

Site Allocation

Delivery Statement / Statement of Common Ground (SoCG)

Explanatory Note and Disclaimer:

To evidence when development will be built, the GNLP Team requested site promoters to provide a site allocation Statement of Common Ground (SoCG) allowing landowners, agents, and developers with a site allocation in the GNLP to explain how and when their scheme will be completed, and comply with the plan's policies once adopted.

Each site allocation SoCG consists of a 7-question template which the GNLP Team asked site promoters to complete. The responses are in the words of the site promoter. Whilst all parties have applied their best endeavours to make each SoCG up-to-date and accurate, agreement of a SoCG does not indicate acceptance of a specific development proposal by the Greater Norwich authorities other than that as set out in the site allocation policy. The appropriateness of a proposal would need to be determined as part of a planning application.

The Greater Norwich authorities consider the plan to be sound but recognise modifications may be proposed by the inspectors. The SoCG does not prevent the authorities from agreeing changes to the GNLP. Similarly, the authorities recognise that site promoters who have signed a SoCG may also seek changes to the plan. However, the SoCG is valuable in demonstrating that the land in question is available and has realistic prospects for development.

Greater Norwich Local Plan (GNLP) Site Allocation Statement of
Common Ground (SoCG)

Between

Broadland District Council, South Norfolk Council,
Norwich City Council, Norfolk County Council

And

Norwich Airport Ltd

Site Reference: GNLP1061R

Site Address: Land known as 'Site 4', Norwich Airport

Proposed Development: Aviation related employment, aviation
educational uses and general employment with a cap on the
amount of non-aviation uses.

1. Please provide a commentary on the site's progress in respect to the three tests of being available, suitable, and deliverable.

[Approximately 100 words recommended]

An outline application is currently pending consideration for up to 120,000sqm (GEA) of employment, split 50/50 between aviation and non-aviation related uses Norwich City Council reference: 21/01196/O and Broadland District Council reference 20211551. This effectively renews recently expired consents (Norwich City Council reference: 18/01621/VC and Broadland District Council reference: 20181762). This demonstrates that the scheme is available and suitable. Norwich Airport is currently in discussions with prospective occupiers who are seeking occupation by the end of 2022, start of 2023. Therefore, the scheme is deliverable and is expected to be completed over the following 16 years.

2. Please provide a commentary on any land ownership constraints that may affect or delay development of the site.

[Approximately 100 words recommended]

There are no land ownership constraints that affect or delay the development of the Site.

3. Please provide a commentary on progress to making a planning application – such as pre-application advice, or if planning permission exists on all or part of the site.

[Approximately 100 words recommended]

There was a previous planning consent on the Site (Norwich City Council reference: 18/01621/VC and Broadland District Council reference: 20181762) for 95,035sqm of employment floorspace, with a 50/50 split between aviation and non-aviation uses. This expired in August 2021.

As stated above, a new application (Norwich City Council reference: 21/01196/O and Broadland District Council reference 20211551) is currently pending consideration for up to 120,000sqm, again evenly split between aviation and non-aviation uses to effectively renew the previous consent. Norwich City Council and Broadland District Council have issued EIA Scoping Opinions (NCC reference: 21/00745/EIA, BDC reference: 20210985).

Site Allocation policy GNLP1061R in the plan submitted to the Secretary of State on 30th July 2021 is allocated for aviation related employment and aviation educational uses, including the following policy requirement: “Non-aviation development will only be permitted where it is demonstrated that there is insufficient demand over the next 40 years for aviation related uses on the site and where such non-aviation development would act and be secured as a catalyst to deliver essential infrastructure facilitating the aviation related elements of the development”. This approach is not consistent with the Norwich Airport Masterplan endorsed by both Norwich City Council and Broadland District Council, or the recently expired planning consent.

At Regulation 19 consultation Barton Willmore on behalf of Norwich Airport submitted a representation objecting to this approach, seeking flexibility in the site allocation to support general employment uses as well as some roadside leisure and retail uses. These matters have been subject to ongoing discussion and it has subsequently been agreed to exclude roadside retail and leisure uses from the proposed amended allocation policy.

The site area included in the GNLP allocation has also been subject to discussion. It has now been agreed that this should be revised to 43.66ha (as per the attached site plan drawing reference CE-P-01, dated 18.01/22. This site area omits the area of land outlined in green, currently occupied by Petans.)

Norwich Airport Ltd are currently preparing an Airport Surface Access Strategy (ASAS). A Framework has been submitted to Norwich City Council for its consideration and this framework will inform the development of the full strategy.

The GNLP Team and Norwich City Council accepts that site allocation policy GNLP1061R should be revised to enable flexibility regarding enabling a capped proportion of non-aviation employment on the site in line with the adopted Masterplan. The authorities and Barton Willmore are jointly seeking a main modification to the site allocation policy.

It should be noted that strategic policy 6 currently may require revision for consistency regarding the site area and division of aviation and general employment as an amendment to the plan, dependent upon the Inspectors decision at examination.

4. Please provide a commentary on the site's delivery, for example a predicted start-on-site, the annual rate of delivery, and the development's likely completion date.

[Approximately 100 words recommended]

If planning permission is granted, then construction would be targeted to commence in 2022. It is proposed that the annual rate of delivery for general employment would be 5,000-6,000sqm until Year 10. Alongside the general employment, it is proposed that the aviation-related uses will come forward over 15 years, again totalling 60,000sqm. Therefore, the development's final delivery date is anticipated to be in 2037 (16 years after commencement).

As mentioned in response to question 3, there is a discrepancy between the policy as worded and the intended development. As mentioned above The authorities accepts revision to the policy to bring the allocation in line with the expired consent / masterplan. It has also been agreed that the site area for this allocation should be revised to 43.66ha (as per the attached site plan drawing reference CE-P-01, dated 18/01/22. This site area omits the area of land outlined in green, currently occupied by Petans)

5. Please provide a commentary on engagement held with statutory bodies and if any agreements have been made.

[Approximately 100 words recommended]

As well as a pre-application meeting with Norwich City Council and its internal consultants, during preparation for the current planning application under consideration, Norwich Airport Ltd and its consultants have also engaged with external consultees, including Norfolk County Council - Highways, the Lead Local Flood Authority (LLFA), the Environment Agency and Anglian Water. Their feedback has been incorporated into the submitted planning application.

6. Please provide a commentary on any known technical constraints about the site – such as but not limited to highways, heritage, or ecology.

[Approximately 100 words recommended]

The assessments that have been undertaken in order to support the application have concluded that there are no known technical constraints about the Site. The application also includes mitigation measures to reduce the impact of the proposals.

Whilst the current wording of the policy does not rule out general commercial development, it does ask for further evidence to justify it. The Council considers that it is important to safeguard the site for aviation uses as there are limited other opportunities for this within the City. Notwithstanding this, Norwich has endorsed a Masterplan which sets out that non-aviation development is acceptable on the site subject to 20.5ha of site 4 land being safeguarded for aviation uses. The authorities are therefore satisfied at this point in time that a certain amount of general commercial development will not prejudice the future growth of the airport but this does need to be capped to ensure that sufficient land is available to attract additional large aviation-related businesses. There are clearly other benefits of allowing general employment on this site which include opening it up and getting the general employment uses to provide the necessary infrastructure to make it ready for aviation related uses in the future.

7. Please provide a commentary on community benefits the site will offer – such as but not limited to land and/or buildings for education and community provision.

[Approximately 100 words recommended]

The provision of both aviation and non-aviation employment space will contribute to the provision of jobs that will benefit the community. The consent also includes the potential for training uses for aviation-related development. In addition, the development includes an area for a sustainable transport hub, to be delivered by Norfolk County Council - Highways as appropriate.

Signed on Behalf of the Greater Norwich Development Partnership Mike Burrell	9/3/2022
Signed on behalf of Norwich Airport Ltd James Walters	8/03/2022