Statement (addendum A) received 13 April 2012, has been submitted to and approved in writing by the local planning authority. The scheme shall also include:

- a) details of the proposed location, dimensions and design of each element of the surface water scheme;
- b) calculations of the existing runoff rates from the sites in a range of probability rainfall events including 1 in 1 year, the 1 in 30 year and the 1 in 100 year, and a range of rainfall durations for each probability rainfall event;
- c) restriction of the surface water runoff into the river to no greater than the existing runoff rates to ensure there is no increase in offsite flood risk. This should include consideration of how the proposed runoff rates compare to the existing runoff events for a range of rainfall events from the 1 in 1 year to the 1 in 100 year events including climate change, with an assessment of a range of rainfall durations for each event;
- d) calculations to demonstrate that the proposed attenuation storage features are sized to contain the peak duration 1:100 year rainfall event including climate change;
- e) calculations to demonstrate how the pipe network will perform in the 1 in 30 year and 1 in 100 year rainfall events including climate change, to show that there will be no above ground flooding in the 1 in 30 year rainfall events, and details of the volumes and location of any surcharging water in the 1 in 100 year rainfall event including climate change to demonstrate where it will be stored to ensure no flooding of buildings or offsite flooding;
- f) details of the location and volumes of surface water exceedence flows in an extreme rainfall event or in the event of pump failure, to demonstrate where the water will flow and be stored to prevent buildings flooding;
- g) details of who is responsible for the adoption and maintenance of each aspect of the proposed surface water system for the lifetime of the proposed development, and details of the maintenance measures proposed.

The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

34. With the exception of spine road (as detailed under condition 2, no development of any phase agreed under condition 14 shall take place until a details of Flood Resilient Construction measures for that phase based on the the principles outlined within the submitted Flood Risk Assessment 7.66 - 7.71 (Environmental Statement: Section 7 received by the local planning authority on 13th April 2012, has been submitted to and approved in writing by the local



planning authority. The scheme shall be constructed and completed in accordance with the agreed details before occupancy of any part of the proposed development

35. Prior to the occupation of any building a Flood Risk Management Plan including arrangements for flood warning and evacuation shall be submitted to and approved in writing by the local planning authority. The approved plan, up dated where necessary, shall remain in force for the life time of the development.
36. No development shall take place within the site in pursuance of this permission until the following components of a scheme to deal with the risks associated with contamination of the site have each been submitted to and approved, in writing, by the local planning authority:
 - a) a preliminary risk assessment which has identified:
 - i) all previous uses;
 - ii) potential contaminants associated with those uses;
 - iii) a conceptual model of the site indicating sources, pathways and receptors;
 - iv) potentially unacceptable risks arising from contamination at the site;
 - b) a site investigation scheme, based on the preliminary risk assessment, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site;
 - c) a written report containing the site investigation results and the detailed risk assessment of the risk to all receptors that may be affected and, based on these, if required, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;
 - d) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Phasing of requirements b), c) and d) may be permissible where approved in writing by the local planning authority and provided works would not prevent the adequate investigation, assessment and validation remediation of subsequent phases of the development. Any works on site shall be in accordance with the scheme as approved and any changes to any of the details specified above would require the further express consent of the local planning authority.



37. No occupation of the development or where applicable any phase agree under condition 14 and 36 hereby approved shall take place, until a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing, by the local planning authority. The report shall include sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a 'long-term monitoring and maintenance plan') for longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority. The long-term monitoring and maintenance plan shall be implemented as approved.
38. Reports on monitoring, maintenance and any contingency action carried out in accordance with a long-term monitoring and maintenance plan, shall be submitted to the local planning authority as set out in that plan. On completion of the monitoring programme a final report demonstrating that all long-term remediation criteria have been met and documenting the decision to cease monitoring shall be submitted to and approved in writing by the local planning authority.
39. If, during development, contamination not previously identified is found to be present, then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted and obtained written approval from the local planning authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.
40. Prior to the commencement of any development, a scheme for the provision and implementation of pollution control shall be submitted to, and agreed in writing by the local planning authority. The works/scheme shall be constructed and completed in accordance with the approved specification at such times as may be specified in the approved scheme.
41. With the exception of the accesses and spine road (as detailed under condition 2), no development of any phase agreed under condition 14 shall take place until details for the provision of fire hydrants have been submitted to and agreed in writing by the local planning authority in consultation with Norfolk Fire Service. No occupation of any part of the development hereby approved shall take place until the hydrant serving that part of the development has been provided in full accordance with the approved details. The hydrants shall be retained as such thereafter.
42. No development shall take place in pursuance of this permission until a Construction Method Statement for the spine road and for each phase of the development as agreed under condition 14, has been submitted to, and approved in writing by the local planning authority. The approved Statement/s shall be adhered to throughout the construction period for the construction of the accesses and spine road and for each phase of development. The Statement shall provide for:



- a) proposed construction hours;
- b) the parking of vehicles of site operatives and visitors;
- c) the location of site compounds;
- d) construction vehicle access routes;
- e) loading and unloading of plant and materials;
- f) storage of plant and materials used in constructing the development;
- g) storage of fuel/oil and hazardous products or chemicals and measures to prevent pollution of ground water;
- h) silt containment;
- i) the erection and maintenance of security hoarding, including decorative displays and facilities for public viewing, where appropriate;
- j) wheel washing facilities;
- k) measures to control the emission of dust and dirt during construction;
- l) measures to control light pollution from temporary lighting to areas of retained scrub, hedgerows and trees; and
- m) site clearance of any scrub, hedgerows or trees, which are to be removed, to take place outside bird nesting season March - August inclusive, unless otherwise agreed in writing with the local planning authority.

43. No development shall take place in pursuance of this permission until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. The approved CEMP shall be adhered to throughout the construction of the accesses and spine road and each phase of development. The Statement shall include:

- a) details of the project management structure and clearly identify the roles and responsibilities with regard to managing and reporting on the construction phase environmental aspects;
- b) an Environmental Risk Assessment identifying all aspects of construction that could have an environmental impact and assesses the potential risk and impact of that activity on the environment;
- c) management controls to eliminate and/or minimise identified impacts;
- d) a programme of monitoring, reporting and auditing of compliance in accordance with any obligations of the planning consent, licences and



approvals should also be contained in the CEMP to ensure that identified and appropriate control measures are effective.

44. Any buildings within Area 2 as identified on the plan entitled Proposed Development Areas received 14 February 2013 shall be for ancillary purposes only (e.g. service buildings and bins stores etc).
45. With the exception of the accesses and spine road (as detailed under condition 2) no occupation of any phase agreed under condition 14 shall take place until details of external lighting of roads, parking areas, green infrastructure and other public space has been submitted to the local planning authority and approved in writing. The details shall include the type, location, numbers and height of the proposed lighting. Lighting on site shall be in full accordance with the approved details and shall be retained thereafter.
46. With the exception of the accesses and spine road (as detailed under condition 2), no development of any phase agreed under condition 14 shall take place until a detailed scheme for the conversion of the brick kiln to a bat hibernaculum has been submitted and agreed in writing by the local planning authority. The scheme shall include details of: works to the structure; hard and soft landscaping proposals affecting the setting of the structure (including details of any ground level changes) and phasing plans for the works. The development shall be carried out in accordance with the approved details.
47. No development shall commence until a foul water strategy has been submitted to and approved in writing by the local planning authority. The development shall be carried out in strict accordance with the approved scheme prior to first occupation of any dwelling unless otherwise approved in writing by the local planning authority.
48. All imported topsoil and subsoil for use on the site shall either (a) be certified to confirm its source and that it is appropriate for its intended use. No occupation of the development shall take place until a copy of the certification has been submitted to the local planning authority; or (b) in the absence of suitable certification, analysis of the imported material will be required along with evaluation against the derived assessment criteria for this site.

Reasons:

1. As required to be imposed by section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004. In this case an extended period of time is allowed given the complexity of this site and the adjacent Utilities site and the lead in period for infrastructure works.
2. To ensure the satisfactory provision of essential infrastructure in accordance with the NPPF, policy 2 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 and saved policy HBE12 of the adopted City of Norwich Replacement Local Plan 2004.



3. To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor in accordance with policies HOU3, TRA3 and TRA15 of the adopted City of Norwich Replacement Local Plan 2004.
4. To ensure that the highway network is adequate to cater for the development proposed in accordance with policies HOU3, TRA3 and TRA15 of the adopted City of Norwich Replacement Local Plan 2004.
5. Primary access to the Deal Ground consists of a single spine road, crossing over an engineered structure (Yare Bridge). Given the scale of development a secondary means of access is required in order to ensure emergency access and egress (including during flooding events) at all times.
6. To promote the use of public transport by residents and facilitate modal shift in accordance with the NPPF policy 6 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 and saved policy TRA3 of the adopted City of Norwich Replacement Local Plan 2004.
7. In the interests of the satisfactory appearance of the development and to enhance biodiversity in accordance with the NPPF, policy 2 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 and saved policies HBE12, NE8 and NE9 of the adopted City of Norwich Replacement Local Plan 2004.
8. To ensure the ecological interest of the site, in terms of both wildlife and habitat, is enhanced as part of the development process, in accordance with the NPPF and saved policies NE8 and NE9 of the adopted City of Norwich Replacement Local Plan 2004.
9. As required to be imposed by section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
10. The application is submitted in outline form only and the details required are pursuant to the provisions of Article 4(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2010. Further arboricultural and ecological surveys have been identified as necessary to comply with the NPPF, policy 1 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk and saved policies NE1, NE7, NE8 and NE9 of the adopted City of Norwich Replacement Local Plan 2004 and due to the level of information submitted at outline stage and due to the lifetime of the development in question.
11. For the avoidance of doubt and to comply with Article 4 of the Town and Country Planning (Development Management Procedure) (England) Order 2010.
12. To ensure sustainable construction is maximised and to secure at least 10% of the site's energy from decentralised and renewable or low carbon sources to



accord with policy 3 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011.

13. To ensure a consistent approach to the design of the river frontage in the interests of the visual appearance of the site and to accord with the NPPF, policy 2 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk and saved policy HBE12 of the adopted City of Norwich Replacement Local Plan 2004.
14. To ensure that any phasing of the development is satisfactory in terms of the sites operation and visual appearance and to ensure that the delivery of mitigation measures can be co-ordinated across the phased development in accordance with the NPPF and saved policies NE8, NE9, HBE12 and EP22 of the adopted City of Norwich Replacement Local Plan 2004.
15. To ensure the satisfactory provision of childrens play space and to accord with saved policy SR7 of the adopted City of Norwich Replacement Local Plan 2004.
16. To ensure the satisfactory ongoing management and maintenance of all areas of public space on the site in accordance with the NPPF, policies 1 and 2 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk and saved policies NE8, NE9, HBE12 and EP22 of the adopted City of Norwich Replacement Local Plan 2004.
17. To ensure the development of the site results in a high quality design and does not result in an adverse visual impact, in accordance with the NPPF and saved policies NE1 and HBE12 of the adopted City of Norwich Replacement Local Plan 2004.
18. To ensure the provision of accessible housing which also meets the existing and changing needs of diverse households and to comply with saved policy HOU5 of the adopted City of Norwich Replacement Local Plan 2004.
19. To ensure the floor space is appropriate for the residential location outside of any defined centre and to ensure the vitality and viability of any unit/s provided on site, to accord with the NPPF and saved policies SHO3, SHO15 and EP22 of the adopted City of Norwich Replacement Local Plan 2004 and policy DM21 of the Development Management Policies Development Plan Document Regulation 22 Submission Plan April 2013.
20. To ensure the floor space is appropriate for outside of any defined centre and to ensure the vitality and viability of any unit/s provided on site, to protect the amenity of future residential properties and in the interests of fulfilling the City Council's duty under Section 17 of the Crime and Disorder Act 1998 to minimise the potential for crime, disorder and public nuisance, by ensuring the use operates in a manner that makes the most efficient use of available policing resources to accord with the NPPF and saved policies SHO3 and EP22 of the adopted City of Norwich Replacement Local Plan 2004.
21. To protect the visual and general amenities of the area and prevent nuisance arising from the discharge of fumes in accordance with the NPPF and saved



policies HBE12 and EP22 of the adopted City of Norwich Replacement Local Plan 2004.

22. To ensure that the works: minimise and appropriately mitigate impact on the flora and fauna of the site and County Wildlife Site; utilise proposed primary service routes and assist in facilitating the regeneration of the east Norwich area in accordance with the NPPF, policies 1 and 11 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 and saved policy NE7 of the adopted City of Norwich Replacement Local Plan 2004.
23. To provide improved access to the south-east of the city and ensure that future residents of the development have direct and connected pedestrian and cycle access to routes on the north side of the River Wensum, facilitating modal shift and sustainable travel towards the city centre, in accordance with the approved Transport Strategy (dated July 2010, received 13 April 2013), NPPF, policies 2 and 6 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 and saved policies TRA 3 and TRA 4 of the adopted City of Norwich Replacement Local Plan 2004.
24. To provide improved access to the south-east of the city and ensure that future residents of the development have direct and connected pedestrian and cycle access to the north side of the River Wensum facilitating modal shift and sustainable travel towards the city centre from the start of the development, in accordance with the approved Transport Strategy (dated July 2010, received 13 April 2013) for the development and NPPF, policies 2 and 6 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 and saved policies TRA 3 and TRA 4 of the adopted City of Norwich Replacement Local Plan 2004. Only in exceptional circumstances will the timing of the Wensum bridge be varied, that may be where there is evidence that a short term delay would result in the provision of a bridge to serve the needs of the wider east Norwich area. In such cases it would need to be demonstrated that the bridge had all relevant consents, the build contract had been awarded to allow an imminent start and that adequate temporary arrangements were in place to facilitate sustainable travel patterns by residents.
25. To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment in accordance with the NPPF and saved policies TRA3 and TRA12 of the adopted City of Norwich Replacement Local Plan 2004.
26. To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment in accordance with the NPPF and saved policies TRA3 and TRA12 of the adopted City of Norwich Replacement Local Plan 2004.
27. To ensure the satisfactory provision of essential infrastructure in accordance with the NPPF, policy 2 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 and saved policy HBE12 of the adopted City of Norwich Replacement Local Plan 2004.



28. To ensure a satisfactory development of the site which provides for adequate parking, turning, cycle parking and servicing provision for the development, in accordance with saved policies TRA5, TRA6, TRA7 and TRA8 of the adopted City of Norwich Replacement Local Plan 2004.
29. To ensure the effective implementation of the Transport strategy (dated July 2010, received 13 April 2013) and the efficient operation of the highway and in the interests of highway safety.
30. To minimise and mitigate flood risk in accordance with the NPPF and policy 1 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011.
31. To minimise and mitigate flood risk in accordance with the NPPF and policy 1 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011.
32. To minimise, mitigate and compensate for flood risk in accordance with the NPPF and policy 1 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011.
33. To ensure that the development makes adequate provision for sustainable urban drainage and does not adversely contribute to surface water flooding, in accordance with the NPPF and saved policy EP16 of the adopted City of Norwich Replacement Local Plan 2004.
34. To minimise and mitigate flood risk in accordance with the NPPF and policy 1 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011.
35. To minimise and mitigate flood risk in accordance with the NPPF and policy 1 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011.
36. To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with the NPPF and saved policies EP1, EP16 and EP17 of the City of Norwich Replacement Local Plan 2004.
37. To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with the NPPF and saved policies EP1, EP16 and EP17 of the City of Norwich Replacement Local Plan 2004.
38. To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be



carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with the NPPF and saved policies EP1, EP16 and EP17 of the City of Norwich Replacement Local Plan 2004.

39. To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with the NPPF and saved policies EP1, EP16 and EP17 of the City of Norwich Replacement Local Plan 2004.
40. To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with the NPPF and saved policies EP1, EP16 and EP17 of the City of Norwich Replacement Local Plan 2004.
41. To ensure that adequate provision is made for fire hydrant infrastructure required for health and safety purposes as a direct result of the development hereby approved, in accordance with policy 20 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011.
42. To ensure an adequate standard of residential amenity in the nearby area during construction and to limit the ecological impact of the development, in accordance with the NPPF and with saved policies NE1, NE7, NE8 and EP22 of the adopted City of Norwich Replacement Local Plan 2004.
43. To ensure the ecological interest of the site, in terms of both wildlife and habitat, is enhanced as part of the development process, in accordance with the NPPF and saved policies NE8 and NE9 of the adopted City of Norwich Replacement Local Plan 2004.
44. Area 2 is intended to provide car parking/refuse facilities to serve the development and scope for structure landscaping to both enhance the appearance of the development and mitigate the visual and environmental impacts of the adjacent land uses. For the avoidance of doubt any ancillary buildings within this location will have a sui generis use.
45. To ensure that lighting does not have a negative effect on biodiversity or the amenity of occupiers of the site and to accord with the NPPF, policies 1 and 2 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk and saved policies NE8, NE9, HBE12 and EP22 of the adopted City of Norwich Replacement Local Plan 2004.
46. To ensure the development preserves the special architectural and historic interest of the listed building, in accordance with the NPPF and saved policy HBE9 of the City of Norwich Replacement Local Plan 2004.
47. To ensure sufficient capacity is available and in the interest of avoiding pollution and flooding in accordance with the objectives of the NPPF.



48. To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with the NPPF and saved policies EP1, EP16 and EP17 of the City of Norwich Replacement Local Plan 2004.

Reasons for Approval:

The environmental information submitted with the application has been taken into account in the determination of the application and the decision has been made with particular regard to the policies 1, 2, 3, 4, 5, 6, 7, 9, 12, 19 and 20 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011, policy CS16 of the adopted Norfolk Minerals and Waste Core Strategy and Minerals and Waste Development Management Policies Development Plan Document 2011, saved policies NE1, NE2, NE7, NE8, NE9, HBE4, HBE8, HBE9, HBE12, EP1, EP5, EP10, EP16, EP17, EP18, EP20, EP22, TVA3, SHO3, HOU5, HOU6, SR1, SR2, SR3, SR4, SR5, SR7, SR11, SR12, TRA3, TRA5, TRA6, TRA7, TRA8, TRA10, TRA11, TRA12, TRA14, TRA15 and TRA16 of the adopted City of Norwich Replacement Local Plan 2004, the National Planning Policy Framework and other material considerations.

The Deal Ground comprises an extensive area of disused industrial land and has been identified for many years as a strategic priority for re-development. The site along with the adjoining May Gurney and Utilities site provide the potential for the major physical regeneration of east Norwich by bringing forward mixed development and enhanced green linkages and this is identified as a key objective in JCS 12. Although the proposals depart from Policy EMP9, the application is considered compliant with the NPPF by providing for a sustainable mix and scale of development which will facilitate this regeneration and make a substantial contribution to accommodating a strategic level of housing growth.

It is recognised that the site has significant constraints in terms of access, flood risk, noise environment, landscape and ecology. However, it is considered that the proposed development represents a comprehensive and integrated response to these constraints which manages and mitigates environmental impacts to an acceptable level.

The vision of creating an 'urban village', well connected with the city but integrated into a natural landscape provides the scope for a distinctive and sustainable development. The small local centre and dining quarter will provide local employment and assist the creation of a mixed vibrant development, but be of a scale to not result in an adverse impact elsewhere. The proposed transport strategy is considered a robust response to mitigating the transport impact of the development through actively promoting sustainable travel. The success of this approach will rely on the early provision of the Wensum Bridge and the effective and long term performance of the Transport Management Association.

Although the site is at risk of flooding the substantial regeneration benefits associated with this development, which could not be achieved elsewhere, and the ability to make it safe, justifies the development. Managing flood risk has informed the entire design



concept with the result that property and people will be safe and that over all flood risk would be reduced in this location through the creation of a net gain in flood storage.

The landscape-led approach provides the opportunity for the creation of a high quality, distinctive residential environment with a strong sense of place. Although development will be high in density, there are opportunities for good amenity levels accruing from the sense of landscape integration and views across the marshes to Whittingham. It is recognised that noise associated with the adjacent asphalt plant, rail head and bridge has the potential to have a negative impact on parts of the site. However it is possible to mitigate this impact at reserved matter stages through careful design, which seeks to use building orientation, insulation and landscaping to create psychological separation and reduced noise levels. On this basis the broad distribution and quantum of development is considered justified and not prejudicial to the adjacent safeguarded minerals site.

The design approach responds to the rural fringe location by creating a multi-storey urban form within a strong landscape setting. Although it is acknowledged the visual change will be significant, it is not considered that it will be adverse. The development will form part of a new gateway to the city created through the regeneration of east Norwich. The height of development, the loss of open space and the local impact on the Yare Valley character area have been balanced against the wide social and economic benefits associated with the regeneration of a brown field site.

Most of the development is proposed on land with low biodiversity value but there are direct impacts on the existing Carrow Abbey CWS, an entropic flood plain fen and a UK BAP habitat of moderate to high ecological importance at a county level. The development strategy minimises direct impact on the fen habitat and includes mitigation and enhancements. Long term management will be introduced to arrest the current decline of the fen habitat and reverse the natural succession of the habitat to woodland. The ecological approach proposed to the CWS and wider site will result in a net gain in the biodiversity baseline.

Taking the above matters in to account and the environmental information submitted it is considered that on balance given the need to provide housing and subject to conditions and the content of the S106 Obligation the proposals are considered to be acceptable.

Article 31 (1) (cc) Statement:

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

Informatives:

1. The Proposed Development Areas plan received 14 February 2013 and the design concept described in the Design and Access Statement (first received 13 April 2012, revised by Addendums D and E) refers to number of storeys. For



the avoidance of doubt a storey has a maximum height of 3.0m and includes ground floor use/s.

2. Anglian Water: The development is within 15 metres of a sewage pumping station. Whilst Anglian Water takes all reasonably practicable steps to prevent any nuisance arising from the site, there should be no development within 15 metres from the boundary of a sewage pumping station of this type if the development is potentially sensitive to noise or other disturbance or which might give rise to complaint from the occupiers regarding the location of the pumping station.
3. This development involves a Travel Plan to be implemented within the scope of a legal agreement between the applicant and Norfolk County Council. Please note that it is the applicants' responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Town and Country Planning Act 1990 or Highways Act 1980 are also obtained. Advice on this matter can be obtained from the County Council's Highways Development Control Group based at County Hall in Norwich. For residential development, Norfolk County Council offers a fully inclusive package covering the writing, implementation, on-going management and annual monitoring of a Travel Plan for 5 years post completion of the development. Up to date costs can at the time of issue be obtained by contacting Stevie Spencer 01603 223370 or stevie.spencer@norfolk.gov.uk.
4. It is an OFFENCE to carry out any works within the Public Highway without the permission of the Highway Authority. This development involves work to the public highway that can only be undertaken within the scope of a legal agreement between the developer and Norwich City Council. Please note that it is the applicants' responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Highways Act 1980 are also obtained. Advice on this matter can be obtained from the City Council's Transport Team based at City Hall, Norwich. Please contact: transport@norwich.gov.uk.
5. This permission is subject to a planning obligation entered into under legal agreement under the provisions of section 106 of the Town and Country Planning Act 1990, as amended.

Note: This notice applies to the following drawings:

Design and Access Statement received 13 April 2012

Addendum B Design and Access Statement received 13 April 2012

Addendum C Design and Access Statement received 13 April 2012

Addendum D Design and Access Statement received 22 November 2012

Addendum E Design and Access Statement dated 1 November 2012



Environmental Statement received 13 April 2012

Revised LVIA Environmental Statement dated 1 November 2012

Revised Noise Environmental Statement received 22 November 2012

Revised Ecology Environmental Statement dated 1 January 2013

Location Plan received 13 April 2012

3009005/B/001 A Layout Plan - Proposed received 13 April 2012

3009005/B/002 A Layout Plan - Proposed received 13 April 2012

3009005/A/015 B Layout Plan - Proposed received 13 April 2012

3009005/A/016 A Layout Plan - Proposed received 13 April 2012

3009005/A/017 A Layout Plan - Proposed received 13 April 2012

3009005/A/018 A Layout Plan - Proposed received 13 April 2012

084/200/020 Layout Plan - Proposed received 13 April 2012

084/200/02B Indicative Master Layout Plan - Proposed received 13 April 2012

Proposed Development Areas Layout Plan - Proposed received 14 February 2013

SER001-0014/BZ-DG Layout Plan - Proposed received 8 May 2013

Graham Nelson
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Growth & Localism

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APPROVAL OF OUTLINE PLANNING PERMISSION

Ref: 2011/0152/O

Agent

Mr Philip Atkinson
Lanpro Services
4 St Marys House
Duke Street
Norwich
NR3 1QA

Applicant

Serruys Property Company Ltd
C/O Agent

Location: The Deal Ground And Former May Gurney Site, The Street, Trowse

Proposal: Outline planning application (full details of access) for a mixed development consisting of a maximum of 670 dwellings; a local centre comprising commercial uses (A1/A2/A3): a restaurant/dining quarter and public house (A3/A4); demolition of buildings on the May Gurney site (excluding the former public house); an access bridge over the River Yare; new access road; car parking; flood risk management measures; landscape measures inc earthworks to form new swales and other biodiversity enhancements including the re-use of the Grade II Listed brick Kiln for use by bats.

Particulars of decision: The District Council hereby gives notice in pursuance of the Town and Country Planning Act 1990 that outline planning permission **has been granted** for the carrying out of development referred to above in accordance with the application form and plans submitted subject to compliance with the following conditions:

1. Application for the approval of all reserved matters shall be made to the local planning authority not later than the expiration of ten years beginning from the date of this permission. The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason for condition

As required to be imposed by section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The access/main spine road as detailed on approved drawings; 3009005/B/001 A, 3009005/B/002 A, 3009005/A/015 B, 3009005/AB/016 A, 3009005/A/017 A and 3009005/A/018 A, received by the Local Planning Authority on 17 April 2012 shall be begun before the expiration of ten years from the date of this permission.

Reason for condition

As required to be imposed by section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004. In this case an extended period of time is allowed given the complexity of this site and the adjacent Utilities site and the lead in period for infrastructure works.

3. With the exception of the access and the main spine road, no development shall take place in pursuance of this permission until approval of the reserved matters has been obtained from the local planning authority. The reserved matters shall relate to the layout, scale, external appearance and landscaping. Any reserved matters submissions for layout and/or landscaping shall include arboricultural implications assessments, method statements and tree protection plans in line with BS5837:2012.

Reason for condition

The application is submitted in outline form only and the details required are pursuant to the provisions of Article 4(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2010. Further arboricultural and ecological surveys have been identified as necessary to comply with the NPPF, and policy 1 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk.

4. No development shall take place in pursuance of this permission until the following details have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and where necessary the Environment Agency:
- a) full details of the access/ spine road and associated footways and cycle ways
 - b) lighting scheme for the route
 - c) foul and surface water strategy
 - d) technical drawings of the Yare bridge and any culverts. In the event of the bridge design and culvert sizes departing from those modelled in the Flood Risk Assessment dated July 2010 (received by the Local Planning Authority 13 April 2012) the details shall include further modelling to demonstrate no adverse impact on flood flows
 - e) details of the secondary/emergency routes and measures to control access
 - f) phasing plan for the construction and implementation of infrastructure listed above.

The infrastructure shall be implemented in full accordance with the agreed details and implementation plan.

Reason for condition

To ensure the satisfactory provision of essential infrastructure in accordance with the NPPF and policy 2 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011.

5. Notwithstanding the details indicated on the submitted drawings no works shall commence on site until a detailed scheme for the access and off-site highway improvement works on the Street as indicated on drawings numbered 3009005/A/015 Rev B and 3009005/B/002Rev A have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. (For the avoidance of doubt the site access/The street junction will not be signalised. Also the footway/cycleway works proposed for Bracondale will not be constructed and will be replaced by an on-carriageway cycle lane scheme.)

Reason for condition

To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor in accordance with saved policy IMP8 of the South Norfolk Local Plan 2003.

6. Prior to first occupation of the development hereby permitted the off-site highway improvements referred to above shall be completed to the written satisfaction of the Local Planning Authority in consultation with the Highway Authority unless otherwise agreed in writing.

Reason

To ensure that the highway network is adequate to cater for the development proposed in accordance with saved policy IMP8 of the South Norfolk Local Plan 2003.

7. No development shall take place in pursuance of this permission until a detailed landscaping scheme for the main spine road corridor has been submitted to and agreed in writing with the Local Planning Authority. The scheme shall include arboricultural implications assessments, method statements and tree protection plans in line with BS5837:2012 and the following details:
- a) proposed finished levels or contours;
 - b) planting plans showing the location, species and numbers of proposed new trees, hedging, shrubs and other planting on the site;
 - c) planting schedules, noting species, planting sizes (at time of planting) and proposed numbers/densities where appropriate;
 - d) written specifications (including cultivation and other operations associated with plant and grass establishment).
 - e) an implementation programme clearly indicating a timescale for the completion of all landscaping works;

The development shall be carried out in full accordance with the agreed details and implementation programme.

Reason

In the interests of the satisfactory appearance of the development and to enhance biodiversity in accordance with the NPPF, policy 2 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 and saved policy IMP2 of the South Norfolk Local Plan 2003.

8. The reserved matters shall comply with the mitigation measures included in the Environmental Statement received by the local planning authority on 13 April 2012 (as amended by documents dated 19 October 2012, 1 December 2012 and 1 January 2013), the parameters set out on the Proposed Development Areas plan received 7 February 2013 and the design concept described in the Design and Access Statement (first received 17 April 2012 revised by Addendums D & E) in respect of Vision, the quantum of development, approximate layout of the site, height of blocks (see informative note 1), character areas, access and sustainable transport strategy, landscape/play strategy and integrated design approach.
- a) Notwithstanding illustrative materials submitted with the application, reserved matters shall exclude the eight storey block previously proposed in the south-west corner of the Marsh Reach character area. For the avoidance of doubt this part of the site is shown on the approved Proposed Development Areas plan received 7 February 2013, as part of the landscaping setting of the development.
 - b) Reserved matters shall include a scheme to facilitate the water based leisure and recreational use of the river frontage, including the provision of moorings and de-masting facilities.
 - c) Notwithstanding the illustrative materials submitted with the application, the detailed site layout within the Marsh Reach/Wensum Riverside areas and the appearance, internal room layout, and glazing and ventilation specifications shall be informed by the need to mitigate the impact of noise from adjacent sources, in particular the asphalt plant/rail head, in order to ensure satisfactory levels of amenity for future residents. Mitigation should be informed

by the Noise and Vibration Report dated 19 October 2012, updated and revised where necessary.

d) Development within the Wensum Riverside character area shall comply with drawing no. SER001-0014/BZ-DG received by the Local Planning Authority 8 May 2013 regarding the set back of buildings and access roads from the River Yare and River Wensum

e) Notwithstanding the illustrative materials, landscape details shall include a comprehensive landscape scheme that shall seek to mitigate the visual and environmental impacts of the adjacent minerals site and railhead.

Reason for condition

For the avoidance of doubt and to comply with Article 4 of the Town and Country Planning (Development Management Procedure) (England) Order 2010

9. Reserved matters applications shall include a scheme for sustainable construction and renewable or low carbon energy. The scheme/s shall:
- a) maximise opportunities for sustainable construction so far as it is viable and practicable to do so;
 - b) provide for the generation of a minimum of 10% of the predicted energy requirement of the phase from decentralised renewable and/or low carbon sources (as defined in the glossary of Planning Policy Statement: Planning and Climate Change (December 2007) or any subsequent version);
 - c) demonstrate whether or not there is viable and practicable scope for exceeding 10% of the predicted energy requirement of the phase.
- The scheme shall include:
- d) details of the sustainable construction techniques proposed; and
 - e) based on d) the estimated annual energy consumption of the phase (expressed in kWh);
 - f) the type/s of decentralised renewable and/or low carbon energy sources proposed including the number or areas of units proposed;
 - g) a plan detailing the location of all external equipment associated with the decentralised renewable and/or low carbon source/s and the part of the development it serves;
 - h) the energy produced per unit or m² for the chosen decentralised renewable and/or low carbon energy source/s (expressed in kWh/unit or kWh/m²);
 - i) the average annual combined energy production of the renewable and/or low carbon energy sources (expressed in kWh);
 - j) details of the ongoing operation and management of the decentralised renewable and/or low carbon energy source/s including maintenance responsibilities.

Reason for condition

To ensure sustainable construction is maximised and to secure at least 10% of the site's energy from decentralised and renewable or low carbon sources to accord with policy 3 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011.

10. Prior to the submission of any reserved matters application relating to Wensum Riverside character area, a detailed design code for that area shall be submitted to the Local Planning Authority and approved in writing. The design code shall include the following information:
- a) Frontage principles, including the set back of properties from the road, division of public and private space and boundary treatments;
 - b) Building heights and built form including approach to roofscape

- c) Approach to parking location and layout;
 - d) Landscaping strategy for external areas (private / communal gardens; streets; parking areas; public realm and riverside) including palette of materials to be used in the external surfaces.
 - e) Approach to the multi-functional use of the Wensum riverside frontage including the provision of 2m wide (minimum width) pedestrian access for uninhibited public use.
 - f) Palette of materials for buildings
 - g) Architectural treatment (including details of openings and materials) of building elevations at street-level
 - h) Approach to the integration of sustainability measures within the building design.
- The design code shall conform with the parameters approved at outline stage. All reserved matters applications relating to Wensum Riverside shall comply with the approved design code.

Reason for condition

To ensure a consistent approach to the design of the river frontage in the interests of the visual appearance of the site and to accord with the NPPF and Policy 2 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk.

11. With the exception of the spine road no development shall take place until a development phasing plan and timetable has been submitted to and agreed by the Local Planning Authority in writing. The phasing plan shall cover the whole site including all areas of green infrastructure and surface water drainage features/measures. The phasing plan may subsequently be varied subject to the agreement of the Local Planning Authority in writing. The development shall thereafter be constructed in full accordance with the agreed phasing plan.

Reason for condition

To ensure that any phasing of the development is satisfactory in terms of the sites operation and visual appearance and to ensure that the delivery of mitigation measures can be co-ordinated across the phased development in accordance with the NPPF and Policy 2 of the Joint Core Strategy for Broadland, Norwich and South Norfolk.

12. With the exception of the spine road no development of any phase as agreed under condition 11 shall take place in pursuance of this permission until precise details of the slab levels of the dwelling/blocks of dwellings have been submitted to and agreed in writing by the local planning authority. Such details shall also provide comparative levels with existing adjoining properties and details of the levels of any ground levels and boundary treatments proposed. The development shall be carried out in accordance with the details as approved.

Reason for condition

To ensure the development of the site results in a high quality design and does not result in detriment to the living conditions of neighbouring residents, in accordance with the NPPF and saved policy IMP9 of the South Norfolk Local Plan 2003.

13. The small local centre hereby permitted shall provide no more than a total of 1,265 sqm gross external floor space as specified in the Environmental Statement Section 10 Table 15 received 17 April 2012 and shall provide no more than 9 individual planning units and no individual planning unit shall exceed 500 sqm gross external floor space. The small local centre shall only be used for uses within use classes A1 (shops), A2 (financial and professional services) or A3 (restaurants and cafes) as defined by the Town and Country Planning (Use Classes) Order 1987 as amended (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without

modification) and notwithstanding the provisions of Schedule 2, Part 3 of the Town and Country Planning (General Permitted Development) Order 1995 as amended (or any Order revoking and re-enacting that Order, with or without modification) at least 50% of the gross external floor space of the small local centre shall be in A1 retail use.

Reason for condition

To ensure the floor space is appropriate for the residential location outside of any defined centre and to ensure the vitality and viability of any unit/s provided on site, to accord with the NPPF and saved policy SHO8 of the South Norfolk Local Plan 2003.

14. No development shall take place until a detailed scheme for the undergrounding of the overhead power cables and the removal of existing infrastructure and cables as agreed with the distribution network operator, has been submitted to and agreed in writing by the Local Planning Authority.

Reason for condition

To ensure that the works: minimise and appropriately mitigate impact on the on the flora and fauna on the site and County Wildlife Site; utilise proposed primary service routes and assists in facilitating the regeneration of the east Norwich area in accordance with the NPPF and policies 1 and 11 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011.

15. No occupancy of any dwelling within the the May Gurney site shall take place until the approved scheme for the undergrounding of the overhead power cables has been implemented and completed in full.

Reason for condition

In the interests of the amenities of the occupiers of the approved dwellings in accordance with section 6 NPPF.

16. With the exception of the spine road (as detailed under condition 2), unless otherwise agreed in writing by the local planning authority, no development of any phase on the Deal Ground, agreed under condition 11, shall take place until it has been demonstrated and the local planning authority has confirmed in writing, that it is satisfied that relevant consents and full access rights are in place to allow public access for pedestrians and cyclists into perpetuity from The Street over a bridge crossing the River Wensum to either the adopted highway or where it exists to the formal Riverside Walk network, on the northern side of the river.

Reason for condition

To provide improved access to the south-east of the city and ensure that future residents of the development have direct and connected pedestrian and cycle access to routes on the north side of the River Wensum, facilitating modal shift and sustainable travel towards the city centre, in accordance with the approved Transport Strategy (dated July 2010, received 13 April 2013), NPPF, policies 2 and 6 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011.

17. Unless otherwise agreed in writing by the local planning authority, no dwelling on the Deal Ground shall be occupied prior to the provision of the Yare bridge (as approved under condition 2) and a bridge providing pedestrian and cycle access over the River Wensum and a route for cyclists and pedestrians being freely available for public use in perpetuity linking either the adopted highway or the formal Riverside Walk network on the northern side of the River Wensum to adopted highway on the Deal Ground.

Reason for condition

To provide improved access to the south-east of the city and ensure that future residents of the development have direct and connected pedestrian and cycle access to the north side of the River Wensum facilitating modal shift and sustainable travel towards the city centre from the start of the development, in accordance with the approved Transport Strategy (dated July 2010, received 17 April 2013) for the development and NPPF, and policies 2 and 6 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011. Only in exceptional circumstances will the timing of the bridge be varied, that is where there is evidence that a short term delay would result in the provision of a bridge to serve the needs of the wider east Norwich area. In such cases it would need to be demonstrated that the bridge had all relevant consents, the build contract had been awarded to allow an imminent start and that adequate temporary arrangements were in place to facilitate sustainable travel patterns by residents.

18. With the exception of the spine road no development shall take place in pursuance of this permission until an Interim Travel Plan has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. Such a Travel Plan shall accord with Norfolk County Council document 'Guidance Notes for the Submission of Travel Plans' (or any approved variation to that document) or be produced using the Workplace Travel Plan Generator Tool, www.worktravelplan.net.

Reason for condition

To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment in accordance with the NPPF and saved policy IMP8 of the South Norfolk Local Plan 2003.

19. No part of the development hereby permitted shall be occupied until the approved Interim Travel Plan referred to above has been implemented. During the first year of occupation a Full Travel Plan, based on the Interim Travel Plan referred to above and including details of proposed implementation and mechanisms for monitoring and review, shall be submitted to the local planning authority for approval, in consultation with the Highway Authority. The Approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied and used for a purpose in accordance with this permission, subject to approved modifications as agreed by the Local Planning Authority, in consultation with the Highway Authority, as part of the annual review.

Reason for condition

To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment in accordance with the NPPF and saved policy IMP8 of the South Norfolk Local Plan 2003.

20. With the exception of the accesses and spine road no development of any phase as agreed under condition 11 shall take place until details of the design, construction and surfacing of roadways, footpaths and cycle ways and an implementation plan for the works have been submitted to and approved in writing by the Local Planning Authority. The roadways, footpaths and cycle ways shall be constructed in full accordance with the approved details and implementation plan.

Reason for condition

To ensure the satisfactory provision of essential infrastructure in accordance with the NPPF, policy 2 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 and saved policy IMP8 of the South Norfolk Local Plan 2003.

21. No occupation of any dwelling shall take place until car parking, cycle parking and storage and bin storage and collection facilities have been provided in accordance with details agreed under the reserved matters for layout and landscaping.

Reason for condition

To ensure a satisfactory development of the site which provides for adequate parking, turning, cycle parking and servicing provision for the development, in accordance with saved policy IMP8 of the South Norfolk Local Plan 2003.

22. With the exception of the access and spine road no occupation of any phase shall take place until appropriate traffic regulations orders have been secured to facilitate the delivery of the Transport Strategy (Environmental Statement - Section 6 dated July 2010, received 17 April 2013) and parking and access arrangements.

Reason for condition

To ensure the effective implementation of the Transport strategy (dated July 2010, received 17 April 2013) and the efficient operation of the highway and in the interests of highway safety in accordance with saved policy IMP8 of the South Norfolk Local Plan 2003.

23. The development shall be constructed with a minimum finished floor level of 2.4 AOD, as detailed in the approved Flood Risk Assessment.

Reason for condition

To minimise and mitigate flood risk in accordance with section 10 of the NPPF and Policy 1 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011.

24. Prior to the commencement of development, details of a safe exit route, not adversely affecting the flood regime, to land outside the 1:100 year floodplain shall be submitted to and agreed, in writing, with the Local Planning authority. The route shall be constructed and completed before occupancy of any part of the proposed development.

Reason for condition

To minimise and mitigate flood risk in accordance with section 10 of the NPPF and policy 1 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011.

25. Prior to the commencement of the main spine road or development of any phase agreed under condition 11 a scheme for the provision and implementation of compensatory flood storage works for that phase based on the principles set out in the Flood Risk Assessment (Environmental Statement: Section 7 dated November 2010, received 17 April 2012) and section 2.6 of the Design and Access Statement (Addendum A, received 17 April 2012) shall be submitted to and approved, in writing by the Local Planning Authority. The approved scheme shall be constructed and completed in accordance with the approved details and implementation timetable.

Reason for condition

To minimise, mitigate and compensate for flood risk in accordance with section 10 of the NPPF and Policy 1 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011.

26. No development of the main spine road or any phase agreed under condition 11 shall take place until a surface water drainage scheme for that development/phase, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development and the principles outlined in the Flood Risk Assessment (Environmental Statement: Section 7 dated November 2010, received 17 April 2012) and

section 2.6 of the Design and Access Statement Addendum A received by the Local Planning Authority on 17 April 2012 has been submitted to and approved in writing by the local planning authority. The scheme shall also include:

- Details of the proposed location, dimensions and design of each element of the surface water scheme
- Calculations of the existing runoff rates from the sites in a range of probability rainfall events including 1 in 1 year, the 1 in 30 year and the 1 in 100 year, and a range of rainfall durations for each probability rainfall event
- Restriction of the surface water runoff into the river to no greater than the existing runoff rates to ensure there is no increase in offsite flood risk. This should include consideration of how the proposed runoff rates compare to the existing runoff events for a range of rainfall events from the 1 in 1 year to the 1 in 100 year events including climate change, with an assessment of a range of rainfall durations for each event
- Calculations to demonstrate that the proposed attenuation storage features are sized to contain the peak duration 1:100 year rainfall event including climate change
- Calculations to demonstrate how the pipe network will perform in the 1 in 30 year and 1 in 100 year rainfall events including climate change, to show that there will be no above ground flooding in the 1 in 30 year rainfall events, and details of the volumes and location of any surcharging water in the 1 in 100 year rainfall event including climate change to demonstrate where it will be stored to ensure no flooding of buildings or offsite flooding
- Details of the location and volumes of surface water exceedence flows in an extreme rainfall event or in the event of pump failure, to demonstrate where the water will flow and be stored to prevent buildings flooding
- Details of who is responsible for the adoption and maintenance of each aspect of the proposed surface water system for the lifetime of the proposed development, and details of the maintenance measures proposed.

The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason for condition

To ensure that the development makes adequate provision for sustainable urban drainage and does not adversely contribute to surface water flooding, in accordance with section 10 of the NPPF and Policy 1 of the Joint Core Strategy for Broadland, Norwich and South Norfolk 2011.

27. With the exception of spine road no development of any phase agreed under condition 11 shall take place until a details of Flood Resilient Construction measures for that phase based on the the principles outlined within the submitted Flood Risk Assessment 7.66 - 7.71 (Environmental Statement: Section 7 dated November 2010, received by the Local Planning Authority on 17 April 2012), has been submitted to and approved in writing by the local planning authority. The scheme shall be constructed and completed in accordance with the agreed details before occupancy of any part of the proposed development

Reason for condition

To ensure that the development makes adequate provision for sustainable urban drainage and does not adversely contribute to surface water flooding, in accordance with section 10 of the NPPF and Policy 1 of the Joint Core Strategy for Broadland, Norwich and South Norfolk 2011.

28. Prior to the occupation of any building a Flood Risk Management Plan including arrangements for flood warning and evacuation shall be submitted to and approved in

writing by the Local Planning Authority. Approved plan, up dated where necessary, shall remain in force for the life time of the development.

Reason for condition

To minimise and mitigate flood risk in accordance with section 10 of the NPPF and Policy 1 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011

29. No development shall take place within the site in pursuance of this permission until the following components of a scheme to deal with the risks associated with contamination of the site have each been submitted to and approved, in writing, by the local planning authority:
- 1) A preliminary risk assessment which has identified:
 - a) all previous uses
 - b) potential contaminants associated with those uses
 - c) a conceptual model of the site indicating sources, pathways and receptors
 - d) potentially unacceptable risks arising from contamination at the site;
 - 2) A site investigation scheme, based on the preliminary risk assessment, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site;
 - 3) A written report containing the site investigation results and the detailed risk assessment of the risk to all receptors that may be affected and, based on these, if required, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Phasing of requirements 2), 3) and 4) may be permissible where approved in writing by the Local Planning Authority and provided works would not prevent the adequate investigation, assessment and validation remediation of subsequent phases of the development. Any works on site shall be in accordance with the scheme as approved and any changes to any of the details specified above would require the further express consent of the local planning authority.

Reason for condition

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy UTL15 of the South Norfolk Local Plan.

Note

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

30. No occupation of the development or where applicable any phase agree under condition 11 and 29 hereby approved shall take place until a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing, by the local planning authority. The report shall include sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a 'long-term monitoring and maintenance plan') for

longer term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason for condition

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy UTL15 of the South Norfolk Local Plan.

31. If, during development, contamination not previously identified is found to be present, then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted and obtained written approval from the Local Planning Authority for, a remediation strategy detailing how this unsuspected contamination shall be dealt with. The remediation strategy shall be implemented as approved.

Reason for condition

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy UTL15 of the South Norfolk Local Plan.

32. Prior to the commencement of any development, a scheme for the provision and implementation of pollution control shall be submitted to, and agreed in writing with the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the as the approved specification at such times as may be specified in the approved scheme.

Reason for condition

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with policy UTL15 of the South Norfolk Local Plan.

33. With the exception of the accesses and spine road (as detailed under condition 2), no development of any phase agreed under condition 15 shall take place until details for the provision of fire hydrants have been submitted to and agreed in writing by the local planning authority in consultation with Norfolk Fire Service. No occupation of any part of the development hereby approved shall take place until the hydrant serving that part of the development has been provided in full accordance with the approved details. The hydrants shall be retained as such thereafter.

Reason for condition

To ensure that adequate provision is made for fire hydrant infrastructure required for health and safety purposes as a direct result of the development hereby approved, in accordance with Policy 20 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011.

34. No development shall take place in pursuance of this permission until a Construction Method Statement for the spine road and for each phase of the development as agreed under condition 11 has been submitted to, and approved in writing by the Local Planning Authority. The approved Statement/s shall be adhered to throughout the construction period for the construction of the accesses and spine road and for each phase of development. The Statement shall provide for:
- (a) proposed construction hours;
 - (b) the parking of vehicles of site operatives and visitors;
 - (c) the location of site compounds;
 - (d) construction vehicle access routes;
 - (e) loading and unloading of plant and materials;
 - (f) storage of plant and materials used in constructing the development;
 - (g) storage of fuel/oil and hazardous products or chemicals and measures to prevent pollution of ground water;
 - (h) silt containment;
 - (i) the erection and maintenance of security hoarding, including decorative displays and facilities for public viewing, where appropriate;
 - (j) wheel washing facilities;
 - (k) measures to control the emission of dust and dirt during construction;
 - (l) measures to control light pollution from temporary lighting to areas of retained scrub, hedgerows and trees; and
 - (m) site clearance of any scrub, hedgerows of trees which are to be removed to take place outside bird nesting season March - August inclusive, unless otherwise agreed in writing with the local planning authority.

Reason for condition

To ensure an adequate standard of residential amenity in the nearby area during construction and to limit the ecological impact of the development, in accordance with section 11 of the NPPF and with saved policy IMP9 of the South Norfolk Local Plan 2003.

35. No development shall take place in pursuance of this permission until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The approved CEMP shall be adhered to throughout the construction of the accesses and spine road and each phase of development. The Statement shall include:
- a) details of the project management structure and clearly identify the roles and responsibilities with regard to managing and reporting on the construction phase environmental aspects;
 - b) an Environmental Risk Assessment identifying all aspects of construction that could have an environmental impact and assesses the potential risk and impact of that activity on the environment;
 - c) management controls to eliminate and/or minimise identified impacts;
 - d) a programme of monitoring, reporting and auditing of compliance in accordance with any obligations of the planning consent, licences and approvals should also be contained in the CEMP to ensure that identified and appropriate control measures are effective.

Reason

To ensure the ecological interest of the site, in terms of both wildlife and habitat, is enhanced as part of the development process, in accordance with section 11 of the NPPF and saved policy ENV14 of the South Norfolk Local Plan 2003.

36. With the exception of the accesses and spine road no occupation of any phase agreed under condition 11 shall take place until details of external lighting of roads, green infrastructure and other public space has been submitted to the Local Planning Authority and approved in writing. The details shall include the type, location, numbers and height of the proposed lighting. Lighting on site shall be in full accordance with the approved details and shall be retained thereafter.

Reason

To ensure that lighting does not have a negative effect on biodiversity or the amenity of occupiers of the site and to accord with sections 7 and 11 of the NPPF, and policies 1 and 2 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011.

37. No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved scheme prior to first occupation of any dwelling unless otherwise approved in writing by the Local Planning Authority.

Reason

To ensure sufficient capacity is available and in the interest of avoiding pollution and flooding in accordance with the objectives of section 10 of the NPPF.

38. Prior to commencement of the spine road and or submission of reserved matters, an Environmental Action Plan (EAP) covering the site and the adjacent County Wildlife Site (CWS) shall be submitted to and agreed in writing by the local planning authority. The EAP shall include the following:

- a) Detailed scheme of ecological and protected species mitigation and enhancement, informed by the Ecological Report dated November 2010 (received by the local planning authority 17 April 2013), up dated ecology surveys and hydrological information.
- b) Physical measures, in the form of a wet ditch system, to safeguard the long term ecological functioning of the CWS.
- c) A phasing plan for the implementation of the ecological and protected species mitigation and enhancement measures.
- d) A comprehensive Nature Conservation Management Plan relating to land inside the red line boundary depicted on drawing number 1565/NCMF2 (9.16 chapter 9 Ecology). The Plan shall include details of management responsibilities, plan review arrangements, funding, a schedule of management actions covering all phases of development (construction and long-term operation) and include provisions for any unforeseen cessation in management.

The agreed EAP Plan shall be updated prior to the commencement of each phase. The development shall be undertaken in accordance with the approved EAP and the land shall be managed in accordance with the agreed Nature Conservation Management Plan thereafter. Any subsequent variations to the EAP shall first be approved in writing by the local planning authority

Reason for condition

To ensure the ecological interest of the site, in terms of both wildlife and habitat, is enhanced as part of the development process, in accordance with section 11 of the NPPF.

39. With the exception of the spine road (as detailed under condition 2) and the areas covered by the EAP (as detailed under condition 38) no development of any phase agreed under condition 11 shall take place until an open space management plan has been submitted to the local planning authority and approved in writing for that phase. The open space management plan shall detail management responsibilities and include a schedule of maintenance operations for all areas of green infrastructure within that phase and all other areas of that phase which do not form part of the private curtilage of a property or adopted highway (including, for the avoidance of doubt, both soft and hard landscaped areas and parking areas). The plan shall provide for the replacement of any trees or plants which die, are removed, uprooted, destroyed or become seriously damaged or defective. Management shall commence in full accordance with the approved landscape management plan immediately after completion of landscape works details of which are to be agreed under condition 3 (reserved matters for landscaping).

Reason for condition

To ensure the satisfactory ongoing management and maintenance of all areas of public space on the site in accordance with the NPPF, policies 1 and 2 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk.

40. All imported topsoil and subsoil for use on the site shall either (a) be certified to confirm its source and that it is appropriate for its intended use. No occupation of the development shall take place until a copy of the certification has been submitted to the local planning authority; or (b) in the absence of suitable certification, analysis of the imported material will be required along with evaluation against the derived assessment criteria for this site.

Reason for condition

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with section 8 of the NPPF.

Reasons for Approval

- 1 The development of this site will bring forward a strategic location identified in JCS Policy 12. The scheme represents sustainable development that is compliant with the NPPF and one that makes a substantial contribution towards general housing provision with the Norwich Policy Area. The development approach successfully mitigates for its environmental impacts, and is considered acceptable in terms of highway safety, impact on existing residential amenity and flood risk, and accords with Local Plan policies IMP8 and IMP9 and Section 10 of the NPPF.

The development is accepted as a departure from JCS Policy 4 in respect of affordable housing provision, and Local Plan policy EMP7 in respect of employment site retention.

1. The Amount, Massing and Accommodation plan received 7 February 2013 and the design concept described in the Design and Access Statement (received 17 April 2012) refers to number of storeys. For the avoidance of doubt a storey has a maximum height of 3.0m and includes ground floor use/s.
2. Anglian Water: The development is within 15 metres of a sewage pumping station. Whilst Anglian Water takes all reasonably practicable steps to prevent any nuisance arising from the site, there should be no development within 15 metres from the boundary of a sewage pumping station of this type if the development is potentially sensitive to noise or other

disturbance or which might give rise to complaint from the occupiers regarding the location of the pumping station.

3. This development involves a Travel Plan to be implemented within the scope of a legal agreement between the applicant and Norfolk County Council. Please note that it is the applicants' responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Town and Country Planning Act 1990 or Highways Act 1980 are also obtained. Advice on this matter can be obtained from the County Council's Highways Development Control Group based at County Hall in Norwich. For residential development, Norfolk County Council offers a fully inclusive package covering the writing, implementation, on-going management and annual monitoring of a Travel Plan for 5 years post completion of the development. Up to date costs can at the time of issue be obtained by contacting Stevie Spencer 01603 223370 or stevie.spencer@norfolk.gov.uk.
4. It is an OFFENCE to carry out any works within the Public Highway without the permission of the Highway Authority. This development involves work to the public highway that can only be undertaken within the scope of a legal agreement between the developer and Norwich City Council. Please note that it is the applicants' responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Highways Act 1980 are also obtained. Advice on this matter can be obtained from the City Council's Transport Team based at City Hall, Norwich. Please contact: transport@norwich.gov.uk
5. This permission is subject to a planning obligation entered into under legal agreement under the provisions of section 106 of the Town and Country Planning Act 1990, as amended.
6. NOTE : The authority can confirm it has worked in a positive and proactive manner, based on seeking solutions to problems arising in relation to dealing with this planning application, in accordance with the National Planning Policy Framework.

This permission refers only to that required under the Town and Country Planning Act 1990 and does not include any consent or approval under any other enactment, bylaw, order or regulation and specifically any consent required under the Building Regulations 1991. The attached notes for applicants are also part of this decision notice.

Where development involves the demolition or part demolition of a listed building, no works can be undertaken (despite the terms of any consent granted by the Council) until notice of the proposal has been given to English Heritage, 62/74 Burleigh Street, Cambridge, CB1 1DJ and they have either been given reasonable access to the building for at least one month following the grant of consent, or have stated that they have completed their record of the building or that they do not wish to record it. A form is enclosed, if appropriate



On behalf of the Council

Date of Application: 3 March 2011

Date of Decision: 12 July 2013

Growth & Localism

Swan Lane Long Stratton Norwich NR15 2XE

Tel: 01508 533633 Fax: 01508 533625

Minicom: 01508 533622 **Answer phone:** 01508 533649 **Email:**

planning@s-norfolk.gov.uk

DX 130080 Long Stratton 2 **Website** www.south-norfolk.gov.uk



Decision Notice & Notes Attached

Approved Plans:

The Council's approval is only for the details shown on the plans originally submitted or, if amended, as listed on the decision notice. If you wish to change the approved plans in any way, please contact Planning Services quoting the application reference number to check if the changes would be acceptable. In some case/s, a fresh application for approval will be required for the proposed changes. You should not change the approved plans and start work until the proposed changes are approved by the Council.

Conditions of Approval:

If the Council's approval is subject to conditions, you must ensure that any action required, including the need to obtain the Council's further approval for items such as landscaping details or materials to be used, is taken before work commences.

The Council has the power to take action to force compliance with the approved plans and/or the requirements of any conditions attached to the decision notice. Any failure to carry out work strictly in accordance with the approved plans and/or any conditions may result in the work having to be removed or changed.

Notice of Commencement of Work

Before work starts on proposal, please complete and return the notice below to the Council at the address given. This will help us to check that the approved plans and conditions are being complied with. Please note this is not a formal notice of commencement for the purposes of the Building Regulations.

TO: Growth & Localism, South Norfolk Council, Swan Lane, Long Stratton, Norfolk, NR15 2XE

Application Reference Number: 2011/0152

Description of Development: Outline planning application (full details of access) for a mixed development consisting of a maximum of 670 dwellings; a local centre comprising commercial uses (A1/A2/A3): a restaurant/dining quarter and public house (A3/A4); demolition of buildings on the May Gurney site (excluding the former public house); an access bridge over the River Yare; new access road; car parking; flood risk management measures; landscape measures including earthworks to form new swales and other biodiversity enhancements including the re-use of the Grade II Listed brick Kiln for use by bats.

Location/address of Development: The Deal Ground And Former May Gurney Site The Street Trowse

Contact Name: _____ Phone No: _____

Work on the above proposal is to commence on: Date: _____

If Building Regulation approval has already been obtained please quote Reference no: _____

Signed: _____

**Please ensure that your
expired Site Notice is
removed**



Notes relating to decisions on Applications for Planning Permission or Listed Building Consent under the provisions of the Town and Country Planning Act 1990 and the Planning (Listed Buildings and Conservation Areas) Act 1990

Important

Any permission granted relates only to that required under the relevant Town and Country Planning or Listed Buildings and Conservation Areas Acts and does not include any other consent or approval required under any other enactment, bylaw, order or requisition.

Consent under the Building Regulations may be required for the proposal and work should not proceed until any necessary consent has been obtained. Please contact CNC Building Consultancy on (01603) 430100 for more information.

1. Demolition of Listed Building

Attention is drawn to Section 8(1)-(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990, the effect of which is that demolition either in whole or in part may not be undertaken (despite the terms of any consent granted by the Council) until notice of the proposed demolition has been given to English Heritage, Architectural Investigation Section, Brooklands Avenue, Cambridge CB2 2BU. English Heritage must be given reasonable access to the building for at least one month following the grant of consent, or have stated that they have completed their record of the building or that they do not wish to record it. The relevant form is available on request from the Council.

2. The needs of Disabled People

The Council must draw your attention to certain requirements for the needs of disabled people. Facilities including the means of access, parking, the provision of toilets and notices indicating such facilities, have to be provided in:

- a. any premises to which the public are to be admitted, whether or not on payment;
- b. office, shop, railway or factory premises in which people are employed;
- c. schools, universities and colleges.

Further information can be obtained by contacting the Council's Building Control section.

For detailed guidance you are also recommended to refer to:

- i) *The Chronically Sick and Disabled Persons Act 1970 (as amended by The Disabled Persons Act 1981, Sections 4, 7, 8 and 8a);*
- ii) *The British Standard Code of Practice on access for the disabled to buildings (BS 5810, 1979);*
- iii) *Design Note 18, 'Access for the Physically Disabled to Educational Buildings' published on behalf of the Secretary of State.*
- iv) *BS 5588, Part 8, 1988 Code of Practice for Means of Escape for Disabled People.*

3. Appeals to the Secretary of State

If you are aggrieved by the decision of the Council to refuse consent, permission or approval for the proposed development or works or to grant it subject to conditions, you can appeal to the Secretary of State for the Environment Transport & the Regions under Section 78 of the Town and Country Planning Act 1990 or Section 20 of the Planning (Listed Buildings and Conservation Areas) Act 1990 within six months of the date of this notice. **Appeal forms and information on Appeal procedures can be obtained from The Planning Inspectorate, Customer Support Unit, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN or online at www.planningportal.gov.uk/pcs.**

The Secretary of State can allow a longer period for giving notice of appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems to him that permission for the proposed development could not have been given by the Council or could not have been given without the conditions imposed having regard to the statutory requirements, to the provisions of the development order and to any directions given under a development order. In practice, the Secretary of State does not refuse to consider appeals solely because the decision of the Council was based on a direction given by him.

4. Purchase Notices

If permission or Listed Building Consent to develop land or carry out works is refused or granted subject to conditions, whether by the Council or by the Secretary of State for the Environment, the owners of the land may claim that the land has become incapable of reasonably beneficial use by the carrying out of any development which has been or would be permitted. In these circumstances, the owner may serve on the Council a purchase notice requiring the Council to purchase his interest in the land in accordance with the provisions of either Part VI of the Town and Country Planning Act 1990 or Section 32 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

5. Compensation

In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. These are set out in Section 27 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Submitted by:

Matt Hill
68 Hanbury Street
London
E1 5JL

On behalf of:

Serruys Property Company Limited
C/o Maddox Planning

TOWN AND COUNTRY PLANNING ACT 1990 SECTION 96A

NON-MATERIAL AMENDMENT

Application Number: 20/00698/NMA

Valid date of application: 22 June 2020

Decision date: 2 September 2020

Location: Deal Ground Bracondale Norwich

Proposal: Amendment to planning application 12/00875/O.

The amendments as detailed within the application received 22 June 2020 and subsequent submissions are considered to be acceptable as non-material amendments to the original outline planning permission 12/00875/O.

Conditions 2, 7, 8, 10, 11, 12, 14, 15, 25, 26, 28, 30, 31, 32, 33, 34, 35, 36, 40, 41, 42, 43, 47 and 48 below have been amended in accordance with section 96A(3)(b) of the Town and Country Planning Act 1990, as amended. For the avoidance of doubt this notice does not grant a new planning consent.

Application Number: 12/00875/O

Location: Deal Ground Bracondale Norwich

Proposal: Outline planning application (full details of access) for a mixed development consisting of a maximum of 670 dwellings; a local centre comprising commercial uses (A1/A2/A3): a restaurant/dining quarter and public house (A3/A4); demolition of buildings on the May Gurney site (excluding the former public house); an access bridge over the River Yare; new access road; car parking; flood risk management measures; landscape measures inc earthworks to form new swales and other biodiversity enhancements including the re-use of the Grade II Listed brick Kiln for use by bats.

Amended conditions:

2. No development shall take place in pursuance of this permission until:

- (a) a phasing plan for the construction and implementation of the access/spine road has been submitted to and approved in writing by the local planning authority;
- (b) No development of any phase approved under part (a) shall take place until the following additional details for each phase have been submitted to and approved in writing by the local planning authority in consultation with the Highway Authority and where necessary the Environment Agency:
 - (i) full details of the access/ spine road and associated footways and cycle ways;
 - (ii) a flood risk assessment for that phase;
 - (iii) lighting scheme for the route;
 - (iv) foul and surface water strategy;
 - (v) technical drawings of the Yare bridge and any culverts. In the event
 - (vi) of the bridge design and culvert sizes departing from those modelled in the Flood Risk Assessment received by the local planning authority 13 April 2012 the details shall include further modelling to demonstrate no adverse impact on flood flows;
 - (vii) details of the secondary/emergency routes and measures to control access;

The infrastructure shall be implemented in full accordance with the agreed details and implementation plan.

7. No development of any phase agreed under condition 2 shall take place in pursuance of this permission until a Landscape Strategy for the main spine road corridor and a detailed Landscape Scheme for the relevant phase has been submitted to and agreed in writing by the local planning authority. The scheme shall include arboricultural implications assessments, method statements and tree protection plans in line with BS5837:2012 and the following details:

- (a) proposed finished levels or contours;
- (b) planting plans showing the location, species and numbers of proposed new trees, hedging, shrubs and other planting on the site;
- (c) planting schedules, noting species, planting sizes (at time of planting) and proposed numbers/densities where appropriate;
- (d) written specifications (including cultivation and other operations associated with plant and grass establishment);

- (e) an implementation programme clearly indicating a timescale for the completion of all landscaping works;

The development shall be carried out in full accordance with the agreed details and implementation programme.

8. Prior to commencement of the spine road and or submission of reserved matters for any phase as approved under condition 14, a Framework Environmental Action Plan (FEAP) covering the site and the adjacent County Wildlife Site (CWS) shall be submitted to and agreed in writing by the local planning authority. For each phase, a detailed EAP shall include the following:
 - (a) detailed scheme of ecological and protected species mitigation and enhancement, informed by the Ecological Report received by the local planning authority 13 April 2013, up dated ecology surveys and hydrological information;
 - (b) physical measures, in the form of a wet ditch system, to safeguard the long term ecological functioning of the CWS;
 - (c) a phasing plan for the implementation of the ecological and protected species mitigation and enhancement measures;
 - (d) a comprehensive Nature Conservation Management Plan relating to land inside the red line boundary depicted on drawing number 1565/NCMF2 (9.16 chapter 9 Ecology). The Plan shall include details of management responsibilities, plan review arrangements, funding, a schedule of management actions covering all phases of development (construction and long-term operation) and include provisions for any unforeseen cessation in management.

The agreed Framework EAP Plan shall be updated prior to the commencement of each phase. The development shall be undertaken in accordance with the approved EAP and the land shall be managed in accordance with the agreed Nature Conservation Management Plan thereafter. Any subsequent variations to the EAP shall first be approved in writing by the local planning authority

10. With the exception of the access and the main spine road (as detailed under condition 2), no development of any phase agreed under condition 14 shall take place in pursuance of this permission until approval of the reserved matters has been obtained for that phase from the local planning authority. The reserved matters shall relate to the layout, scale, external appearance and landscaping of that phase. Any reserved matters submissions for layout and/or landscaping shall include a flood risk assessment, arboricultural implications assessments, method statements and tree protection plans in line with BS5837:2012.
11. The reserved matters of any phase as agreed under condition 14 shall have regard to the mitigation measures of that phase included in the Environmental Statement received by the local planning authority on 13 April 2012 (as amended by documents dated 19 October 2012, 1 December 2012 and 1 January 2013), the parameters set out on the Proposed Development Areas

plan received 14 February 2013 and the design concept described in the Design and Access Statement (first received 13 April 2012 revised by Addendums D & E) in respect of Vision, the quantum of development, approximate layout of the site, height of blocks (see informative note 1), character areas, access and sustainable transport strategy, landscape/play strategy and integrated design approach.

- (a) Notwithstanding illustrative materials submitted with the application, reserved matters shall exclude the eight storey block previously proposed in the southwest corner of the Marsh Reach character area. For the avoidance of doubt this part of the site is shown on the approved Proposed Development Areas plan received 14 February 2013, as part of the landscaping setting of the development.
 - (b) Reserved matters shall include a scheme to facilitate the water based leisure and recreational use of the river frontage, including the provision of moorings and de-masting facilities.
 - (c) Notwithstanding the illustrative materials submitted with the application, the detailed site layout within the Marsh Reach/Wensum Riverside areas and the appearance, internal room layout, and glazing and ventilation specifications shall be informed by the need to mitigate the impact of noise from adjacent sources, in particular the asphalt plant/rail head, in order to ensure satisfactory levels of amenity for future residents. Mitigation should be informed by the Noise and Vibration Report dated 19 October 2012, updated and revised where necessary.
 - (d) Development within the Wensum Riverside character area shall comply with drawing no. SER001-0014/BZ-DG received by the Local Planning Authority 8 May 2013 regarding the set back of buildings and access roads from the River Yare and River Wensum
 - (e) Notwithstanding the illustrative materials, landscape details shall include a comprehensive landscape scheme that shall seek to mitigate the visual and environmental impacts of the adjacent minerals site and railhead.
12. Reserved matters applications for any phase as agreed under condition 14 shall include a scheme for sustainable construction and renewable or low carbon energy for that phase. The scheme/s shall:
- (a) maximise opportunities for sustainable construction so far as it is viable and practicable to do so;
 - (b) provide for the generation of a minimum of 10% of the predicted energy requirement of the phase from decentralised renewable and/or low carbon sources (as defined in the glossary of Planning Policy Statement: Planning and Climate Change (December 2007) or any subsequent version);
 - (c) demonstrate whether or not there is viable and practicable scope for exceeding 10% of the predicted energy requirement of the phase.

The scheme shall include:

- (d) details of the sustainable construction techniques proposed; and based on d) the estimated annual energy consumption of the phase (expressed in kWh);
 - (e) the type/s of decentralised renewable and/or low carbon energy sources proposed including the number or areas of units proposed;
 - (f) a plan detailing the location of all external equipment associated with the decentralised renewable and/or low carbon source/s and the part of the development it serves;
 - (g) the energy produced per unit or m² for the chosen decentralised renewable and/or low carbon energy source/s (expressed in kWh/unit or kWh/m²);
 - (h) the average annual combined energy production of the renewable and/or low carbon energy sources (expressed in kWh);
 - (i) details of the ongoing operation and management of the decentralised renewable and/or low carbon energy source/s including maintenance responsibilities.
14. Prior to the submission of the first reserved matters a development phasing plan and timetable shall be submitted to and agreed in writing by the local planning authority. The phasing plan shall cover the whole site including all areas of green infrastructure and surface water drainage features/measures. The phasing plan may subsequently be varied subject to the agreement of the local planning authority in writing. The development shall thereafter be constructed in full accordance with the agreed phasing plan.
15. No occupation of any part of the development shall take place until details of a strategy for the provision of equipped children's play space within the development, based on details set out in the Design and Access Statement Addendum A section 2.3 and Addendum B section A.5 received 13 April 2012 and section A. 11 Addendum D received 22 November 2012 have been submitted to the local planning authority and approved in writing. The play spaces should be capable of facilitating the needs of the whole development and should be in line with guidance within the adopted open space and play provision supplementary planning document. The play space shall be provided in full accordance with the approved details for that phase and in accordance with the timetable for the provision of green infrastructure as agreed under condition 14.
25. With the exception of the spine road (as detailed under condition 2), no development of any phase as agreed under condition 14 shall take place in pursuance of this permission until an Interim Travel Plan has been submitted to and approved in writing by the local planning authority, in consultation with the Highway Authority. Such a Travel Plan shall accord with Norfolk County Council document 'Guidance Notes for the Submission of Travel Plans' (or any

approved variation to that document) or be produced using the Workplace Travel Plan Generator Tool, www.worktravelplan.net.

26. No part of the development of any phase as agreed under condition 14 hereby permitted shall be occupied until the approved Interim Travel Plan for that phase referred to in condition 25 above has been implemented. During the first year of occupation a Full Travel Plan, based on the Interim Travel Plan referred to in condition 25 above and including details of proposed implementation and mechanisms for monitoring and review, shall be submitted to the local planning authority for approval, in consultation with the Highway Authority. The Approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied and used for a purpose in accordance with this permission, subject to approved modifications as agreed by the local planning authority, in consultation with the Highway Authority, as part of the annual review.
28. No occupation of any dwelling shall take place until car parking, cycle parking and storage and bin storage and collection facilities for that phase as agreed under condition 14 have been provided in accordance with details to be agreed under condition 10 (reserved matters for layout and landscaping).
30. The development shall be constructed with a minimum finished floor level as detailed in the Flood Risk Assessment approved under condition 10.
31. Prior to the commencement of any phase of development agreed under condition 14, details of a safe exit route based on the Flood Risk Assessment approved under condition 10 and not adversely affecting the flood regime to land outside the 1:100 year floodplain shall be submitted, along with an implementation plan, to be agreed, in writing, with the local planning authority. The route shall be constructed and completed in accordance with the agreed implementation plan
32. Prior to the commencement of the main spine road or development of any phase agreed under condition 14, a scheme for the provision and implementation of compensatory flood storage works for that phase based on the principles set out in the Flood Risk Assessment (Environmental Statement: Section 7 dated November 2010, received 13th April 2012), and as updated in details approved under condition 10, and section 2.6 of the Design and Access Statement (Addendum A, received 13th April 2012) shall be submitted to and approved, in writing by the local planning authority. The approved scheme shall be constructed and completed in accordance with the approved details and implementation timetable.
33. No development of the main spine road (as detailed under condition 2), or any phase agreed under condition 14 shall take place until a surface water drainage scheme for that phase, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, the principles outlined in the Flood Risk Assessment and section 2.6 of the Design and Access Statement (addendum A) received 13 April 2012

and as updated in details approved under condition 10, has been submitted to and approved in writing by the local planning authority.

The scheme shall also include:

- (a) details of the proposed location, dimensions and design of each element of the surface water scheme;
- (b) calculations of the existing runoff rates from the sites in a range of probability rainfall events including 1 in 1 year, the 1 in 30 year and the 1 in 100 year, and a range of rainfall durations for each probability rainfall event;
- (c) restriction of the surface water runoff into the river to no greater than the existing runoff rates to ensure there is no increase in offsite flood risk. This should include consideration of how the proposed runoff rates compare to the existing runoff events for a range of rainfall events from the 1 in 1 year to the 1 in 100 year events including climate change, with an assessment of a range of rainfall durations for each event;
- (d) calculations to demonstrate that the proposed attenuation storage features are sized to contain the peak duration 1:100 year rainfall event including climate change;
- (e) calculations to demonstrate how the pipe network will perform in the 1 in 30 year and 1 in 100 year rainfall events including climate change, to show that there will be no above ground flooding in the 1 in 30 year rainfall events, and details of the volumes and location of any surcharging water in the 1 in 100 year rainfall event including climate change to demonstrate where it will be stored to ensure no flooding of buildings or offsite flooding;
- (f) details of the location and volumes of surface water exceedance flows in an extreme rainfall event or in the event of pump failure, to demonstrate where the water will flow and be stored to prevent buildings flooding;
- (g) details of who is responsible for the adoption and maintenance of each aspect of the proposed surface water system for the lifetime of the proposed development, and details of the maintenance measures proposed.

The scheme shall subsequently be implemented in accordance with the approved details before the development/phase is completed.

34. With the exception of spine road (as detailed under condition 2), no development of any phase agreed under condition 14 shall take place until a details of Flood Resilient Construction measures for that phase based on the principles outlined within the submitted Flood Risk Assessment 7.66 - 7.71 (Environmental Statement: Section 7 received by the local planning authority on 13th April 2012), and as updated in the details approved under condition 10 has been submitted to and approved in writing by the local planning authority. The

scheme shall be constructed and completed in accordance with the agreed details before occupancy of any part of that phase.

35. Prior to the occupation of any building a Flood Risk Management Plan including arrangements for flood warning and evacuation for any phase as agreed under condition 14 shall be submitted to and approved in writing by the local planning authority. The approved plan, up dated where necessary, shall remain in force for the life time of the development.
36. No development shall take place within any phase as agreed under condition 14 in pursuance of this permission until the following components of a scheme to deal with the risks associated with contamination of that phase have each been submitted to and approved, in writing, by the local planning authority:
 - (a) a preliminary risk assessment which has identified:
 - (i) all previous uses;
 - (ii) potential contaminants associated with those uses;
 - (iii) a conceptual model of the site indicating sources, pathways and receptors;
 - (iv) potentially unacceptable risks arising from contamination at the site;
 - (b) a site investigation scheme, based on the preliminary risk assessment, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site;
 - (c) a written report containing the site investigation results and the detailed risk assessment of the risk to all receptors that may be affected and, based on these, if required, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;
 - (d) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Phasing of requirements b), c) and d) may be permissible where approved in writing by the local planning authority and provided works would not prevent the adequate investigation, assessment and validation remediation of subsequent phases of the development. Any works on site shall be in accordance with the scheme as approved and any changes to any of the details specified above would require the further express consent of the local planning authority.

40. Prior to the commencement of any development, of any phase as agreed under condition 14, a scheme for the provision and implementation of pollution control shall be submitted to, and agreed in writing by the local planning authority. The works/scheme shall be constructed and completed in accordance with the approved specification for that phase at such times as may be specified in the approved scheme.

41. With the exception of the accesses and spine road (as detailed under condition 2), no development of any phase agreed under condition 14 shall take place until details for the provision of fire hydrants on that phase have been submitted to and agreed in writing by the local planning authority in consultation with Norfolk Fire Service. No occupation of any part of that phase of the development hereby approved shall take place until the hydrant serving that part of the development has been provided in full accordance with the approved details. The hydrants shall be retained as such thereafter.
42. No development shall take place in pursuance of this permission on any phase or the spine road until a Construction Method Statement for the spine road and for each phase of the development as agreed under condition 14, has been submitted to, and approved in writing by the local planning authority. The approved Statement/s shall be adhered to throughout the construction period for the construction of the accesses and spine road and for each phase of development. The Statement shall provide for:
- (a) proposed construction hours;
 - (b) the parking of vehicles of site operatives and visitors;
 - (c) the location of site compounds;
 - (d) construction vehicle access routes;
 - (e) loading and unloading of plant and materials;
 - (f) storage of plant and materials used in constructing the development;
 - (g) storage of fuel/oil and hazardous products or chemicals and measures to prevent pollution of ground water;
 - (h) silt containment;
 - (i) the erection and maintenance of security hoarding, including decorative displays and facilities for public viewing, where appropriate;
 - (j) wheel washing facilities;
 - (k) measures to control the emission of dust and dirt during construction;
 - (l) measures to control light pollution from temporary lighting to areas of retained scrub, hedgerows and trees; and
 - (m) site clearance of any scrub, hedgerows of trees, which are to be removed, to take place outside bird nesting season March - August inclusive, unless otherwise agreed in writing with the local planning authority.

43. No development of any phase as agreed under condition 14 shall take place in pursuance of this permission until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

The approved CEMP shall be adhered to throughout the construction of the accesses and spine road and each phase of development. The Statement shall include:

- (a) details of the project management structure and clearly identify the roles and responsibilities with regard to managing and reporting on the construction phase environmental aspects;
 - (b) an Environmental Risk Assessment identifying all aspects of construction that could have an environmental impact and assesses the potential risk and impact of that activity on the environment;
 - (c) management controls to eliminate and/or minimise identified impacts;
 - (d) a programme of monitoring, reporting and auditing of compliance in accordance with any obligations of the planning consent, licences and approvals should also be contained in the CEMP to ensure that identified and appropriate control measures are effective.
47. No development of any phase as agreed under condition 14 shall commence until a foul water strategy for that phase has been submitted to and approved in writing by the local planning authority. The development of that phase shall be carried out in strict accordance with the approved scheme prior to first occupation of any dwelling on that phase unless otherwise approved in writing by the local planning authority.
48. All imported topsoil and subsoil for use on the site shall either (a) be certified to confirm its source and that it is appropriate for its intended use. No occupation of any phase as approved under condition 14 of the development shall take place until a copy of the certification has been submitted to the local planning authority; or (b) in the absence of suitable certification, analysis of the imported material will be required along with evaluation against the derived assessment criteria for this site.



Mark Brown
Area Development Manager
Planning Services

Appeals to the Secretary of State

- If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
- If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice.
- Appeals must be made using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN (Tel: 0303 444 5000) or online at <https://acp.planninginspectorate.gov.uk>.
- The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

Purchase Notices

- If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that the owner can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.
- In these circumstances, the owner may serve a purchase notice on the Council. This notice will require the Council to purchase the owner's interest in the land in accordance with the provisions of Chapter I of Part VI of the Town and Country Planning Act 1990.

Agent

Maddox Planning
68 Hanbury Street
London
E1 5JL
United Kingdom

Applicant

Akis Chrisovelides
C/O Agent

DECISION NOTICE

Non Material Amendment Section 96A of the Town and Country Planning Act 1990

Reference : 2020/1062
Application Type : Non Material Amendment
Applicant : Akis Chrisovelides
Location : The Deal Ground And Former May Gurney Site The Street Trowse
Norfolk
Proposal : Non-material amendment to condition 11 of 2011/0152 to require
approval of development phasing plan prior to submission of first
reserved matters and to conditions to introduce phasing in line with
condition 11
Date of Decision : 18 September 2020

The amendments set out in the application form and shown in the submitted documents
are hereby **approved** as a non material amendment to the above planning permission for
the following reason and **subject to the following conditions** :

Conditions

- 3 With the exception of the access and the main spine road (as detailed under
condition 4), no development of any phase agreed under condition 11 shall take
place in pursuance of this permission until approval of the reserved matters has
been obtained for that phase from the Local Planning Authority. The reserved
matters shall relate to the layout, scale, external appearance and landscaping of
that phase. Any reserved matters submissions for layout and/or landscaping shall
include a flood risk assessment, arboricultural implications assessments, method
statements and tree protection plans in line with BS5837:2012.
- 4 No development shall take place in pursuance of this permission until:
 - 1) a phasing plan for the construction and implementation of the access/spine
road has been submitted to and approved in writing by the Local Planning Authority
 - 2) No development of any phase approved under part 1) shall take place until
the following additional details for each phase have been submitted to and
approved in writing by the local planning authority in consultation with the Highway
Authority and where necessary the Environment Agency.

- a) full details of the access/ spine road and associated footways and cycle ways;
- b) a flood risk assessment for that phase;
- c) lighting scheme for the route;
- d) foul and surface water strategy;
- e) technical drawings of the Yare bridge and any culverts. In the event of the bridge design and culvert sizes departing from those modelled in the Flood Risk Assessment received by the local planning authority 13 April 2012 the details shall include further modelling to demonstrate no adverse impact on flood flows;
- f) details of the secondary/emergency routes and measures to control access;

The infrastructure shall be implemented in full accordance with the agreed details and implementation plan.

- 7 No development of any phase agreed under condition 11 shall take place in pursuance of this permission until a Landscape Strategy for the main spine road corridor and a detailed Landscape Scheme for the relevant phase has been submitted to and agreed in writing by the Local Planning Authority. The scheme shall include arboricultural implications assessments, method statements and tree protection plans in line with BS5837:2012 and the following details:

- a) proposed finished levels or contours;
- b) planting plans showing the location, species and numbers of proposed new trees, hedging, shrubs and other planting on the site;
- c) planting schedules, noting species, planting sizes (at time of planting) and proposed numbers/densities where appropriate;
- d) written specifications (including cultivation and other operations associated with plant and grass establishment);
- e) an implementation programme clearly indicating a timescale for the completion of all landscaping works;

The development shall be carried out in full accordance with the agreed details and implementation programme

- 8 The reserved matters of any phase as agreed under condition 11 shall have regard to the mitigation measures of that phase included in the Environmental Statement received by the Local Planning Authority on 13 April 2012 (as amended by documents dated 19 October 2012, 1 December 2012 and 1 January 2013), the parameters set out on the Proposed Development Areas plan received 7 February 2013 and the design concept described in the Design and Access Statement (first received 17 April 2012 revised by Addendums D & E) in respect of Vision, the quantum of development, approximate layout of the site, height of blocks (see informative note 1), character areas, access and sustainable transport strategy, landscape/play strategy and integrated design approach.

a) Notwithstanding illustrative materials submitted with the application, reserved matters shall exclude the eight storey block previously proposed in the southwest corner of the Marsh Reach character area. For the avoidance of doubt this part of the site is shown on the approved Proposed Development Areas plan received 7 February 2013, as part of the landscaping setting of the development.

b) Reserved matters shall include a scheme to facilitate the water based leisure and recreational use of the river frontage, including the provision of moorings and de-masting facilities.

c) Notwithstanding the illustrative materials submitted with the application, the detailed site layout within the Marsh Reach/Wensum Riverside areas and the appearance, internal room layout, and glazing and ventilation specifications shall be informed by the need to mitigate the impact of noise from adjacent sources, in particular the asphalt plant/rail head, in order to ensure satisfactory levels of amenity for future residents. Mitigation should be informed by the Noise and Vibration Report dated 19 October 2012, updated and revised where necessary.

d) Development within the Wensum Riverside character area shall comply with drawing no. SER001-0014/BZ-DG received by the Local Planning Authority on 8 May 2013 regarding the set back of buildings and access roads from the River Yare and River Wensum

e) Notwithstanding the illustrative materials, landscape details shall include a comprehensive landscape scheme that shall seek to mitigate the visual and environmental impacts of the adjacent minerals site and railhead

9 Reserved matters applications for any phase as agreed under condition 11 shall include a scheme for sustainable construction and renewable or low carbon energy for that phase. The scheme/s shall:

a) maximise opportunities for sustainable construction so far as it is viable and practicable to do so;

b) provide for the generation of a minimum of 10% of the predicted energy requirement of the phase from decentralised renewable and/or low carbon sources (as defined in the glossary of Planning Policy Statement: Planning and Climate Change (December 2007) or any subsequent version);

c) demonstrate whether or not there is viable and practicable scope for exceeding 10% of the predicted energy requirement of the phase.

The scheme shall include:

d) details of the sustainable construction techniques proposed; and
e) based on d) the estimated annual energy consumption of the phase (expressed in kWh);

f) the type/s of decentralised renewable and/or low carbon energy sources proposed including the number or areas of units proposed;

g) a plan detailing the location of all external equipment associated with the decentralised renewable and/or low carbon source/s and the part of the development it serves;

h) the energy produced per unit or m² for the chosen decentralised renewable and/or low carbon energy source/s (expressed in kWh/unit or kWh/m²);

i) the average annual combined energy production of the renewable and/or low carbon energy sources (expressed in kWh);

j) details of the ongoing operation and management of the decentralised renewable and/or low carbon energy source/s including maintenance responsibilities.

11 Prior to the submission of the first reserved matters a development phasing plan and timetable shall be submitted to and agreed in writing by the Local Planning Authority. The phasing plan shall cover the whole site including all areas of green infrastructure and surface water drainage features/measures. The phasing plan may subsequently be varied subject to the agreement of the Local Planning Authority in writing. The development shall thereafter be constructed in full accordance with the agreed phasing plan.

- 18 With the exception of the spine road (as detailed under condition 4), no development of any phase as agreed under condition 11 shall take place in pursuance of this permission until an Interim Travel Plan has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. Such a Travel Plan shall accord with Norfolk County Council document 'Guidance Notes for the Submission of Travel Plans' (or any approved variation to that document) or be produced using the Workplace Travel Plan Generator Tool, www.worktravelplan.net.
- 19 No part of the development of any phase as agreed under condition 11 hereby permitted shall be occupied until the approved Interim Travel Plan for that phase referred to in condition 18 above has been implemented. During the first year of occupation a Full Travel Plan, based on the Interim Travel Plan referred to in condition 18 above and including details of proposed implementation and mechanisms for monitoring and review, shall be submitted to the local planning authority for approval, in consultation with the Highway Authority. The Approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied and used for a purpose in accordance with this permission, subject to approved modifications as agreed by the Local Planning Authority, in consultation with the Highway Authority, as part of the annual review.
- 21 No occupation of any dwelling shall take place until car parking, cycle parking and storage and bin storage and collection facilities for that phase as agreed under condition 11 have been provided in accordance with details to be agreed under condition 3 (reserved matters for layout and landscaping).
- 23 The development shall be constructed with a minimum finished floor level as detailed in the Flood Risk Assessment approved under condition 3.
- 24 Prior to the commencement of any phase of development agreed under condition 11, details of a safe exit route based on the Flood Risk Assessment approved under condition 3 and not adversely affecting the flood regime to land outside the 1:100 year floodplain shall be submitted, along with an implementation plan, to be agreed, in writing, with the Local Planning Authority. The route shall be constructed and completed in accordance with the agreed implementation plan
- 25 Prior to the commencement of the main spine road or development of any phase agreed under condition 11, a scheme for the provision and implementation of compensatory flood storage works for that phase based on the principles set out in the Flood Risk Assessment (Environmental Statement: Section 7 dated November 2010, received 17 April 2012), and as updated in details approved under condition 3, and section 2.6 of the Design and Access Statement (Addendum A, received 17 April 2012) shall be submitted to and approved, in writing by the Local Planning Authority. The approved scheme shall be constructed and completed in accordance with the approved details and implementation timetable.
- 26 No development of the main spine road (as detailed under condition 4), or any phase agreed under condition 11 shall take place until a surface water drainage scheme for that phase, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, the principles outlined in the Flood Risk Assessment and section 2.6 of the Design and Access Statement (addendum A) received 17 April 2012 and as updated in

details approved under condition 3, has been submitted to and approved in writing by the Local Planning Authority.

The scheme shall also include:

- a) details of the proposed location, dimensions and design of each element of the surface water scheme;
- b) calculations of the existing runoff rates from the sites in a range of probability rainfall events including 1 in 1 year, the 1 in 30 year and the 1 in 100 year, and a range of rainfall durations for each probability rainfall event;
- c) restriction of the surface water runoff into the river to no greater than the existing runoff rates to ensure there is no increase in offsite flood risk. This should include consideration of how the proposed runoff rates compare to the existing runoff events for a range of rainfall events from the 1 in 1 year to the 1 in 100 year events including climate change, with an assessment of a range of rainfall durations for each event;
- d) calculations to demonstrate that the proposed attenuation storage features are sized to contain the peak duration 1:100 year rainfall event including climate change;
- e) calculations to demonstrate how the pipe network will perform in the 1 in 30 year and 1 in 100 year rainfall events including climate change, to show that there will be no above ground flooding in the 1 in 30 year rainfall events, and details of the volumes and location of any surcharging water in the 1 in 100 year rainfall event including climate change to demonstrate where it will be stored to ensure no flooding of buildings or offsite flooding;
- f) details of the location and volumes of surface water exceedance flows in an extreme rainfall event or in the event of pump failure, to demonstrate where the water will flow and be stored to prevent buildings flooding;
- g) details of who is responsible for the adoption and maintenance of each aspect of the proposed surface water system for the lifetime of the proposed development, and details of the maintenance measures proposed.

The scheme shall subsequently be implemented in accordance with the approved details before the development/phase is completed.

- 27 With the exception of spine road (as detailed under condition 4), no development of any phase agreed under condition 11 shall take place until a details of Flood Resilient Construction measures for that phase based on the principles outlined within the submitted Flood Risk Assessment 7.66 - 7.71 (Environmental Statement: Section 7 received by the Local Planning Authority on 17 April 2012), and as updated in the details approved under condition 3 has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the agreed details before occupancy of any part of that phase.
- 28 Prior to the occupation of any building a Flood Risk Management Plan including arrangements for flood warning and evacuation for any phase as agreed under condition 11 shall be submitted to and approved in writing by the Local Planning Authority. The approved plan, up dated where necessary, shall remain in force for the life time of the development.
- 29 No development shall take place within any phase as agreed under condition 11 in pursuance of this permission until the following components of a scheme to deal

with the risks associated with contamination of that phase have each been submitted to and approved, in writing, by the Local Planning Authority:

- a) a preliminary risk assessment which has identified:
 - i) all previous uses;
 - ii) potential contaminants associated with those uses;
 - iii) a conceptual model of the site indicating sources, pathways and receptors;
 - iv) potentially unacceptable risks arising from contamination at the site;
- b) a site investigation scheme, based on the preliminary risk assessment, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site;
- c) a written report containing the site investigation results and the detailed risk assessment of the risk to all receptors that may be affected and, based on these, if required, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken;
- d) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Phasing of requirements b), c) and d) may be permissible where approved in writing by the Local Planning Authority and provided works would not prevent the adequate investigation, assessment and validation remediation of subsequent phases of the development. Any works on site shall be in accordance with the scheme as approved and any changes to any of the details specified above would require the further express consent of the Local Planning Authority.

- 32 Prior to the commencement of any development, of any phase as agreed under condition 11 a scheme for the provision and implementation of pollution control shall be submitted to, and agreed in writing by the Local Planning Authority. The works/scheme shall be constructed and completed in accordance with the approved specification for that phase at such times as may be specified in the approved scheme.
- 33 With the exception of the accesses and spine road (as detailed under condition 4), no development of any phase agreed under condition 11 shall take place until details for the provision of fire hydrants on that phase have been submitted to and agreed in writing by the Local Planning Authority in consultation with Norfolk Fire Service. No occupation of any part of that phase of the development hereby approved shall take place until the hydrant serving that part of the development has been provided in full accordance with the approved details. The hydrants shall be retained as such thereafter.
- 34 No development shall take place in pursuance of this permission on any phase or the spine road until a Construction Method Statement for the spine road and for each phase of the development as agreed under condition 11 has been submitted to, and approved in writing by the Local Planning Authority. The approved Statement/s shall be adhered to throughout the construction period for the construction of the accesses and spine road and for each phase of development. The Statement shall provide for:
 - a) proposed construction hours;
 - b) the parking of vehicles of site operatives and visitors;
 - c) the location of site compounds;
 - d) construction vehicle access routes;

- e) loading and unloading of plant and materials;
- f) storage of plant and materials used in constructing the development;
- g) storage of fuel/oil and hazardous products or chemicals and measures to prevent pollution of ground water;
- h) silt containment;
- i) the erection and maintenance of security hoarding, including decorative displays and facilities for public viewing, where appropriate;
- j) wheel washing facilities;
- k) measures to control the emission of dust and dirt during construction;
- l) measures to control light pollution from temporary lighting to areas of retained scrub, hedgerows and trees; and
- m) site clearance of any scrub, hedgerows of trees, which are to be removed, to take place outside bird nesting season March - August inclusive, unless otherwise agreed in writing with the local planning authority.

- 35 No development of any phase as agreed under condition 11 shall take place in pursuance of this permission until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.

The approved CEMP shall be adhered to throughout the construction of the accesses and spine road and each phase of development. The Statement shall include:

- a) details of the project management structure and clearly identify the roles and responsibilities with regard to managing and reporting on the construction phase environmental aspects;
- b) an Environmental Risk Assessment identifying all aspects of construction that could have an environmental impact and assesses the potential risk and impact of that activity on the environment;
- c) management controls to eliminate and/or minimise identified impacts;
- d) a programme of monitoring, reporting and auditing of compliance in accordance with any obligations of the planning consent, licences and approvals should also be contained in the CEMP to ensure that identified and appropriate control measures are effective.

- 37 No development of any phase as agreed under condition 11 shall commence until a foul water strategy for that phase has been submitted to and approved in writing by the Local Planning Authority. The development of that phase shall be carried out in strict accordance with the approved scheme prior to first occupation of any dwelling on that phase unless otherwise approved in writing by the Local Planning Authority.

- 38 Prior to commencement of the spine road and or submission of reserved matters for any phase as approved under condition 11, a Framework Environmental Action Plan (FEAP) covering the site and the adjacent County Wildlife Site (CWS) shall be submitted to and agreed in writing by the Local Planning Authority. For each phase, a detailed EAP shall include the following:

- a) detailed scheme of ecological and protected species mitigation and enhancement, informed by the Ecological Report received by the Local Planning Authority 17 April 2013, up dated ecology surveys and hydrological information;
- b) physical measures, in the form of a wet ditch system, to safeguard the long term ecological functioning of the CWS;
- c) a phasing plan for the implementation of the ecological and protected species mitigation and enhancement measures;

d) a comprehensive Nature Conservation Management Plan relating to land inside the red line boundary depicted on drawing number 1565/NCMF2 (9.16 chapter 9 Ecology). The Plan shall include details of management responsibilities, plan review arrangements, funding, a schedule of management actions covering all phases of development (construction and long-term operation) and include provisions for any unforeseen cessation in management.

The agreed Framework EAP Plan shall be updated prior to the commencement of each phase. The development shall be undertaken in accordance with the approved EAP and the land shall be managed in accordance with the agreed Nature Conservation Management Plan thereafter. Any subsequent variations to the EAP shall first be approved in writing by the Local Planning Authority

- 40 All imported topsoil and subsoil for use on the site shall either (a) be certified to confirm its source and that it is appropriate for its intended use. No occupation of any phase as approved under condition 11 of the development shall take place until a copy of the certification has been submitted to the Local Planning Authority; or (b) in the absence of suitable certification, analysis of the imported material will be required along with evaluation against the derived assessment criteria for this site.



Assistant Director - Planning



Application submitted by:

Mr Matt Hill
Maddox Planning
33 Broadwick Street
London
W1F 0DQ

On behalf of:

Akis Chrisovelides
Serruys Property Company Limited
C/O Agent

TOWN AND COUNTRY PLANNING ACT 1990 SECTION 96A

NON-MATERIAL AMENDMENT

Application Number: 22/01040/NMA

Valid date of application: 11 August 2022

Decision date: 12 December 2022

Location: Deal Ground Bracondale Norwich

Proposal: Amendment to permission 12/00875/O to change timing of when the proposed access / main spine road is required to be begun.

The amendment as detailed within the application received 11 August 2022 and subsequent submissions is considered to be acceptable as a non-material amendment to the original outline planning permission 12/00875/O.

Condition 1 below has been amended in accordance with section 96A(3)(b) of the Town and Country Planning Act 1990, as amended. For the avoidance of doubt this notice does not grant a new planning consent.

Amended conditions:

1. The access/main spine road, as detailed on approved drawings; 3009005/B/001A, 3009005/B/002 A, 3009005/A/015 B, 3009005/AB/016 A, 3009005/A/017 A and 3009005/A/018 A, received by the local planning authority on the 13 April 2012, shall be completed to binder course surfacing level from its junction with The Street to the south bank of the River Yare and made available for use prior to the first occupation of any dwelling which forms part of the development.

Sarah Ashurst
Head of Planning and Regulatory Services

Appeals to the Secretary of State

- If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
- If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice.
- Appeals can be made online at: <https://www.gov.uk/planning-inspectorate>. If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.
- The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

Purchase Notices

- If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that the owner can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.
- In these circumstances, the owner may serve a purchase notice on the Council. This notice will require the Council to purchase the owner's interest in the land in accordance with the provisions of Chapter I of Part VI of the Town and Country Planning Act 1990.

Thorpe Lodge, 1 Yarmouth Road, Norwich, NR7 0DU,
Tel : 01508 533633, Text phone 01508 533622,
Freephone 0808 168 2000,
Email planning.snc@southnorfolkandbroadland.gov.uk
Website www.southnorfolkandbroadland.gov.uk



Agent

Mr Matt Hill
Maddox Planning
33 Broadwick Street
London
W1F 0DQ

Applicant

Akis Chrisovelides
C/O Agent

DECISION NOTICE

Non Material Amendment Section 96A of the Town and Country Planning Act 1990

Reference : 2022/1574
Application Type : Non Material Amendment
Applicant : Akis Chrisovelides
Location : The Deal Ground And Former May Gurney Site The Street Trowse Norfolk
Proposal : Non-material amendment to condition 2 of 2011/0152 - to amend timing of when the proposed access / main spine road is required to be begun.
Date of Decision : 13 December 2022

The amendments set out in the application form and shown in the submitted documents are hereby **approved** as a non material amendment to the above planning permission for the following reason and **subject to the following conditions** :

Conditions

1 REVISED WORDING OF CONDITION 2 OF PERMISSION REF: 2011/0152

The access/main spine road as detailed on approved drawings; 3009005/B/001 A, 3009005/B/002 A, 3009005/A/015 B, 3009005/AB/016 A, 3009005/A/017 A and 3009005/A/018 A, received by the Local Planning Authority on 17 April 2012 shall be completed to binder course surfacing level from its junction with The Street to the south bank of the River Yare and made available for use prior to the first occupation of any dwelling which forms part of the development.

A handwritten signature in blue ink that reads "Helen Melors". The signature is written in a cursive style and is underlined with a single horizontal line.

Assistant Director - Planning

How did we do? Let us know your feedback on the service you received.
<https://www.smartsurvey.co.uk/s/CSANew2021/>

Information relating to appeals against the decision of the Local Planning Authority.

If you are aggrieved by this decision to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990 or Section 20 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Time periods to submit appeal

If the application relates to minor commercial development (as defined in Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015) this should be submitted with **12 weeks** of the date of this notice

If the decision relates to the same or substantially the same land and development as is already the subject of an enforcement notice, any appeal must be submitted within **28 days** of the date of this notice

If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against the decision on your application, then you must do so within: **28 days** of the date of service of the enforcement notice, or within 6 months of the date of this notice, whichever period expires earlier.

In all other cases the appeal should be submitted within **six months** of the date of this notice.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details are on GOV.UK

The Secretary of State can allow a longer period for giving notice of appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems to the Secretary of State that permission for the proposed development could not have been given by the Council or could not have been given without the conditions imposed having regard to the statutory requirements, to the provisions of the development order and to any directions given under a development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Appeals can be made online at <http://www.gov.uk/planning-inspectorate> If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN or tel no. 0303 444 5000

Purchase Notices

If permission to develop land or carry out works is refused or granted subject to conditions, whether by the Council or by the Secretary of State for the Environment, the owners of the land may claim that the land has become incapable of reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve on the Council a purchase notice requiring the Council to purchase his interest in the land in accordance with the provisions of either Part VI of the Town and Country Planning Act 1990.

APPENDIX B

**Environmental Impact Assessment Scoping Opinion - Norfolk County Council Highways
Response (Norwich City Council Ref. 22/01225/EIA2, South Norfolk Council Ref.
2022/1847)**



Norfolk County Council

Community and Environmental
Services
County Hall
Martineau Lane
Norwich
NR1 2SG

Sarah Hinchcliffe
Norwich City Council
City Hall
Norwich
Norfolk
NR2 1NH

NCC contact number: 0344 800 8020
Text Relay - 18001 0344 800 8020

Your Ref: 22/01225/EIA2
Date: 10 November 2022

My Ref: 9/4/22/1225
Tel No.: 01603 638009
Email: liz.poole@norfolk.gov.uk

Dear Sarah,

EIA Scoping Opinion request for a mixed use residential and commercial development. Deal Ground, Bracondale, Norwich.

Thank you for your consultation regarding the above scoping opinion.

The highway authority has reviewed the information provided and considers that given the age of the original application, a revised Transport Assessment is required. The revised assessment should take into account the East Norwich development (given that there is a submitted, albeit un-validated planning application).

In addition, the assessment years will have changed and there will have been changes in traffic levels since the original traffic surveys were undertaken.

Consideration will also need to be made regarding access to catchment schools and walking/cycling routes to local facilities and employment areas.

If you have any queries regarding the above, please do not hesitate to contact me.

Yours sincerely

Liz Poole

Major and Estate Development Team Manager
for Executive Director for Community and Environmental Services

Please be aware it is the applicants responsibility to clarify the boundary with the public highway. Private structures such as fences or walls will not be permitted on highway land. The highway boundary may not match the applicants title plan. Please contact the highway research team at highway.boundaries@norfolk.gov.uk for further details.



Norfolk County Council

Community and Environmental
Services
County Hall
Martineau Lane
Norwich
NR1 2SG

Sarah Hinchcliffe
Norwich City Council
City Hall
Norwich
Norfolk
NR2 1NH

NCC contact number: 0344 800 8020
Text Relay - 18001 0344 800 8020

Your Ref: 22/00540/EIA2
Date: 4 May 2022

My Ref: 9/4/22/0540
Tel No.: 01603 638009
Email: liz.poole@norfolk.gov.uk

Dear Sarah,

EIA Scoping Request for environmental consultancy associated with the proposed development of the site. Carrow Works, King Street, Norwich, NR2 1DD

Thank you for your consultation regarding the above.

The highway authority will require a full Transport Assessment which should be scoped with the highway authority in advance of any submission.

Yours sincerely

Liz Poole

Major and Estate Development Team Manager
for Executive Director for Community and Environmental Services

Please be aware it is the applicants responsibility to clarify the boundary with the public highway. Private structures such as fences or walls will not be permitted on highway land. The highway boundary may not match the applicants title plan. Please contact the highway research team at highway.boundaries@norfolk.gov.uk for further details.



Blanaid Skipper
South Norfolk Council
South Norfolk House
Swan Lane
Long Stratton
Norfolk
NR15 2XE

NCC contact number: 0344 800 8020
Text Relay - 18001 0344 800 8020

Your Ref: 2022/1847
Date: 10 November 2022

My Ref: 9/7/22/1847
Tel No.: 01603 638009
Email: liz.poole@norfolk.gov.uk

Dear Blanaid,

EIA Scoping Opinion for the development of mixed use residential and commercial development. The Deal Ground And Former May Gurney Site, The Street, Trowse, Norfolk. NR1 1JD.

Thank you for your consultation regarding the above scoping opinion.

The highway authority has reviewed the information provided and considers that given the age of the original application, a revised Transport Assessment is required. The revised assessment should take into account the East Norwich development (given that there is a submitted, albeit un-validated planning application).

In addition, the assessment years will have changed and there will have been changes in traffic levels since the original traffic surveys were undertaken.

Consideration will also need to be made regarding access to catchment schools and walking/cycling routes to local facilities and employment areas.

If you have any queries regarding the above, please do not hesitate to contact me.

Yours sincerely

Liz Poole

Major and Estate Development Team Manager
for Executive Director for Community and Environmental Services

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APPENDIX C

Deal Ground and May Gurney (Norwich City Council Ref. 12/00875/O, South Norfolk Council Ref. 2011/0152/O) Traffic Flow Diagrams

**Report
09070-A**

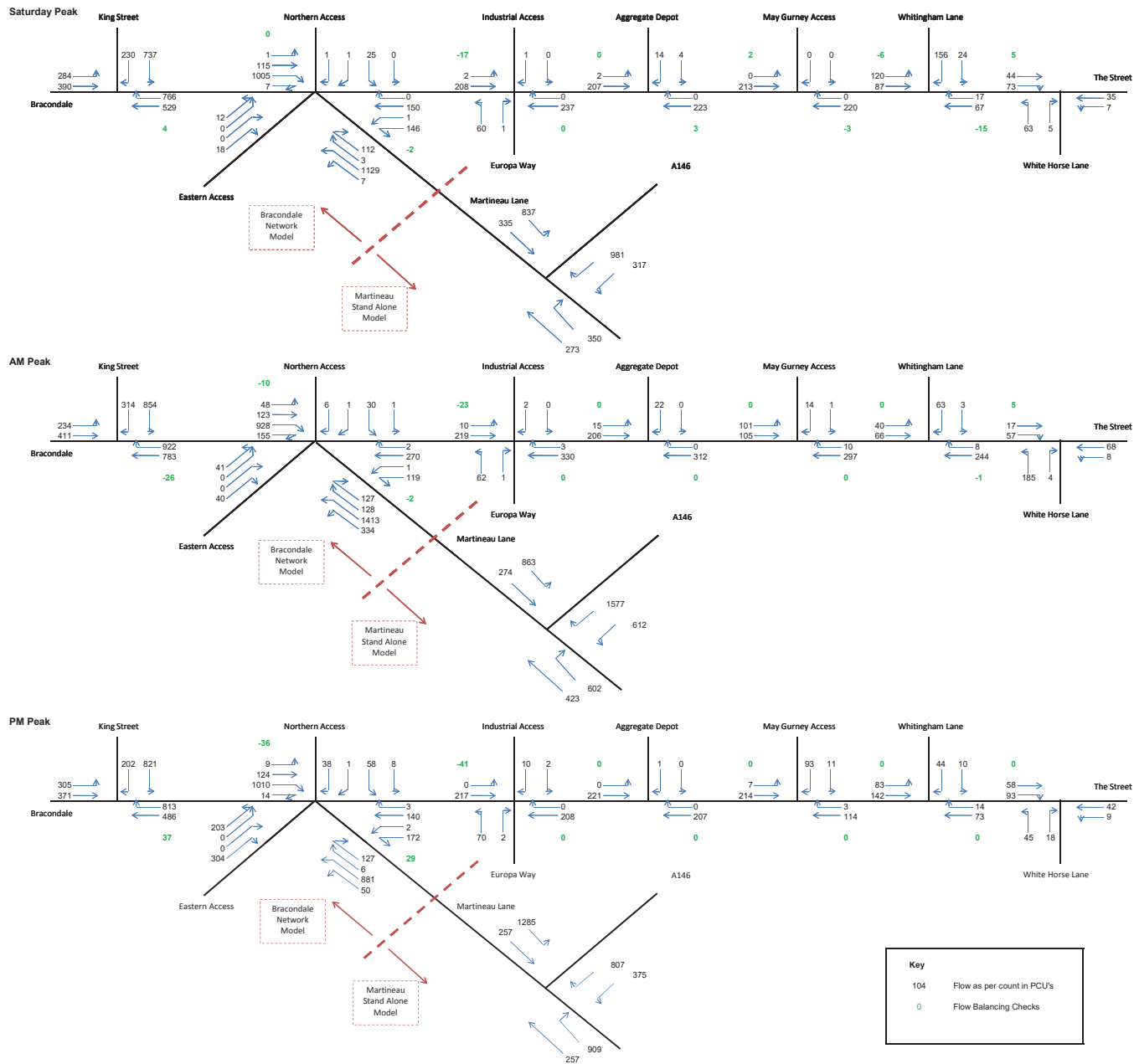
Deal Ground Norwich traffic modelling

**Issue 1.0
4th March 2010**

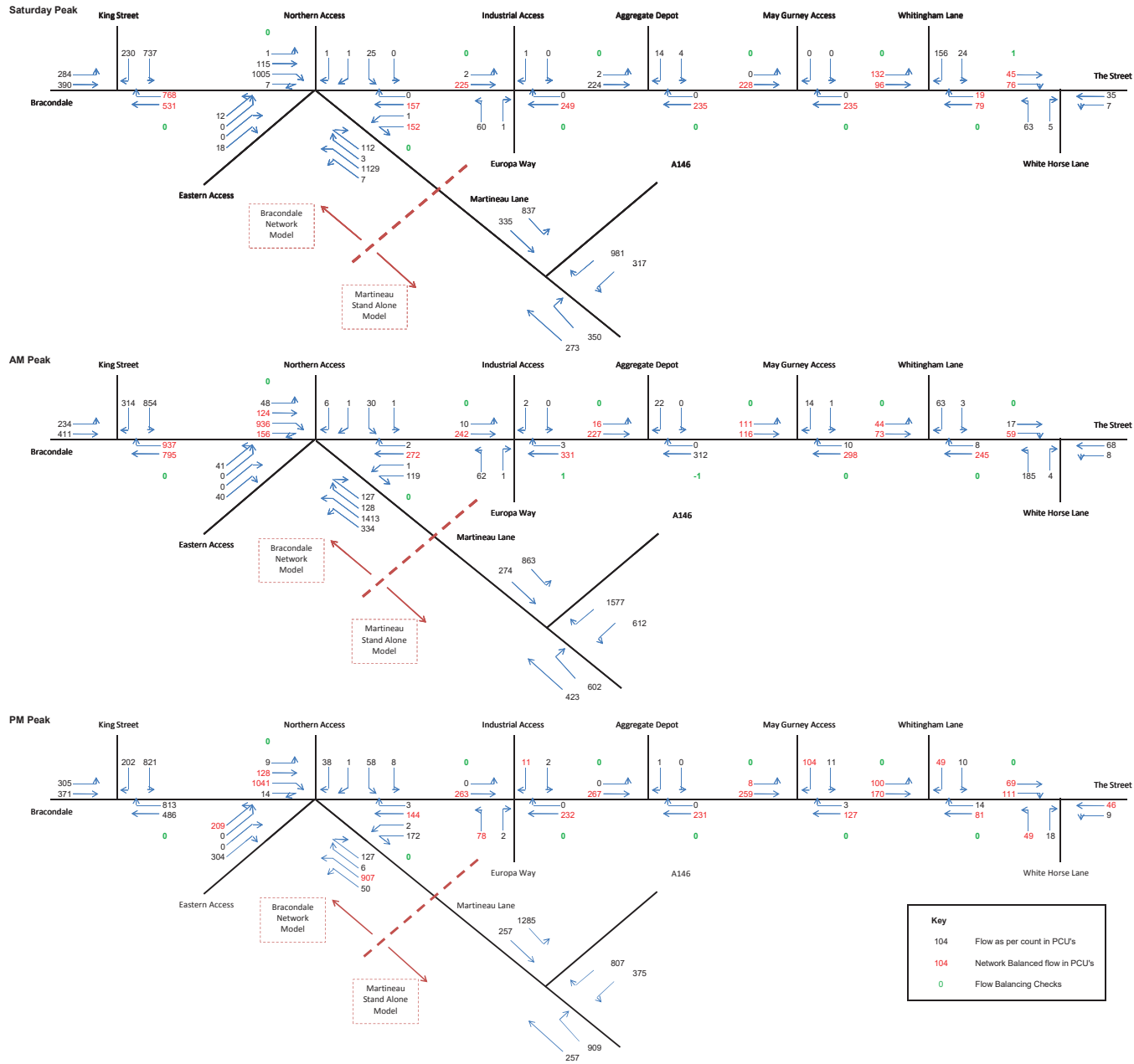


APPENDIX A
Network traffic flow diagrams

Network Flows as per count data for peak periods in PCU's



Network Flows Balanced for peak periods in PCU's



APPENDIX D

Utilities Site (Ref. 15/00997/F) Traffic Flow Diagrams

MH/1619-01-TA01b

July 2015

**Generation Park
Utilities Site – Norwich**

Transport Assessment



Prepared on behalf of:
NPH (Norwich) LLP



Axis
Camellia House
76 Water Lane
Wilmslow
SK9 5BB

Tel: 0844 8700 007
www.axisped.co.uk



FIGURES

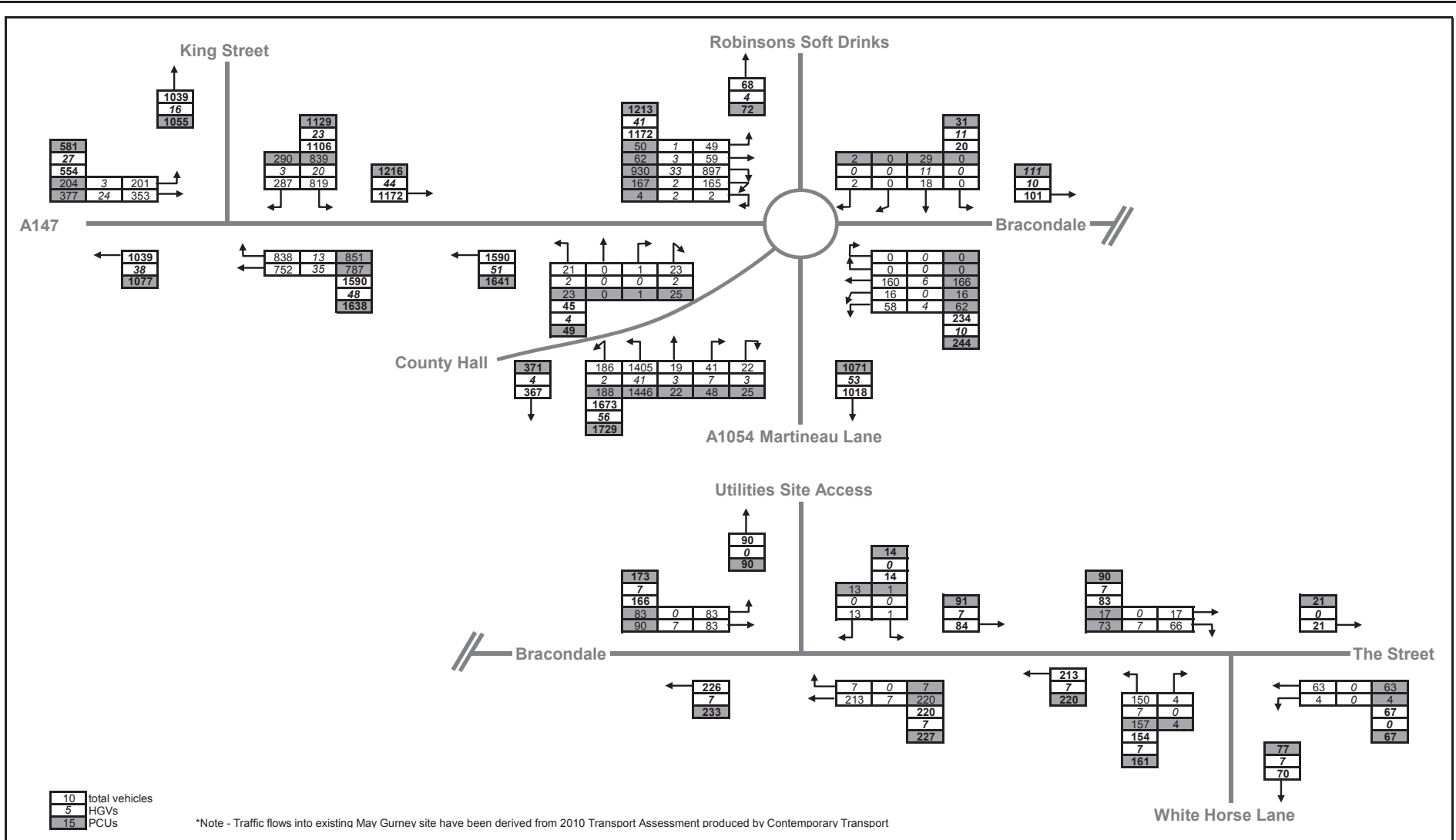


Figure TA4a

**2015 Surveyed Traffic Flows
(AM Peak, 07:30-08:30)**

1619-01

Generation Park Norwich, Former Utilities Site

June 2015

axis Camellia House
76 Water Lane,
Wilmslow
Cheshire, SK9 5BB

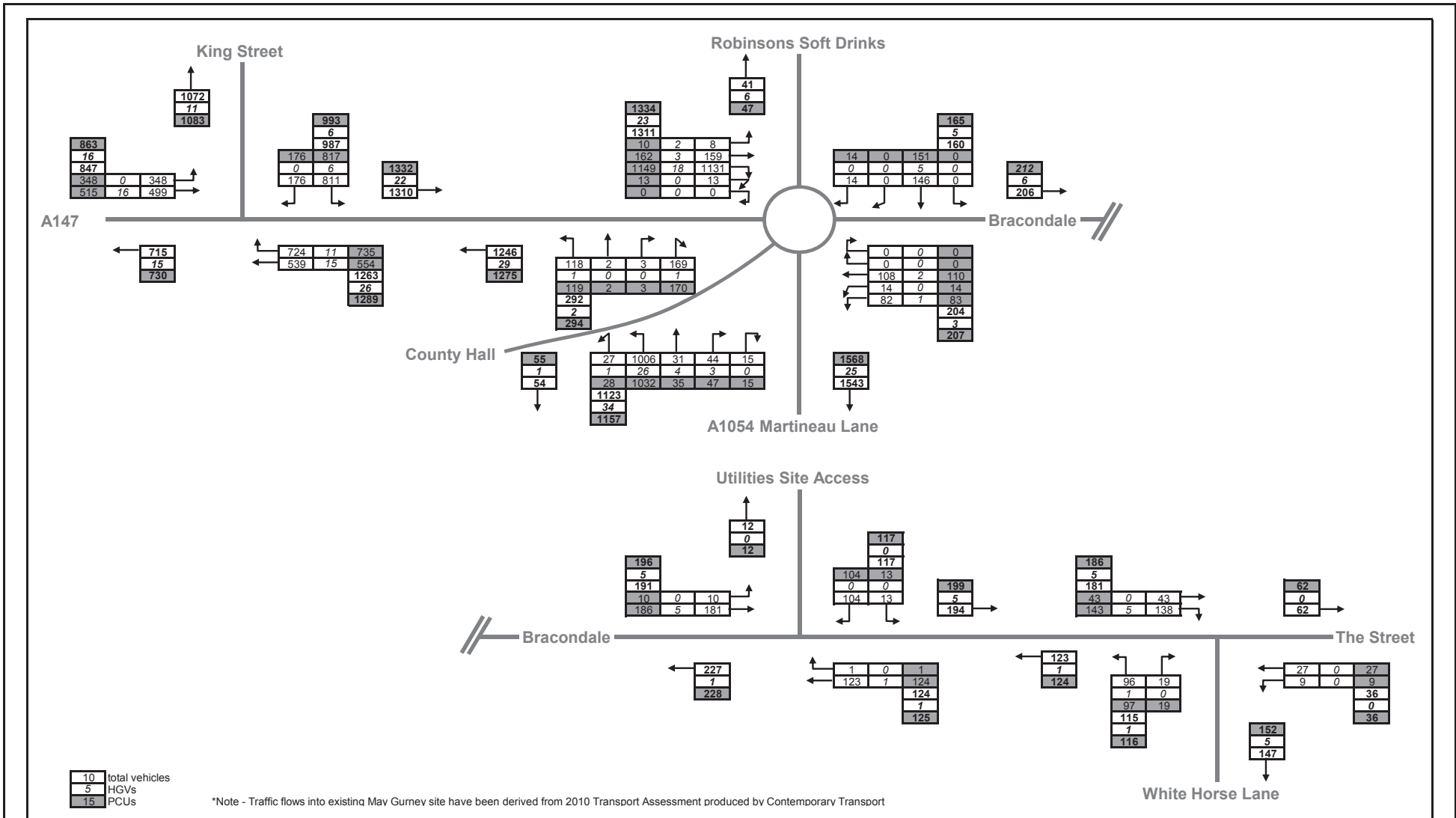


Figure TA4b

**2015 Surveyed Traffic Flows
(PM Peak, 17:15-18:15)**

1619-01

Generation Park Norwich, Former Utilities Site

June 2015



APPENDIX E

2023 Traffic Survey Results



Bracondale, Norwich: Queue Length Survey - Wednesday, 01 March 2023

Produced by Streetwise Services Ltd.

Junction: A - Access Road / B - Bracondale / C - A1054 Martineau Lane / D - Car Park Access / E - A147 Bracondale

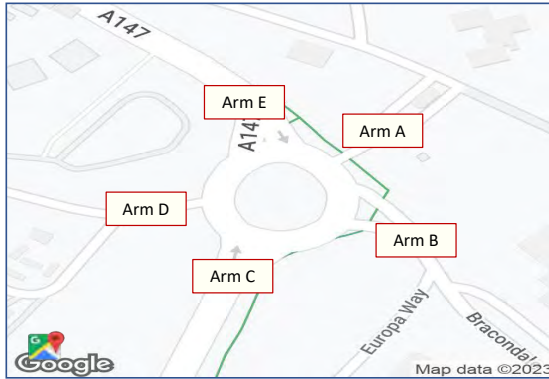
CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0
P/CYCLE	0.2
M/CYCLE	0.4



Bracondale, Norwich - Manual Traffic and Queue Length Survey: Wednesday, 01 March 2023

Produced by Streetwise Services Ltd.

Junction: **A - Access Road / B - Bracondale / C - A1054 Martineau Lane / D - Car Park Access / E - A147 Bracondale**



Matrix Totals: **Counts**

Show single Session: **No**
07:00 to 10:00

Custom Start / End: **07:00** **19:00**

Show Peak Times: **No**

		Arm Destination					Total	% Total
		A	B	C	D	E		
Arm Origin	A	0	1	36	0	14	51	100.00%
	B	1	5	684	32	535	1257	100.00%
	C	45	417	199	521	6291	7473	100.00%
	D	0	22	405	0	258	685	100.00%
	E	29	554	5173	243	12	6011	100.00%
Total		75	999	6497	796	7110		
% Total		100.00%	100.00%	100.00%	100.00%	100.00%		

Classifications	Include
CAR	Yes
LGV	Yes
OGV1	Yes
OGV2	Yes
BUS	Yes
P/CYCLE	Yes
M/CYCLE	Yes



Bracondale, Norwich: Queue Length Survey - Wednesday, 01 March 2023

Produced by Streetwise Services Ltd.

Junction: A - Access Road / B - Bracondale / C - A1054 Martineau Lane / D - Car Park Access / E - A147 Bracondale

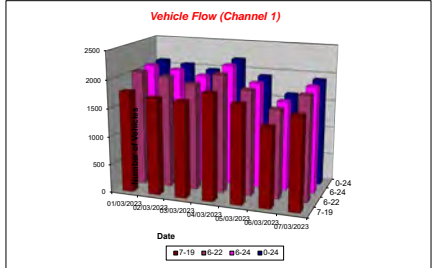
Survey Period	A - Access Road		B - Bracondale		C - A1054 Martineau Lane		D - Car Park Access		E - A147 Bracondale	
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	0	0	1	0	0	0	0	0	1	0
07:05 - 07:10	0	1	0	0	1	1	0	0	3	0
07:10 - 07:15	0	0	1	1	1	3	1	2	0	0
07:15 - 07:20	0	0	0	0	2	2	0	2	10	1
07:20 - 07:25	0	0	1	1	2	3	0	0	18	1
07:25 - 07:30	0	0	2	1	1	1	0	0	6	1
07:30 - 07:35	0	0	2	1	1	1	0	0	2	0
07:35 - 07:40	0	0	3	2	10	10	0	2	7	0
07:40 - 07:45	0	0	3	3	4	12	0	0	3	2
07:45 - 07:50	0	0	1	2	11	6	2	1	3	0
07:50 - 07:55	0	0	2	2	15	14	0	2	4	2
07:55 - 08:00	0	0	4	1	15	12	1	1	7	0
08:00 - 08:05	1	0	3	2	16	27	0	1	2	0
08:05 - 08:10	0	1	1	4	13	28	0	2	3	0
08:10 - 08:15	0	0	0	2	20	33	1	2	6	1
08:15 - 08:20	0	0	3	3	24	38	1	4	0	38
08:20 - 08:25	0	0	3	1	12	39	0	0	3	0
08:25 - 08:30	0	1	2	4	16	37	2	2	5	1
08:30 - 08:35	0	0	2	2	6	32	0	2	10	2
08:35 - 08:40	1	0	2	1	8	30	1	2	12	2
08:40 - 08:45	1	0	2	0	19	28	0	0	3	2
08:45 - 08:50	0	0	1	2	6	24	1	1	12	2
08:50 - 08:55	0	1	2	3	8	30	1	2	3	1
08:55 - 09:00	1	0	1	4	6	37	0	1	6	1
09:00 - 09:05	0	0	2	1	4	3	1	2	7	0
09:05 - 09:10	0	0	0	3	10	7	1	1	3	0
09:10 - 09:15	0	0	1	2	4	4	2	2	2	0
09:15 - 09:20	1	0	1	1	2	2	2	2	6	2
09:20 - 09:25	0	0	1	3	8	7	1	0	2	2
09:25 - 09:30	0	0	1	1	6	9	1	1	9	0
09:30 - 09:35	0	0	0	1	6	3	1	0	11	0
09:35 - 09:40	1	0	1	2	5	12	0	1	5	0
09:40 - 09:45	0	0	2	3	4	14	0	1	4	2
09:45 - 09:50	0	2	1	1	1	1	1	2	4	0
09:50 - 09:55	1	0	3	1	1	13	1	0	3	1
09:55 - 10:00	0	0	1	1	1	3	1	3	3	2
16:00 - 16:05	0	0	6	3	0	0	1	2	15	0
16:05 - 16:10	0	0	5	1	1	4	3	5	32	0
16:10 - 16:15	0	0	6	2	2	10	2	3	34	0
16:15 - 16:20	0	0	6	2	4	4	2	5	35	0
16:20 - 16:25	0	0	2	2	2	2	2	2	32	0
16:25 - 16:30	0	0	9	2	1	3	2	4	37	0
16:30 - 16:35	1	0	3	2	0	6	1	2	34	0
16:35 - 16:40	1	0	2	2	3	3	1	3	7	1
16:40 - 16:45	0	0	1	2	4	4	3	3	10	0
16:45 - 16:50	0	0	1	4	1	5	3	2	8	1
16:50 - 16:55	0	0	2	2	4	4	2	2	10	0
16:55 - 17:00	0	0	3	4	4	3	2	9	9	0
17:00 - 17:05	0	0	6	1	0	3	1	3	13	0
17:05 - 17:10	1	0	3	3	1	6	2	3	22	0
17:10 - 17:15	0	0	2	5	3	4	3	6	19	0
17:15 - 17:20	4	0	5	3	0	27	3	7	10	0
17:20 - 17:25	2	1	4	1	5	41	2	8	23	1
17:25 - 17:30	0	0	2	2	1	26	3	10	32	0
17:30 - 17:35	1	0	2	4	5	18	2	4	30	1
17:35 - 17:40	1	0	5	4	10	14	2	5	31	0
17:40 - 17:45	1	0	3	3	2	12	1	4	37	1
17:45 - 17:50	0	0	2	1	1	18	1	2	40	0
17:50 - 17:55	1	0	8	5	4	5	2	2	37	0
17:55 - 18:00	0	0	9	6	6	12	2	2	34	0
18:00 - 18:05	0	0	1	3	2	12	2	2	8	0
18:05 - 18:10	0	1	2	1	2	3	0	1	7	1
18:10 - 18:15	1	0	2	1	1	4	2	2	9	0
18:15 - 18:20	0	0	2	1	3	0	2	3	8	0
18:20 - 18:25	0	0	2	2	0	3	1	2	8	1

18:25 - 18:30	0	0	1	1	0	1	1	2	6	0
18:30 - 18:35	0	0	1	1	0	2	1	1	4	0
18:35 - 18:40	0	0	1	2	1	1	1	1	8	0
18:40 - 18:45	0	0	1	1	0	1	1	1	2	0
18:45 - 18:50	0	0	1	0	6	3	0	1	6	0
18:50 - 18:55	0	0	1	1	0	3	0	1	3	1
18:55 - 19:00	0	0	0	1	3	3	1	1	3	1

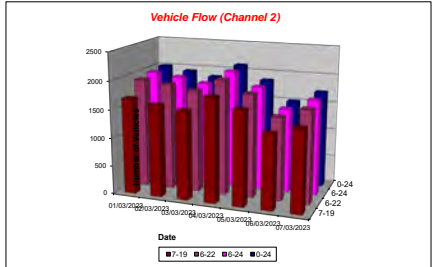
Bracondale, Norwich ATC 01, Bracondale West
Produced by Streetwise Services Ltd.



Channel 1 - Eastbound		Vehicle Flow							Week 1	
Hr Endpt	01/03/2023	02/03/2023	03/03/2023	04/03/2023	05/03/2023	06/03/2023	07/03/2023	7 Day Avg	7 Day Std	
Wkly Avcy	Thurs	Fri	Sat	Sun	Mon	Tue	Wed			
1	3	3	3	4	4	4	4	4	4	
2	0	1	2	4	6	2	4	4	4	
3	0	0	2	2	1	2	1	2	2	
4	4	4	4	2	1	2	1	2	2	
5	0	0	0	0	0	0	0	0	0	
6	8	8	10	11	11	11	11	11	11	
7	196	191	194	194	197	195	191	198	194	
8	131	139	140	135	144	144	132	139	132	
9	129	130	130	129	129	129	129	129	129	
10	120	143	140	138	139	139	140	139	140	
11	220	220	221	221	221	221	221	221	221	
12	192	141	146	171	195	98	131	133	138	
13	220	120	121	103	201	97	120	127	132	
14	141	160	151	141	173	150	152	143	147	
15	196	184	178	166	168	162	166	167	166	
16	170	169	169	169	169	169	169	169	169	
17	167	156	141	110	96	116	133	138	124	
18	130	110	106	106	106	110	110	110	110	
19	61	59	51	59	38	44	41	51	50	
20	46	46	36	44	34	41	35	44	42	
21	26	24	24	31	16	18	26	26	27	
22	0	11	21	22	2	14	19	11	11	
23	1700	1700	1700	1699	1699	1700	1699	1699	1699	
24	2048	2048	2048	2048	2048	2048	2048	2048	2048	
0-24	2048	2048	1970	2190	1918	1637	1913	1943	1944	



Channel 2 - Westbound		Vehicle Flow							Week 1	
Hr Endpt	01/03/2023	02/03/2023	03/03/2023	04/03/2023	05/03/2023	06/03/2023	07/03/2023	7 Day Avg	7 Day Std	
Wkly Avcy	Thurs	Fri	Sat	Sun	Mon	Tue	Wed			
1	4	3	5	2	5	2	4	4	4	
2	0	1	0	2	3	2	4	3	3	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	27	39	36	19	17	17	24	29	25	
6	10	11	15	6	4	12	15	14	11	
7	193	196	199	194	193	192	193	193	193	
8	111	117	105	82	17	113	108	118	91	
9	100	106	109	104	93	102	105	104	102	
10	109	96	107	101	100	96	112	104	110	
11	111	114	112	104	104	96	100	111	106	
12	110	120	117	200	181	112	114	116	138	
13	120	143	129	210	214	165	122	120	151	
14	127	161	132	217	180	102	100	122	145	
15	198	176	116	106	104	106	119	129	143	
16	226	170	202	190	184	140	157	181	179	
17	136	154	144	173	169	127	145	139	148	
18	159	150	172	130	109	96	113	120	120	
19	116	120	114	103	86	99	96	107	103	
20	65	120	84	66	72	66	74	66	74	
21	60	62	54	78	34	40	60	58	47	
22	25	25	25	36	31	37	36	31	47	
23	33	31	25	36	18	42	36	36	28	
24	14	8	13	18	7	4	4	9	10	
0-24	1660	1616	1550	1637	1656	1368	1444	1524	1594	
0-22	1550	1550	1550	1550	1550	1550	1550	1550	1550	
0-24	2000	1930	1880	2107	1861	1510	1713	1846	1860	



Bracondale, Norwich ATC 01, Bracondale West
Produced by Streetwise Services Ltd.



Channel 1 - Eastbound		Average Speed							Week 1	
Hr Endpt	01/03/2023	02/03/2023	03/03/2023	04/03/2023	05/03/2023	06/03/2023	07/03/2023	7 Day Avg	7 Day Std	
Wkly Avcy	Thurs	Fri	Sat	Sun	Mon	Tue	Wed			
1	34.2	34.7	35.6	31.3	31.9	23.0	37.0	34.0	34.2	
2	28.3	32.0	33.5	33.3	31.6	31.9	31.9	31.6	31.9	
3	28.0	33.0	30.2	34.2	26.4	26.4	30.5	30.5	30.5	
4	33.0	43.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	
5	30.8	33.6	30.6	30.2	34.2	28.0	34.2	30.8	34.2	
6	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	
7	31.7	31.7	31.2	32.8	31.1	31.2	31.2	31.2	31.2	
8	30.9	30.9	30.6	30.6	31.1	30.7	30.7	30.7	30.7	
9	30.4	30.0	30.7	30.8	29.6	30.1	30.3	30.3	30.3	
10	29.6	30.2	29.5	30.4	29.2	28.6	30.2	29.6	30.2	
11	29.6	30.2	29.5	30.4	29.2	28.6	30.2	29.6	30.2	
12	29.8	29.9	30.3	30.4	29.2	28.6	30.2	29.8	30.2	
13	29.8	29.9	30.3	30.4	29.2	28.6	30.2	29.8	30.2	
14	30.4	29.6	30.9	31.0	30.6	29.8	30.0	30.0	30.0	
15	29.2	29.2	30.0	30.5	29.9	30.2	30.2	30.2	30.2	
16	30.3	30.8	30.8	29.5	30.3	30.3	30.2	30.2	30.2	
17	30.4	31.1	30.0	30.0	30.6	29.8	30.6	30.4	30.4	
18	29.8	30.0	30.7	31.0	31.3	30.9	30.9	30.9	30.9	
19	29.5	31.6	31.7	31.0	31.3	31.2	30.7	30.7	30.7	
20	31.0	30.7	30.4	31.3	33.3	31.2	31.0	31.0	31.0	
21	29.6	32.1	32.3	32.9	32.0	31.2	31.3	31.3	31.3	
22	30.6	33.1	31.2	30.8	32.7	31.1	30.1	30.1	30.1	
23	31.3	31.0	31.8	31.9	32.3	30.5	30.3	30.3	30.3	
24	30.4	30.4	30.4	30.4	30.4	30.4	30.4	30.4	30.4	
0-24	30.8	30.8	30.8	30.8	30.8	30.8	30.8	30.8	30.8	

Channel 1 - Eastbound		85th Percentile							Week 1	
Hr Endpt	01/03/2023	02/03/2023	03/03/2023	04/03/2023	05/03/2023	06/03/2023	07/03/2023	7 Day Avg	7 Day Std	
Wkly Avcy	Thurs	Fri	Sat	Sun	Mon	Tue	Wed			
1	38.2	38.3	43.4	33.4	34.6	24.2	43.3	38.2	38.2	
2	28.3	32.0	33.5	33.3	31.6	31.9	31.9	31.6	31.9	
3	28.0	33.0	30.2	34.2	26.4	26.4	30.5	30.5	30.5	
4	33.0	43.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	
5	43.3	43.3	43.3	38.8	38.5	43.5	43.3	43.3	43.3	
6	38.8	38.8	38.2	38.5	38.1	33.8	38.0	38.0	38.0	
7	38.8	38.8	38.2	38.5	38.1	33.8	38.0	38.0	38.0	
8	38.8	38.8	38.2	38.5	38.1	33.8	38.0	38.0	38.0	
9	33.8	34.0	33.4	33.4	33.6	33.6	33.6	33.6	33.6	
10	33.8	34.0	33.4	33.4	33.6	33.6	33.6	33.6	33.6	
11	33.8	34.0	33.4	33.4	33.6	33.6	33.6	33.6	33.6	
12	33.7	33.7	33.7	33.6	33.6	33.2	33.6	33.6	33.6	
13	33.8	33.7	33.7	33.6	33.6	33.2	33.6	33.6	33.6	
14	33.4	34.0	33.6	33.5	33.0	33.1	33.9	33.9	33.9	
15	33.2	33.2	33.2	33.3	33.2	33.4	33.2	33.2	33.2	
16	33.4	33.4	33.4	33.4	33.1	33.6	33.6	33.6	33.6	
17	33.4	33.7	33.6	33.3	33.1	33.9	33.4	33.4	33.4	
18	33.0	33.0	33.1	33.1	33.1	33.1	33.8	33.8	33.8	
19	33.4	33.7	33.6	33.2	33.1	33.4	33.4	33.4	33.4	
20	33.1	33.0	33.0	33.0	33.0	33.0	33.3	33.3	33.3	
21	33.0	33.6	33.3	33.1	33.5	33.6	33.6	33.6	33.6	
22	33.4	33.1	33.6	33.4	33.7	33.8	33.8	33.8	33.8	
23	33.6	33.1	33.4	33.4	33.5	33.5	33.6	33.6	33.6	
24	33.8	33.6	33.3	33.4	33.6	33.6	33.3	33.3	33.3	
0-24	33.8	33.8	33.8	33.8	33.8	33.8	33.8	33.8	33.8	

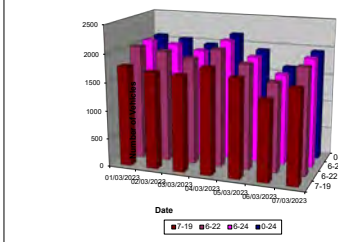
Channel 2 - Westbound		Average Speed							Week 1	
Hr Endpt	01/03/2023	02/03/2023	03/03/2023	04/03/2023	05/03/2023	06/03/2023	07/03/2023	7 Day Avg	7 Day Std	
Wkly Avcy	Thurs	Fri	Sat	Sun	Mon	Tue	Wed			
1	31.3	20.6	28.0	29.2	27.3	28.0	35.9	28.0	28.0	
2	28.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0	
3	28.0	28.0	28.0	33.5	31.3	20.5	35.2	28.0	28.0	
4	36.8	33.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0	
5	36.8	33.0	28.0	28.0	28.0	28.0	28.0	28.0	28.0	
6	34.2	31.2	32.7	30.6	34.2	32.2	33.3	33.3	33.3	
7	30.4	31.1	32.4	31.4	29.0	33.3	29.7	29.7	29.7	
8	30.4	31.0	29.6	31.0	29.6	29.3	29.7	29.7	29.7	
9	29.4	29.9	29.1	30.0	29.2	29.2	29.1	29.1	29.1	
10	29.1	29.6	29.4	29.0	29.3	30.0	29.2	29.2	29.2	
11	29.1	29.6	29.4	29.0	29.3	30.0	29.2	29.2	29.2	
12	29.1	29.6	29.4	29.0	29.3	29.5	29.1	29.1	29.1	
13	29.1	29.6	29.4	29.0	29.3	29.5	29.1	29.1	29.1	
14	28.1	28.3	29.0	28.4	28.6	28.1	28.6	28.6	28.6	
15	27.6	28.9	27.8	28.6	27.0	28.4	28.6	28.6	28.6	
16	27.6	28.9	28.1	27.4	27.9	28.9	29.0	29.0	29.0	
17	29.4	29.8	29.0	28.4	28.1					

Bracondale, Norwich ATC 02, Bracondale East
Produced by Streetwise Services Ltd.



Channel 1 - Eastbound		Vehicle Flow							Week 1	
Hr Endpt	01/03/2023	02/03/2023	03/03/2023	04/03/2023	05/03/2023	06/03/2023	07/03/2023	8 Day Avg	7 Day Avg	
Wkly	Thurs	Fri	Sat	Sun	Mon	Tue	Wed			
1	3	2	2	4	6	1	5	3	4	
2	0	1	2	4	8	2	4	2	3	
3	0	0	2	2	1	2	1	2	2	
4	0	0	2	2	1	2	1	2	2	
5	0	0	2	2	1	2	1	2	2	
6	0	0	2	2	1	2	1	2	2	
7	0	0	2	2	1	2	1	2	2	
8	0	0	2	2	1	2	1	2	2	
9	0	0	2	2	1	2	1	2	2	
10	0	0	2	2	1	2	1	2	2	
11	0	0	2	2	1	2	1	2	2	
12	0	0	2	2	1	2	1	2	2	
13	0	0	2	2	1	2	1	2	2	
14	0	0	2	2	1	2	1	2	2	
15	0	0	2	2	1	2	1	2	2	
16	0	0	2	2	1	2	1	2	2	
17	0	0	2	2	1	2	1	2	2	
18	0	0	2	2	1	2	1	2	2	
19	0	0	2	2	1	2	1	2	2	
20	0	0	2	2	1	2	1	2	2	
21	0	0	2	2	1	2	1	2	2	
22	0	0	2	2	1	2	1	2	2	
23	0	0	2	2	1	2	1	2	2	
24	0	0	2	2	1	2	1	2	2	
7-19	1770	1770	1800	1860	1770	1600	1600	1640	1600	
0-22	2040	1600	1680	2077	1863	1580	1857	1878	1904	
0-24	2079	2038	1961	2178	1918	1636	1953	1943	1963	

Vehicle Flow (Channel 1)



Bracondale, Norwich ATC 02, Bracondale East
Produced by Streetwise Services Ltd.



Channel 1 - Eastbound		Average Speed							Week 1	
Hr Endpt	01/03/2023	02/03/2023	03/03/2023	04/03/2023	05/03/2023	06/03/2023	07/03/2023	8 Day Avg	7 Day Avg	
Wkly	Thurs	Fri	Sat	Sun	Mon	Tue	Wed			
1	24.2	29.7	28.0	26.3	24.1	18.0	31.0			
2	21.7	28.8	28.2	28.4	27.0	25.4	29.2			
3	21.0	30.5	31.8	28.6	26.5	25.5				
4	28.0	28.0	33.0	28.0	33.0	28.0				
5	29.6	29.6	30.1	29.2	29.2	31.6				
6	26.1	29.7	29.3	28.4	28.0	29.2				
7	27.1	27.1	27.1	26.4	26.3	29.5				
8	24.6	23.8	25.4	24.1	23.7	24.1				
9	24.3	24.3	24.4	24.5	23.8	23.5				
10	24.1	23.0	24.3	24.5	23.3	22.5				
11	24.3	24.3	24.8	24.5	23.7	24.1				
12	24.1	24.0	25.2	24.6	24.0	24.1				
13	24.3	24.3	24.8	24.5	23.7	24.1				
14	24.1	24.0	25.2	24.6	24.0	24.1				
15	24.3	24.3	24.8	24.5	23.7	24.1				
16	24.3	24.0	24.9	24.4	24.8	25.0				
17	24.6	24.1	24.1	24.8	24.8	24.7				
18	24.6	24.6	24.6	24.6	24.6	24.6				
19	24.6	24.6	24.6	24.6	24.6	24.6				
20	24.6	24.6	24.6	24.6	24.6	24.6				
21	24.6	24.6	24.6	24.6	24.6	24.6				
22	24.6	24.6	24.6	24.6	24.6	24.6				
23	24.6	24.6	24.6	24.6	24.6	24.6				
24	24.6	24.6	24.6	24.6	24.6	24.6				
7-19	23.7	28.1	28.3	28.2	28.1	28.0	23.8			
0-22	24.2	28.1	28.1	28.1	28.1	28.1	24.8			
0-24	24.4	24.8	26.1	24.8	24.6	24.8	24.8			

85th Percentile

Channel 1 - Eastbound		Speed Summary							Week 1	
Hr Endpt	01/03/2023	02/03/2023	03/03/2023	04/03/2023	05/03/2023	06/03/2023	07/03/2023	8 Day Avg	7 Day Avg	
Wkly	Thurs	Fri	Sat	Sun	Mon	Tue	Wed			
1	28.2	33.3	33.4	28.4	28.6	18.2	33.3			
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12	28.2	28.2	28.7	28.5	28.6	28.2	28.6			
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14	28.4	28.0	28.6	28.5	28.0	28.1	28.5			
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18	28.6	28.6	28.6	28.6	28.6	28.6	28.6			
19	28.4	28.7	28.5	28.2	28.1	28.4	28.4			
20	28.1	28.0	28.0	28.0	28.0	28.0	28.0			
21	33.0	28.6	28.3	28.1	33.5	28.2	28.1			
22	24.6	28.1	33.6	28.4	33.7	33.8	28.6			
23	28.5	33.1	33.4	28.4	33.5	28.3	28.6			
24	33.2	33.6	28.3	33.5	33.8	28.1	28.3			
7-19	28.2	28.2	28.2	28.2	28.2	28.2	28.2			
0-24	28.6	28.3	28.9	28.3	28.7	28.1	28.9			

85th Percentile

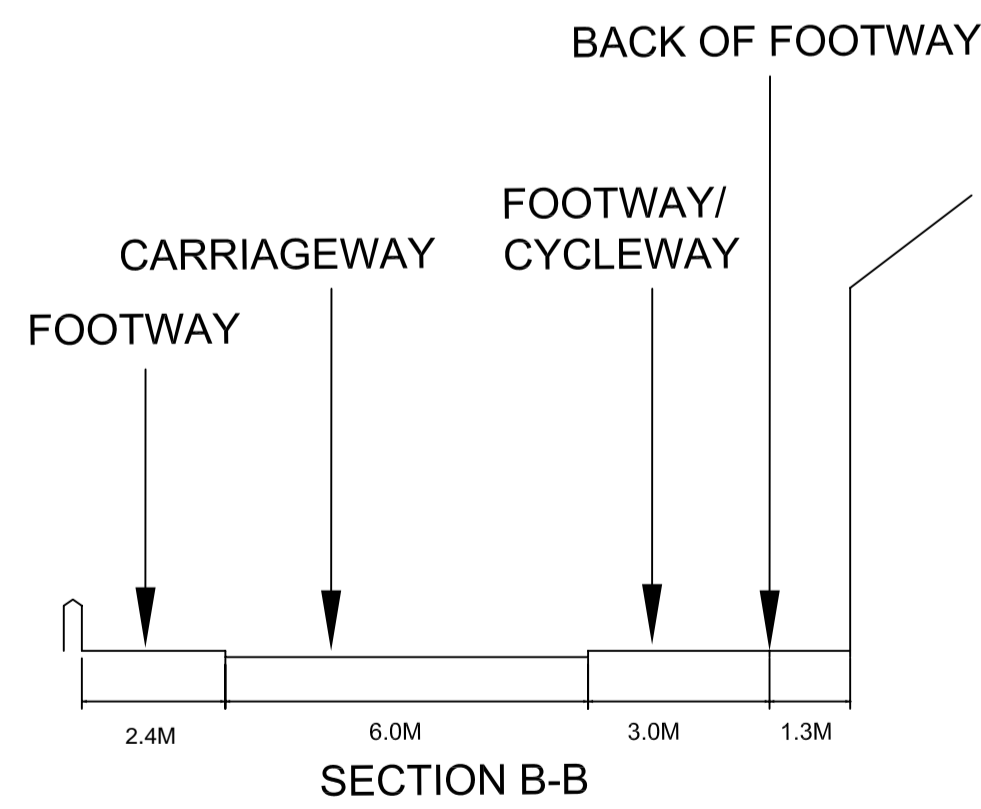
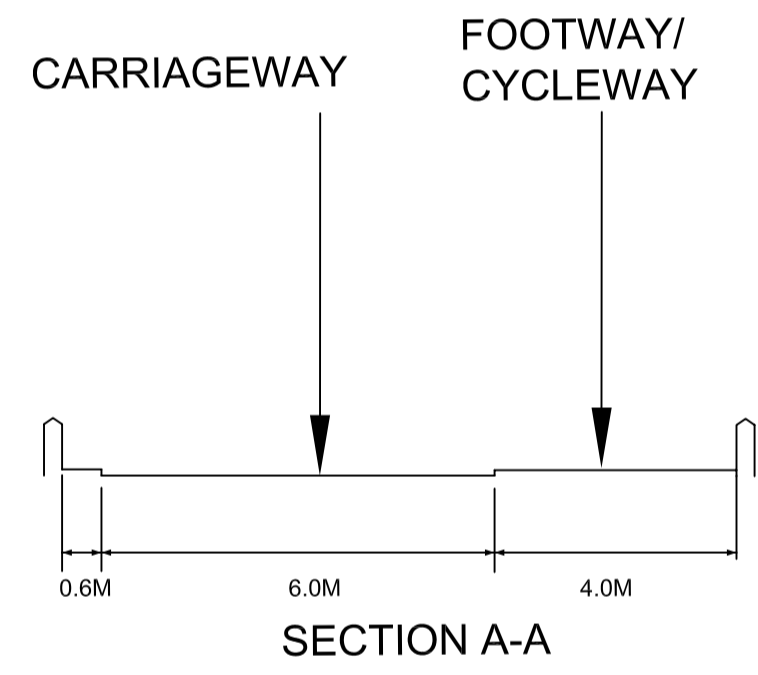
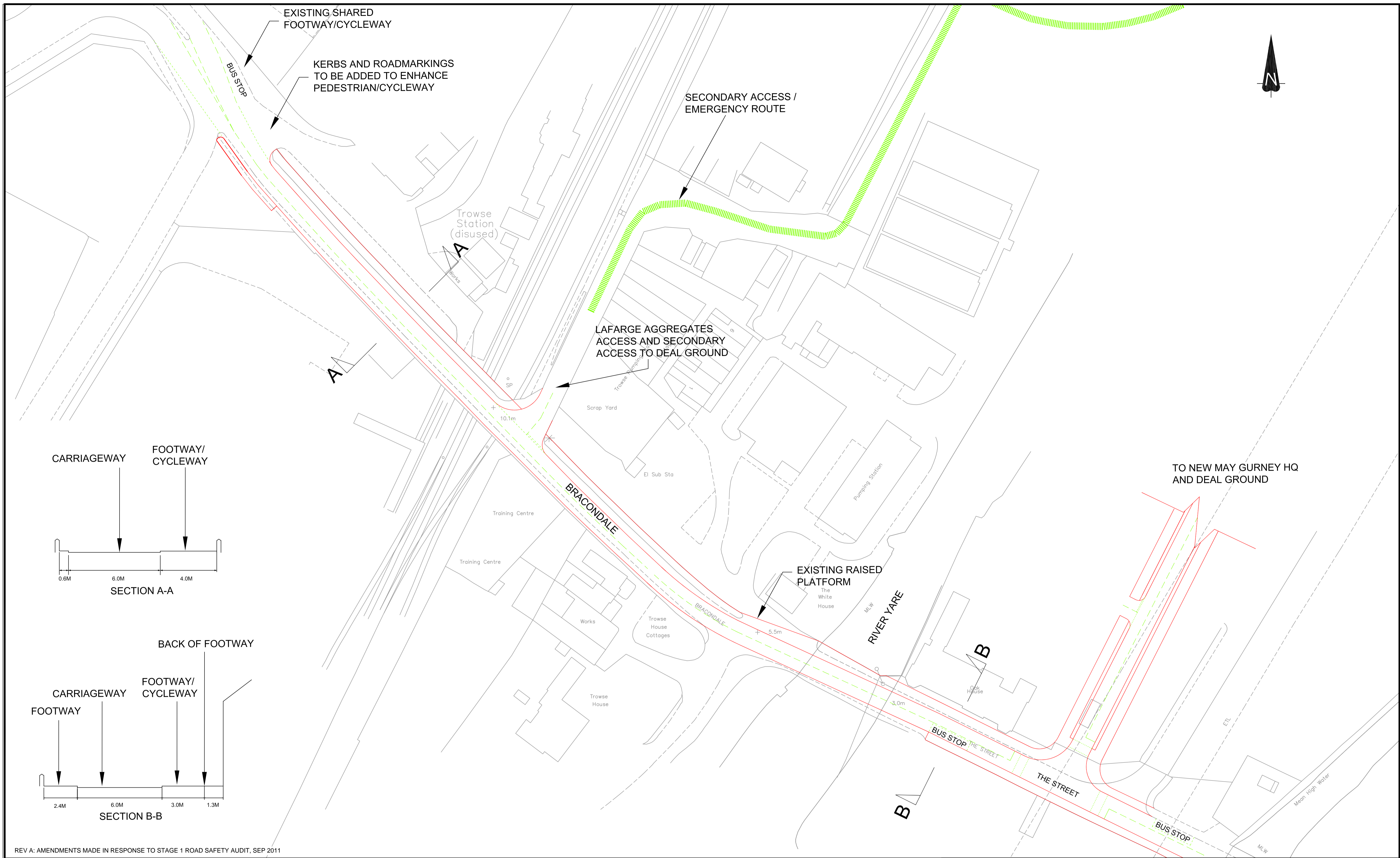
Channel 2 - Westbound		Average Speed							Week 1	
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Wkly	Thurs	Fri	Sat	Sun	Mon	Tue	Wed			
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3	21.0	21.0	23.0	23.0	23.0	23.0	23.0			
4	30.5	30.5	30.5	30.5	30.5	30.5	30.5			
5	27.2	27.2	27.2	27.2	27.2	27.2	27.2			
6	27.2	27.2	27.2	27.2	27.2	27.2	27.2			
7	26.5	27.6	28.7	28.4	28.0	28.0	28.0			
8	27.2	27.2	27.2	27.2	27.2	27.2	27.2			
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10	25.6	25.0	25.6	25.1	25.6	25.0	24.8			
11	24.5	24.5	24.4	23.2	23.0	24.4	24.4			
12	24.8	24.2	24.8	24.0	24.7	24.8	24.7			
13	24.8	24.8	24.8	24.8	24.8	24.8	24.8			
14	23.0	23.0	24.7	24.1	24.0	24.4	24.0			
15	23.4	24.8	24.8	24.1	23.3	23.2	24.4			
16	24.1	25.2	24.0	24.1	23.9	23.9	24.0			
17	25.2	24.9	25.4	24.2	24.1	24.8	24.9			
18	24.5	25.0	25.5	24.5	24.1	25.2	24.8			
19	23.7	24.1	24.8	24.1	24.7	24.8	24.6			
20	24.1	24.7	24.2	24.2	24.3	24.6	24.5			
21	24.5	23.9	24.8	24.6	24.1	24.3	24.4			
22	24.6	24.0	25.0	24.4	24.1	24.0	24.0			
23	24.5	24.8	25.2	24.9	24.3	24.8	24.8			
24	25.2	24.6	24.9	24.5	23.3	24.8	24.5			
7-19	24.2	24.7	24.8	24.1	24.1	24.1	24.1			
0-24	24.8	25.2	25.2	24.6	24.1	24.1	24.3			

85th Percentile

Channel 2 - Westbound		Speed Summary							Week 1	
Hr Endpt	01/03/2023	02/03/2023	03/03/2023	04/03/2023	05/03/2023	06/03/2023	07/03/2023	8 Day Avg	7 Day Avg	
Wkly	Thurs	Fri	Sat	Sun	Mon	Tue	Wed			
1	28.1	24.7	24.1	24.4	24.1	26.1	28.2			
2	28.0	28.0	23.0	23.0	23.0	23.0	23.0			
3	28.0	28.0	23.0	23.0	23.0	23.0	23.0			
4	33.3	33.3	33.0	28.6	28.7	28.4	33.3			
5	33.3	33.3	33.0	28.6	28.7	28.4	33.3			
6	33.3	33.3	33.0	28.6	28.7	28.4	33.3			
7	28.6	28.6	28.6	28.6	28.6	28.6	28.6			
8	33.3	33.3	33.6	33.1	28.3	28.6	28.3			
9	33.4	28.7	28.2	28.2	28.2	28.2	28.2			
10	28.8	28.6	28.6	28.1	28.1	28.2	28.4			
11	28.6	28.6	28.6	28.6	28.6	28.6	28.6			
12	28.7	28.9	28.8	29.0	28.8	28.4	28.7			
13	28.6	28.6	28.6	28.6	28.6	28.6	28.6			
14	28.0	28.0	28.9	28.5	28.8	28.8	28.4			
15	28.3	28.7	28.7	29.0	29.0	28.2	28.4			
16	28.1	28.7	28.1	28.2	28.6	28.4	28.4			
17	28.4	28.6	28.6	28.4	28.7	28.2	28.7			
18	28.6	28.7	28.4	28.8	28.8	28.4	28.4			
19	28.2	28.2	28.0	28.3	28.9	28.4	28.8			
20	28.4	28.4	28.4	28.4	28.4	28.4	28.4			
21	28.2	28.2	28.4	28.1	28.1	28.4	28.6			
22	28.4	28.4	28.4	28.4	28.4	28.4	28.4			
23	28.5	33.1	29.0	29.0	28.8	28.8	28.2			
24	33.4	33.1	28.8	28.8						

APPENDIX F

'Proposed Access Arrangements' and 'Proposed Cycle/Footway on Bracondale / The Street' (Drawings '3009005/A/015 Rev B' and '3009005/B/002Rev A') (Norwich City Council Ref. 12/00875/O, South Norfolk Council Ref. 2011/0152/O)



REV A: AMENDMENTS MADE IN RESPONSE TO STAGE 1 ROAD SAFETY AUDIT, SEP 2011

NOTES:

DEAL GROUND, NORWICH

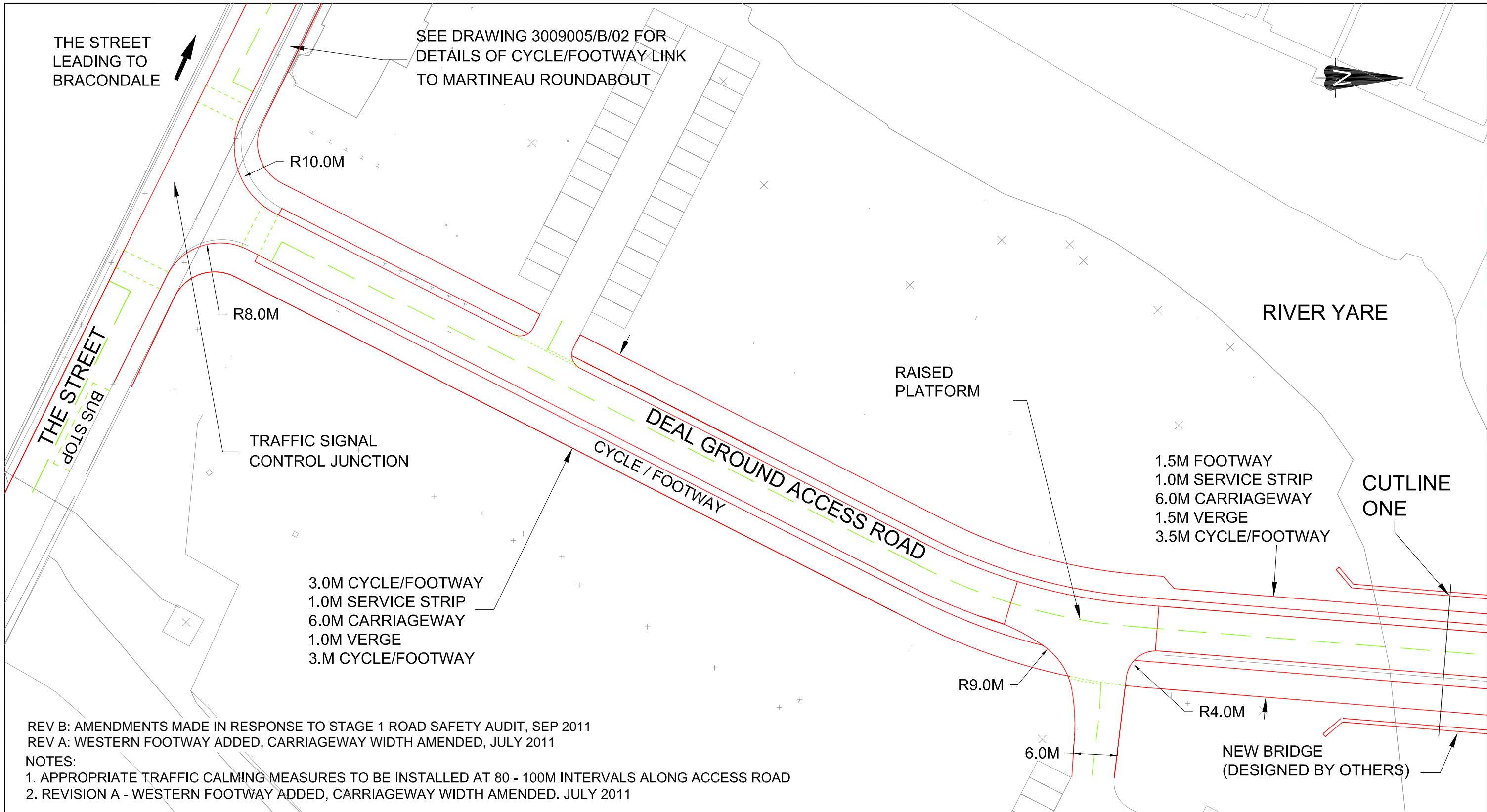
PROPOSED CYCLE/FOOTWAY
ON BRACONDAL / THE
STREET

Contemporary Transport TM

Riverside House,
River Lawn Road,
Tonbridge, UK. TN9 1EP
tel: 44 (0) 1732783500

SERRUYS PROPERTY
COMPANY

DATE	AUG 2011	DATE	AUG 2011	DATE	AUG 2011	SCALES @A1	DRAWING STATUS	DRAWING NUMBER	REVISION
DESIGNED BY	SC	DRAWN BY	SC	CHECKED BY	SC	1: 500	PRELIMINARY	3009005/B/002	A



SEE DRAWING 3009005/B/02 FOR
DETAILS OF CYCLE/FOOTWAY LINK
TO MARTINEAU ROUNDABOUT

THE STREET
LEADING TO
BRACONDALE

RIVER YARE

RAISED
PLATFORM

DEAL GROUND ACCESS ROAD
CYCLE / FOOTWAY

TRAFFIC SIGNAL
CONTROL JUNCTION

1.5M FOOTWAY
1.0M SERVICE STRIP
6.0M CARRIAGEWAY
1.5M VERGE
3.5M CYCLE/FOOTWAY

CUTLINE
ONE

3.0M CYCLE/FOOTWAY
1.0M SERVICE STRIP
6.0M CARRIAGEWAY
1.0M VERGE
3.5M CYCLE/FOOTWAY

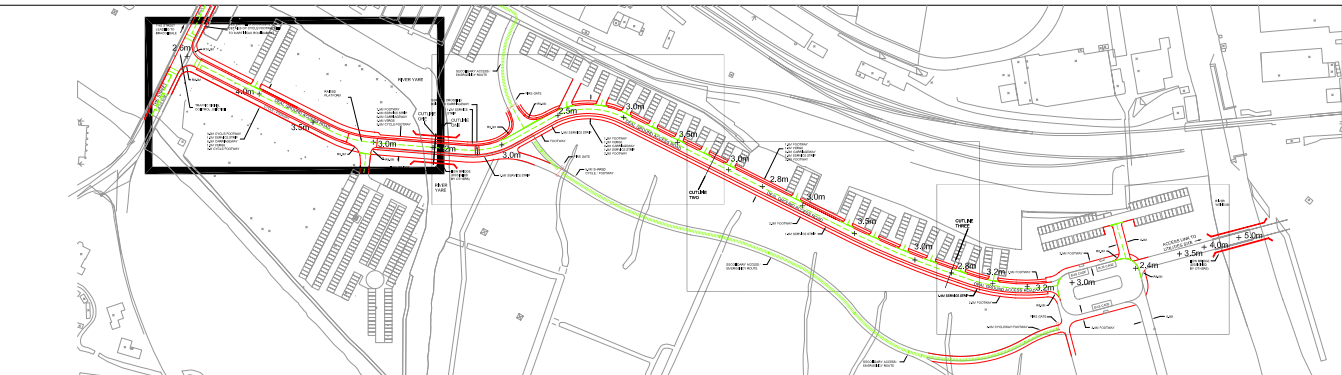
R9.0M

R4.0M

NEW BRIDGE
(DESIGNED BY OTHERS)

6.0M

REV B: AMENDMENTS MADE IN RESPONSE TO STAGE 1 ROAD SAFETY AUDIT, SEP 2011
REV A: WESTERN FOOTWAY ADDED, CARRIAGEWAY WIDTH AMENDED, JULY 2011
NOTES:
1. APPROPRIATE TRAFFIC CALMING MEASURES TO BE INSTALLED AT 80 - 100M INTERVALS ALONG ACCESS ROAD
2. REVISION A - WESTERN FOOTWAY ADDED, CARRIAGEWAY WIDTH AMENDED. JULY 2011



DEAL GROUND, NORWICH

PROPOSED ACCESS
ARRANGEMENTS
(SHEET ONE OF FOUR)

Contemporary Transport™

Riverside House,
River Lawn Road,
Tonbridge, UK. TN9 1EP
tel: 44 (0) 1732783500

SERRUYS PROPERTY
COMPANY

DATE	AUG 2010	DATE	AUG 2010	DATE	AUG 2010	SCALES @A3	DRAWING STATUS	DRAWING NUMBER	REVISION
DESIGNED BY	SC	DRAWN BY	SC	CHECKED BY	SC	1:500	PRELIMINARY	3009005/A/015	B



APPENDIX G

**Framework Residential Travel Plan (2011) (Norwich City Council Ref. 12/00875/O, South
Norfolk Council Ref. 2011/0152/O)**

Contemporary Transport™

Framework Residential Travel Plan

**Proposed Development at
Deal Ground and
May Gurney Site, Trowse**

Job title: Deal Ground and May Gurney Development

Job number: 10080023

Document title: Framework Residential Travel Plan

Document ref: Projects/Deal Ground,
Norwich/CTS/Travel Plans/Framework
Residential Travel Plan

Revision	Date	Filename	FRTP – DG&MG – Draft v1		
1	30/11/2010	Description	Draft Framework Residential Travel Plan to meet requirements specified by NCC.		
			Prepared by	Checked by	Approved by
		Name	CSB	TMW	CSB
2	20/01/2011	Filename	FRTP – DG&MG		
		Description	Issued to Highways Agency		
			Prepared by	Checked by	Approved by
		Name	CSB	TMW	CSB
		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			

Issue Document Verification with Document



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1 Introduction

This Framework Residential Travel Plan (RTP) has been prepared to support the development of land designated for employment and housing uses at the Deal Ground and May Gurney site (the site) in southeast Norwich.

Overall the development consists of 685 residential units comprising terraces, town houses, duplex units, and apartments.

The purpose of this RTP is to ensure that all new residents support and encourage the use of sustainable modes of transport. Therefore the main focus is on specific measures which are appropriate for encouraging residents to maximise the use of sustainable transport.

The principal aims of this RTP are to:

- Minimise the need to travel;
- Maximise access to local employers via sustainable modes of transport; and
- Manage demand for single occupancy car use.

The Transport Assessment (TA) carried out in association with this RTP included a review of walking, cycling and public transport facilities currently available in the local area. The site is well served by local walking and cycle routes and bus services, providing good access to local destinations via non-car modes.

The RTP therefore focuses on:

- Promotion of sustainable transport choices for residents; and
- Reducing demand for single occupancy vehicle (SOV) trips during peak-hour commute times.

1.1 Objectives

The objectives of this RTP accord with those of the National Government, Norfolk County Council (NCC), and South Norfolk District Council (SNDC). By meeting these objectives this RTP will:

- Reduce the need to travel by ensuring that new residents can easily access facilities for work, education, health, leisure, recreation and shopping;
- Encourage sustainable travel behaviour from the initial day of resident occupation;

- To maintain and continually improve attractive environments for pedestrians and cyclists throughout the site;
- Reduce the impact of traffic generated by the development;
- Improve personal and wider community health by promoting healthy lifestyles and reducing the reliance on private vehicle use; and
- Improve the viability of public transport in the local area through increased use.

This RTP is intended to provide a suitable framework for the development of a full residential travel plan strategy. This will be developed by the Travel Plan Co-ordinator (TPC) in partnership with the Transport Management Association (TMA). At present an outline application will be submitted for proposals covering the majority of the site. Once further development details have been determined it will be possible to provide more detail to the RTP. The RTP is intended to support and to be read in conjunction with the Transport Assessment (TA).

1.2 Structure

A description of the site will be provided along with information on the location and existing transport facilities. A range of initiatives which will form the core of the RTP will then be explained in detail along with what they hope to achieve. The importance of setting targets and monitoring is then highlighted, and baseline mode share targets are set out along with a monitoring method and schedule. Finally the action plan is set out to clearly show when each stage of implementation will be completed and the resource required for achievement.

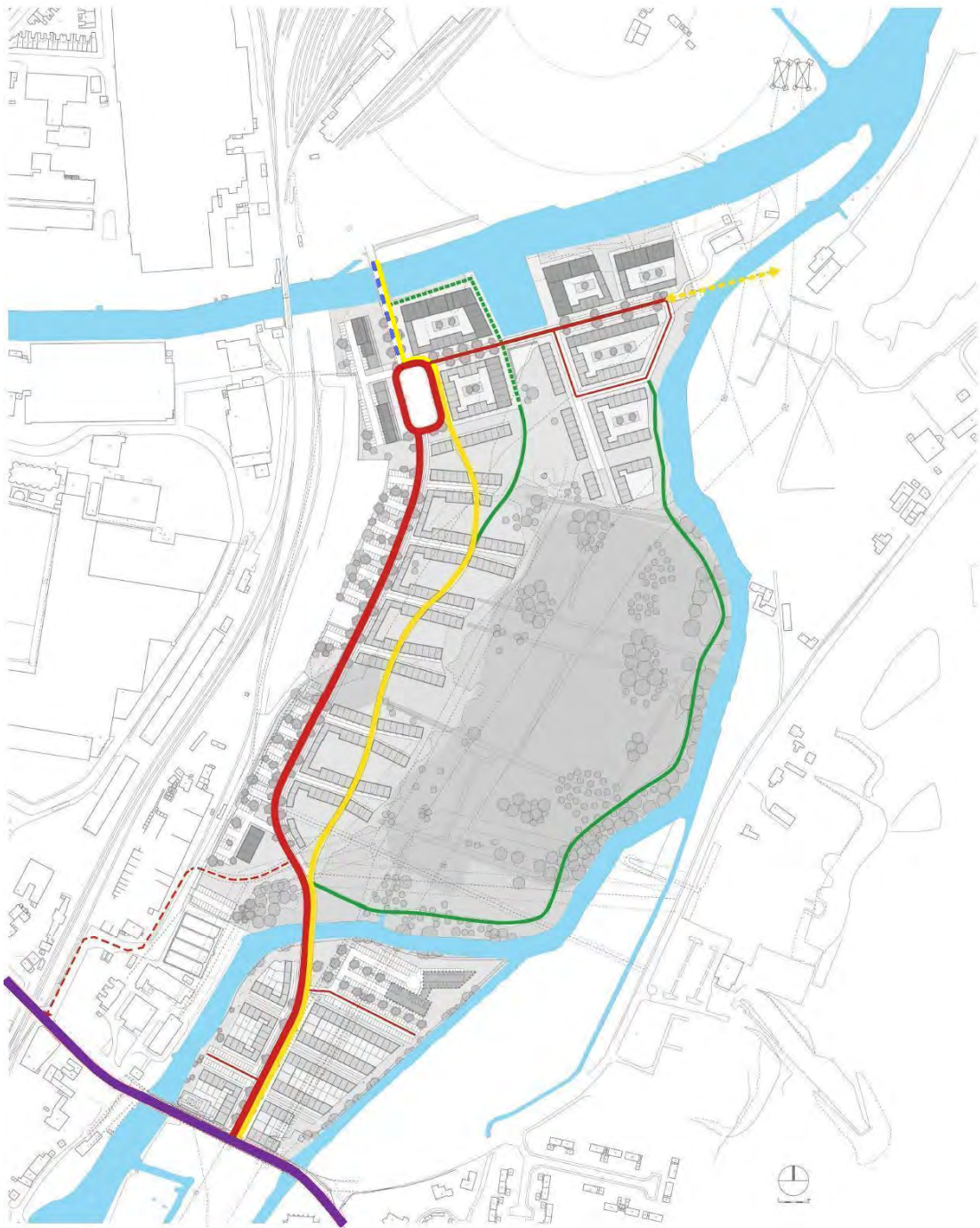
2 Site Details

This section provides a description of the site to help outline the context for the RTP. Further detail of the development and specific transport schemes is provided within the associated TA. Figure 2.1 contains a site map showing the location of the site.

2.1 Location

The site is located close to the village of Trowse in east Norwich, and benefits from close proximity to Norwich city centre. The site can currently be accessed from The Street to the south, and will be accessible via the riverside towpath and Utilities site to the north.

Figure 2.1: Site Map



Key:

- Public Highway
- Multi Modal Route
- Walk and Cycle Route
- Pedestrian Route
- - - Emergency Route
- - - Service Access

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2.2 Transport Links

Existing walking and cycle routes are available to and from public transport links, local shops, and to major local employers including NCC and Unilever. National Route 1 (NR1) currently runs on The Street to the south of the site and is a popular route used by recreational and commuter cyclists travelling to and from the city centre.

Bus links are available from a bus stop in close proximity to the site on The Street and from Trowse. Services connect the site to the city centre and surrounding area. Bus services are also available from Martineau Lane and Bracondale to the west, these again offer connections to the city centre and wider area. Services to the north on Thorpe Road will be available via a pedestrian and cycle bridge at the northern end of the site, this will have been constructed prior to development occupation.

Norwich Railway Station will be within reasonable walking distance of the site. It offers regular services to the surrounding region and to London Liverpool Street. The site is adjacent to the river Wensum; a potential river ferry link may be installed depending on viability.

3 Initiatives

A range of initiatives to encourage the use of sustainable transport modes are appropriate. The initiatives will be refined, specified in detail and budgets allocated as part of the full RTP. At this stage a summary of key initiatives has been provided as set out below.

3.1 Appoint Travel Plan Co-ordinator

The first step to creating an effective RTP is the appointment of a TPC, it will be this person's responsibility to oversee the implementation of the RTP. As detailed within the TA, a TMA will be created to effectively manage the site; the TMA will provide TPC resources to implement the RTP.

The duties of the TPC are set out below, responsibilities may vary but will include:

- Overseeing the development and implementation of the RTP;
- Obtaining and maintaining commitment and support from residents;
- Designing and implementing effective marketing and awareness raising campaigns to promote the RTP;
- Setting up and co-ordinating a Local Resident Group and attending/meeting as appropriate;
- Co-ordinating the necessary data collection exercise required to develop the RTP;
- Acting as a point of contact for all residents requiring information;
- Liaising with the local authority to promote maintenance of paths and cycle routes in the vicinity of the site;
- Liaising with local bus operators to promote services and offer incentives; and
- Co-ordinating the monitoring programme for the RTP.

3.2 Promote Walking and Cycling

The TA identified existing walking and cycling routes to and from public transport facilities, local shops, local schools, local employers, leisure facilities and surrounding neighbourhoods. Most facilities are located in close proximity and for most journeys sustainable modes of transport are likely to be attractive.

Upon occupation residents will be given a welcome pack that includes walking and cycling guides to the local area. Welcome packs will also include material that promotes the benefits of walking and cycling. These will also explain the personal benefits of active travel which include: leading a healthy lifestyle, financial savings, improved punctuality and in many cases a shorter and less stressful journey to work.

To encourage cycling amongst residents there will be secure, covered cycle parking located throughout the site. Cycle parking will be placed in prominent locations to promote cycling through raised awareness and ease of access. Placing cycle parking next to residential units will make bicycle access more convenient than car access. Residents will be reminded of this each time they walk past the bicycle to access their car parked further away.

Walking and cycling can be promoted through a range of events. For example guided cycle rides through the city centre or around the Broads following NR1 will be held to raise interest and competence in cycling. Bicycle maintenance sessions can also be a useful way of promoting cycling by educating residents as to how to take care of bikes.

3.3 Promote Use of Public Transport

The site is well served by public transport, bus stops will be accessible within reasonable walking distance to both the north and south. Local bus operators currently offer routes to the city centre and surrounding areas. All major employment areas in and around Norwich can be accessed via public transport. The TA included a public transport assessment which identified improvements to existing services such as the installation of new bus stops and the extension or re-routing of existing services. Improvements to local bus stops will be implemented in association with the development.

New residents will be encouraged to make use of public transport services rather than relying on vehicular use. Incentives such as free trial tickets, reduced price season tickets and promotion of local services will be used to raise awareness of available services. Bus timetables will also be included within welcome packs to ensure that new residents are fully aware of available public transport options.

3.4 Promote Car Sharing Scheme

Residents will be encouraged to join a car share system which will match commuters who have similar journeys to work. Details of the car sharing scheme and how to join it will be provided within the welcome pack for new residents. A car sharing scheme can help to reduce single car occupancy use during journeys to work. It will be the responsibility of the TMA to create a bespoke car sharing system which will be available to the entire site.

3.5 Promote Car Club

A car club has been included within the Transport Strategy (TS), 2 cars will initially be provided onsite and all residents will receive free membership to the service. The availability

of club cars on-site should help to reassure residents that they do not need to rely on owning private vehicles. The car club will be promoted by placing club cars in prominent locations to ensure that they are clearly identifiable. Membership details will be included within welcome packs for residents, and will explain how the club works and the benefits of using the service.

4 Targets and Monitoring

The successful impact of an RTP can be ensured through the use of effective target setting and monitoring. Monitoring re-enforces this approach by taking a regular snapshot of performance, results will show how effective the RTP has been. Measuring the progress of the RTP can also help to identify areas where there may be room for improvement, this allows the RTP to continually evolve and become more effective.

4.1 Modal Share and Trip Rates

The TA provided details of the trip generation and mode share calculations derived to estimate new demand from the development, results are shown within the following table.

Table 4.1: Trip Rate and Mode Share Assumptions for the Journey to Work

Mode of Travel to Work	Mode Share	Trips
Works mainly at or from home	10.0%	41
Train	2.0%	8
Bus, minibus or coach	9.0%	37
Taxi or minicab	1.0%	4
Driving a car or van	33.0%	135
Passenger in a car or van	6.0%	25
Motorcycle, scooter or moped	2.0%	8
Bicycle	12.0%	49
On foot	25.0%	102

4.2 Targets

The mode share figures highlighted in yellow will be used as target trip rates for full occupation. Initial monitoring surveys carried out once the site is fully occupied will be used to set trip reduction targets. As actual trip rates generated by the site have not yet been established it is difficult to set stretch targets for the development to meet.

The TS is intended to work with the site design to deliver the trip rates shown. The travel plan will ensure that targets are monitored and that initiatives are focussed on achieving desired outcomes.

4.3 Monitoring

A full monitoring strategy will be designed in collaboration with the TMA and NCC as part of the detailed RTP that will be required before first occupation.

Initial monitoring surveys will be carried out 3 months after the site is fully occupied, these will produce actual trip rate figures for the site. Fully classified surveys will be carried out by placing vehicle counts at the site entrance on The Street and on the bridge over the River Yare which will provide access to the Deal Ground. The single point of access to the site will allow accurate vehicle counts as all trips will be accounted for.

Once a good understanding of residential travel behaviour has been gained and targets have been set, monitoring will be carried out once a year and will be co-ordinated by the TMA. This will ensure that progress is continually checked, and improvements made for the foreseeable future.

5 Action Plan

The TMA will be responsible for ensuring that the initiatives detailed through the travel plan are implemented, and that targets are set and monitored. A suggested timescale from occupation of premises is set out in the table below.

Table 5.1: Action plan

ACTION	TIMESCALE	RESPONSIBILITY	RESOURCE IMPLICATIONS	SUCCESS CRITERIA
CREATE TRANSPORT MANAGEMENT ASSOCIATION	UPON COMPLETION	DEVELOPER	DEVELOPER FUNDED	TMA CREATED
LIAISE WITH LOCAL AUTHORITY	FIRST WEEK	TMA	TIME TO LIAISE	CONTACT MADE WITH LA
ORGANISE WELCOME PACKS TO RAISE AWARENESS OF WALKING, CYCLING AND PUBLIC TRANSPORT FACILITIES	FIRST WEEK	TMA	SAME PACKS FOR ALL HOUSES AND APARTMENTS	ALL PROPERTIES ISSUED WITH WELCOME PACKS
ALLOCATE RESIDENT PARKING	FIRST WEEK	TMA	TIME TO WORK OUT DISTRIBUTE PARKING AMONG RESIDENTS	PARKING DISTRIBUTED TO RESIDENTS
PROMOTE CAR SHARING	SECOND WEEK	TMA	TIME TO PROMOTE	RESIDENTS CAR SHARING
PROMOTE CAR CLUBS	SECOND WEEK	TMA	TIME TO PROMOTE	RESIDENTS MAKING USE OF CLUB CARS
HOLD EVENTS TO ENCOURAGE WALKING AND CYCLING	WITHIN 3 MONTHS	TMA	TIME TO ORGANISE EVENTS	10% OF RESIDENTS TAKING PART IN EVENTS
CARRY OUT INITIAL SURVEY	WITHIN 3 MONTHS	TMA	TIME TO ARRANGE SURVEY	INITIAL TARGETS ACHIEVED
SET TARGETS FOR YEAR 1	FOURTH MONTHS	TMA	TIME TO ANALYSE RESULTS	TARGETS SET
MONITORING	1 YEAR ON	TMA	TIME TO CARRY OUT SURVEY AND ANALYSE RESULTS	TARGETS ACHIEVED