Report to	Cabinet	**Item**
	10 June 2020	7
Report of	Director of place	
Subject	East Norwich Partnership	

Purpose

To seek approval of the proposed terms of reference for the East Norwich Partnership, a new public-private sector partnership to steer preparation of a masterplan to deliver a new residential-led mixed-use quarter that will support the future growth of the city, and to note the content of the draft masterplan brief as a basis for procurement.

Recommendation

1) To approve the terms of reference for the East Norwich Partnership and the City Council's participation in it; and

2) To endorse the position statement on Trowse Rail Bridge.

Corporate and service priorities

The report helps to meet the corporate priority Great neighbourhoods, housing and environment, Inclusive economy, and People living well.

Financial implications

£100,000 contribution to the masterplan: £50,000 from existing budget and £50,000 from the Town Deal Capacity Fund.

Ward/s: All Wards

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Graham Nelson, Director of Place	01603 212500
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Background documents

None

Report

Background

1. The Carrow Works site has recently become available for redevelopment following its vacation by Britvic / Unilever. This presents a major opportunity to unlock development on the wider East Norwich sites, including the long term vacant and heavily constrained Deal and Utilities sites, by significantly increasing the scale of development that can be achieved, with the potential to attract significant public sector investment in the infrastructure needed to ensure delivery.

2. The council has been committed to maximising the regeneration potential of East Norwich for many years. Much work has been carried out to date to investigate barriers to opportunities for redevelopment of the allocated (in the current adopted Local Plan) Deal Ground site and Utilities site, including evidence studies and information produced to support planning application proposals. Despite this activity, the Deal Ground consent for mixed use development which was issued in 2013 and has not been implemented to date. The Council bid unsuccessfully for Housing Infrastructure Funds to assist with delivery in 2018. With regard to the Utilities site, no planning consent exists. A significant scale proposal for a renewable energy led redevelopment was withdrawn undetermined in 2016.

3. There are a number of significant challenges to delivery on the East Norwich sites. These include restricted access, flood risk, site contamination and heritage, and the limited capacity of the strategic road network in this part of the city to accommodate significant additional traffic generation. Key infrastructure requirements include roads and bridges, sustainable transport links, green infrastructure, potentially a marina (to justify a fixed bridge over the Wensum), and social / community infrastructure potentially including a new primary school.

4. The emerging planning framework for Greater Norwich – the Greater Norwich Local Plan (GNLP) - identifies the 'East Norwich Strategic Regeneration Area' which includes the three sites, and stipulates that proposals must meet the requirements of an area-wide masterplan with potential for a minimum of 2,000 homes in a mixed use development. The plan proposes that the policy is supported by a supplementary planning document for the strategic regeneration area.

Vision

5. In 2018 the council commissioned a study to explore the opportunities presented by the availability of the Carrow Works site: 'A Vision for East Norwich' (5th Studio, 2018). This study forms the basis for the emerging vision for East Norwich, to be refined and tested through masterplanning. It identifies the release of Carrow Works as presenting a 'once in a generation' opportunity to address the challenges of the three sites strategically, and sets out a vision for East Norwich as a new productive quarter for the future growth of the city. It envisages that the quarter, which extends to around 50 ha in size, could provide up to 4,000 new homes and 100,000 sq m of employment space, accommodating up to 6,000 new jobs. The scale of the vision has helped

stimulate Homes England's interest in East Norwich, given its remit to accelerate housing delivery. Due to the limited evidence of delivery available when written the draft version of the GNLP published for consultation earlier in the year took a cautious approach on the potential scale of development envisaged in the Vision document. Additional evidence developed through the masterplan may enable an increase in the scale of the allocation to be made prior to submission of the plan and inform other amendments to the policy.

6. Unlocking the full development potential of the sites relies on the provision of new infrastructure which will allow for sustainable growth to be focused in this location. There is therefore a need to further develop and refine the vision, by identifying and costing the significant infrastructure investment required, and identifying an appropriate delivery mechanism to oversee infrastructure investment and delivery of development. The resulting development will help to drive housing and employment growth in Norwich, and complement existing strategies and initiatives such as the emerging Greater Norwich Local Plan and Town Investment Plan.

7. The comprehensive redevelopment of the sites has the potential to create a highly sustainable new quarter for the city, linking the city centre with the Broads, delivering exemplar design and creating a highly attractive location for living and working. The riverside regeneration potential of the sites should be maximised to create a distinctive sense of place, and the development has potential for enhanced connectivity with high quality pedestrian and cycle links, and creation of blue and green infrastructure routes and biodiversity net gain.

Progress to date

8. There has been positive engagement with key East Norwich stakeholders over recent months. The council convened and chaired a meeting of all key stakeholders in January, with representatives from the landowners, agents and developers for the three sites, key public sector representatives, the New Anglia LEP and Homes England. There was a positive commitment from all parties to work together to realise the sites' regeneration potential, explore the creation of a partnership body, and oversee development of a delivery strategy for the sites.

9. Further meetings have since taken place on a one-to-one basis between the council and individual site owners and developers to explore their commitment to be involved in a partnership arrangement to have oversight of the development and delivery of a masterplan. Support was expressed for the creation of a local authority led partnership body to drive forward the regeneration of East Norwich.

10. There has been ongoing engagement with Homes England (HE) in recent months. HE is a key stakeholder with an interest in the regeneration potential of East Norwich given its particular remit to accelerate housing delivery nationally. HE staff have been positively engaged in the development of key project documents including the terms of reference and project brief, which are attached to this report as appendices 1 and 2 respectively.

11. The first meeting of the East Norwich Partnership took place on 12 May, building on ongoing positive engagement with relevant stakeholders over

recent months. The meeting was attended by the landowners / developers for the three sites, and key public sector partners including Homes England, the New Anglia LEP, Norfolk County Council, the Broads Authority and South Norfolk Council. The meeting discussed the draft terms of reference, a draft masterplan brief, and high level timescales and budget. The meeting was positive and constructive and discussed the draft TOR and masterplan brief which are further explained below.

Terms of reference

12. The terms of reference (TOR) informed by discussion with partners is attached at Appendix 1. The TOR clarifies that the East Norwich Partnership is an informal partnership and sets out its membership, its purpose and scope, partner responsibilities, financial arrangements, and frequency of review. Endorsement of the TOR, and council's role within that, is sought from Cabinet.

Masterplan brief

13. The draft masterplan brief has also been informed by discussion with partners and is attached at Appendix 2. This envisages a 3 stage process. Stage 1 involves production of a high level masterplan identifying infrastructure requirements and including a high level viability appraisal. Stage 2 involves detailed viability assessment and financial appraisal, and refinement of the Stage 1 masterplan, and includes production of a supplementary planning document to support policy in the Greater Norwich Local Plan. The decision whether to proceed with Stage 3 (advice on appropriate delivery and funding mechanisms to bring the sites forward) will be informed by the outcomes of stages 1 and 2. Members are asked to note the content of the brief as a basis for procurement.

14. The likely cost of the commission (for stages 1 and 2) is anticipated to be in the region of £500,000 and it is expected to take around 12-18 months to complete. It is proposed that the city council will contribute £100,000 towards this, half from existing budgets and half from the Town Deal Capacity Fund (the latter was agreed at the Town Deals Board on 26 May). Confirmation is being sought for funding from public and private sector partners on the basis set out in the Terms of Reference. Cabinet will be updated on this at its meeting but it is expected that partners will agree to provide sufficient funds to allow stage 1 of the study of the commissioned. The Council will not commit to commissioning the masterplan unless it has had written confirmation of the willingness to fund stage 1 in full.

15. The proposal is to seek tenders for the scope and fee for Stage 1 and an indicative response to the scope of work and fee for Stage 2. Stage 1 will need to be completed and signed off before proceeding with Stage 2. Additional funding for Stage 2 may be forthcoming from other sources potentially including the Business Rates Pool and potentially the Town Investment Plan.

Trowse Rail Bridge

16. One of the key infrastructure aspects that will need to be considered as part of plans for the development of East Norwich is the Trowse Rail bridge. This bridge, which is the only single track part of the Great Eastern mainline

between Norwich and London not only acts as a significant barrier to East-West movement within the area covered by the masterplan and limits access options for the Utilities Site and Deal Ground, but is also a key pinch point on the rail network. It currently limits the capacity and resilience of the rail network serving Norwich and if not improved will significantly limit the possibility for further enhancement of the mainline and the ability to run enhanced services to Cambridge and beyond following the construction of the East-West rail project.

17. New Anglia LEP has formed a working group of local partners who are engaging with Network Rail to progress the case for improvement to the Trowse Rail Bridge. The City Council is participating in this initiative alongside the County Council, Broads Authority (who have a particular interest as the current single track bridge opens to allow access to the historic port of Norwich) and Greater Anglia.

18. As a first step in the process of promoting the consideration of improvements to the bridge the partners have been requested to endorse a position statement which is attached as Appendix 3. This is considered to be helpful in driving forward consideration of infrastructure investment which will not only improve rail access to Norwich significantly but also offers the potential to improve east-west connectivity in the East Norwich area and assist with unlocking the regeneration sites.

Next Steps

19. Subject to endorsement of the Partnership terms of reference at Appendix 1, the next step will be to proceed to procure the masterplan, using the draft brief at Appendix 2 as the basis for procurement. Procurement is anticipated in July-August, with Cabinet authorisation of appointment of consultants, if required, in September. Stage 1 would be completed by around Feb 2021 and Stage 2 by autumn 2021.

20. Going forward it is anticipated that progress on the masterplan will be reported regularly to the Sustainable Development Panel at key stages in the process. The masterplan brief provides for extensive community and stakeholder engagement in the formulation of proposals.

Integrated impact assessment

NORWICH City Council

The IIA should assess **the impact of the recommendation** being made by the report
Detailed guidance to help with the completion of the assessment can be found here. Delete this row after completion

Report author to complete	
Committee:	Cabinet
Committee date:	10 June 2020
Director / Head of service	Graham Nelson, Director of place
Report subject:	East Norwich Partnership
Date assessed:	22 May 2020

	Impact			
Economic (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Finance (value for money)	☐	☒	☐	Although the decision to endorse the Partnership and the council's role in it will impact on the council's budgets, overall this decision should have positive economic consequences by attracting funding from other partners in the short term to fund a masterplan, and indirectly in the longer term by levering in significant external funding to support housing and employment growth in East Norwich.
Other departments and services e.g. office facilities, customer contact	☒	☐	☐	
ICT services	☒	☐	☐	
Economic development	☐	☒	☐	As noted above
Financial inclusion	☒	☐	☐	
Social (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Safeguarding children and adults	☒	☐	☐	
S17 crime and disorder act 1998	☒	☐	☐	
Human Rights Act 1998	☒	☐	☐	
Health and well being	☒	☐	☐	

	Impact			
Equality and diversity (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Relations between groups (cohesion)	☒	☐	☐	
Eliminating discrimination & harassment	☒	☐	☐	
Advancing equality of opportunity	☒	☐	☐	
Environmental (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Transportation	☒	☐	☐	
Natural and built environment	☒	☐	☐	
Waste minimisation & resource use	☒	☐	☐	
Pollution	☒	☐	☐	
Sustainable procurement	☒	☐	☐	
Energy and climate change	☒	☐	☐	
(Please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**

	Impact			
Risk management	☒	☐	☐	

Recommendations from impact assessment
Positive
Overall positive economic impacts arising from the council's leadership of the East Norwich Partnership, supporting the future regeneration of this area.
Negative
Neutral
The majority of impacts are neutral. The decision to endorse the East Norwich Partnership will not have any direct impacts at this stage other than noted under Economic Impacts.
Issues

East Norwich Partnership:

Draft Terms of Reference

This terms of reference relates to the establishment of the East Norwich Partnership. The TOR seeks to clarify membership of the Partnership, its purpose and scope, partner responsibilities, financial arrangements, and frequency of review.

1. Introduction

There is currently a major opportunity to shape the comprehensive development of a new high quality urban quarter for East Norwich, which has the potential to deliver significant new housing and employment development, and act as a catalyst for regeneration of both East Norwich and the wider city. The sites that make up the East Norwich area (the Deal Ground, including land in Trowse; Utilities site; and Carrow Works) are in a variety of ownerships and suffer from a number of physical constraints including restricted access and connectivity which have prevented their development to date. Furthermore the strategic road network in this part of the city has limited capacity to accommodate significant additional traffic generation.

Following the announcement in 2018 of Britvic / Unilever vacating the Carrow Works site, Norwich City Council commissioned a study to explore the opportunities presented by its availability for redevelopment and the potential to stimulate wider regeneration in East Norwich. 'A Vision for East Norwich' (5th Studio, 2018) identifies the release of Carrow Works as presenting a 'once in a generation' opportunity to address the challenges of the three sites strategically, and sets out a vision for East Norwich as a new productive quarter for the future growth of the city. It envisages that the quarter could provide up to 4,000 new homes and 100,000 sq m of employment space, accommodating up to 6,000 new jobs. Unlocking the full development potential of the East Norwich area relies on the provision of common infrastructure to serve all the sites which will allow for sustainable growth to be focused in this location.

The challenge is to test and refine this vision and to ensure the delivery of a sustainable new community in East Norwich, hence the establishment by Norwich City Council of the East Norwich Partnership.

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2. Partners

The Partnership comprises the following parties:

- Homes England
- New Anglia LEP
- Norwich City Council
- Norfolk County Council
- Broads Authority
- South Norfolk Council

- Utilities Site Owner
- Deal Ground Owner
- Carrow Works Owner / Contracted Private Sector Developer
- Carrow House Owner

Desired future partner:

- Network Rail

In addition it is proposed to establish a wider Reference Group of key stakeholders identified as having a particular interest in the development of these sites. Its membership will include the following and may be added to / amended by the Partnership:

- Wolong Laurence Scott
- Norwich City Football Club
- Broadland Housing Association
- Historic England
- Norwich Society
- Broads Society
- Norfolk and Suffolk Boating Association
- Trowse Parish Council
- Carrow Yacht Club

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3. Purpose and Scope

The East Norwich Partnership is an informal partnership with no decision-making powers. Its purpose is for partners to work together in developing a masterplan to:

- Steer preparation of a high-level vision for the regeneration of the East Norwich area as defined on the map below that is viable, deliverable, capable of informing policy in the GNLP and will form the basis of a supplementary planning document to be considered for adoption by local planning authorities. In particular this will address the need for investment in substantial new infrastructure including new bridges to serve the sites, road infrastructure, sustainable transport links, strategic flood risk measures, education, health and community facilities and open space and recreation; and
- Identify barriers and blockages to the delivery of the East Norwich project. To seek to resolve these through both the partnership, and through engagement with other relevant private and public sector bodies, including the exploration of potential funding opportunities.

The Partnership will also work to identify a proposition for an appropriately constituted delivery mechanism to ensure the provision of the common infrastructure needed to unlock the East Norwich Sites and implementation of the vision. This delivery approach should be capable of committing parties to delivery and setting out an agreed approach to apportionment of infrastructure costs and values between the different partners.

This TOR is effective from {to be confirmed}.

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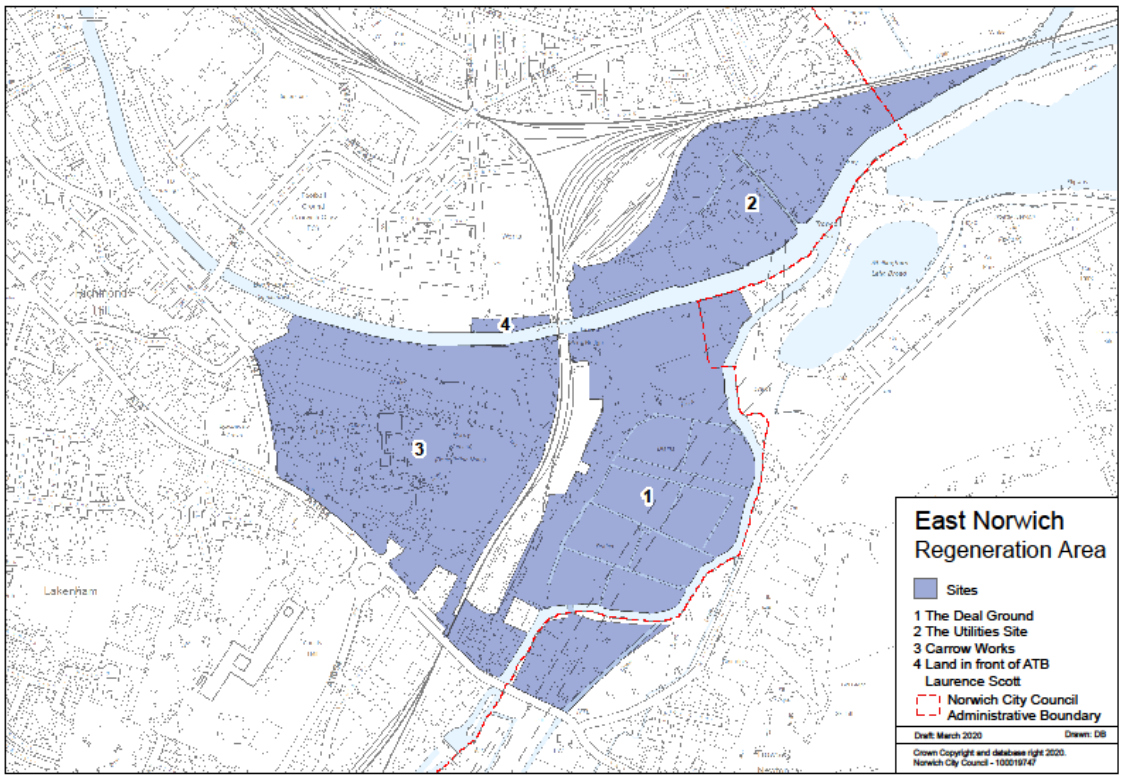
East Norwich area



4. Responsibilities of Partners

All partners will be represented on the East Norwich Partnership Board, which will meet on a bi-monthly basis.

Norwich City Council will chair the Partnership Board and facilitate / host meetings. Board meetings will be conducted in private however minutes will be published on Norwich City Council's website, excluding any commercially sensitive material.

Norwich City Council will be the 'accountable body' for collecting and managing contributions to costs, procuring a masterplan, appointing / paying consultants, and ensuring project management of the commission.

At various stages it will be necessary to involve other parties adjacent to the East Norwich area and with an interest and/or wider community representation on preparation of the delivery plan or formulation of the delivery body. Meetings of the

wider reference group are anticipated to be quarterly. Changes to membership of the Board need to be agreed by all current members.

The East Norwich Partnership is an informal partnership and as such will aim to reach decisions in a collaborative manner and by consensus. Where this is not possible, funding partners will have a key say in decision-making.

Partners agree to fund a dedicated project manager and specialist support to enable delivery of the delivery plan and consideration of options for a delivery vehicle.

Partners agree to the production of a communications strategy to ensure co-ordination of publicity in relation to the Partnership and the emerging masterplan.

Partners also agree to production of a risk register to identify possible risks which could have a negative impact on the ability of the Partnership to deliver the project and to identify measures/actions required to manage any risks.

5. Financial arrangements

The masterplan brief sets out a 3 stage process[1].The cost of the masterplan for East Norwich (Stages 1 and 2) is estimated at around £0.5m.

Partners will contribute to the costs on the following basis (to be confirmed through discussion with individual parties):

- Public sector partners: £275k total (capped at 55% of total cost)
- Private sector partners: £225k total, comprising £75k each from the landowners of the 3 sites[2] (capped at 45% of total cost), £50k being payable by each landowner at commencement of Stage 1, and £25k at commencement of Stage 2. Contributions will be confirmed once tenders are received and costs are clear.

[1] Stage 1 involves production of a high level masterplan identifying infrastructure requirements and a high level viability assessment. Stage 2 involves detailed viability assessment and includes production of a supplementary planning document. The decision to proceed with stage 3 (to advise on appropriate delivery mechanisms) is dependent on stages 1 and 2.

[2] Carrow Works, the Deal Ground and Utilities site

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Further costs to Partners over and above what is set out above (ie £0.5m) are not anticipated at this stage but, if required, will be subject to their agreement. The Partnership will also seek external funding to supplement Partner contributions.

6. Frequency of review of partnership

This TOR is for an informal partnership arrangement required to steer and oversee production of a high level masterplan. It shall be reviewed on an annual basis from the effective date referred to in section 3 above.

May 2020

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East Norwich Masterplanning Framework

Outline brief

A. Introduction

1. The purpose of this Invitation to Tender (ITT) is to commission a suitably qualified and experienced multi-disciplinary team of consultants with the expertise and proven track record of providing the Planning, Masterplanning, Landscape and Technical Consultancy role, including viability, for East Norwich, a complex regeneration project for a Multi-Partner Client Team. **The work is in 3 stages as set out below and this ITT seeks to appoint a multi-disciplinary team of consultants to complete all 3 stages.**

2. This ITT requires a response to the scope of work and fee proposal for Stage 1 and an indicative response to the scope of work and fee for stage 2. The Client Team will require Stage 1 work to be completed and signed off before a decision is taken on instructing the consultant team to progress with Stage 2. Please note that the scope of Stage 2 is indicative at this stage and may require amendment following completion of Stage 1. If amendment is required, the Partnership will request an updated response and fee for Stage 2.

3. Stage 3 is also indicative at this stage and will be informed by the outcome of Stages 1 and 2. The successful consultant team may be asked to tender for and carry out this work or alternatively there may be a new procurement process.

   The 3 Stages are as follows:

   Stage 1

   a. A high-quality, sustainable and well-connected comprehensive Masterplan Framework to accommodate up to 4000 homes and 100,000 sqm of commercial floorspace that is deliverable.

   b. Identify the type and extent of infrastructure to make the development of the sites work in a comprehensive manner. Assess the cost of the identified preferred option. Provide, at masterplan level, an overall viability assessment that details development value and likely costs on the basis of the whole scheme.

   c. An Infrastructure Delivery Plan and Strategy building on viability work, covering what the infrastructure is, when it will be required, and what it will cost.

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Stage 2

d. Identify and cost required site-wide infrastructure and, on-plot infrastructure to clear serviced development parcels. This should include infrastructure related to: transport; movement; green and blue infrastructure; bridges; drainage, utilities, social and community infrastructure, and any other infrastructure identified to be required as part of this commission. Produce specific viability of each development parcel aggregated to reflect site control / ownership; these are to incorporate any information from existing landowner data, surveys and constraints.

e. Preparation of financial appraisal(s) of the Masterplan Framework to identify if the scheme is viable and deliverable and is if there is a viability gap, this should be identified. The financial appraisal work should seek to achieve the optimal viability appraisal though an iterative process of testing design, costs and values.

f. Funding Strategy that advises on a full range of funding sources in the event that there is a gap in viability.

g. Preparation of a supplementary planning document to support planning policy.

Stage 3

Advise on appropriate delivery and funding mechanisms to bring the site forward, including how infrastructure costs will be funded and allocated, together with the level of public support required and in what form.

The East Norwich site plan is set out at paragraph 19 below.

4. The outcome of Stages 1 and 2 will:

- Provide the East Norwich Partnership with a deliverable masterplan ensuring comprehensive development of the East Norwich area;
- Inform the East Norwich Partnership of the infrastructure required;
- Provide a phasing plan for the development, including infrastructure;
- Form the evidence base to support the allocation of the site in the emerging Greater Norwich Local Plan including the Regulation 19 Submission and at public examination;

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- Form the basis of a Supplementary Planning Document for East Norwich that shall be adopted by Norwich City Council;
- Form the basis of future partnering arrangements for delivery with delivery partners and landowners; and
- Inform the basis of future planning applications.

B. Emerging Vision for East Norwich

5. The three sites that form East Norwich (the Deal Ground, the Utilities site, and Carrow Works (including Carrow House) together present a transformational opportunity to create a new quarter that will support the future growth of the city. Norwich City Council commissioned a study to explore the opportunities presented by the availability of the Carrow Works site and its potential to stimulate the wider regeneration of this area (*include link to 'A Vision for East Norwich', 5th Studio, 2018*). This study identifies the release of Carrow Works as presenting a 'once in a generation' opportunity to address the challenges of the three sites strategically, and sets out a vision for East Norwich as a new productive quarter for the future growth of the city, linking the city centre with Whitlingham Country Park and the Broads network. It envisages that the quarter could provide up to 4,000 new homes and 100,000 sq m of employment space, accommodating up to 6,000 new jobs. This document forms the basis for the emerging vision for East Norwich which will be further refined by the masterplan process.

C. Emerging Key Drivers

6. The key drivers for the site will be:

- East Norwich should become a highly sustainable new quarter of for the City, linking the city centre with the Broads, and delivering exemplar design. It will be an inclusive, resilient and safe community in which people of all ages have good access to high quality homes and local employment opportunities, can interact socially in green spaces and in new community facilities, and have the opportunity for independent, healthy and active lifestyles.
- The riverside regeneration potential of the sites should be maximised to create a distinctive sense of place, including enhancing the opportunities on the Rivers Wensum and Yare for marine activity.
- A highly sustainable place that takes advantage of its close proximity to the city centre and the train station achieving a form of development that is genuinely connected through high-quality pedestrian and cycle linkages

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and blue and green infrastructure routes that promote biodiversity and connectivity.

- Excellent rail infrastructure linking Norwich with London in less than 90 minutes and enhancing linkages with Cambridge and Oxford, subject to the improvement of the Trowse rail bridge over the River Wensum.

D. Emerging Development Objectives

7. Regeneration of the three key sites should allow:

- the creation of a highly connective network, opening up and enhancing the existing biodiversity in the River Wensum and establishing a 'green grid' of characterful landscape spaces, integrating existing pockets of significant green space and introducing new areas, to create a sequence of gardens that lead from city to the Broads National Park.
- A diverse new quarter making the most of existing building stock on the Carrow Works site (including a number of fine listed buildings). This ready-made diversity, together with high-quality urban design and new architecture, could accommodate a rich cultural mix of living with a range of tenures, retail, leisure spaces, extending Norwich's independent spirit while supporting opportunities for skilled jobs and economic development.
- The creation of a dense low-car quarter with cutting edge sustainable urban transport helping to support and generate good quality sustained investment in people and jobs.
- Norwich is a progressive city with a commitment to sustainable development. At the heart of this comprehensive vision for the city's growth to the east is the close proximity of development to the rail station with enhanced and fully electrified services, connecting both cross country and to London. The strategic nature of the vision opens the possibility of a rapid transit connection between the key trip generating locations in the city, reducing car use within Norwich.
- The close proximity of East Norwich to the city centre and station will allow a low car environment, supported by an excellent walking and cycling network that connects the city to the Broads. The development will promote healthy streets and heathy living principles.
- Protection and enhancement of the site's rich heritage assets (both designated and undesignated) and their settings, and the conservation areas included within the site.
- Address the wider landscape character and impact of the development on the adjacent Yare Valley and Broads, taking account of the site's location on the edge of the built up area.

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- A ‘green grid’ approach to landscape to integrate existing under used open spaces, restored gardens and create new landscapes to enhance connectivity and biodiversity.
- Ensuring that the potential of the sites’ riverside location is fully realised and contributes significantly to regeneration of the river corridor.
- Integrated sustainable urban drainage and use flood plain remodelling to create ‘room for the river’ - including storm water storage and wetlands around the River Yare.
- Site-wide infrastructure to allow the introduction of a low-carbon shared heating, cooling and power network, as well as excellent digital connectivity.

E. Background

8. With a rich history, Norwich is an ancient city that lies at the heart of rural East Anglia, and one of the largest walled cities in medieval England. This is a once in a lifetime opportunity to develop at this scale in Norwich. The site is very close to the historic centre of Norwich whilst on the doorstep to the Norfolk Broads. The need to achieve exemplar design quality, setting, and integration of the proposed site with its historic context, the need to enhance the setting and create a unique sense of place that complements the existing city is paramount.

9. Exemplar design quality of the scheme is fundamental but should balance funding available with the longer-term uplift in value created through visionary place-making. Significant work including evidence studies has been undertaken to date on parts of the site and can be used to help to inform masterplanning. However, this should not constrain the exploration of future options for good place-making and high-quality design.

10. Norwich City Council has been committed to maximising the regeneration potential of East Norwich for many years. There is now a general consensus among the key landowners / developers for the individual development sites and other relevant local planning authorities (including Norfolk County Council, the Broads Authority and South Norfolk Council) that a Masterplan Framework should be progressed to ensure comprehensive regeneration of this new urban quarter of the city which has the potential to deliver significant new housing and employment, and act as a catalyst for regeneration of both East Norwich and the wider city.

11. East Norwich strategic regeneration sites extends some 50ha and comprises three key sites: the Deal Ground; the Utilities Site and; Carrow Works; see plan at paragraph 19. The unshaded area in the middle is the Trowse Railhead. The

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three sites will contribute to the comprehensive long-term development of an innovative, high density, sustainable, mixed-use gateway quarter for the city of Norwich. The sites are identified as the East Norwich Strategic Regeneration Area within the emerging Greater Norwich Local Plan (GNLP) under policy 7.1 which envisages a minimum of 2,000 homes in the plan period. The client team however is seeking to further maximise the development potential of the site such that it delivers up to 4000 homes and 100,000 sqm of commercial floor space.

12. Costs associated with primary infrastructure have hindered the site from coming forwards previously. The strategy now being considered is for the Client Team to work with public sector bodies to attract funding to invest in primary infrastructure as a means to facilitating development and to de-risk the site, building confidence in the private sector developer/investor market.

13. The Carrow Works site has recently become available for redevelopment following its vacation by Britvic / Unilever. This presents a major opportunity to unlock development on the wider East Norwich sites, including the Deal and Utilities sites, and significantly increasing the scale of development that can be achieved, with the potential to attract significant public sector investment in the infrastructure needed to ensure delivery.

14. Much work has been carried out to date to investigate barriers to opportunities for redevelopment of the allocated (in the current adopted Local Plan) Deal Ground site and Utilities site in East Norwich, including evidence studies and information produced to support planning application proposals.

15. As noted above, Norwich City Council commissioned a study to explore the opportunities presented by development opportunities in East Norwich: 'A Vision for East Norwich' (5th Studio, 2018). This study sets out a vision as noted at paragraph 4, and identifies the potential for a significant level of mixed use development on the 3 sites. However, it is important to note that this level of development has not been tested having regard to technical constraints and the full range of planning requirements.

16. Working with the Client Team, in preparing deliverable Masterplan Framework, the successful consultant will need to further develop, test and refine this Vision to ensure it informs a deliverable Masterplan Framework and identifying and costing the significant infrastructure and investment required. Deliverability is central to the requirements of this brief.

17. The intention is that the Masterplan Framework will be capable of informing policy in the emerging GNLP, currently at Regulation 18 stage, supporting the allocation of the site at Regulation 19 stage and should form the basis of a

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Supplementary Planning Document for adoption by Local Planning Authorities which will form the basis of future planning applications to ensure comprehensive delivery.

18. The Client Team has established a new informal East Norwich Partnership to oversee the production and implementation of the Masterplan Framework. It is led by Norwich City Council and its members include the Client Team and key stakeholders. The Masterplan Framework is being funded by key East Norwich landowners and public sector bodies.

19. There is a considerable amount of background work that has previously been undertaken to understand the development potential of these sites and inform work going forward. Two planning applications have been submitted in relation to the sites, 12/00875/0 and others [detail to be attached to ITT] in relation to the Deal Ground (which has a current consent) and 15/00997/F in relation the Utilities site (subsequently withdrawn). Both applications were accompanied by a full suite of supporting evidence documents. Furthermore there are other studies available which have been previously undertaken by the Council. Detail on the relevant evidence documents is [to be attached to the ITT]. It should be noted that although the Deal Ground application has not been implemented progress has been made in terms of the removal of electrical pylons and overhead cables and undergrounding of this supply, the landowners having funded the negotiations and overseen the removal of the infrastructure. In addition the landowners funded negotiations to complete access agreements for the Utilities site to construct a spine road over the Deal Ground to allow for development on the Utilities Site; or in the alternative to contribute to Deal Ground construction cost of the spine road.

20. Britvic / Unilever are in the process of completing the sale of the Carrow Works to a private sector developer that has been selected at the conclusion of an extensive marketing exercise. It is anticipated that the contracted developer will submit a planning application for the mixed use scheme in the summer of 2021, which is currently the subject of early pre-application engagement with NCC, including the agreement of a Pre-application Planning Services Agreement. The masterplan will therefore need to be developed in tandem with the pre-application and application process for the Carrow Works. Consultants will be required to ensure that the development of the masterplan informs the pre-application process and vice versa in anticipation that any submitted scheme seeking planning permission is consistent with the Vision for the East Norwich strategic regeneration sites and will assist NCC in bringing forward all three sites across this strategic development location.

F. The Site

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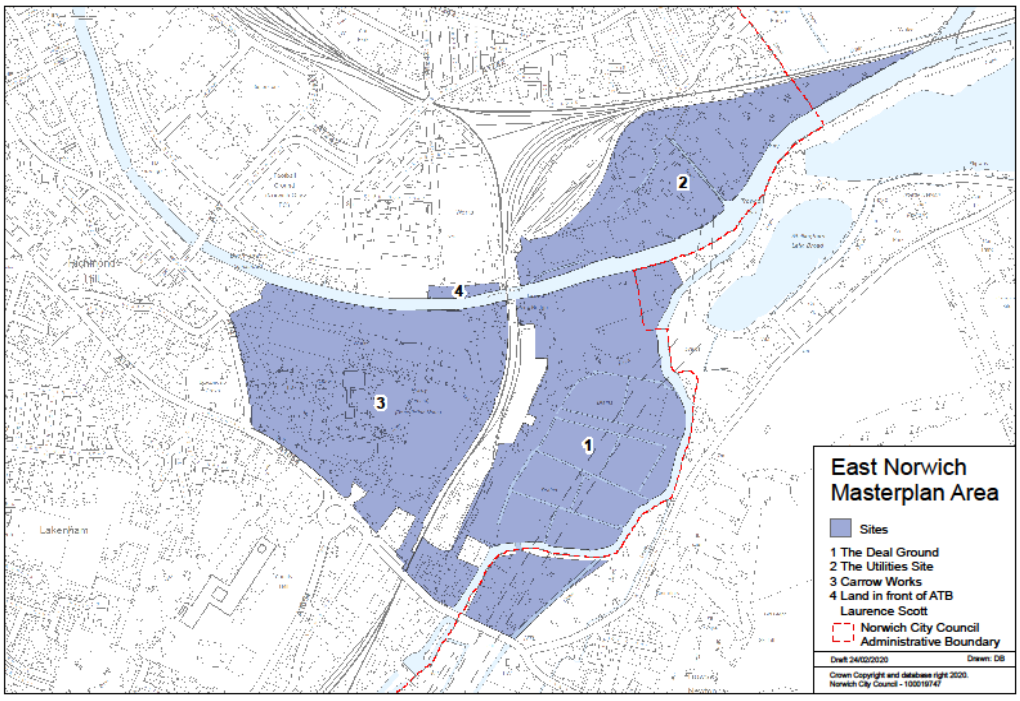
21. The area to be covered by the Masterplan Framework is shown in the plan below. It comprises the following:

1. Deal Ground
2. Utilities Site
3. Carrow Works and Carrow House
4. Land at the front of ATB Laurence Scott – this strip of land adjacent, to the north bank of the River Wensum and in front of the Laurence Scott Electromotors, is essential for the delivery of sustainable transport links to the three sites.



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G. Key Challenges and Opportunities

22. Key constraints and considerations for the East Norwich sites include:

- Land ownership: the sites are in a variety of ownerships.
- Primary infrastructure: costs associated with primary infrastructure have hindered the sites from coming forward for development previously. There is a need for investment in substantial new infrastructure including new bridges to serve the sites, road infrastructure, sustainable transport links and key public realm areas, to facilitate development and de-risk the site,
- The need to manage traffic impact on strategic highway network,
- The need to address/mitigate environmental impacts from adjacent activities and site contamination,
- The need to address key areas of landscape and biodiversity value, and the setting of listed heritage assets,
- The need to address and mitigate flood risk, and
- The need to address navigation rights in relation to the River Wensum part of the Broads network, particularly arising from any new fixed rail bridge, taking into account the British Railways (Trowse Bridge) Act 1985.

23. Despite these challenges, the East Norwich sites if developed comprehensively have the potential to deliver:

- A significant quantum of development above what is envisaged in the GNLP – potential needs to be explored for up to 4,000 new homes and 100,000 sqm of employment floorspace through masterplanning. To put this in context this would represent over 40% of the growth envisaged for Norwich in the GNLP, or about 9% of growth for the whole Greater Norwich Area, to 2038,
- Improved accessibility, sustainable transport and connectivity with city centre, and wider East Norwich area including natural greenspaces and the Broads,
- Achieve a high quality built environment, green and blue infrastructure, and biodiversity net gain,
- Delivery of a local energy network, and
- Achieve riverside regeneration potential including a marina.

24. The potential replacement of Trowse rail bridge by Network Rail provides opportunities to enhance the development potential of the sites.

H. Planning Policy Context

25. The overarching policy context relevant to this project is the National Planning Policy Framework (NPPF) and associated Planning Practice Guidance. The

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delivery strategy will be expected to accord with the principles of the national policy context, as well as the local policy documents referred to below.

26. The majority of the area covered by the East Norwich sites falls within Norwich City Council's administrative area, with some land within Broadland District Council and South Norfolk Council administrative boundaries, and some within the Broads Authority area for planning purposes.

    a. The current planning policy framework in Norwich is comprised of the following:

        - The Joint Core Strategy for Broadland, Norwich and South Norfolk 2014 (JCS)
        - The Norwich Site Allocation and Site Specific Policies Plan 2014 (Site Allocations plan)
        - The Norwich Development Management Policies Local Plan 2014 (DM Policies plan)

    b. The JCS is the key planning policy document for Greater Norwich, setting out the broad vision for the growth of the area and containing the policies for the period 2008-2026. The strategy contains a Spatial Vision and main Objectives setting out the wider plan for homes and infrastructure, and also more specific policies (such as policies 11 and 12) which make specific reference to what is expected from development in Norwich. Policy 12, in particular, refers to the major physical regeneration possibilities of the East Norwich sites.

    c. Both the Deal Ground and the Utilities Site are already allocated within the Norwich Site Allocations Plan for major residential-led mixed-use development (policies R9 and R10). The policies contained within this plan set out preferred uses for the allocated sites and highlight particular requirements of and challenges to development. The Carrow Works site is not currently allocated in this document as it was occupied and operational at the time the plan was prepared.

    d. The Norwich DM Policies Plan provides detailed planning policies to help deliver the JCS and to guide how the Council responds to planning applications for new development in the city. As outlined in paragraph 10, there are many site (and wider) constraints which present challenges to bringing forward East Norwich for development. The policies contained within the DM Policies Plan cover issues relating to heritage, flood risk, protection of the natural environment, protecting access, transportation etc. in more detail and will need to inform the policy context analysis of the delivery strategy and masterplan.

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e. Emerging policies contained within the draft GNLP are also relevant. The GNLP will build upon the strategic policies contained within the JCS to plan for growth and development in Greater Norwich until 2038. The GNLP contains overarching strategic policies and site-specific allocation policies. Once adopted, the GNLP will replace the JCS and Site Allocations Plan for Norwich. Particular consideration should be given to policy 7.1, which identifies East Norwich as a Strategic Regeneration Area, as well as site-specific policies GNLP0360, GNLP3053 and R10. The GNLP has recently completed its Regulation 18 public consultation. It is anticipated that the Regulation 19 Draft Plan will be published for consultation early in 2021.

f. As the East Norwich sites cross administrative boundaries, the masterplan will need to take account of the current and emerging planning policies relevant to the adjacent local authorities of the Broads Authority and South Norfolk District Council, with particular reference to Broads Authority policy NOR1. The masterplan will also need to take account of the Norfolk Minerals and Waste local plan which safeguards the Trowse railhead site.

g. The Norfolk Strategic Planning Framework (NSPF) provides a structure for addressing cross-boundary planning issues across the county, especially those which have a strategic impact across local authority boundaries. It includes guidance relating to housing, economic growth, infrastructure and the environment, and informs the local plans produced by each of the partner authorities. The delivery strategy will need to consider the contents of the NSPF to ensure the delivery of East Norwich is in accordance with the agreements made by the partner authorities across Norfolk.

27. In addition, Norwich City Council, in collaboration with other stakeholders, has produced the Norwich 2040 City Vision. This document sets out how the challenges facing the City will be addressed over the coming years. The Masterplan Framework and Delivery Strategy will need to consider how the development of East Norwich can contribute to the main themes and objectives of the 2040 City Vision. Given the sites' riverside location, the masterplan should also take account of the objectives and policies of the River Wensum Strategy (2018) which seeks to regenerate the river corridor. The strategy has been been prepared by a Norwich City Council led partnership involving the Broads Authority, Norfolk County Council, Environment Agency and the Norwich Society,

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I. Scope of the Appointment

28. There is now a need to tender to appoint a multi-disciplinary consultant team including Planning, Design and Technical specialists from the Homes England Framework Panel to progress the Masterplan Framework that is viable and deliverable to achieve a comprehensive and fully integrated approach which focuses upon the Key Drivers, Vision and Objectives set out above. The Client Team is mindful that one consultancy may not have access to all of the expertise needed to fulfil this brief and therefore encourages consultants to collaborate as needed to ensure the highest level of advice in each of the areas as set out below is provided.

29. The lead consultant will oversee the appointed project team as well as utilise specialist sub-consultants as required throughout the project. The appointment of any sub-consultants will need to be approved by the client team. At a minimum it is expected that the lead consultant will be able to demonstrate the ability to partner with an internationally recognised Masterplanner as exemplar/excellent design quality is one of the key requirements. All sub-consultant where not on the Homes England Framework will need to be appointed by the Lead Consultant following sign off from the client team.

30. The multi-disciplinary team's work will include the following (informed by East Norwich Vision Document and the GNLP policy 7.1):

- Setting out a viable and deliverable vision for East Norwich in the short, medium and longer term to inform development of the Greater Norwich Local Plan and ensure an exemplar form of development.
- Work with the Client Team and key stakeholders to review and refine the emerging vision and development objectives.
- The Masterplan Framework should ensure the co-ordinated delivery of a sustainable residential led mixed-use high-density gateway quarter for East Norwich with associated transport, social and community infrastructure, services and employment.
- The Masterplan Framework will establish an appropriate but ambitious quantum, mix and distribution of development of up to 4,000 homes and 100,000 sqm of commercial floor space, identify infrastructure requirements and dealing with access, open space provision, building height and massing. This will provide clarity for landowners, developers, investors, operators, relevant local authorities and other public sector agencies as to the appropriate scale, location, mix and form of development.

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- The Masterplan Framework will be the starting point for establishing a flexible framework built on strong principles which will guide future development in this sensitive edge of city location adjacent to the Broads.
- Developing an integrated access and sustainable transportation strategy to ensure sites are fully permeable by sustainable transport modes.
- Development of a highly connective network of enhanced biodiversity, green infrastructure, landscaped spaces and public realm, and enhanced heritage assets, linking the city centre through the sites to the Broads National Park.
- Ensuring a highly sustainable form of development, positively promoting car-free / low car use supported by an excellent cycling and walking network, integrated SUDs and flood plain remodelling, and a site-wide approach to infrastructure to ensure low carbon shared heating, cooling and power network, as well as excellent digital connectivity.
- Planning for water-based recreation, leisure and tourism, including a possible marina and moorings.
- Incorporate high quality wildlife-rich green infrastructure to support the Government's biodiversity net gain approach.
- Develop and implement an engagement strategy allowing the community and key stakeholder to engage in a meaningful way and inform the inform masterplan.

J. The Brief

<u>Stage 1</u>

a. Project Management

1 A Project Initiation Document shall be prepared soon after the commencement of the commission in accordable with a timescale agreed with the client team. The document will provide details of:

- a governance structure to ensure that lines of communication and decision making are clear,
- a work programme setting out sequencing and interdependencies in relation to milestones and timescales,
- a consultation and engagement programme,
- a resource and sub-contracting schedule,
- key milestones.

2 Lead and co-ordinate the multidisciplinary team of consultants to manage inputs and deliverable across the project including and sub-consultants.

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3 Arrange and chair fortnightly Project Team Meetings (PTM) with the Client Team including preparation and distribution of agendas, minutes, programme, risk register, issues and action logs at all stages of the project and for the PTM. PTM is to be attended by the lead consultant and project manager and other key sub-consultants depending on the stage of the project. These meetings will take place in Norwich (location tbc).

4 Preparation and management of project programme (in a Gantt Chart) which meets the project's time critical programme - this is to be available in excel.

5 Prepare and maintain cost / spend profiles and forecasts.

6 Provide the client with a brief and updates at PTM on specification, cost, programme and general issues at all stages of the project, including reporting and seeking approval for key milestones identified in the programme and agreed with the client team – eg approval for a preferred masterplan option.

7 Adopt and provide strong and effective project and stakeholder governance.

8 Escalate any issues / items as necessary to the client team in a timely manner.

9 Identify and manage risks.

b. Masterplanning and Design

1. Evidence base - compile existing evidence into a single summary document and identify gaps requiring more detailed assessment work, advising how and when this will be completed. This should also include a review of responses to the GNLP Regulation 18 consultation in relation to relevant policies. The review should:

- undertaking a comprehensive review of existing site information available,
- identify whether it is current, flagging key strengths, weaknesses, opportunities and threats as well as any gap.
- If required the team should prepare and agree a plan for when and how any additional material will be procured and provided to support the masterplan process.
- The main output from this stage will be a high level assessment that provides a short summary of the evidence base findings produced to date.

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2. Constrains and contextual analysis: Based on the evidence base analysis, this work will:

   - provide clarity regarding site constraints and barriers to development;
   - characterise the 3 sites focusing on landscape, heritage, townscape and environmental characteristics;
   - identify high level options capable of removing barriers to comprehensive development,
   - optimising the potential for sustainable growth across all three land parcels.

   This is a critical piece of work which will exert a formative influence on the sites' development capacity and therefore the viability and deliverability of the masterplan subsequently proposed.

3. Critically review the Vision for East Norwich Autumn 2018 prepared by 5th Studio.

4. Prepare a Masterplan Framework for the site that addresses the emerging: Vision, Drivers and; Development Objectives and responds to paragraph 26 – this work should be informed by the Client Team and Key Stakeholders as it evolves through workshop(s) that should be scheduled into the work programme.

5. Prioritise and promote an exemplar/excellent design quality.

6. Illustrative 'proving' masterplan/layouts from which yield information that can be generated to support the viability work.

7. The Masterplan Framework should show:

   - A Sustainable Communities Framework: to ensure the development is high quality, contributing to the delivery of inclusive growth in a mixed, resilient, healthy and sustainable community and positively supporting transition low / zero carbon living.
   - A Land Use Framework Plan: to show mix of uses, general locational considerations, indicative minimum and maximum quanta;
   - A Movement Framework: to ensure integrated access and sustainable transportation, to include pedestrian, cycle, public transport and vehicle movement within the site and linking to the city centre, Broads and wider area;
   - A Social and Community Infrastructure Framework setting out the requirements for education, community, and health provision;
   - A Landscape, Green Infrastructure and Public Realm Framework;

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- A Waterspace Framework to ensure the development responds effectively to the sites' unique riverside location and maximises potential for regeneration of the river corridor;
- A Blue Infrastructure Framework, including strategic approach to flood risk, drainage and integration of SUDs;
- A Heritage and Townscape Framework;

8. An overall Development Framework, setting development parameters in relation to land use, zones and extent of development, extent of demolition, infrastructure requirements, access and circulation, maximum heights and open space / biodiversity net gain and key built form/public realm design requirements and guiding principles.

9. A list of the evidence base documents is included.

c. All Social, Economic and Engineering Infrastructure

10. Identify the type and extent of infrastructure to make the development of the sites work in a comprehensive manner.

11. Infrastructure requirements to including education, health, highways, drainage and utilities and, associated consents.

12. Complete design for necessary infrastructure to a level of detail (RIBA Stage 2) that shall inform a viable and deliverable Masterplan Framework to inform Stage 2 work.

d. Infrastructure Delivery Plan and overall viability assessment

13. An Infrastructure Delivery Plan and Strategy building on viability work covering what the infrastructure is, when it will be required, and what it will cost. This will incorporate the proposed masterplan and the costing for the infrastructure delivery plan to undertake an overall high level viability aggregated appraisal for East Norwich. This will detail assumed mix, scale and type of uses. It will detail the associated revenue and cost assumptions and an overall analysis of the scheme at masterplan level. It will also outline the most desirable build out and phasing programme for the delivery of the overall masterplan.

e. Community and Key Stakeholder Engagement

14. Prepare and implement a community and key stakeholder Engagement Strategy to achieve buy-in to the Masterplan Framework from the community and key stakeholders.

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15. Engagement with the community and key stakeholders to help to further inform the emerging Vision, Development Objectives and the Masterplan Framework to help to get the early buy-in from the community and key stakeholders by demonstrating how their view have been reflected in the masterplan Framework.

Stage 2

f. Development Viability.

16. The viability assessment should include:

- determining the most appropriate housing and commercial mix (policy and market requirements),
- number of development phases, and
- development of a cashflow.

17. Prepare an indicative cost plan, for Masterplan Framework to take account of all build costs and associated professional fees.

g. SPD Preparation and Consultation

18. Prepare a Masterplan Framework and supporting information to progress to adoption as an SPD.

19. This will include drafting appropriate documentation, support for the consultation process, and support for the local plan allocations where appropriate through production of evidence (including deliverability, viability, phasing and delivery rate information) and provision of support at public examination.

h. Delivery Strategy

20. Soft Market Testing to ascertain developer interest in the scheme will be required.

21. A Planning Strategy setting out details of how outline and detailed applications will be brought forward to gain planning permission.

Stage 3

i. Delivery Mechanisms

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22. Advise on appropriate delivery and funding mechanisms to bring the site forward, including how infrastructure costs will be funded and allocated, together with the level of public support required and in what form.

Project milestones

23. Key milestones include:
    - Procurement: July - August 2020
    - Appointment of consultants: September 2020
    - Inception meeting: September 2020
    - Stage 1 masterplan preparation: September 2020 to Feb 2021
    - Review of Stage 1 outcomes and decision to proceed with Stage 2: March 2021
    - Stage 2 masterplan preparation: April to October 2021
    - Review Stage 2 and decide on whether to progress with Stage 3: late 2021.

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POSITION STATEMENT: Trowse Rail Bridge

What's the problem?

1. Trowse Rail Bridge carries all train services into Norwich from outside the county. The bridge, across the River Wensum on the approach to Norwich Station, is a single-track opening bridge. It is the only opening rail bridge that carries an overhead power supply in the country. The bridge is already a constraint to rail traffic but not a significant problem to the current services operated if everything is running to time. It does however present performance issues in other circumstances. The bridge is a pinch point on the network, having a notable effect on punctuality of arrivals into Norwich, as well as affecting timetabling and frequency of services and potentially presenting a risk to resilience of the rail network in and out of Norwich.

2. Network Rail is required by law to open the bridge for passing river traffic (British Railways (Trowse Bridge) Act 1985). This is to allow vessels to access to the historic port of Norwich. The Act states the bridge *"shall open…for the passage of vessels on request at any time of the day or night except when engines or carriages shall be about to pass over the new bridge".* Current frequencies of rail services make it difficult to find times to open the bridge when train services would not be obstructed. Opening is restricted (after giving seven days' notice) to a Sunday at 4am.

3. Immediately adjacent to the bridge are development sites with enormous potential for mixed-use housing and employment opportunities. These brownfield sites could form a new sustainable quarter of the city with good, clean transport links and deliver 4,000 new homes and 6,000 new jobs. Access to the sites to the east of the railway bridge is constrained by the current railway bridge which hinders vehicular, pedestrian and cycle access to the sites from the city centre. The local authorities are working with the development industry to bring forward the opportunities, but planning is made more difficult given uncertainties about whether a scheme to replace Trowse Rail Bridge will come forward; the timing of this; and whether options involving a fixed bridge will be favoured.

4. Local stakeholders recognise (as well as the franchise commitment for additional services between Norwich and London and the desire for these to be quicker) that east-west connectivity is a challenge. Local stakeholders recognise the ambition to improve the frequency of Norwich to Cambridge services; introduction of new services on East West Rail, which will connect Norwich via Cambridge to Bedford, Milton Keynes, Oxford and beyond; and improvements to the Midlands and the north (via Peterborough). Trowse Rail Bridge is not seen as being required for any of these individual improvements. However, the bridge is likely to prove a constraint if the combination of improvements to other routes into Norwich is also considered.

5. The local stakeholders including the Broads Authority recognise that if Trowse Rail Bridge were to be considered for improvement, there are cost differences between a fixed bridge and an opening bridge. The Broads Authority wants to work with partners to find mitigation measures that would facilitate improvements to this structure and its operation. Norwich is an historic port and the Broads Authority is the Harbour Authority. The Authority recognises that the port is unlikely to be operational in the same way that it has been in previous years.

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What are the desired outcomes?

6. *Rail outcomes*
   Rail improvements at Trowse could help deliver further franchise commitments and future service aspirations as set out in paragraph 4 and have a notable effect on punctual arrivals in Norwich (Paragraph 1). This in turn could help drive modal shift and deliver the clean growth agenda. A new Trowse Bridge could also provide improved rail performance and increased speed limits on the line. An improved junction at Trowse could provide additional growth delivered by more frequent and timely services.

7. *Regeneration outcomes*
   There is a significant opportunity for the regeneration of the Deal Ground, Utilities and Carrow Works sites where 4,000 new homes and 6,000 new jobs could be delivered. The sites have huge potential and are easily reached from Norwich city centre and the rail station by walking, cycling and public transport. This provides the potential not only for a new highly sustainable quarter of the city of remarkable environmental quality but also to significantly improve access to the Broads for the City's population.

8. The redevelopment of the brownfield sites offers unique opportunities for rare and significant plots of land. The existing biodiversity in the River Wensum will be able to be enhanced through this redevelopment, along with the establishment of a 'green grid' of characterful landscape spaces. The creation of a marina down-stream of the Trowse Rail Bridge offers flood mitigation measures as well as port uses and the potential to transform the space into an area comparable to the Quayside buildings at Royal Williams Yard in Plymouth. A marina and other measures to improve navigation upstream has the potential to benefit navigation to a far greater extent than keeping the bridge open.

9. *Transport outcomes*
   The development of the sites provides many benefits to the highway network if planned and delivered in a coordinated way. A new Trowse Bridge provides potential for enhanced links to the development sites including under the approaches to the bridge on both sides of the River Wensum significantly improving access to, and unlocking, important areas of brownfield land.

10. New river crossings have the potential to cut traffic congestion in an area where the inner ring road meets the outer ring road, which also happens to be the shortest route into Norwich City Centre from the Southern Bypass and a route regularly used for public transport. If fixed-bridge solutions were adopted management and maintenance of two existing cycle/footway bridges and the existing road crossing could be streamlined.

What are the options available?

11. There are a number of options available as well as the do-nothing, which is not considered to provide a solution. These include: a twin track fixed rail bridge; a twin track opening bridge; and two single track fixed bridges.

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12. Network Rail intends to carry out a feasibility study. Local partners agree there is merit in an early piece of work to understand the constraints that an improvement at Trowse could help to unlock. It is local partners' view that this needs to be done now, in advance of the programmed Network Rail study into Norfolk and Suffolk connectivity. Local partners also consider that agreement needs to be reached about which of the bridge options needs to be considered. Reducing the numbers of options at the outset should lead to cost and time-savings in the feasibility work.

13. A fixed rail bridge provides the significant advantages of:

- Being less costly to develop and deliver
- Removes ongoing maintenance issues associated with an opening bridge
- Allows fixed bridges to the development sites to be planned for and provided, making it more likely that regeneration can come forward
- Potentially removes the need for existing road and cycle/pedestrian bridges to open, reducing maintenance liabilities.

14. A preliminary business case could also look at value for money and the wider economic benefits of a scheme at Trowse Rail Bridge.

Why now?

15. Progress on the rail studies is needed now to confirm that improvements to Trowse Bridge will be required. Once it is confirmed that 'do-something' will be needed agreement can be reached about which options should be looked at. If consensus can be reached on the options, with appropriate mitigation, this will enable local partners to make progress on planning the infrastructure required to open-up the development sites, as well as reducing the time and cost of the rail studies. Doing this now will give impetus to redevelopment of the sites and minimise the risk that this rare opportunity for redevelopment of the city is lost.

16. Taking forward work on the rail study now is also crucial to avoid Trowse Bridge becoming a blockage to future rail service improvements. Given the complexities of the matter these issues will take some time to resolve and it is critical that they are understood now so that the necessary feasibility and business case work can be started. This will avoid unnecessary delay to bringing forward improvements required to unlock rail service improvements to Norwich

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