

Application for Determination

Parish	Cantley
Reference	BA/2012/0111/EXT13W Target date 26 June 2012
Location	Cantley Sugar Factory, Station Road, Cantley
Proposal	Extension of existing time limit of previous PP BA/2008/0307/FUL
Applicant	Mr Mark Tolley
Recommendation	Approve
Reason for referral to committee	Third party objection

1 Description of Site and Proposals

- 1.1 The application site is located at the sugar beet processing factory operated by British Sugar plc at Cantley. The factory is located at the eastern end of the village and comprises an extensive area of approximately 60ha, extending in an east/north-east direction from the village. The factory site is bounded to the south by the River Yare and is bisected east-west by the Norwich to Yarmouth railway line and north south by a substantial drainage ditch.
- 1.2 The landscape surrounding the site is, with the exception of Cantley Village to the west, open and largely given over to agriculture. The site lies in a sensitive location and is within 10km of 14 protected sites including SSSI's, SPAs and SACs. Of these 14, the largest is Halvergate Marshes which is subject to all of these designations and is also a Ramsar site.
- 1.3 In 2009 consent was granted for the construction of a new evaporator plant and for the erection of a number of new buildings to enable the processing of raw cane sugar at the Cantley site (BA/2008/0307/FUL).
- 1.4 The new evaporator plant would comprise a single new cylinder (height 26.5m, diameter 4.5m) and would be sited on the south facing wall of the main factory building. The evaporator would improve energy efficiency at the Cantley site.
- 1.5 The new raw cane processing plant would be a significantly larger development than the evaporator plant. The proposal would create approximately 2,700m² of new floor space spread over five new buildings. Four of these new buildings would be in an area previously used for general

site storage and, as such, the proposal would represent a substantial addition to the built form at the site.

- 1.6 The new buildings would be accompanied by new areas of hardstanding, additional external lighting, eight additional car parking spaces and would require the relocation of existing limex and coal stockpiles to elsewhere within the Cantley site.
- 1.7 The new buildings would facilitate the introduction of a new process to the site (namely the refining of raw sugar cane) and this process would enable the site to operate 24 hours a day year round. At present, processing operations at the site are restricted to the annual 'campaign', which lasts approximately 155 days per year from September to March. During the 'campaign' the site processes 24 hours per day.
- 1.8 The site lies entirely within Flood Zone 3.

2 Site History

BA/2008/0307/FUL - Erection of a new Evaporator plant as part of energy reduction scheme plus construction of new buildings and plant for processing of raw sugar including associated works. Approved 02/06/2009.

BA/2007/0271/FUL – Proposed erection of Dutch barn for the storage of top soil. Approved 30/01/2008.

05/06/1608 – Granulated sugar bulk outloading building and link tunnel (Approved 07/12/2006).

3 Consultation

Broads Society - You will note from our response to the original application that we had concerns about the impact of additional traffic and it was our view that permission should be conditional on the option of transport by water. We suggest that, if the guidelines allow, the Authority might use this application for an extension of time for the development as an opportunity to encourage the applicant to consider the alternative transport options.

Cantley Parish Council - The application should be refused. The objections the Parish have are the same that they expressed in the original application, namely: increase in traffic on unsuitable roads; increase in traffic noise and pollution; proposal would lead to year-round noise and disturbance to residents; light pollution from high poles; visual impact of building for residents of Limpenhoe.

In addition, the Parish notes the following points:

- a feasibility study has shown that transport to the site by water is viable, and this should be approved.
- The planning and costings in relation to benefits were based on supporting and using Great Yarmouth Port. Now the port hasn't the

facilities to receive and transport sugar cane. If the raw sugar is being transported from Felixstowe it will be more environmentally damaging and ridiculous when there is a factory at Bury which they will drive past.

Natural England- Natural England provided advice to the previous application (BA/2008/0307/FUL) and did not raise any objection. We understand the details of the current application are identical except for the time extension for the development to commence. We are not aware of any significant changes to legislation or policy since the time of our original advice that would affect the way the application should be considered. Natural England accordingly raises no objection to this proposal, but would highlight the requirement of Condition 8 of the original consent and stress that this condition must remain in place as part of any further planning proposal.

4 Representations

None.

5 Policy

5.1 National Planning Policy Framework (2012)

5.2 Broads Core Strategy (2007)

[Core Strategy \(Adopted Sept 2007\).pdf](#)

CS1 – Protection of Environmental and Cultural Assets

CS2 – National and European Nature Conservation Designations

CS22 – Economy.

5.3 Broads Development Management DPD

[DMP DPD - Adoption version.pdf](#)

DP1 – Natural Environment

DP2 – Landscape and Trees

DP7 – Energy Generation and Efficiency

DP29 – Development on Sites with a High Probability of Flooding.

5.4 Broads Local Plan 1997 – Saved Policies

Policy CAN1 - Cantley Sugar Beet Factory

Development within the Cantley Sugar Beet Factory site, which is needed to meet the essential operational requirements of the factory, will be permitted provided that:

- (a) proposed development is located, where possible, within groups of existing buildings and is of a design which would minimise its visual impact, particularly when viewed from the river; and
- (b) landscaping, design, scale and materials would be appropriate to their setting in the Broads landscape and waterways; and

- (c) there would be no significant adverse effect on wildlife and wildlife habitats; and
- (d) there would be no significant adverse effect on the residential amenity of adjoining or nearby occupiers.

5.5 Emerging Site Specifics DM DPD Policies (Unadopted)
CAN/DSSP-a –Cantley Sugar Factory.

6 Assessment

- 6.1 Members will be aware that the standard time limit for the implementation of planning permission is three years. In October 2009, prompted largely by the economic downturn and the implications of this for the development industry in respect of unimplemented planning permissions, provision was introduced nationally by the Government to enable developers to ‘renew’ existing planning permissions without the need for a full new application or full new assessment. In effect, the principles and details of the scheme as previously approved are accepted, with a Local Planning Authority able to consider only those matters where development plan policies and/or other material considerations have changed significantly since the original grant of permission. The guidance is clear in stating that unless there has been a significant change of policy direction or change to the circumstances of a relevant material consideration, there is a strong presumption in favour of the development.
- 6.2 Planning consent for the evaporator plant and raw cane sugar processing facility was granted in 2009. Since 2009 there have there has been two significant changes in planning relevant to consideration of this application. Firstly, adopted development plan policies within the Broads Local Plan have largely but not entirely been superseded by the new Development Management DPD (DM DPD) and, secondly, the National Planning Policy Framework (NPPF) has deleted much of the previous national planning policy against which the original application was considered; and the NPPF is itself a material consideration in this application. This assessment will consider the impact of these policy changes, together with any other material considerations which have changed significantly since the granting of the original consent.
- 6.3 The principle policy against which the original application was assessed was policy CAN1 of the Broads Local Plan. CAN1 is a site specific policy which permits new development at the Cantley site subject to considerations of impacts on the ecology, landscape and amenity of the Broads. Unlike the non-area specific policies of the Local Plan, site specific policies were not superseded when the DM DPD was adopted in November 2011 and CAN1 remains the relevant policy against which to assess this application for an extension for time. Consequently, the adoption of the DM DPD has not significantly altered the policy context against which the application must be judged.

- 6.4 It is the case, however, that the Broads Local Plan was adopted in 1997 and the recently published NPPF indicates that where an extant policy was adopted prior to 2004 due weight must be given to the policy according to the degree of consistency with the NPPF, advising at paragraph 215 that *'the closer the policies in the plan to the policies in the framework, the greater the weight that may be given'*.
- 6.5 Consequently, before accepting the previous assessment of the application against policy CAN1 remains sound, consideration must be given to the degree to which policy CAN1 accords with the policy direction set out in the NPPF.
- 6.6 The NPPF seeks to promote sustainable development and creates a presumption in favour of such development. The Framework further advises that planning policies should *'support the sustainable growth and expansion of all types of business and enterprise in rural areas'* (paragraph 28). At the same time, the Framework recognises the protected landscape status of the Broads and states that *'great weight should be given to conserving landscape and scenic beauty in ... the Broads'* (paragraph 115).
- 6.7 Essentially, the NPPF seeks to promote economic development, particularly in rural areas where development may not have been promoted under previous national planning guidance, but seeks to balance the impacts of such development against protection of areas of special landscape and ecology such as the Broads.
- 6.8 This approach taken by the NPPF is considered to be consistent with the approach set out Local Plan Policy CAN1, which is positive policy that seeks to enable new development at the Cantley site subject to concerns regarding landscape, ecology and amenity impacts.
- 6.9 Having regards to the above, it is considered that significant weight can be attached to Local Plan Policy CAN1 and, consequently, the assessment of the original application against policy CAN1 remains a sound assessment for the purposes of this application for an extension of time, having regards to the impact of the NPPF.
- 6.10 A further material consideration with regards to the weight which can be attached to the previous assessment, which was principally made against policy CAN1, is the degree to which Local Plan Policy CAN1 accords with the emerging Site Specifics DPD. The Site Specifics DPD is the set of policies which will replace the site specific policies within the Broads Local Plan. The Site Specifics DPD policies are not yet adopted and, consequently, the site specific policies within the Broads Local Plan remain the extant policies for the purposes of this application for an extension of time, however the emerging Site Specific DPD policies are at a relatively advanced stage in the adoption process and, as such, are a material consideration in this application.
- 6.11 The emerging Site Specifics DPD contains a draft policy which would directly replace Local Plan Policy CAN1; the reference for this policy is CAN/DSSP-a.

The draft Site Specifics DPD policy follows the approach taken in policy CAN1 and is supportive of new development at the Cantley site subject to impact on residential amenity, landscape and a requirement to prevent sprawl of development beyond the established boundaries of the site. Given the consistency in both aspiration and requirements for development of Local Plan Policy CAN1 and draft Site Specifics DPD policy CAN/DSSP-a, it is considered that the development permitted in 2009 would also be permitted if assessed against Policy CAN/DSSP-a. Consequently, it is not considered that the emerging Site Specific Policies DPD, which is a material consideration in this application for extension of time, could warrant refusal of this application.

- 6.12 Having assessed the degree of weight which can be attached to Local Plan Policy CAN1 with regards to both the NPPF and the emerging Site Specifics DPD, consideration must now be given to whether there are any policies within the Development Management DPD (DM DPD) which would require this application for an extension of time to be refused.
- 6.13 The DM DPD was adopted in November 2011 and superseded those Broads Local Plan Policies which were applicable to development across the Broads Executive Area. Policies within the DM DPD relevant to this application include policies relating to ecology (DP1), landscape (DP2), energy generation and efficiency (DP7) and flood risk (DP29).
- 6.14 Guidance on the determination of applications for extension of time is clear that the introduction of a new, relevant policy will only trigger the requirement for a comprehensive reassessment of the application where there are significant differences between the new and old policies. As part of the examination process for the DM DPD the new DM policies were assessed to ensure conformity with the Development Plan, including the 'saved' policies of the Local Plan; consequently, it is not considered that the direction, aspirations and requirements of the relevant DM DPD policies conflict with Policy CAN1 of the Broads Local Plan.
- 6.15 Having considered the implications of policy changes since the original decision on this application for an extension of time, consideration must now be given to any material considerations which could significantly alter how the application should be determined.
- 6.16 Since the decision in 2009 there have been two significant developments relevant to the determination of this application; the first is the publication of the NPPF and the second is the completion of a Transport Feasibility Study which considered the feasibility of delivery of raw sugar cane to the Cantley site by means other than road.
- 6.17 Considering the issue of the NPPF, which is a material consideration in this application, as stated at paragraph 5.7 the NPPF is a document which seeks to support sustainable economic development, and makes particular reference to Local Planning Authorities supporting a prosperous rural economy (paragraph 28). Given this general thrust of the NPPF and having

regards to the particular circumstances of this application, it is not considered that the publication of the Framework could justify the refusal of this application for an extension of time.

- 6.18 The second aspect relates to the Cantley Transport Feasibility Study. When the original application was submitted it was the subject of a large number of objections, many of which related to the poor road access to the site. In recognition of these concerns and to seek to increase the sustainability of the proposal as well as take advantage of the riverside location, the planning permission was subject to a s106 agreement which required the applicant to set up a working group (with the Broads Authority) for the purpose of investigating the feasibility of developing river and/or rail transport to the sugar factory at Cantley. Under the terms of the s106 agreement the working group were required to produce a feasibility study which considered delivery by road and/or rail.
- 6.19 In December 2009 the Cantley Transport Feasibility Study: Final Report was published. The study concluded that delivery of raw sugar cane from Great Yarmouth Outer Harbour to the Cantley site by river barge could be financially and operationally feasible. It should be noted, however, that whilst the Local Planning Authority was keen to ensure alternative forms of transport to and from the Cantley site were considered, the Highways Authority had no objection to the application for a new cane sugar processing plant and it is considered that road access to the site is acceptable.
- 6.20 In response to consultation on this application for an extension of time, Cantley Parish Council have stated that the feasibility study has shown that water transport was viable and, consequently, advise that delivery of raw cane by water should now be made a condition of any consent for an extension of time which may be granted.
- 6.21 Whilst the Authority is supportive of the principle of transportation of sugar cane to the site by water (as detailed in the draft DM Site Specifics policy CAN/DSSP-a, which states that use of the water for freight to and from the Cantley site will be 'particularly encouraged'), it is the case that there is no policy, adopted or emerging, which requires the prioritisation of freight to any site by river over delivery by road.
- 6.22 It is the case that the NPPF requires that '*developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised*'. However the Framework goes on to say that '*this needs to take account of policies set out elsewhere in this framework, particularly in rural areas*' (paragraph 34).
- 6.23 Having regards to the balance between sustainable transport and economic development required by the NPPF, and considering the general thrust of the document to approve 'sustainable development' and to support economic growth in rural areas, it is not considered that the failure to use the river to access the site cannot be considered grounds for refusal of this application.

- 6.24 In response to consultation Natural England have confirmed they have no objections to the proposed extension of time, subject to the extended consent being subject to the same condition requiring a scheme of monitoring for Limpenhoe Marshes SSSI as was attached to the original consent. It is the case that this condition, together with all other conditions attached to the original consent which have not already been discharged, will also be attached to any consent granted for an extension of time.
- 6.25 It is the case that there were two s106 legal agreements attached to the consent granted in 2009. The first agreement obliged the applicants to participate and make a financial contribution to a working part which would, in turn, commission and consider a feasibility study on the delivery of raw material to the Cantley site by rail and/or river, rather than by road. The second agreement required the applicants to pay a Highway Contribution and Travel Plan Contribution to the Highways Authority, with all monies to be paid before the commencement of development.
- 6.26 If this application for an extension of time is approved, consideration must be given to whether these s106 legal agreements must be amended to take account of this extension of time consent.
- 6.27 With regards to the legal agreement in respect of the working party, it is clear that there is no requirement to update the agreement to reflect any consent for an extension of time which may be granted. The applicants have already discharged their obligations under the agreement in contributing to and considering the Cantley Transport Feasibility Study: Final Report.
- 6.28 Considering the legal agreement which requires Highways contributions, the NPPF indicates that planning obligations should only be sought where they are necessary to make the development acceptable in planning terms; directly relates to the development; and fairly and reasonably related in scale and kind to the development. This requirement set out in the NPPF concurs with the statutory requirements for s106 agreements as set out Regulation 122 of the Community Infrastructure Regulations 2010.
- 6.29 In this instance the Highways Authority have confirmed that the contributions are still required to make the development acceptable in planning terms, it is clear that the contributions would relate directly to the development and, given the significant scale of the development permitted, it is considered that the contributions are reasonably related in scale and kind to the development. Consequently, it is considered that the Highways and Travel Plan Contributions as detailed in the s106 legal agreement attached to the 2009 consent remain necessary to make this application for an extension of time acceptable in planning terms. Accordingly, it is recommended that any consent for extension of time be subject to the signing of a s106 legal agreement which links the extension of time consent to the previously signed s106 legal agreement requiring payments to the Highways Authority.

7 Conclusion

- 7.1 This application seeks consent for an extension of time for a planning consent originally granted in 2009. The application allows for significant new development at the Cantley Sugar Beet factory, including the introduction of a new process to the site which would enable the site to operate virtually all year round on a 24 hour a day basis.
- 7.2 When considering applications for extension of time there is clear guidance stating that the principles and details of the scheme have been considered and accepted when the original planning application was approved, and a Local Planning Authority can only consider those matters where development plan policies and/or other material considerations have changed significantly since the original grant of permission.
- 7.3 In this application it is the case that there have been several policy changes, with the publication of the NPPF, the adoption of a new set of Development Management Policies and the emergence of a draft Site Specifics DPD which would replace the principle policy against which the original applications, and this application for extension of time, are assessed. However, having considered the impact of these changes it is not considered that any of the policy developments significantly alter the policy context against which the application should be judged; the principle policy, CAN1, remains extant and, accordingly, there are not considered any policy grounds for refusal of this application.
- 7.4 In addition to policy changes, the publication of the NPPF is a material consideration and it is considered that this document supports the decision made in 2009 to approve the original application. Finally, whilst there is clear support from the Broads Authority in assisting the applicant in pursuing a river-based transportation strategy, there remains no policy requirement to ship freight by river in preference to road and, consequently, it is not considered that there are any grounds for refusal of the application for an extension of time on this basis.

8 Recommendation

- 8.1 Approve, subject to a s106 legal agreement as detailed at paragraph 7.3 and conditions as detailed below:
- (i) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which this permission is granted.
 - (ii) The development hereby permitted shall be constructed in accordance with the application form, Environmental Report, Transport Assessment, Flood Risk Assessment, Ecological Appraisal, Landscape and Visual Appraisal and Strategy and Plans (Titled 'Proposed Layout' Drawing number 4373/01/02B, 'Topographical Survey' 4373/01/01A, 'Proposed Building Elevations' 4373/100/02A, 'Site Location and Land

Ownership Plan' 4373//A) received by the Local Planning Authority on 1 October 2008, Supplementary Note 1 received by the Local Planning Authority on 7 October 2008, Photomontages received by the Local Planning Authority on 3 November 2008 and plan (Titled 'Cantley Factory Energy Conservation Project Proposed Evaporator Pipework' Drawing number CA.20.900.4239 Rev A') and email including attached plan (Titled 'Raw Sugar Evacuation Route' Drawing number 4373/EVAC/01) received by the Local Planning Authority on 19 November 2008

- (iii) The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment which include the following mitigation measures: identification and provision of a safe route into and out of the site to an appropriate safe haven
- (iv) Finished floor levels are set no lower than illustrated in drawing number 4373/01/02B and section 3.3 of the Flood Risk Assessment (REF 4373)
- (v) The development hereby permitted shall be constructed in accordance with the flood resilience and resistance techniques and measures as detailed in section 5.4 of the Flood Risk Assessment (REF4373)
- (vi) Prior to the commencement of development hereby permitted a scheme detailing measures to be incorporated for the provision of restricting surface water run-off generated by the 1 in 100 year rainfall event at the end of the lifetime of development to the current peak run-off rate (4545 cubic metres on the outgoing tide), so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site as set out in the Flood Risk Assessment accompanying the application shall be submitted to and agreed in writing with the Local Planning Authority in consultation with the Environment Agency. The development shall then be constructed and maintained in perpetuity in accordance with the agreed scheme
- (vii) Prior to the commencement of development hereby permitted a scheme for the creation of 1660 cubic metres of flood storage area shall be submitted to and agreed in writing with the Local Planning Authority. The scheme as such as shall be submitted shall include details of the timing of the construction of the creation of the flood storage area which shall be phased to be fully operational by the time of the commencement of the operation of development
- (viii) Prior to commencement of operation of the development hereby permitted details of a scheme to monitor airborne deposition on Limpenhoe Marshes SSSI shall be submitted and agreed in writing with the Local Planning Authority in consultation with Natural England. The scheme as such as shall be submitted shall include the method of monitoring, points of monitoring and a time period for monitoring of at least one year together with a mechanism for managing the results of

the monitoring and as such mitigation as such as is necessary. The agreed scheme shall be implemented prior to commencement of operation.

- (ix) Prior to the commencement of the development hereby permitted a Method Statement for the infilling of the Marsh Drain and mitigation measures to reduce the impact on Water Voles shall be submitted to and agreed in writing with the Local Planning Authority. The agreed scheme shall be implemented in the construction of the development
- (x) Prior to the commencement of the development hereby permitted a scheme for the creation of a wetland area to accommodate diving beetles shall be submitted to and agreed in writing with the Local Planning Authority in consultation with Natural England. The scheme as such as shall be agreed shall be implemented prior to the operation of the development and shall be retained in perpetuity
- (xi)
 - (a) Prior to the commencement of the development hereby permitted, a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority.
 - (b) The scheme shall indicate the species, number and size of new trees and shrubs at the time of their planting.
 - (c) The scheme shall also include indications of all existing trees and hedgerows on the land, with details of any to be retained (which shall include details of species and canopy spread), together with measures for their protection during the course of development.
 - (d) The scheme as approved shall be carried out not later than the next available planting season following the commencement of development or such further period as the Local Planning Authority may allow in writing.
 - (e) The scheme shall make provision for the replacement of any tree or shrub which dies or becomes damaged or diseased within a period of five years from the date of implementation of the scheme. The replacement such as shall be provided shall be of an equivalent species and size as that which it replaces unless otherwise agreed in writing with the Local Planning Authority,
- (xii) Prior to the commencement of operation of the development hereby permitted a scheme for noise mitigation measures as detailed in the Acoustic Report accompanying the application shall be prepared and agreed in writing with the Local Planning Authority in consultation with Broadland District Council Environmental Health. The agreed scheme shall be implemented prior to the commencement of development
- (xiii) Prior to the commencement of the development hereby permitted full details of the external materials including colour shall be submitted to and agreed in writing with the Local Planning Authority. The development shall be constructed in accordance with this scheme and

retained in perpetuity unless otherwise agreed in writing with the Local Planning Authority

- (xiv) Prior to the commencement of operation of the development hereby permitted a scheme setting out details of the lighting of the extended site shall be submitted to and agreed in writing with the Local Planning Authority in consultation with Broadland District Council Environmental Health. The scheme such as shall be submitted shall include location and height of columns, hours of use and lux values of lighting to be used. The agreed scheme shall be implemented prior to operation of the development and retained in perpetuity unless otherwise agreed in writing with the Local Planning Authority
- (xv) Prior to the commencement of the operation of the development hereby permitted full details of the eight additional car parking spaces to be provided shall be submitted to and agreed in writing with the Local Planning Authority in consultation with Norfolk County Council as Highways Authority. The scheme such as shall be submitted shall indicate the location and layout of the car parking and surfacing materials. The agreed scheme shall be implemented and retained in perpetuity, unless otherwise agreed in writing with the Local Planning Authority in consultation with Norfolk County Council as Highways Authority
- (xvi) Prior to the commencement of the operation of the development hereby permitted a scheme detailing the coal and Limex stockpiles to be stored on site shall be submitted to and agreed in writing with the Local Planning Authority. The scheme such as shall be submitted shall the show location and layout of the stockpiles in plan form and the heights of the stockpiles which shall not exceed 10 metres when measured from the ground immediately adjacent the base of the stockpile
- (xvii) The delivery to Cantley sugar factory of raw sugar cane associated with the development hereby permitted shall only take place between:

06:00 - 16:00 on Mondays, Tuesdays, Wednesdays and Saturdays;
06:00 - 17:00 on Thursdays and Fridays.

No such delivery shall take place other than during these hours and shall not take place on a Sunday or bank or public holiday.
- (xviii) There shall not be any delivery to Cantley sugar factory of raw sugar cane associated with the development hereby permitted on the same days that sugar beet is being delivered, unless otherwise agreed in writing with the Local Planning Authority in consultation with the Highways Agency. Written records shall be made of all deliveries of sugar beet and all deliveries of raw sugar cane. Such records shall be kept for a period of one year and such records shall be made available to the Local Planning Authority on request at all reasonable hours

- (xix) Prior to the commencement of the development hereby permitted details of wheel cleaning facilities for construction vehicles have been submitted to and approved in writing by the Local Planning Authority in consultation with Norfolk County Council as the Highways Authority
- (xx) For the duration of the construction period of the development hereby permitted, all traffic associated with the construction of this development shall use the approved wheel cleaning facilities as set out in condition 19
- (xxi) The development hereby permitted shall not be commenced until an Interim Travel Plan which includes the whole of the British Sugar Ltd site at Cantley has been submitted to and approved and signed off by the Local Planning Authority in consultation with Norfolk County Council as Highways Authority. Such an Interim Travel Plan shall accord with Norfolk County Council document 'Guidance Notes for the Submission of a Travel Plan' or be produced using the Workplace Travel Plan tool www.worktravelplan.net.
- (xxii) No part of the development hereby permitted shall be brought into use prior to the implementation of the Interim Travel Plan. During the first year of operation of the development hereby permitted an approved Full Travel Plan, based on the Interim Travel Plan referred to in condition 21, shall be submitted in accordance with the timetable and targets contained in the Interim Travel Plan and shall continue to be implemented as long as any part of the development is occupied, subject to approved modifications agreed by the Local Planning Authority in consultation with Norfolk County Council as the Highways Authority as part of the annual review.
- (xxiii) Prior to the commencement of any works associated with the development hereby permitted, a construction traffic management plan and access route which shall incorporate adequate provision for addressing any abnormal wear-and-tear to the highway shall be submitted to and approved in writing with the Local Planning Authority in consultation with Norfolk County Council as the Highways Authority together with proposals to control and manage construction traffic using 'construction traffic access routes' and to ensure no other local roads are used by construction traffic
- (xxiv) For the duration of the construction period of the development hereby permitted, all traffic associated with the construction of the development will comply with the construction traffic management plan as set out in condition 23 and use only the construction traffic access route and no other local roads unless otherwise approved in writing with the Local Planning Authority in consultation with Norfolk County Council as the Highways Authority.

- (xxv) Prior to the commencement of the use hereby permitted, a raw sugar delivery management and routing plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with Norfolk County Council as the Highways Authority to ensure no other local roads are used by raw sugar cane delivery traffic.
- (xxvi) All traffic associated with the delivery of raw sugar cane will comply with the raw sugar cane delivery management and routing plan as set out in condition 25 and shall use only an approved access route and no other local roads unless otherwise approved in writing with the Local Planning Authority in consultation with Norfolk County Council as the Highways Authority

9 Reason for Recommendation

The application is considered to be in accordance with Broads Local Plan Policy CAN1 and there are not considered to be any material considerations which would warrant the refusal of the granting of an extension of time for the implementation of consent BA/2008/0307/FUL.

Background papers: Planning File BA/2012/0111/EXT13W

Author: Fergus Bootman
Date of report: 8 June 2012

Appendices: APPENDIX 1 – Location Plan

APPENDIX 1

BA/2012/0111/EXT13W - Cantley Sugar Factory, Station Road, Cantley
Extension of time limit of previous PP BA/2008/0307/FUL for the erection of a new Evaporator plant as part of energy reduction scheme plus construction of new buildings and plant for processing of raw sugar including associated works.

