

## **8. Site specific allocations in the remainder of the city**

## **R1: The Neatmarket, Hall Road**

### **Description**

The site is part of the former Livestock Market site and is 4.5 hectares in size. Some of the original livestock market structures still remain in use and the large surface car park on the south is partly used by Royal Mail as a temporary lorry parking area, whilst the northern part of the site is largely vacant. A gas storage facility is on the eastern part of the site and a Health and Safety Executive consultation zone exists around this part of the site. There are mature trees bordering the northern boundary of the site.

The site is neighboured to the north by commercial uses, with a mixture of business units, warehouses and car showrooms. There is a large single storey retail unit to the south-west, the majority of which is occupied by a DIY store and the remainder of which is vacant. The site borders railway lines to the south and east and there are houses and a hotel to the west of the roundabout on Hall Road which forms the entrance to the site. The site is within 250 metres of a former landfill site to the south.

The roundabout on Hall Road was constructed as part of the DIY store development. The junction of Hall Road and Ipswich Road is to the south-west of the entrance and the site is approximately 1.5 miles from the A47 Norwich southern by-pass.

### **Explanatory text**

The Greater Norwich Employment Sites and Premises Study identifies Hall Road as a major employment site of strategic importance and emphasises the importance of retaining such sites for employment uses to meet growth needs in the face of pressure for retail use. Located close to the southern by-pass, the site is therefore allocated for general industrial (B2) and/or warehouse (B8) uses to ensure sufficient employment opportunities are created in the city. There may be some limited scope for car showroom development on the site frontage with Hall Road which would conform with other similar uses to the north.

The site is part of the larger Replacement Local Plan (adopted 2004) allocation for a high quality business park. Since adoption of the Local Plan, part of the original allocation site has been developed for retailing with a new access and associated car park.

The access arrangements currently serving the site, including the Hall Road junction with Ipswich Road, may need to be upgraded to accommodate greater vehicle movements associated with any redevelopment, depending upon the nature and scale of the development proposed.

Development must address the site constraints of potential contamination, risks associated with the proximity to hazardous substances (if a phased redevelopment is proposed), demolition of existing buildings, protection and/or replacement of trees on or adjacent to the site and noise due to proximity to the railway lines and wider impacts arising from the redevelopment itself on nearby housing in Tuckswold. Since the Yare Valley is a sub-regional green infrastructure corridor, the development will be required to provide a pedestrian and cycle link across the site from Hall Road to the River Yare riverside walk to the east.

As the site is over 1 hectare in size, a flood risk assessment and any necessary flood mitigation measures are required.

### **Deliverability**

The site was recently sold by the City Council to a private owner. Parts of the site are subject to leasehold and tenancy agreements and lease options and relocation of the remaining Livestock Market are likely to occur within the Plan period. Therefore there is a reasonable prospect that the site will be delivered during the plan period, although redevelopment is likely to be phased to accommodate site occupant relocation.

### **POLICY R1 The Neatmarket, Hall Road**

The Neatmarket site is allocated for employment development. Development will predominantly be for general industrial (B2) and/or warehouses (B8) and may include ancillary office uses (B1) and some limited car showroom development to the site frontage with Hall Road.

A comprehensive scheme for the whole site is preferred. If this is not achievable then a phased scheme will be accepted if supported by a comprehensive strategy for the site which demonstrates that account has been taken of existing uses and their impacts and requirements, including access.

The main site roadway and pedestrian and cycle link should be delivered as part of a first phase of any phased development

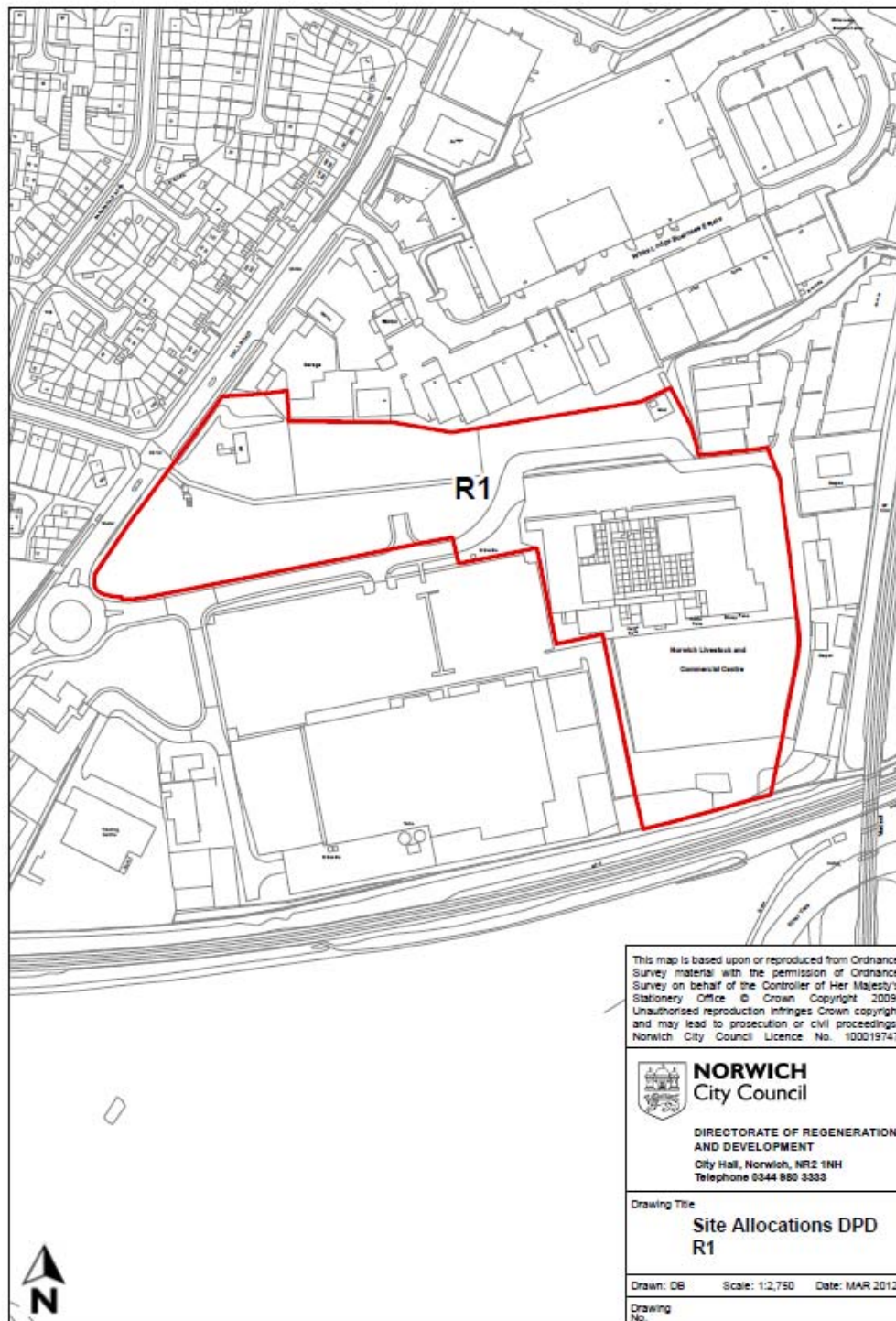
Appropriate vehicular access to serve the development proposed from Hall Road will need to be provided. The development will also need to facilitate on-site and provide financial assistance towards off-site works to enable a pedestrian and cycle link across the site from Hall Road to link to the River Yare riverside walk.

A noise assessment is required and the design of development must mitigate the impact of noise from the neighbouring railways.

Development should take into account the existing trees on or near the site which may be affected by the proposals and should make provision for mitigatory planting

and appropriate enhancement.

## Site Plan



## **R2: Norfolk Learning Difficulties Centre, Ipswich Road**

### **Description**

This site of 0.8 hectares is presently occupied by educational and employment uses, housed in mainly single storey prefabricated buildings. The site also includes car parking and greenhouses.

The A140 Ipswich Road, which forms a main arterial route to the city, is to the east of the site. Housing is set back from the road opposite the site.

The steeply sloped publicly accessible former chalk works of Danby Wood County Wildlife Site and Local Nature Reserve are to the west of the site, with an additional small open space to the south, which includes a Roadside Nature Reserve. These and the allocation site form part of the Yare Valley.

A footpath accessing Danby Wood and Park runs along the northern border of the site. The publicly accessible Danby Park is to the north-west. A former petrol filling station site is to the north on which site buildings have been cleared, with the site currently operating as a car wash facility.

### **Explanatory Text**

The priority for re-use of the site should be for a Norfolk County Council function, for housing with care and/or a community facility. Alternatively, the site could be developed for housing for a minimum of 31 dwellings.

Access onto Ipswich Road needs careful and appropriate design and an additional pedestrian crossing point will be required as part of redevelopment to enhance pedestrian access across Ipswich Road to the site. To ensure site safety the redevelopment shall include a single point of access and be suitably designed and laid out to ensure servicing and turning of vehicles within the site to avoid conflict with the main A140.

Design should reflect the site's location as a "gateway" on a major road into Norwich. The presence of trees in and around the site must be taken into account in the design of the development. Development should also be landscaped to reflect its setting adjacent to green spaces in the Yare Valley, identified as a key green infrastructure corridor in the Joint Core Strategy. The design of the development should also enhance the setting of the footpath to the north of the site which provides access to the valley. The southern edge of the site should be designed as a transition space between green space and any new built form to reduce visual impact on the river valley. Opportunities for additional public access and suitable links through the site should be investigated as well as the potential to link with land to the north to enable that site's potential re-use.

The development should be designed to minimise noise for future residents from the A140 and commercial uses, which will include adequate screening of the site and setting development back from the road.

Since the site is adjacent to former chalk workings and may have been subject to contamination, ground conditions and contamination surveys will be required to inform the design of development.

### **Deliverability**

The site is a new allocation owned by Norfolk County Council and is suitable and available for development within the plan period. The former garage site to the north is owned by Norwich City Council. Developers should investigate the potential for developing the two sites together to enable a more comprehensive scheme.

### **Policy R2: Norfolk Learning Difficulties Centre, Ipswich Road**

The site of 0.8 hectares is allocated for development of:

- a housing with care scheme; and/or
- community facilities; or
- housing development (in the region of 30 dwellings).

The development will be designed to reflect its gateway location, to protect and enhance the setting of neighbouring green spaces, designated woodlands, footpaths and the Yare Valley. A noise assessment is required, and design must mitigate the impact of noise for future residents.

Public access should be provided through the site to provide links to the Yare Valley and the setting of the footpath to the north of the site should be enhanced.

Access to the site must minimise impact on the A140 and include a pedestrian refuge in the road.

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### **R3: Hall Road District Centre**

#### **Description**

This vacant former shoe factory site is 3.43 hectares in size.

The site lies between the Hall Road retail area and an employment area including depots, builders' merchants and car sales on Hall Road and Bessemer Road. Tuckswood housing estate is to the west of the site, set back from Hall Road. The junction of Hall Road and Ipswich Road is to the south-west and the junction of Hall Road and the outer ring road to the north. The site is approximately 1.5 miles from the A47 Norwich southern by-pass.

#### **Explanatory text**

Development presents the opportunity to regenerate the Hall Road area to provide a new district centre to meet the everyday shopping needs of the south of Norwich with retailing, employment and community facilities. This is promoted in policy 19 of the Joint Core Strategy.

It is important both that the retailing part of the development does not consist only of a supermarket and does not reduce the attractiveness of the city centre for retailing. Therefore a variety of retail units and A1 uses are required, which might include uses such as cafes, banks and take-aways. Since the main function of a district centre is to meet everyday shopping needs, the amount of retailing of "Comparison goods," such as clothes stores, will be limited. As promoted by policy 11 of the Joint Core Strategy, the main focus for comparison goods shopping should remain in the city centre.

Employment development would be most suitable to the east of the site to integrate with the existing employment area focussed on Bessemer Road. Any residential development on the site will have to be carefully designed to ensure that it provides an attractive living environment for future residents, including the provision of open space.

The development will have to provide a new access to Hall Road or could be accessed from Sandy Lane. It must be designed to be easily accessible on foot and by bicycle, providing pedestrian crossings and links across the site to the strategic cycle network (the Outer Circuit (purple) pedalway and the Lakenham Way). The overall design of the development must not be dominated by car parking.

Redevelopment will require demolition of existing buildings. Design must take account of trees with preservation orders on site and make best use of the sloping site to take account of the long views to and from the site from the Yare Valley. Landscaping of the site is very important as it is adjacent to Tuckswood housing

estate to the west, with Hall Road currently well landscaped to separate the housing from the industrial zone to the east.

Since the development site is over 1 hectare in size, a flood risk assessment and appropriate flood mitigation measures are required. The site's former industrial uses mean that a contamination assessment and appropriate mitigation will also be required.

### **Deliverability**

There is a reasonable prospect that the site will be delivered during the plan period. Planning permission has been granted for a new district centre, including retail, commercial, leisure and community uses.

### **POLICY R3 Hall Road District Centre**

The Hall Road site (3.43 hectares) is allocated for comprehensive redevelopment for a new district centre with a mix of uses.

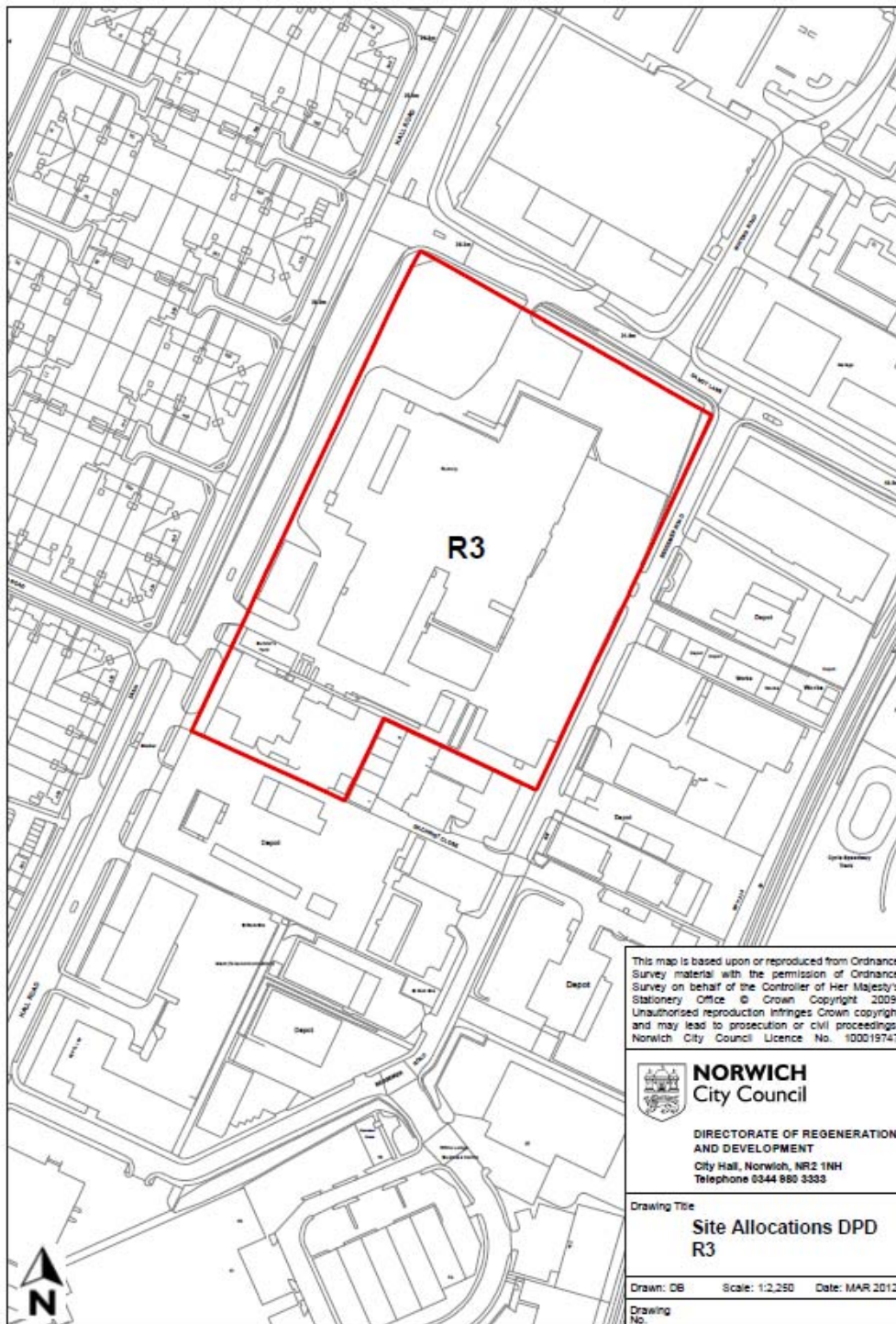
Development will include:

- retailing, with an anchor food store (maximum 4,000 square metre gross internal area, with comparison goods floorspace limited to 500 square metres net);
- a minimum of 6 other units in A1, A2, A3 or A5 use (comparison retail goods units shall be limited to 300 square metres net each);
- employment uses focused on the Bessemer Road frontage;
- community uses.

Housing may also be provided if it can be well integrated into the development to provide an attractive living environment with open space to serve residents.

Pedestrian and cycle routes across the site and crossings on neighbouring main roads will be required as appropriate. The overall design of the development must not be dominated by car parking.

Development will be designed to have regard to existing trees on the site.



## **R4: Hewett Yard, Hall Road**

### **Description**

This city council owned site is 0.44 hectares in size and is currently occupied by a range of small business uses including motor repairs, car spraying/ valeting, printing and domestic appliance servicing. The buildings on site date from the Second World War. They are mostly single storey and of utilitarian brick and blockwork construction, comprising functional industrial units and garaging. There is a mature tree belt screening the west side of the site on the frontage to Hall Road and trees along the southern boundary separating the site from the adjoining McDonalds drive through restaurant and petrol filling station (162 Barrett Road). The lime trees along the southern boundary are protected by a Tree Preservation Order (TPO 269). Vehicular access from Hall Road is via an unmade service road which operates one-way circulation with access at the south end and egress at the north end of the site.

Hewett Yard is located on the east side of Hall Road just north of its junction with the outer ring road (A146). Hall Road is a busy radial road serving the south part of the city including the major employment areas and retail park lying south of the ring road. The area to the east is predominantly residential, characterised by low density local authority housing built in the 1940s and 50s. There is a local police beat base station just to the north. Land on the west side of Hall Road accommodates the school buildings and extensive playing fields of Hewett School. The recently developed “Goals” football centre occupies part of the former playing field land directly opposite Hewett Yard.

### **Explanatory text**

Hewett Yard was originally constructed in the 1940s during World War Two as a local civil defence HQ and ambulance station, the latter role continuing in peacetime. The buildings were adapted as lock up garages and low cost accommodation for small businesses in the early 1980s. The site operates with benefit of planning permission for light industrial and warehousing use dating from 1982. In recognition of its early civil defence role in the local community it is proposed for inclusion on the council's expanded local list of buildings of architectural and historic interest. If confirmed as locally listed it would then be subject to development management policy DM9 which will require justification for the loss of a locally identified heritage asset and providing (in the event of redevelopment) for the appropriate recording of the heritage interest of the site and its inclusion in the Heritage Environment Record. Some form of on site heritage interpretation is also likely to be required. Policy DM7 provides for the protection of trees along the southern and as appropriate the western boundaries.

Although established for many years as a small business site, the Hewett Yard buildings are of poor quality and it is unlikely to be practicable or cost-effective to upgrade them in the long term for modern business requirements. Redevelopment

for residential purposes would give the opportunity for beneficial regeneration of a site in an accessible and sustainable location with good access to public transport, located in a predominantly residential area. Any scheme for comprehensive redevelopment should investigate opportunities to provide for the relocation of viable local businesses to alternative accessible sites or premises in the area

The site is served by regular bus service along Hall Road. It is close to a range of facilities in the nearby St Johns Close local centre, Tuckswood surgery, Hall Road Retail Park and the proposed Hall Road district centre, Development will help to enhance the character and appearance of this part of Hall Road and complement existing residential development in the surrounding area.

Development proposals must address the site's constraints. These include the potential impact on protected lime trees along the northern boundary of the adjacent site, trees along the frontage to Hall Road, noise from main road traffic and activity at the adjacent drive through restaurant, potential contamination from existing and previous uses and the need for demolition of existing buildings. Since it is not considered economically viable, practicable or justifiable to retain any part of the existing structures as part of redevelopment of the site, the heritage significance of Hewett Yard should be recognised through appropriate photographic recording of the site and its inclusion on the Heritage Environment Record. Some form of heritage interpretation to commemorate the former wartime civil defence role of the site would be appropriate in redevelopment proposals.

Vehicular and pedestrian access should be taken from Hall Road although it will be necessary to upgrade and widen any access road to adoptable standard. In view of the cluster of existing vehicular accesses and egresses serving neighbouring premises close to a busy roundabout junction, there may be potential to replace the two existing access points to Hewett Yard with a single vehicular access at the north end of the site which could also serve the adjoining police station. Any new access should seek to retain and enhance the existing tree belt along the road frontage.

It is understood that there may be established rights of access across the site to residential rear gardens in Randolph Road.

### **Deliverability**

The site is owned by Norwich City Council. Subject to the surrender of the existing leases, the relocation of existing business users to appropriate alternative premises and a possible need to investigate and address existing access rights, it is considered to be suitable and available for development within the plan period.

#### **POLICY R4: Hewett Yard, Hall Road**

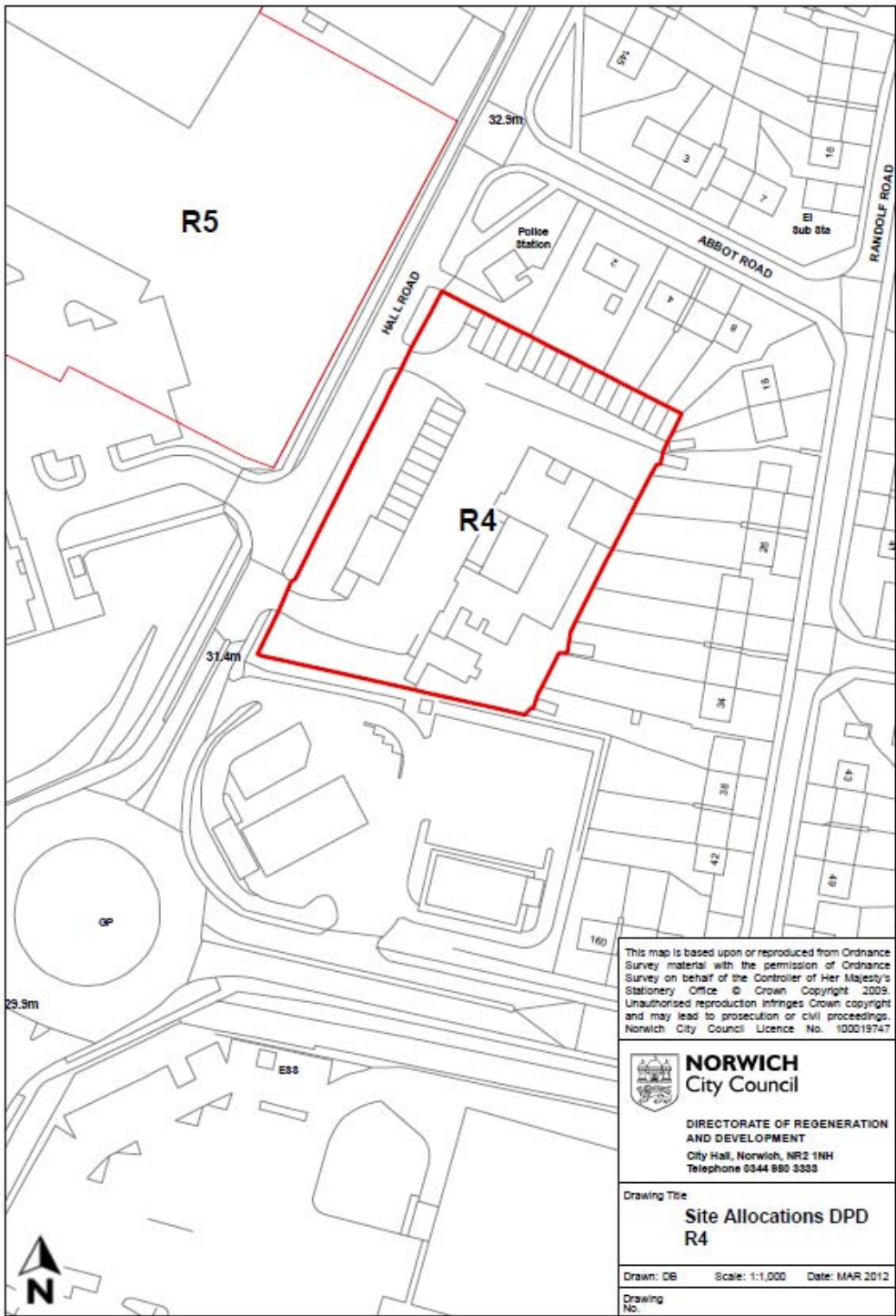
Hewett Yard, Hall Road is allocated for housing development. In the region of 20 dwellings will be provided.

Development will:

- take vehicular and pedestrian access from Hall Road (seeking, where practicable, to rationalise the number of separate vehicular access points serving the site and adjoining sites);
- retain and enhance the established tree belt along the Hall Road frontage and safeguard the Tree Preservation Order trees alongside the southern boundary of the site during construction;
- address any identified need for decontamination and remediation of the site; and
- provide for the recording of the heritage significance of existing [locally listed] buildings and include appropriate heritage interpretation within the site.

A noise assessment is required, and design must mitigate the impact on future residents of traffic noise and noise from neighbouring uses.

Site Plan



## **R5 Part of school playing field of Hewett School**

### **Description**

The 1.36 hectare site consists of hard court tennis courts and part of a grassed playing field. It is within the Hewett school campus, located between the recently developed Goals Soccer Centre / Norwich Dragons hockey pitches, developed on former school playing fields, and the southern buildings of Hewett School. The main Hewett School playing field is to the north-west, separated from the site by a row of trees. Hall Road is to the east of the site, with a local police station and the Hewett Yard business area, allocated in this plan for housing development in this plan (site R4), opposite the Hall Road frontage of the site. The road links through to the outer ring road and the southern by-pass further south.

This part of Hall Road includes a mixture of residential uses with a warehouse retail park and a proposed new district centre nearby to the south of the outer ring road.

### **Explanatory text**

The site was allocated in the 2004 Local Plan primarily for urban green space. The site is now being allocated as a community facility. The Council seeks to protect and improve the provision of viable community facilities that play an important role in the social infrastructure of the city.

The site has been put forward by the Hewett School for a family and community support centre for both students and the local community.

The disposal of school playing field should be addressed through Section 77 of the School Standards and Framework Act 1998 prior to any subsequent planning application. It is a requirement that any proceeds from the disposal of school playing fields are used for specific projects to improve or enhance sports or educational facilities.

Whilst the development would involve the loss of the tennis courts and green space, it is considered that the provision of new community facilities would be of greater benefit to the school and community, contributing to general amenity. In addition, the extensive remaining school fields provide a wide range of sports pitches and facilities, including grass tennis courts.

Hall Road is an important arterial route. The access to the site and car parking provision should be shared or integrated, where appropriate with the access to the football and hockey pitches and no new vehicle access should be taken from Hall Road. Design and layout should improve cycle and pedestrian access from Hall Road. A link should also be provided to and from the School.



Design of buildings needs careful consideration. Any scheme should involve the enhancement of on site landscaping and street trees to soften any visual impacts. The loss of existing trees along Hall Road and to the west of the site should be avoided

Since the site is over 1 hectare, a flood risk assessment is required and appropriate mitigation measures should be provided as part of the development.

### **Deliverability**

The community project is actively being pursued by the school. The site is suitable and available for community facility development.

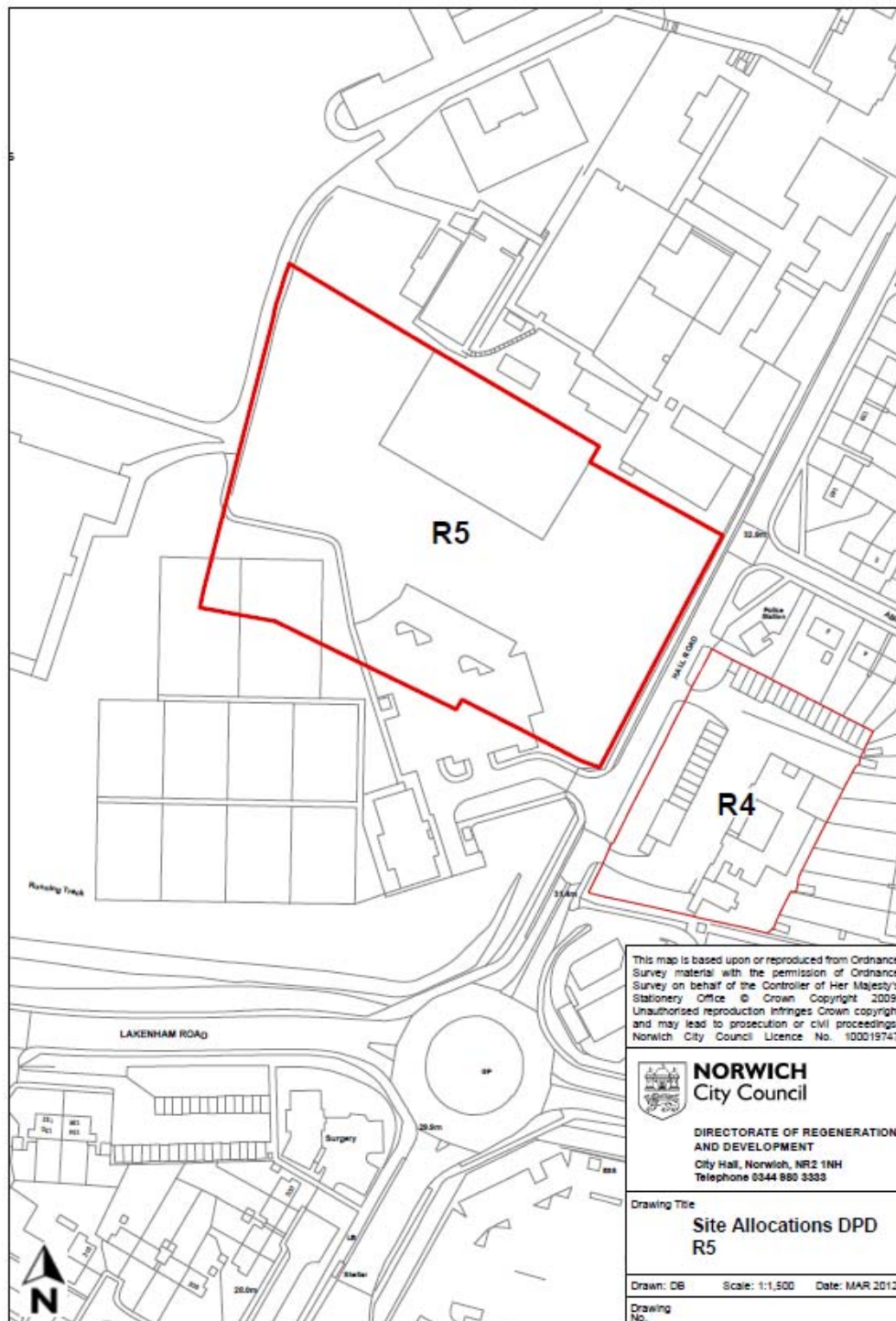
### **POLICY R5 Part of school playing field of Hewett School**

The site on part of Hewett School playing field is allocated for the development of a community facility. The facility will be primarily a family and community support centre although other equivalent forms of community facilities could also be provided on this site.

Development should be designed to:

- share the access and parking with recent neighbouring sports development;
- provide an active street frontage;
- provide a pedestrian and cycle link to the school; and
- be well landscaped and to protect trees on site.

## Site Plan



## **R7: 138a Hall Road and land to the rear**

### **Description**

This site (0.22 hectares), currently in use by Norfolk County Council, contains a former school and outbuildings with parking areas. The site fronts both Hall Road and Hatton Road and is neighboured by housing to the south, west and north. To the east, on the other side of Hall Road, is Lakenham Reservoirs. This consists of covered reservoirs, a pumping station and detached buildings in a landscaped setting, identified as open space and a historic park/garden in the Development Management policies plan.

This part of Hall Road is mainly residential, with a local centre north of the site a park east of the reservoirs and two schools nearby.

### **Explanatory Text**

The site is an accessible location for housing. It is close to a local centre and other local services and is on a bus route.

Design will have to take account of the neighbouring housing and trees and will need to retain the boundary wall. Demolition or conversion of existing buildings will be required and a contamination assessment and appropriate mitigation will be necessary.

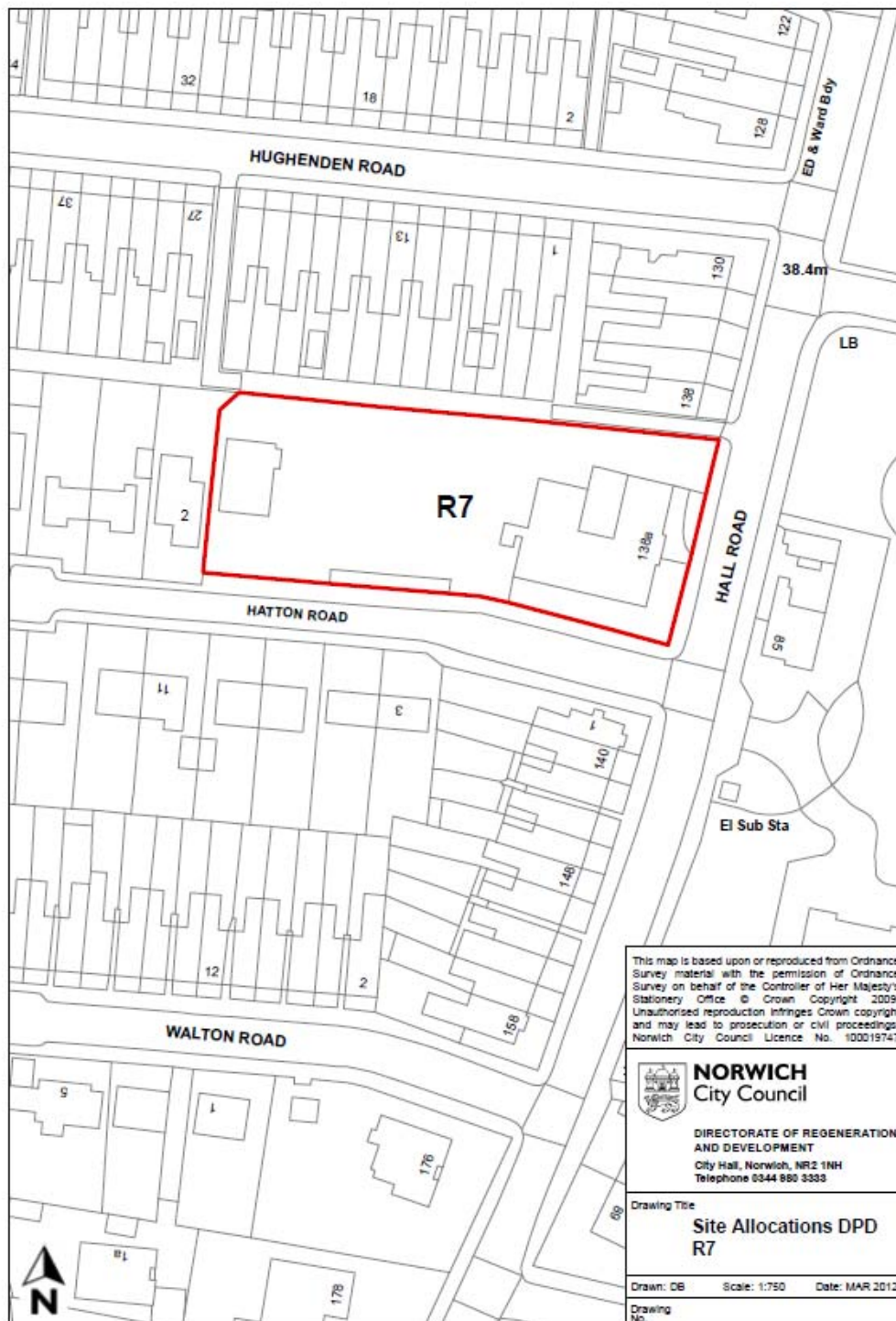
### **Deliverability**

The site is suitable and available for development within the plan period. It was allocated in the Replacement Local Plan and there is consent on the site for a total of 12 dwellings, 8 through conversion of the former school with 4 new build to the rear.

### **Policy R7: 138a Hall Road and land to the rear**

The site of 0.22 hectares is allocated for housing development to provide in the region of 10 dwellings.

## Site Plan



## **R8: John Youngs Limited, 24 City Road**

### **Description**

The site is 0.89 hectares in size and is currently occupied by John Youngs Ltd. for employment purposes. The buildings on site comprise mostly functional industrial buildings, including buildings used for a machine-hire business, with some ancillary offices in the north of the site. There are trees and historic walls along its southern boundary.

This site is between Hall Road and City Road in the south of the city and is located in a predominantly residential area. There are terraced houses to the east and north of the site and flats to the west. The site borders the Grade II listed St Mark's Church and its churchyard to the south.

### **Explanatory text**

The site is close to the city centre and a range of facilities in the nearby Local Centre and is close to good public transport services; development will help enhance the character of the predominantly residential City Road area.

Development proposals must address the site's constraints. On site constraints include trees along the southern boundary, possible contamination and the need for demolition of existing buildings. The Victorian building in the north of the site is of some conservation value and should be retained and converted as part of comprehensive redevelopment of the site.

The design of the development must also protect and enhance the setting of St Mark's Church, including its graveyard and historic walls, protecting its value as a listed building, as an open space and its biodiversity and habitat value.

The site is close the orange route of the strategic cycle network in Hall Road. Development should provide a cycle and pedestrian link between Hall Road and City Road via the strip of land along the southern part of the site providing a connection through the site to local facilities in the wider area. Vehicular access should be from City Road. Its design should reduce the current number of access points onto City Road to improve highway safety within this area.

### **Deliverability**

The site is in a single ownership and is being actively promoted for development by the landowner. It is suitable and available for development within the plan period.

**POLICY R8: John Youngs Limited, 24 City Road**

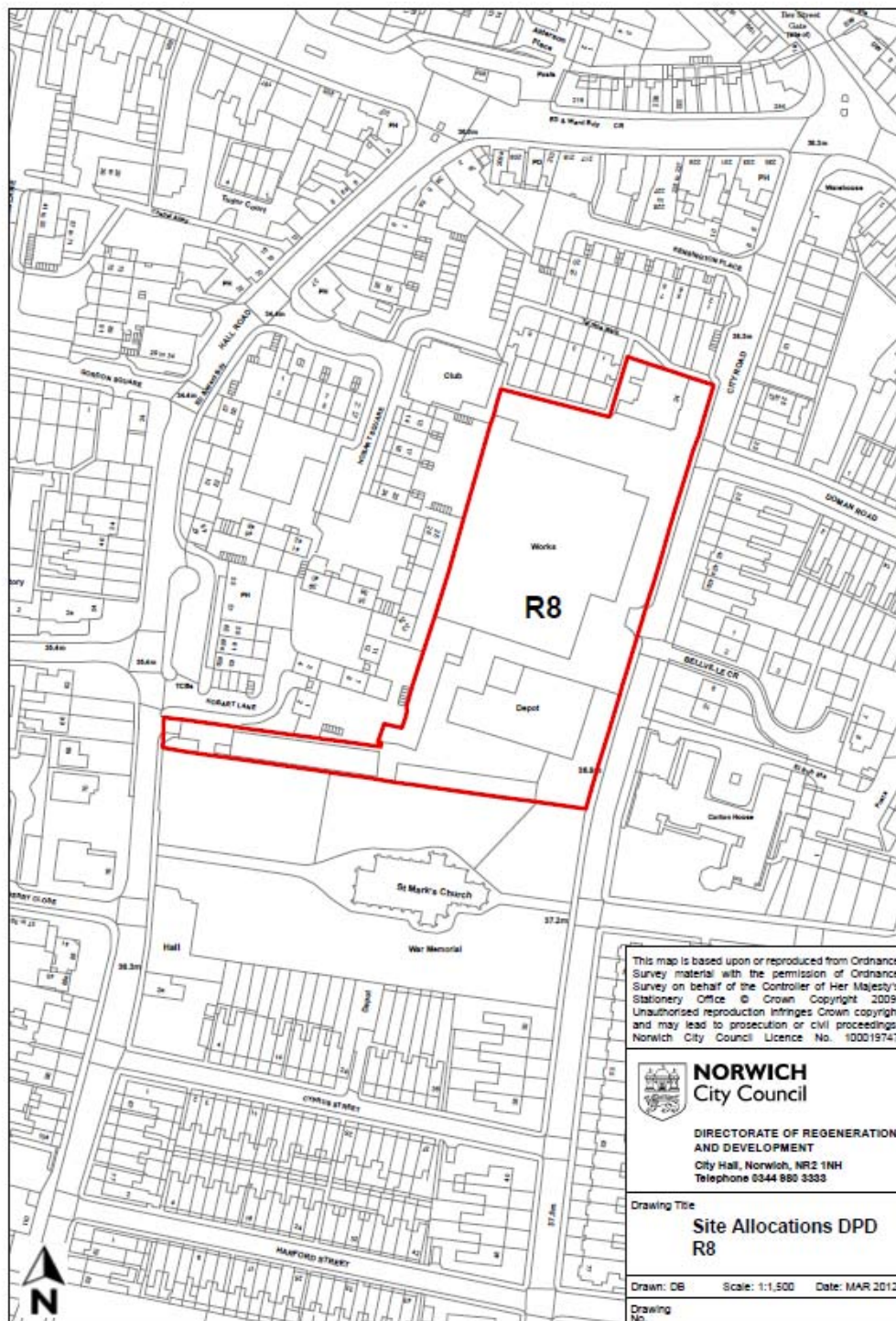
24 City Road is allocated for housing development. In the region of 45 dwellings will be provided.

Development will:

- provide a pedestrian/cycle link between Hall Road and City Road;
- have vehicular access from City Road;
- convert the Victorian building in the north-east corner of the site for residential uses, as part of the comprehensive development of the site;
- protect trees along the southern boundary and enhance the landscape setting of the site; and
- protect and enhance the setting of St Mark's Church and graveyard.



## Site Plan



## **R9: Aviva Car Park, Southwell Road/Brazen Gate**

### **Description**

This former railway coal yard site is 1.12 hectares in size and is currently used as a private surface car park for Aviva employees.

The Lakenham Way pedestrian cycle route and Brazen Gate, the supermarket and car park access road, follow the former railway to the east of the site. Housing and gardens are to the south, with a scout hall and further housing to the west. Southwell Road crosses the former railway line on a bridge to the north.

The site itself is sloping, has changes of level, and is at a significantly lower level than surrounding development. The site is well screened by mature planting, with a retaining wall to the south and landscaping on the east of the site.

The neighbouring Lakenham Way is dominated by trees and forms a green corridor with a pedestrian cycle route.

### **Explanatory Text**

The site provides the opportunity for new housing on a brownfield site with excellent access to jobs and services in the city centre and neighbouring shopping facilities at Grove Road local centre and Sainsbury's supermarket.

Development should address the site's constraints which include possible contamination, the significant change in levels within the site, access, and its location adjacent to a green corridor and the cycle network.

As the site is adjacent to the Lakenham Way, which is part of the core cycling network and forms an important green infrastructure corridor, development should be well landscaped and should promote biodiversity. The site itself provides an informal cycle and pedestrian route from Lakenham Way to Southwell Road, which should be retained in any development scheme to provide links to the Grove Road local centre and routes to the west.

The site is suitable for medium to high density housing, with a minimum of 70 dwellings. Development should be designed to protect the amenity and outlook of surrounding residential areas, making use of existing screening and the difference in levels.

The main access should be from Brazen Gate. Due to the excellent local access to services and public transport, options to minimise car parking should be explored.

Since the site is a former coal yard, a contamination survey will be required and any contaminants will have to be removed prior to development.



Although the site is not in a flood risk zone, as it is more than 1 hectare in size a flood risk assessment will be undertaken and appropriate mitigation measures should be provided as part of the development.

### **Deliverability**

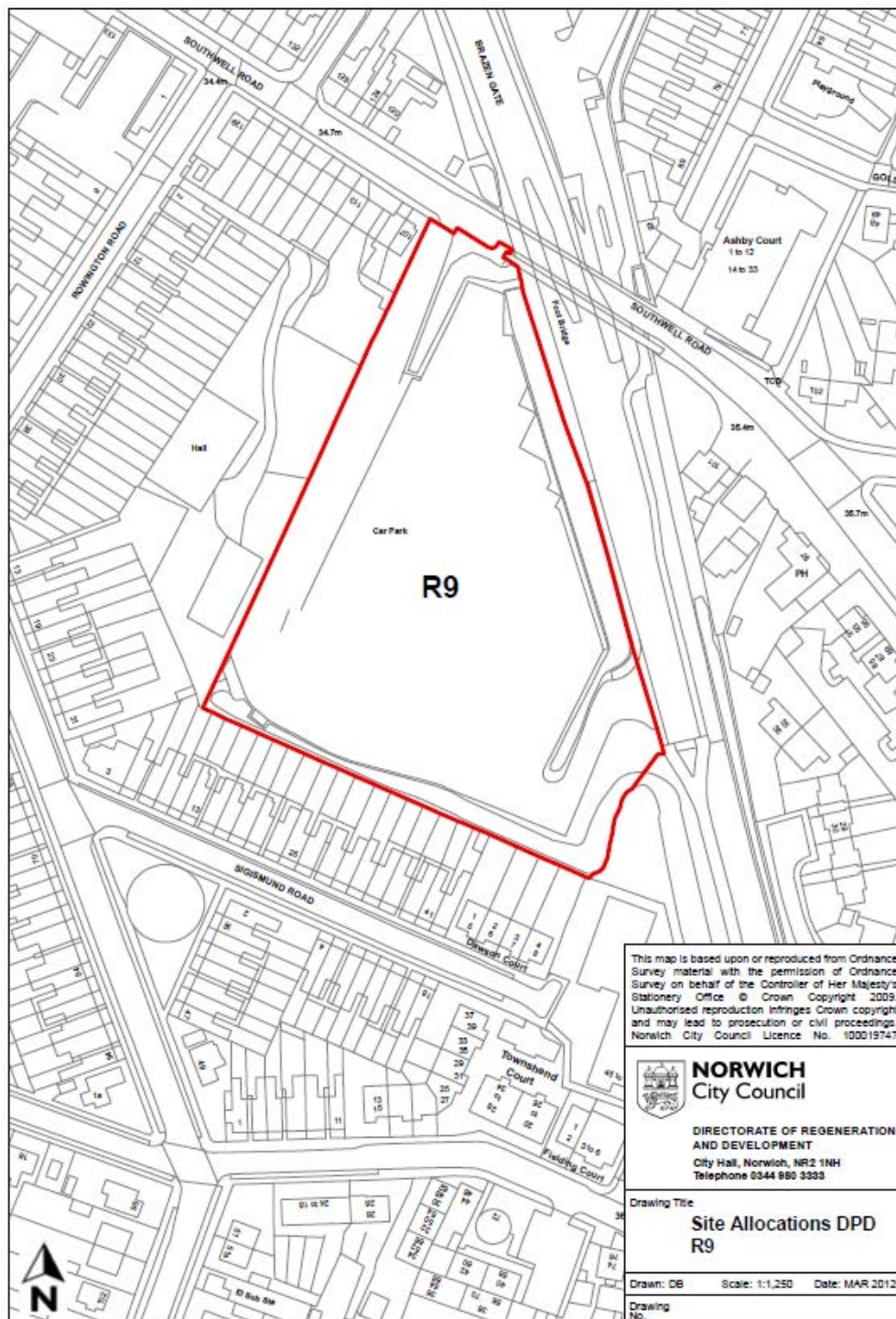
The site is an existing Local Plan allocation owned by Aviva. The landowners have stated that it is available for development within the plan period.

#### **Policy R9: Aviva car park, Southwell Road/Brazen Gate**

The site of 1.12 hectares is allocated for housing development to provide in the region of 70 dwellings.

Development must be designed to create a new pedestrian/cycle access to the Lakenham Way from Southwell Road and to promote biodiversity, including retaining landscaping between the site and Brazen Gate.

## Site Plan



## **R10: The Deal Ground, Trowse**

### **Description**

The Deal Ground comprises an extensive area of disused former industrial land and buildings on the south-eastern fringe of Norwich situated between the main Norwich-London rail line and the confluence of the rivers Wensum and Yare. The majority of the site has been tipped to raise its level: the lower lying eastern edge of the site adjoining the river Yare (including Carrow Abbey Marsh) falls within the river valley and is largely rural in character. Adjoining the site to the west is an operational minerals aggregate railhead and asphalt plant, situated alongside the railway. This railhead site is safeguarded under Core Strategy Policy CS16 in the adopted Minerals and Waste Core Strategy (September 2011). The railhead currently receives the majority of crushed rock deliveries for Norfolk. It benefits from deemed consent and is not subject to any restrictions to operating hours, noise limits etc. The asphalt plant has the benefit of permanent planning permission (ref. C/4/2010/4003), which contains conditions regarding noise limits, operational hours etc." This railhead site is safeguarded in the adopted Norfolk Minerals Local Plan and emerging Minerals and Waste Development Framework and land is reserved for the potential extension of the facility.

Vehicular access to the Deal Ground is currently taken from the south from Bracondale using an indirect and substandard route adjacent to Trowse Pumping Station. Further to the east, beyond the city boundary, are Whitlingham Country Park and the open river valley landscape beyond, which is within the Broads ~~National Park~~.

The Deal Ground extends partly into South Norfolk. The area at the extreme eastern end of the site at the confluence of the two rivers falls within that district and accommodates Carrow Yacht Club. The area within Norwich which is allocated for development in this plan excludes the eastern half which will remain protected as part of the river valley and county wildlife site designation around the marsh. The site contains the grade II listed Bottle Kiln. The allocated development area extends to approximately 8.1 hectares.

Any planning applications for the Deal Ground site may need to include, or be accompanied by, an application for bridges over the River Yare connecting to the May Gurney site in South Norfolk. The land to the south of the site – the former May Gurney site – is currently in the same ownership as the Deal Ground; any application on this land will likely be determined by South Norfolk Council. Any bridges over the Wensum would require applications to both Norwich City Council for the bridge footings and to the Broads Authority for the bridge span.

To the north of the Deal Ground, on the far side of the River Wensum is the Utilities site which is allocated for mixed use development in this plan under policy R11.

## **Explanatory text**

The Joint Core Strategy identifies east Norwich (the city centre to the Deal Ground/Utilities sites) for major physical regeneration providing opportunities for mixed use development and enhanced green linkages from the city centre to the Broads.

The Deal Ground is one of three adjoining and closely related strategic regeneration sites in east Norwich, the other two being the Utilities site on the north bank of the Wensum (R11 in this plan) and the May Gurney site on the south east bank of the Yare (in South Norfolk District) which is intended to provide the principal road access into the site via a new river bridge. The development of these three “gateway” sites needs to be approached comprehensively and carefully coordinated in order to overcome significant constraints, maximise the sites’ potential for sustainable economic and physical regeneration and integrate and link them effectively with the surrounding area.

The Deal Ground has been identified for many years as a strategic priority for regeneration, initially allocated in both the City of Norwich Local Plan 1995 and the City of Norwich Replacement Local Plan 2004 mainly for employment purposes, although limited housing was anticipated in the 2004 Replacement Local Plan along the northern part of the site. In recognition of the strategic importance of both the Deal and Utilities sites and their potential for mixed use regeneration of east Norwich, an Initial Options Appraisal was undertaken in 2007. The appraisal set out principles and opportunities for development and took account of a number of detailed evidence studies and the results of public consultation. The government-funded evidence studies prepared alongside and subsequent to the Appraisal included a flood risk assessment, a sustainability appraisal, a contaminated land (stage 1) desktop study, a transportation assessment, an ecological study, a high level archaeological review, a report on title, and a viability review (although these are dated in some respects).

A pre-application planning advice note has been produced to provide guidance for developers who may prepare planning applications for development on the Deal Ground and Utilities sites. This was prepared jointly by Norwich City Council, Norfolk County Council in its capacity as the Highway Authority, South Norfolk Council and the Broads Authority, and was published in 2009 and updated in August 2010. This officer level guidance note brought together former planning policies, guidance, and evidence studies and should be read alongside this policy.

Viability and deliverability are key considerations in the delivery of the regeneration project and individual proposals capable of delivery will not be allowed to prejudice the comprehensive sustainable development of the east Norwich area as a whole.

A revised outline planning application (reference 12/00875/O) for the redevelopment of the Deal Ground and adjacent May Gurney site was submitted to

the three relevant planning authorities (South Norfolk and the Broads Authority in addition to the City Council) in April 2012. This proposes a maximum of 670 dwellings (76 of which would be on the May Gurney site and the remainder on the Deal Ground) and a local centre with commercial uses on the May Gurney site. The applications illustrated a need for any scheme of this size to be able to provide a principal access through the May Gurney site with pedestrian/cycle/vehicular bridge over the River Yare, and a new bridge for pedestrian cycle and emergency vehicular use over the River Wensum to provide connection to the city centre via the Riverside area and the riverside walk extension, eventually also linking to Whitlingham Country Park as a strategic cycle route. Any bridge over the Wensum should demonstrate feasible linkages to the Utilities site.

The site has potential to deliver a new section of the “purple route”; the outer orbital cycle route forming part of the strategic cycle network. The cycle route should be expanded primarily via the Deal Ground to Whitlingham Country Park and the National Cycle Network route no.1. Whilst this may be initially via Trowse, proposals should also investigate direct links to the Whitlingham area from the east of the site.

Key development considerations and constraints are:

- Need for substantial new transport infrastructure to serve the site including a new all purpose road access from the south via a bridge over the River Yare, and a new bridge over the River Wensum to provide cycle, emergency and pedestrian links, north to the Utilities site, and cycle and pedestrian links east-west along the river corridor.
- Any new bridge or bridges should allow adequate clearance for river craft and provide river moorings and de-masting points along the River Wensum.
- Need to manage the transport impact of the development on the strategic highway network, and on the nearby village of Trowse, and provide for sustainable accessibility by modes other than the car. In particular the development must provide for access to public transport, and enable a link through from the Deal Ground to the Riverside area and the railway station.
- Need to address and mitigate potential environmental impacts from adjacent uses and activities and ensure that new development will not compromise their continued operation. Relevant issues include the impact of noise from the railway, asphalt plant and railhead, especially where this may occur at anytime, dust from the mineral operations, and odour from the asphalt plant, Britvic factory to the west of the site, and the sewage treatment works to the east.
- Need to address and remediate site contamination and remove redundant utilities infrastructure from previous industrial uses.
- Need to respect, promote and enhance the key areas of landscape and biodiversity value adjoining the River Yare, in particular the established County Wildlife Site and protected woodland, and demonstrate means to retain and maintain these assets in perpetuity.
- Need to respect and enhance the setting of the designated heritage assets within and adjoining the site: including the grade II listed brick “bottle kiln” in

the north part and Trowse Pumping Station within Trowse Millgate conservation area to the south. Development must preserve and enhance the character and appearance of the adjacent conservation area, and be of appropriate scale, form and massing. There is also potentially significant archaeological interest from early settlement around the confluence of the rivers Wensum and Yare which will require further site investigation prior to development. Development must be designed to respect and preserve the city's heritage assets in long views from, into and across the site;

- Need to address and mitigate flood risk: parts of the site are in Flood Zone 3 and the remainder are in Flood Zone 2. A flood risk assessment must be undertaken prior to development and appropriate flood mitigation measures provided.
- Development should make appropriate provision for sustainable drainage;
- Need for high quality design and sensitivity in the overall form and configuration of development: the site occupies a prominent position at the confluence of two rivers forming the eastern approach to Norwich; the form of development needs to respect its riverside setting, acknowledge the proximity of Whitlingham Country Park and the village of Trowse, and manage the potential impact on long views toward and away from the urban edge.
- The height and design of bridge should avoid compromising navigation.
- Need to demonstrate a strategy for removing overhead power lines.

This site lies adjacent to the River Wensum. A written consent from the Environment Agency is required for proposed works or structures, in, under, over or within 9 metres of the top of the bank of a designated 'main river'. It is recommended that developers engage in early discussions with the Environment Agency.

Development need to ensure that the water environment is protected. The site falls within Source Protection Zone 1, designated to protect water supplies, and therefore the water environment is particularly vulnerable in this location. Detailed discussions over this issue will be required with the Environment Agency to ensure that proposals are appropriate for the site and that the site is developed in a manner which protects the water environment.

### **Deliverability**

The site is in single ownership although delivery of a comprehensive development will require the close involvement and cooperation of adjoining site owners and constituent planning authorities to overcome identified constraints and mitigate the impacts.

### **POLICY R10: The Deal Ground**

The Deal Ground (8.1 hectares) is allocated for a major residential-led mixed use development to secure the beneficial, sustainable regeneration of this key gateway site on the eastern fringe of Norwich.

Development will:

- Be approached on a comprehensive basis as part of an overall scheme for the “river gateway” sites in east Norwich. Piecemeal development will not be acceptable and proposals for the Deal Ground should not prejudice the future development of the Utilities site or the wider regeneration of the east Norwich area;
- In particular, the development of this site is conditional on the resolution of access issues, including access to public transport and the riverside area and city centre via links across the Wensum to the Utilities site (R11), and via the May Gurney site to The Street;
- Provide a mix of uses to include housing, small scale local employment, local shops and services and local community facilities, of a scale to serve the residents of the Deal Ground (and the May Gurney site as appropriate). The housing element could provide in the region of 600 dwellings, with a balanced mix of housing types across the scheme as a whole;
- Provide local retail and community facilities limited to a scale appropriate to serve the immediate needs of the future residential population of the site only. Any local centre to be provided within the scheme (if in Norwich) will be subject to development management policies DM18 and DM21 to manage the scale and form of future development, with particular consideration given to siting and scale of development to avoid impacts on the city centre vitality and viability, and to avoid increases in traffic movements to and from the site;
- Be planned as an exemplar development providing for high standards of design, energy efficiency and flood resilience (including addressing identified risks from fluvial and surface water flooding, providing for sustainable drainage;
- A noise assessment will be required. The development must be designed to mitigate and protect against potential sources of noise and air pollution from adjoining industrial and minerals processing uses to the west);
- Provide for sustainable accessibility and permeability through the site including
  - (a) a vehicular access road, most likely from the south through the adjacent May Gurney site, via a new bridge over the River Yare, which must be capable of servicing both the Deal and Utilities site;
  - (b) cycle routes integrating with and connecting to the existing strategic cycle network, a new bus route or routes and a network of attractive and walkable pedestrian routes providing for safe and convenient movement within and between proposed housing areas, retail and community facilities and along the frontages to the rivers Yare and Wensum;
  - (c) a bridge connection over the river Wensum to link to the Utilities site, to

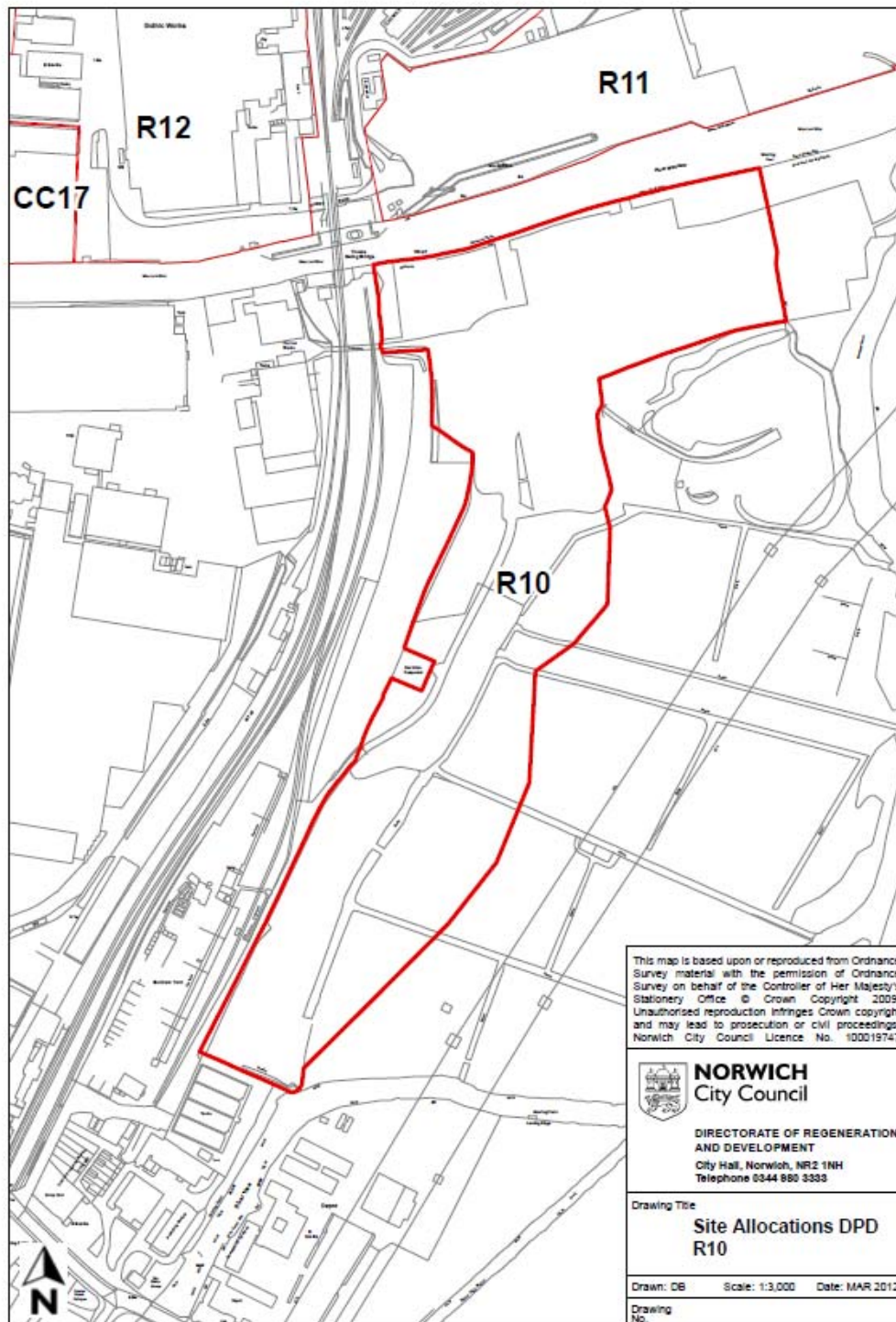
cater for vehicular traffic including cycles, emergency vehicles, and potentially buses. This should be in place prior to any substantial development of the site; and

(d) access through the site to the Carrow Yacht club, so long as it is operational.

- Establish a strong frontage to the northern edge of the site alongside the river Wensum. Development in this part of the site may include marinas, public moorings and/or private moorings serving new residential development and opportunities for water based leisure and recreation;
- Protect, retain and enhance the wooded landscape character and wildlife and biodiversity interest of the eastern fringe of the site around Carrow Abbey Marsh, and provide for opportunities for formal and informal recreation;
- Provide a network of green infrastructure throughout the site including areas of formal and informal open space and playspace to serve new residential areas;
- Seek to maximise the use of renewable and low carbon energy sources, which must include the provision of district wide heating and CHP;
- Conserve and enhance the heritage and archaeological significance of the site and surrounding area (including the retention of listed structures and the provision of appropriate heritage interpretation within the scheme) in accordance with development management policy DM9;
- Preserve the open character of the Yare valley, the fringe of the Broad and the rural areas to the south and east, and maintain strategic long views through and beyond the development site; and
- Treat contamination arising from former uses on the site.



## Site Plan



## **R11: Utilities Site, Cremorne Lane**

### **Description**

The Utilities site (6.9 hectares) lies on the south-eastern fringe of Norwich situated between the main rail line and the confluence of the rivers Wensum and Yare. It was formerly used to accommodate the power station and gas works, the majority of which are now redundant and the power station has been demolished.

The area of land is largely inaccessible to the public, the only access roads being Hardy Road, (which passes under a very low rail bridge next to the river, preventing access by large vehicles, and which is known to flood), and Cremorne Lane, which crosses the railway on a single track bridge and is also unsuitable for heavy traffic.

The site is bounded by the railway line and depot to the north and west and the river to the south-east. Further to the east and downstream along the river are Whitlingham Country Park and the open river valley landscape beyond, which is within the Broads Authority area. ~~National Park.~~

The Utilities site extends partly into the Broads Authority area to the east. The area within Norwich is allocated for development in this plan whilst the remaining part of the site to the east will be covered by the Development Plan of the Broads Authority.

### **Explanatory text**

The Joint Core Strategy identifies east Norwich (the city centre to the Deal Ground/ Utilities sites) for major physical regeneration providing opportunities for mixed use development and enhanced green linkages from the city centre to the Broads.

The Utilities Site is one of three adjoining and closely related strategic regeneration sites in east Norwich, the other two being the Deal Ground site on the south bank of the Wensum (site R10 in this plan) and the May Gurney site on the south east bank of the Yare (in South Norfolk District) which is intended to provide the principal road access into the Deal Ground site and a new river bridge to the Utilities land. The development of these three “gateway” sites needs to be approached comprehensively and carefully coordinated in order to overcome significant constraints, maximise the sites’ potential for sustainable economic and physical regeneration and integrate and link them effectively with the surrounding area.

The Utilities Site has been identified for many years as a strategic priority for regeneration, initially allocated in both the City of Norwich Local Plan 1995 and the City of Norwich Replacement Local Plan 2004 mainly for employment and power regeneration from renewable sources. In recognition of the strategic importance of both the Deal Ground and Utilities sites and their potential for mixed use regeneration of east Norwich, an Initial Options Appraisal was undertaken in 2007. The appraisal set out principles and opportunities for development and took account

of a number of detailed evidence studies and the results of public consultation. The government-funded evidence studies prepared alongside and subsequent to the Appraisal included a flood risk assessment, a sustainability appraisal, a contaminated land (stage 1) desktop study, a transportation assessment, an ecological study, a high level archaeological review, a report on title, and a viability review (although these are dated in some respects).

A pre-application planning advice note has been produced to provide guidance for developers who may prepare planning applications for development on the Deal Ground and Utilities sites. This was prepared jointly by Norwich City Council, Norfolk County Council, South Norfolk Council and the Broads Authority, and was published in 2009 and updated in August 2010. This officer level guidance note brought together former planning policies, guidance and evidence studies and should be read alongside this policy.

Viability and deliverability are key considerations in the delivery of the regeneration project and individual proposals will not be allowed to prejudice the comprehensive sustainable development of the east Norwich area as a whole.

An outline planning application (reference no 10/02172/O) for the redevelopment of the Deal Ground and the adjacent May Gurney site, was submitted in December 2010 to the three relevant planning authorities. In addition to the proposed housing development, the application(s) demonstrated a need for development south of the River Wensum to include a new pedestrian/cycle/vehicular bridge over the River Yare, and a new bridge for pedestrian cycle and at minimum an emergency vehicular use over the River Wensum, linking to the Utilities site.

The site has potential to deliver a new section of the outer orbital cycle route forming part of the strategic cycle network, which would also benefit from cycle links through the Deal Ground and May Gurney site to Whitlingham.

Any applications for a bridge over the River Wensum will need to be submitted to both Norwich City Council (for the bridge footings) and the Broads Authority (for the bridge span).

Key development considerations and constraints are:

- Need for substantial new transport infrastructure to serve the site including a new bridge to ensure emergency vehicular, cycle and pedestrian access from the south from the Deal Ground site;
- Any housing development should ideally be car-free given the site's constrained vehicular access;
- Need to manage the transport impact of the development on the strategic highway network and provide for sustainable accessibility by modes other than the car. In particular the development must provide for access to public transport, and enable a link through from the Deal Ground to the Riverside area and the railway station.

- Need to address and mitigate potential environmental impacts from adjacent uses including the impact of noise from the railway and dust from the aggregate depot to the south-west;
- Need to address and remediate site contamination and remove redundant utilities infrastructure from previous industrial uses.
- Need to respect and enhance the key areas of landscape and biodiversity value adjoining the River Wensum and River Yare, including the adjacent Cary's Meadow;
- Need to address and mitigate flood risk: parts of the site are in Flood Zone 3 and remainder in Flood Zone 2. A flood risk assessment must be undertaken and appropriate flood mitigation measures provided.
- Development should make incorporate appropriate provision for sustainable drainage;
- Need for high quality design and sensitivity in the overall form and configuration of development: the site occupies a prominent position at the confluence of two rivers forming the eastern approach to Norwich; the form of development needs to respect its riverside setting, acknowledge the proximity of Whitlingham Country Park and the village of Trowse, and manage the potential impact on long views toward and away from the urban edge;
- Development of part of the site for power generation is likely to be subject to environmental impact assessment and, dependent on its scale, may be considered by the Infrastructure Planning Commission;
- Height and design of bridge should avoid compromising navigation;
- Need for the design and layout of the scheme to ensure that any residential and employment uses are going to be compatible with both the railway noise and the future power station. This is a pre-requisite of the masterplanned design stages and should be masterplanned for all uses if only parts of the scheme come forward independently.
- Need for investigation of on-site archaeology: an archaeological assessment will be required prior to development.

Development needs to ensure that the water environment is protected. The site falls within Source Protection Zone 1, designated to protect water supplies, and therefore the water environment is particularly vulnerable in this location. Detailed discussions over this issue will be required with the Environment Agency to ensure that proposals are appropriate for the site and that the site is developed in a manner which protects the water environment.

A permit is required for the power generation element of the development from the Environment Agency. It is recommended that developers engage in early discussions on this matter.

This site lies adjacent to the River Wensum. A written consent from the Environment Agency is required for proposed works or structures, in, under, over or within 9 metres of the top of the bank of a designated 'main river'. It is recommended that developers engage in early discussions with the Environment Agency.

## **Deliverability**

The site is in multiple ownership. However, the developer is working closely with the council to promote the site. The site is therefore developable in the plan period.

### **POLICY R11: Utilities site**

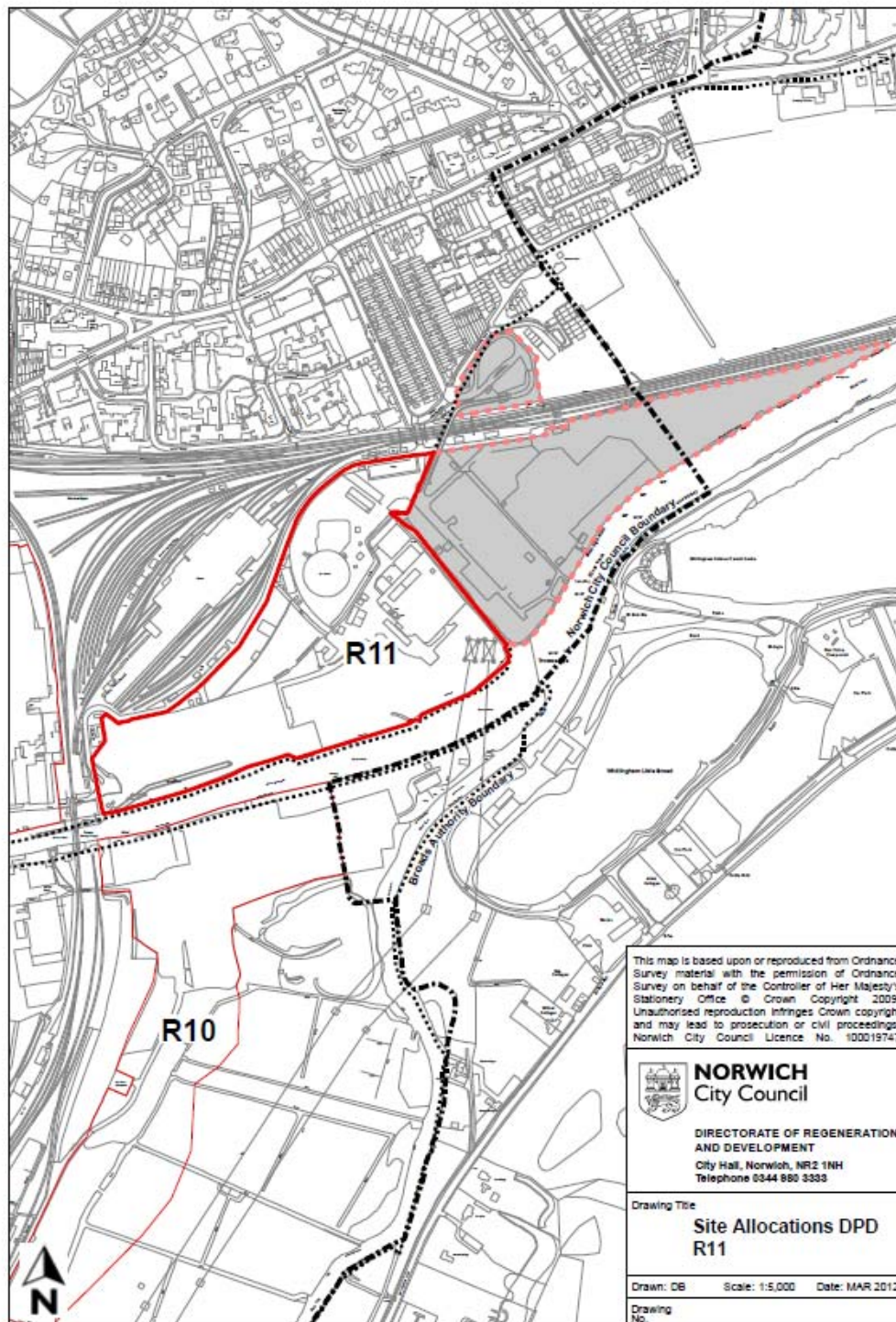
The Utilities site (6.9 hectares) is allocated for a major mixed use development to secure the beneficial, sustainable regeneration of this key gateway site on the eastern fringe of Norwich.

Development will:

- Be approached on a comprehensive basis as part of an overall scheme for the “river gateway” sites in east Norwich. Piecemeal development will not be acceptable and proposals for the Utilities site should not prejudice the development of the Deal Ground and May Gurney site or the wider regeneration of the east Norwich area;
- In particular the development of this site is conditional on the resolution of access issues, including access to public transport, on adjacent Kerrison Road site (R12);
- Provide a mix of uses to include housing, employment and power regeneration from renewable sources. The housing element should provide a minimum of 100 dwellings;
- Be planned as an exemplar development providing for high standards of design, energy efficiency, flood resilience (including addressing identified risks from fluvial and surface water flooding, providing for sustainable drainage) and enhancement of natural assets;
- Provide for sustainable accessibility and permeability through the site including a new section of riverside walk along the site frontage, and a new vehicular/pedestrian/cycle bridge over the River Wensum, to link with Deal Ground. This bridge must be in place prior to substantial development on either site;
- Provide for a vehicular access to the site via the Gothic Works site (R12) either over or under the Norwich to London railway line, for emergency access and servicing;
- Be designed to provide accessibility to public transport;
- Establish a strong frontage to the southern edge of the site alongside the river Wensum. Development in this part of the site may include public moorings and/or private moorings serving new residential development and opportunities for water-based leisure and recreation, and make provision for water-borne freight access and processing;
- Provide a network of green infrastructure throughout the site including areas of formal and informal open space and playspace to serve new residential areas;
- Seek to maximise the use of renewable and low carbon energy sources including the provision of district wide heating and CHP;
- Address and remediate site contamination;

- Conserve and enhance the heritage and archaeological significance of the site and surrounding area;
- Preserve the open character of the Yare valley, the fringe of the Broads and the rural areas to the south and east, and maintain strategic long views through and beyond the development site;
- Must demonstrate appropriate regard and compatibility to the neighbouring site within the Broads Authority LPA area;
- A noise assessment is required and the development should be designed to mitigate the impact of noise from the adjacent uses and potential noise from the future power station.

## Site Plan





## **R12: Kerrison Road/ Hardy Road, Gothic Works**

### **Description**

The site is 4.49 hectares in size and is currently occupied by ATB Laurence Scott as a manufacturing operation on both the Gothic Works and Engine Test Bed sites.

This site is adjacent to the railway line to the east and borders the River Wensum on the south. It is in an accessible and sustainable location being close to public transport routes, the railway station, and the strategic cycle route network.

This part of the city has traditionally been a manufacturing area, but is increasingly being developed for housing and mixed uses. The site is surrounded by residential development with a mixture of terraced houses and more recent high density housing including conversions of former industrial buildings. It is close to other proposed major mixed use developments including the Deal Ground (policy R10), the Utilities site (R11) and the land adjoining the football ground at Kerrison Road (CC17).

### **Explanatory text**

The Joint Core Strategy identifies east Norwich (the city centre to the Deal Ground/ Utilities sites) for major physical regeneration providing opportunities for mixed use development and enhanced green linkages from the city centre to the Broads.

The current owner of the land and buildings has been operating on this site for over 100 years. As the premises are in an increasingly residential area to which access for heavy goods vehicles is becoming less manageable, current occupiers ATB Laurence Scott may wish to relocate to new or modern premises in the Norwich area. Redevelopment of the site will be subject to successful prior relocation of ATB Laurence Scott.

Whilst ATB Laurence Scott is still operating on this site, proposals for associated extensions and alterations to their premises will be acceptable in principle. However if the company relocates, proposals for the site must accord with this allocation policy.

Although this proposal will reduce the extent of currently-occupied employment land, opportunities remain for smaller-scale light industry to use existing infrastructure. The allocation of the site for housing-led mixed use development offers an opportunity to contribute to the regeneration of east Norwich through a high quality mixed use development scheme which will enhance this key gateway to the city. The surrounding area is increasingly being developed for residential and mixed uses and it is appropriate that the site should reflect this whilst ensuring continued provision for some light industrial uses. Its redevelopment will help resolve existing conflicts between its industrial operations and adjoining residential



uses. Redevelopment also offers the potential to encourage an element of recreational and leisure use of the river.

Development must address the site's constraints which include access, possible contamination, location in flood risk zones 2 and 3, its location adjacent to the river and railway including noise generation from the railway, the need to retain historical features, and the site's river gateway location.

The current buildings on this site form part of Norwich's historical industrial quarter and contain a rich industrial heritage. Most of the factory buildings are coming towards their end of life span and have low architectural and conservation value; however some of the buildings, whilst not listed, are of some architectural and local historic value. The site is also immediately adjacent to a group of grade II listed railway cottages to the north on Cozens Road and Hardy Road. The setting of these buildings will therefore need to be considered and enhanced in the design of any new scheme.

This site is critical, in access terms, to unlocking the regeneration of the wider area, specifically the Utilities site (R11), and Deal Ground (R10), which are constrained in terms of access. Development of all these sites requires a comprehensive approach to be taken to access, particularly in terms of public transport links and pedestrian and cycle links.

The development of this site is conditional on the delivery of key elements of the Kerrison Road site allocation (CC17) in particular the provision of a public transport interchange and access, production of a public transport strategy, and provision of vehicular access from the adjacent site (CC17).

The site at present has only one vehicular access via the junction of Carrow Road and Kerrison Road. The scale of future development is constrained by the limited capacity of this junction and significant access improvements will be required to enable future development of this site. This will require suitably upgraded vehicular access from the west of the site to be integrated with the accessing and servicing arrangements for the adjoining development site at Kerrison Road (CC17). The development will also require reservation of sufficient land within the scheme to enable an emergency access to be provided from Hardy Road under the railway line to serve the Utilities site (R11).

Noise from the factory operations opposite, south of the river (at Carrow Works), and from the railway to the east (and especially the bridge) should be accounted for by both a proposal's layout and informed mitigation in the design specification.

This site lies adjacent to the River Wensum. A written consent from the Environment Agency is required for proposed works or structures, in, under, over or within 9 metres of the top of the bank of a designated 'main river'. It is recommended that developers engage in early discussions with the Environment Agency.

Development needs to ensure that the water environment is protected. The site falls within Source Protection Zone 1, designated to protect water supplies, and therefore the water environment is particularly vulnerable in this location. Detailed discussions over this issue will be required with the Environment Agency to ensure that proposals are appropriate for the site and that the site is developed in a manner which protects the water environment.

The majority of the site is located in Flood Zone 2 whilst small part of the site is in Flood Zone 3a. The site is over 1 hectare in size. A flood risk assessment will be required and development should not take place without appropriate mitigation measures.

An archaeological evaluation through trial trenching will be required, due to the site's proximity to the river and to the nationally important palaeolithic deposits uncovered at Carrow Road.

The site has a potential to deliver in the region of 400 dwellings; some minor elements of non-residential uses might also be appropriate, such as small scale food and drink units, river related leisure, and small employment uses such as live-work units. A high standard of design will be particularly important given its gateway location. The site should be designed to provide access to the river and a new pedestrian and cycle route beside the River Wensum to facilitate extension of the pedestrian and cycle network along the river corridor to the east. It should also provide for enhancement of the river frontage and retain those parts of the site that are of heritage interest. Design of development should also respect the setting of the listed cottages to the north of the site.

There is a known shortage of open space and play provision in the east of the city and proposals should be made with demonstrable regard to an up-to-date open space and needs assessment for the area.

### **Deliverability**

The site is within a single ownership. It is suitable for development and, subject to the successful relocation of the business, is available for development within the plan period.

### **POLICY R12: Kerrison Road/ Hardy Road, Gothic Works**

The Kerrison Road/Hardy Road Gothic Works site is allocated for housing led mixed use development, potentially including provision of small-scale employment and river-related leisure uses.

The development of this site is conditional on the resolution of access issues, including access to public transport, on the adjacent football club / Kerrison Road site (CC17), and significant improvements to the Kerrison Road / Carrow Road junction.

Access will be taken from the west of the site, and will be integrated with the accessing and servicing arrangements for the adjoining development site at Kerrison Road (CC17). The development will also require reservation of sufficient land within the scheme to enable an emergency vehicular access to be achieved from Hardy Road to the Utilities site (R11).

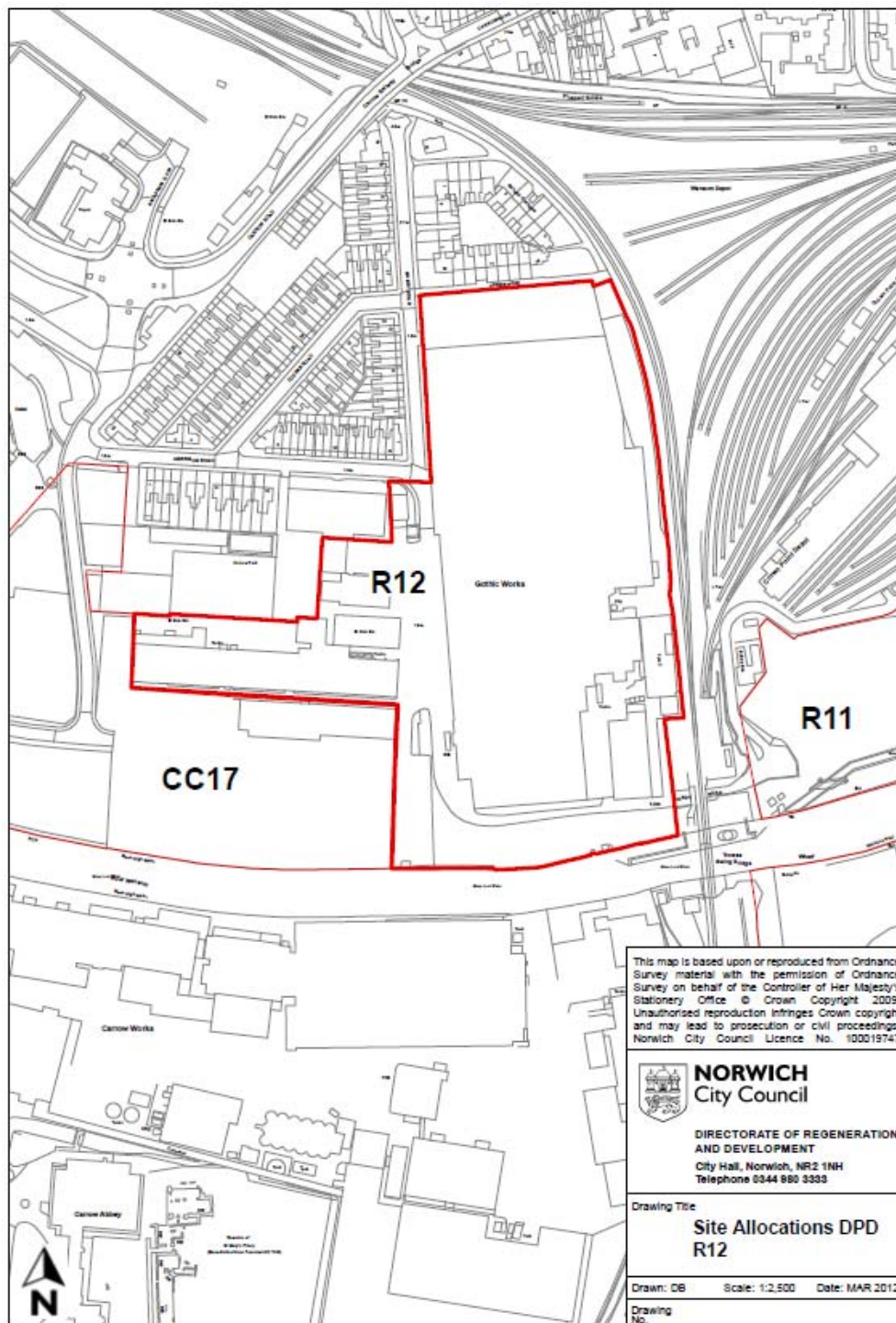
The development must:

- Be designed to provide accessibility to public transport;
- Be designed for limited car ownership;
- Provide public access to the river and a riverside walk/cycle link, connecting to the riverside link from the Deal Ground development;
- Enhance the river frontage as a gateway to Norwich city centre being designed within an integrated high quality landscaped strategy;
- Retain and convert those buildings considered to be of heritage interest, or if this is demonstrated to be impractical or unviable, provide for their recording and inclusion on the Historic Environment Record;
- Respect and enhance the setting of listed buildings, including proposing a scale of development at the north of the site appropriate to the residential character of the area; and
- Provide on-site open space and play space facilities.

A noise assessment is required and the development must be designed to mitigate the impact of noise from the railway.

The development should provide in the region of 400 dwellings, with appropriate provision of family housing.

### **Site Plan**



## **R13: 233 - 277 Aylsham Road**

### **Description**

The site is in the north of the city and is 1.49 hectares in size. It is currently occupied by a range of industrial units and motor sales and repair uses.

The site has a frontage to Aylsham Road to its west, and borders the rear gardens of housing in Palmer Road to the north-east and recent housing development at Copenhagen Way to the east. A Bingo Hall and its car park are north-west of the site, beyond which is a large site allocated in this plan for comprehensive development (R23).

Aylsham Road is a busy radial road with a mixture of business, residential and retail uses, including a range of local services and shops in the Aylsham Road local and district centres neighbouring the site.

### **Explanatory Text**

Development presents the opportunity to contribute to regeneration of the Aylsham Road area. Since this is a highly accessible location on a public transport corridor, housing development should be of medium to high density to meet the requirements of Joint Core Strategy policies promoting higher density development close to local services and public transport.

Development could also include starter employment units. If such small scale business units are included, the development must be carefully designed to ensure there is no conflict between housing and business uses.

The development should be designed both to create an attractive frontage to Aylsham Road and to minimise noise for residents from the road. Trees on the frontage should be retained if this is feasible, with the existing access from Aylsham Road being used.

Since the site is over 1 hectare, a flood risk assessment is required and appropriate mitigation measures should be provided as part of the development. Development should also take into account possible contamination on the site.

### **Deliverability**

The site is in multiple ownership. However, it is being actively promoted for development and is therefore suitable and available for development during the plan period.

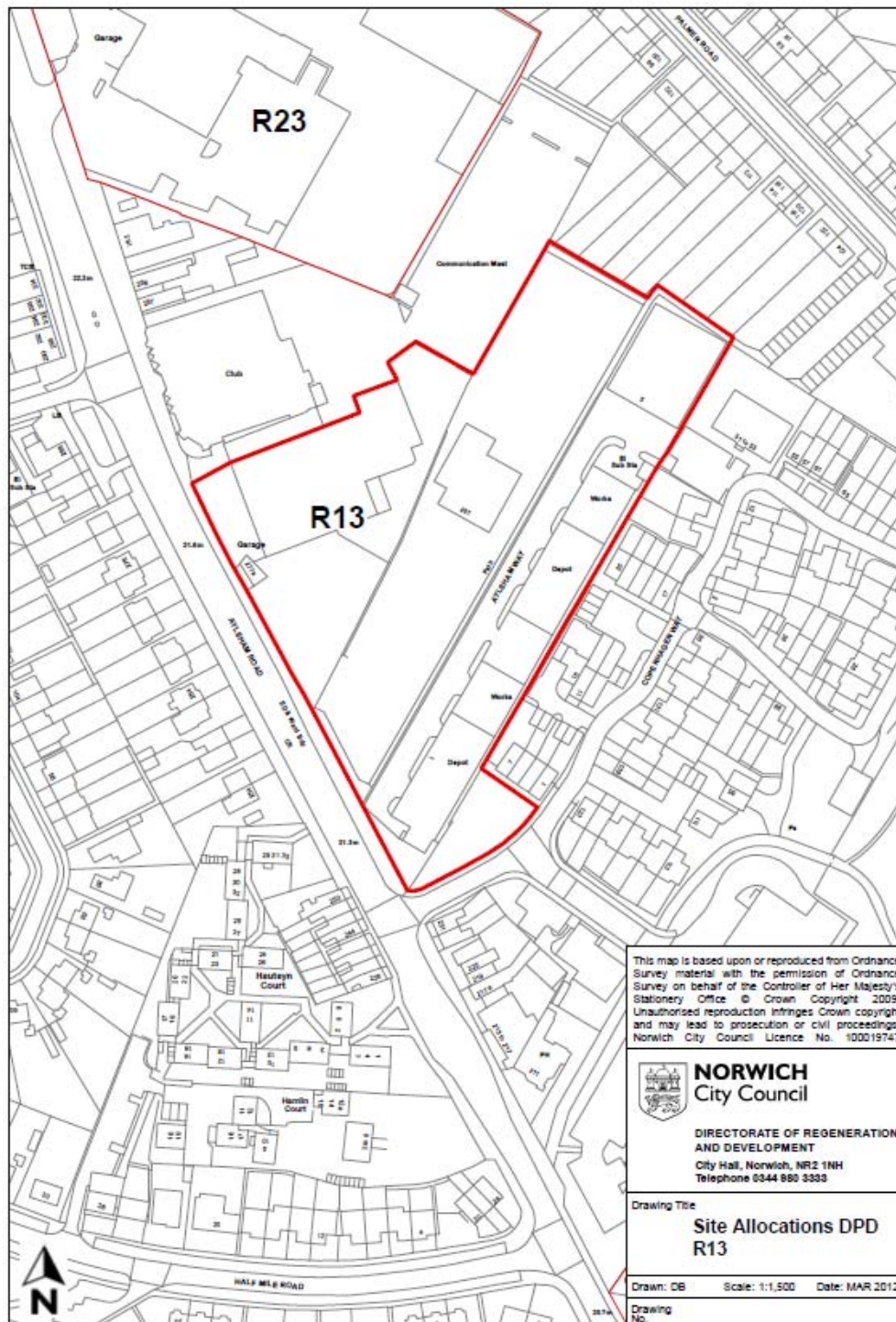
**Policy R13: 233 - 277 Aylsham Road**

The site of 1.49 hectares is allocated for housing development, to provide in the region of 75 dwellings.

The development could also include starter employment units.

Design of the development must mitigate the noise impact from Aylsham Road; a noise assessment will be required. Design must also create a street frontage to Aylsham Road.

## Site Plan





## **R14: Chalk Hill Works, Rosary Road**

### **Description**

This cleared former industrial site is in the east of the city and is 0.58 hectares in size.

The site is below the Thorpe wooded ridge, which includes the remains of the Benedictine St Leonards Priory to its east. The former Bertram Books site is being developed for 110 dwellings to its south. There is housing to the north and west which includes a grade 2 listed building, Chalk Hill House to the north and a number of locally listed houses on the opposite side of Rosary Road.

The site is between the St Matthews conservation area and the Thorpe Hamlet conservation area. The Rosary Road area is characterised by quiet streets of terraced housing, which form an attractive landscape background for the site, along with some commercial uses. The steeply sloping terraced streets between Riverside Road and Rosary Road produce a stepped roofscape which overlooks the City Centre conservation area.

### **Explanatory text**

Development will bring the site back into use and provide residential development to meet housing need in a sustainable location close to the city centre, the railway station, public transport routes and local services.

The site is in close proximity to a number of conservation areas and tall development could be visible from the Cathedral Close. Therefore, the design and layout of the proposals should involve consultation with English Heritage from the earliest stages if development of more than 3 storeys is proposed.

Design will also have to take account of the site's topography and trees on and around the site, with a focus on the protection of geodiversity and the promotion of biodiversity as Thorpe wooded ridge is identified as part of a green infrastructure corridor in policy 1 of the Joint Core Strategy. The development must not have a negative impact on views to and from the ridge.

The development will have to address specific on site constraints relating to its former uses. Ground conditions, contamination and archaeological assessments will be necessary. In addition, it will be necessary to survey the chalk tunnels as there is the possibility that they form a habitat for bats.

Access to the site will be via the existing access from Rosary Road.

Development needs to ensure that the water environment is protected. The site falls within Source Protection Zone 1, designated to protect water supplies, and therefore the water environment is particularly vulnerable in this location. Detailed discussions



over this issue will be required with the Environment Agency to ensure that proposals are appropriate for the site and that the site is developed in a manner which protects the water environment.

### **Deliverability**

The site has a pending planning application (ref. 11/00113/F) and is being actively promoted for development. The site is suitable and available for development.

#### **POLICY R14: Chalk Hill Works, Rosary Road**

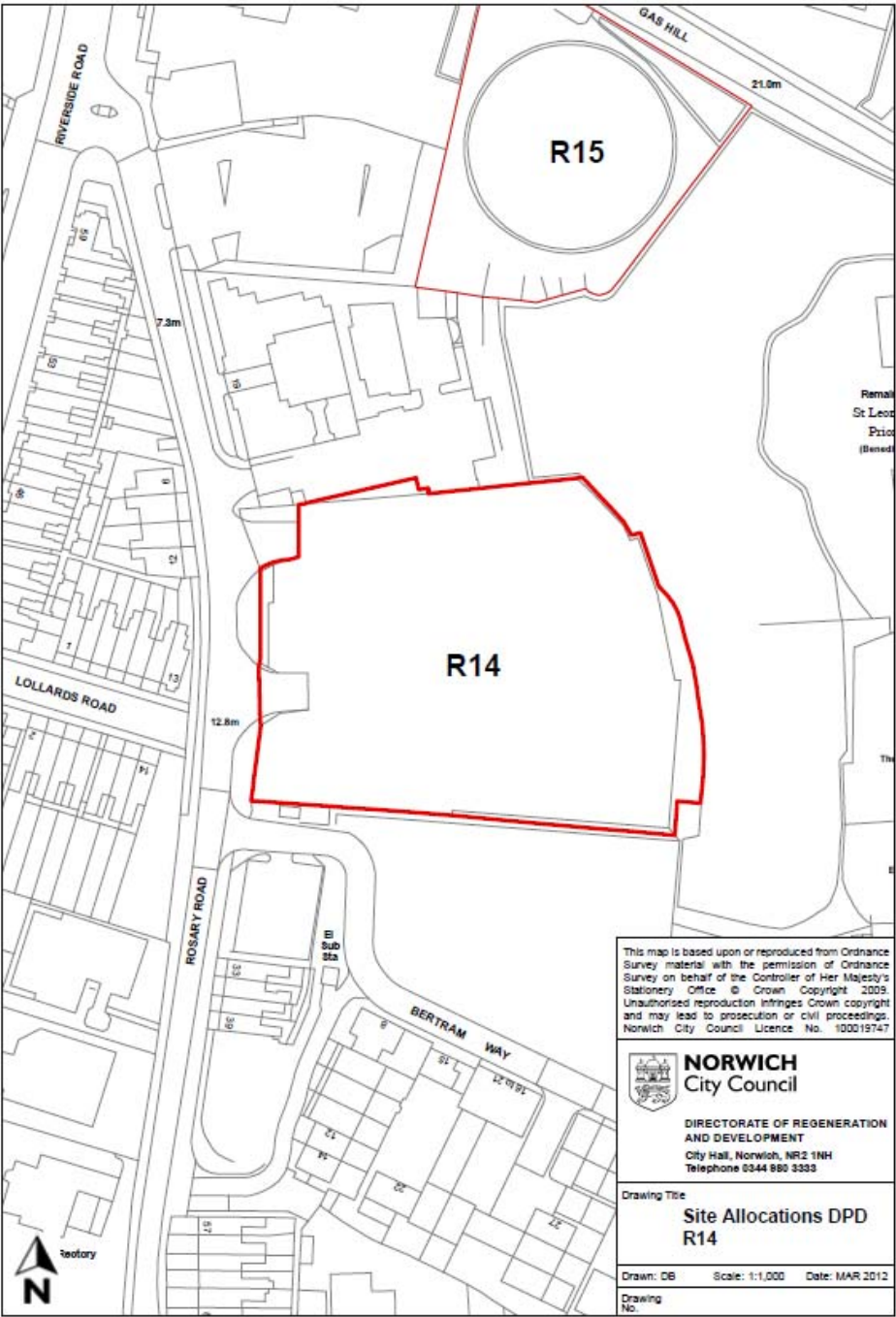
The former Chalk Hill Works, Rosary Road is allocated for housing development, providing in the region of 25 dwellings.

The development will be designed to:

- take account of the topography of the site and protect views; and
- promote biodiversity and protect trees
- protect geodiversity.

A bat survey will be required.

Site Plan



## **R15: Gas Holder at Gas Hill**

### **Description**

The site is located to the east of the city centre, on the steep slope of Gas Hill. It is 0.3 hectares in size. The site, consisting of the disused gas holder itself and small areas of incidental land, is flat. It is within an area with a mix of uses. It lies below the Thorpe wooded ridge, which includes the remains of the Benedictine St Leonards Priory to its east. It is above a pub, DIY store and housing to the west and south. There is also housing to the north of the site.

The site is between the St Matthews conservation area and the Thorpe Hamlet conservation area. The steepness of the chalk escarpment east of the site has prevented any major development, resulting in a 'green wedge' of trees and greenery, creating an important refuge for wildlife and open space. The ridge provides excellent views to and from the city centre, though there is no public access to the Thorpe wooded ridge at this point.

### **Explanatory text**

This brownfield site is in an accessible location for housing, close to Bishop Bridge local centre, the city centre, bus routes and the railway station.

The gas holder has been disused for a number of years. The site, along with the former gas holder site to its north (site R16), has been proposed for development through this plan by the National Grid as they are no longer in use.

Design will have to take account of the site's topography and must not have a negative impact on geodiversity or on views to and from the Thorpe wooded ridge. As the ridge is identified as part of a green infrastructure corridor in policy 1 of the JCS design of the development should promote biodiversity.

Since the gas holder is a significant local landmark, consideration should be given to retaining the existing gas holder structures as part of the design of the housing development. If this is not possible, it will be important to ensure its heritage interest is fully documented on Historic Environment Record.

The development will also have to address specific on site constraints relating to its former uses. Decommissioning of existing structures and removal of the hazardous substance consent will be required. If it does not prove possible to design a housing scheme which makes use of the existing gas holder structure, demolition will be required. Ground conditions and contamination assessments will also be necessary.

Access to the site will be via the existing access from Gas Hill.

Development needs to ensure that the water environment is protected. The site falls within Source Protection Zone 1, designated to protect water supplies, and therefore the water environment is particularly vulnerable in this location. Detailed discussions over this issue will be required with the Environment Agency to ensure that proposals are appropriate for the site and that the site is developed in a manner which protects the water environment.

### **Deliverability**

The site is being actively promoted by the owner, National Grid and is therefore judged to be capable of delivery during the plan period.

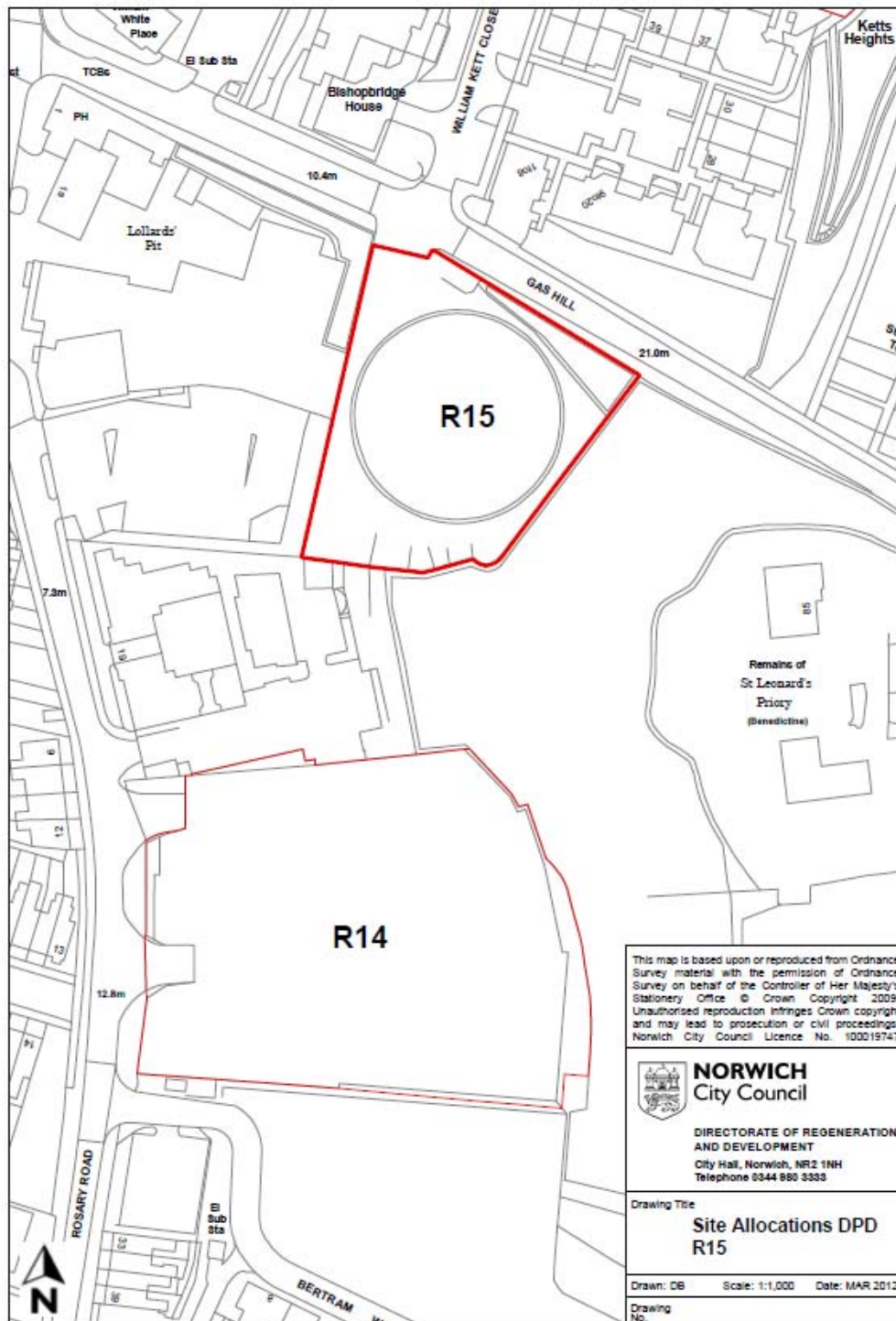
#### **POLICY R15: Gas Holder at Gas Hill**

The Gas Holder site at Gas Hill (0.3 hectares) is allocated for housing development. A minimum of 15 dwellings will be provided.

Development will not take place prior to the revocation of the hazardous substance consent and decommissioning of the site.

Design of the development must reflect its location adjacent to the Thorpe wooded ridge and must protect and enhance biodiversity and protect geodiversity.

## Site Plan



## **R16: Land east of Bishop Bridge Road**

### **Description**

The site is located to the east of the city centre area and is 1.01 hectares in size. The northern part of the site is known as the former Box and Barrel works and is now cleared. The southern part of the site is owned by National Grid and comprises a disused gas holder, a gas pressure reduction station and a residential property.

The site borders Kett's Heights, an historic park on the Thorpe wooded ridge to the east and newly developed residential properties and supported housing schemes to the south. A car sales site, which is also allocated for future development in this plan (site R17), is to its north. The inner ring road and the Bishop Bridge Road local centre are to the west.

The site is between the St Matthews conservation area and the Thorpe Hamlet conservation area. Traffic is busy on the inner ring road, especially close to the roundabout. The steepness of the chalk escarpment east of the site has prevented any major development, resulting in a 'green wedge' of trees and greenery, creating an important refuge for wildlife and open space. The ridge provides excellent views to and from the city centre.

### **Explanatory text**

The site is an accessible location for housing, opposite a local centre, close to the city centre and on a bus route.

The site was formerly allocated in the Replacement Local Plan 2004 for housing development as two separate sites. The northern part of the site has a part implemented planning permission for 19 apartments. National Grid has put forward further extensions to the original local plan allocation to include the house at 27 Bishop Bridge Road and the gas pressure reduction station. The site is covered by the Health and Safety Executive consultation zone for the gas holder. Development of the southern part of the site will depend on the successful decommissioning of the gas holder and revocation or surrender of its hazardous substance consent. Allocation of this site will help to secure comprehensive site development.

Design will have to take account of the site's topography and must not have a negative impact on geodiversity or on views to and from the Thorpe Ridge - Kett's Heights is identified as an important long view in appendix 8 of the Development Management Policies plan and the site lies between two conservation areas. Kett's Heights is also identified as part of a green infrastructure corridor in policy 1 of the Joint Core Strategy. Therefore the design of development must take account of existing trees on site and create a habitat link to Kett's Heights.

The development will also have to address specific on site constraints relating to its former uses and location. Decommissioning and demolition of existing structures will be required and ground conditions and contamination assessments will be necessary. Since the site is over 1 hectare in size, a flood risk assessment is required and appropriate mitigation measure must be provided as part of the development. Design of the development must minimise the impact of noise from the inner ring road. An archaeological assessment will also be required.

Access to the majority of the site should be from the existing unused junction neighbouring 27 Bishop Bridge Road. Since this access point is likely to also be used to access site R17 to the north, development should be designed to enable this. Inclusion of the gas pressure reduction station means that the south-eastern part of the development could be accessed via William Kett Close.

Development needs to ensure that the water environment is protected. The site falls within Source Protection Zone 1, designated to protect water supplies, and therefore the water environment is particularly vulnerable in this location. Detailed discussions over this issue will be required with the Environment Agency to ensure that proposals are appropriate for the site and that the site is developed in a manner which protects the water environment.

### **Deliverability**

The site is in two different ownerships, both of which are promoted for development. A planning permission has been granted for the northern part of the site (north of 27 Bishop Bridge Road) for 19 dwellings, which is dependent on the formal revocation of the hazardous substance consent for the gas holder. Since National Grid has indicated its intention to decommission this site and have the consent removed, the site is capable of delivery during the plan period.

### **POLICY R16: Land east of Bishop Bridge Road**

The site east of Bishop Bridge Road (1.01 hectares) is allocated for housing development. In the region of 50 dwellings will be provided.

Development will not take place prior to the revocation or surrender of the hazardous substance consent or decommissioning of the gas holder.

Development proposals should provide for potential future vehicular access to allocated site R17 to the north.

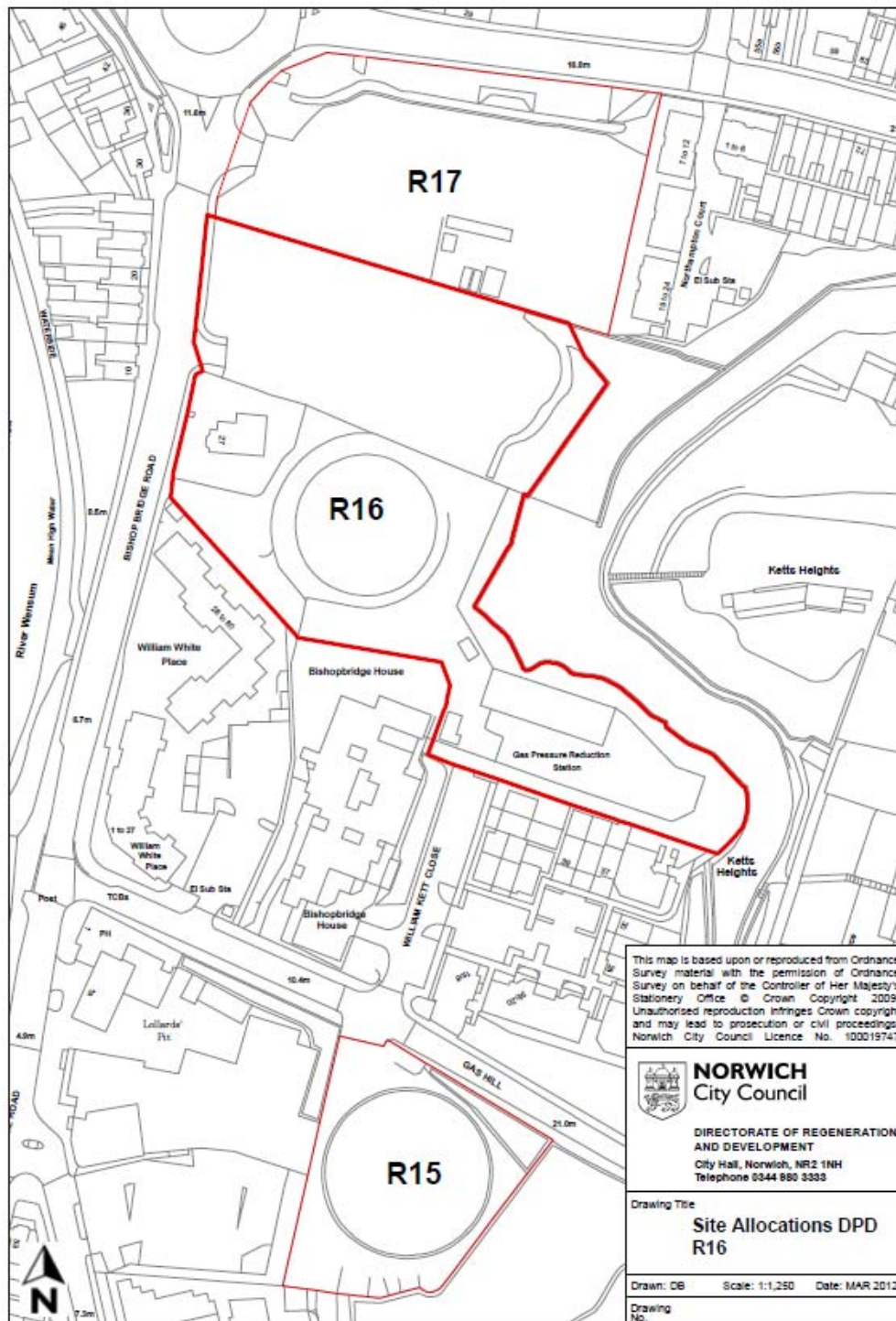
Design of the development must reflect its location adjacent to the Thorpe wooded ridge and protect and enhance biodiversity and protect geodiversity.

A noise assessment is required and the development should be designed to mitigate the impact of noise from the inner ring road.





## Site Plan



## **R17: Land at Ketts Hill and Bishop Bridge Road**

### **Description**

The site is located to the east of the city centre adjacent to the Ketts Hill roundabout on the inner ring road. It is 0.6 hectares in size and is currently used for car sales.

Access to the site is from an entrance on the inner ring road (Bishop Bridge Road) just off the roundabout.

The site is mainly flat, with slopes to the north and east, including an established landscaped strip with trees on Ketts Hill. There is recent residential development above the site to its east and the Thorpe wooded ridge is to the south-east. The vacant former Box and Barrel works site, which has planning permission for housing development and is allocated in this plan as site R16, is to the south of the site. The Bishop Bridge Road local centre is to the west of the site, on the opposite side of the inner ring road.

The site is in an area characterised by a mix of uses, including housing and local services. It is between the St Matthews conservation area and the Thorpe Hamlet conservation area and is close to the open spaces of the Thorpe wooded ridge at Kett's Heights and Mousehold Heath. Traffic is busy on both the neighbouring inner ring road and Ketts Hill.

### **Explanatory text**

The site is an accessible location for housing, opposite a local centre, close to the city centre and on a bus route.

Access issues are key to development of the site. The current access to the inner ring road is not capable of catering for the proposed housing development. Therefore, it is essential that vehicular access should be through the former Box & Barrel site to the south, part of site allocation R16 in this plan. Should it not be possible to gain access from site R16, car free housing would be acceptable on this site.

Design will have to take account of the site's topography and must not have a negative impact on geodiversity or on views to and from the Thorpe ridge - Kett's Heights is identified as an important long view in appendix 8 of the Development Management Policies plan. Kett's Heights is also part of a green infrastructure corridor under policy 1 of the JCS. Therefore the design of development should both retain existing trees on site, including those on the landscaped buffer to Kett's Hill, and create additional habitat links to Kett's Heights.

The development will also have to address specific on site constraints relating to its former uses and location. Ground conditions and contamination assessments will be

necessary and design of the development must minimise the impact of noise from the inner ring road. An archaeological assessment will also be required.

Development needs to ensure that the water environment is protected. The site falls within Source Protection Zone 1, designated to protect water supplies, and therefore the water environment is particularly vulnerable in this location. Detailed discussions over this issue will be required with the Environment Agency to ensure that proposals are appropriate for the site and that the site is developed in a manner which protects the water environment.

### **Deliverability**

This site is suitable and available for housing development.

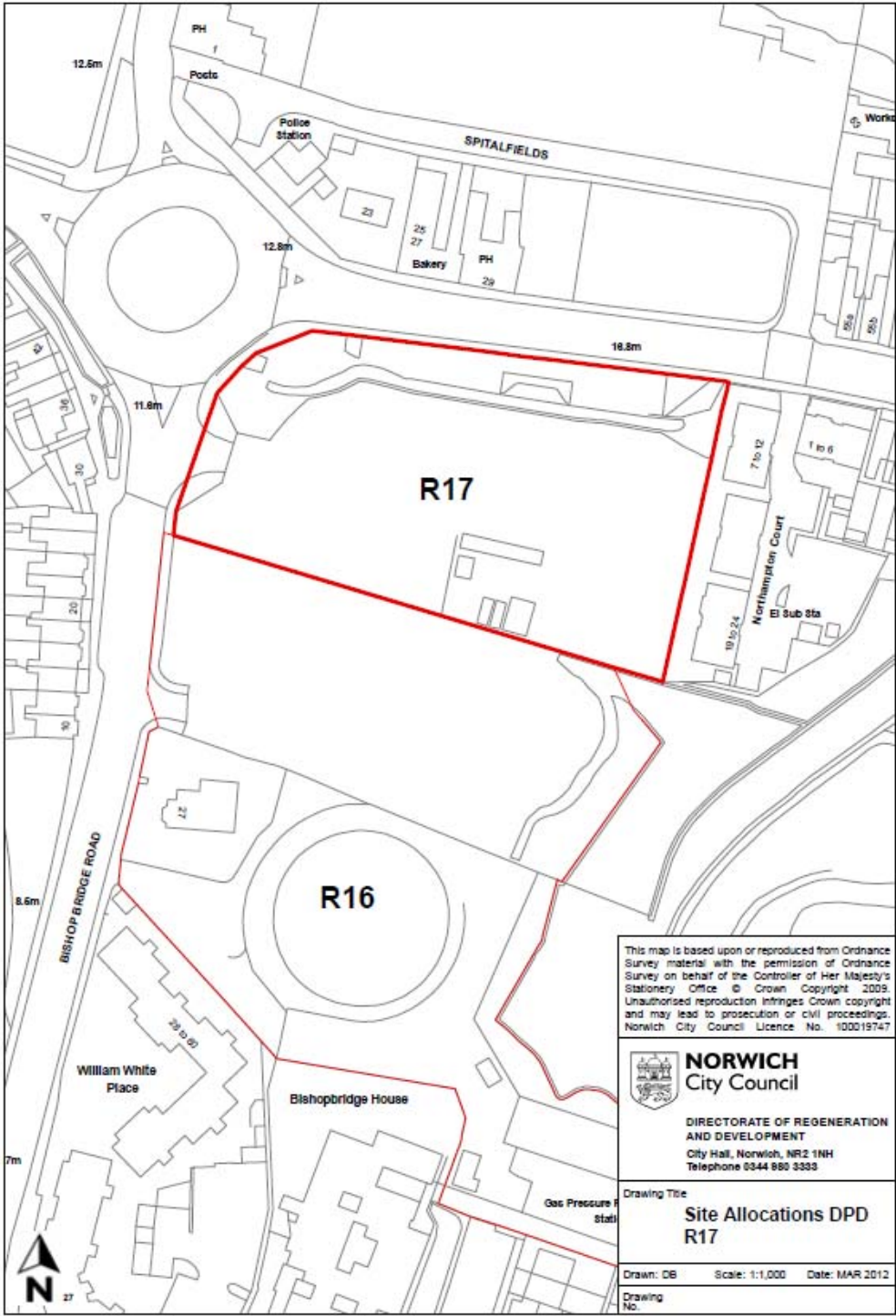
#### **POLICY R17: Land at Ketts Hill and Bishop Bridge Road**

Land at Ketts Hill and Bishop Bridge Road (0.6 hectares) is allocated for housing development. In the region of 30 dwellings will be provided.

The development should take account of the following:

- Trees and landscaping on the northern boundary must be retained and enhanced;
- Design of the development must reflect its location adjacent to the Thorpe wooded ridge, protect and enhance biodiversity and protect geodiversity;
- Access will be via the adjacent site to the south (R16). Car-free development would be acceptable if the site were developed on its own.

Site Plan



## **R18: 124-128 Barrack Street**

### **Description**

This brownfield site of 0.23 hectares is located on the north side of Barrack Street between Silver Road and Anchor Close. It comprises separate adjoining sites: a former 1930s pub at number 124 Barrack Street subsequently converted for coroner's office use, and what remains of a motor repair and sales trade site (126-128) with frontages to Barrack Street and Anchor Close.

The site lies within a mixed commercial frontage along this part of Barrack Street. The former pub has planning permission for use as a dental practice and permission for a substantial extension to the rear. The former pub building has some architectural merit but is at present neither listed nor locally listed: it is however proposed for inclusion on an extended local list. The original motor trade premises on the main road frontage have recently been demolished. The site is now largely given over to open vehicle storage, servicing and display, with post war buildings in the rear part from which the taxi office operates.

Much of the immediate surrounding area to the north and east is in residential use having undergone comprehensive redevelopment for housing in the 1960s and 70s, with predominantly bungalow / single storey styles. The motor sales site has permission for redevelopment for 15 flats, granted in April 2009. The land immediately to the west includes a substation and footpath to the residential neighbourhood behind.

Barrack Street is a busy and heavily trafficked single carriageway road forming part of the inner ring road defining the northern edge of the city centre. The extensive former Jarrold Printers site allocated in this plan (CC19a) on the south side of Barrack Street is undergoing phased redevelopment for offices and housing.

### **Explanatory Text**

The site provides the opportunity for new housing on a brownfield site with good access to employment opportunities and services in the city centre and to neighbourhood shopping facilities within the nearby large district centre focused on Anglia Square and the local centre at Bishop Bridge Road.

The site is close to the strategic cycle network (the pink route) defined in the Norwich Area Transport Strategy (NATS). There are opportunities to enhance and divert this route as part of the regeneration of the Jarrold Printers site, providing a pedestrian and cycle link to the city centre via Peter's Bridge.

The principle of housing development on the eastern half of the site has already been established through the 2009 planning permission. The site is well related to the surrounding residential area and housing remains the most appropriate use for

the whole site should this partial scheme not proceed. There may be an opportunity to amalgamate the two sites for a more viable comprehensive scheme, although they could be developed in isolation.

The former Sportsman pub (dating from 1937) has been put forward for potential inclusion on the council's expanded local list of buildings of architectural and historic interest. Its inclusion would bring the building within the scope of development management policy DM9 as a locally identified heritage asset, accordingly consideration should be given to retaining it within any development scheme, either for housing or for an appropriate alternative community use if not required for a dental surgery.

The form of development on the western half of the site should respect the character of the existing building, if retained, and the design of the development scheme as a whole should reinstate a strong frontage to Barrack Street in particular, given the site's prominent location on the inner ring road, and to Anchor Close. Vehicular access should be taken from Anchor Close, including where possible access to the rear of the former pub. Pedestrian/cycle access should be taken from the Brewers Court side of the site and Barrack Street.

The part of the site nearest to Barrack Street falls within flood zone 2. Therefore a flood risk assessment is required for this site and appropriate mitigation measures should be provided as part of the development.

Contamination from the existing motor trade uses is likely to be an issue and this should be addressed through site investigation and appropriate remediation: account should also be taken of the need to mitigate traffic noise from the main road to protect amenities for future residents. If development is taking place at the rear of the site adjacent to properties in Brewers Court then site layout should be arranged to ensure that these lower level properties are not adversely overshadowed or overlooked. Redevelopment at no. 124 should also have regard to minimising impacts which might arise from the proximity of the sub station site to the west.

The site has potential for a minimum of 30 units of housing. However the policy is written in a flexible way to reflect the existing permissions in place on the site; it is likely that between 15 and 30 units of housing will be provided overall. The number of housing units could be optimised if some premises were 'car-free', which would be acceptable given the site's close proximity to Anglia Square and the Barrack Street redevelopment and public transport, and the ease of cycle and pedestrian access to the city centre.

### **Deliverability**

The site is in two separate ownerships. The eastern half has planning permission for 15 flats; the western half has permission for conversion and extension of the

pub/office to provide a dental surgery. As of February 2012 neither scheme had been commenced.

#### **Policy R18: Land at 124-128 Barrack Street**

124-128 Barrack Street (0.23 hectares) is allocated for housing, or a mix of housing and community uses.

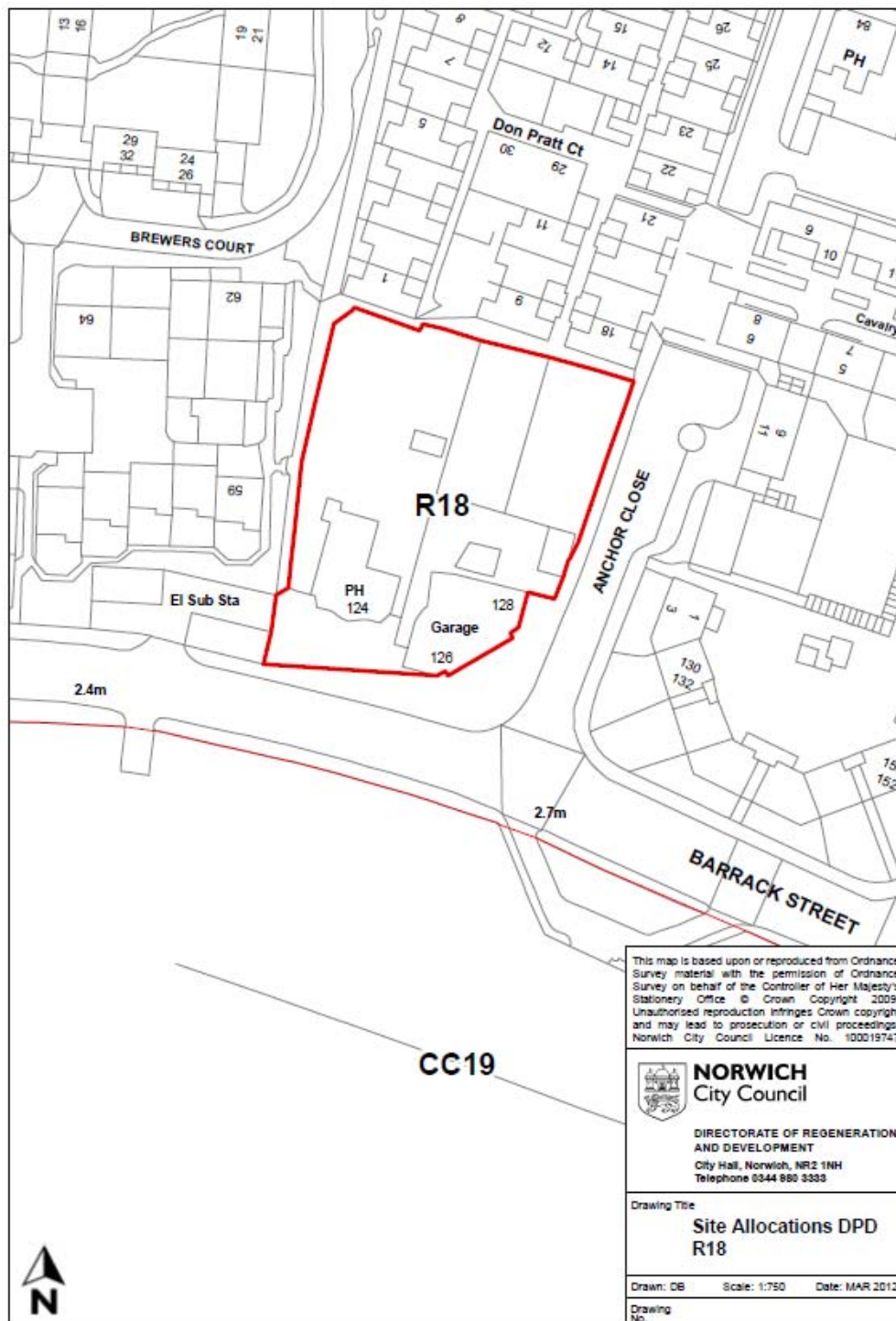
Development will:

- Reinststate a strong built frontage to Barrack Street and Anchor Close;
- Take vehicular access from Anchor Close and provide pedestrian links from Barrack Street and Brewers Court;
- Retain and convert the former public house at 124 Barrack Street for housing or other beneficial community use, or if this is demonstrated to be impractical and unviable, provide for its recording and inclusion on the Historic Environment Record in accordance with development management policy DM9;
- A noise assessment will be required. Soundproofing measures will be provided for residential units fronting Barrack Street and those on Anchor Close closest to the inner ring road, which are adequate to mitigate against traffic noise;
- Ensure that the disposition and height of buildings will minimise amenity impacts on existing properties;
- Ensure the design takes account of any likely impacts on amenity from the proximity of the adjoining substation;
- Provide adequate on-site landscaped amenity space for any flats.

A minimum of 30 dwellings will be provided if the site is redeveloped wholly for housing. In the event that the former public house is retained for an alternative use, a minimum of 15 dwellings will be provided on the eastern half of the site.



## Site Plan





## **R19: Van Dal Shoes, Dibden Road**

### **Description**

This brownfield site consists of two storey industrial buildings with associated outbuildings on the northern part of the site and a surface parking area to the south. There is an adopted road central to the site which splits the two areas of land and the sites including the road extend to 0.54 hectares. The site is currently in use as a shoe factory with a factory retail outlet. The historic factory backs onto the footpath along Dibden Road. This site is located in a residential area largely surrounded by a mixture of terraced houses and flats. There is a new hostel development to the south-west of the site and open space to the south.

### **Explanatory Text**

The site provides the opportunity for new housing on a brownfield site with excellent access to employment opportunities and services in the city centre and nearby shopping facilities on Sprowston Road and at the Anglia Square large district centre. Housing development is suitable on this site within a predominantly residential area.

The heritage significance of existing buildings should be recognised and assessed to consider whether they are suitable for conversion in part or as a whole. Following assessment development should involve either conversion of existing buildings, which are proposed for local listing, or redevelopment if this is not practical. If redeveloping the site the heritage significance should be recorded and included on the Heritage Environment Record. Some form of heritage interpretation to commemorate the former use of the site would be appropriate in redevelopment proposals. New development should be designed to integrate well with surrounding housing and to make the best of the potential for views over the city.

Prior to development, assessment and remediation of any possible contamination should take place. Development must also take account of the existing electrical sub-station fronting Dibden Road and the mast on the open space to the south. Consideration should also be given to the retention of trees in the north of the site which provide amenity value to this part of the site and wider area.

Development will need to address access issues including the potential stopping up or diversion of the highway. Existing pedestrian links should not be affected and pedestrian and cycle links should be enhanced, linking to Mousehold Avenue and Gertrude Road, providing a link to the pink route of the Strategic Cycle Network. Footpath access to Gertrude Road from the end of Dibden Road should be retained.

A contamination assessment and any necessary mitigation measures are required.

### **Deliverability**

The site is being promoted for housing development by the land owner and is likely to be available for development within the early part of the plan period.

**Policy R19: Van Dal Shoes, Dibden Road**

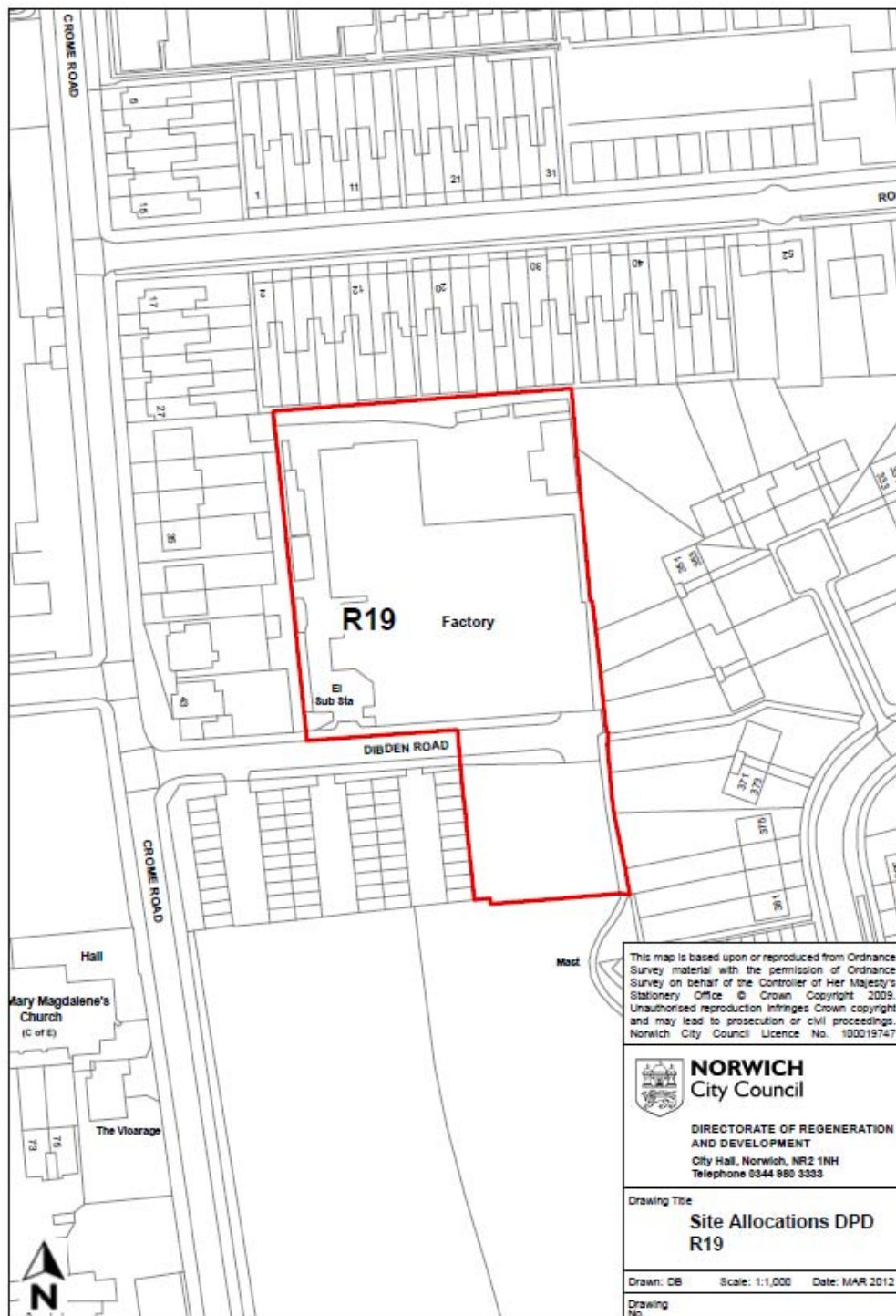
The site (0.54 hectares) is allocated for housing development. Depending on the nature of the scheme in the region of 20 to 25 dwellings will be provided on this site through conversion of existing buildings or new build.

An assessment the heritage significance of existing buildings on-site to consider whether they are suitable for conversion in part or as a whole will be required.

Development will:

- Address access issues including the potential stopping up or diversion of the highway;
- Provide enhanced pedestrian and cycle links to Mousehold Avenue and Gertrude Road;
- Be designed to promote biodiversity links between neighbouring green spaces, and to take account of existing trees on-site and the site's prominent location.

## Site Plan



## **R20: Former Start Rite Factory Site, 28 Mousehold Lane**

### **Description**

The site is located on the south-west side of Mousehold Lane (the A1042) between Sprowston Road and Moorland Close. Mousehold Lane forms part of the Norwich outer ring road and is on a principal distributor route serving the northern and eastern suburbs and major employment areas around the airport and Sprowston. The site extends to 0.87 hectares and slopes down from north-east to south-west. It is currently cleared and vacant, having previously been a shoe factory.

The surrounding area is predominantly residential with low and medium density housing areas adjoining the site on three sides. Further housing on the opposite frontage to Mousehold Lane on its north-east side is within Sprowston in Broadland district. Immediately adjoining the site to the north-west is a former 1930s pub, the Duke of Norfolk, now converted to a restaurant.

The south-eastern boundary of the site is steeply banked up to the rear gardens of properties in Moorland Close. Additionally there is a reserved strip of land for an easement and right of way for services alongside the south-western boundary adjoining residential properties in Templemere.

### **Explanatory Text**

A medium density housing development is appropriate on this brownfield site close to local services. The site has unconstrained capacity for approximately 60 dwellings. In practical terms the constraints imposed by site levels and easements, the need to respect the suburban character of the surrounding area and minimise overlooking to Templemere will reduce the achievable maximum number of dwellings to around 40. Development should include a mix of dwelling sizes and types with a maximum of three storey building height.

The existing belt of woodland and scrub runs along the length of the south-west and south-east boundaries and this should be retained and opportunities taken to enhance landscaping and green infrastructure through the site. This belt forks to the south-east and south-west thereby linking to Mousehold Heath and towards the Spowston Road allotments. There is the potential for this belt to function as a biodiversity corridor as part of the proposal to extend Mousehold Heath to the north-east. In terms of visual amenity it represents a significant landscape feature which should be retained and enhanced.

A pedestrian link to Templemere is desirable to provide a more convenient and direct link to the local retail centre. Vehicular access should be taken from Mousehold Lane with appropriate junction improvements to enable a right turn for eastbound traffic using Mousehold Lane and a pedestrian crossing point.

Investigation has shown evidence of some contamination from previous industrial uses which will require remediation prior to commencement of development. Traffic noise and possibly noise from the adjacent restaurant use could be an issue on the Mousehold Lane frontage and appropriate sound insulation measures and suitable layout of development will be required to overcome any amenity impacts.

### **Deliverability**

The site has been cleared and is available for immediate development. A scheme of redevelopment for 39 dwellings, was accepted in principle subject to the implementation of off-site highway works and the completion of a planning obligation agreement to secure affordable housing, contributions for library and playspace provision. This application was withdrawn in September 2008. Beneficial redevelopment is a priority and is supported by the site owner and local residents.

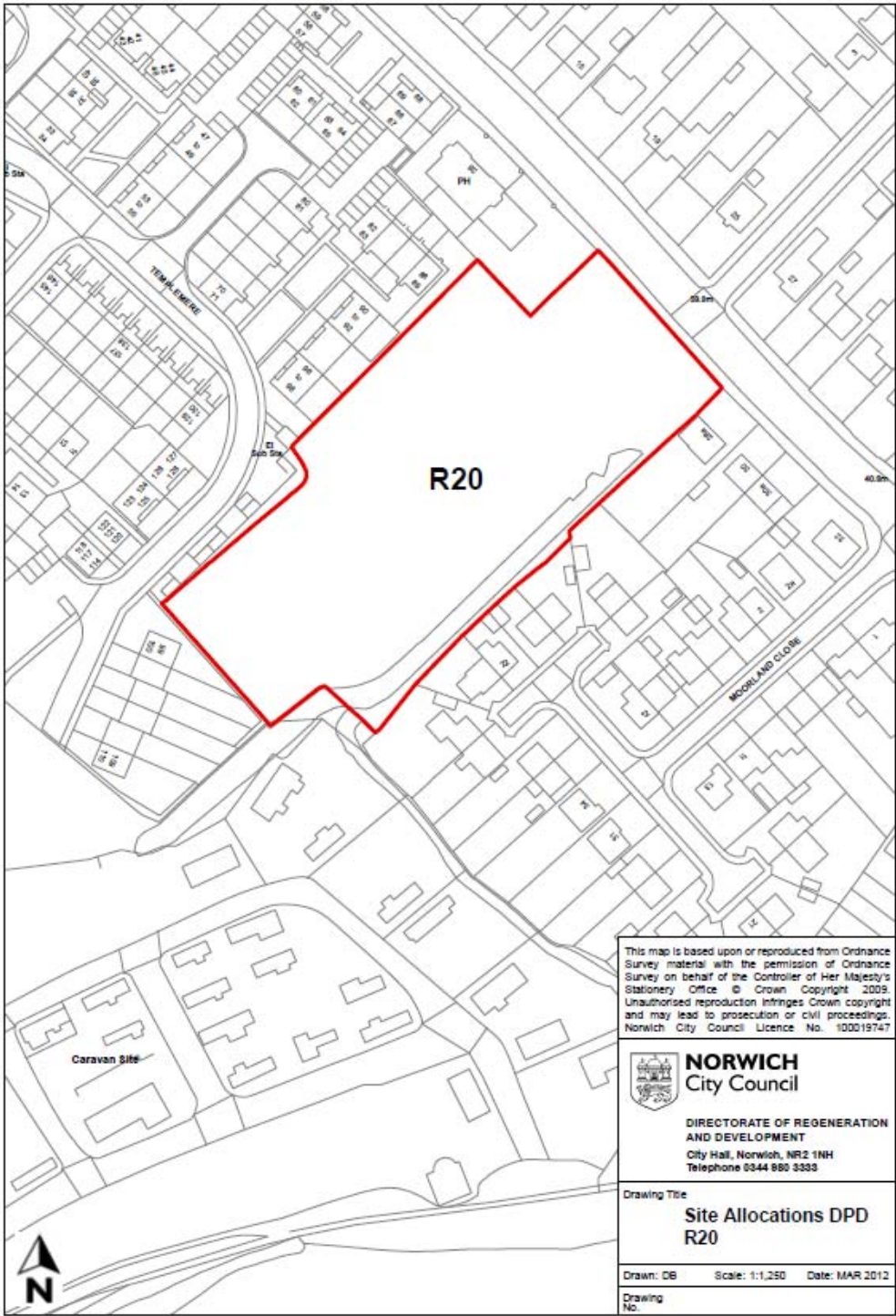
#### **Policy R20: Former Start Rite Site, 28 Mousehold Lane**

The site of 0.87 hectares is allocated for redevelopment for housing.

Development should include:

- Housing (in the region of 40 dwellings);
- Enhanced green infrastructure and landscaping;
- A pedestrian/cycle link to Templemere;
- Vehicular access from Mousehold Lane, associated highway and junction improvements to enable right turn into site and a pedestrian crossing point;
- Potential rationalisation of access/servicing arrangements with neighbouring restaurant premises to remove the need for a separate access to Mousehold Lane; and
- A noise assessment to ensure suitable protection of residential amenity including mitigating the noise impact from the ring road.

Site Plan



## **R21: Sprowston Road / land north of Windmill Road**

### **Description**

The site is in the north of the city and is 1.02 hectares in size. While the majority of the site is vacant, there are shops on part of the Sprowston Road frontage. Windmill Road links Sprowston Road and Templemere through the site via a privately owned and unsurfaced track.

The site is surrounded by housing which is a mixture of 2 storey semi- detached housing and Victorian terraces. There are 3 storey flats adjacent to the north of the site. The site is in close proximity to the Sprowston Road / Shipfield local centre.

### **Explanatory text**

The site was allocated in the 2004 Local Plan primarily for housing development. Since the site is close to a local centre with excellent public transport links, mixed use development with retailing will bring wide regeneration benefits for this area.

Development of a foodstore will enlarge and strengthen the local centre so that it can better meet the area's day to day needs for top-up shopping. Housing development will additionally aid regeneration and will benefit from its location close to the centre and the excellent public transport links. It is possible that the retail element may need to be delivered first to enable housing development.

Development proposals must address the site's constraints. These include demolition of existing buildings, undertaking ground conditions and contamination surveys and an archaeological assessment.

The design of the development must take account of the differing land levels within the site, its sloping nature and on site trees, as well as the presence of a sewer below the site. It must be designed to create a frontage to the main road, whilst the layout of a mixed retail and housing scheme should be designed to ensure that noise levels are not too high for residents from within the site or arising from road traffic noise.

Sprowston Road is part of the major road network and is a core bus route. Therefore any new access to the main road must be carefully designed to minimise its impact. A single point of access from Sprowston Road to serve motorised vehicles using the site is likely to be required and, as a consequence of this, it is likely to be necessary to relocate the bus stop. This new access needs to relate positively in planning terms to the retention and re-use of Windmill Road.

Windmill Road offers an opportunity to provide a suitably designed and landscaped pedestrian/ cycle link to Templemere and this link should be provided as part of redevelopment. The layout and design of the development must ensure that pedestrian and cycle links to and within the enlarged local centre are of high quality,

including links to the blue route on the Strategic Cycle Network, to local cycle routes and to Anthony Drive.

Assessment and protection of on-site trees will be required followed by a scheme of landscaping to enhance site linkages.

Since the site is over 1 hectare, a flood risk assessment is required and appropriate mitigation measures should be provided as part of the development.

### **Deliverability**

The site is being actively promoted and is suitable for development. The site is owned by several different parties. Negotiations are taking place between these and there is a reasonable prospect that the proposal will be delivered as a single comprehensive development.

### **POLICY R21: Sprowston Road/Land north of Windmill Road**

Land at Sprowston Road / north of Windmill Road is allocated for mixed use development consisting of a retail food store and housing. In the region of 25 dwellings will be provided as part of the scheme. Due to the nature of the site layout and constraints, a comprehensive scheme for the development of the site is required.

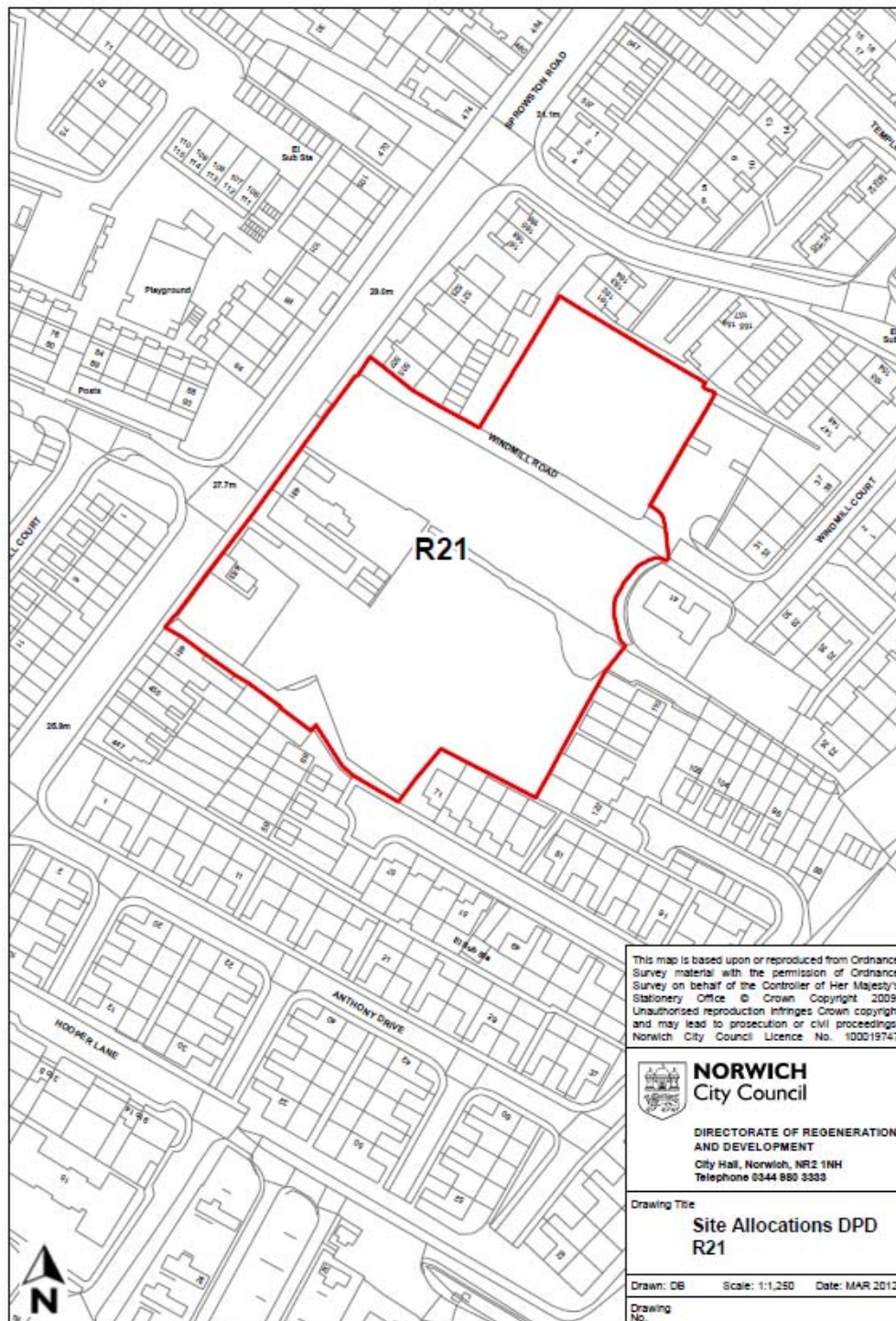
The scale of retail development should be appropriate to the needs of the area and should make provision for the replacement of the existing small retail units within the site in conjunction with the development of a new retail food store.

Development will be designed to:

- provide pedestrian and vehicular access arrangements to serve the site as a whole;
- ensure a high standard of amenity for residents;
- protect and/or replace on site trees and provide a landscaping scheme and enhance site habitat linkages; and
- mitigate the impact of noise from road traffic. A noise assessment will be required.



## Site Plan



## **R22: Starling Road**

### **Description**

This brownfield site of 0.48 hectares consists of two storey industrial and commercial buildings and surface parking areas. The buildings to the north of the site are currently in use, but are underused as car wash and storage facilities. Those to the south are in use for vehicle servicing and a print works. The site is bounded by Starling Road and Waterloo Road to its west, with existing and new housing on all sides. Land immediately to the south of the site facing Magpie Road has recently been developed for housing. The site is adjacent to the strategic cycle network which runs along Heath Road to the east of the site. A new traffic gyratory system has been implemented to the south and operates partly along Magpie Road.

### **Explanatory Text**

The site provides the opportunity for new housing on a brownfield site in a predominantly residential area, with excellent access to employment opportunities and services in the city centre and neighbouring shopping facilities at the Anglia Square large district centre. The site is close to the northern city centre area, which has an area action plan, and its development will contribute to the area wide regeneration proposed in the plan.

Development should address the site's constraints which include heritage issues, access arrangements, noise and contamination.

Development should be designed to integrate well with surrounding existing and new housing development. Street frontages to Starling Road and Waterloo Road should be reinstated. Although not in a conservation area, this site abuts the northern boundary of the City Centre conservation area and the terraced housing immediately to the south on Magpie Road which is locally listed; therefore any development will need to be designed to complement recent development in the area and the setting of the conservation area and be of an appropriate scale, form and massing and to take account of existing historic assets. The site is located close to the line of the former City Wall and is within the main archaeological area. An archaeological investigation will be required prior to its development.

Noise generation from road traffic to the south and between existing industrial / commercial users and new residential development must be addressed and due to previous industrial uses, a contamination assessment will be required.

Access to the development should be taken from Starling Road; however it is important that the number of access points on to this road are minimised.

Incremental development of the site should not compromise the future development of the remainder of the site.

The site is located in a Critical Drainage Area therefore a flood risk assessment and appropriate mitigation measures are required.

### **Deliverability**

The northern part of the site has outline planning permission for 22 flats, which has not yet been implemented. A further planning application for 6 flats and 8 houses on the Enterprise Garage site in the centre of the allocation site, with joint access arrangements to the northern site, is also under consideration.

The southern part of the site which formed part of the previous draft allocation has commenced construction for 5 dwellings.

The site is suitable and available for development.

### **Policy R22: Starling Road**

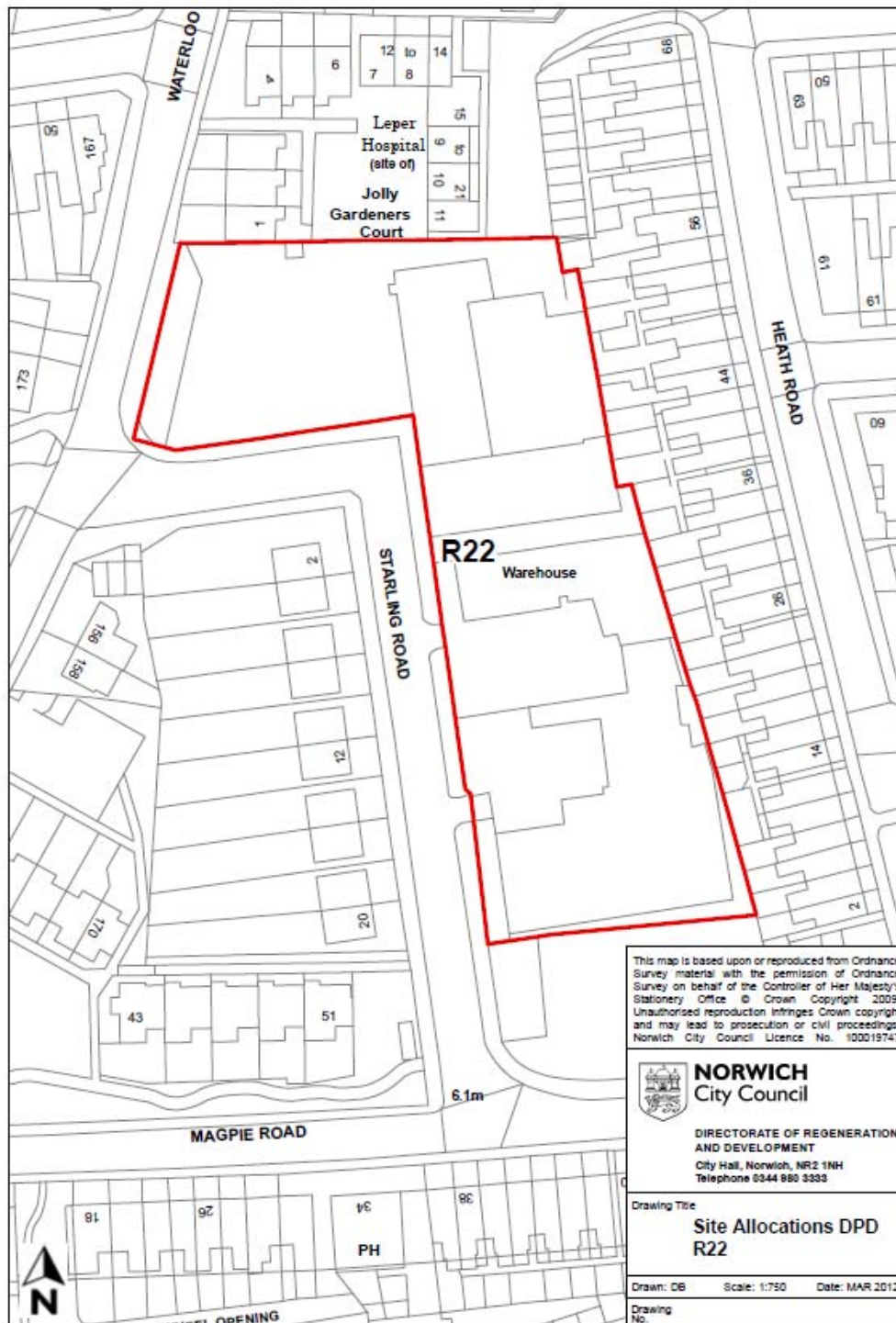
The site of 0.48 hectares is allocated for housing, to provide in the region of 45 dwellings.

Design of the development should ensure that:

- Street frontages are reinstated to Starling Road and Waterloo Road;
- Shared access points are provided to keep the number of access points to a minimum;
- Noise impact from remaining commercial uses and road traffic is mitigated. A noise assessment will be required.

A flood risk assessment and appropriate mitigation measures are required.

## Site Plan



## **R23: Land at Aylsham Road**

### **Description**

Most of this large 3.48 hectare site is backland space, adjoining the rear gardens of housing. Part of the site fronts Aylsham Road, between retail units and a Bingo Hall.

It is currently occupied by a range of industrial units, a former motor showroom and vehicle repair uses, with parts of the site vacant.

### **Explanatory Text**

Redevelopment presents the opportunity to regenerate the Aylsham Road area. It will strengthen the Aylsham Road district centre by providing additional retailing to meet everyday needs of an appropriate scale for a district centre on the Aylsham Road frontage of the site, up to a maximum size of 2,500 square metres (gross). In order to ensure that the new retail facilities support the role of the city centre as the main location for comparison goods retailing, a maximum of 300 square metres net of retail floorspace will be used for comparison goods sales.

As a highly accessible location on a bus rapid transit corridor, housing development, subject to site constraints, should be of medium to high density.

A comprehensive development brief for the site as a whole, including public consultation, should be produced by the developer of this site to inform future development proposals.

The development should be designed to minimise noise for residents from the Aylsham Road and from a retail development within the site. Design of the development should also protect the setting of the listed buildings (St Catherine's Church (grade II\*) and Hall (grade II)) opposite on Aylsham Road and the Mile Cross conservation area. The design should also take account of trees with preservation orders at 295-297 Aylsham Road and other landscape features within the site worthy of retention.

Vehicular access could be from the west or north side of the site and in overall site layout and design should rationalise the number of access points onto Aylsham Road and assess capacity from Arminghall Close to reduce impacts on highway safety within these areas. Pedestrian and cycle routes through the site should also be reviewed and existing links enhanced. Site layout of development should also have regard to potential wider development opportunities.

Since the site is over 1 hectare, a flood risk assessment and appropriate mitigation measures are required. Development should also take into account possible site contamination.

## **Deliverability**

The site is a significant enlargement to the 2004 Local Plan allocated extension to the district centre. Allocation of the site is supported by the owner and it is suitable and available for development within the plan period. The southern part of the site allocated through this plan, 297 Aylsham Road (1.29 hectares), has outline planning permission for 88 dwellings and 744 square metres of offices.

### **Policy R23: Land at Aylsham Road**

The site of 3.48 hectares is allocated for mixed use redevelopment.

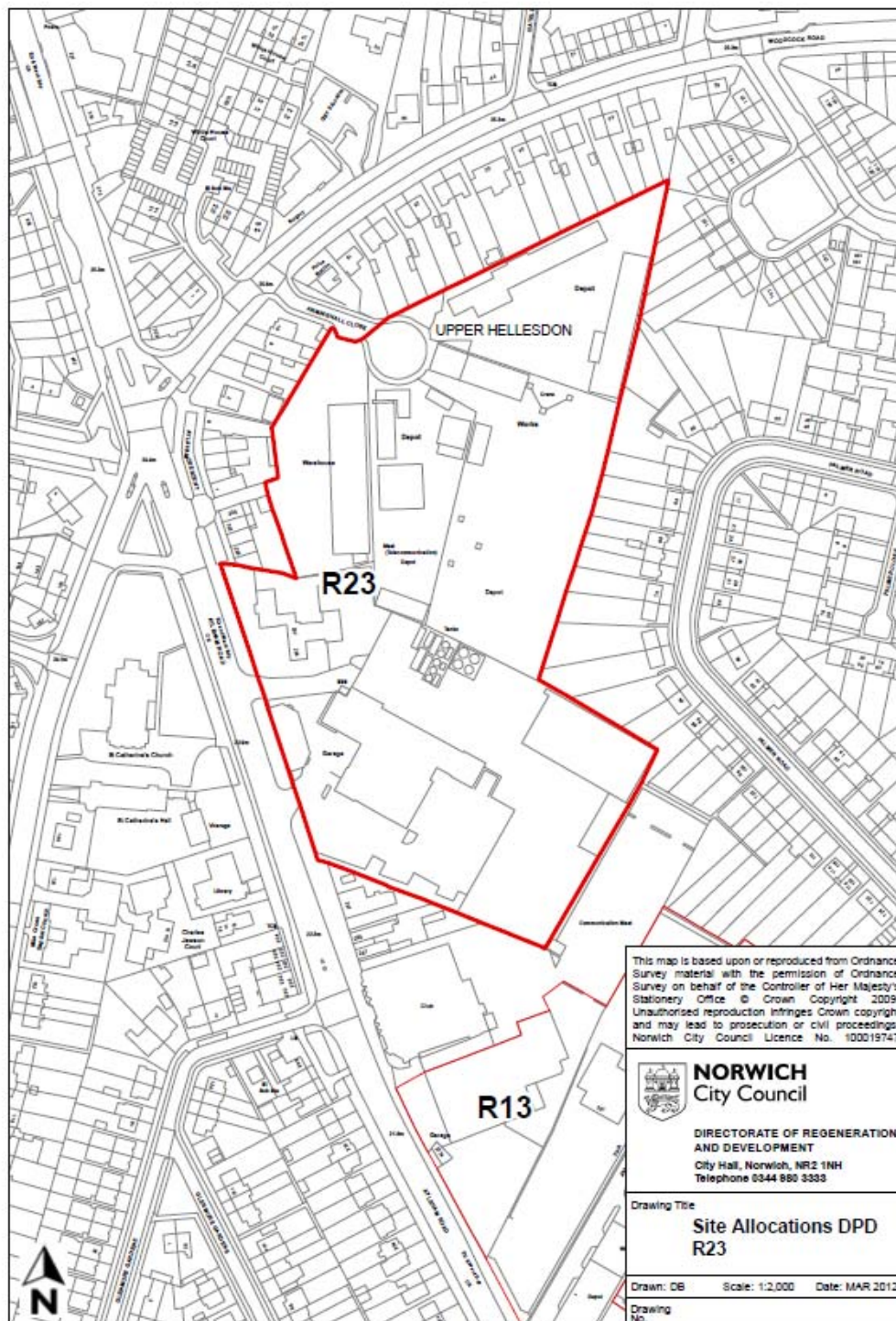
Development will:

- include retail provision on the street frontage, up to a maximum of 2,500 square metres (gross), with a maximum of 300 square metres (net) for comparison goods sales and appropriate parking provision;
- include housing development (in the region of 100 dwellings) in the north of the site;
- minimise impacts on setting of heritage assets;
- protect trees within the site and provide landscaping and site linkages;
- be designed to mitigate noise impact from the main road. A noise assessment will be required.

A development brief, taking account of the need to ensure adequate access and servicing arrangements, will be required for the site.



## Site Plan



## **R24: 165 - 187 Aylsham Road**

### **Description**

This industrial site is located in the north of the city and is 0.86 hectares in size. There is currently a warehouse on the north-west part of the site. The Aylsham Road Business Park, which includes a number of small business workshop units along with a house is central to the site and a hardstanding used for parking is in the eastern part of the site. The internal access road also provides access to a scrap yard and garages to the east of the allocation site.

The site is surrounded by a mixture of uses. To the east and west, on the opposite side of Aylsham Road, there are mainly two storey terraced houses. The site overlooks the surface car park of a Lidl supermarket to the north-west. Pointers Field open space is to the north-east of the site. There are a number of mature trees along the western and northern boundaries.

Aylsham Road is a busy radial road and with a mixture of business, retail and residential uses. There are local and district centres to the north on Aylsham Road, with uses in the area including shops, a pub, a library and a bingo hall.

### **Explanatory Text**

Development presents an opportunity to contribute to the regeneration of the Aylsham Road area through providing housing and employment units in an accessible location close to local services. Replacement small light industrial units will help modernise current business provision. Careful design will be needed to ensure compatibility between residential and commercial development within and adjoining the site.

Pointers Field is a relatively large but underused greenspace with a lack of natural surveillance. Providing housing fronting Pointers field will help to improve surveillance of the open space and create a safer environment.

A route through Pointers Field to Aylsham Road forms a local link in the cycle network. This development presents the opportunity to improve this route including a pedestrian cycle link between the open space and Aylsham Road as an integral part of the design of the scheme.

Given its location, this site has the potential for strategic impact on the inner and outer ring road, core bus routes and the bus rapid transit routes. Development of the site must facilitate and not prejudice implementation of these key Norwich Area Transport Strategy (NATS) measures. Design of the scheme has to take into account the access requirements of the scrap yard business and adjacent garages.



The development should retain and protect Tree Preservation Order and any other trees on the western and northern boundaries of the site and take into account the noise impact from the main road and commercial uses at the food store and scrap yard.

Development should also take into account possible site contamination.

### **Deliverability**

The site is suitable for and available for development. It is in two separate ownerships and is being actively promoted for development by both owners.

#### **Policy R24: 165 - 187 Aylsham Road**

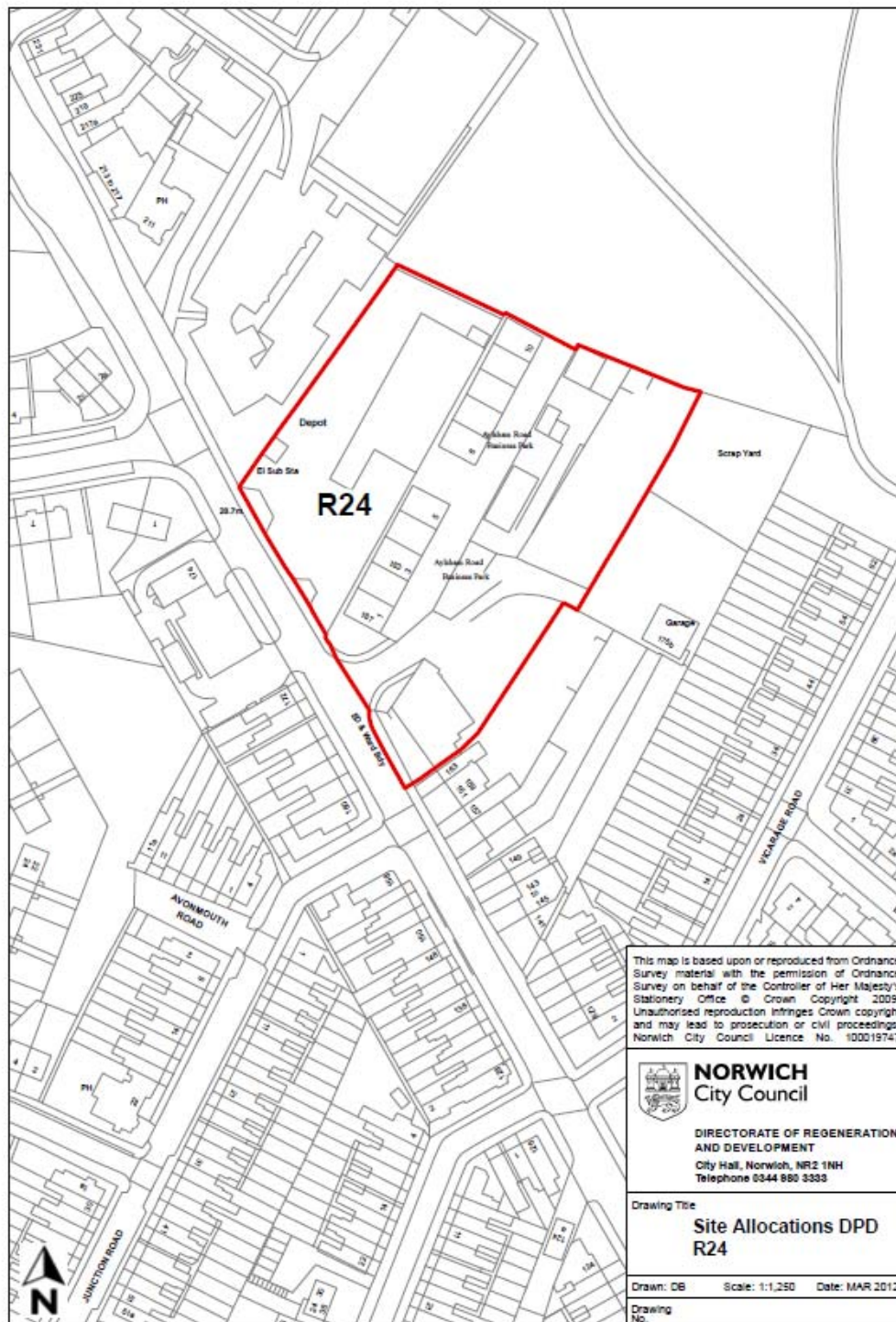
The site of 0.86 hectares is allocated for mixed use redevelopment to include:

- housing (in the region of 20 dwellings);
- starter/ small business units (B1 light Industrial) .

The development will be designed to:

- include a pedestrian and cycling link from Pointers field to Aylsham Road;
- mitigate the impact of noise from the main road and adjacent commercial for future residents;
- provide housing overlooking Pointers Field; and
- create a street frontage to Aylsham Road.

## Site Plan



## **R25: Former Pupil Referral Unit, Aylsham Road**

### **Description**

This site of 0.29 hectares is presently occupied by a single storey former school, most recently used as a pupil referral unit, and its grounds. The buildings are currently vacant. The site also includes neighbouring garages.

The Aylsham Road is to the west of the site, with housing on the other sides of the site. Bertie Road is at the rear of the site. Access to the adjoining garages is via Penn Grove to the south.

### **Explanatory Text**

Development of this site will bring a redundant County Council site back into use; housing development is suitable on this brownfield site located within a predominantly residential area.

Development should take account of the site's constraints which include access, noise from the road and trees on the front forecourt and within the site which are suitable for retention.

Given its location, this site has the potential for strategic impact on the inner and outer ring road, core bus routes and the bus rapid transit routes. Development of the site must facilitate and not prejudice implementation of these key Norwich Area Transportation Strategy (NATS) measures.

Direct access onto Aylsham Road should be avoided; limited access should be via Bertie Road. This might be limited in extent due to visibility issues and an assessment of use of this access will be required. Alternative access is also achievable from Penn Grove and use of this space will involve removal of garages and rationalisation of parking provision within part of this space. Consideration should be given to using part of this space for on site parking provision.

The Victorian school building has local significance and as such is considered to be a heritage asset of some conservation value. Therefore consideration should be given to its retention and conversion as part of comprehensive redevelopment of the site.

The site is allocated for housing development, to provide a minimum of 11 dwellings. The development should be designed to minimise noise for residents from the Aylsham Road. Design should take account of the trees to the front of the site and be positioned set back from the road to suit townscape arrangements of building lines.

### **Deliverability**

The site is a new allocation owned by Norfolk County Council and is suitable and available for development within the plan period.

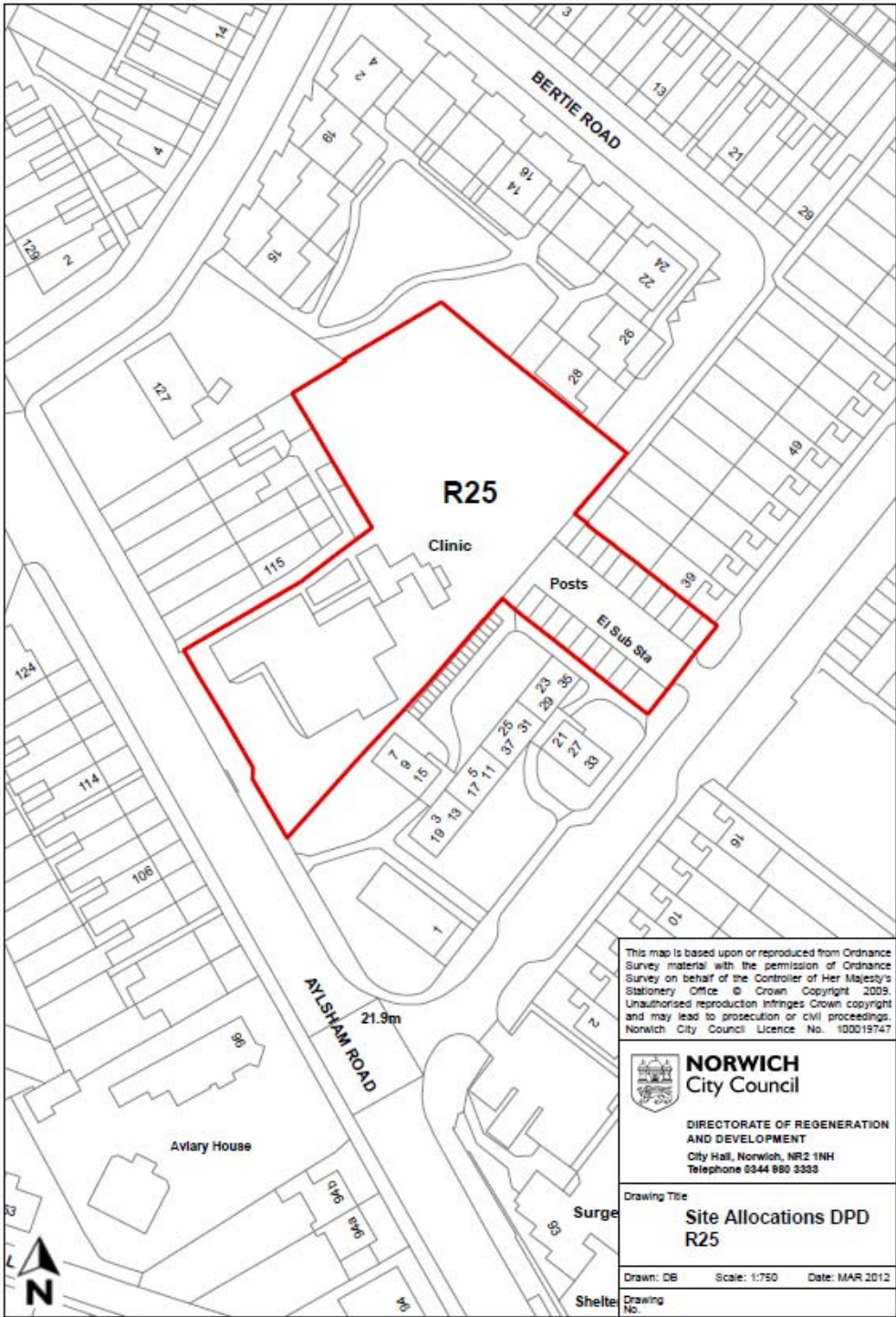
**Policy R25: Former Pupil Referral Unit, Aylsham Road**

The site of 0.29 hectares is allocated for housing development for a minimum of 11 dwellings.

The development will:

- Convert the Victorian school building for residential uses, if practicable, forming part of a comprehensive development of the site;
- Protect trees on site and enhance the landscape setting of the site; and
- Be designed to mitigate the impact of noise for future residents from the Aylsham Road.

Site Plan



## **R26: Land adjoining Lime Kiln Mews**

### **Description**

The site is located in the north-west of the city. It is 0.47 hectares in size, with a frontage to Drayton Road. It is on two levels with steep banks to the rear of the site rising up to the Aylsham Road. This site is currently derelict and has recently undergone treatment for Japanese knotweed and removal of some self seeded trees which had overgrown parts of the site.

The site is largely surrounded by housing, with new dwellings which range from two to three storeys to the south-west and east, as well as older dwellings to the north-west and north. The site is opposite Wensum Park to the south. There is woodland with protected trees above the site next to a car sales business on Aylsham Road to the north-east. This space links through into the site.

Drayton Road is a busy radial road and bus rapid transit corridor with a mix of residential and commercial uses. In recent years this part of Drayton Road has become increasingly dominated by housing. The site is close to the Wensum Valley and local services on Aylsham Road and at St Augustines local centre and Drayton Road district centre.

### **Explanatory text**

This brownfield site is in a sustainable location for housing or care home uses as it is in a mainly residential area with good access to public transport on the Drayton Road Bus Rapid Transport route and is close to local services and employment opportunities.

Design of the development, including densities, will need to take account of the site's topography. Whilst relatively low density family housing or care home buildings may be suitable, this does not preclude higher density development if it can be designed to fit in well with neighbouring housing.

The development must provide a frontage to Drayton Road, whilst ensuring that noise for future residents is minimised. The design of the development must also seek retain or replace existing trees on site and create a habitat link to the woodland above the site.

Access to the site should be from its south-east corner onto Drayton Road. A pedestrian crossing point will be required on Drayton Road linking to Wensum Park to improve site accessibility.

Ground conditions and contamination assessments and appropriate mitigation measures will be required.

## **Deliverability**

The site was allocated in the 2004 replacement local plan for 25 dwellings. However, specific on site constraints have prevented bringing this site forward. The submitted proposal for either housing or care home uses is seen to be a suitably flexible to enable development given the additional need for care uses within the Norwich area.

### **POLICY R26: Land adjoining Lime Kiln Mews, Drayton Road**

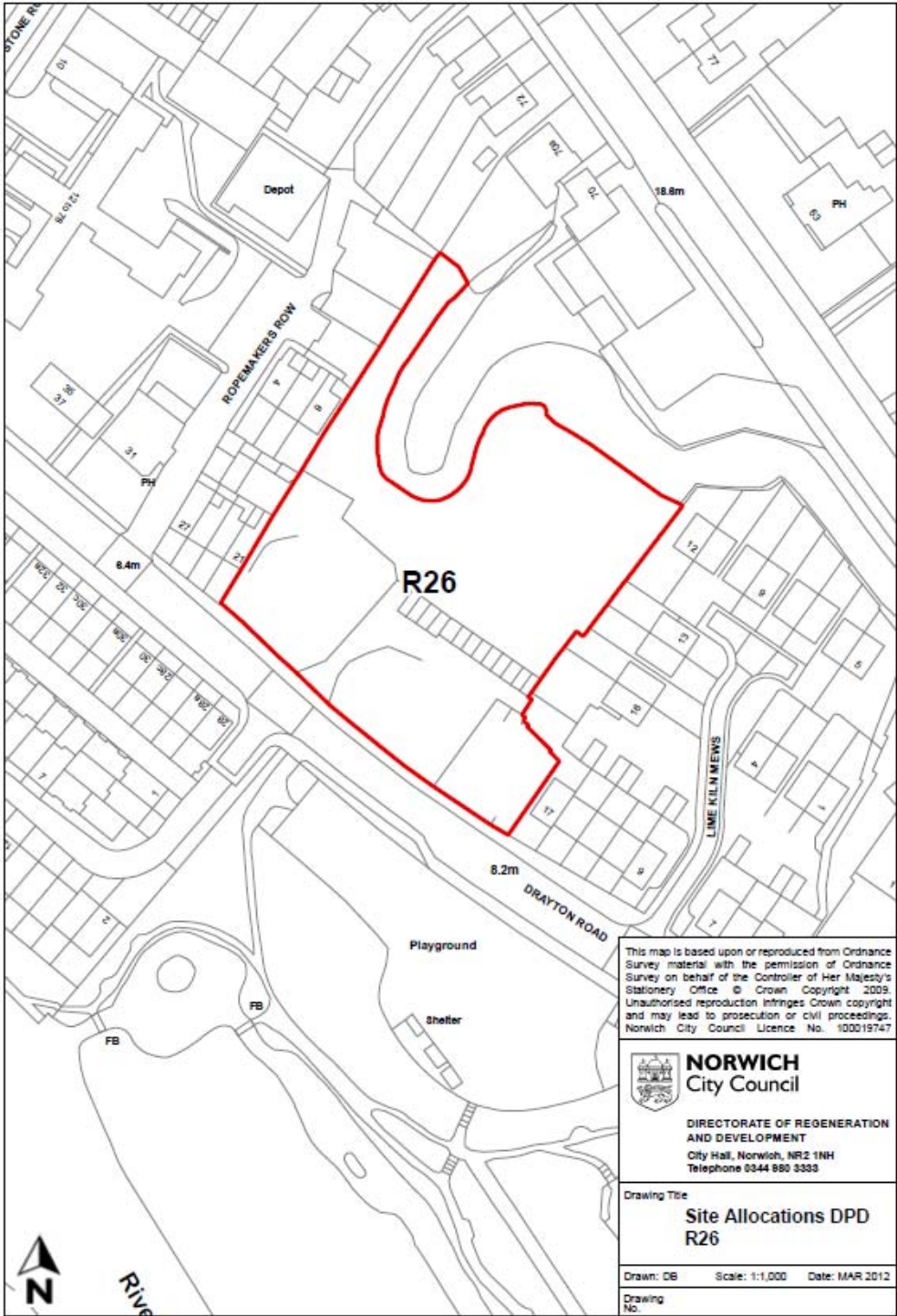
The site is allocated for either:

- housing development to provide in the region of 15 dwellings; or
- housing with care accommodation.

Additional on-street waiting restrictions and pedestrian crossing facilities will be provided as part of the scheme.



Site Plan





## **R27: 81-93 Drayton Road**

### **Description**

The site is located in the north-west of the city. It is mainly a backland site of 0.58 hectares with a frontage to Drayton Road and a link to Junction Road. The majority of the site is in use as a second hand car dealership, with the north-east corner used as a workshop. The site also includes council owned garages off Junction Road. The site levels rise significantly to Drayton Road to the north.

The site is mainly surrounded by residential uses. There are three/four storey residential flats and houses to the rear of the site and two-storey terraced houses either side of it on Drayton Road and on Press Lane to the north. Opposite the site, there are vehicle sales premises and industrial and retail warehouse units.

Drayton Road is a busy radial road and bus rapid transit corridor with a mix of residential and commercial uses. The site is close to Wensum Park and the Wensum valley and local services at Drayton Road district centre.

### **Explanatory Text**

This brownfield site is in a sustainable location in a mainly residential area with good access to public transport on the Drayton Road bus rapid transit route and is close to local services and employment opportunities.

The design of the development should reinstate the frontage to Drayton Road, whilst ensuring that noise for future residents is minimised. However, given the significant change in ground levels, building heights and massing should be designed to respect the amenity of neighbouring housing and to not create an overly dominant street frontage. Trees within and adjacent to the site should be taken account in the design of the scheme.

The preference for access to the site is from Junction Road. This would involve the removal of existing garages and the widening the existing access road. If this does not prove feasible, access could be gained directly from Drayton Road, though this would need to be carefully designed on this busy road with existing accesses opposite. In addition, a pedestrian crossing point will be required on Drayton Road. Pedestrian and cycle linkages through the site linking Drayton Road with Press Lane and Junction Road should be provided as part of the scheme.

Ground conditions and contamination assessments and appropriate mitigation measures will be required.

### **Deliverability**

A slightly smaller site was allocated in the replacement local plan for housing development of 25 dwellings. This larger site including council owned garages is promoted by its two landowners. The site is suitable and available for development.

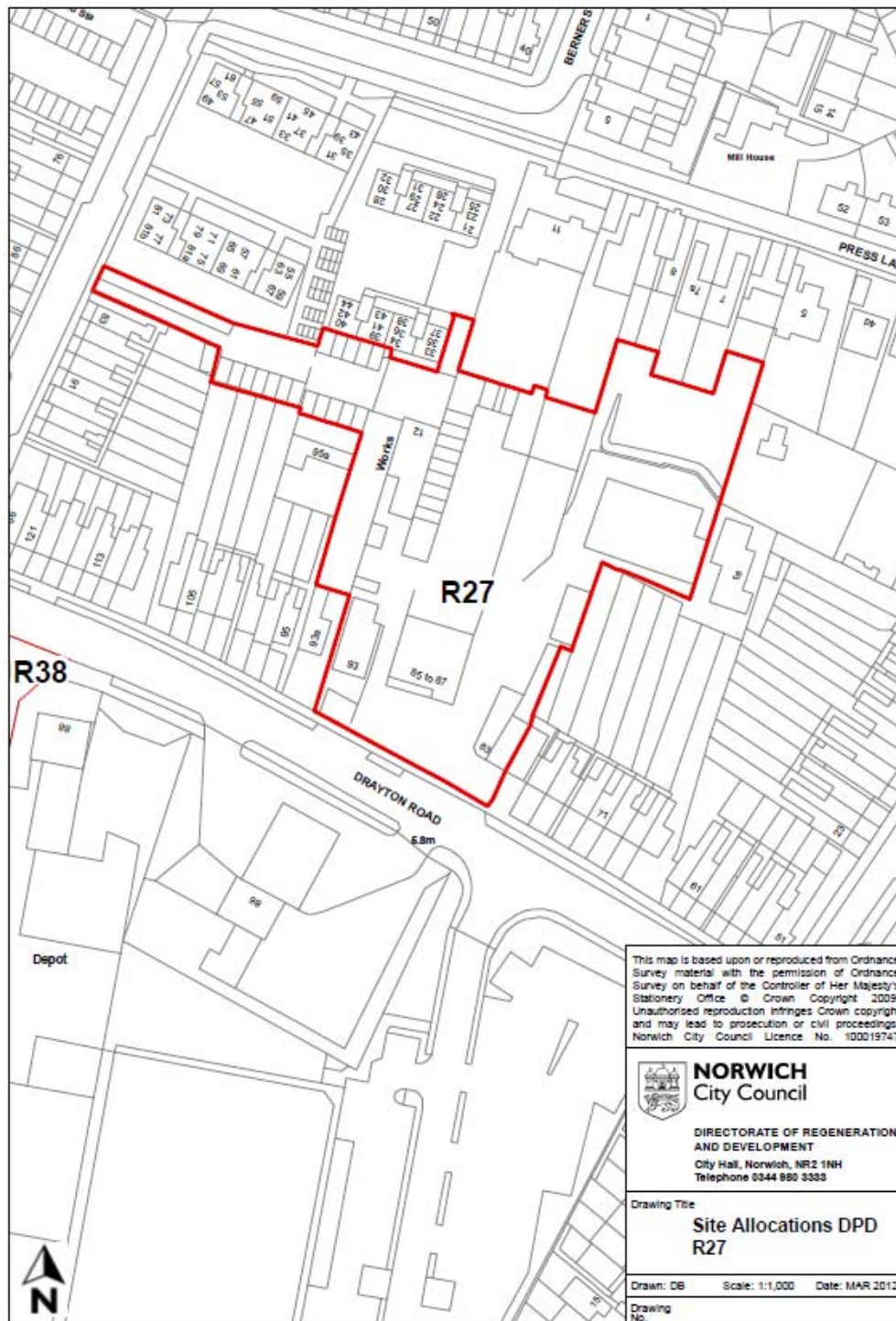
**POLICY R27: Land at 81-93 Drayton Road (including the garage site off Junction Road)**

The site is allocated for housing development, to provide in the region of 30 dwellings.

The development will:

- Provide an additional pedestrian crossing point on Drayton Road and pedestrian and cycle linkages through the site linking Drayton Road with Press Lane and Junction Road;
- Retain or replace trees on or near to the site;
- Be designed to take account of the levels within and around the site and the consequent impact of development proposals on the character and appearance of the area and the living conditions of neighbouring residents; and
- Be designed to minimise noise for future residents from traffic on Drayton Road. A noise assessment will be required.

## Site Plan



## **R28: Site north of Raynham Street**

### **Description**

This site is located in the western part of the city and is one hectare in size. It consists of single storey warehouse and depot buildings and concrete hardstanding in use for storage and distribution.

The site is located at the north-western end of City Trading Estate, adjacent to housing to the south and west, open space to the north and the an employment area to the east. The Dolphin Path is to the west of the site and the Riverside Walk and River Wensum to the north. There are mature trees, some with tree preservation orders, and hedges on the boundaries of the site.

The site is accessed by Raynham Street off Heigham Road, a busy radial road with a mixture of business and residential uses. There is open space, part of the Wensum valley, to the north of the site, including the Railway Path pedestrian/cycle route to the north of the River Wensum.

### **Explanatory Text**

The site is designated in the 2004 Replacement Local Plan for employment uses. Re-allocation of the site for housing provides the opportunity to improve the currently unattractive strategic Dolphin Path pedestrian and cycle link. Although development of this site for housing would lead to loss of employment land in the City Trading Estate, this loss would be outweighed by the benefits of the development. However, access constraints would have to be overcome to enable development.

This link is part of the orange route of the strategic cycle network, linking the south and north of the city. It is also an important access to the Railway Path, part of National Cycle Route 1. This route provides excellent access to both the city centre and to the open countryside via the Wensum valley. The Wensum valley is identified in Joint Core Strategy policy 1 as a sub-regional green infrastructure corridor.

Development is therefore required to both improve the Dolphin Path itself and to be designed to create an active frontage to the path, to provide surveillance and improve its setting, enabling the path to better fulfil its strategic function.

The development will also be required to improve the Riverside Walk north of the site and to be landscaped to reflect its setting adjacent to green spaces in the Wensum valley. The presence of trees in and around the site will have to be taken account of in the design of the development. Development should also take into account the adjacent County Wildlife Site and should be designed to protect and enhance biodiversity.

The design and scale of development should respect the setting of the adjacent Dolphin Inn, a seventeenth century listed building.

Access from Raynham Street is a major constraint. Therefore the development will be required to make junction improvements to the Raynham Street and Heigham Street junction and the width improvements on Raynham Street. It is also possible that the access to the site could be made via the Dolphin Path with a shared surface road.

The site is partially in Flood Zone 2 and is 1 hectare in size. Therefore a flood risk assessment is required for this site and appropriate mitigation measures must be provided as part of the development.

The proximity to the existing employment area means that the new housing development should be well screened to minimise noise impact. Since the site may have been subject to contamination, a survey will have to be done to inform the design of development. An archaeological survey should be carried out as this site is within the area of main archaeological interest.

### **Deliverability**

The site is in a single ownership and being actively promoted for development. It is suitable and available for development within the plan period.

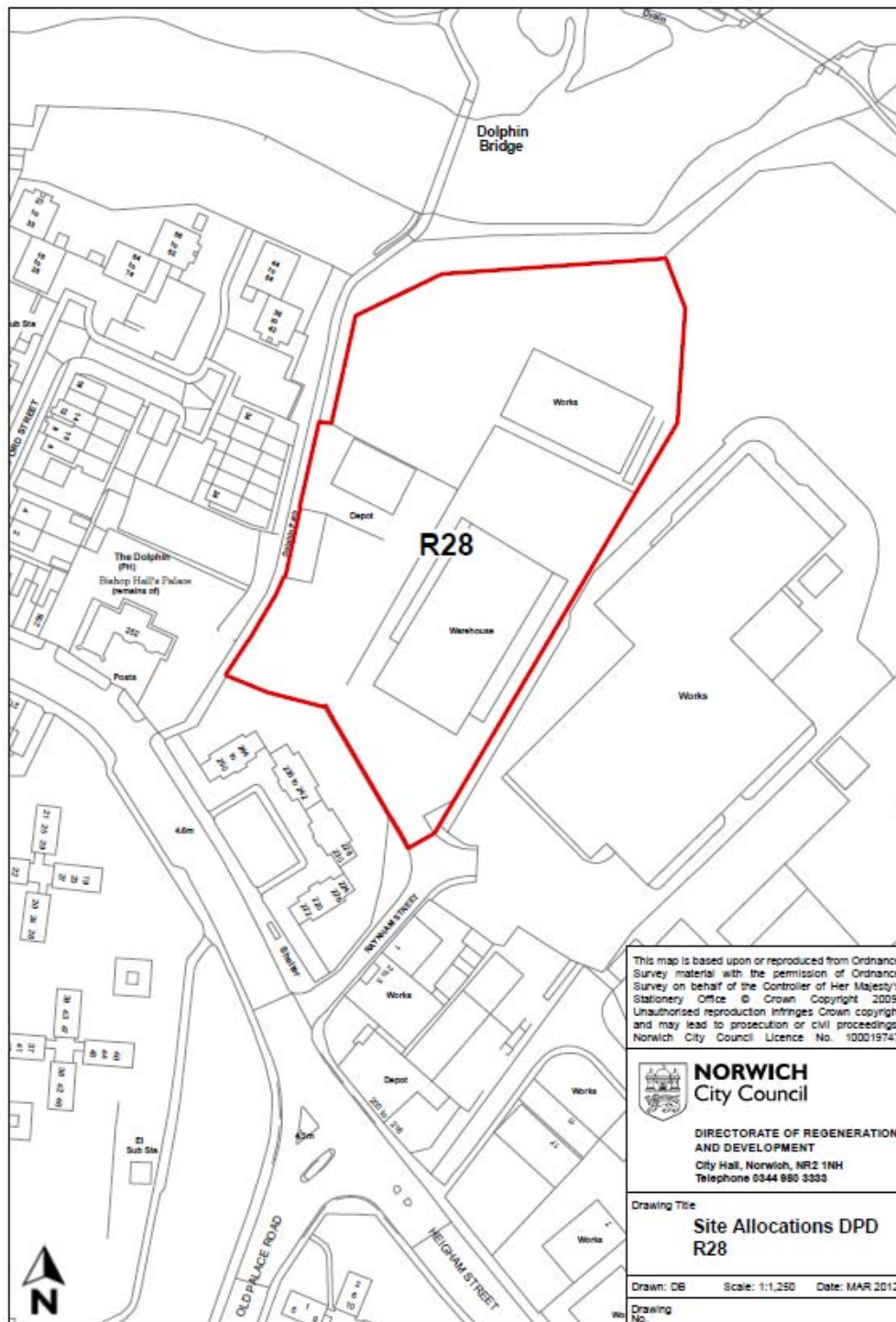
#### **Policy R28: Site north of Raynham Street**

The site of 1 hectare is allocated for housing development (40 dwellings minimum), subject to the provision of an acceptable and safe access to the site.

The development will be designed to:

- enhance the setting of neighbouring green spaces and paths;
- mitigate the impact of noise for future residents from the existing employment area;
- respect the setting of the neighbouring listed buildings;
- protect trees on or near the site, including preserved trees;
- enhance biodiversity.

## Site Plan



## **R29: Goldsmith Street**

### **Description**

This brownfield site of 1.2 hectares was formerly used for light industry and housing, but demolition has recently taken place. The site is located in a densely developed residential area and is largely surrounded by a mixture of terraced houses and flats, with a church to the north-east and an open space to the south-east.

### **Explanatory Text**

The site provides the opportunity for development of new housing on a brownfield site within a predominantly residential area. The site has excellent access to jobs and services in the city centre and neighbouring shopping facilities at Distillery Square district centre on Dereham Road.

The site provides the opportunity to enhance pedestrian and cycle access between the district centre, the Midland Road open space and Old Palace Road, providing links to the inner circle cycle route and local routes as an integral part of the development.

An assessment of on-site trees has been undertaken which identifies those which should be retained. Given the site density requirement, the development should aim to achieve improvements to adjacent green spaces as part of any scheme.

Prior to development, assessment and remediation of any possible contamination and ground conditions should take place. Since part of the site is in Flood Risk Zone 2 and the site is over 1 hectare in size, a flood risk assessment will be required. An archaeological assessment will also be required.

Vehicular access to the development should be from Goldsmith Street, Greyhound Opening and Haslips Close. Design of the scheme will require a review of controlled parking zones to enable high density development within this area and will require an additional designation to cope with revised on street parking arrangements.

The site has been the subject of a design competition. A design brief, available on request, has been produced providing additional information on site constraints and opportunities. The scheme should follow the design guide and competition outcomes to provide an enhancement of the design quality of the area. Layout and built form should be designed to respect the amenity and access arrangements of other residents within the area.

## **Deliverability**

Two smaller parts of the area were allocated in the Replacement Local Plan for housing. This enlarged site, suitable for a comprehensive housing scheme, is available for development.

### **Policy R29: Goldsmith Street**

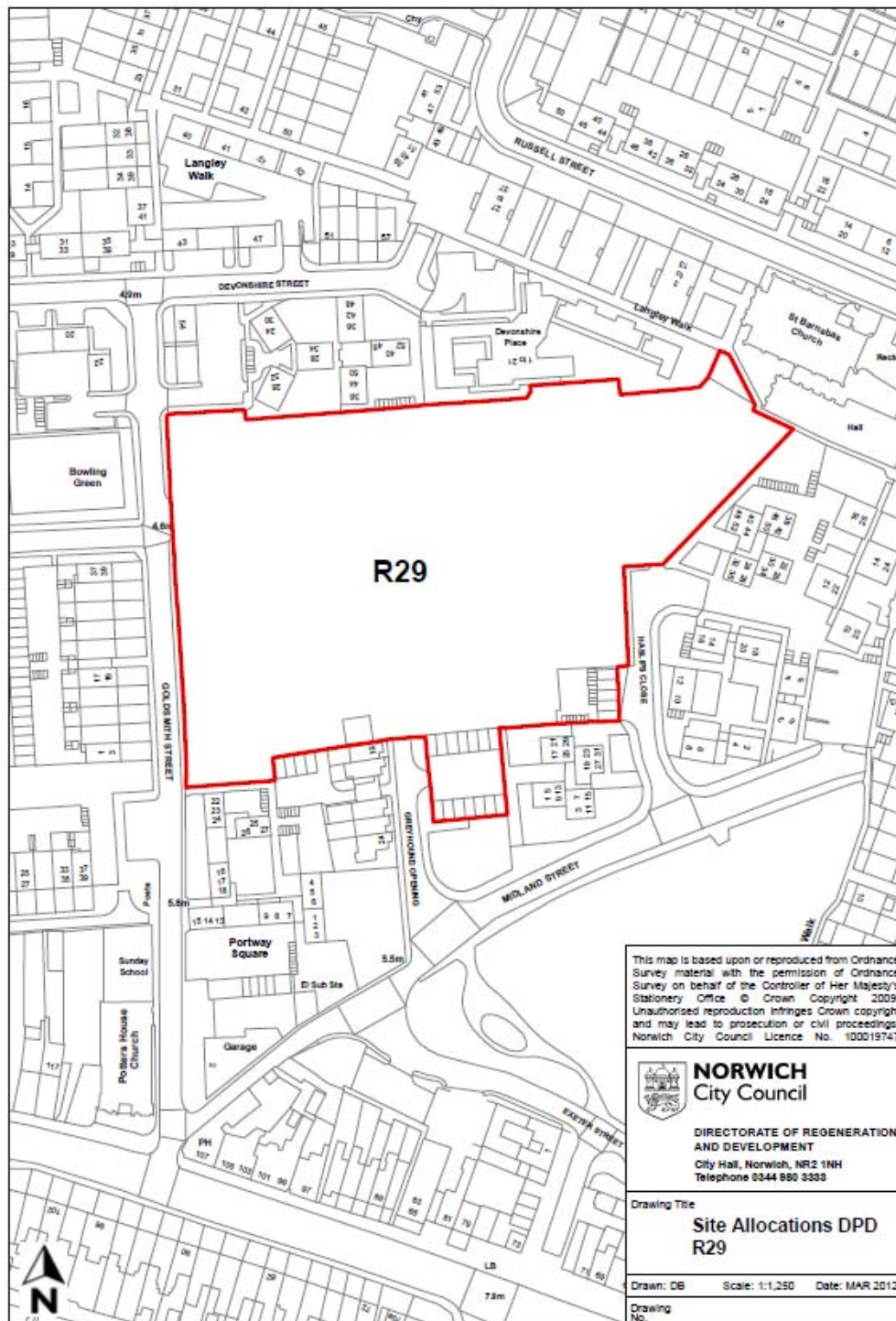
The site (1.2 hectares) is allocated for housing for approximately 100 dwellings.

The development will:

- include a pedestrian/cycle route as an integral part of its design to provide links between Midland Road open space and Old Palace Road;
- contribute to improvements to the neighbouring open space;
- be well designed in line with its design guide.



## Site Plan



## **R30: 231- 243 Heigham Street**

### **Description**

The site is located in the west of the city and is 0.36 hectares in size. The site is currently used for caravan sales and repairs and other small scale businesses.

The site is surrounded by housing to the south, east and west, including terraced houses, flats and a recently completed residential development. Heigham Street is to the north of the site and there is housing, a plant hire business and the historic Gibraltar Gardens pub opposite the site. There is a notable change in levels within the site to the south fronting Dolphin Grove.

Heigham Street is a busy radial road with a mixture of business and residential frontages, including the City Trading Estate employment area further to the east of the site. The Wensum valley north of Heigham Street is an important environmental asset and connects to the wider green link network.

### **Explanatory text**

Allocation of this site will help deliver housing development in a sustainable location with good public transport close to employment areas and local services, including the Drayton Road district centre.

Design of the development must take into account the need to protect and enhance the setting of the grade II fifteenth century listed Gibraltar Gardens pub building opposite the site. Design must also address the need to minimise noise for future residents from Heigham Street, whilst creating an active street frontage, and providing enhancements with landscape features running through the site and along Heigham Street. Given the prominent location of the site on the road the development needs to address the street frontage, potentially through street tree planting.

The design should also take account of the need to ensure that no habitable rooms overlook the electrical sub-station to the site's south and the need for a pedestrian and cycle route across the site to link Heigham Street to Dolphin Grove. Means to avoid or minimise any overlooking from the apartments at the elevated position in Dolphin Grove should be considered in the site's layout. Trees on neighbouring sites must also be protected.

Access arrangements should be reviewed with a view to minimising access points onto Heigham Street and rationalising vehicle access and servicing points. Some vehicle access from Dolphin Grove should be investigated as part of redevelopment of the site, although this should not be considered the only solution, and would need to account for change in levels. The scheme should also allow for the reinstatement of pavements along Heigham Street where access is revised.

As the site is within the area of main archaeological interest an archaeological assessment is required prior to development. Demolition of existing buildings on site will be necessary. Contamination and flood risk assessments and any necessary mitigation measures will be required.

### **Deliverability**

The land is owned by two different parties, both of whom have indicated that this land will be available for development in the plan period. Therefore the site is suitable and available for development.

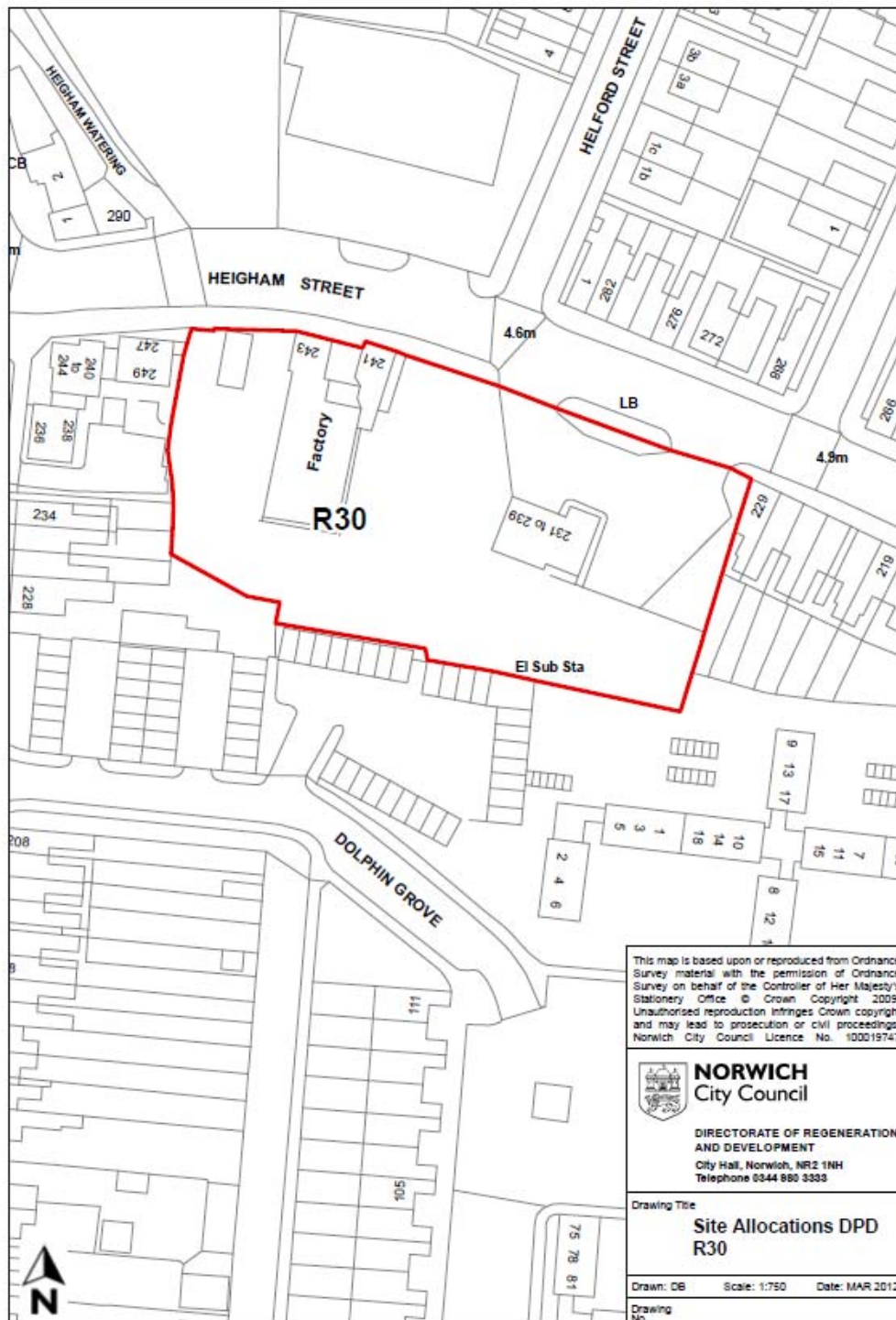
### **POLICY R30: 231-243 Heigham Street**

The site at 231-243 Heigham Street is allocated for housing development. In the region of 25 dwellings will be provided, including a balanced mix of family housing.

The development will:

- Provide a pedestrian cycle route across the site to link Heigham Street to Dolphin Grove;
- Rationalise access arrangements;
- Be designed to mitigate the impact of the neighbouring development and the impact of road noise on residents. A noise assessment will be required; and
- Be well landscaped, protecting neighbouring trees and providing street trees on the Heigham Road frontage.

## Site Plan



## **R31: Two sites at Hurricane Way, Airport Industrial Estate**

### **Description**

The two sites allocated for employment use are located in Hurricane Way. Site A, the western site, is 0.26 hectares in size and site B, the eastern site, is 2.03 hectares. Both sites have been cleared and a recent permission has been granted for the smaller site for surface storage uses and placement of containers.

These sites are on the south side of Hurricane Way, adjoining the Airport Industrial Estate to the north. To the south of the sites there are recently developed residential areas which are accessed from Fifers Lane. Site A borders the woodland to its west. There are protected trees within both sites.

### **Explanatory text**

Buildings on these two sites, used by the Ministry of Defence and more recently for student accommodation by the University of East Anglia, were demolished in 2008.

The Airport Industrial Estate is located to the north and adjoining parts of the earlier defence site now form part of the industrial estate. The remainder of the former student accommodation has been developed for housing. Development will help provide more opportunities for small and start-up businesses (units below 1,500 square metres).

The development will have to address specific on site constraints relating to its former uses and location. A contamination assessment will be necessary. Since the eastern site is over 1 hectare in size a flood risk assessment is required and appropriate mitigation measures, including sustainable drainage, must be provided as part of the development.

Design of the development at site A must take account of its location neighbouring woodland. The design of sites A and B must also take account of trees on site.

Both the design and uses of the sites must avoid any potential noise or amenity conflicts with housing to the south and south-west of the sites. Therefore light industrial and small business uses are promoted and landscaped buffers must be provided to existing residential development. Dependent on production of a masterplan, residential development may be suitable on the southern part of site B.

Vehicular access to the development sites for employment uses will be from Hurricane Way. A bus route and an improved pedestrian and cycle route will be provided through site B by the developer and will link Hurricane Way to the northern end of Heyford Road, most likely on the sites eastern boundary. The cycle route will be part of the yellow route of the strategic cycle network. The development should be designed to provide surveillance of this route to ensure it will be safe.

## **Deliverability**

The site is in city council ownership. It is suitable and available for development within the plan period.

### **POLICY R31: Two sites at Hurricane Way, Airport Industrial Estate**

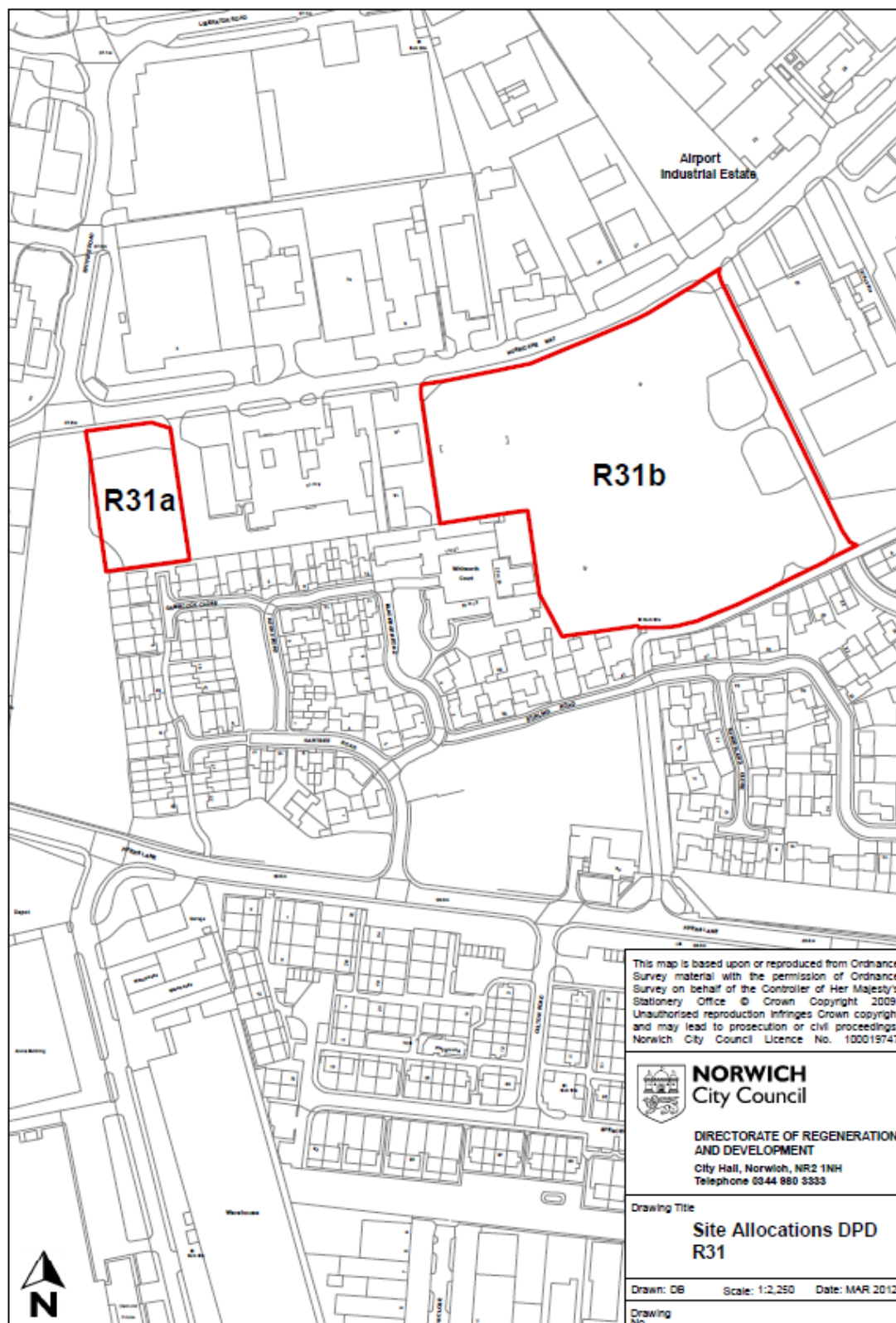
Two sites at Hurricane Way (as identified on the proposals map as site A and site B) are allocated for light industrial development and/or for small business uses. Housing development will be acceptable on the southern part of site B where this is needed to fund regeneration in accordance with an agreed masterplan. These uses must not be significantly detrimental to the amenity of adjoining neighbouring residential occupiers. A noise assessment will be required.

Following implementation of an approved development, any employment element on this site will be considered as part of the Airport Industrial Estate and protected under Policy DM 16.

The proposed development will:

- deliver a north-south pedestrian and cycle link via site B;
- deliver a bus link from Hurricane Way to Heyford Road via site B;
- ensure protection of trees on site.

## Site Plan





## **R32: The Paddocks, Holt Road**

### **Description**

This 4.57 hectare site comprises an area of open land situated between the airport operational area and the A140 Holt Road. Much of the site is grazing land but part toward its southern end has been in low-key sporadic use in recent years for storage of materials and commercial vehicle parking. There is low density housing along the road frontage on the opposite side of Holt Road, in Broadland district, to the west and airport operational buildings on Gambling Close to the east. The site is partly screened by a line of hedge/trees fronting Holt Road.

### **Explanatory text**

This site is allocated for airport operational uses as the further development of Norwich Airport, important to economic development locally, is supported by the Joint Core Strategy.

The government requires licensed airports to set out their future development proposals by preparing a masterplan. Consequently, it is expected that the need for this site for operational uses to enable further airport expansion will be investigated fully through the preparation of a masterplan which will be produced by the airport.

The masterplan should incorporate a surface access strategy for the airport as a whole and this should include a comprehensive travel plan for the existing operations on site.

In advance of a masterplan, development proposals which come forward for this site (as for other sites within the airport boundary) would need to be accompanied by an assessment clearly setting out the relationship of the proposed development with the overall strategy for the airport in the context of future airport growth and development needs.

For highway safety reasons, access to the site must be from Gambling Close rather than directly from Holt Road. The development's design and uses must take account of the amenity of the residents of the housing on the opposite side of Holt Road.

A noise impact assessment is likely to be required for any operational uses proposed. Development on this land will require additional screening with landscape features to site boundaries facing towards Holt Road.

As the site is more than 1 hectare in size, a flood risk assessment is required.

### **Deliverability**

The site is suitable and available for development within the plan period.



The owner of the site proposed it for an employment allocation. Given the potential strategic importance of the site for the expansion of airport operational needs and the availability of alternative employment sites locally, the site is allocated for airport uses, subject to masterplanning.

### **Policy R32: The Paddocks, Holt Road – Airport extension**

The Paddocks, Holt Road, is allocated for airport operational uses, subject to the need for this land for operational purposes to enable the further expansion of the airport being investigated, and adequately demonstrated, through the development of a masterplan (or equivalent) for the airport, including a surface access strategy and Travel Plan.

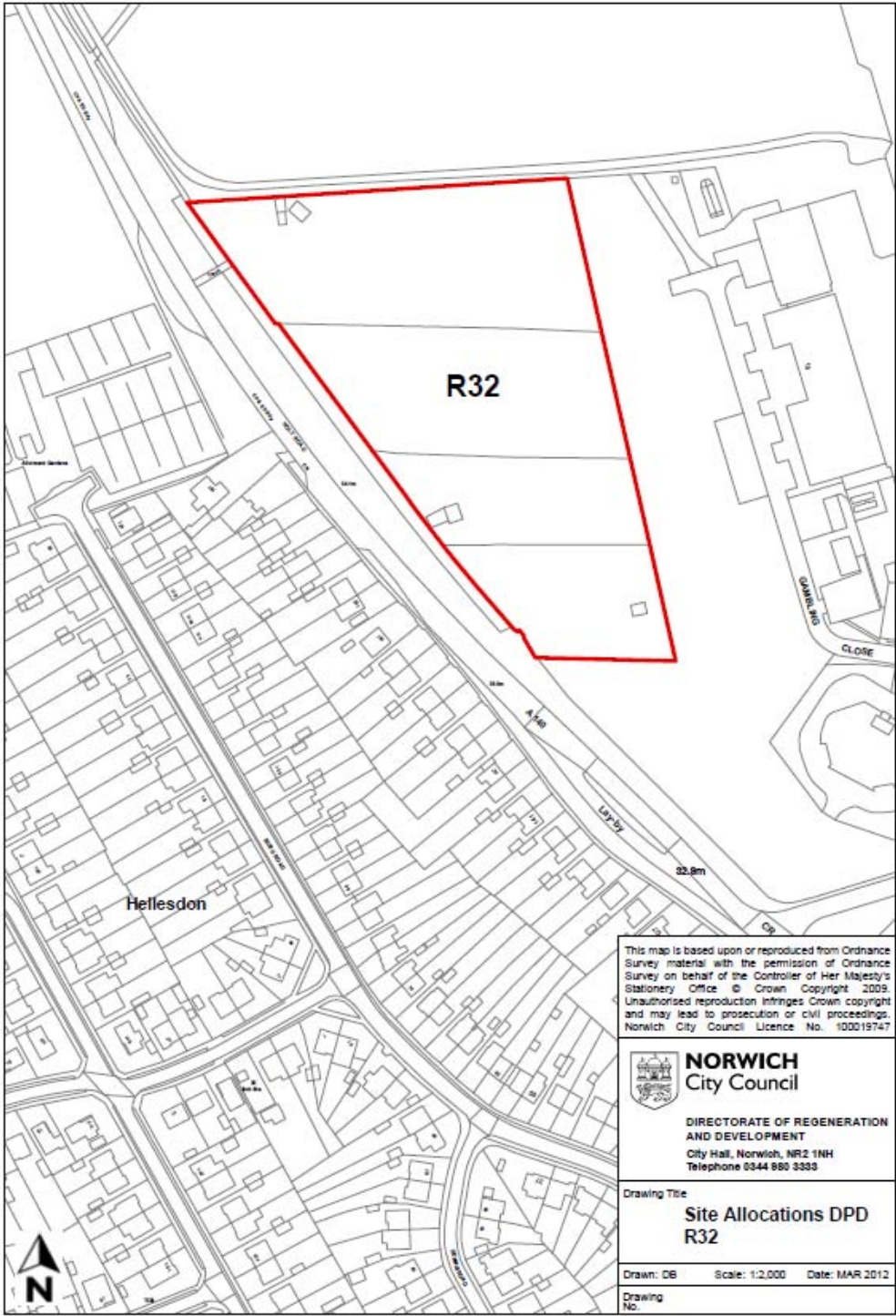
Proposals for development in advance of the masterplan should be accompanied by an assessment clearly setting out the relationship of the proposed development with the overall strategy for the airport in the context of future airport growth and development needs.

Development for purposes unrelated to airport operations will only be accepted where the masterplan demonstrates conclusively that the land will not be required for operational purposes during the plan period.

Development will:

- Provide vehicular access to the site only from Gambling Close;
- Provide appropriately for servicing, parking and other transportation requirements in accordance with the airport masterplan, surface access strategy and agreed travel plan, taking account of the need to promote sustainable transport in accordance with DM policy DM28;
- Demonstrate (through a noise impact assessment) that appropriate account has been taken of the potential impacts of noise from existing and proposed airport operations and noise generation from the development itself, in accordance with DM policy DM11;
- Incorporate suitable boundary treatment, screening to the Holt Road frontage and mitigation measures to reduce the impact of the development on the outlook and living conditions of adjoining and nearby residents, in accordance with DM policies DM2 and DM3.

Site plan



## **R33 Heigham Water Treatment Works, Waterworks Road**

### **Description**

The site is part of Heigham Water Treatment Works at Waterworks Road and is 5 hectares in size. The site comprises of redundant filter beds and a number of historic industrial buildings in a landscaped setting on the east of the site which have been converted into employment uses. The site also has an attractive boundary wall running along Waterworks Road which defines the space of the treatment works.

The site is within the Wensum valley, with the river to the north and Waterworks Road to the south. The remaining part of the water treatment works is to the west and there is a recent housing development to the east. Waterworks Road is an area with a mixture of uses including residential and with predominantly industrial uses opposite the site. It is a secondary route which connects two key radial roads.

### **Explanatory text**

This part of the water treatment works is identified as surplus to Anglian Water's operational needs and is planned to be decommissioned. Use of the site for housing will help to meet housing need in an accessible location, and will enable the creation of a high quality open space along the river with public access.

The majority of the site is within flood zone 2, whilst a small part of the site is in flood zone 3a. A site specific flood risk assessment will need to be completed prior to the planning application stage. The area falling within flood zone 3a must not be developed for housing; instead, it should be included in the landscaping and open space provision. Since the site is over 1 hectare, a flood risk assessment is required and appropriate mitigation measures should be provided as part of the development.

Development of the site will only be possible subsequent to decommissioning and will require consultation with the Health and Safety Executive. Development should take into account possible site contamination.

This site is a regionally important "industrial garden", as identified by the Norfolk Historic Gardens Survey. An archaeological survey is required before any development takes place and the design of the development should seek to retain the special characteristics of the site. Since three buildings on site, Eastgate House, Pump House 1 and Pump House 2, are on the proposed local list, these should be retained for small business uses or converted to residential uses.

The site is an environmental asset due to its river valley location and being part of the green infrastructure network. Biodiversity therefore should be assessed, protected and enhanced as part of the development by providing a green open space along the river, with a riverside walk, retaining mature trees on the river

frontage as far as possible. The route should link to the local cycle route across the Wensum valley to the west of the site.

Since the site is also within 200 metres of the Site of Special Scientific Interest at Sweet Briar Road Meadow, environmental effects will need to be screened to assess the likelihood of them being significant before or as part of any development proposal under the Environmental Impact Assessment Regulations.

Access will be from the current access to the east of the site and internal roadways designed to limit impact on the valley setting.

This site lies adjacent to the River Wensum. A written consent from the Environment Agency is required for proposed works or structures, in, under, over or within 9 metres of the top of the bank of a designated 'main river'. It is recommended that developers engage in early discussions with the Environment Agency.

### **Deliverability**

The site is actively promoted by the landowner and there is a reasonable prospect that the site will be delivered during the plan period. The site is suitable (with necessary mitigation measures identified above) and available for development.

### **POLICY R33: Heigham Water Treatment Works, Waterworks Road**

The site is allocated for housing led mixed use development with a potential to include a number of small industrial/business units, subject to the decommissioning of the site and the revocation or variation of the hazardous substance consent such that the alternative use of the site is considered unlikely to result in unacceptable risk to human health or the environment.

A minimum of 150 dwellings will be provided, depending on the appropriate mitigation measures being undertaken, including the provision of adequate access to the site.

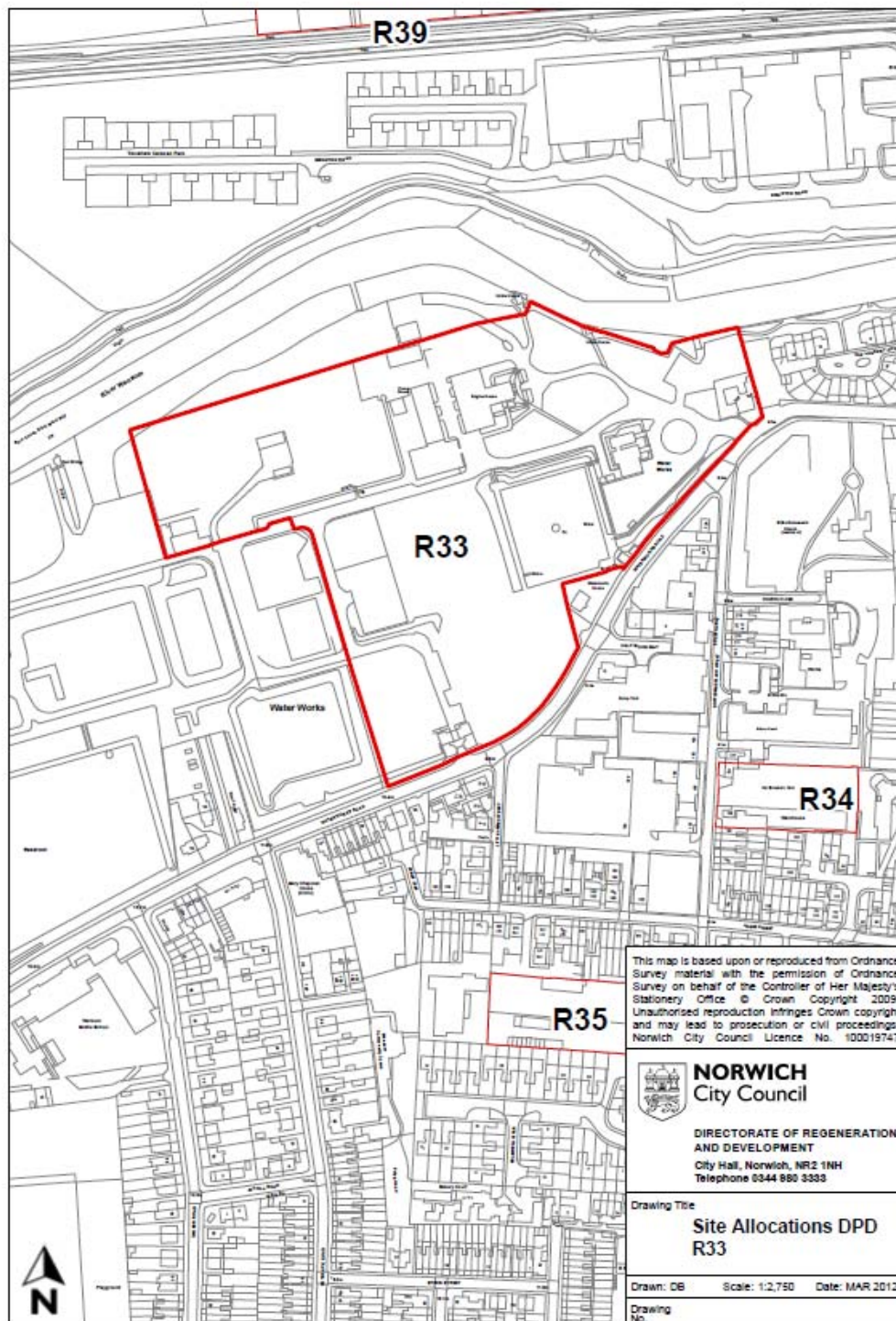
The land adjoining the River Wensum will include a public open space with a publicly accessible riverside walk.

The development will be designed to promote biodiversity, including the protection of trees.

Locally listed buildings will be retained for business uses and/or residential uses and the boundary wall and other identified heritage assets will be protected.

An archaeology site brief will be required.

## Site Plan



## **R35: 120-130 Northumberland Street**

### **Description**

The site is located in the west part of the city and is 0.46 hectares in size. The site currently comprises a disused house and its front curtilage fronting Northumberland Street, with a motor scrap yard and builder's yard to the rear. There are several mature trees on site. There is a residential institution to the west of the site. Nelson Infant School is to the east on the opposite side the road. There is an electricity sub station to the south of the site.

This part of Northumberland Street is predominantly a residential area with two storey terraced houses, whilst the north part of the street towards Waterworks Road also contains employment uses.

### **Explanatory text**

The site is an accessible location for housing close to local services and public transport. Development of the site will help to enhance the residential character of Northumberland Street, reinstating a housing frontage.

Access will be taken from Northumberland Street, and options for through routes reviewed which could link up to Armes Street. Any link should be a home zone, landscaped and designed to slow traffic and prevent rat running. This should be combined with providing a cycle and pedestrian link between Armes Street and Bramfield Close. Design of the development must also take account of the presence of an electrical sub station on Bramfield Close to the south and the residential institution to the west, through suitable orientation of buildings and avoiding other amenity impacts to existing residential properties, possibly using planting for screening.

Design should also reinstate a street frontage.

Prior to development an assessment of on-site trees should be made and thereafter protected and incorporated into any new development as appropriate. Any scheme will benefit from additional landscaping running through the site to improve appearance and site linkages. Specific on-site constraints relating to its current uses will need to be addressed, requiring the undertaking of a contamination assessment and demolition of existing buildings.

### **Deliverability**

The site was previously allocated in the Replacement Local Plan for 30 dwellings. The site is in two ownerships and it is important that both parts of the site are developed

together to enable a comprehensive scheme. The owners of the site are actively promoting the site and intend to develop it within the plan period.

**POLICY R35: 120-130 Northumberland Street**

The site at 120-130 Northumberland Street is allocated for housing development of approximately 30 dwellings.

The development will:

- provide a cycle and pedestrian link between Armes Street and ~~Bramfield Close~~ Northumberland Street;
- assess and protect on site trees;
- provide an appropriate landscaping scheme; and
- assess amenity impacts and provide high quality design in keeping with heights of buildings adjacent to the site.



## 270





### **R36: Site at former Earl of Leicester Public House, 238 Dereham Road**

#### **Description**

The former public house on this site of 0.14 hectares was demolished in 2005 and the site has been vacant since.

This site is at the busy junction of the A 1074 Dereham Road and Bowthorpe Roads, with housing to its north and west. Earlham Cemetery, a significant open space, historic park and County Wildlife Site, is opposite to its south.

#### **Explanatory Text**

Development of this brownfield site will enable new housing to be provided in a sustainable location in a mainly residential area on the Dereham Road bus rapid transit route.

Design of the development should have regard to the prominent position in the townscape at this busy junction. It must be designed to make best use of this triangular site, have safe access at a major road junction, maximise private amenity space and must minimise road traffic noise for future residents.

Given the sites proximity to the neighbouring Earlham Cemetery it must also enhance the setting of this space, which is part of a green corridor identified in the Green Infrastructure Delivery Plan and provides local cycle routes. .

Vehicular access should be from Bowthorpe Road in the southwest corner of the site.

#### **Deliverability**

The site is a new allocation and is suitable and available for development within the plan period. This site currently has planning permission for 12 housing units.

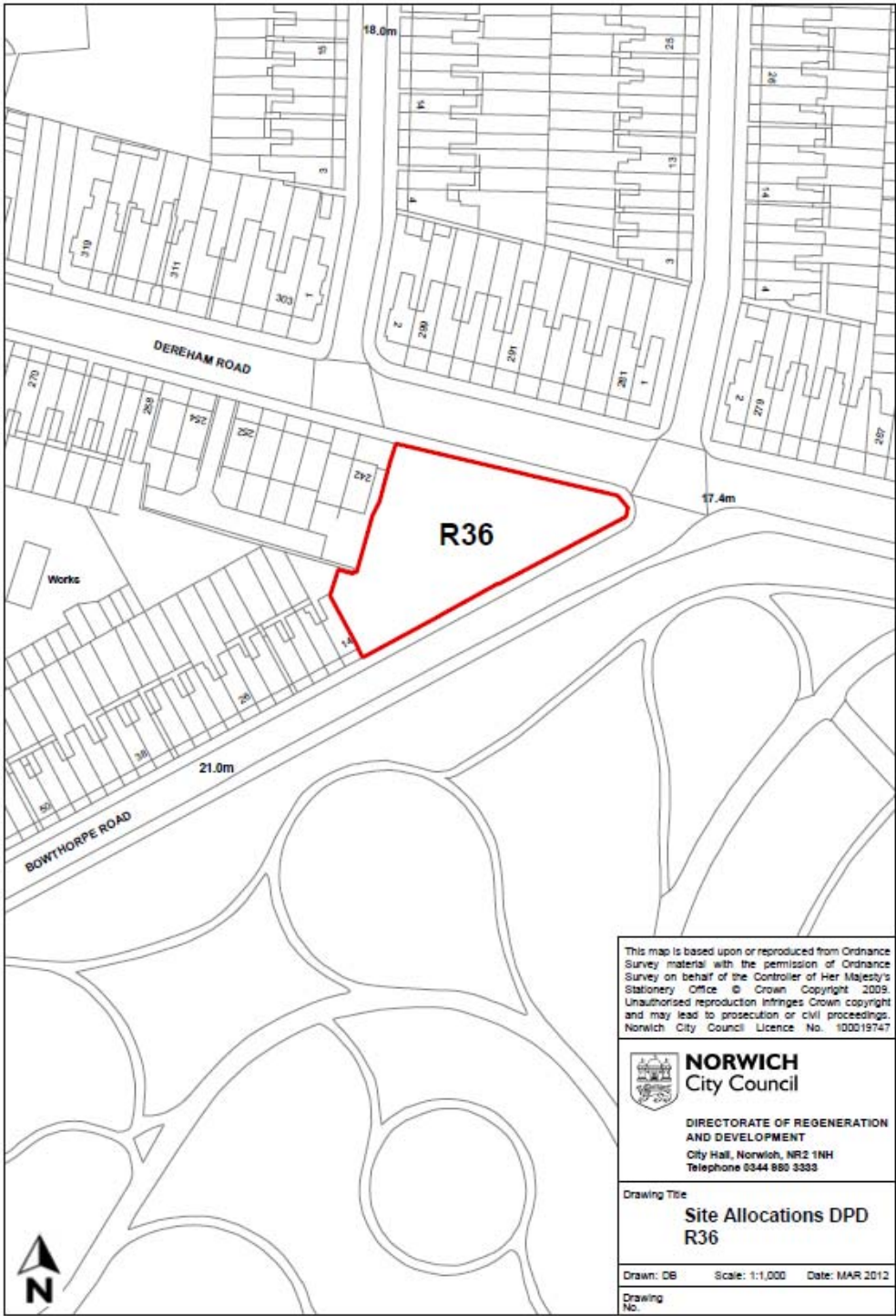
**Policy R36 Site at former Earl of Leicester Public House, 238 Dereham Road**

The site of 0.14 hectares is allocated for housing development to provide in the region of 12 dwellings.

The development will be designed to:

- make best use of the site's prominent position;
- enhance the setting of the neighbouring Earlham Cemetery;
- mitigate the impact of road traffic noise on future residents. A noise assessment will be required;
- provide amenity space for future residents;
- provide safe access to neighbouring major roads.

Site Plan



## **R37: Land adjacent to and including 349a-349b Dereham Road**

### **Description**

This backland site is 0.61 hectares in size and is situated between the main A1074 Dereham Road and Waterworks Road, in the west of the city. It is adjacent to relatively low density detached and semi-detached houses to its north, west and south and its eastern side abuts school playing fields.

The site is currently occupied by two residential properties and a number of garages. The site slopes to the north and west and there are a number of trees on or adjacent to the site including those which provide a good boundary definition along the eastern boundary.

### **Explanatory text**

This backland brownfield site has the potential to provide housing in a sustainable location, close to Dereham Road bus rapid transit route.

Given its location, this site has the potential for strategic impact on the inner and outer ring roads, core bus routes and the bus rapid transit route. Development of the site must facilitate and not prejudice implementation of these key Norwich Area Transportation Strategy (NATS) measures. Vehicle, cycle and pedestrian access will be from the Dereham Road. Any necessary improvements to the access will be provided by the developer.

Since the site is within the Health and Safety Executive (HSE) consultation zones for Bayer Cropscience and Heigham Water Works, early consultation should take place with the HSE to inform a planning application. A contamination assessment and mitigation will also be required.

An assessment of the potential for the retention of on site trees will be required. Given the large areas of potentially undisturbed vegetation an assessment of any ecology interest likely to exist on site will be required.

Any new development should demonstrate that there will not be a significant impact to existing residential properties in the area.

### **Deliverability**

This site has an outline planning permission granted for 24 housing units. The site is suitable and available for development within the plan period.

**POLICY R37: Land adjacent to and including 349a-349b Dereham Road**

Land adjacent to and including 349a-349b Dereham Road is allocated for housing development, to provide in the region of 24 dwellings.

The development will:

- provide safe access to Dereham Road;
- protect the amenity of neighbouring residents;
- be designed to promote biodiversity and retain on-site trees where possible.

## 276



## **R38: Land at Havers Road**

### **Description**

The site is located at the junction of Drayton Road and Havers Road and is 2.25 hectares in size.

The site comprises industrial units, predominantly warehouses (Class B8), and a car wash. It is adjacent to a newly developed residential area to the west and the Drayton Road employment area to the east. The Dolphin Path, a strategic pedestrian / cycle route, forms the eastern boundary of the site.

The area surrounding the site consists mainly of housing to the north of Drayton Road and a variety of industrial and other businesses to the south, including retail warehouses and car sales. On Havers Road residential development has replaced industrial uses in the past decade. There is open space, part of the Wensum valley, to the south of the site, including the Railway Path pedestrian / cycle route.

### **Explanatory text**

This site is part of an employment allocation in the replacement Local Plan (adopted 2004). However, it is poorly integrated with the rest of the employment area and in recent years the area has become increasingly dominated by the housing development. Re-allocation of the site as housing land reflects these recent changes and will provide homes, including affordable housing, in an accessible location close to the Drayton Road bus rapid transit corridor. .

Re-allocation also provides the opportunity to improve the currently unattractive strategic Dolphin Path pedestrian and cycle link. This link is part of the orange route of the strategic cycle network, linking the south and north of the city. It is also an important access to the Railway Path, part of National Cycle Route 1. This route provides excellent access to both the city centre and to the open countryside via the Wensum valley. The Wensum valley is identified in JCS policy 1 as a sub-regional green infrastructure corridor.

Development is therefore required both to improve the Dolphin Path itself and to be designed to create an active frontage to the path, to provide surveillance and improve its setting, enabling the path to better fulfil its strategic function. It should also create a buffer between the new residential development and the neighbouring employment area. Landscape enhancement will be required through the site and assessment and protection of trees (especially along southern boundary and the road) will be required.

The developer will be required to demolish existing on-site buildings and assess and remediate possible contamination resulting from former industrial uses.

The site is partially in Flood Zone 2 and is over 1 hectare in size. Therefore a flood risk assessment is required for this site and appropriate mitigation measures must be provided as part of the development.

### **Deliverability**

The site is in multiple ownership. However, the majority of the site is actively being promoted for development and it is likely the remainder will come forward for development during the plan period.

#### **POLICY R38: Land at Havers Road**

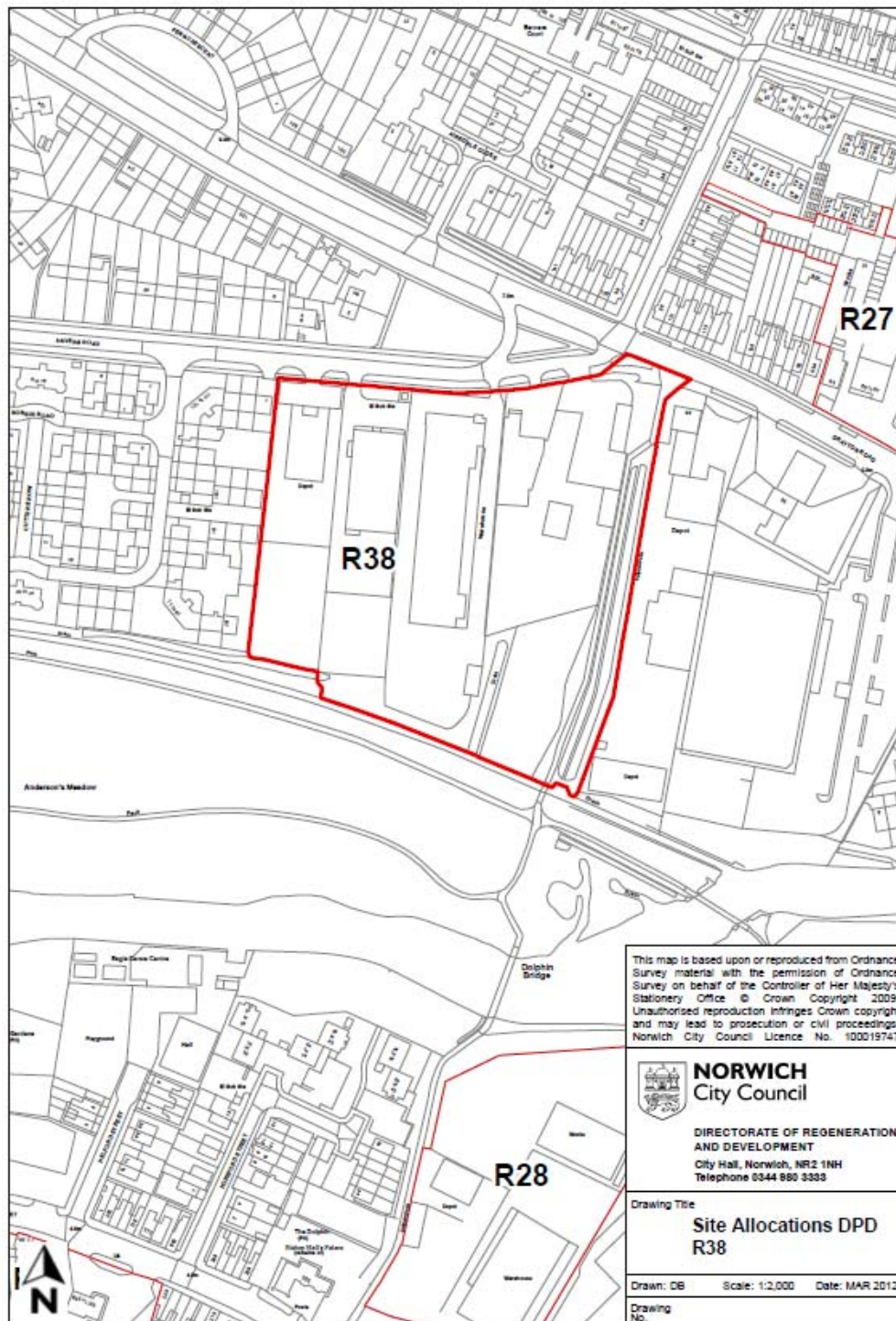
The site at Havers Road (2.25 hectares) is allocated for housing development. In the region of 100 dwellings will be provided.

The development will:

- integrate the Dolphin Path into its design to improve the setting of the strategic pedestrian/cycle route and make it a more attractive link;
- provide a buffer between new housing and neighbouring employment uses;
- make landscape and ecology enhancements;
- assessment and protect on-site trees.



## Site Plan



## **R39: Mile Cross Depot**

### **Description**

The former City Care Depot site is located in the west of the city and is 3.65 hectares in size.

The site was previously used as a council depot and was used for a variety of uses in conjunction with that use. It currently comprises various industrial units together with significant areas of the site previously used for open storage. However, the existing buildings are large and ageing. The previous uses of the site included offices, vehicle repair workshops and storage.

Some short-term business use of the site for similar uses as that carried out previously is currently taking place in advance of a more comprehensive redevelopment of the site occurring.

The site is close to existing residential developments at Valpy Avenue to the north and on the other side of Mile Cross Road. The site is largely flat and the site level rises significantly to the north. The Railway Path runs along the southern boundary of the site which is also a key cycle route and part of the green link network. Adjacent to the site on the far side of the Railway Path are recycling centres, business buildings and the Gypsy and Traveller site at Swanton Road.

This surrounding area is dominated by a mixture of industrial and residential uses. The industrial areas are however fragmented and are increasingly being redeveloped for housing. The site provides important employment provision in this part of the city, primarily for small businesses. Mile Cross Road is part of the major road network and is a radial road to the west of the city.

### **Explanatory text**

This allocation provides an opportunity to make more efficient use of the former City Care site, providing opportunities for small and start-up businesses, and for housing development to meet the Joint Core Strategy target.

This site is part of an employment allocation in the 2004 Replacement Local Plan. However, much of the existing development on the site is not compatible with adjacent uses and the site layout and densities represent an inefficient use of land. The ageing buildings are increasingly out-of-date and less suitable for modern small and start-up business uses. Redevelopment of the site provides an opportunity to reconfigure its layout and provide key employment opportunities in this part of the city whilst contributing to the Joint Core Strategy housing growth targets. The loss of some employment land on the site will be compensated for by the wider regeneration benefits to this part of the city through a mixed use scheme which

retains employment as part of a mix of uses and create enhancements of and better access to green infrastructure within this area.

The development will need to overcome a number of constraints. The site is adjacent to the valley of river Wensum which is an important environment asset. It is also close to the Sweet Briar Road Meadows which a Site of Special Scientific Interest. Development proposals should be designed to preserve and enhance biodiversity.

There are a number of trees and habitats adjacent to the site which should be protected and enhanced

The site is partially covered by Flood Zone 2 and is greater than 1hectare in size; it therefore requires a flood risk assessment and appropriate mitigation measures should be provided as part of the development. Other constraints include possible contamination and possible ground condition issues.

Development proposals must take account of the site's location within the consultation area for the Waste Transfer Station and Household Recycling Centre at Swanton Road, and location within the outer zone of the Health and Safety Executive consultation area for Heigham Waterworks and Bayer Crop Science. Site layout and disposition of uses should reflect this; residential development in particular should be located on the northern part of the site to ensure that new residential occupiers are not adversely affected by noise and odour generated by the recycling centres or by impacts arising between uses.

The adjacent Railway Path is a key element of the city's cycling network; the design of development should be permeable, enabling pedestrian / cycle links through the site to connect with the route.

Mile Cross Road is already a busy road and not capable of handling significant increase in traffic from residential development. Access to the residential part of the development should be through Valpy Avenue, whilst the commercial part can continue to be accessed from Mile Cross Road.

### **Deliverability**

The site is owned by the City Council. The site is suitable and available for development in the plan period.

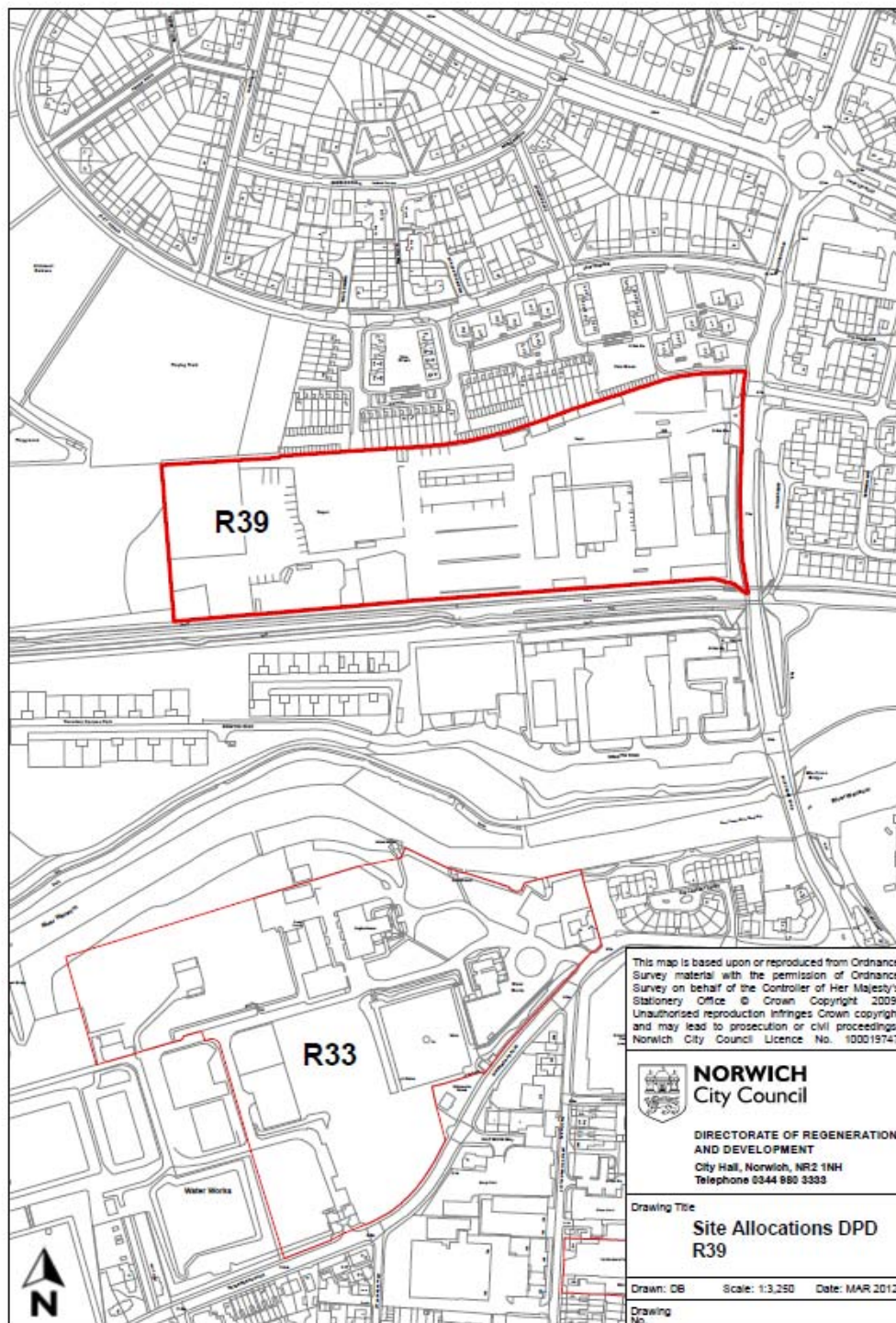
### **POLICY R39: Mile Cross Depot**

Land at Mile Cross Depot is allocated for mixed use development to include housing and small business workshop units. A minimum of 75 dwellings will be provided.

Development proposals will ensure that:

- The layout and disposition of uses is designed to minimise impact on existing and new housing areas;
- Residential access is taken from Valpy Avenue;
- Commercial area access is taken from Mile Cross Road;
- It preserves and enhances biodiversity;
- The southern frontage of the site to the Railway Path is enhanced and landscape and pedestrian and cycle linkages provided through the site;
- The impacts of noise and odour generated by the recycling centres or by impacts arising between uses are mitigated for new residential occupiers. A noise assessment will be required.

## Site Plan



## **R40: Part of Norwich Community Hospital, Bowthorpe Road**

### **Description**

This site of 2.6 hectares currently forms part of the Norwich Community Hospital. Some of the buildings on the site are in use for hospital purposes and some are redundant.

The site is on the north side of Bowthorpe Road, opposite the Julian Hospital and Earlham Cemetery. To the north, the site borders the Woodlands Park and housing. To the west, there is an estate which consists of flats, houses and garage courts. The remaining hospital uses are to the east of the site.

This site has an existing access road from Bowthorpe Road which is separate from the main hospital access. However, this is immediately adjacent to an existing bus stop and close to attractive mature trees in this part of the site.

### **Explanatory text**

The northern and western parts of the hospital site were allocated for housing development in the Replacement Local Plan (adopted 2004), with the remainder of the site to continue in hospital use. Since then NHS Norfolk has revised its operational plan for Norwich Community Hospital, developing a stroke unit on the main hospital site so that a smaller area in the west of the site is now available for development. This redundant part of the site presents an opportunity for housing development and an enhancement of access to the Woodlands Park.

Development of the site should address its constraints which include on site telecommunications equipment, trees, demolition and potential subsidence issues. The site is over 1 hectare in size and therefore a flood risk assessment will be required for this site and appropriate mitigation measures should be provided as part of the development. A contamination assessment and appropriate mitigation are also required.

The Woodlands Park and Earlham Cemetery are County Wildlife Sites. The development should therefore be designed to improve links between the habitats and also to provide new pedestrian and cycle access to the Woodlands Park, to link to Bowthorpe Road and Dereham Road and cycle routes in the Wensum valley. A cycle/pedestrian route to Godric Place will be required and an assessment of access arrangements and impacts on the bus stop should be undertaken to minimise impacts on Bowthorpe Road. On site play facilities and open space are required as part of any redevelopment.

Since this is a large strategic site, a masterplan should be prepared to inform pre applications discussions.

## **Deliverability**

This site was identified in the Replacement Local Plan with a different boundary. The new boundary was submitted by NHS in line with their current operational plan. The site is suitable and available for development within the plan period.

### **POLICY R40: Norwich Community Hospital (western part)**

The site of 2.6 hectares is allocated for housing development. In the region of 80 dwellings will be provided on this site.

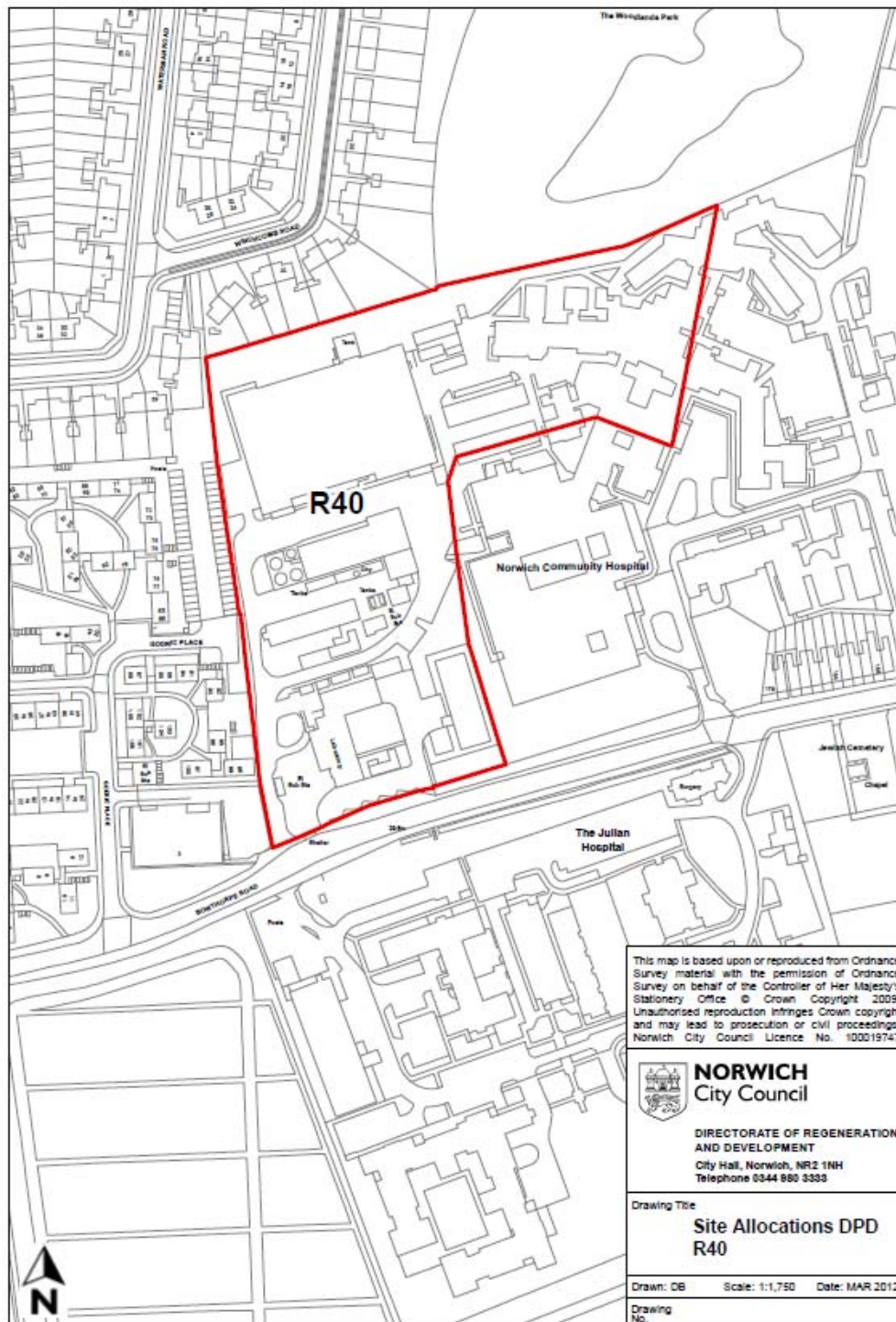
Development will:

- Provide pedestrian and cycle links between Bowthorpe Road and Dereham Road via the Woodlands Park to the north of the site and to Godric Place;
- Be designed to promote biodiversity links between neighbouring green spaces;
- Include on-site play and open space provision;
- Provide safe access to Bowthorpe Road;
- Assess and retain trees where possible;
- Take account of existing on-site telecommunications equipment.

A masterplan should be prepared by the developer.



## Site Plan





## **R41: Three Score, Bowthorpe**

### **Description**

This site of 32.2 hectares is the largest, and only significant greenfield, housing development opportunity in Norwich. Located on the western edge of the city, this extensive site has been identified as a strategic development allocation in local plans for a number of years and forms part of the third and final phase of the major planned urban extension at Bowthorpe which has been under periodic development since the late 1970s.

The site lies to the south of Earlham Green Lane and Clover Hill Road and to the north of the River Yare. The principal approach from the south by road is from the B1108 at Colney via the existing river bridge, Tolgate Way and Dodderman Way. The site adjoins parkland adjacent to Bowthorpe Hall and conservation area, existing residential development within the first phase of Three Score to the west and Bunkers Hill Wood and St Mildred's Road in West Earlham to the east.

The site slopes from north to south and consists mainly of uncultivated grassland used for informal recreation and as pasture for horses. There is a curved tree belt running from the northern to the eastern boundary and a small wooded hollow in the north-west part of the site. Hedgerows are an important feature along Earlham Green Lane and also in the south-west part of the site, which includes a green track defined by a double hedgerow forming an L shaped route running from the eastern edge of existing housing areas in Three Score and turning south toward the river. A network of more informal tracks has become established across the site.

### **Explanatory text**

Three Score is a city council owned site which has been a long-established strategic housing allocation in the City of Norwich Replacement Local Plan and its predecessors dating back to the original Bowthorpe Master Plan (1974).

Three Score has potential to provide a significant amount of housing, including affordable housing, in a new community well linked to the rest of Bowthorpe and Norwich. It is close to the Bowthorpe district centre and employment opportunities at the Bowthorpe employment area and the Norwich Research Park.

Local services should be provided in a village centre, including community facilities, local shops and employment uses.

Substantial green infrastructure and open space and good quality public transport links are required to serve the development.

The new Three Score community is proposed to be an exemplar scheme which will provide a sustainable and energy efficient development of exceptionally high quality

intended to drive up standards of design and place making in similar developments in future.

The design of the development must respect the setting of Bowthorpe Hall and its conservation area, preserve the open character of the Yare valley and maintain strategic long views.

Environmental Impact Assessment, biodiversity appraisal, archaeological investigation, a geotechnical study and utilities report and a flood risk assessment will be required for this site.

Development needs to ensure that the water environment is protected. The site falls within Source Protection Zone 1, designated to protect water supplies, and therefore the water environment is particularly vulnerable in this location. Detailed discussions over this issue will be required with the Environment Agency to ensure that proposals are appropriate for the site and that the site is developed in a manner which protects the water environment.

### **Deliverability**

The site is in single ownership and is suitable and available for development within the plan period.

### **POLICY R41: Three Score, Bowthorpe**

The site at Three Score, Bowthorpe (32.2 hectares) is allocated for development as a sustainable urban extension primarily for housing, providing in the region of 1200 dwellings, with associated community facilities, recreational and informal open space, green infrastructure and an integrated network of vehicular, pedestrian and cycle routes through the site.

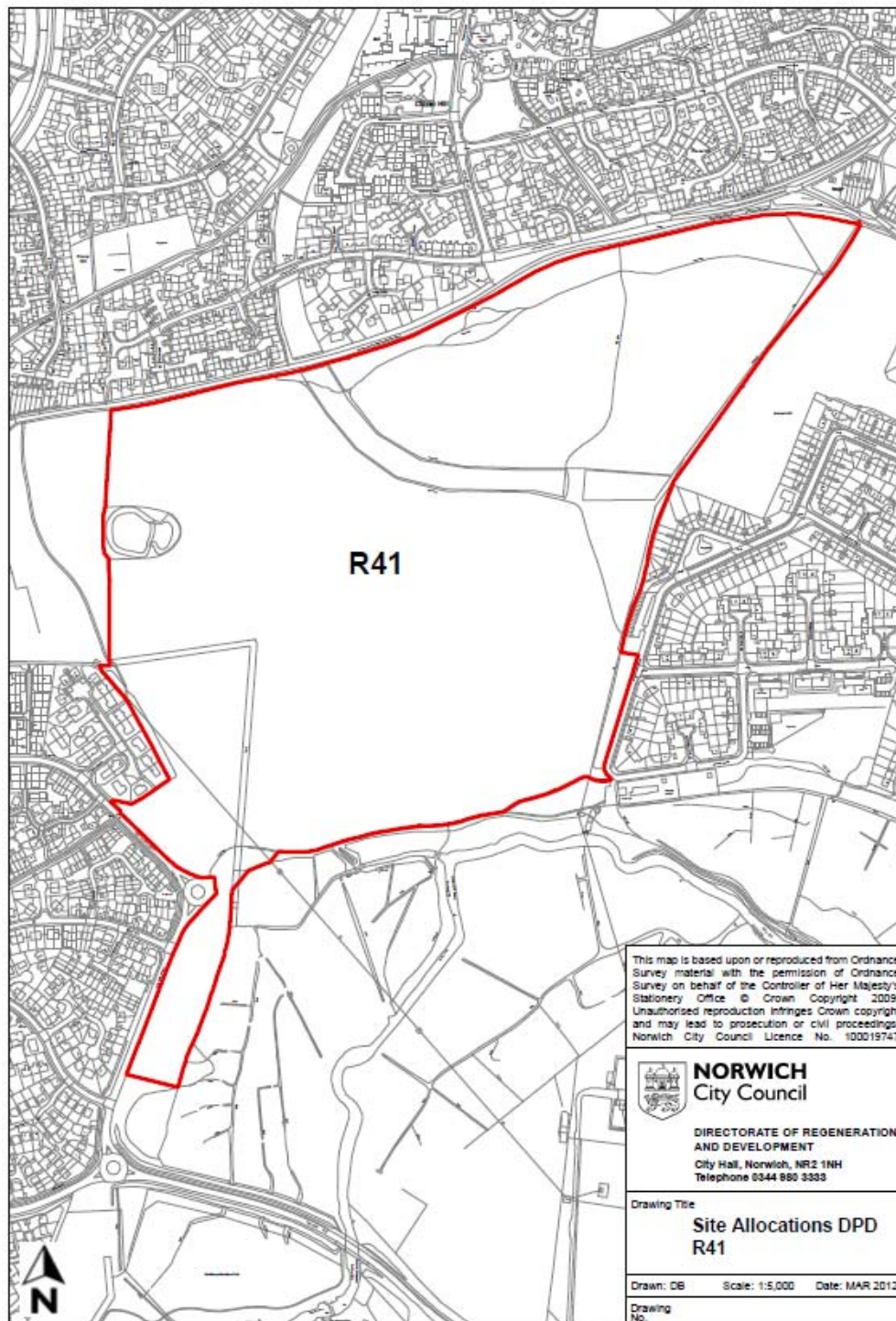
Development will:

- Deliver a balanced mix of housing across the scheme as a whole including appropriate provision for housing for the elderly, institutional residential and nursing care and other housing for special needs;
- Provide permeability through the site including connections to the existing strategic cycle network, new bus routes and a network of attractive and walkable pedestrian routes providing for safe and convenient movement within and between existing and proposed housing areas, the Bowthorpe district centre, the new village centre and the Yare valley and open countryside beyond;
- Provide significant areas of recreational and informal open space, playspace, green infrastructure (including retained woodland) and enhance ecological networks to support biodiversity and geodiversity;
- Provide new community facilities including a village centre with local shops and service uses;
- Be planned as an exemplar development with a distinct character and identity,

providing for exceptionally high standards of design, energy efficiency and flood resilience (including addressing identified risks from fluvial and surface water flooding);

- Respect the character and distinctiveness of the surrounding area, in particular to improve the setting of Bowthorpe Hall and the surrounding conservation area, preserve the open character of the Yare valley and distinctive landscape of the valley edge, and maintain strategic long views through and beyond the development area.

## Site Plan



## **R42 Earlham Hall**

### **Description**

The site includes Earlham Hall and the neighbouring areas to its east formerly used as a nursery and a depot. The site is 2.04 hectares in size and does not include any part of the historic Earlham Park or its public car park.

Earlham Hall is a grade II\* listed building in a parkland setting adjoining historic courtyard buildings and walls. These include the former coach house, the bothy and the donkey engine for the well. Some of these buildings are currently in a poor state of repair. The historic rose gardens to the south-east of the Hall are not within the site.

The former nursery is partly disused and partly in use for a temporary “Wellbeing project”. The former depot adjacent to University Drive is screened by trees and high hedges.

The site is accessed from University Drive off Earlham Road and neighbours Earlham Park and the University of East Anglia (UEA) campus. The Sports Park is located opposite on the east side of University Drive.

### **Explanatory text**

The UEA is an important asset for the city and the county. It is a major employer and is internationally recognised for its excellence. The growth of the university and neighbouring knowledge based industries is fundamental to the economic strategy for the area. Repairs to Earlham Hall and its courtyard buildings will bring it back into productive use. Allocation of the site for business uses will allow potential for additional buildings and accommodate a low carbon centre in the area which will help encourage interconnectivity between established educational uses on site and potential expansive business enterprise and research uses.

The UEA Vision and Design Document for Earlham Hall area states that the prime objective for the exemplary low carbon building to be sited within the depot site is to encourage small to medium enterprises (SMEs) to develop and create jobs in connection with the low carbon economy. It will deliver business support to local businesses benefiting from the knowledge created at the UEA and Norwich Research Park. Creation of other educational floorspace on site is proposed to enhance benefits to the enterprise hub.

Earlham Park is a designated historic park and the site is part of a conservation area. The proposed development therefore should fully respect both the setting of Earlham Hall and its historic parkland landscape. Earlham Hall and its outbuildings must be renovated sensitively and new buildings to the east must be carefully

designed to enhance the listed building. Views of development from University Drive and from the park and the river valley beyond should be enhanced.

Earlham Park is also part of the Yare valley green infrastructure corridor. Therefore the design of development should both retain existing trees on site, and create additional habitat links to the park. Sustainable drainage solutions will need to take account of the presence of protected habitats in the valley to the west of the site and within the site allocation area. Assessment will also be required of any archaeology interest which may remain.

As a result high quality, environmentally sensitive development is required.

A contamination assessment and appropriate mitigation will be necessary and the development should be linked to the existing university district heating network. Alternative means of energy provision or reductions will be considered where these would not create adverse design, ecology or operational impacts. Since the site is over 1 hectare, a flood risk assessment is required and appropriate mitigation measures should be provided as part of the development.

Road access to the site will be through use of the existing access from University Drive. No new on site parking will be created and parking requirements will be reviewed to ensure management of parking within the area to reduce any adverse impacts. Any minimal parking and servicing agreed necessary will be designed to minimise site impacts and maximise opportunities to share such facilities. Additional pedestrian and cycle links will be provided to the university campus, including the local cycle network and University Drive and the strategic cycle network at Cow Drive / Chancellor's Drive.

As well as the above, development will take account of:

- the Earlham Hall Guidance Note produced and endorsed by the council in 2010;
- the Development Framework Strategy produced by UEA and endorsed by the council in 2010;
- the Earlham Hall area Vision and Development Document produced by UEA and endorsed by the council in October 2011.

### **Deliverability**

The site has been proposed for renovation and continued use of existing buildings and new build by its owner, the UEA, and is suitable and available for development.

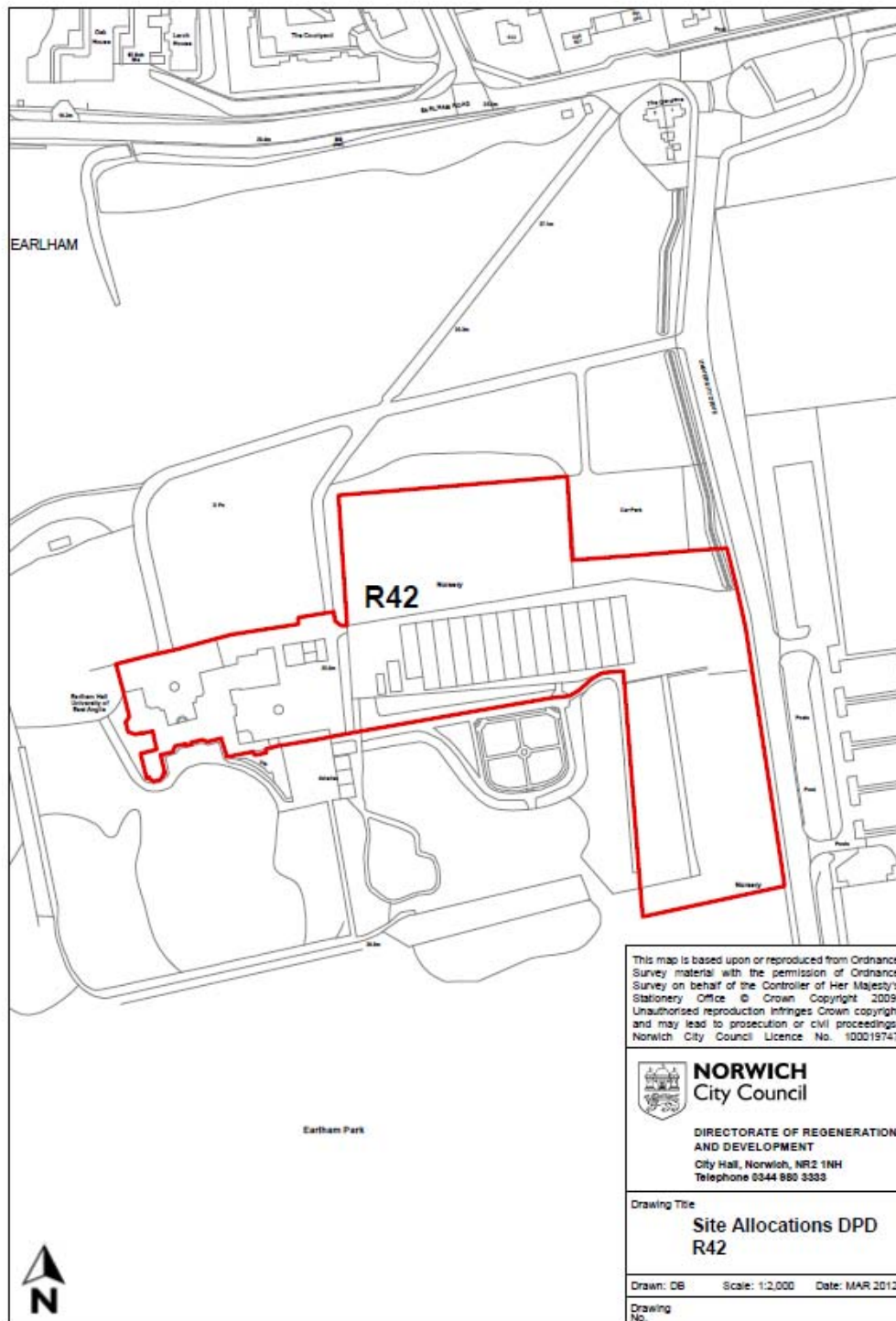
### **POLICY R42: Earlham Hall**

Earlham Hall and neighbouring land to its east are allocated for business use, including a new exemplary low carbon building.

The development will:

- sensitively upgrade Earlham Hall for educational uses and neighbouring listed buildings for education, business and ancillary uses;
- provide high quality, environmentally sensitive new buildings (~~maximum~~ approximately 7,000 square metres) in the former nursery garden and redundant glasshouse area for office, research and development and educational uses;
- provide an exemplary low carbon building (~~maximum~~ approximately 3,000 square metres) for office, research and development and educational uses on the former depot;
- respect and enhance setting of the parkland and the listed buildings;
- enhance biodiversity, creating links to the river valley;
- improve cycle and pedestrian links to the university campus, including links to the local and strategic cycle network;
- use existing road access from University Drive and create no additional parking;
- be linked to the university district heating network or as appropriate alternative on site facilities will be provided where these are considered to minimise impacts which might arise from connection to the existing network.

## Site Plan





## **R43 Former Blackdale School, University of East Anglia**

### **Description**

The former Blackdale School site lies between Blackdale Plantation and Bluebell Road and is 1.79 hectares in size. It is currently used by the University of East Anglia (UEA). The site comprises the main teaching building of the former Blackdale School, part of the former school field, hard surfaced play areas and a part of the Blackdale Plantation wooded area.

The site borders Cow Drive to the south, which provides pedestrian and cycle links into the UEA campus to the west. The route also provides vehicular access to the allocation site. The site retains its educational use following on from use by the former school. Former playing fields extend to the north along Bluebell Road and link with the playing field space used by the City Academy Norwich. To the south of Cow Drive are newly erected campus buildings, including a teaching building, a nursery, a health centre and a biomass energy centre.

### **Explanatory text**

The University of East Anglia is an important asset for the city and the county. It is a major employer and is internationally recognised for its excellence. The growth of the university is fundamental to the economic strategy for the area, promoting the linked development of knowledge industries, particularly plant sciences, education and the hospital. The site has an established educational use and allocation of this site will facilitate the growth of the university on a site neighbouring the existing allocated campus area.

The site will form part of an expansion to the university campus. Since it will be closer to open spaces and residential buildings than the existing campus, the scale and massing of the development will need to reflect this. Any new building will be between the new Academy to the north, which is 3 storeys high and set back from the road, and taller buildings within the campus. The site also has a backdrop of Blackdale Plantation. The scale and positioning of any new building will need to be assessed to ensure that it does not dominate the street scene. The site should also be landscaped to enhance existing green features whilst also creating a green edge to neighbouring housing.

The site is adjacent to Cow Drive, an historic green lane, which is also a pedestrian and cycle route into the campus forming part of the strategic cycle network and the main access point to the former school site at the moment. Whilst the site will be integrated into the overall setting of the campus in future development, an assessment will be required of access design and the suitability of an extension of the existing campus road network. This should include the benefits of linking to the roadway in front of the INTO building as an extension of the Lasdun grid layout. The setting of Cow Drive should be protected and enhanced and as part of any access

assessment pedestrian and cycle links should be protected and a design solution provided for the potential merging of traffic if crossing Cow Drive is considered feasible. Parking issues related to use of this space will need to be resolved prior to development and an update will be required to the Travel Plan.

An assessment of the capacity of site drainage will be required, incorporating sustainable drainage as necessary. The woodland setting and existing landscape features should be retained and enhanced where appropriate. This includes Blackdale Plantation, the specimen trees occurring within the current school grounds, the boundary hedgerows and Cow Drive. Any changes to these areas will need to be informed by an arboriculture and landscape assessment.

As well as the above, development will take account of:

- existing university conservation development and landscape strategies;
- the Development Framework Strategy produced by UEA and endorsed by the council in 2010; and
- when produced by UEA and, if endorsed by the council, the proposed Blackdale School area Vision and Development Document.

### **Deliverability**

The land is identified for campus extension for UEA, which is the landowner of the site. This site is suitable and available for development.

### **POLICY R43: Former Blackdale School, University of East Anglia**

The former Blackdale School site is allocated for a campus extension for university related uses.

Development will:

- be designed to reflect its setting, creating a green edge fronting neighbouring residential development;
- retain and enhance existing landscape features, including Cow Drive, as informed by an arboriculture and landscape assessment;
- provide public access and a management scheme for Blackdale Plantation; and
- be linked to the university district heating network where possible.

Access arrangements will be informed by an assessment and a Travel Plan will be required.

### **Site Plan**



## **R44: Land between Suffolk Walk and Bluebell Road, University of East Anglia**

### **Description**

The site lies in the south of existing University of East Anglia (UEA) campus and west of Bluebell Road and is 2.85 hectares in size. The site is currently part of the landscaping setting between the UEA buildings at “The Prospect” and the University Broad. The area was formerly part of a golf course and it comprises grassland, trees and two cycle routes. The area slopes up from the river as part of the river valley, with the campus buildings forming the backdrop to the space. It is used by students and local residents as an informal recreational area as it provides access to the broad and the riverside walk.

### **Explanatory text**

The UEA is an important asset for the city and the county. It is a major employer and is internationally recognised for its excellence. The growth of the university is fundamental to the economic strategy for the area, promoting the linked development of knowledge industries, particularly plant sciences, education and the hospital. Allocation of the site will enable growth of the university adjoining the existing campus setting.

The UEA Development Framework Strategy (DFS) has identified that this site may be needed to meet growth needs up to 2030, most likely for student accommodation. Since this Site Allocations Plan runs to 2026, the site is allocated as strategic reserve land for long term development, allowing flexibility should the site be required earlier.

Policy DM26 of the Development Management Policies Plan sets out guidelines for development at UEA. The policy seeks to enable expansion of the university, whilst conserving the landscape and architectural significance of the UEA and promoting public access to open spaces. Therefore it is essential that development of the site minimises impact on the river valley and enhances the setting of the listed buildings at the university. Consideration of the original Lasdun plan for a “Village on the hill” will be important, as will design taking full account of other buildings of visual importance to the southern view of “The Prospect”, including the School of Music and Suffolk Walk. Intrusion into the valley should be limited to protect the valley’s appearance and use. Development will take account of existing university conservation development and landscape strategies and the area’s Vision and Development Document when produced by UEA and endorsed by the council.

The sloping topography of the site presents an opportunity for the use of innovative, sustainable design to minimise the visual impact and maximise environmental performance, including linking the new development to the campus wide district heating network. Development should also protect existing planting and provide enhanced biodiversity links to the Broad and river.

Public access to the University Broad from Bluebell Road, including cycle routes, must be retained and enhanced. Since the proposal involves the loss of existing open space, any development must include the opening up of new areas for public access as compensation for this loss. This could be at Strawberry Fields (land between University Broad and Bluebell Road), on land to the south of the River Yare, or on other areas of UEA owned land in the river valley where agreed appropriate.

Since the site is over 1 hectare in size, a flood risk assessment will be required. Sustainable drainage will have to ensure that water quality in sensitive habitats in the river valley is protected.

Transport impacts assessment will be required and as well as a review of the campus Travel Plan.

### **Deliverability**

The land is identified as a strategic reserve for future development by UEA and should only be released subsequent to the development of the Blackdale School site and Earlham Hall site.

#### **POLICY R44: Land between Suffolk Walk and Bluebell Road, University of East Anglia**

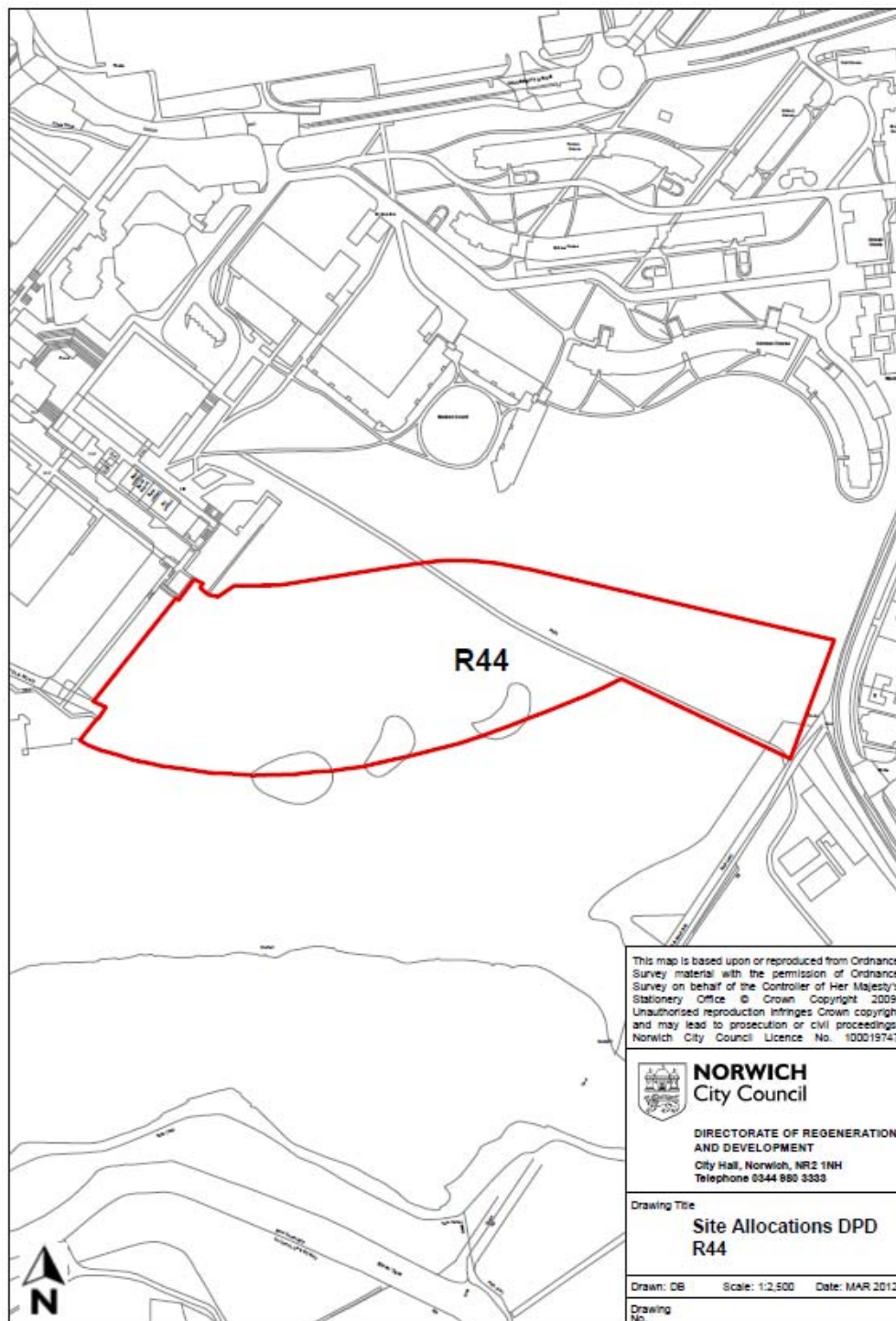
Land between Suffolk Walk and Bluebell Road is allocated as strategic reserve for a university campus extension.

Development must:

- Protect the visual setting of the south elevations of “The Prospect”;
- Respect the settings of the adjacent listed buildings, buildings on the south edge of the existing campus and the Broad;
- Protect existing planting and promote biodiversity;
- Retain and enhance public access to the University Broad from Bluebell Road;
- Provide alternative green space prior to development;
- Provide travel assessment and updated Travel Plan; and
- be linked to the university district heating network where possible.

Development of this site should be guided by a coherent masterplan that has involved English Heritage, UEA and Norwich City Council. Lasdun’s original vision should be a key consideration.

## Site Plan



## **R46: Land at Pointers Field**

### **Description**

The site is a corner of a public open space at Pointers Field. It is adjacent to a disused residential garage court located on the north-west side of Sleaford Green on which new housing is being built. The site is 0.2 hectares in size.

The surroundings are predominantly residential, characterised by flats in linked two and three storey blocks dating mainly from the late 1960s, this redevelopment having replaced the previous early Victorian terraced housing in the Philadelphia Lane area. The surrounding estate now has an open character: the majority of existing residential blocks are set in lawned open space with semi mature trees and small private gardens. To the north is an area of older (1930s) semi-detached and terraced housing centred on George Pope Road and Jewson Road. Pointers Field, previously private grazing land used in association with an adjoining abattoir, has been used as public playing fields since the 1980s. There is currently no access to Pointers Field from the east.

### **Explanatory Text**

This small part of the open space is proposed for development for housing as this would create an access to the open space from the east via Sleaford Green. This would enable a new link in a local cycle route to be created and would increase surveillance of this part of the open space which regularly suffers from anti-social behaviour.

The whole of Pointers Field was allocated for social housing development in the City of Norwich Local Plan 1995. The allocation was not carried forward in the subsequent 2004 Replacement Local Plan. The neighbouring Sleaford Green garage court is one of several areas of redundant council garaging being redeveloped. Due to the shape of the Sleaford Green site, this development of 8 dwellings can not provide surveillance to Pointers Field. However, it does offer the scope to access the adjoining corner of Pointers Field to enable new housing to be built to overlook the open space.

Although part of the Pointers Field, this corner is rarely used due to anti-social behaviour. The loss of this small area of public recreational open space is therefore outweighed by the benefits of improved natural surveillance and improved accessibility by creating a pedestrian and cycle link from Sleaford Green.

The site is located in a Critical Drainage Area therefore a flood risk assessment and appropriate mitigation measures are required.

### **Deliverability**

The site is owned by the City Council and is suitable and available for development.

**Policy R46: Land at Pointers Field**

The site (0.2 hectares) is allocated for housing to provide in the region of 10 dwellings. A mix of dwelling sizes and types is appropriate.

Development should be designed to include a pedestrian and cycle link from Sleaford Green to Pointers Field and should provide surveillance over Pointers Field.

A flood risk assessment and appropriate mitigation measures are required.



Site Plan

