### Key Issues
This was a large scale project, which comprised of two parts, and were the subject of two separate outline planning applications, accompanied by two separate Environmental Statements. This required close collaboration between the two project teams to ensure consistency of assessment approach. The potential for cumulative effects to arise from the two adjacent schemes were a key element in the EIA process.

The fact that the two schemes were phased to be delivered simultaneously meant that there were a range of cumulative impacts which required a joint approach to mitigation. This was particularly relevant to the timing and implementation of key off-site highway improvements required by both schemes.

The site is adjacent to the Norfolk and Norwich University Hospital. The site is on the approach flight path of the Air Ambulance, therefore, careful consideration of certain environmental aspects and design parameters were critical for both the construction and operational phases of this development, to avoid any impact upon the operation of the Air Ambulance.

### Purpose of the Project
The purpose of this project was to achieve outline planning permission to provide the research, office, laboratory, academic and health related space required to enable the continued expansion of the existing highly successful Norwich Research Park.

### Description of the Project
Bidwells were appointed to co-ordinate an Environmental Impact Assessment, and prepare an Environmental Statement in support of an outline planning application for up to 99,166sqm of office space, laboratories, academic space for R&D activities, health and health related uses to help facilitate the long term growth of the park and maintain its research position.

The site is primarily arable land, with areas of woodland.
Lessons Learnt

**Effective Communication**
Given the number of stakeholders involved, alongside statutory consultees and other interested parties, coupled with the political and economic drivers locally to see the project delivered, it was important to keep dialogue open between all parties throughout the process. This enabled issues to be identified and dealt with at an earlier stage, which ultimately made for a fast-track determination of the planning application.

**Need for Collaborative Working**
It was important to ensure that a consistent approach towards the assessment methodology, scope and cumulative effects was made between the two separate planning applications and their accompanying Environmental Statements. This meant that the two project teams needed to work closely together to ensure consistent and robust conclusions were reached, sufficient to ensure that the two applications could be determined independently.

**A Co-ordinated Approach to Mitigation**
A joint Transport Assessment was undertaken for both applications but reported separately in each application. The purpose was to ensure that a joint approach was taken to the delivery of off-site highway improvements, whilst also assessing the scenario if one of the two parts were not implemented. This ensured that each application could mitigate its own impacts if necessary.

Lessons Learnt Continued

- **Availability of Sufficient Project Information**
Given that this was an outline planning application and a level of flexibility was required by the client, it was critical to balance these demands against the need to have sufficient detail upon which to provide a robust assessment framework, and where possible minimise further assessment work at the approval of reserved matters stage.

A series of parameter plans and indicative masterplan provided the context for assessment.

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