



Norwich site allocations and site specific policies local plan

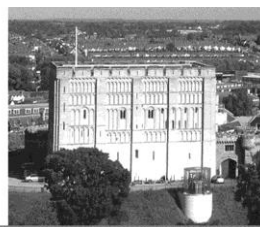
**Adopted
December 2014**

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Foreword

Norwich is going through a challenging period of rapid change and development. Over the past few years, the council has been working to prepare planning strategies and local policies to shape and deliver the growth Norwich needs sustainably and responsibly.

This document, the *Site allocations and site specific policies local plan*, identifies sites across the city to accommodate growth between now and 2026. These site allocations will help secure the supply of land for new homes and employment opportunities in Norwich. The site policies set out in the document will also guarantee our natural and historic environment is preserved and the needs of our communities are met.

Alongside the *Development management policies local plan*, this local plan will set the parameters for the council's decisions on new development proposals in the city over the next fifteen or so years. Both documents will replace the previous *City of Norwich replacement local plan* adopted in 2004.

The local plan has evolved over a long period from its inception in 2009, coinciding with a major review of planning policy nationally. Throughout this period we have considered how the plan might best respond to these changes and taken account of the many valuable suggestions for improvement to the plan put forward through consultation and independent examination. We are confident that the adopted plan will provide a strong, sound and effective planning framework to move Norwich forward into the next decade, offering the right balance of certainty and flexibility to respond to the changes and challenges we face.



BRENDA ARTHUR
Leader of the city council

December 2014



MIKE STONARD
Portfolio holder: Environment,
development and transport

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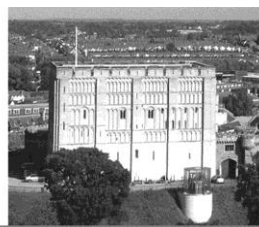
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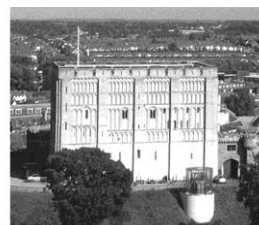


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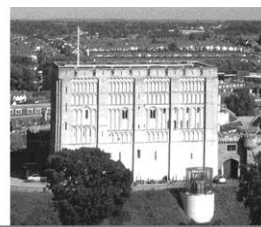
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1. Introduction

The development plan for Norwich

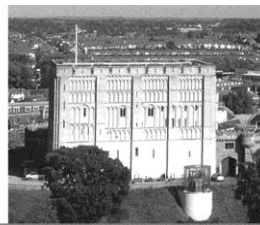
- 1.1 The development plan for Norwich is made up of a number of policy documents which will guide and manage development in the city (see figure 1). This includes:
- **Local Plans (also called *Development plan documents*)**¹ setting out detailed planning policies and proposals for the city and the wider Norwich area. For Norwich these are the *Joint Core Strategy for Broadland, Norwich and South Norfolk* (JCS); the *Development management policies local plan* (*DM policies plan*); the *Site allocations and site specific policies local plan* (*Site allocations plan*); the *Policies map*; and area action plans including the *Northern city centre area action plan* (NCCAAP); and
 - **Supplementary planning documents** giving more detailed advice about how particular policies will work in practice.
- 1.2 The development plan is supported by a number of procedural documents, setting out our timetable for producing it (the *Local development scheme*), how we will consult people about it (the *Statement of community involvement*) and how successfully it is being implemented (the *Annual monitoring report* and other regular monitoring reports).
- 1.3 In Norwich, local planning policies are set out in two separate local plans. This document, the *Site allocations plan*, contains detailed, site specific policies and proposals for individual change sites, and will operate alongside the *DM policies plan*, which sets out general policies to guide development across the whole city.
- 1.4 These two main planning documents dovetail together and will be complemented by the existing adopted area action plan for the northern city centre (NCCAAP) and a limited number of supplementary planning

¹ It should be noted that in comparison with previous drafts of this plan, the terms *Development Plan Document* and *DPD* have generally been replaced by *local plan* throughout the plan text and also in its title, following the recommendation of the Planning Inspectorate. The terms have however been retained where they occur within the body of policies.

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documents. The adopted JCS sets the strategic context for all of these documents and is itself a local plan which is part of the development plan for Norwich. Within this document, the umbrella term '*the development plan*' will be used to refer to all the relevant local plans and related planning documents which will apply in Norwich and the wider area, including this one. The documents making up the development plan are shown in Figure 1. The *Site allocations plan* and *DM policies plan*, along with the JCS and NCCAAP, supersede the 2004 local plan in its entirety.

- 1.5 The NCCAAP, which was adopted by the city council in March 2010, covers one of the areas identified for significant urban regeneration and change in the JCS. There are a number of sites allocated separately in the NCCAAP. These sites form part of the development plan as a whole and are therefore shown on the *Policies map* (city centre inset) apart from one site at Sussex Street which is currently being developed.
- 1.6 Under the provisions of the Localism Act 2011, local communities now have the opportunity to independently prepare their own neighbourhood plans. At present there are no neighbourhood plans being developed in Norwich. If produced, such plans will be required to be in general conformity with the strategic objectives of the JCS and to explain their relationship with the policies and proposals in the *Site allocations* and *DM policies plans*. The role of neighbourhood plans is discussed in more detail in the introduction to the *DM policies plan*.

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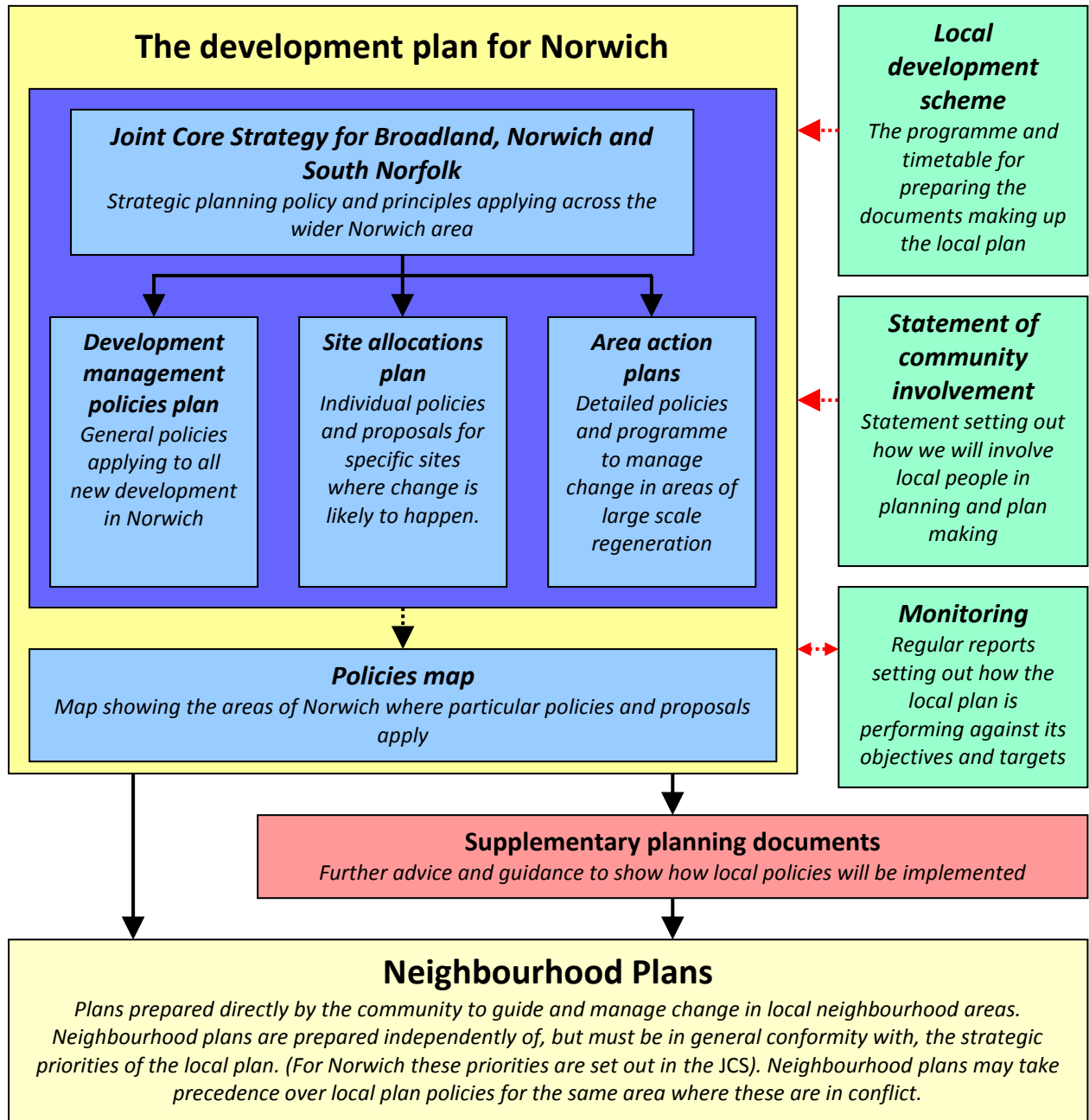
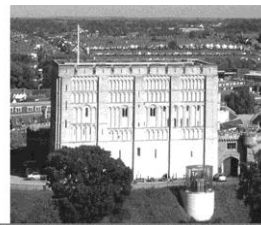


Figure 1: Documents making up the development plan for Norwich



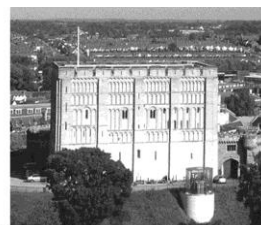
Purpose of this plan

- 1.7 The purpose of the *Site allocations plan* is to ensure that sites are identified and made available to meet the development needs of Norwich in accordance with the policies and proposals set out in the adopted JCS, and must also align with the policies of the *DM policies plan*. The *Site allocations plan* sets out detailed policies and proposals on sites where change is anticipated or proposed, and sets out preferred land uses for those sites including housing and employment. In common with the other key planning documents referred to above, this plan has an end-date of 2026.
- 1.8 The JCS sets out the council's vision, objectives and strategic policies on important issues such as housing, employment and shopping. Its spatial planning objectives are derived from the Sustainable community strategies for each of the three districts and are in brief:
- Objective 1: to minimise the contributors to climate change and address its impact
 - Objective 2: to allocate enough land for housing, and affordable housing, in the most sustainable settlements
 - Objective 3: to promote economic growth and diversity and provide a wide range of jobs
 - Objective 4: to promote regeneration and reduce deprivation
 - Objective 5: to allow people to develop to their full potential by providing educational facilities to support the needs of a growing population
 - Objective 6: to make sure people have ready access to services
 - Objective 7: to enhance transport provision to meet the needs of existing and future populations while reducing travel need and impact
 - Objective 8: to positively enhance the individual character and culture of the area
 - Objective 9: to protect, manage and enhance the natural, built and historic environment, including key landscapes, natural resources and areas of natural habitat or nature conservation value
 - Objective 10: to be a place where people feel safe in their communities

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- Objective 11: to encourage the development of healthy and active lifestyles
 - Objective 12: to involve as many people as possible in new planning policy.
- 1.9 In developing this *Site allocations plan*, the council has considered different options for potential sites, carried out a number of public consultations, and undertaken sustainability appraisal and appropriate assessment. This is further explained below in chapter 3 ('Site selection').
- 1.10 This plan allocates a total of 73 sites for development in the plan period for a mix of uses. Land is identified sufficient for in the region of 3,142 new homes and seven hectares of additional land reserved for employment and business uses. The housing sites are in addition to sites already allocated, but not yet developed, through the *City of Norwich Replacement local plan* (adopted 2004) and the NCCAAP (adopted 2010).
- 1.11 During the lifetime of the plan (to 2026), proposals for new development or redevelopment will come forward not only on sites allocated for development in this plan, but also on a number of other sites within the plan area which may come forward in the future, but whose exact location cannot be determined at this time. There will also be small scale development opportunities on sites which are too small to allocate individually. Such unplanned development is known as windfall development. Norwich has a high level of windfall housing development, which has averaged 37% of housing completed over the period 2001 – 2013. The requirement in the JCS for Norwich to find additional land for at least 3000 homes only takes account of those sites which can be allocated in this plan and does not include an allowance for windfall development. However, the contribution of windfall sites to achieving the housing target for Norwich is nevertheless expected to remain fairly significant over the plan period, though perhaps diminishing over time as a proportion of the total housing built.

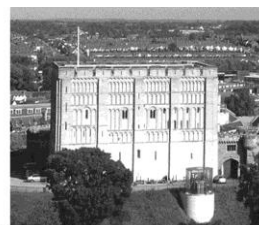
How to use this document

- 1.12 This document sets out in chapter 2 the national and local policy context for the proposed site allocations, and in chapter 3 explains the process by which the council has arrived at the final set of allocations.
- 1.13 This document should be read in conjunction with the *DM policies plan*, which sets out proposed planning policies for the city council area, and informs the content of the proposed site allocation policies, and the NCCAAP, which makes site allocations in that area which are not included in this plan. Policies and proposals from this *Site allocations plan*, the *DM policies plan* and the adopted NCCAAP are all illustrated on a combined Local plan policies map which accompanies this document.

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1.14 The following table shows the key changes in the development of the *Site allocations plan*.


	Evidence gathering (including a call for sites)	Opportunities for the public to put forward sites for development or change	2009
	Public consultation (1)	Consultation based on initial sites proposals	November 2009 – February 2010
	Public consultation (2)	Consultation based on the shortlisted sites after the first round of public participation	January – March 2011
	Public consultation (2a)	Consultation on additional and amended sites following second round of public participation	July - September 2011
	Pre-submission consultation	Opportunity for public comments on the soundness of the proposed submission document	August–October 2012
	Submission	Submission to the Secretary of State	April 2013
	Independent public examination (commences from date of submission)	Hearing to assess the soundness of the plan Consultation on modifications Publication of Inspector's report	March 2014 June 2014 September 2014
We are here 	Adoption	The council adopts the <i>Site allocations plan</i>	December 2014

Table 1: Key stages of the *Site allocations plan*

1.15 Published alongside this *Site allocations plan* are the following documents:

- A **Policies map** illustrating the individual sites proposed in the *Site allocations plan* and the policies in the *DM policies plan* alongside those policies and proposals in the adopted NCCAAP which will continue to apply. The policies map forms part of the plan and must be read alongside it;

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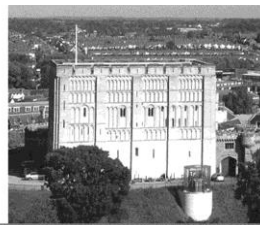
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- The **sustainability appraisal** of the *Site allocations plan*;
- The **environmental statement**;
- The **adoption statement**.

1.16 A series of background **topic papers** and **technical studies** provide further evidence and explanatory material to support and justify the plan's policies and proposals.



2. Policy context

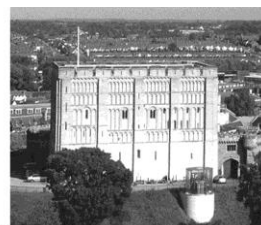
National planning policy

- 2.1 The Government published the National Planning Policy Framework (NPPF) in March 2012 which simplifies national planning policy and which supersedes all previous planning policy statements. The NPPF is part of a wider series of changes to the planning system that the government is introducing to both streamline and simplify the planning process and enable local communities and neighbourhoods to become more fully involved in it. These include the Localism Act (which provides for the abolition of regional spatial strategies and the housing growth and jobs targets contained within these plans), proposed amendments to the General Permitted Development Order to allow additional types of development and changes of use without the need to apply for permission. Alongside the NPPF the government has also published a new national policy statement *Planning policy for traveller sites* (2012)
- 2.2 The NPPF is strongly pro-development, and creates a presumption in favour of sustainable development. Local plans are considered to be the key to delivering sustainable development, and they must seek opportunities to achieve each of the economic, social and environmental dimensions of sustainable development. Local planning authorities are required to prepare local plans on the basis that objectively assessed development needs should be met, with sufficient flexibility to respond to rapid shifts in demand or other economic changes. Local plans should be aspirational but realistic.
- 2.3 Key NPPF requirements that are particularly relevant to this *Site allocations plan* are that local plans should:
- allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on the form, scale, access and quantum of development where appropriate;
 - deliver a wide choice of high quality homes that people want and need, and increase the supply of housing;
 - create sustainable, inclusive and mixed communities, including through the regeneration and renewal of areas of poor housing;

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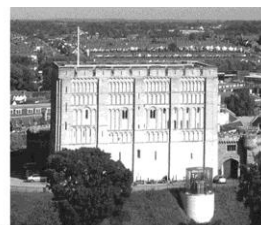


- plan proactively to meet the development needs of business and support an economy fit for the 21st century;
 - promote the vitality and viability of town centres, and meet the needs of consumers for high quality and accessible retail services; and
 - ensure viability and deliverability of development.
- 2.4 The Government recently published the National Planning Policy Guidance (NPPG, March 2014) which provides guidance to local authorities and developers on interpretation of the NPPF.
- 2.5 The requirement to identify and maintain a rolling five year supply of deliverable housing sites and a longer-term supply of developable sites is retained from previous government guidance (Planning Policy Statement 3: Housing), as are its key tools and mechanisms to assess the local need for market and affordable housing and to calculate the sufficiency of the housing supply and delivery over time. When calculating this five year supply on an annual basis the council will normally seek to identify an additional buffer of 5% to ensure choice and competition in the market for land, in accordance with advice in the NPPF.
- 2.6 Strategic housing land availability assessments (SHLAAs), strategic housing market assessments (SHMAs) and housing trajectories within monitoring reports continue to be a key part of the council's evidence base, both to monitor the implementation of housing policies and allocations in this plan and other local plans and to ensure that the delivery of new housing is keeping pace with plan requirements and meeting identified needs. The NPPF emphasises that the housing supply should come in the main from identifiable sites in the short and medium term and identified broad locations in the longer term. Windfall sites should not be allowed for in the first ten years of housing supply unless there is compelling evidence to show that specific sites cannot be identified.
- 2.7 National minimum density standards for housing development do not appear in the NPPF: instead local planning authorities are advised to "set out their own approach to housing density to reflect local circumstances". The re-use for residential purposes of empty housing and other buildings is strongly supported (making use of empty homes strategies to identify opportunities and using compulsory purchase powers to acquire property where necessary).
- 2.8 The delivery of a wide choice of quality homes requires local planning authorities to plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the

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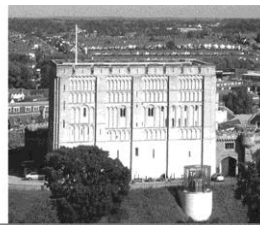
community. Local planning authorities should identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand. In relation to affordable housing they should set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified. Site specific policies for housing sites allocated in this plan require compliance with policy 4 of the adopted JCS and its affordable housing requirement of up to 33%, a target informed by evidence of affordable housing need in the greater Norwich area taking account of the economics of provision. Additionally particular sites in the plan make provision for family housing (for example in the NCCAAP area) where a need has been identified.

- 2.9 Planning positively and strategically to support business, ensuring an adequate supply of land and premises for economic growth and promoting inward investment and innovation (particularly in key sectors and clusters) are emphasised in the NPPF. The guidance advises against long term protection of employment allocations stating that “applications for alternative uses of designated land or buildings should be treated on their merits having regard to market signals such as land prices and housing affordability, and set out a clear strategy and the relative need for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities”. Allocation of land for development in this plan must take account of the strategic longer term needs and priorities in the JCS, including the need to support significant levels of job growth through identifying business development opportunities and (in particular) by retaining employment land for its designated purpose (JCS policy 5).
- 2.10 Evidence from the *Greater Norwich gypsies and travellers accommodation assessment* (published August 2012) suggests an immediate requirement in Norwich between 2011 and 2016 for a maximum of 11 additional pitches. This is part of an overall five year requirement across greater Norwich for 51 pitches, the remainder being distributed between Broadland and South Norfolk. Three pitches have already been provided in Norwich so the net additional requirement is 8 pitches to 2016. There is likely to be an on-going requirement for up to 30 additional pitches every five years in the greater Norwich area over the remainder of the plan period (i.e. a total of 60 additional pitches from 2016 to 2026), which equates to an additional 13 pitches in Norwich city (based on the same geographical distribution as the need to 2016), resulting in a total need for 21 pitches to 2026. The report indicates no requirement for additional plots for travelling showpeople.
- 2.11 Policy DM14 in the *DM policies plan* sets out the council’s approach to this issue. The policy states that the existing gypsy and traveller site at Swanton

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Road and the travelling showpeople's site at Hooper Lane will be retained and reserved for those purposes, and that proposals for their upgrading over the plan period will be permitted where in accordance with other plan policies. In addition, the policy commits the council to meeting the identified need for 21 additional pitches to 2026, through grant applications in 2014 which may meet some or all of this need. However, if it is not possible to identify sites capable of meeting this need, the policy commits the council to producing a short focused local plan to identify and allocate additional sites for gypsy and traveller provision to meet the identified need. If required, this plan will be commenced within one year of the adoption of the *Site allocations plan*.

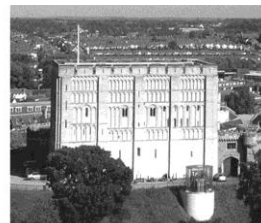
Local policy

- 2.12 The JCS was developed by the Greater Norwich Development Partnership (GNDP), a partnership of the three councils of Broadland, Norwich and South Norfolk, working together with Norfolk County Council. The JCS was adopted in March 2011 and amended in January 2014 and sets out a strategy for growth of the Norwich policy area. Objective 2 of the plan is 'to allocate enough land for housing, and affordable housing, in the most sustainable settlements'. It provides for at least 37,000 new homes in the plan area over the period 2008-2026 a level which demonstrably meets fully the objectively assessed housing needs of the wider area.
- 2.13 Although overall housing growth levels proposed in the JCS remain the same as adopted in March 2011 some amendments were made to the JCS to ensure consistency with the NPPF and particularly to ensure that adequate flexibility exists to promote housing delivery if necessary. JCS policy 22 requires that if there is a significant shortfall of housing supply affecting the Broadland part of the Norwich policy area (NPA) the local councils will produce a short, focussed local plan to identify additional locations within the NPA for immediate deliverable housing land to remedy the shortfall. If such a plan is produced priority will be given to sites in Norwich ahead of those elsewhere in the NPA in accordance with the settlement hierarchy set out in paragraph 6.2 of the JCS.
- 2.14 The JCS promotes the city centre as the main focus in the sub-region for retail, leisure and office development, with housing and educational development also adding to the vibrancy of the centre (policy 11).
- 2.15 As noted in paragraph 2.8 above, affordable housing requirements are set out in JCS policy 4; the proportion of affordable housing will vary dependent on the total number of homes proposed in a scheme, up to a maximum of 33%.

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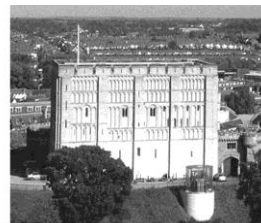


- 2.16 The JCS also states, in policy 8 ('Culture, leisure and entertainment'), that development will be expected to provide for local cultural and leisure activities, including new or improved built facilities.
- 2.17 It identifies the Norwich policy area (defined as the Norwich urban area, the first ring of fringe villages surrounding Norwich but extending to Long Stratton and Wymondham) as the focus for major growth and development over the lifetime of the plan, with a requirement to deliver 21,000 new dwellings between 2008 and 2026. In the city of Norwich alone, policy 9 requires at least 3000 new dwellings to be delivered over the plan period to accommodate this level of growth.
- 2.18 The requirement for a minimum of 3,000 new dwellings for Norwich is in addition to the 5,592 dwellings which could have been built from housing commitments existing at 31st March 2008, this being the base date of the JCS. It is also the date from which overall housing provision figure in this *Site allocations plan* is initially calculated and provides the context for the level of allocations to be delivered through its policies, taking account of housing development which has already occurred in the period between 2008 and 2012.
- 2.19 The housing commitment figure of 5,592 dwellings at the March 2008 base date includes undeveloped sites which were already allocated in the 2004 *Replacement local plan* and sites where permission had been granted for housing before that date, but development had either not yet started or which was only partially complete.
- 2.20 JCS policy 11 deals specifically with Norwich city centre, proposing housing growth 'to meet need and to further promote a vital and vibrant city centre community'. Taking account of committed development and new allocations, a minimum of 2,750 dwellings is required in the city centre between 2008 and 2026. It is expected that around a third of these would need to come from new city centre allocations brought forward through this plan.
- 2.21 The *Strategic housing land availability* assessment (SHLAA) demonstrates that there are sufficient deliverable and developable sites available to meet JCS housing requirements in the Norwich policy area, and in particular demonstrates the realistic capacity of Norwich to accommodate housing and thus minimise the need for greenfield development outside the city.
- 2.22 Policy 4 in the JCS also requires proposals for housing to contribute to the mix of housing required to provide balanced communities and meet local needs, addresses the need for affordable housing, housing with care, and provision for gypsies and travellers. Policy 6 promotes the concentration of development close to essential services and facilities to encourage walking

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and cycling as primary means of travel, and use of public transport for wider access.

- 2.23 As well as housing, it is important that business development is promoted within the city. Objective 4 promotes economic growth and diversity and provision of a wide range of jobs. Existing employment sites will be safeguarded and enough land for employment development will be allocated to meet the needs of inward investment, new businesses and existing businesses wishing to expand or relocate. Norwich city centre will continue to exert a powerful economic influence over the wider area. Its growth will be further encouraged, so that the centre remains one of the best in the country for retail and employment. Norwich International Airport is listed within a range of key locations in the Norwich policy area for strategic employment growth.
- 2.24 Policy 5 of the JCS sets out a number of separate policy strands to implement this objective and provide for the forecast need for 27,000 additional jobs in the period 2008-2026. This includes providing appropriately for the needs of (and maintaining a supply of premises for) small and medium sized businesses; allocating sufficient employment land in accessible locations to meet larger scale needs; overcoming constraints to the release and development of key sites and protecting land already identified for employment purposes only for uses which are ancillary to and supportive of their employment role. It also provides for the expansion of further and higher education and training; enterprise hubs in selected locations (including the University of East Anglia and Norwich Research Park) and support for tourism, leisure and the cultural and creative industries. Policy 9 requires that land be identified to deliver a net increase of 100,000 square metres of new office floorspace in the city centre by 2026.
- 2.25 The JCS aims to strike a balance between the need for additional jobs and housing growth in the city to 2026 with the need to protect the city's environmental assets and high quality of life. The level of new development proposed in this plan reflects this consideration, and will provide for new growth to meet JCS targets (which are based on evidence such as the SHLAA and 2008 *Employment growth and sites and premises study*) whilst maximising the high quality of life that we currently enjoy and mitigating against any adverse impacts of growth.
- 2.26 The local policy context to this plan is also provided by the *DM policies plan* (prepared alongside this document) and the adopted NCCAAP. Both of these also form part of the local plan for Norwich and should be read in conjunction with this plan. The *DM policies plan* sets out general policies to guide development which apply across the city and contains policies to protect Norwich's assets including its open spaces and historic buildings. Many of the

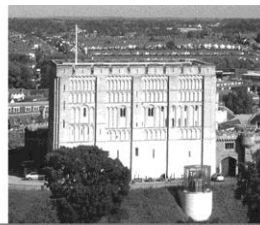
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policies in the *DM policies plan* are relevant to the site allocations, and are referred to in chapter 6 and 7 which introduce the site specific allocations.



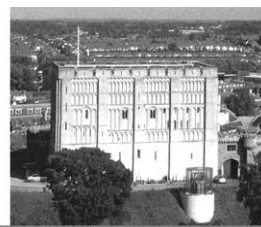
3. Site Selection

How the plan has evolved

- 3.1 This section of this chapter shows how the plan has evolved and how it addresses the tests of soundness required of a development plan.
- 3.2 All the sites proposed in the *Site allocations plan* have gone through a selection process comprising a number of stages. This included several rounds of public consultation. These representations received through consultations form part of the evidence base for the site selection process.
- 3.3 All the allocations satisfy the following tests of soundness:
- They are in compliance with the JCS and with national policy, particularly the NPPF;
 - They are based on a robust evidence base which has been determined both by research and through several stages of public consultation;
 - They are considered to be the most suitable allocations when considered against a range of reasonable alternatives;
 - They have undergone the processes of sustainability appraisal and appropriate assessment to test their suitability for development;
 - They are considered capable of being delivered within the plan period.

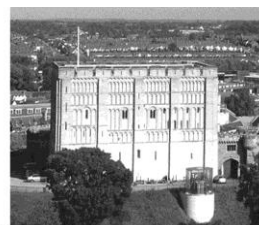
The 'call for sites'

- 3.4 The initial stage of the *Site allocations plan* was to identify potential sites for development. A 'call for sites' exercise was undertaken between February and April 2009. Developers, agents, community groups and the public were asked to suggest sites for possible development or change. The sites put forward, along with sites identified through the *Replacement local plan* and background studies, were all included in the initial list of sites published for public consultation. These sites were proposed for a variety of uses, including housing, employment and mixed uses.



First stage of consultation: potential development sites

- 3.5 In accordance with Regulation 25 of the local development regulations then in force, an initial round of public consultation took place between November 2009 and February 2010. This involved a wide range of consultees, including statutory and special interest bodies and residents across the city. Around 400 representations were received to this stage of consultation.
- 3.6 Following consideration of consultation responses to this first stage of consultation, all sites were then assessed against three key objectives - suitability, sustainability and availability.
- 3.7 Suitability assessment was undertaken by officers using a qualitative approach, and involved both desktop study and site visits. Full details of the methodology used are set out in the *Site selection background document* which forms part of the evidence base of the plan.
- 3.8 Sustainability assessment examines social, economic and environmental issues and was considered separately through the sustainability appraisal process (see paragraphs 3.34 - 3.37 below).
- 3.9 Ownership information was also gathered for sites, regarding their availability and likely timescale for delivery. This information reinforced the assessment process and helps to form a robust evidence base for the deliverability of the potential development sites.
- 3.10 As part of the assessment process, a number of sites which were included in the first round consultation were not carried forward into the second stage, or were carried forward but with amended boundaries. The reasons why particular sites were not carried forward into the next version of the plan are included in the *Site Selection background document*. In summary these are:
- Sites more appropriate for consideration in the *DM policies plan* (e.g. in cases where a site currently in employment use had been proposed for reallocation for the same purpose, the site was not included, since it would already be adequately covered under DM policy DM16 applying to all established employment areas in the city);
 - Sites constrained by their size and/or shape which would be difficult to develop viably and beneficially on their own, but which would be acceptable if integrated into or combined with a larger neighbouring



site to achieve a comprehensive scheme, thus avoiding piecemeal and stand-alone development;

- Sites assessed to be 'unsuitable' or 'less suitable' for development, on the basis of the suitability and sustainability criteria referred to above. A list of these sites and reasons for discounting them is attached at Appendix 1.
- Sites considered too small to allocate: the original minimum size threshold for a site to be allocated was set at 0.1 hectare in the city centre and 0.2 hectare in the rest of the city. However, because some smaller sites were assessed as capable of accommodating relatively high density development, the threshold has been relaxed to include any site that could reasonably deliver 10 or more dwellings even if it is smaller than the minimum threshold. Sites below the size threshold which are assessed as likely to provide fewer than 10 dwellings have not been carried forward; should proposals be brought forward on such sites they will be treated as windfall development.

Second stage of consultation – shortlisted sites

- 3.11 The second stage of statutory consultation on the plan narrowed the initial long list of potential development sites for inclusion down to a shortlist of preferred sites. This consultation on shortlisted sites took place between January and March 2011. All these sites were assessed as being appropriate for their intended purpose on the basis of the suitability, availability, and sustainability assessments referred to above. The council received approximately 100 responses to this stage of consultation.

Additional stage of consultation

- 3.12 Significant changes were proposed to a number of sites put forward for the consultation on shortlisted sites. These included requests for amendments to site boundaries to respond to various changes in planning circumstances and suggestions for consideration of possible alternative uses. A further round of consultation was then carried out on these sites (between July and September 2011). The sites in this additional stage have also been assessed against the criteria referred to above (suitability, sustainability and availability) and therefore have the same 'preferred sites' status as the sites originally shortlisted.
- 3.13 This further period of consultation ended on 30 September 2011. Over 200 responses were received on this consultation.



Soundness (pre-submission) consultation

3.14 The final stage of consultation on the plan (the Regulation 19 consultation) took place from August to October 2012. Individuals and organisations were able to comment on the soundness and legal compliance of the plan. It should be noted that prior to consultation on the Pre-submission plan, a decision was taken by members at cabinet in July 2012 to omit two sites from the plan: R6 (Former Lakenham Sports and Leisure Centre) and R45 (Land west of Bluebell Road). A further site CC09 (King Street Stores and adjacent Lincoln Ralphs Sports Centre) was amended by cabinet to remove the Lincoln Ralph Sports Centre from the allocation.

3.15 A total of 141 representations were received to this period of consultation. The representations and the council's responses to them are set out in the *Statement of consultation and publicity*, which is part of the evidence base and is available on the council's website.

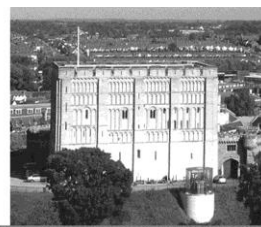
The evidence base

3.16 It is important to ensure that this plan (and the local plan as a whole) is supported by up-to-date and relevant evidence and supporting information.

3.17 The *Site allocations* and *DM policies plans* have both been informed by evidence covering a wide range of environmental, housing, social and economic issues. Much of the evidence commissioned to inform and support the JCS relates specifically to the city council area.

3.18 The council has also produced a series of topic papers which provide information about the way that planning policies and proposals in the *DM policies plan* and *Site allocations plan* have been developed and how they respond to the JCS and national policy. These cover the following topic areas:

- Housing
- Transport
- Retail and town centre development
- Employment
- Open space, sport and recreation



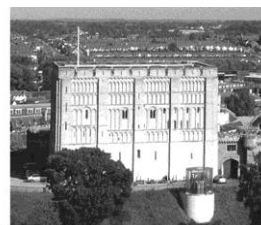
- 3.19 The full evidence base is set out on the council's website.
- 3.20 The evidence base also takes account of representations made at the various stages of consultation of the plan, as set out above. These are detailed in the council's *Statement of consultation and publicity*, one of the background documents for this plan.

Deliverability and viability

- 3.21 Deliverability and viability are key elements of the planning process. The NPPF states that plans should be deliverable and therefore 'the sites and scale of development identified in the plan "should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened"'.
- 3.22 The *Site allocations plan* looks ahead to 2026, during which period many changes could take place in the property market and in the general economic outlook. It is important that the site specific policies in the *Site allocations plan* should not impose unrealistic burdens on developers that could stall the development process. However, it is equally important that the site proposals do not simply take a short term view with an undue focus on current market conditions, as these will change. It therefore follows that the plan must be realistic and flexible, and able to respond to changing economic circumstances. The evidence base also takes account of representations made at the various stages of consultation of the plan, as set out above. These are detailed in the council's *Statement of consultation and publicity*, one of the evidence base documents as referred to above.
- 3.23 The viability studies undertaken to support the introduction of a Community Infrastructure Levy (CIL), adopted in July 2013, are key pieces of evidence to support the growth proposed in the JCS² and have helped shape the council's approach to viability issues in the *Site allocations* and *DM policies plans*.
- 3.24 The viability study carried out in 2010³ assessed the impact of the introduction of CIL on the viability of development on an area-wide basis, and concludes that CIL is achievable for the majority of future development schemes under normal market conditions. A wide range of

² see <http://www.gndp.org.uk/our-work/joint-core-strategy/evidence-base/>

³ *Viability advice on CIL/ Tariff for Broadland, Norwich and South Norfolk*, GVA Grimley, December 2010



local developers and agents inputted into this study through a series of workshops and other consultations.

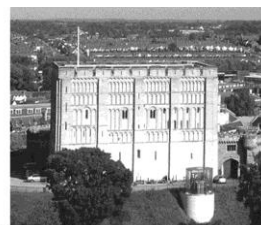
- 3.25 The initial viability study is supplemented by a report setting out further evidence from local developers to test the impact of CIL on viability⁴. Supplementary reports deal variously with viability issues around provision and build costs of flats in Norwich, the impact of garages on the sale price of new build housing and the viability of large scale convenience goods based retail development. The main report examined a range of local scenarios to illustrate the impact of various assumptions on residual land value. It concluded that in most cases the proposed residential CIL charges could be accommodated whilst still allowing the full requirement for affordable housing to be delivered and a viable residual land value retained. There is likely to be an early review of the CIL charges, after an initial operating period of two to three years, during which the CIL impacts can be further evaluated and any implications of changed market conditions incorporated.
- 3.26 The council published a further viability assessment in November 2013 which assessed the viability of different typologies of sites in the *Site allocations plan* and whether policies in the *DM policies plan* would adversely affect the viability of development of these sites. It concluded that the majority of the residential and mixed use allocations would be viable; the viability of high density residential development in the city centre would be more marginal (though increasingly viable with a small uplift in sales values), and that employment development would currently be unviable. However, this reflects the current national and regional picture and likely market improvements should greatly improve the viability of employment development. In addition, the study showed that policies in the *DM policies plan* would not adversely affect the viability of development proposed in the *Site allocations plan*.
- 3.27 The council has taken a realistic, albeit flexible, approach to viability and deliverability issues in the *Site allocations plan* and in the *DM policies plan*. Throughout the process of developing the *Site allocations plan* the council has liaised with developers, landowners and agents to gain an appreciation of realistic development aspirations for their sites and any potential barriers to development. This plan also stresses the importance of regular monitoring of development activity as a means to identify barriers to delivery (see Chapter 4, on monitoring).

⁴ *Supplementary evidence on residential viability*, GNDP, December 2011

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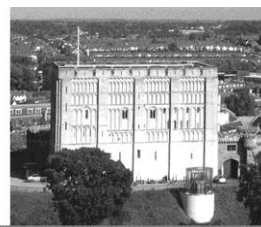
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- 3.28 Before CIL was introduced, the council took a flexible approach to the consideration of planning applications involving a planning obligation through its adopted planning obligations prioritisation framework. This set out the relative priorities for the delivery of planning obligations in the event that these, in combination, would have a significant impact on viability and deliverability⁵. With the introduction of CIL this framework no longer applies. A realistic and responsible approach to viability and deliverability will be maintained, taking account of the principles applying to planning obligations as set out in the NPPF and reflected in policy DM33 of the *DM policies plan*.
- 3.29 In the interests of delivering sustainable and viable development, policy DM33 recognises that the requirements for planning obligations and the requirements of other policies within the *DM policies plan* may be relaxed in circumstances where the viability of a scheme is compromised. This will mainly impact on the level of affordable housing which can be delivered under JCS policy 4 and must be justified by an open book viability appraisal. Further information about CIL and planning obligations is set out in the supplementary text following policy DM33 of the *DM policies plan*.
- 3.30 This flexible approach aims to ensure that that planning obligations and policy requirements do not threaten the viability of individual sites. The approach acknowledges that development viability will vary over time; for this reason the site-specific policies are not based on individual site viability appraisals, although they are informed where possible by relevant evidence.
- 3.31 It is important to note that the plan-making process itself can improve viability for individual sites. In the current economic climate developers and agents may be very cautious about the development value that can be achieved in particular locations, which can lead to commercial caution to an extent that inhibits innovation and place-making. Through its site-specific policies, the *Site allocations plan* aims to strike a balance between the values on individual sites that are likely to be achieved based on current market performance, and the extent to which market perceptions can be altered by the plan-making process through a robust understanding of the local context and opportunities, maximising environmental improvements, co-location of uses, and general place-shaping.

⁵ Planning obligations prioritisation framework, Norwich City Council, May 2009 (revised February 2011)



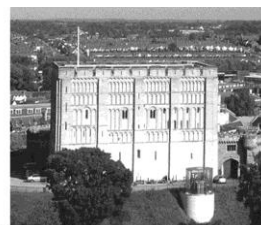
Appropriate assessment

- 3.32 To comply with European legislation, Appropriate Assessment (AA) under the Habitats Regulations 1994 is mandatory for all relevant local plans. This is to ensure that policies and proposals will avoid adverse effects on certain habitats of national and international significance, whether these are already protected by a formal designation or are sites proposed for such protection (candidate sites). The council may only adopt a plan after it has been shown that the plan will not adversely affect the integrity of the sites concerned.
- 3.33 An Appropriate Assessment screening report of the *Site allocations plan* has been undertaken by independent consultants. Their report⁶ concluded that site proposals within the *Site allocations plan* either alone or in combination with other growth proposals identified by the JCS, would be unlikely to have an adverse effect upon the integrity of any European site, subject to the delivery of the necessary mitigation as set out in the Appropriate Assessment of the JCS.

Sustainability appraisal

- 3.34 As part of the plan making process it is necessary to carry out a sustainability appraisal (SA) in parallel with the development of the plan. SA is a process to ensure that environmental, economic and social impacts of preferred policies and proposals and any reasonable alternatives are fully documented and taken into account in plan making.
- 3.35 A scoping report, setting out a proposed SA framework, was published by the city council for consultation in November 2009.
- 3.36 The city council has appointed and retained specialist planning consultants (Land Use Consultants - LUC) to undertake the SA exercise for both this plan and the *DM policies plan*. LUC's independent appraisal follows the recommended SA process and best practice. A draft SA report (December 2010) was published alongside the draft *Site allocations plan* for consultation between January and March 2011. That report set out the outcome of the sustainability assessment of the draft policies for consultation and the alternative options. LUC produced a further SA report in July 2011 to accompany the additional sites consultation (July – September 2011).

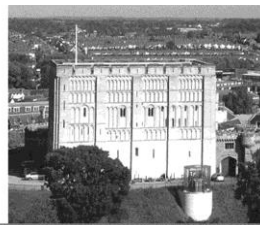
⁶ Appropriate assessment for Norwich City council Site allocations development plan, The Landscape Partnership, November 2010



- 3.37 A further stage of sustainability appraisal was undertaken by the same consultants to accompany the Pre-submission plan consulted upon between August and October 2012 and was further reviewed for submission in the light of the generally minor changes made to the plan in response to that consultation. An addendum to the Pre-submission SA report was produced following the public examination to take account of any main modifications to the plan, and an environmental statement summarising the input of the SA into plan making has been published alongside the adoption of the plan.

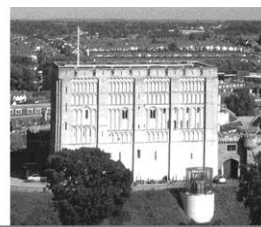
The proposed site allocations

- 3.38 The site selection process explained above has resulted in allocations for a total of 73 sites, many of which are for mixed use development and for housing, with a small number of sites allocated for employment, and for other uses. New allocations sufficient to accommodate 3,142 new houses and flats are proposed (927 of these in the city centre and 2,215 in the remainder of the city) together with an additional seven hectares of employment land. Total housing provision exceeds the JCS housing allocation target of 3,000, which allows for some flexibility should the practicality of achieving housing targets on individual sites need to be reappraised as a result of physical or market constraints.
- 3.39 Chapter 5 provides an introduction to the site specific policies; the policies themselves are set out in chapter 6 (city centre sites) and chapter 7 (sites in the remainder of the city). Appendix 1 lists sites which are not being carried forward into the plan. Appendix 2 is an implementation table setting out the likely phasing of delivery of all sites over the plan period, and is based on information about availability and delivery provided by landowners and developers.
- 3.40 The structure of this plan reflects the JCS's emphasis in policy 11 on the promotion of Norwich city centre through an integrated approach to economic, social, physical and cultural regeneration to enable greater use of the city centre, including redevelopment of brownfield sites. The city centre will be the main focus of retail, leisure and office development in the sub-region during the plan period.
- 3.41 Each site schedule includes a site description and context, explanatory text covering the background to the policy and any site constraints, and a site allocation policy.



4. Monitoring

- 4.1 Reviewing and monitoring how well the local plan is performing is an essential element of the planning system. By assessing how well the policies are being achieved against clear targets, decisions can be made as to whether policies or documents need reviewing or replacing. Effective monitoring is also part of a flexible approach to managing changing circumstances by highlighting issues at early stages which may need a rapid response by the council.
- 4.2 The implementation of site specific policies in this plan will be monitored as part of the Greater Norwich Growth Board's (the successor to the Greater Norwich Development Partnership) *Annual monitoring report* (AMR). This is produced annually to cover the twelve month monitoring period up to the previous March, and covers the greater Norwich area including Broadland, South Norfolk and Norwich districts.
- 4.3 The JCS's spatial planning objectives (set out in paragraph 1.6 above) provide the framework for monitoring the overall success of the local plan for Norwich. In addition the council monitors a number of local indicators set out in the AMR which provide the basis for the local plan monitoring framework.
- 4.4 The key AMR indicators that are relevant to this plan are:
- 5 year land supply for Norwich city
 - Housing completions and the housing trajectory
 - Progress on delivery of individual site allocations in this plan and in the NCCAAP.
- 4.5 In addition the council will monitor delivery of housing, employment, mixed use and other development on the sites proposed in this plan, set out in the implementation table in appendix 2.



5. Introduction to the site specific policies

- 5.1 JCS policies cover the city centre in policy 11 and the remainder of the Norwich urban area (including the suburbs and fringe parishes outside the city boundary) in policy 12. To reflect the difference in JCS policy approach, the proposed allocations in this document are organised into two main sections: sites proposed for development in the city centre, and sites in the remainder of the city. The scale of new development proposed in the city as a whole aims to deliver the growth proposed in the JCS whilst balancing this against the need to protect the city's character and environment. The JCS requires urban intensification in Norwich, with the effective use of brownfield sites for housing, whilst at the same time accepting there is a need to retain land for city centre retail, commercial and leisure uses, other forms of employment and green infrastructure. The *Site allocations plan* therefore makes best use of available land in the city, with mainly higher density housing and mixed use development in the city centre and around district centres, local centres and public transport corridors, and medium density housing elsewhere. In order to promote biodiversity, and to ensure good local access to recreation and employment opportunities, considerable areas of the city are protected as open spaces and employment areas.

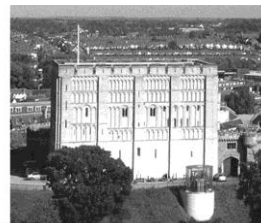
Overview of city centre site allocations

- 5.2 This plan allocates 31 sites in the city centre as defined in the *DM policies plan*. These are numbered CC1 – CC30, with CC17 in two parts (CC17a and CC17b). Overall, these sites will help to deliver the policies of the JCS by promoting a vibrant city centre, which will continue to function as the main focus in the sub-region for retail, leisure and office development. For information on those sites previously proposed but not carried forward into the adopted plan please see appendix 1.
- 5.3 Most of the sites proposed for development in the city centre will deliver mixed use development, which will contribute to the vibrancy of the city centre and strengthen the city's sub-regional role. Housing is a key element in many of these allocations, along with office and commercial uses, and retailing and other uses as appropriate. A number of allocations, such as at Rose Lane/Mountergate and at St. Stephens, propose the redevelopment of poor quality outdated offices for a mix of uses, including grade A offices and

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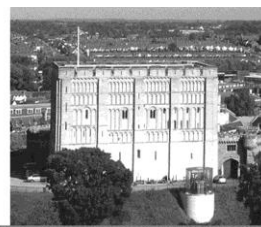
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flats. Such redevelopment will lead both to an intensification of uses and to the provision of the high quality office accommodation in the most sustainable location in the area, as required by the JCS. For the most part, the site specific policies in this plan do not specify the type and size of housing to be achieved on individual sites; policy DM12 in the *DM policies plan* states that proposals should provide for a mix of dwellings in terms of size, type and tenure, including a proportion of family housing where the size and configuration of the site makes this practicable and feasible. In some allocations in this plan, family housing is considered to be particularly suitable, such as in the northern city centre area, and this is reflected in the relevant site specific allocation policies. The allocated sites will deliver in the region of 927 additional dwellings to 2026.

- 5.4 The majority of proposed mixed use allocations are focused in the south and south-east of the city centre. These include major allocations to achieve comprehensive regeneration in the Rose Lane area including the Rose Lane / Mountergate site (CC4) and St Anne's Wharf (CC6). The Rose Lane area is identified in the JCS as being a major focus for commercial-led mixed use development, with major improvements to the public realm.
- 5.5 Other comprehensive regeneration areas identified in the JCS include the St Stephen's area and the northern city centre. The latter is covered by the adopted NCCAAP which contains a number of allocations including the redevelopment of Anglia Square; some further allocations are proposed in this *Site allocations plan* in the northern city centre area which are additional to those in the area action plan.
- 5.6 The JCS specifies that the St Stephen's area will be developed in accordance with the *St Stephen's Street area outline masterplan*, to promote retailing, offices and housing, and to create an improved pedestrian environment. The *Site allocations plan* will allocate a number of sites in this area; the individual site specific policies for these sites have been informed by the masterplan.
- 5.7 The JCS has identified the need to build on the city centre's importance for key economic sectors including financial and general insurance services, retailing and creative and media services, and on maintaining its successful role as one of the top 10 retail centres in the UK. Most of the sites proposed for development in the city centre will deliver mixed use development. Housing is a key element in many of these allocations, along with office and commercial uses, and retailing and other uses as appropriate. The *DM policies plan* identifies an office priority area in the city centre (policy DM19) in which new office development will actively be encouraged – all proposed allocations over 0.25 hectare within this area seek to deliver a proportion of office floorspace as part of the mix of development.



- 5.8 The city centre area also includes some allocations which are solely for housing. These are located mainly towards the edge of the centre, in the Oak street area and in the Ber Street / King Street area and, along with the mixed use sites referred to above, will help to deliver the JCS housing requirement for the city centre (2,750 units 2008 - 2026, which takes account of committed development as well as new allocations). Undeveloped sites allocated in the NCCAAP, committed sites with consent and additional windfall sites emerging over the plan period will also contribute to achieving the overall target. Between 2008 and March 2013, 482 new dwellings were completed in the city centre.

Overview of proposed site allocations in the remainder of the city

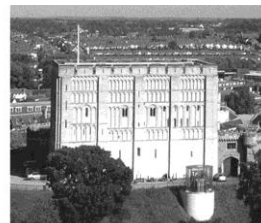
- 5.9 The *Site allocations plan* allocates 42 sites in the remainder of the city (site references R1 – R42, outside the defined city centre area. Their development for a range of uses including housing (in the region of 2215 new dwellings to 2026), employment, and open space, will help deliver the JCS targets for new housing and employment. JCS policy 12 focuses on the existing suburbs (and urban/rural fringe) which are home to significant numbers of people businesses and environmental assets. They provide a wide range of opportunities for redevelopment regeneration and environmental enhancement.
- 5.10 The sites proposed for allocation in this plan include the strategically important east Norwich sites, including the Deal Ground and Utilities sites, identified as a priority for regeneration in JCS policy 12. These sites present major physical regeneration opportunities for mixed use development and enhanced green linkages from the city centre to the Broads, which require area wide coordination. Also included are sites in the west of the city around the University of East Anglia, and in the northern part of the city, stretching from the northern city centre to Mile Cross and New Catton.
- 5.11 The plan contains some sites which were previously in employment use (or proposed for employment use in previous local plans) but are now allocated for other uses. Such reallocations are generally for other purposes which will retain employment as part of a mix of uses and can secure wider regeneration benefits, such as the Deal Ground (R9) and Mile Cross Depot site (R39).

Policy cross-references in site specific allocation policies

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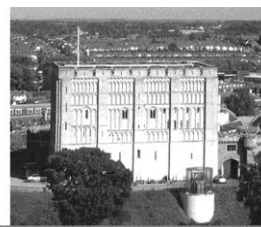


- 5.12 The proposed site allocations are in accordance with the broad policy approach set out in the NPPF and with the local policy approach set out in the JCS, the NCCAAP and the *DM policies plan*. In general, the site-specific policies do not repeat relevant policies in higher level documents or material covered in other plans, but focus chiefly on the specific policy requirements as they apply to each site. This means that the *Site allocations plan* must be read in conjunction with other relevant local plans making up the development plan for Norwich as a whole.
- 5.13 Development proposals must therefore have regard to the detailed policies within the *DM policies plan* and the JCS, and the NCCAAP if located in that area.
- 5.14 Although not mentioned specifically in the site policies set out below, many JCS policies are relevant to individual site allocations. These include:
- JCS policy 1 which addresses climate change and protection of environmental assets, and defines the green infrastructure network for the greater Norwich area;
 - JCS policy 2 which seeks a high quality of design for all new development;
 - JCS policy 3 which requires renewable and low carbon energy and water efficiency in all major development. To achieve this, it requires major schemes to provide at least 10% of their energy requirements from decentralised low carbon and renewable energy sources and for other proposals to demonstrate that they have taken opportunities to maximise the contribution of such sources. It also requires new housing development to achieve Code for sustainable homes Level 4 for water efficiency and for schemes over 500 dwellings to achieve level 6 by 2015;
 - JCS policy 4 which seeks to achieve a proportion of affordable housing on all sites, dependent on the number of units of housing proposed;
 - JCS policy 5 which seeks to address the needs of small, medium and start-up businesses by requiring a range and choice of small and medium employment sites to be retained;
 - JCS policy 6 which requires concentration of development close to essential services and facilities to encourage walking and cycling as the primary means of travel, with public transport for wider access;
 - JCS policy 11 which focuses on Norwich city centre: in order to support its integrated approach to economic, social, physical and cultural regeneration in the city centre, the JCS promotes improvements to the public realm, improved open spaces and green linkages, improved walking and cycling provision, and sustainable transport links in accordance with NATS;
 - JCS policy 12 which focuses on the remainder of the Norwich urban area including the suburbs, and identifies regeneration priorities such as the

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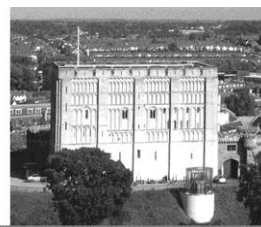


east Norwich area.

5.15 The majority of policies in the *DM policies plan* will be relevant to the site-specific allocations set out in this plan. Some of these key policies are set below (this is not an exhaustive list):

- Policy DM2, which is concerned with protection of amenity;
- Policy DM3, which sets out design principles applying to new development, including layout, density, scale and massing, green infrastructure and landscaping, energy efficiency and climate change;
- Policy DM4, which encourages renewable energy schemes as part of new development;
- Policy DM5, which is concerned with issues around flooding and sustainable drainage;
- Policy DM6 which covers the protection of natural environmental assets;
- Policy DM12 which sets out principles for residential development, encouraging mixed use development on individual sites where practical and achievable as part of a sustainable approach to the use of land. To accord with this policy (and to deliver the numbers of homes provided for on specific allocations in this plan), housing densities in the city centre are generally expected to be high, to make the most efficient use of land in a sustainable and accessible location. Some of the proposed allocations fall within the northern city centre area, and are therefore subject to the policies of the NCCAAP which promotes family housing on certain sites, especially in the Oak Street area, to meet a shortfall of such housing in the area overall;
- Policy DM28, which encourages and promotes sustainable transport and accessibility.

5.16 Other DM policies which will be relevant in specific cases, dependent on scale or location of development, include: DM5, where a flood risk assessment is required for sites over 1 hectare in size, in flood risk zones 2 or 3, or identified Critical Drainage Catchments; DM8, which requires on-site provision of publicly accessible open space as an integral part of the landscaping and design of development on larger sites; DM9 which sets out principles for the protection and enhancement of heritage assets (relevant where allocated sites include, or will have an impact on, such assets) and DM19 which requires an element of new office development on sites over 0.25 hectare in size. Most sites within the city centre fall within the City Centre Conservation Area and the Area of Main Archaeological Interest (both subject to DM9), as defined on the proposals map. Policy DM32 encourages car free or low car housing subject to a number of locational criteria.



Approach to allocating sites with planning consent

- 5.17 The site allocations in this plan include some sites with current planning permission where development has not yet commenced. As there is no guarantee that sites with planning permission will be developed, particularly in the current economic climate, the general approach taken is that such sites are included in this plan as proposed allocations in order to establish the principle of development that will be acceptable on them, should consented schemes not proceed.
- 5.18 The nature of the site-specific allocation in such cases, in terms of proposed uses, number of units etc., may or may not reflect the content of existing consented schemes. Other factors are also taken into consideration if they indicate that the consented scheme is not likely to be deliverable (if for example significant time has elapsed since the permission was granted, during which time land and property values may have fallen to an extent that is likely to make a consented scheme unviable, In these circumstances a different use may be considered more appropriate in the future in the event that a planning permission is not taken up.
- 5.19 Sites with planning permission where development has commenced are normally excluded from the final allocation list as they are no longer available for development. However for a small number of sites, where development has technically commenced, for example where a trench has been dug, or foundations laid, but there does not seem to be any prospect of the site being fully developed for the consented scheme, this site will be considered to be available for the purposes of this plan. Such judgements are made on the merits of individual sites and planning consents.

Requirements for new development proposals

- 5.20 The allocations in this plan set out a number of site specific requirements which will vary depending on the location, scale and nature of development. These may include, for example, the requirement for an archaeological investigation if the site falls within the Area of Main Archaeological Interest, or where there is some known archaeological interest. They may also include the requirement for a flood risk assessment taking account of specifically identified risks (for example from surface water flooding), or the need for site investigation to appraise ground stability, subsidence risk or land contamination, where appropriate. Such requirements will generally be referred to in the explanatory text rather than the policy.

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- 5.21 However it is important to note that there will be additional information and documentation required to support individual development proposals. The council's validation checklist, which is available on its website, sets out details about the information and documentation required to support planning applications, so it is important that this is referred to (in addition to the site-specific requirements set out in this plan), to ensure that development proposals are fully supported by the necessary documentation.



6. City Centre site specific allocations

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CC1: 60 – 70 Ber Street

Description

The site is 0.19 hectare in size and is located on the eastern side of Ber Street at its junction with Horns Lane. The site is currently occupied by a temporary retail unit occupied by a cash and carry retail shop and another building fronting Ber Street, and includes open space to the rear, currently used for staff and customer parking. The site also includes part of the Ber Street escarpment, which forms a wooded ridge on Richmond Hill, a prominent natural landscape feature and an ecological link in the Wensum Valley.

There are a number of listed and locally listed buildings directly opposite the site on the west side of Ber Street.

Ber Street has been a major route out of the city since at least the 12th century, and is thought to have originally been a Roman Road. Its use as a cattle drove to the old cattle market adjacent to the Castle is reflected in its unusual width. Today, following bomb damage during the Second World War and subsequent redevelopment, the street is fragmented in character. There are remnants of its earlier character, together with much mid 20th century housing. The area is predominantly residential with some office development, and other commercial uses along Ber Street.

Explanatory text

The JCS promotes the city centre as the main focus in the sub-region for retail, leisure and office development, with housing and educational development also adding to the vibrancy of the centre. The key diagram for the city centre identifies the site as being within an 'area of change' where the focus of change is through mixed use development, including commercial and residential development.

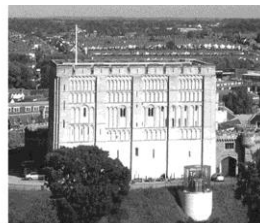
Redevelopment of this site for a mix of uses including residential, offices and retail will help deliver the wider policy objectives of the JCS by contributing to the improved vibrancy of this part of the city centre and strengthening the city's sub-regional role.

Development of the site must address a number of constraints including its location with the City Centre Conservation Area and the Area of Main Archaeological Interest, its location adjacent to wooded ridge referred to above, and ground conditions including possible former chalk workings on the site.

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The development of the site provides an opportunity to deliver a vibrant mixed use site fronting Ber Street, which will contribute positively to the character of the street, and will remove two 'negative' buildings which currently detract from its streetscape and character.

The site is suitable for around 20 dwellings as part of a mixed use development, with some retail development, ideally along the Ber Street frontage, and / or an element of office development. Development must enhance the setting of the neighbouring listed buildings and reflect its location in the City Centre Conservation Area. Its design must re-instate a strong building line along the street frontage, whilst respecting the area's important topography. Development must retain and enhance the wooded ridge for biodiversity.

Vehicular access should be taken from Horns Lane.

An archaeological investigation will be required prior to development.

Deliverability

This site is owned by Norwich City council and is suitable and available for development within the plan period.

POLICY CC1: 60 to 70 Ber Street – mixed use development

The site at 60-70 Ber Street is allocated for redevelopment for a mix of uses including:

- a minimum of 20 units of housing; and
- retail development (at ground floor level) and/or office development.

Access to the site will be from Horns Lane.

The development must be designed to :

- strengthen the building line along Ber Street;
- enhance the setting of the listed and locally listed buildings in the vicinity;
- respect the topography of the area, particularly the wooded ridge;
- retain and enhance the portion of the wooded ridge on site for biodiversity;
- the public footpath and green link on the wooded ridge on the north-east side of the site should be retained and enhanced.

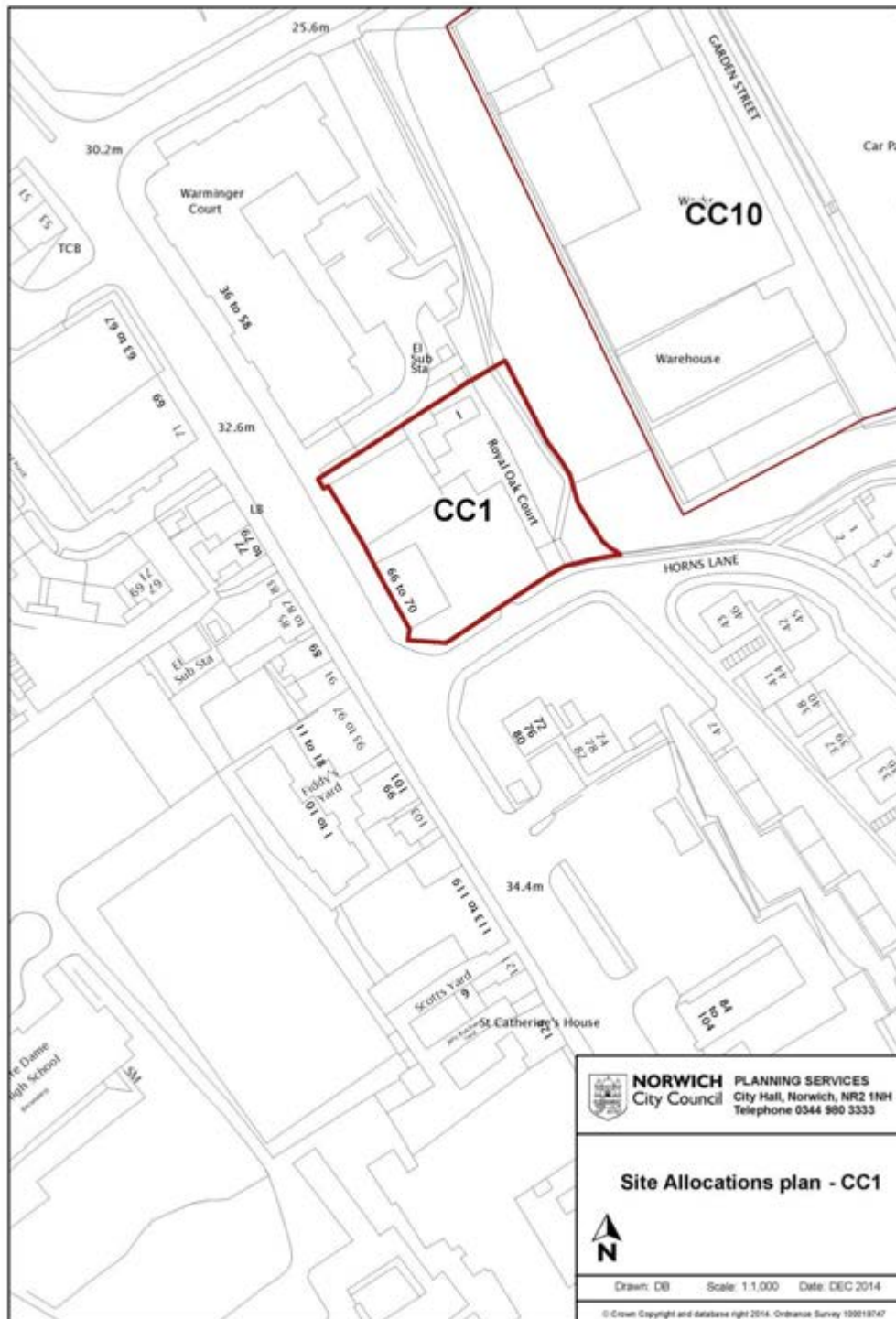
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Site plan





CC2: 147 - 153 Ber Street

Description

The site is 0.18 hectares in size and is located on the western side of Ber Street. The site is currently occupied by garage buildings and parking.

There are a number of listed and locally listed buildings in the vicinity of the site along Ber Street, Finklegate, and to its rear at Notre Dame School.

Ber Street has been a major route out of the city since at least the 12th century, and is thought to have originally been a Roman road. Its use as a cattle drove to the old cattle market adjacent to the Castle is reflected in its unusual width. Today, following bomb damage during the Second World War and subsequent redevelopment, the street is fragmented in character, with remnants of its earlier character apparent but with much mid 20th century housing. The area is predominantly residential with some office development, and other commercial uses along Ber Street.

Explanatory text

Redevelopment of this site for housing will help deliver the wider policy objectives of the JCS by contributing to the improved vibrancy of this part of the city centre, helping to strengthen the city's sub-regional role, and by helping to achieve its target for new homes.

Development of the site must address a number of constraints including its location with the City Centre Conservation Area and the Area of Main Archaeological Interest, site ground conditions, possible contamination, and its location near to the wooded ridge.

The redevelopment of the site provides an opportunity to sensitively regenerate this part of Ber Street, contributing positively to the character of the street.

The site is suitable for around 20 dwellings, and is also potentially suitable for commercial, offices, and/or educational uses. Development must enhance the setting of the neighbouring listed and locally listed buildings and reflect its location in the City Centre Conservation Area, in line with the *City centre conservation area appraisal*. Its design must re-instate a strong building line along the street frontage, whilst respecting the area's important topography.

An archaeological assessment will be required prior to development.

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Deliverability

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

POLICY CC2: 147 to 153 Ber Street – housing development

The site at 147 -153 Ber Street is allocated for housing development (a minimum of 20 units). Commercial, offices, and/or educational uses may also be acceptable.

The development must be designed to :

- strengthen the building line along Ber Street;
- enhance the setting of the listed and locally listed buildings in the vicinity;
- take account of mature trees on the site to the rear, and;
- respect the area's topography, particularly the wooded ridge.

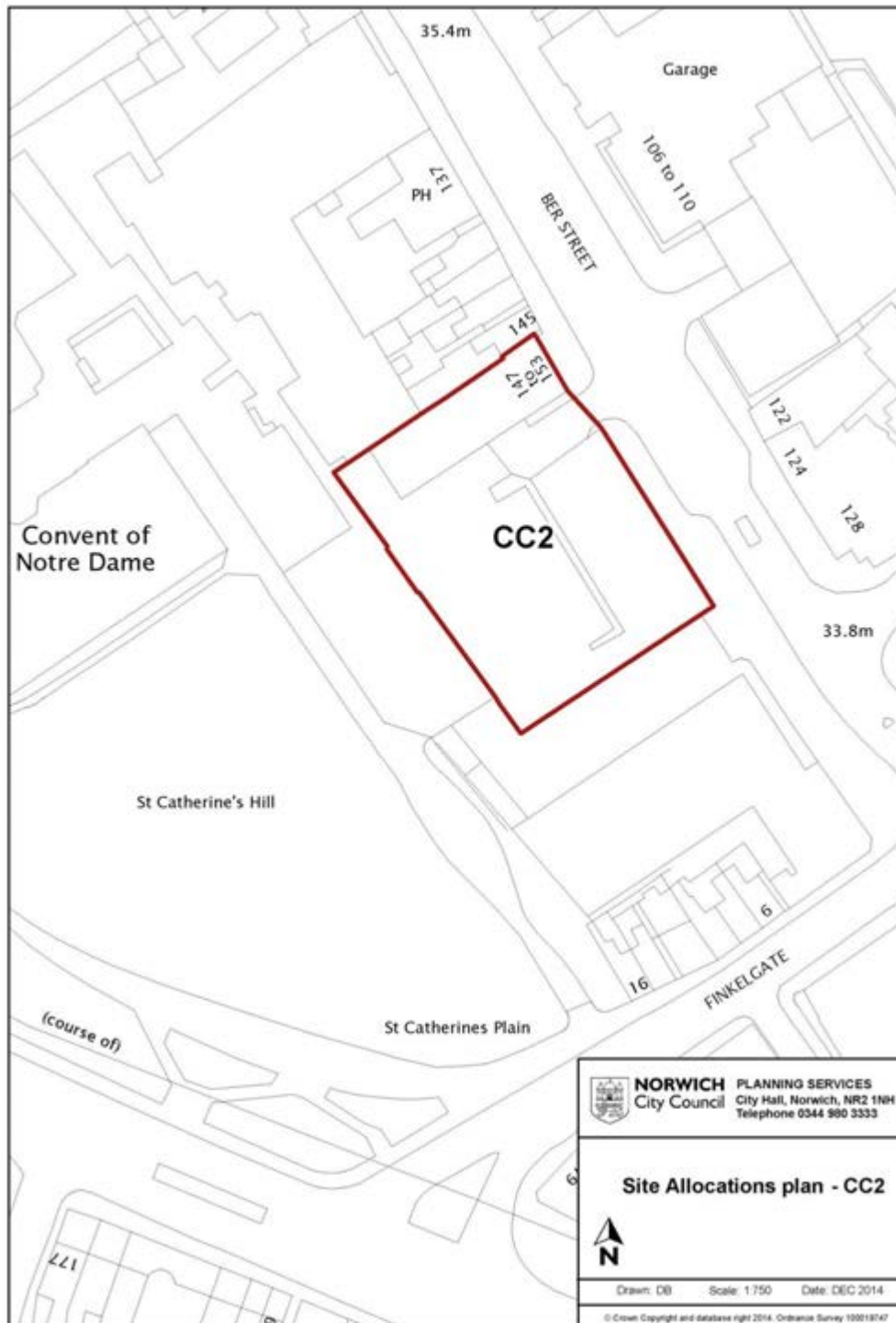
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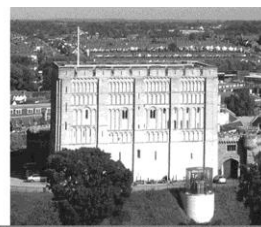
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Site plan





CC3: 10 - 14 Ber Street

Description

The site is 0.1 hectare in size and is located on the eastern side of Ber Street close to the junction with All Saints Green and Golden Ball Street. It comprises a vacant building at number 10 with the site of 12-14 adjacent, previously used as open storage land.

This site is on the fringe of the primary shopping area. It has an open, incoherent street frontage with a mix of building sizes and character. Number 10 is dated and of poor quality, and the site of number 12-14 comprises open storage land. The *City centre conservation area appraisal* identifies the buildings on the site as 'negative buildings', detracting from the character of the conservation area. There are a number of listed and locally listed buildings directly opposite the site on the west side of Ber Street.

Ber Street has been a major route out of the city since at least the 12th century, and is thought to have originally been a Roman road. Its use as a cattle drove to the old cattle market adjacent to the Castle is reflected in its unusual width. Today, following bomb damage during the Second World War and subsequent redevelopment, the street is fragmented in character, with remnants of its earlier character apparent but with much mid 20th century housing. The wider area is predominantly residential with some office development, and other commercial uses along Ber Street.

Explanatory text

The JCS promotes the city centre as the main focus in the sub-region for retail, leisure and office development, with housing and educational development also adding to the vibrancy of the centre. The key diagram for the city centre identifies the site as being within an 'area of change' where the focus of change is through mixed use development, (including commercial, retail and residential uses).

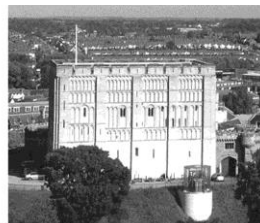
Redevelopment of this site for a mix of uses will help deliver the JCS's wider policy objectives by contributing to the improved vibrancy of this part of the city centre and strengthening the city's sub-regional role. In this location, a mix of appropriate commercial uses could successfully link with the promoted regeneration of the Westlegate and Timberhill areas.

Development of the site must address a number of constraints including its location within the City Centre Conservation Area and the Area of Main Archaeological Interest, its location adjacent to listed buildings and possible contamination.

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The development of the site provides an opportunity to deliver a vibrant mixed use site fronting Ber Street, which will contribute positively to the character of the street, and will remove 'negative' buildings which currently detract from its streetscape and character. The *St Stephens Street area outline masterplan* promotes retail uses at ground floor level along Ber Street, with residential units and private gardens to the rear of the site at ground floor level, and residential uses on upper floors. It proposes that the scale of buildings on the site should be 3 storeys to reflect the scale of surrounding development.

The site is suitable for around 10 dwellings as part of a mixed use development, with some retail and/or office development along the Ber Street frontage. Development must enhance the setting of the neighbouring listed buildings and reflect its location in the City Centre Conservation Area. Its design must re-instate a strong building line along the street frontage, whilst respecting the area's important topography and neighbouring uses.

The site is suitable for car free housing given its sustainable location and the provision of a car club space on Ber Street would be welcomed. An access across the site to the development to the rear of 6-8 Ber Street is required and any entrance point onto Ber Street should be located towards the southern boundary of the site.

The development must also enhance the public realm and streetscape in line with the *St Stephens Street area outline masterplan*.

An archaeological investigation will be required prior to development.

Deliverability

The site was formerly part of Local Plan allocation for housing development of 30 dwellings in mix with retail, office, or leisure uses. This site is owned by Norwich City council and is suitable and available for development within the plan period.

POLICY CC3: 10 to 14 Ber Street – mixed use development

The site at 10 - 14 Ber Street is allocated for redevelopment for a mix of uses including:

- retail or complementary uses in A2, A3; (at ground floor level);
- office development;
- residential uses on upper floors (a minimum of 10 dwellings).

The development must be designed to :

- be well integrated with the sites to the north and south;
- strengthen the building line along Ber Street;

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- enhance the setting of the listed and locally listed buildings in the vicinity;
- respect the topography of the area;
- be accessed from Ber Street towards the southern end of the site.

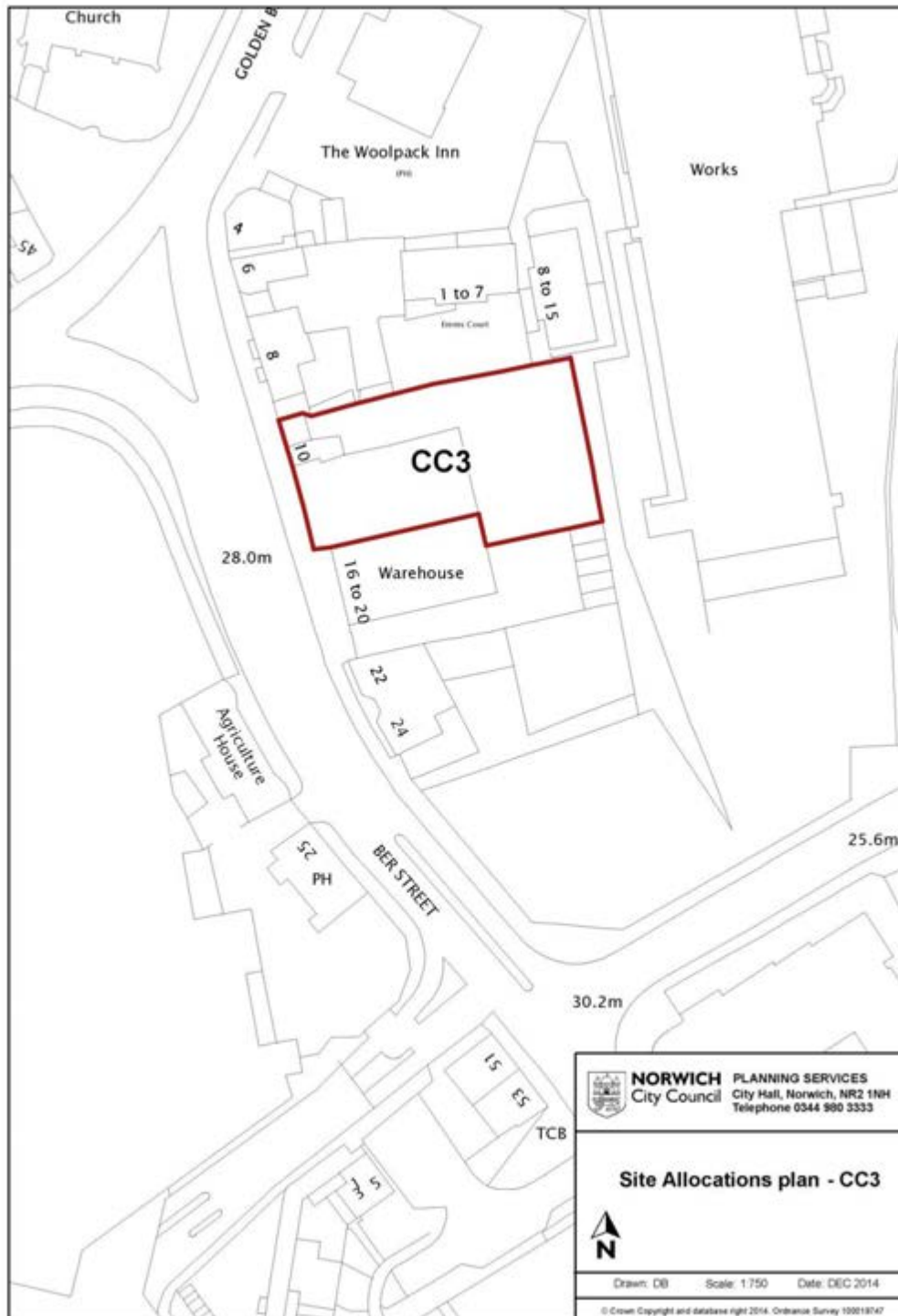
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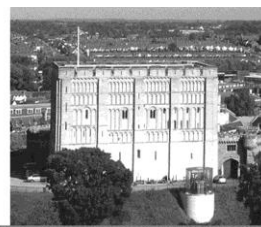
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Site plan





CC4: Land at Rose Lane and Mountergate

Description

This large strategic site (4.08 hectares) contains a number of existing uses, including offices, light industrial uses and shops fronting Prince of Wales Road. There are generally located in poor quality buildings. It also contains two substantial grade II seventeenth and eighteenth century listed buildings providing offices and small scale industrial units in the locally listed former fish market. In addition, there are surface car parks within the site.

To the south of the site is the strategic brownfield regeneration site of St Anne's Wharf. The site is adjacent to flats to the west, a hotel and flats to the east and a variety of uses to the north of Rose Lane, including late night uses in the Prince of Wales Road area. Tudor Hall, to the north-west of the site, is a grade II listed building.

The site is located partly within the King Street character area of the City Centre Conservation Area, with the northern part fronting Rose Lane in the Prince of Wales Road character area. The King Street area has historically significant buildings interspersed with former industrial buildings. The area is undergoing significant change as many of the buildings formerly associated with industry and the river are either being replaced or converted, mostly into residential use.

The Rose Lane/Mountergate site itself was historically occupied by a mixture of workers housing, factories and port based industries. With the exception of the listed buildings, it was entirely redeveloped in a piece-meal fashion in the twentieth century and is defined as "degraded" in the *City centre conservation area appraisal* and suitable for redevelopment. The great majority of the buildings on site, with the exception of the listed and locally listed buildings, are defined as negative buildings and the approach to Mountergate from Rose Lane is identified as a negative view.

Explanatory text

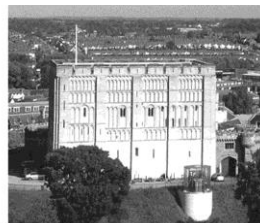
As a large, highly accessible site close to the railway station, the area is currently underused. It is suitable for sustainably accessible mixed used redevelopment, with the main focus on office development. A significant element of high density residential development should be provided. Some food/drink, small scale retail and non late night leisure uses should be included in the development, though these uses should not be dominant.

Any redevelopment proposed should take account of adjoining uses and planned development at St Anne's Wharf. It should make best use of the listed buildings,

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taking into account the *City centre conservation area appraisal*. Appropriate historic interpretation information should be incorporated into the development and an archaeological assessment will be required.

Development fronting Rose Lane should be designed to take account of noise from the busy road and close proximity to the late night activity zone.

Development should re-create street frontages to Mountergate and deliver public access to the river, by linking to the riverside walk and to the core pedestrian and cycle network at Lady Julian Bridge via neighbouring developments. Accessible open space as an integral part of the landscaping and design of the development will be required.

In this highly accessible city centre location, car free housing could be provided. As far as possible, vehicular access should be via Mountergate rather than Rose Lane. Some public car parking will be provided to make up for some of the spaces lost resulting from redevelopment.

There is one tree, a maple, protected by a Tree Preservation Order on site, in front of Charles House on Rose Lane.

As part of the site is within flood zone 2, it could be affected by fluvial flooding. Therefore a flood risk assessment and appropriate mitigation measures will be required. 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, designed 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 was allocated in the 2004 *Replacement local plan* for a mix of uses including leisure, housing, restaurants or hot food uses and employment.

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



POLICY CC4: Land at Rose Lane/Mountergate – mixed use development

The site of 4.08 hectares is allocated for comprehensive mixed use development. To achieve this, the development will:

- be mainly office-led, integrated with residential uses (in the region of 300 dwellings);
- include other uses such as food/drink, small scale retail and non late night leisure uses (which should not dominate the development);
- provide some replacement public car parking;
- provide an enhanced public realm, including an open space and pedestrian/cycle links to the riverside walk;
- respect the setting of on-site listed buildings and be designed as far as possible to reflect the historic building plots and streets and to recreate street frontages.

A noise assessment is required and the development must be designed to mitigate the impact of noise from the main road and from the late night activity zone.

A development brief or supplementary planning document will be produced to guide the comprehensive redevelopment of this strategic site.

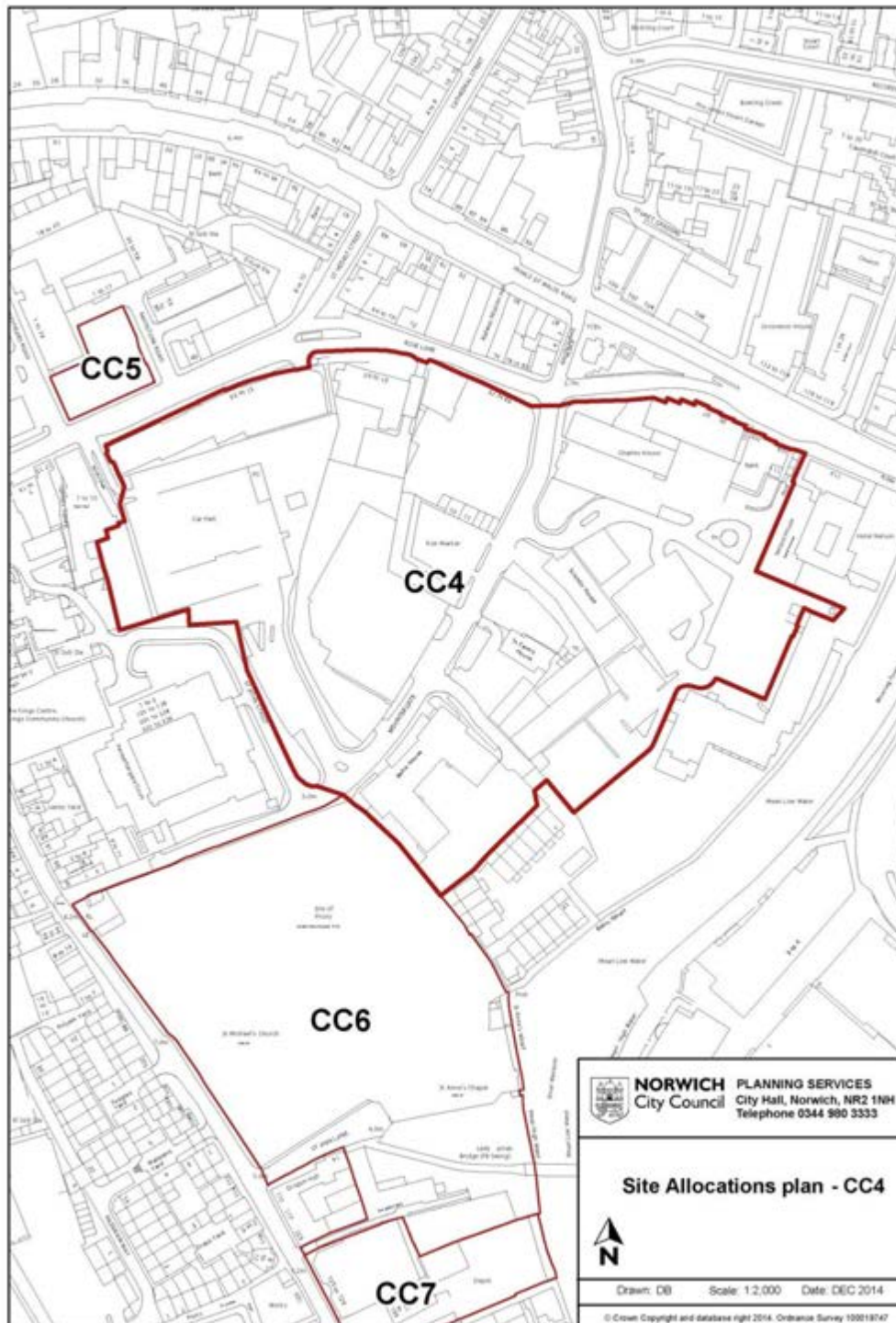
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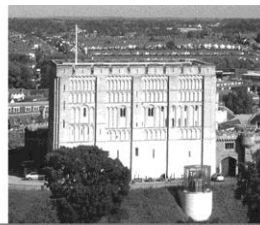
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CC5: Land at Greyfriars Road/Rose Lane

Description

The site is located on the north side of Rose Lane, between Maidstone Road and Greyfriars Road, and is 0.11 in size. The site has been cleared and it is currently vacant.

The site is surrounded by a mixture of residential and city centre type uses, including residential, offices, bars, pubs, takeaways, clubs and restaurants. New apartments are currently being constructed to the rear of the site. The site fronts Rose Lane which is a main route into the city centre.

The site is located within the Prince of Wales Road character area of the City Centre Conservation Area. This part of Rose Lane is close to Prince of Wales Road and contains a mixture of uses including residential, offices and leisure uses. The appraisal identifies this site as being within a 'neutral' area in townscape terms. The wider area has many historically significant buildings, including the grade II listed Tudor Hall, interspersed with former industrial buildings, and contains a number of large office buildings.

Explanatory text

Development of this site for a mix of uses will help deliver new housing, office and small scale retail development in this sustainable location, contributing to the targets in the JCS.

Development must address the site's constraints which include its location in the City Centre Conservation Area, and the Area of Main Archaeological Interest. An archaeological investigation will be required prior to development.

Development of the site offers opportunities to improve the townscape in this area, through high quality design, including providing a street frontage to Rose Lane. The development must be designed to take account of noise from the busy road at Rose Lane and its proximity to the late night activity zone.

Deliverability

This site is part of a larger site which was allocated in the 2004 *Replacement local plan* for mixed use development including housing, employment and leisure uses. The remainder of the site has been developed.

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The site previously had planning permission for 24 dwellings with retail development on the ground floor. This permission expired in March 2013.

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

POLICY CC5: Land at Greyfriars Road/Rose Lane

Land at Greyfriars Road / Rose Lane is allocated for a housing led mixed use development, to provide a minimum of 20 dwellings.

Small scale office and retail units could also be provided as part of the mix, fronting Rose Lane.

A noise assessment will be required, and the development must be designed to take mitigate the impact of noise from Rose Lane and from proximity to the late night activity zone.

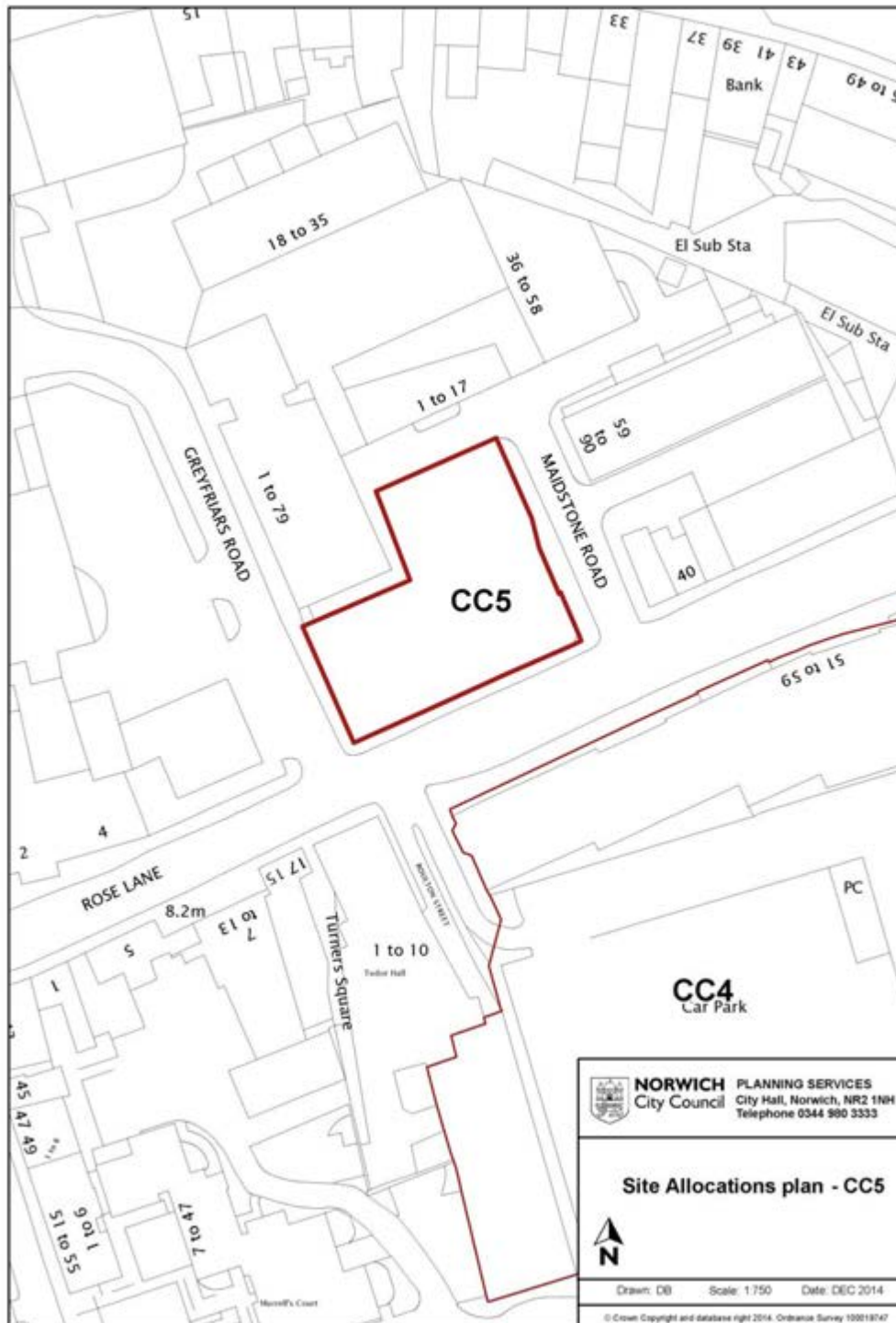
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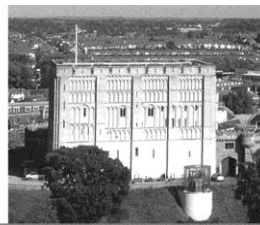
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CC6: St Anne's Wharf and adjoining land

Description

This strategic brownfield regeneration site of 2.07 hectares has been cleared of its former brewery buildings. Historically it was the site of a monastery and church until sixteenth century and then during the nineteenth century a Jewish Synagogue and residential street named 'Synagogue Street'. The only remaining building is the at-risk grade II* listed seventeenth century building of Howard House, in the north-west corner of the site. A strategic pedestrian and cycle link, currently routed along St Ann Lane, crosses the south of the site to Lady Julian Bridge, linking the leisure and retail area of Riverside with the primary retail area at Castle Mall.

The site is adjacent to a mix of uses to the north and west, and a mix of offices and light industrial and residential development to the north-east. The River Wensum is to the east of the site, and small scale industrial uses, allocated for housing redevelopment under policy CC7 in this plan, lie to the south.

The site is located within the King Street character area of the City Centre Conservation Area. The King Street area has historically significant buildings interspersed with former industrial buildings. The area is undergoing significant change as many of the buildings formerly associated with industry and the river are either being replaced or converted, mostly into residential use.

As well as Howard House within the site, there are a number of listed buildings on King Street neighbouring the site. The grade I listed building of Dragon Hall dating from the twelfth century onwards, is south-west of the site, and two further neighbouring listed buildings currently suffer from a poor setting. There is a cluster of listed and locally listed buildings north of Howard House. This northern part of King Street, partly thanks to recent conversions and investment, forms a coherent townscape.

Explanatory Text

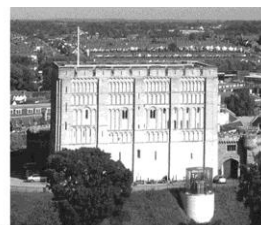
The JCS identifies this large, strategic site as being within an area for comprehensive regeneration with a focus on residential with some office development and improvements to the public realm. It is within the office and leisure areas of the city centre.

Redevelopment of the site offers the opportunity to make better use of this valuable city centre site and to continue the development of a vibrant mixed use quarter in King Street, extending office, housing and tourism/leisure uses close to Dragon Hall

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and completing the strategic pedestrian and cycle link between Riverside and the rest of the city centre.

Design should take account of the *City centre conservation area appraisal* and particularly the retention of key views into and out of the site towards the river and the castle. Development must restore Howard House to a viable use and enhance the setting of Dragon Hall and other listed buildings. The historic street frontage of King Street should be reinstated at a scale sympathetic to existing buildings on King Street. The development should also take account of the adjacent Rose Lane/Mountergate (CC4) and Hobrough Lane (CC7) redevelopments. As there is a shortage of children's play facilities in the area, on-site provision will be required.

Appropriate historic interpretation information should be incorporated into the development and an archaeological assessment will be required.

In this highly accessible city centre location, car free housing could be provided. Vehicular access should be primarily made from Mountergate. Development should deliver shared surface paving and public realm improvements along the frontage to King Street as part of the scheme, with a continuation of the strategy adopted on King Street. Permanent closure of Mountergate to vehicles must also be part of the development.

The strategic pedestrian cycle link is integral to the design of the development, preferably taking the most direct route between Lady Julian Bridge and St Peter Parmentergate church along King Street or through the site. Public open space (in the region of 1200 square metres in size) and a riverside walk should also be provided as part of the development.

Although there are no Tree Preservation Orders on the site, an assessment will have to be undertaken of the value of trees on the river frontage, with appropriate mitigation measures included in any planning application.

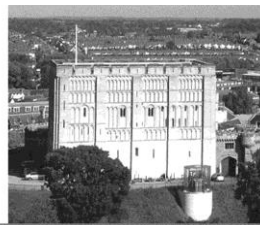
As part of the site is within flood zone 2, it could be affected by fluvial flooding. In addition, as it is located between the Ber Street ridge and the river Wensum it could be affected by surface water flooding. Since the site is over 1 hectare, a flood risk assessment is required and appropriate mitigation measures should be provided as part of the development.

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.

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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 a single ownership and is suitable and available for development within the plan period and has the capacity to deliver in the region of 300 dwellings.

This site has planning permission for mixed use development including provision of 437 dwellings and A1, A2, A3 and D2 uses, implemented by virtue of the construction of Lady Julian Bridge.

POLICY CC6: St Anne's Wharf and adjoining land – mixed use development

The site of 2.07 hectares is allocated for comprehensive mixed use development. To achieve this, the development:

- will be mainly residential (approximately 300 dwellings), including some family housing, with offices;
- may include other uses such as culture, leisure and/or food and drink, hotel and tourist uses, particularly at ground floor level along key routes through the site;
- will provide an enhanced public realm, including a public open space, play space, pedestrian/cycle links to Lady Julian Bridge, a riverside walk as an integral element of the design, and a high quality streetscape on the part of King Street fronting the development;
- will recreate street frontages and enhance the setting of on-site and neighbouring listed buildings, including restoring Howard House.

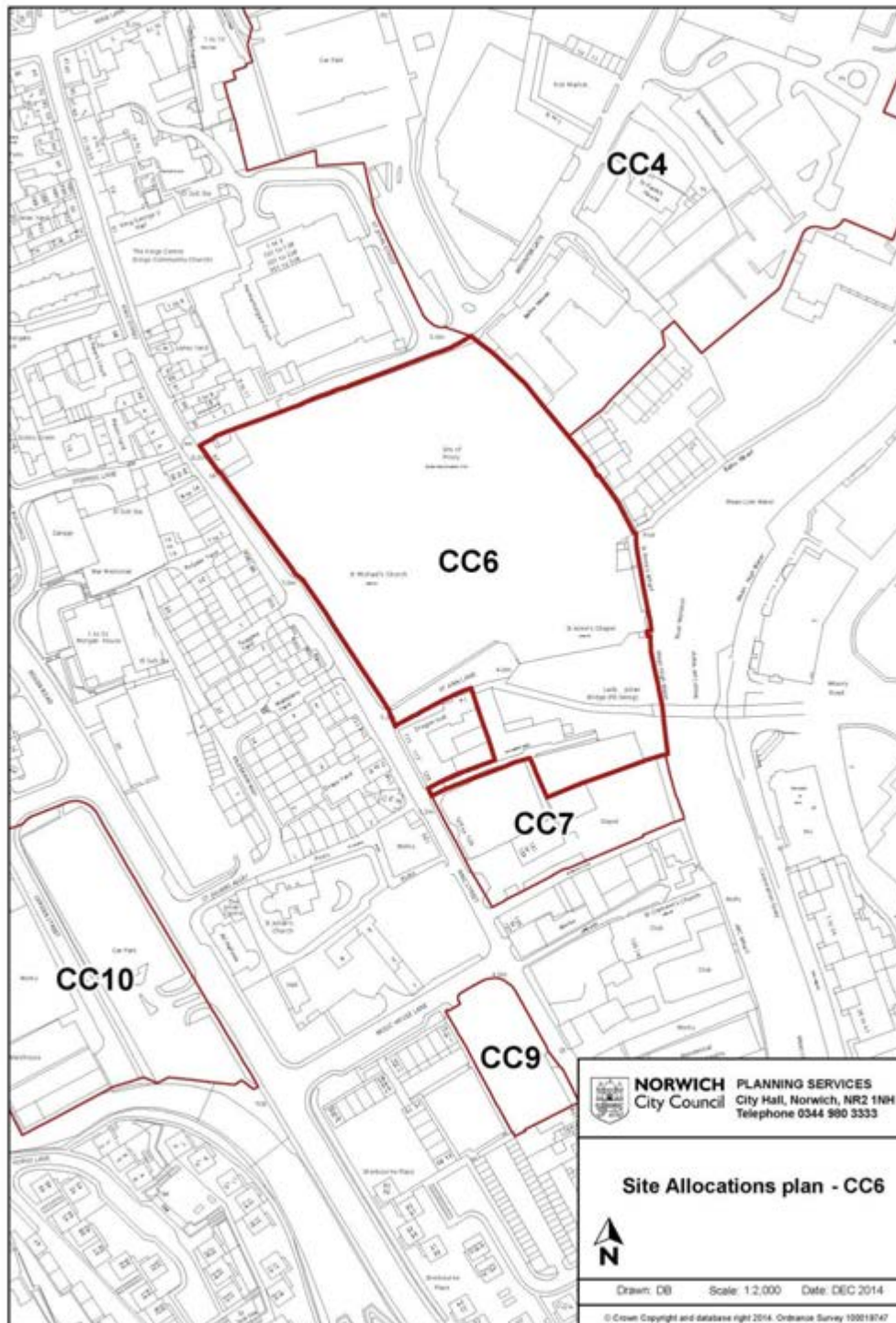
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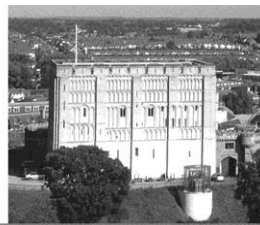
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Site plan





CC7: Land at Hobrough Lane, King Street

Description

The site fronts King Street adjacent to Hobrough Lane and extends down to the river Wensum. It is 0.35 hectares in size. It is adjacent to the listed local landmark of Dragon Hall and is close to a strategic pedestrian and cycle link and Lady Julian Bridge, linking the leisure and retail area of Riverside with the primary retail area at Castle Mall.

The frontage of the site consists of two disused grade II* listed buildings 'at risk' (125-127 King Street). These are early 16th century first floor buildings, with a poor quality 20th century arcaded ground floor conversion and rear industrial extensions, surface parking and delivery areas, and are currently unoccupied.

In the immediate area around the site there are a significant number of sites available for further regeneration, including the adjacent strategic brownfield site of St Anne's Wharf allocated under policy CC6.

The wider King Street area has many historically significant buildings interspersed with former industrial buildings. The area is undergoing significant change as many of the buildings formerly associated with industry and the river are either being replaced or converted, mostly into residential use. The northern part of King Street retains a greater number of traditional buildings and forms a more coherent townscape.

Explanatory text

The JCS identifies the site as being within an area of change, with a focus on residential and office development with possibly small scale retailing and improvements to the public realm, including an enhanced principal green link along the river. It is within the main leisure area of the city centre.

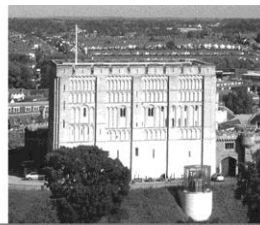
Redevelopment of the site offers the opportunity to make better use of this valuable city centre site and to continue the development of a vibrant mixed use quarter in King Street, extending housing, leisure office and small scale retailing uses along King Street.

Development proposals should take account of the *City centre conservation area appraisal*. The layout and design of the development should ensure the reuse and enhancement of the listed buildings fronting King Street to reveal their significance, and seek to enhance the setting of the adjacent Dragon Hall. The development should also take account of the adjacent St Anne's Wharf redevelopment and

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provide a publicly accessible riverside walk linking to the core pedestrian and cycle network at Lady Julian Bridge.

Development should help to regenerate the King Street area by reinstating the historic street frontage of King Street (ground floor of 125-127 King Street and missing frontage at 131-133 King Street).

In this highly accessible city centre location, car free housing could be provided. If this approach is not taken, vehicular access should be via the south of the site/Hobrough Lane.

Appropriate historic interpretation information should be incorporated into the development and an archaeological assessment will be required.

Although there are no Tree Preservation Orders on the site, an assessment will have to be undertaken of the value of trees on the river frontage, and appropriate mitigation measures included in any planning application.

Development should also take into account possible site contamination

As part of the site is within flood zone 2, it could be affected by fluvial flooding. In addition, as it is located between the Ber Street ridge and the river Wensum it could be affected by surface water flooding. Therefore a flood risk assessment and appropriate mitigation measures will be required.

The 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.

Deliverability

Part of this site has planning permission for demolition and redevelopment of site with three to six storey building to provide 25, two and three-bedroom apartments; 1, retail unit (Class A1); 1, bar/restaurant (Class A3) and associated parking and landscaping. The remainder of the site (125-129 King Street) has planning permission for redevelopment to provide 8 dwellings with associated parking and landscaping.

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

POLICY CC7: Hobrough Lane, King Street – mixed use development

The Hobrough Lane/King Street site (0.35 hectares) is allocated for redevelopment for a mix of uses including:

- residential development (minimum of 20 dwellings);
- small scale retail and / or offices, food and drink, and tourist uses.

Development will involve conversion of the historic buildings fronting King Street providing small ground floor office/retail/food and drink units as part of a mix of uses, partly within the historic buildings fronting King Street, and will complete the King Street frontage to Hobrough Lane. The development will enhance the public realm along King Street and Hobrough Lane and provide a riverside walk linking to the cycle/pedestrian route to Lady Julian Bridge.

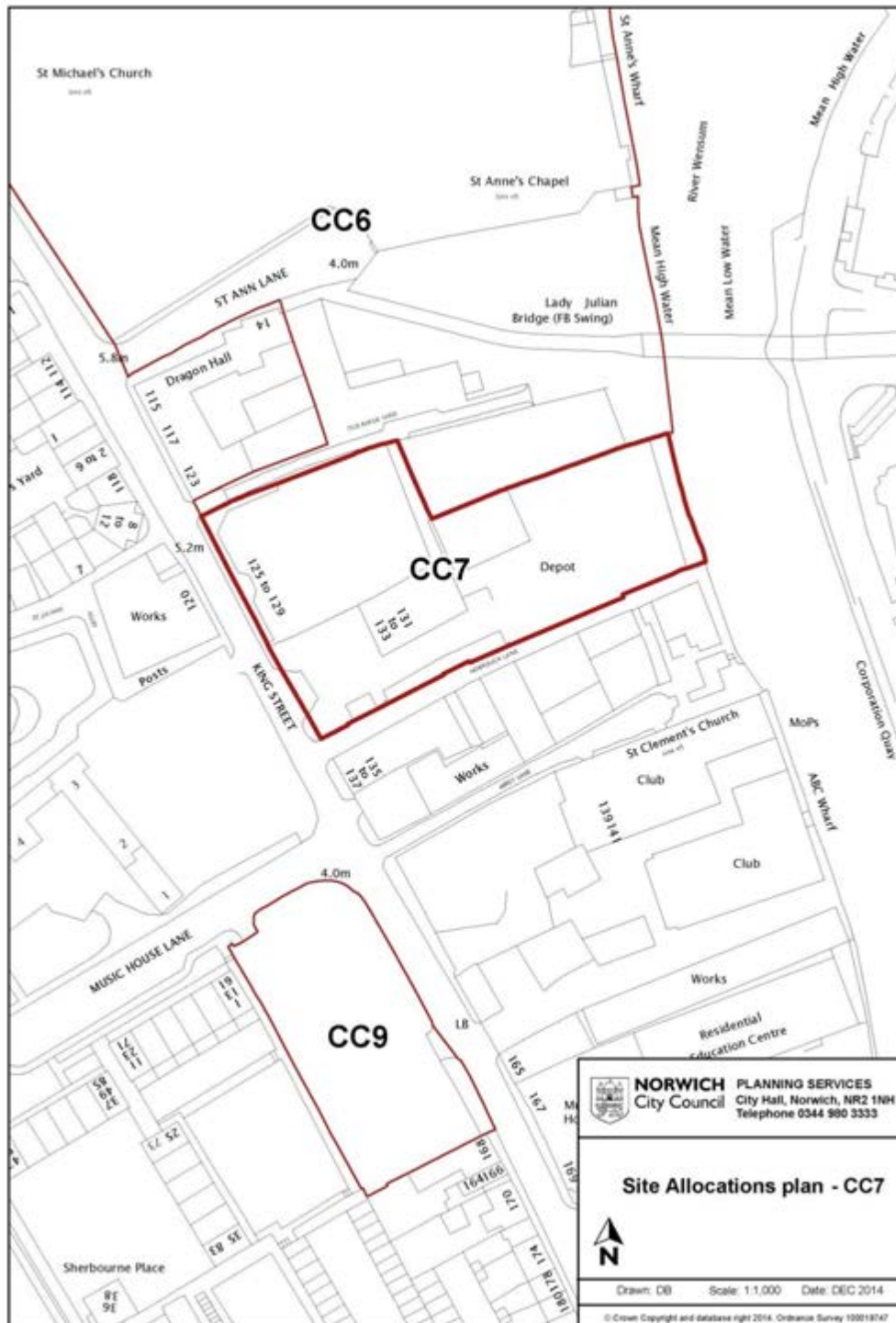
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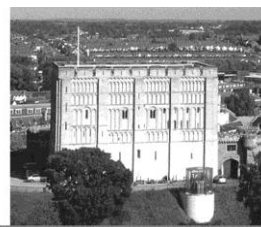
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Site plan





CC8: King Street Stores

Description

The site is approximately 0.2 hectares in size and is located between King Street and the River Wensum. The allocation site is currently occupied by a warehouse building with a courtyard, which includes a locally listed building fronting the river.

The King Street area is mixed in character, with some very important old domestic buildings interspersed with more recent industrial buildings. There are many listed and locally listed buildings along the length of the street. King Street is an area of great change, with many buildings formerly associated with industry or the river being replaced or converted, many of these for residential use.

Explanatory text

The JCS promotes the city centre as the main focus in the sub-region for retail, leisure and office development, with housing and educational development also adding to the vibrancy of the centre. The key diagram for the city centre identifies the site as being within an 'area of change' where the focus of change is through mixed use development including commercial and residential development.

King Street has been promoted as a regeneration priority by the council for a number of years, and continues to undergo significant change as many older industrial buildings are replaced or converted, many into residential use. The ongoing regeneration and enhancement of the area, including reinstatement of many building lines and reuse of traditional buildings, will create a more cohesive townscape and a strategically important area linking Riverside with the city centre.

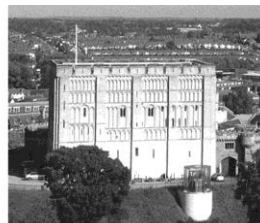
Redevelopment of the site must address a number of constraints including its location within the City Centre Conservation Area and the Area of Main Archaeological Interest. Its redevelopment provides an opportunity to sensitively regenerate this part of King Street, by contributing positively to the character of the street. In accordance with the conservation area appraisal, the scale of development should reflect the existing traditional buildings, and public realm works should help create a high quality and unified streetscape. Any demolition would require planning permission.

Development proposals should be informed by a heritage assessment of the locally listed building to assess its significance. It should be retained as part of the development scheme if appropriate.

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Development must provide access to the river and a riverside walk. If the locally listed building is retained as part of the development, consideration should be given to innovative methods of delivering this section of riverside walk. This could include a structure over the river (which would require consent from the Broads Authority) or possibly provision of a route through the building adjacent to the river frontage.

A flood risk assessment and appropriate flood risk mitigation measures are required. Given its proximity to the King Street frontage the site will require an archaeological evaluation through trial trenching prior to its development.

The site is suitable for high density development given its location; a minimum of 20 dwellings is expected.

The 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.

Deliverability

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

POLICY CC8: King Street Stores – Housing development

The King Street Stores site is allocated for housing development, to include a minimum of 20 housing units.

Development proposals will contribute to the regeneration of the King Street area by reinstating the historic street frontage of King Street, providing access to the river and a riverside walk, and should be designed to respect the setting of adjacent listed and locally listed buildings.

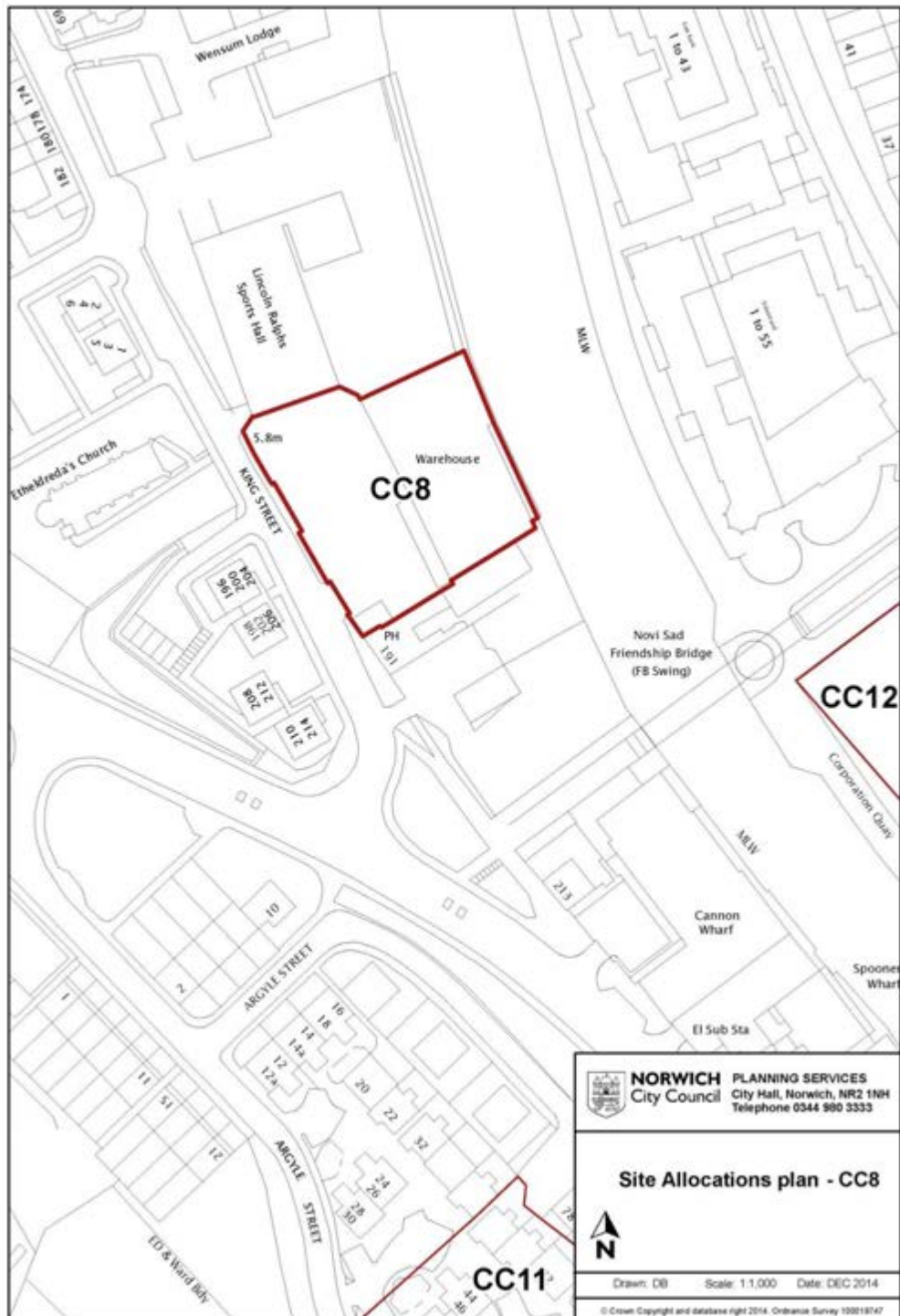
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Site plan





CC9: 144-162 King Street

Description

The site is located on the corner of King Street and Music House Lane and is 0.19 hectares in size.

The site has been cleared for development. It is surrounded by residential development to its west and south, and is opposite the Waterfront music venue. The site is in a sustainable and accessible location, being within walking distance of the railway station and city centre. It is immediately adjacent to the proposed Norwich cycling network, which runs along King Street and Music House Lane.

The King Street area is mixed in character, with some very important old domestic buildings interspersed with more recent industrial buildings. There are many listed and locally listed buildings along the length of the street. King Street is an area of change, with many buildings formerly associated with industry or the river being replaced or converted, many of these for residential use.

Explanatory text

The JCS promotes the city centre as the main focus in the sub-region for retail, leisure and office development, with housing and educational development also adding to the vibrancy of the centre. The key diagram for the city centre identifies the site as being within an 'area of change' where the focus of change is through mixed use development including commercial and residential development.

King Street has been promoted as a regeneration priority by the council for a number of years, and continues to undergo significant change as many older industrial buildings are replaced or converted, many into residential use. The ongoing regeneration and enhancement of the area, including reinstatement of many building lines and reuse of traditional buildings, will create a more cohesive townscape and a strategically important area linking Riverside with the city centre.

The site is currently vacant and contributes to a visually fragmented street frontage. Development of this site will help reinstate the street frontage of King Street and help achieve regeneration in the wider King Street area.

Redevelopment of the site must address a number of constraints including its location within the City Centre Conservation Area, the Area of Main Archaeological Interest and noise from the Waterfront music venue opposite the site. Development will need to be of an appropriate scale in relation to surrounding buildings, enhance the setting of neighbouring listed and locally listed buildings, and contribute to the

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enhancement of the conservation area. Its design should contribute to an improved public realm and streetscape. A flood risk assessment is 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.

Deliverability

This site has an existing planning permission for residential development with a ground floor commercial unit on the corner of King Street and Music House Lane. This site is suitable and available for development within the plan period.

POLICY CC9: 144 – 162 King Street

The land at 144-162 King Street is allocated for mixed use development to include a minimum of 15 dwellings, and may include small scale retail or commercial units at ground floor level.

Design of the development will ensure that it:

- recreates street frontage to King Street;
- is of an appropriate scale in relation to surrounding buildings; and
- contributes to the enhancement of the conservation area.

A noise assessment is required and the scheme must be designed to mitigate noise impact from the Waterfront music venue.

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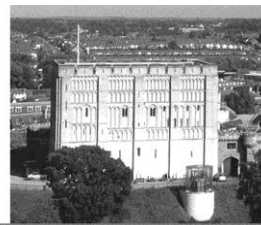
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Site plan





CC10: Land at Garden Street

Description

The site includes land on both sides of Garden Street and is 1.08 hectares in size. The site contains a surface car park and light industrial buildings, mainly used for motor related businesses. The *City centre conservation area appraisal* identifies the buildings on the site as 'negative buildings', detracting from the character of the conservation area.

The site is surrounded by a mix of uses, predominantly residential flats and some office and light industrial buildings. The site is partially surrounded to the east and south by the Ber Street wooded ridge which is an ecological link and a publicly accessible open space.

This part of the city centre is a very mixed area with a combination of industrial and residential uses. There is a large housing area set back from the main streets, mostly in cul-de-sacs off Rouen Road. The houses are in blocks, often surrounded by empty green spaces and parking areas or garage blocks. This layout provides very little visual enclosure to the street, with few buildings directly fronting onto it. The repetitive design together with the lack of detailing of much of this housing forms a contrast with the remaining traditional properties. A large section of the west side of Rouen Road is surface car parking, again providing no enclosure. Normandie Tower, a large residential tower block, is to the south of the site.

Explanatory text

The JCS promotes the city centre as the main focus in the sub-region for retail, leisure and office development, with housing and educational development also adding to the vibrancy of the centre. The key diagram for the city centre identifies the site as being within an 'area of change' where the focus of change is through mixed use development including small scale offices/business units and residential development.

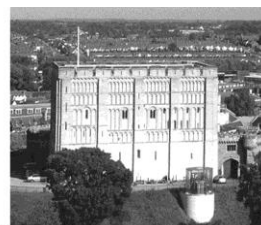
This area is identified as an area of change and development will positively contribute to the regeneration of the Ber Street and Rouen Road area. Development will also present an opportunity to improve the townscape of Rouen Road and enhance green infrastructure.

Development must address the site's main constraints which include its location in the City Centre Conservation Area and Area of Main Archaeological Interest, possible contamination, its topography with land sloping down to the south east of the site and its location adjacent to the Ber Street wooded ridge. Ground conditions are a

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potential constraint as this is the site of former chalk workings. Long leases on some of the existing light industrial units may also be a constraint.

Relatively high density development is possible in this highly accessible city centre site.

The large surface car park, although presenting a negative view along Rouen Road, serves an important function in this part of the city centre and public parking should be incorporated into redevelopment, possibly by incorporating it into the lower levels with a visual curtain of active frontage to the street. Redevelopment should also cater for the needs of small businesses in the city centre area by providing small business units as part of the comprehensive development.

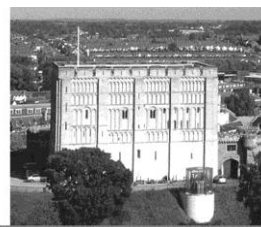
The design principles of the development should establish street frontages onto Rouen Road and Thorn Lane. It should also enhance the adjacent Ber Street wooded ridge, and provide for enhanced green infrastructure and landscaping within the site and links to the proposed Norwich Cycle Network which runs along this section of Rouen Road. Vehicular access should be taken from Garden Street, not onto Thorn Lane.

Norfolk County council has identified that there is a need for an additional primary school in the school planning area. This area broadly covers Lakenham, Mancroft and Thorpe Hamlet wards and includes Trowse in South Norfolk. The school is likely to be needed around 2020 to 2021. Whilst early work has identified that the Garden Street site *may* be suitable for such development, no detailed evidence has been produced to assess the potential of other sites in the school planning area to deliver the required provision.

Therefore the policy includes a temporary option for consideration for a development for school use for 4 years after adoption of the plan. This would enable a sufficient lead in time for a new school, if needed on this site, to be in place by 2020/21. To enable this, a planning application would have to be submitted by April 2018.

It would also enable the site to be developed for housing led mixed use development during the plan period if it is not required for school development. If the study produced by Norfolk County council by the end of 2016 shows that an alternative site is more suitable for the primary school, the temporary option for school development will cease to apply from January 2017.

If a school were to be permitted on the site, replacement public car parking would be required in the vicinity as there is a need to retain car parking provision in this part of the city centre. The replacement public car parking could be provided either through direct provision or through a commuted sum to extend existing car parks.



School development would have to implement the car parking standards for educational development in this part of the city centre required by policy DM31 'Car parking and Servicing' and set out in appendix 3 of the *DM policies plan*, providing one operational car parking space per ten classrooms.

Given its location, an archaeological investigation will be required prior to development of the site. 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 needs to ensure that the water environment is protected throughout the development of the site. 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 land is owned by the city council and available for redevelopment in the plan period.

POLICY CC10: Land at Garden Street – mixed use development (with temporary option for primary school development)

Land at Garden Street is allocated for housing led mixed use development including:

- in the region of 100 dwellings;
- an element of small scale office/business units to cater for small businesses.

Replacement public parking spaces will be provided as part of the scheme.

Vehicle access should be via Garden Street and not off Rouen Road.

For a period of 4 years from adoption of the plan, an option for development of the site for a primary school will be considered. This will be dependent on production of a detailed study by Norfolk County council, agreed with Norwich City council, by the end of 2016 assessing whether this is the most appropriate site for such development in the school planning area. If the study shows:

- that an alternative site is more suitable for the primary school, the temporary option for school development will cease to apply from January 2017;
- that the Garden Street site is the most suitable school site, a planning application

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will be submitted by Spring/Summer 2018.

School development would be required to make provision for replacement public car parking in the vicinity of the site through direct provision or a commuted sum to extend existing car parks.

School development would have to implement the car parking standards for educational development in this part of the city centre, providing one operational car parking space per ten classrooms.

Any development must be designed to protect neighbour amenity, protect and enhance the wooded ridge to the east and south of the site, and to provide enhanced landscaping, green infrastructure and improved pedestrian and cycle links through the site.

An archaeological assessment is required prior to development. A flood risk assessment and any necessary flood mitigation measures are required.

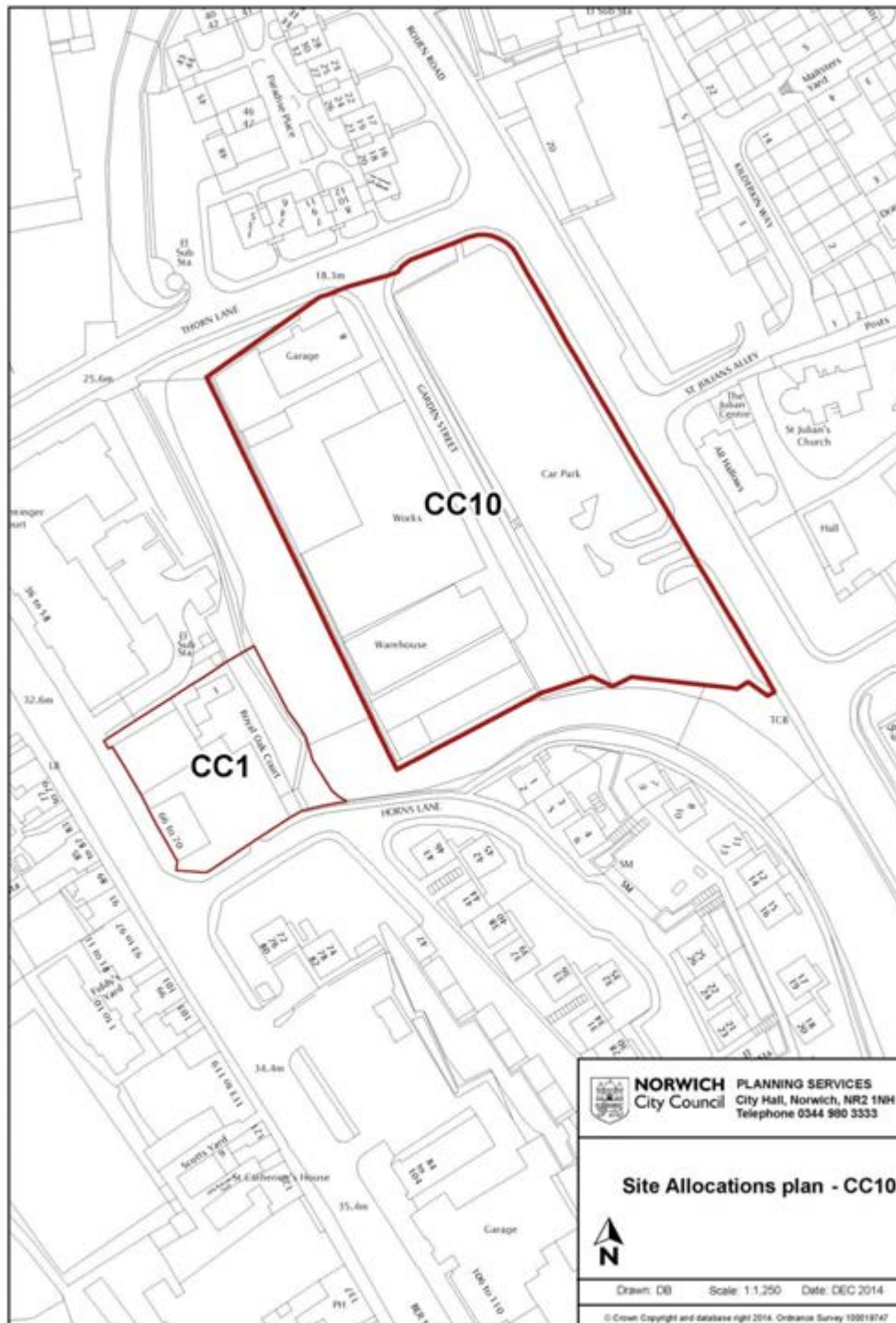
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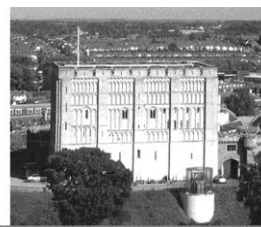
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Site plan





CC11: Land at Argyle Street

Description

The site is located in the southern part of the city centre and is 0.32 hectares in size. The site is part of the Argyle Street housing estate and contains 19 housing units. These units are now vacant as the buildings have become structurally unsound due to subsidence.

The site is adjacent to a housing area to the north and neighbours the remains of St Peter Southgate Church (grade II listed) and its former churchyard, which is a designated public urban green space with play equipment. It is also adjacent to the Ber Street wooded ridge on its south-western boundary.

Argyle Street is in the Rouen Road/King Street area and is covered by King Street section of the *City centre conservation area appraisal*. The area is undergoing significant change and many former industrial buildings close to the river have been replaced or converted to residential uses. The wooded ridge which runs from Thorn Lane to Argyle Street forms an important ecological link within the city centre and extends along the south of the site through the historic churchyard.

Explanatory text

The allocation of this site for housing development will bring it back into use and help regenerate this part of the King Street area. It will also contribute to delivery of the JCS's housing target.

Development must address the site's constraints. The site's history of subsidence means that the existing buildings must be demolished to make way for new development; future development must address the ground condition issue requiring significant ground conditions investigations and any necessary mitigation prior to development.

Development should have regard to the *City centre conservation area appraisal*.

The wooded ridge should be protected and development should seek to enhance the green corridor network which runs adjacent to the site.

An archaeological investigation will be required.

Development needs to ensure that the water environment is protected throughout the development of the site. The site falls within Source Protection Zone 1, designated to protect water supplies, and therefore the water environment is

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

POLICY CC11: Land at Argyle Street – housing development

Land at Argyle Street is allocated for housing redevelopment, for a minimum of 12 dwellings.

The design of development must respect the adjacent wooded ridge and the setting of neighbouring listed and locally listed buildings.

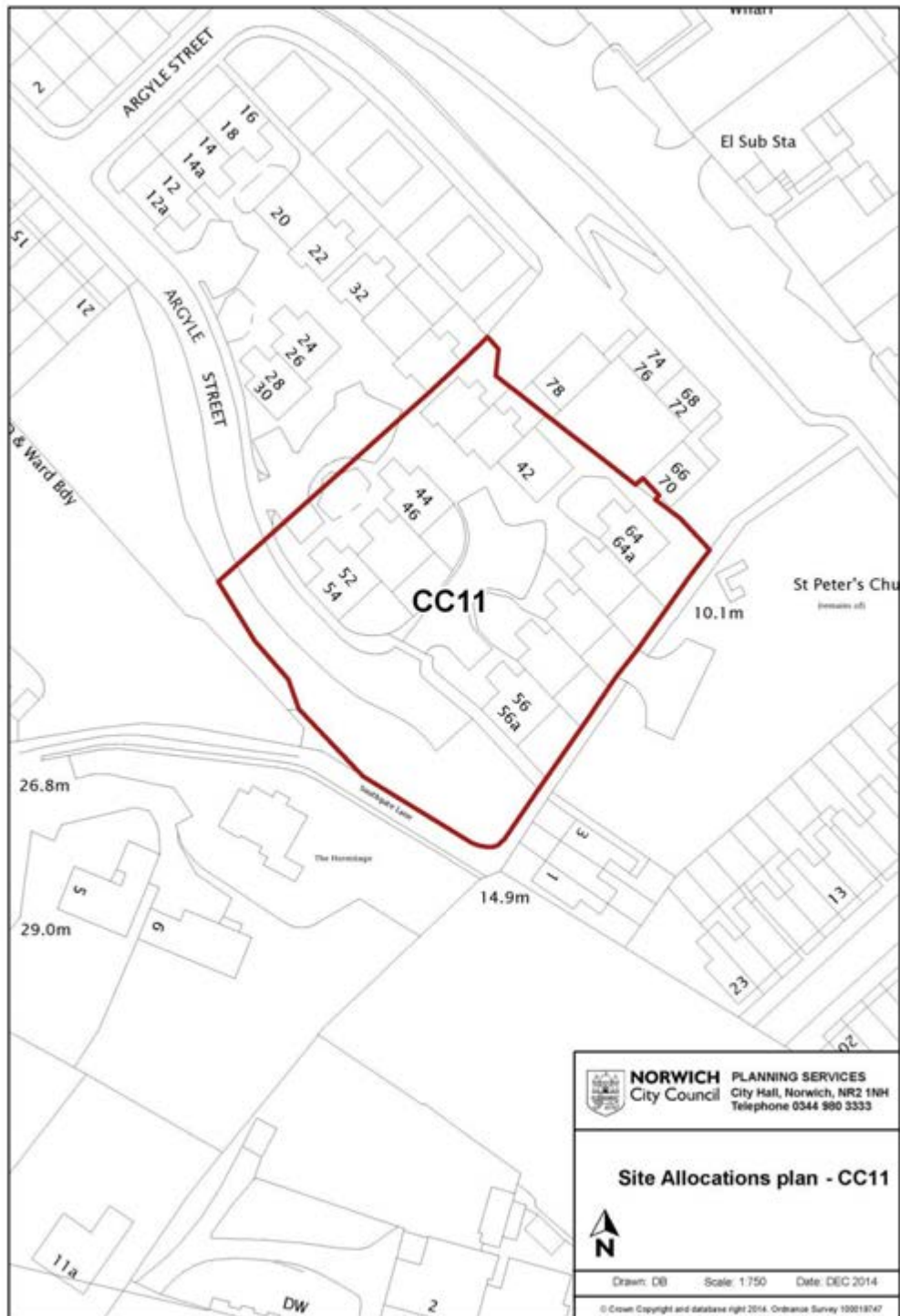
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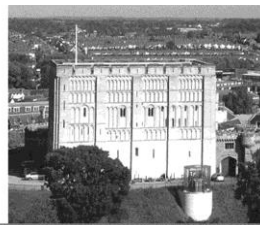
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Site plan





CC12: Land at Wherry Road

Description

This land off Wherry Road is a small undeveloped site on the east bank of the River Wensum and is 0.23 hectares in size. The site is currently vacant.

The site is within the edge-of-centre Riverside development - a mixed use regeneration scheme on 17 hectares of former industrial land completed between 1998 and 2003. The site immediately adjoins the Riverside Retail Park and is within the curtilage of the Riverside Swimming Centre.

The surrounding area is characterised by modern retail, commercial leisure and housing development and is still undergoing large scale regeneration, particularly the area around the football club to the south-east and the King Street frontage sites on the opposite bank of the river. Although much of Riverside is modern and somewhat car-dominated, the King Street riverbank is of more mixed historic character with refurbished industrial port buildings and other historic properties as well as further new build development.

The Wherry Road site is prominent and accessible, being situated next to the Novi Sad pedestrian bridge which links Riverside to King Street and the south-eastern quadrant of the city centre.

Explanatory text

The site has been vacant for some time and development will help to utilise the land and achieve wider regeneration benefits for this area. It is suitable for high density housing development and will help deliver the JCS's housing target. The site is located in the city centre office area and leisure area, so office and/or leisure development may also be acceptable on the site.

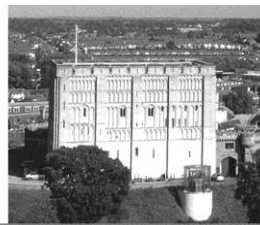
Development of this site has to overcome a number of constraints. The site falls within flood zone 2 therefore a flood risk assessment will be undertaken for this site and appropriate mitigation measure should be provided as part of the development. Being adjacent to the River Wensum, development should be designed to enhance the river gateway towards the city centre. Development should take into account the adjacent core cycling and walking network.

This site is adjacent to the City Centre Conservation Area so its development will need to preserve and enhance the character and appearance of the conservation area and be of appropriate scale, form and massing.

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This is an edge of centre site in a highly accessible location, close to the railway station and in an area where the local highway network is already at or near capacity. A car-free development may be appropriate here, given its sustainable location.

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 throughout the development of the site. 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 a single ownership and has recently been granted planning permission for housing development. It is suitable and available for development in the plan period.

POLICY CC12: Site at Wherry Road – housing development

Land at Wherry Road is allocated for housing development, for a minimum of 65 dwellings.

Other uses may also be acceptable including office, leisure uses or hotel development.

Design of the development should enhance the river gateway to the city centre.

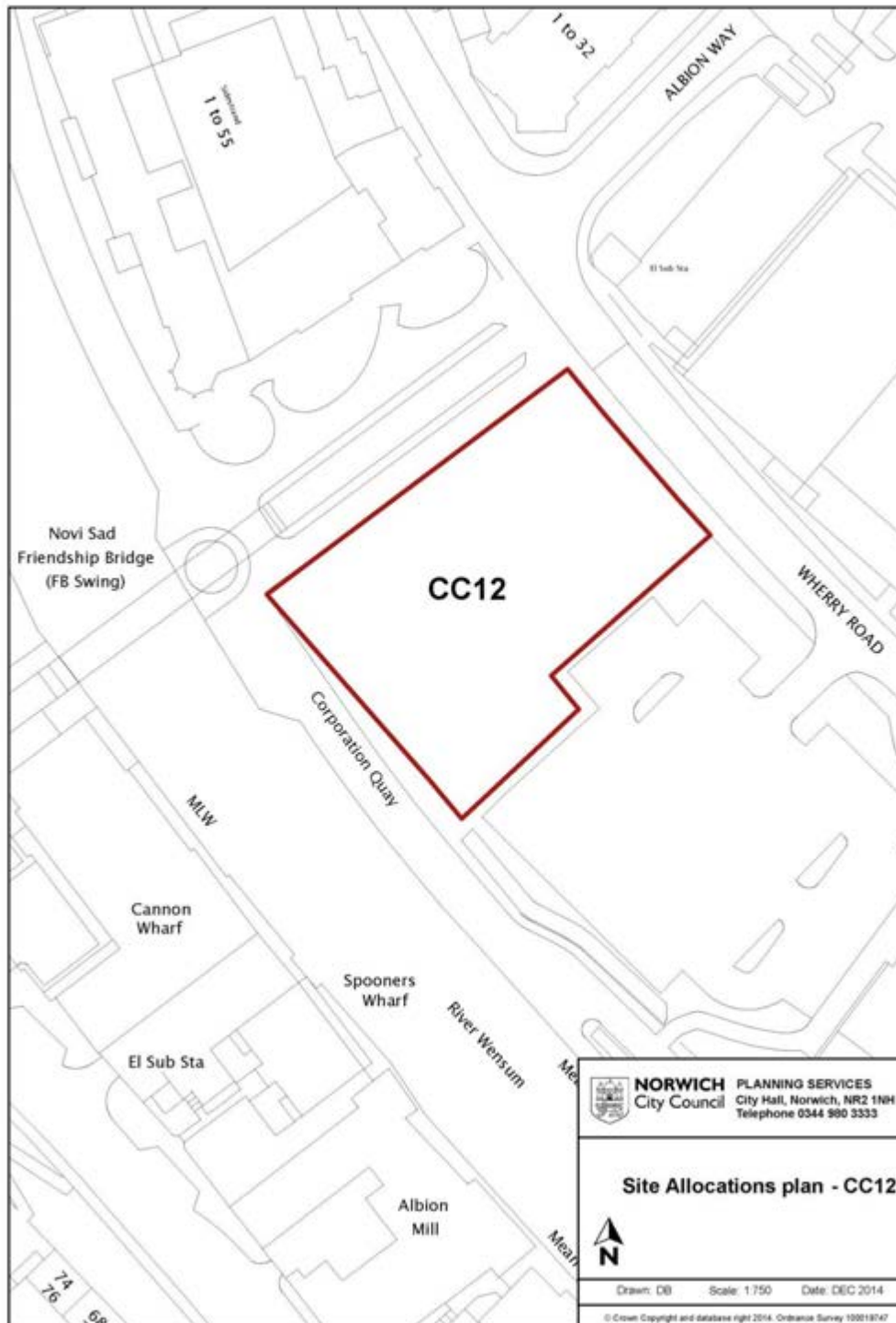
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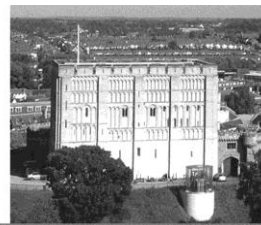
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Site plan





CC13: Land at Lower Clarence Road

Description

The site is located on the edge of the city centre and is 1 hectare in size. The majority of the site is currently used as a long-stay surface car park. A small part of the site is currently used by Network Rail's maintenance delivery unit, with a two storey building and some temporary structures on site.

The site lies between the railway line and Lower Clarence Road and is within easy walking distance of Norwich train station. The vehicular entrance to Norwich Mail Centre is opposite the site on Lower Clarence Road. Also fronting the northern side of Lower Clarence Road is residential property extending to Stracey Road, with predominantly terraced houses. Norwich Mail Centre and the adjacent Busseys Garage site are both identified for future development under policies CC15 and CC14 respectively.

There is a steep slope to the southern edge of the site descending to the railway line. The site has good views towards the river and the conservation area beyond.

Explanatory text

The site is close to a range of city centre facilities and the train station. It represents a good opportunity to provide housing development in a sustainable location.

Although the site is immediately adjacent to the railway line, in practical terms it is separated vertically by the slope on the southern boundary. Development of the site should address its constraints which include noise generated by the railway, and its topography.

The site is on the northern side of the river valley and development would be visible from a wide area and will affect the setting of the City Centre and potentially Bracondale Conservation Areas. Therefore the design, including height and layout of the development, should take this into account. Given its accessible location there is scope for some car free housing in this location.

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

In addition, given the site's location adjacent to the railway, a noise assessment and appropriate mitigation measures will also be required.

Development needs to ensure that the water environment is protected throughout

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the development of the site. 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 suitable and available for development.

The site was originally allocated in the *Replacement local plan* (2004). The landowner has confirmed his intention to develop this site during the plan period.

POLICY CC13: Land at Lower Clarence Road – housing development

The site at Lower Clarence Road is allocated for housing development, for a minimum of 45 dwellings.

Design of the development should take account of the topography of the site and any potential impact on the setting of nearby conservation areas.

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

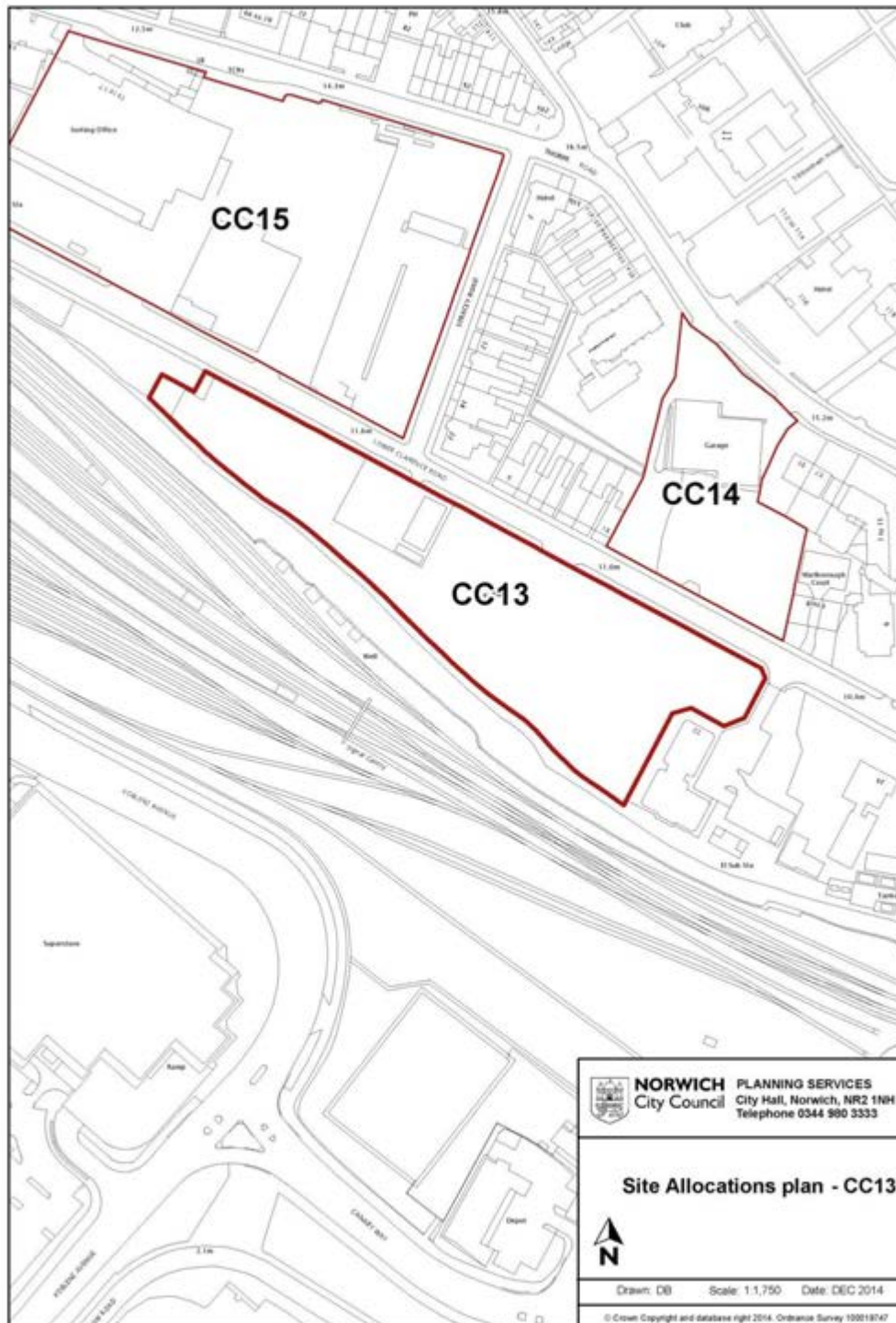
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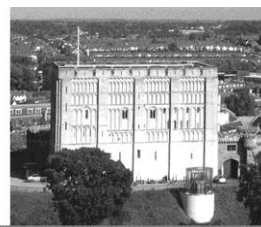
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Site plan





CC14: Bussey's Garage site, Thorpe Road and Lower Clarence Road

Description

The site is located on the eastern edge of the city centre and is 0.45 hectares in size. The northern part of the site is currently occupied by Bussey's Garage and the southern part is currently used for staff parking by MoneyFacts Group.

The surrounding area is mixed use in character and is close to a range of facilities and the train station. The site itself is surrounded by a mix of uses. It borders Thorpe Road to the north, which includes a range of businesses, hotels and residential uses, and is part of the city's cycle network. To the east and west are mainly residential uses and a former church, now converted to office use. An adjacent site on the south side of Lower Clarence Road, currently used for long stay surface car parking, is also proposed for future development under policy CC13.

Explanatory text

The redevelopment of this site presents an opportunity to improve this prominent site which is located on a major route into the city centre, and will contribute to meeting the housing target for Norwich set out in the JCS.

Development proposals must address the site's constraints which include trees with preservation orders, the need for demolition of existing buildings, possible contamination, and potential noise generation.

The site is close to a number of conservation areas, including St Matthews and the Thorpe Ridge. It is important that the setting of the conservation areas and the characteristics of the other buildings in the vicinity are respected in the design of the development.

Development should create a new street frontage to Thorpe Road and Lower Clarence Road for this gateway site, and create a new pedestrian and cycle link between Thorpe Road and Lower Clarence Road. The scale of buildings on site should be in keeping with surrounding development at between 2 and 3 storeys.

Primary vehicular access should be from Lower Clarence Road rather than Thorpe Road. There is scope to reduce parking provision in recognition of the site's particularly high accessibility and proximity to the rail station and the Thorpe Road public transport corridor.

Development needs to ensure that the water environment is protected throughout the development of the site. The site falls within Source Protection Zone 1,

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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 suitable for development, and is owned by two parties both of whom have indicated that the site will be available for development during the plan period.

POLICY CC14: Bussey's Garage site, Thorpe Road and Lower Clarence Road – housing development

The site is allocated for housing development, for a minimum of 25 dwellings.

Design of the development should ensure that:

- the development is in keeping the scale of existing development in the area;
- frontages are created to Thorpe Road and Lower Clarence Road;
- the layout takes account of existing trees on site;
- vehicular access is taken from Lower Clarence Road; and
- a new pedestrian and cycle link is provided between Lower Clarence Road and Thorpe Road.

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

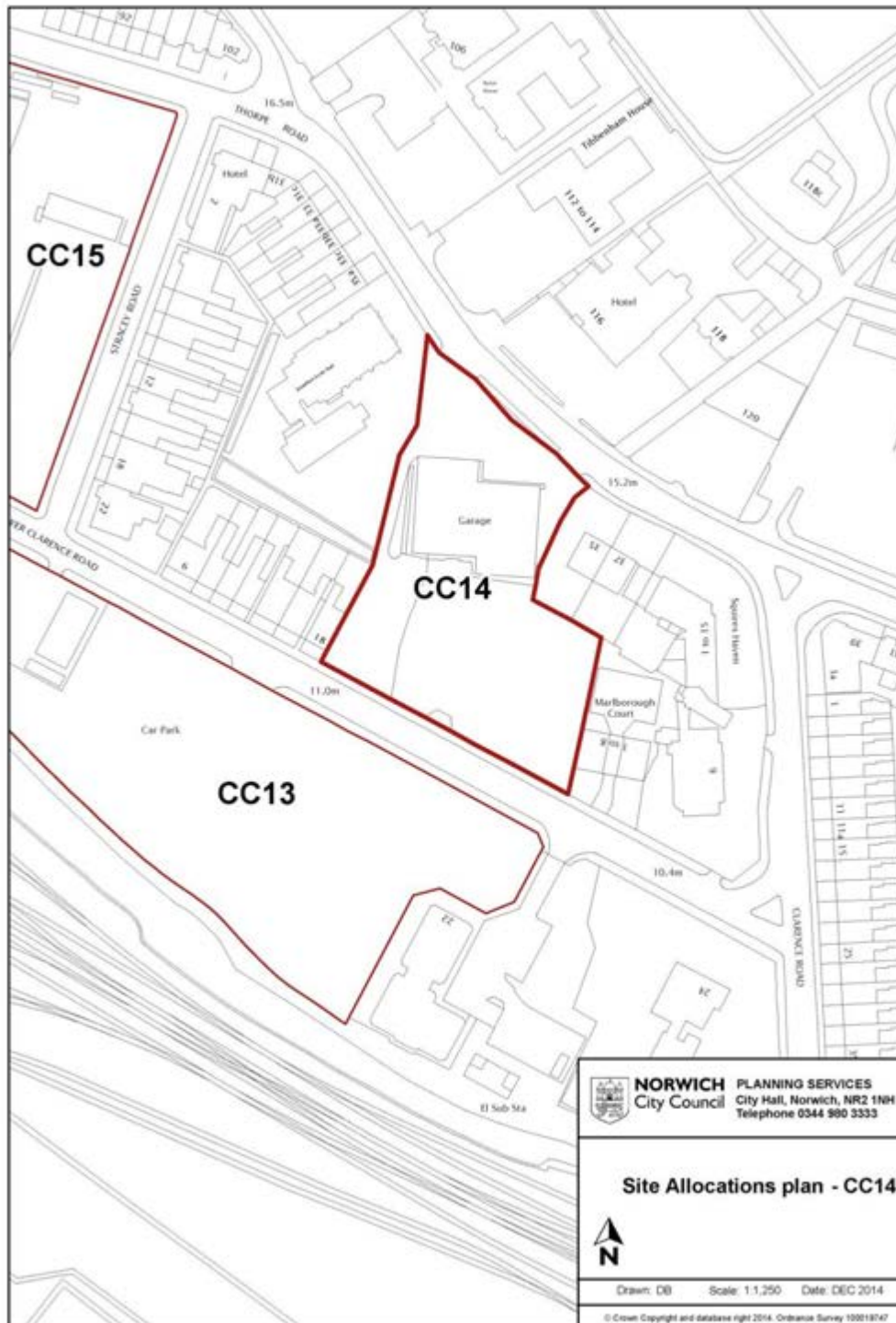
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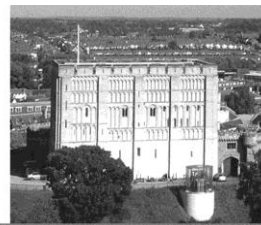
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Site plan





CC15: Norwich Mail Centre, 13-17 Thorpe Road

Description

The site is 1.52 hectares in size and is located in the eastern part of the city centre on the south side of Thorpe Road (A1242), a busy and heavily trafficked radial route serving the east side of the city.

The site has frontages to Thorpe Road, Lower Clarence Road and Stracey Road. It is currently occupied and operated by Royal Mail Group and accommodates Royal Mail's Norwich sorting office, ancillary office and storage uses and vehicle parking. The substantial main building dates from the 1950s.

Thorpe Road is characterised by late Victorian three and four-storey terraces (partly within St Matthews Conservation Area) accommodating a mix of uses including offices, small hotels, guest houses, flats and houses in multiple occupation, interspersed with larger scale office development including a substantial refurbished 1970s office building (Yare House) opposite the site. There are recent housing developments directly to the west (Great Eastern Court and Regency Court), which incorporate locally listed buildings. The site is immediately adjacent to the St Matthew's Conservation Area to the west.

The site is accessible to a range of city centre facilities including the Riverside retail and leisure complex and has convenient and direct access to the rail station. Vehicular access is taken from Lower Clarence Road which acts as a service road running to the rear of the site: land on the south side of Lower Clarence Road is currently used for long stay public car parking and is also proposed for future development. The Lower Clarence Road frontage overlooks the main platforms and marshalling yards on the approach to the rail station. The site is at present dominated by semi-industrial post-war buildings of little architectural merit with large areas of car and lorry parking which do little to respect the character and context of the area.

Explanatory Text

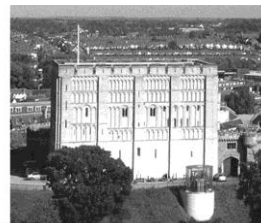
The existing mail centre site is proposed for redevelopment subject to the relocation of Royal Mail's operational facilities, which is planned to take place during the plan period. The opportunity exists for a high density, high quality mixed use redevelopment in an established zone of offices and housing which is well related to the city centre, taking advantage of its location on a public transport corridor.

Housing with a mix of sizes and types should predominate, with a site capacity of in the region of 150 dwellings. There is also potential for an element of office

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development to complement the office employment base already in the area and to compensate for the loss of local employment displaced by the relocation of the mail centre. A mix of building heights may be appropriate but the prominence of the Thorpe Road frontage on a key approach to the city centre requires development of particularly high quality which has regard to the setting of the adjoining St Matthews Conservation Area and the largely domestic scale of Stracey Road. Opportunities should be taken to re-establish a continuous built frontage on all three street elevations, retaining existing trees and providing for enhanced green infrastructure and landscaping within the site. The site is on the northern side of the river valley and development may be visible from a wide area and could affect the setting of the City Centre and potentially Bracondale Conservation Areas. Therefore the design, including the height and layout of the development, should take this into account.

Vehicular access should be taken from Lower Clarence Road with pedestrian and cycle links established through the site from Thorpe Road and Stracey Road. Mitigating traffic noise from Thorpe Road and the impact of noise from the train station and rail yards to the south will need to be considered in the detailed design of development.

There is scope to reduce parking provision in recognition of the site's particularly high accessibility and proximity to the rail station and public transport corridor.

The 2007 *Open Space Needs assessment* identifies a shortfall of publicly accessible open space and play provision in this sector of the city. The Football in the Community Centre at the football club is not considered sufficiently accessible for any future housing in this location due to topography and main roads forming physical and perceived barriers. On site provision is therefore essential for future residents of this scheme, and should be reflected in the layout, design and access arrangements for the site.

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 needs to ensure that the water environment is protected throughout the development of the site. 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.

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Deliverability

The site is in single ownership (Royal Mail Group) and is suitable and available for development during the plan period.

POLICY CC15: Royal Mail Centre site, 13-17 Thorpe Road – housing led mixed use development

The Royal Mail Centre site, 13-17 Thorpe Road (1.52 hectares) is allocated for redevelopment for a mix of uses including:

- housing (in the region of 150 dwellings); housing should predominate with a mix of sizes and types;
- on-site open space and play space; and
- offices.

Development must re-establish built frontages to Thorpe Road, Lower Clarence Road and Stracey Road, with enhanced landscaping and green infrastructure and improved pedestrian and cycle links through the site.

A noise assessment is required and the development must be designed to mitigate the impact of noise from the main road and the train station.

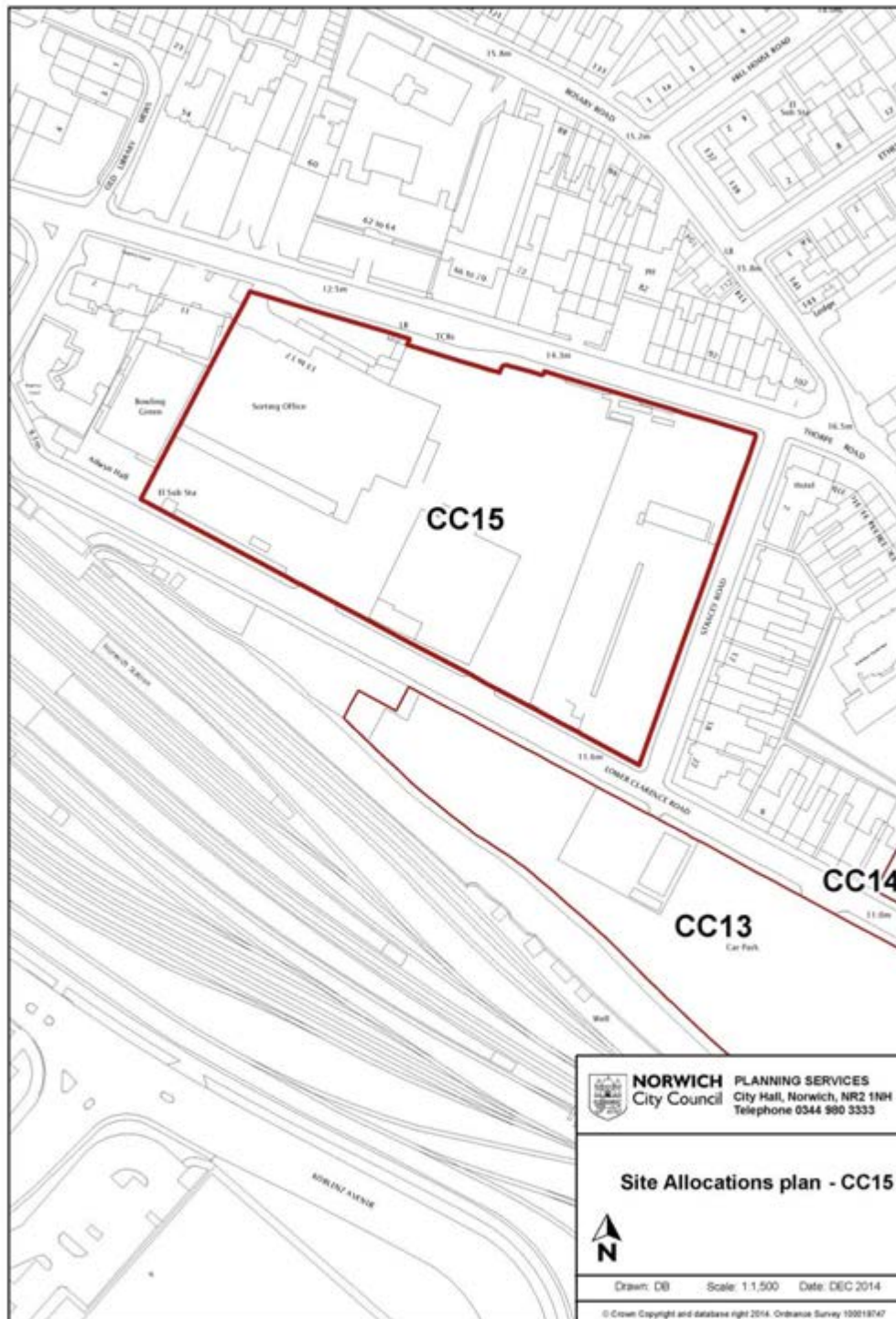
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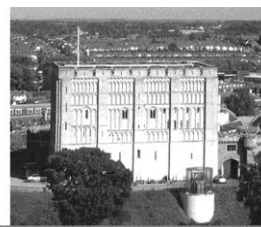
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Site plan





CC16: Land adjoining Norwich City Football Club, Kerrison Road

Description

The site is located to the east of city centre and is 3.24 hectares in size. It straddles the city centre boundary with most of the western part of the site within the defined city centre area. The majority of the land is currently used as surface car parking.

Norwich City Football Club's Carrow Road stadium is immediately to the west of the site, and the southern part of the site is adjacent to the River Wensum, with factory and food processing at Carrow Works opposite. To the north and east is ATB Laurence Scott's buildings at both the Gothic Works site and the engine test bed building. Further north is a residential area with mainly two-storey Victorian terraced houses. The main point of access to the site is from the north-west corner at the junction of Carrow Road and Kerrison Road.

This part of the city has traditionally been a manufacturing area; however it is increasingly being developed for housing and a mix of uses. This site is close to other proposed major mixed use developments: Gothic Works site at Hardy road (the R11), the Utilities site (R10) and the Deal Ground (policy R9), and potentially future expansion of the stadium.

Explanatory text

The JCS 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 development of this site for a mix of uses will deliver high density housing and contribute to the regeneration of the wider east Norwich area, making efficient use of its highly accessible location close to public transport routes, the railway station, and the strategic cycle route network. Its current use for surface car parking is an inefficient use of the site.

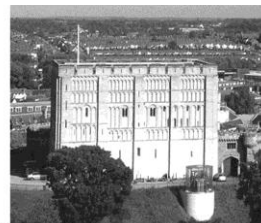
Development must address the site's constraints which include flood risk, possible contamination, noise issues relating to industrial uses close to the site, access and location of a small part of the site being within Trowse railhead consultation area.

The majority of the site is in Flood Zone 2 whilst a small portion on the western side is in Flood Zone 3. Development therefore needs to take account of flood risk and provide appropriate mitigation measures.

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Other constraints of the site also include its location adjacent to the River Wensum, possible contamination and access capacity. The south of the site along the river, and the south eastern corner is vulnerable to noise from the railway and especially its bridge, and the operations of the factory opposite (Carrow Works), therefore appropriate mitigation measures are required to mitigate the noise impact on the proposed development.

The site should be housing-led but could also include other ancillary uses including small-scale office and retail units to serve local needs only; any non-residential uses will be expected to provide minimal and operational parking needs only.

The future development of this site is critical to unlocking the regeneration of the wider area, specifically the Kerrison Road / Gothic Works site (R11), Utilities site (R10), and Deal Ground (R9), all of 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 must provide access for public transport and an associated interchange on site, and include a public transport strategy for the wider east Norwich area. This will enable the proposed development sites referred to above to link with the railway station / riverside area and the city centre. It will include an upgraded adopted route to the west of the site for public transport access. General vehicular access will be via Kerrison Road only, and access will be provided through to the adjacent Gothic Works site (R11).

Given the site's highly accessible location and the intention to provide new public transport links it is considered suitable to include car-free housing. In any event car parking levels should be kept low.

The development must also provide for access to the river, and provision of riverside walk along its river frontage, as part of the proposed strategic cycle and pedestrian link from the city centre to Whitlingham Broad.

The development must be designed to minimise the impact of noise generation, light and odour pollution from adjacent industrial uses on new residential occupiers.

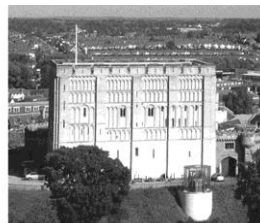
A small part of the site is within the Bracondale Conservation Area and there are also several listed factory buildings adjacent to the south of the river. The impact of development on the conservation area and river frontage must be carefully considered. The site is also adjacent to important Palaeolithic deposits which will require archaeological evaluation.

Consideration should also be given to the safe and successful continued functioning of the football club, creating a high quality design overall. The site's development

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should only be proposed within the context of a wholesale comprehensive masterplanned approach, with landscape and function at the site being integral to the site's operations.

Much of the site has a long planning history for its redevelopment, and some parts are covered by existing planning permissions. It is likely to be developed in phases. The northern portion of the site directly adjacent to the engine test bed on the Gothic Works site (part of proposed allocation R12) should ideally be developed comprehensively with the test bed site to achieve a properly integrated scheme.

This site lies adjacent to the River Wensum. A written consent from the Environment Agency is required for proposed works or structure, 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.

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 needs to ensure that the water environment is protected throughout the development of the site. 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 majority of the site has planning permission, providing for a total of 474 dwellings.

The site is in multiple ownerships and is actively being promoted for development. It is suitable and available for development within the plan period.

POLICY CC16: Land adjoining Norwich City Football Club, Kerrison Road

Land adjoining Norwich City Football Club is allocated for mixed use development to include residential, leisure, community, office and ancillary small retail uses.

Private vehicular access will be taken from the north of the site, off Kerrison Road, and the site's development will provide for access to the adjoining development site at Gothic Works (R12) and will facilitate the provision of a new public transport route through the site and across to Wherry Road to the west with appropriate bus priority

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measures.

The development must:

- provide a public transport interchange on site and a public transport strategy for the wider east Norwich area;
- provide public access to the river and a riverside walk/cycle link, connecting to the riverside link from the Deal Ground development through to the city centre;
- enhance the river frontage as a gateway to Norwich city centre;
- facilitate a masterplan-led design approach for the whole site's comprehensive redevelopment;
- be designed to mitigate the impact of noise generation, light and odour pollution from adjacent industrial uses and the railway; and
- landscaping should be integral, showing enhancements to the setting of the stadium and its operations and promoting the use and connections to the river.

The development should provide in the region of 400 dwellings.

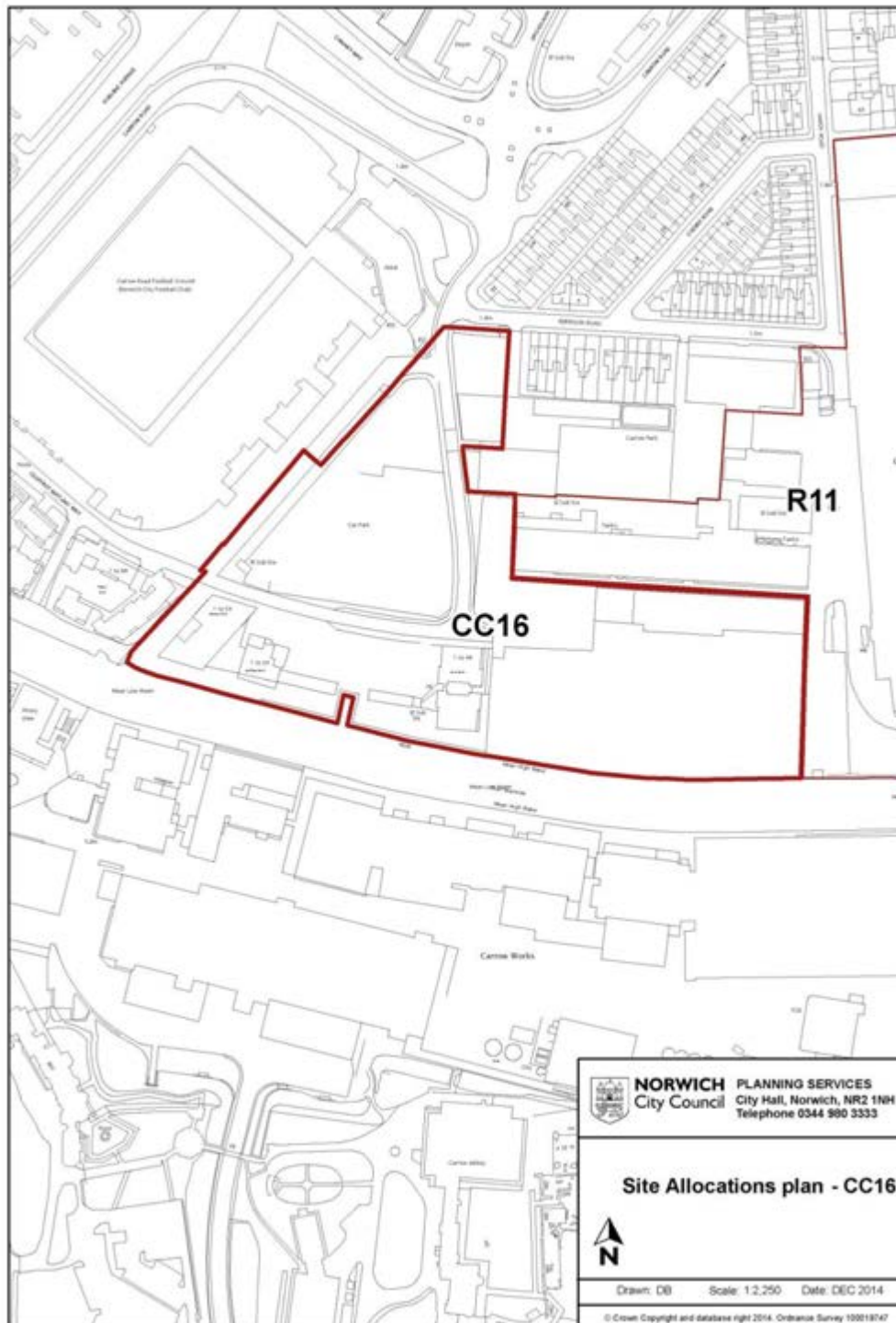
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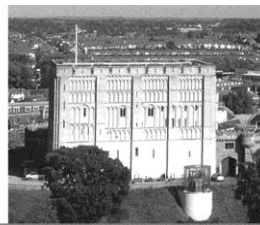
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Site plan





CC17a: Barrack Street

Description

The site includes the eastern part of the former Jarrolds printing works site and the site of the former housing fronting Barrack Street. The site is 2.81 hectares in size. It is now cleared and largely used as temporary surface car parks. It contains the remains of the historic city wall, a Scheduled Ancient Monument.

This is a large site which sits in an 'edge of city centre' location just inside the inner ring road and is surrounded by a wide range of uses. The site contains the newly developed offices of Dragonfly and Kingfisher House with an area of surface car park to the east, which was also formerly part of the printing works site. Further east is a leisure centre with associated car parks and housing development on the riverside. This site is adjacent to the Whitefriars / Barrack Street site, which is also part of the former Jarrolds printing works and is allocated in this plan under policy CC17b. These sites are being treated separately in this plan as they are physically separated by the line of the city wall, have separate access arrangements, and have different site constraints.

There has been significant development along the riverside recently. The development has seen improvements to the riverside walks and a newly constructed pedestrian and cycle bridge (Jarrold Bridge). It connects the site with the core of the city centre via the Cathedral Close and the riverside walk on the south bank of the Wensum.

Explanatory text

The site offers an important opportunity to bring forward an accessible office led mixed use development in the city centre. It will be important that housing is provided within the scheme to encourage sustainability and easy access for people from home to work.

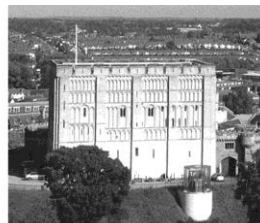
The city wall lies to the west of the site and the design of the development should enhance the setting of this scheduled ancient monument, potentially with a public square close adjacent to the city wall. Since the site is adjacent to the City centre conservation area development should take into account the recommendations in the City Centre Conservation Area Appraisal, including to:

- maintain, enhance and create river footpaths;
- maximise the views across, from and of the river;
- retain the existing embankment line and historic features and enhancement of river access.

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A strategic cycle route runs from the new bridge in an easterly direction towards the leisure centre and on to the inner ring road via a toucan crossing. A proposed new route will run from the new bridge along the river in a westerly direction and up past the city wall to meet the inner ring road at the Silver Road junction. This should be integrated into the site layout design. The design should also integrate river access, riverside walk and appropriate landscaping along the river.

The entire site falls into Flood Zone 2 whilst a small part of the land adjacent to the river is in Flood Zone 3a and the site is also 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. The site may also be subject to possible contamination.

The 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.

An archaeological assessment will be required prior to development.

Development should take into account some mature trees on the borders of the site mainly fronting Barrack Street and the River Wensum.

Deliverability

The site has planning permission for redevelopment to include offices, retailing, residential units, a hotel and associated parking spaces. The site is suitable and available for development.

POLICY CC17a: Barrack Street – mixed use development

Land at Barrack Street is allocated for a comprehensive mixed use development to include:

- offices (with ancillary retail uses) and;
- housing (in the region of 200 dwellings) together with associated public open space and playspace provision.

Subject to viability, development could also include a hotel as part of the mix.

The development should:

- integrate and enhance the cycle link as part of the scheme;
- provide access to the river and riverside walk;
- respect the setting of the city wall and the adjacent conservation area.

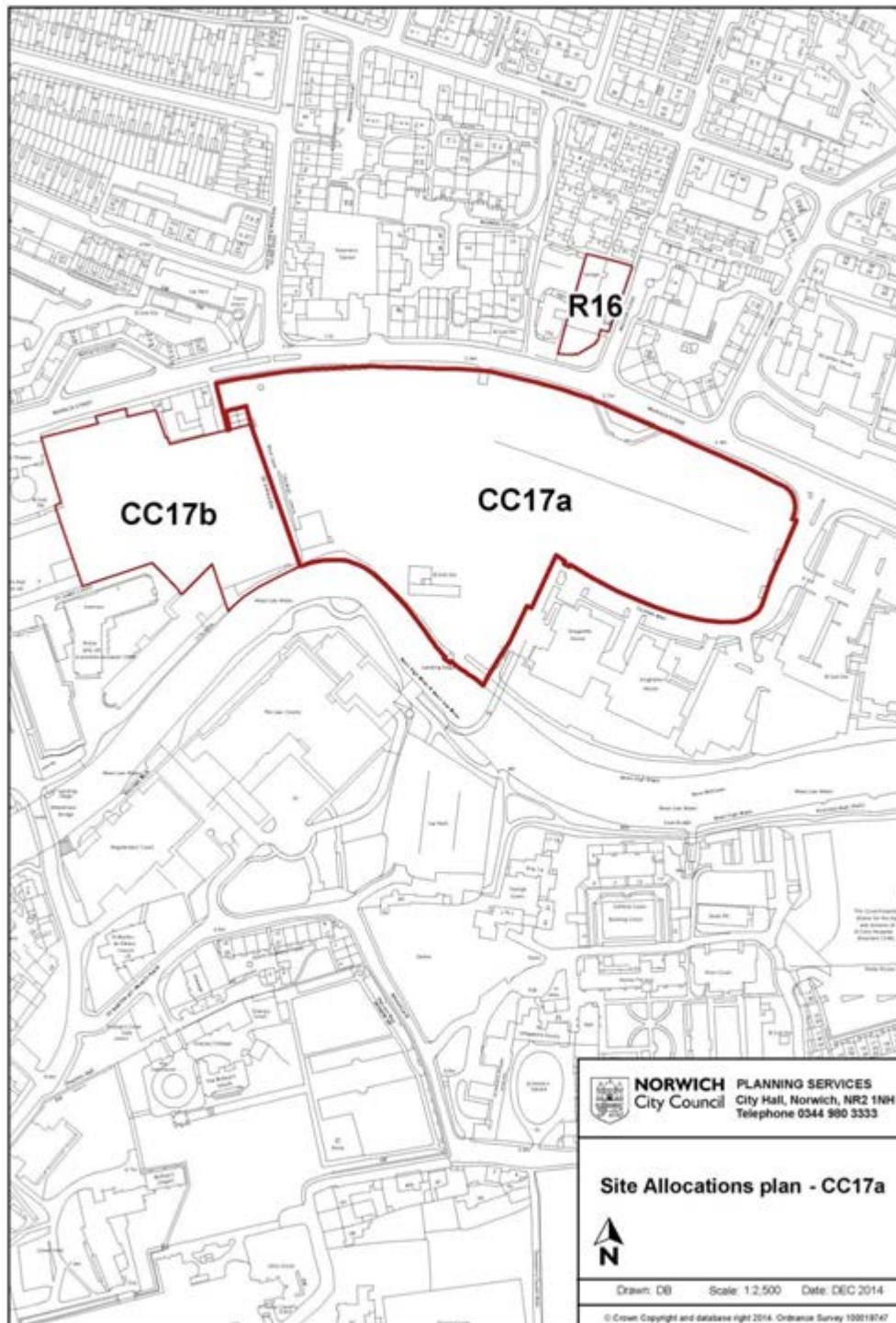
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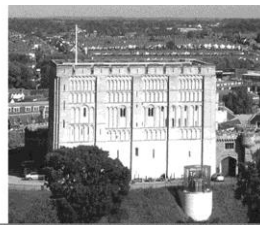
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Site plan





CC17b: Whitefriars

Description

The site includes part of the former Jarrolds printing works site fronting Whitefriars and is 0.9 hectares in size. The site has vehicle access via St James Court off the north end of Whitefriars. The site is now cleared and is largely used as a temporary surface car park up to the city wall to the east.

This site is adjacent to the Barrack Street site, also part of the former Jarrolds printing works and allocated in this plan under policy CC17a. These sites are being treated separately in this plan as they are physically separated by the line of the city wall, have separate access arrangements, and have different site constraints.

The site sits in an 'edge of city centre' location just inside the inner ring road and is surrounded by a wide range of uses. It borders the Puppet Theatre (within the converted grade I listed St James' Church), which is adjacent to the Whitefriars roundabout, and the former Priory site which is currently used for offices with a newly erected office building fronting Whitefriars. There are also some small retail and takeaway units fronting Barrack Street, including those within the grade II listed buildings, 77-79 Barrack Street. This part of the site is also in close proximity to the grade I listed St James' Mill.

The site is also on the edge of the northern city centre as defined in the NCCAAP. The NCCAAP proposes a new key pedestrian route linking Magdalen Street to Whitefriars as part of new development (policy WW1).

Explanatory text

The Whitefriars site offers another important opportunity for an office led development in the city centre. The site is suitable for office development although it has a temporary permission for a replacement surface car park.

The site is within the City Centre Conservation Area and the Area of Main Archaeological Interest, and is adjacent to a number of listed buildings and the city wall. The design therefore should respect the setting of the conservation area, these listed buildings, and the Scheduled Ancient Monument. An archaeological assessment should also be undertaken.

Development of the site should take into account the recommendations in the *City centre conservation area appraisal*, including:

- Maintain, enhance and create river footpaths at rear of St James Mill
- Maximise the views across, from and of the river

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- Enhance the setting of the city wall and neighbouring listed buildings.

The entire site falls into 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.

The site lies adjacent to the River Wensum. A written consent from the Environment Agency is required for 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. The site may also be subject to possible contamination.

Development should take into account any mature trees on the river edge.

Deliverability

The site is suitable and available for development.

POLICY CC17b: Whitefriars – mixed use development

Land at Whitefriars is allocated for office led mixed use development.

The development should:

- provide access to the river and a riverside walk;
- respect the setting of the conservation area, neighbouring listed buildings and the city wall;
- be accessed from St James Court; and
- provide space to accommodate the Jarrolds Print Museum and associated heritage interpretation.

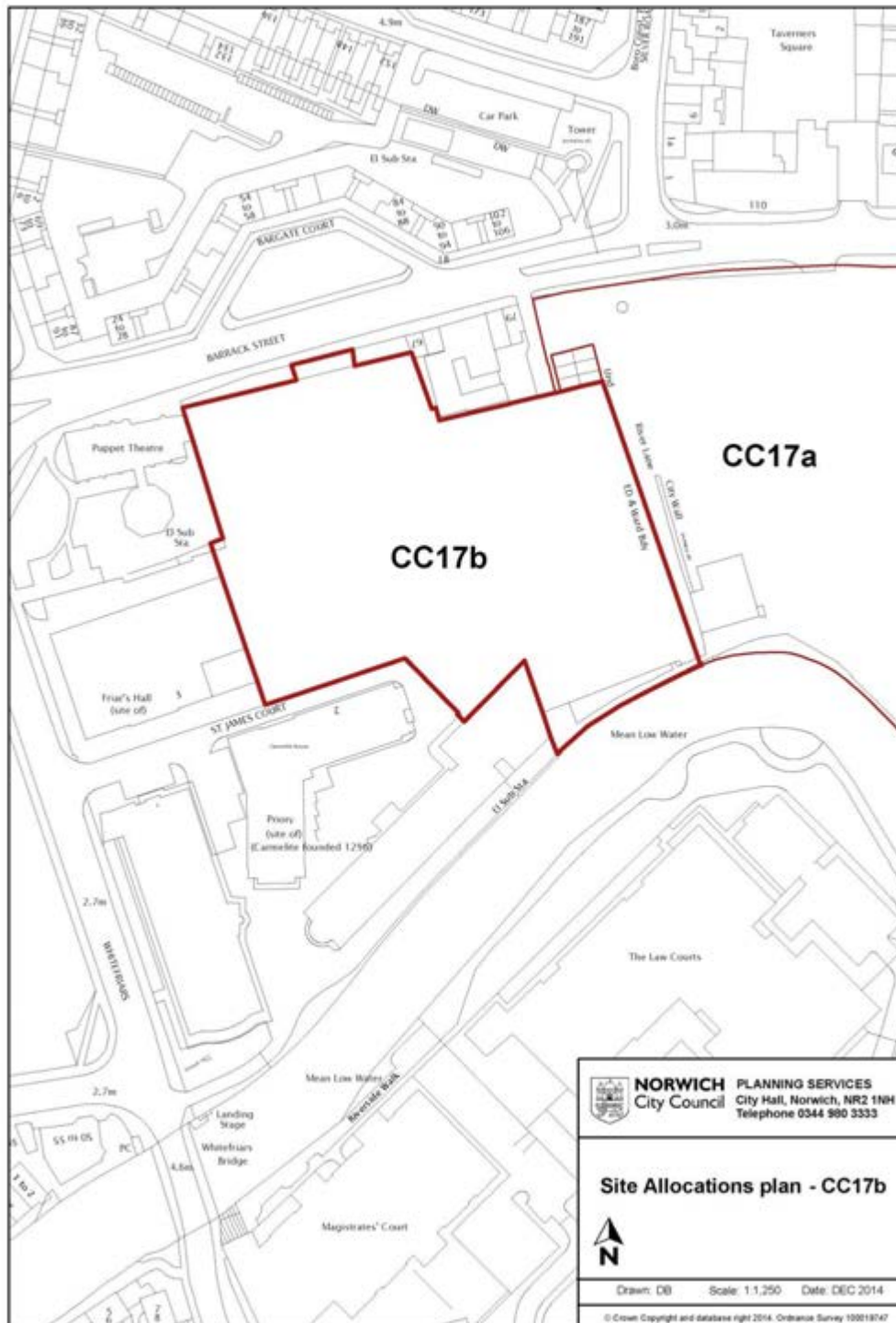
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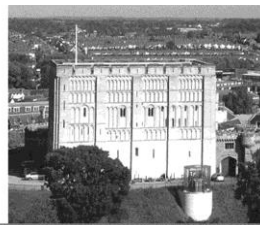
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Site plan





CC18: 140-154 Oak Street

Description

This brownfield site of 0.15 hectares was occupied by housing prior to the Second World War and is currently in industrial and business use, consisting of low quality single storey industrial buildings and hardstanding.

The site lies within a mixed residential, industrial and commercial quarter in the north-east of the city centre. It lies on the east side of Oak Street with recent housing and older industrial units opposite, disused industrial premises to the north and the residential gardens of comparatively recent terrace housing in Chatham Street to the east.

The site immediately adjoining to the north (70-72 Sussex Street) has planning permission for redevelopment for 9 houses, 8 apartments and commercial floorspace. The nightclub premises to the south (The Talk), together with the adjoining industrial site at 114 Oak Street, have outline planning permission for redevelopment for 58 dwellings providing a mix of houses and flats. Both permissions were issued in 2009.

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 within the nearby Large District Centre centred on Anglia Square. The adopted NCCAAP identifies the Oak Street North sub area within which the site lies as an area of change and shows a number of opportunity sites for potential redevelopment within it (including the site to the south) but does not allocate this site specifically. Policy LU3 of the NCCAAP requires housing development outside the core area of Anglia Square to provide at least 50% of units suitable for occupation by a family with children.

The site is on the strategic cycle network defined in the *Norwich area transportation strategy* (NATS).

The *City centre conservation area appraisal* identifies the site as being part of the “Northern Riverside” area of the centre, in which former industrial and commercial uses are steadily being converted to or replaced by housing. The Oak Street area north of the inner ring road is particularly identified as a major development opportunity. The appraisal identifies the site itself as having negative buildings and contributing to negative vistas along Oak Street. Redevelopment provides the opportunity for a significant enhancement of the street scene. Consideration should

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be given to retaining the willow tree, the importance of which is highlighted in the appraisal, on the street frontage.

The form of development could reinstate the historic pattern of yards and courts and could be integrated with the site to the north (CC19, 70-72 Sussex Street). Access should be taken from Oak Street. The location of the site within an Area of Main Archaeological Interest requires an archaeological investigation to be carried out prior to development.

In addition development may need to address possible contamination issues.

Deliverability

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

POLICY CC18: 140-154 Oak Street – housing development

The site (0.15 hectares) is allocated for housing (in the region of 10 dwellings).

Development will:

- be two to three storeys;
- include at least half of the dwellings as family housing;
- create a frontage to Oak Street and, if feasible, reinstate historic layouts by grouping buildings around an internal courtyard; and
- include pedestrian links to adjoining sites.

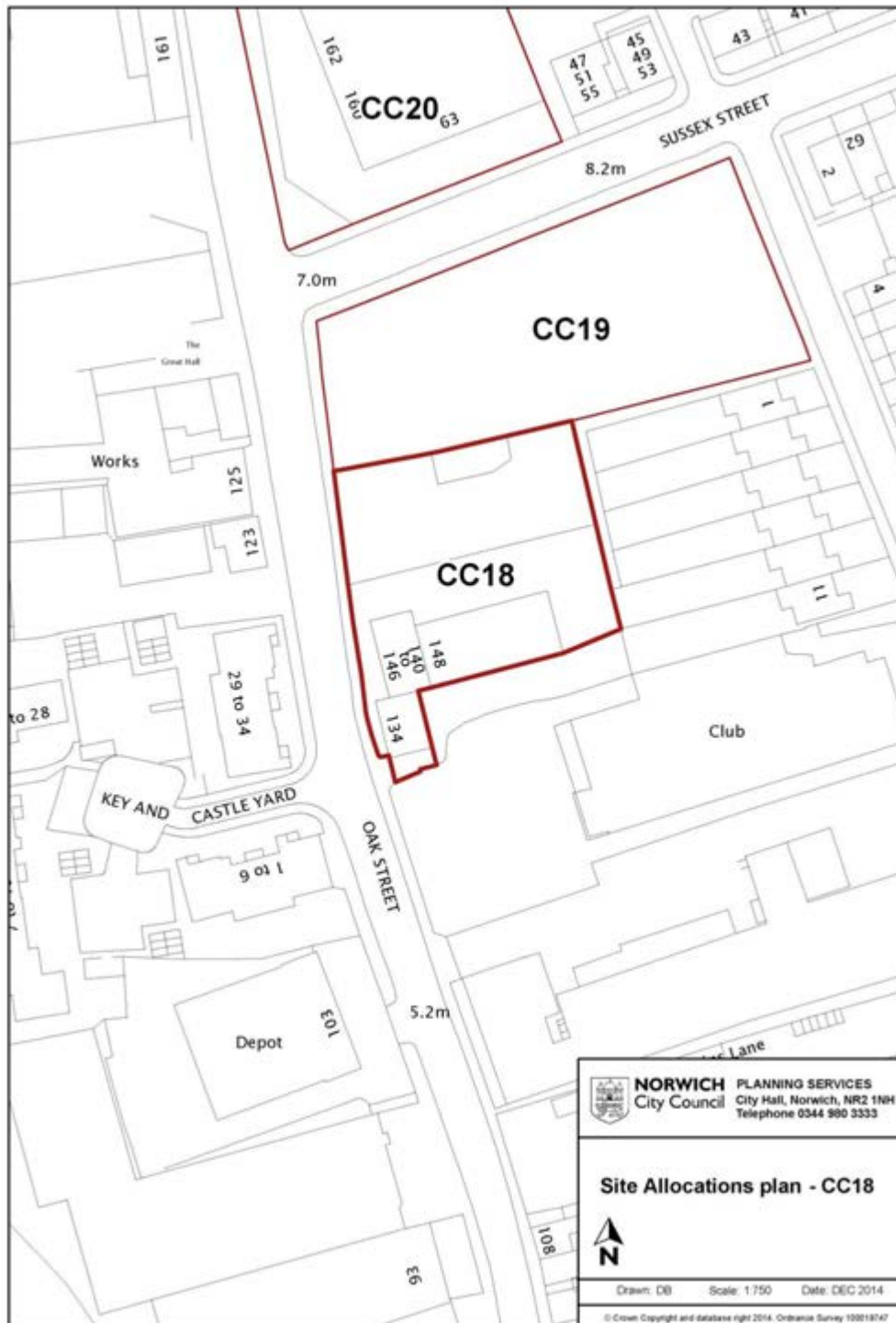
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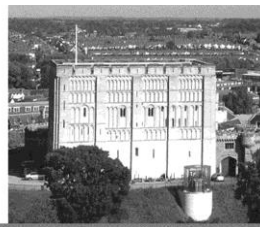
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Site plan





CC19: Furniture Store, 70-72 Sussex Street

Description

This brownfield site of 0.21 hectares was occupied by housing and gardens prior to the Second World War and is currently in industrial and business use. It consists of low quality single and two-storey industrial buildings and surface car parking. It lies within a mixed residential, industrial and commercial area of the city centre.

The site is bounded by Oak Street to its west, Sussex Street to the north and Chatham Street to the east. There is housing surrounding the eastern side of the site and commercial uses to the west and south, along with the listed Great Hall on the opposite side of Oak Street.

Explanatory Text

The site is located in northern part of the city centre and is covered by the adopted NCCAAP. Therefore the principle of development in this area should be consistent with the proposals in the NCCAAP, to reinstate the residential street frontage and provide family housing in this part of the northern city centre.

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 Anglia Square/St Augustine's/Magdalen Street Large district centre.

The *City centre conservation area appraisal* identifies the site as being part of the "Northern Riverside" area of the city centre, in which former industrial and commercial uses are steadily being converted to or replaced by housing. The Oak Street area north of the ring road is particularly identified as a major development opportunity.

Mid 19th century terraced houses to the east of the site on Sussex Street and Chatham Street are locally listed and houses further east on Sussex Street are listed. The appraisal identifies the rest of Sussex Street as a positive frontage and as one of the most interesting streets of its type in the city centre. Chatham Street beyond the site is identified as providing a positive vista towards landmarks within the city centre. The Great Hall, west of the site on the opposite side of Oak Street, is a 15th century grade II listed building.

However, the appraisal identifies the site itself as containing negative buildings and negative vistas on Sussex Street and Oak Street.

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As a result, redevelopment of this site represents an opportunity to reinstate the historic building line along Sussex Street, as well as Oak Street and Chatham Street. This will complete the terrace on the south of Sussex Street and provide an improved setting for the Great Hall listed building. In addition development may need to address possible contamination issues.

An archaeological investigation will be required prior to development.

The main access should be from Sussex Street.

Deliverability

The site has planning permission for residential units with an element of commercial development.

The site is suitable and available for development.

POLICY CC19: Furniture Store, 70 to 72 Sussex Street – housing development

The site (0.21 hectares) is allocated for housing development (approximately 15 dwellings), with at least 50 per cent of units for occupation by families with children.

Access will be taken from Sussex Street.

Design of the development should ensure reinstatement of historic building lines on Sussex Street, Oak Street and Chatham Street.

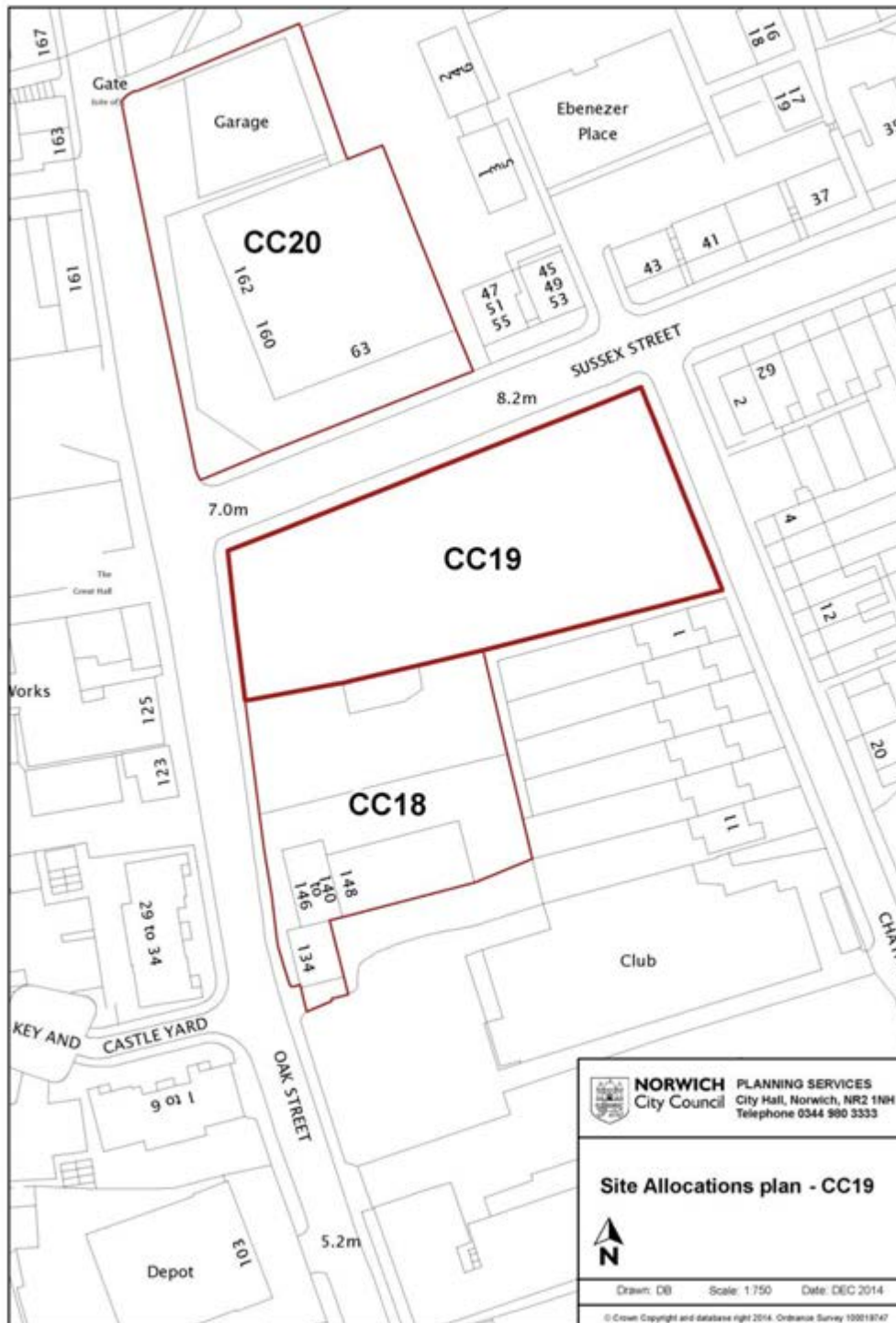
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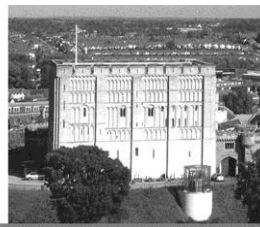
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Site plan





CC20: Oak Street and Sussex Street commercial sites, 160-162 Oak Street

Description

This brownfield site of 0.23 hectares was occupied by housing prior to the Second World War and is currently in commercial and garage uses. It consists of functional single and two storey warehouse and workshop buildings and surface car parking. It lies within a mixed residential, industrial and commercial area of the city centre.

The site is bounded by Oak Street to its west and Sussex Street to the south. St Martins at Oak Wall Lane, next to the former line of the city wall, which lies within an open space, is to the north and flats are to the east.

Explanatory Text

The adopted NCCAAP identifies the Oak Street North sub area within which the site lies as an area of change and shows a number of opportunity sites for potential redevelopment within it but does not allocate this site specifically. Policy LU3 of the NCCAAP requires housing development outside the core area of Anglia Square to provide at least 50% of units suitable for occupation by a family with children.

This 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 Anglia Square/St Augustine's/Magdalen Street Large district centre.

The *City centre conservation area appraisal* identifies the site as being part of the "Northern Riverside" area of the city centre, in which former industrial and commercial uses are steadily being converted to or replaced by housing. The Oak Street area north of the ring road is particularly identified as a major development opportunity.

Mid 19th century terraced houses to the south east of the site on Sussex Street are locally listed and houses further east on Sussex Street are listed. The *City centre conservation area appraisal* identifies the rest of Sussex Street as a positive frontage and as one of the most interesting streets of its type in the city centre. However, the appraisal identifies the site itself as providing negative buildings and negative vistas on Sussex Street and Oak Street.

As a result, redevelopment of this site represents an opportunity to reinstate the historic building line along Sussex Street and Oak Street and provide an improved setting for the city wall, which is situated in close proximity on both sides of Oak Street and is a scheduled ancient monument. In addition development may need to address possible contamination issues.

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An archaeological investigation will be required prior to development.

Access to the site should be taken from Sussex Street.

Deliverability

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

POLICY CC20: Oak Street and Sussex Street commercial sites, 160-162 Oak Street – housing development

The site (0.23 hectares) is allocated for housing for a minimum of 15 dwellings, with at least 50 per cent of units for occupation by families with children.

Development must take account of its location close to the city wall Scheduled Ancient Monument.

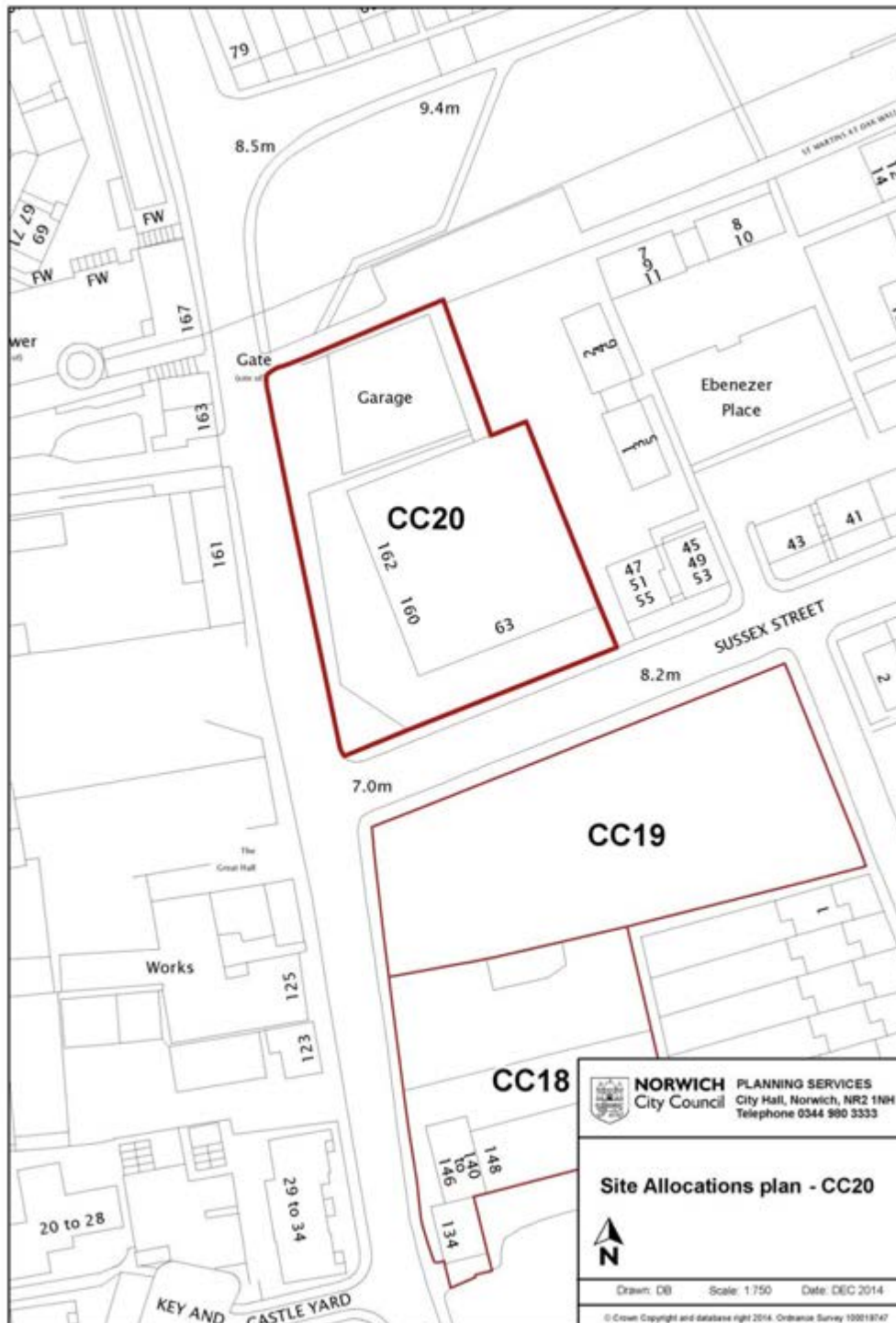
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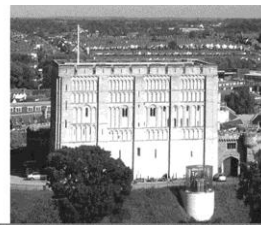
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Site plan





CC21: Duke's Wharf, Duke Street (Former EEB offices)

Description

The former Eastern Electricity Board (EEB) site is located on the south bank of River Wensum and is 0.84 hectares in size. The site contains the vacant electricity buildings along the river and the former Boardman buildings fronting Duke Street. The site has two main vehicular access points, from Duke Street and Westwick Street. The site frontage on Duke Street and adjacent to the river is identified as 'positive' in the *City centre conservation area appraisal*.

The site borders existing residential development on the west side. Duke Street is part of the city's one way system. Adjacent to and south of the site are 1-25 Charing Cross which is dominated by professional services, including estate agents and law firms. In the middle of the site is a large open space which is currently in use as a temporary car park.

The riverside area has been the focus of activity for most of Norwich's history and contains remnants of its former importance. Today, the focus of this activity has shifted from industrial concerns to leisure pursuits and the area is rapidly becoming a popular residential location with many new developments currently underway or in the pipeline.

Explanatory text

Office led mixed use development of this derelict site will support the city centre's employment role and bring the site back into productive use, helping improve the vitality of this part of the city centre. The site is suitable for either conversion or full-scale redevelopment, involving demolition of existing buildings. The *Employment sites and premises study* (2008) identified this site as having the potential to deliver Grade A office floorspace in the city. Therefore, a significant element of office development would potentially address the future demand of office floorspace in the city centre as identified in the JCS. Given its sustainable location the site is also suitable for other uses, including an element of residential, small scale retail, and possible food and drink uses.

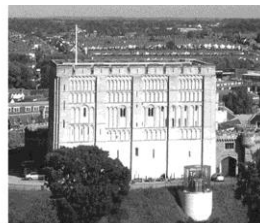
Development of the site must take account of its constraints which include its location adjacent to the River Wensum and inclusion in flood zones 2 and 3, its location in the City Centre Conservation Area and Area of Main Archaeological Interest, possible contamination, access, site levels and scale of adjoining development and buildings.

The 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

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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. Part of the site falls within flood zones 2 and 3. A flood risk assessment is therefore required and development should not take place without appropriate mitigation measures.

Design of the development must be of high quality, respecting adjacent buildings and its riverside setting. In particular it must respect the setting of listed buildings adjacent to the river, and maintain views of the grade II listed building which is part of the former Bullards Brewery site to the west, and long distance views of St Margaret's Church. A strong frontage to Duke Street and the river should be created or reinforced. The design of development must also include landscaping to enhance its appearance and setting. Development proposals that retain and convert the building on the Duke Street frontage will be given favourable consideration. Demolition would need to be clearly justified on the grounds of the quality of any new development, although demolition of the former Eastern Electricity Board offices is likely to be acceptable.

The scheme should be designed to be permeable providing links through the site from Westwick Street to Duke Street at Duke's Palace Bridge, as well as providing for the riverside walk (subject to demolition of the building fronting the river).

An archaeological assessment will also be required prior to development.

Deliverability

Prior approval for 69 dwellings has been granted, under Part 3, Class J, of the Town and Country Planning (General Permitted Development) Order 1995 (as amended).

The site is however being actively promoted by the developer and the policy allows a degree of flexibility over uses to facilitate the delivery of development on this site.

POLICY CC21: Duke's Wharf, Duke Street (Former EEB offices) - mixed use development

The Duke's Wharf site is allocated a mix of uses including offices, and potentially:

- residential use (in the region of 30 dwellings); and
- small scale retail units, possible food and drink uses, and professional services at ground floor level on the Duke Street frontage.

Uses falling within Class D1 (non-residential institutions) and hotel use may also be acceptable on this site.

Development may include either the conversion of existing buildings or

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redevelopment. The scheme should be designed to integrate with the surrounding area and to provide links through the site from Westwick Street to Duke's Palace Bridge, as well as providing for the riverside walk along the northern boundary if existing buildings are demolished.

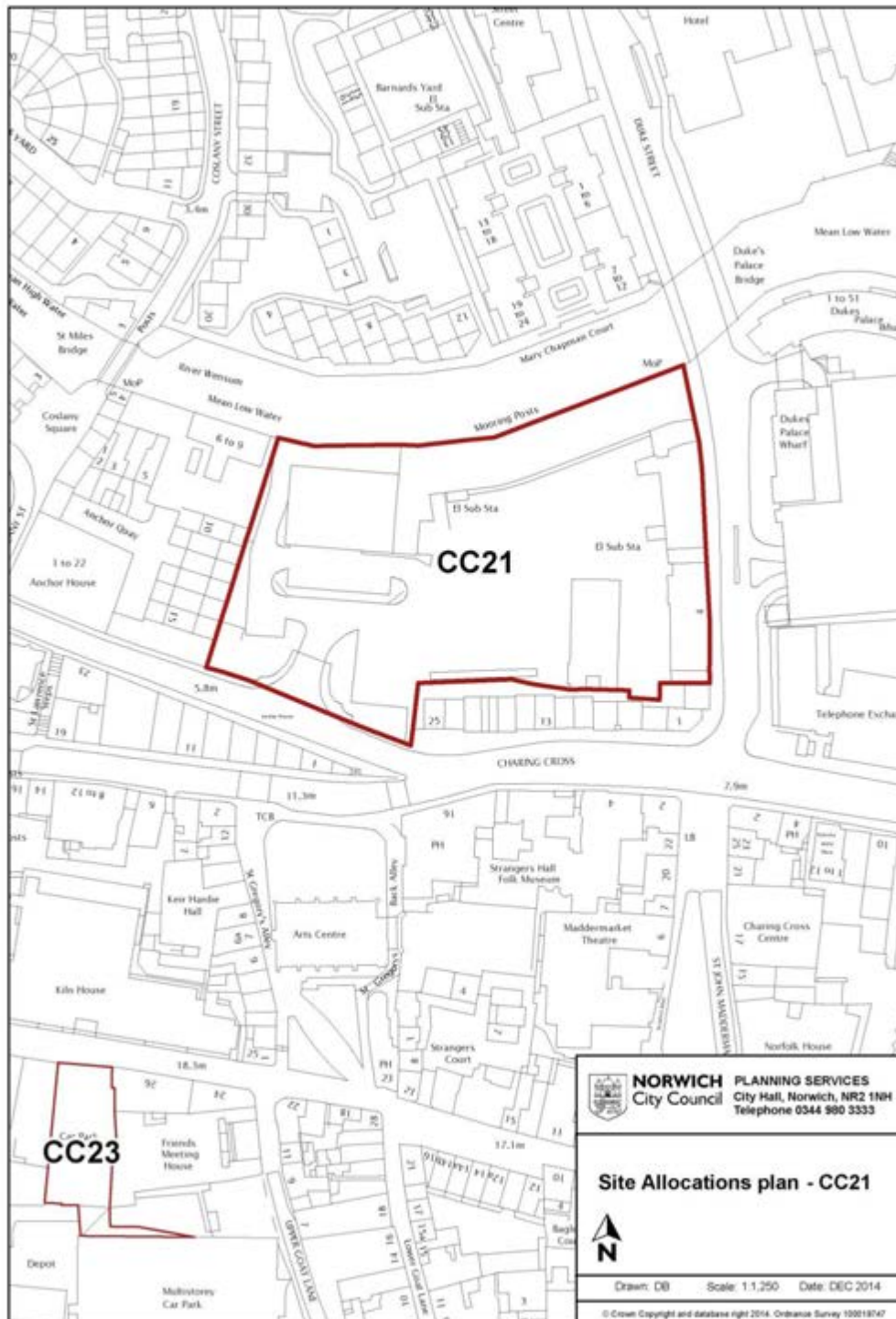
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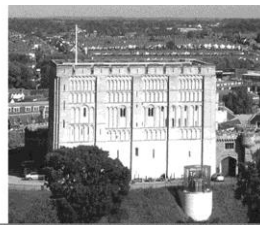
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Site plan





CC22: Barn Road Car Park

Description

The site is a gateway to the city centre, located adjacent to the inner ring road and the remains of the city wall, close to the former St Benedict's Gate, the main western entrance to the historic city centre.

The site is currently occupied by a surface car park accessed from St Swithin's Road, a main route into the city centre from the inner ring road. The *City centre conservation area appraisal* identifies neighbouring commercial 'shed' units as negative buildings.

Explanatory text

The JCS promotes the city centre as the main focus in the sub-region for retail, leisure and office development, with housing and educational development also adding to the vibrancy of the centre.

Redevelopment of the site offers the opportunity to make more efficient use of this valuable city centre site and to continue the development of a vibrant mixed use quarter, extending retailing/leisure and commercial or housing uses from St Benedict's Street.

Development should address the site's constraints which include its location adjacent to the city wall, location within the City Centre Conservation Area, the Area of Main Archaeological Interest, and office priority area, noise generation from the main road and from neighbouring uses, trees on site, and proximity to the pedestrian and cycle network.

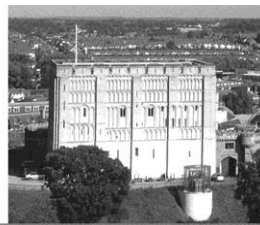
The site lies within a Critical Drainage Catchment as identified on the *Policies map*. Therefore development proposals involving new buildings, extensions and additional areas of hard surfacing should ensure that adequate and appropriate consideration has been given to mitigating surface water flooding in accordance with policy DM5.

As a main gateway to the city centre, the quality of buildings here has a major impact on impressions of the city centre. High density mixed use development, possibly 3 or 4 storeys, is appropriate. Like recent development opposite the site, development on the site should be designed to take account of historic and recent development on St Benedict's Street and the need to enhance the setting of the city wall. Trees on the edge of the site should be retained. Appropriate historic interpretation information should be incorporated into the development and an archaeological assessment will be required.

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Car free housing would be acceptable on this site given its sustainable location. Since the existing surface car park is important to the commercial success of the area, replacement car parking should be incorporated within the development. It is possible that some additional parking capacity may be provided taking into account of the redevelopment of Westwick car park. The total car parking space will be consistent with the DM31 to keep the parking spaces provision level at 1995 levels.

The design of the development will need to take account of noise from the neighbouring Inner Ring Road and should link to the neighbouring core pedestrian and cycle network. A noise assessment and associated mitigation measures will be required prior to development.

Vehicular access should be taken from St Swithin's Road only.

Given its location an archaeological assessment will be required for the site.

Deliverability

The site is suitable and available for development. It is owned by Norwich City Council and, subject to replacement car parking being provided in proposals for the site, is available for sale to enable development of the site to be achieved within the plan period.

POLICY CC22: Barn Road Car Park – mixed use development

The Barn Road car park (0.42 hectares) is allocated for redevelopment for a mix of uses including:

- retail uses at ground floor level;
- housing development (a minimum of 40 dwellings);
- office development; and
- integrated car parking with public parking operating on a short term tariff.

Development must provide improved pedestrian links and associated public realm improvements to ensure that the site is well integrated with the surrounding area, particularly to St Benedict's Street and St Swithin's Road. Development should also respect the setting of nearby listed and locally listed buildings and the city wall.

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

Vehicular access will be taken from St Swithin's Road.

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A surface water management assessment should be submitted with any application proposing development in accordance with this allocation. The assessment should show how the proposed development:

- a) would not increase the vulnerability of the site, or the wider catchment, to flooding from surface water run-off from existing or predicted water flows, and;
- b) would, wherever practicable, have a positive impact on the risk of surface water flooding in the wider area.

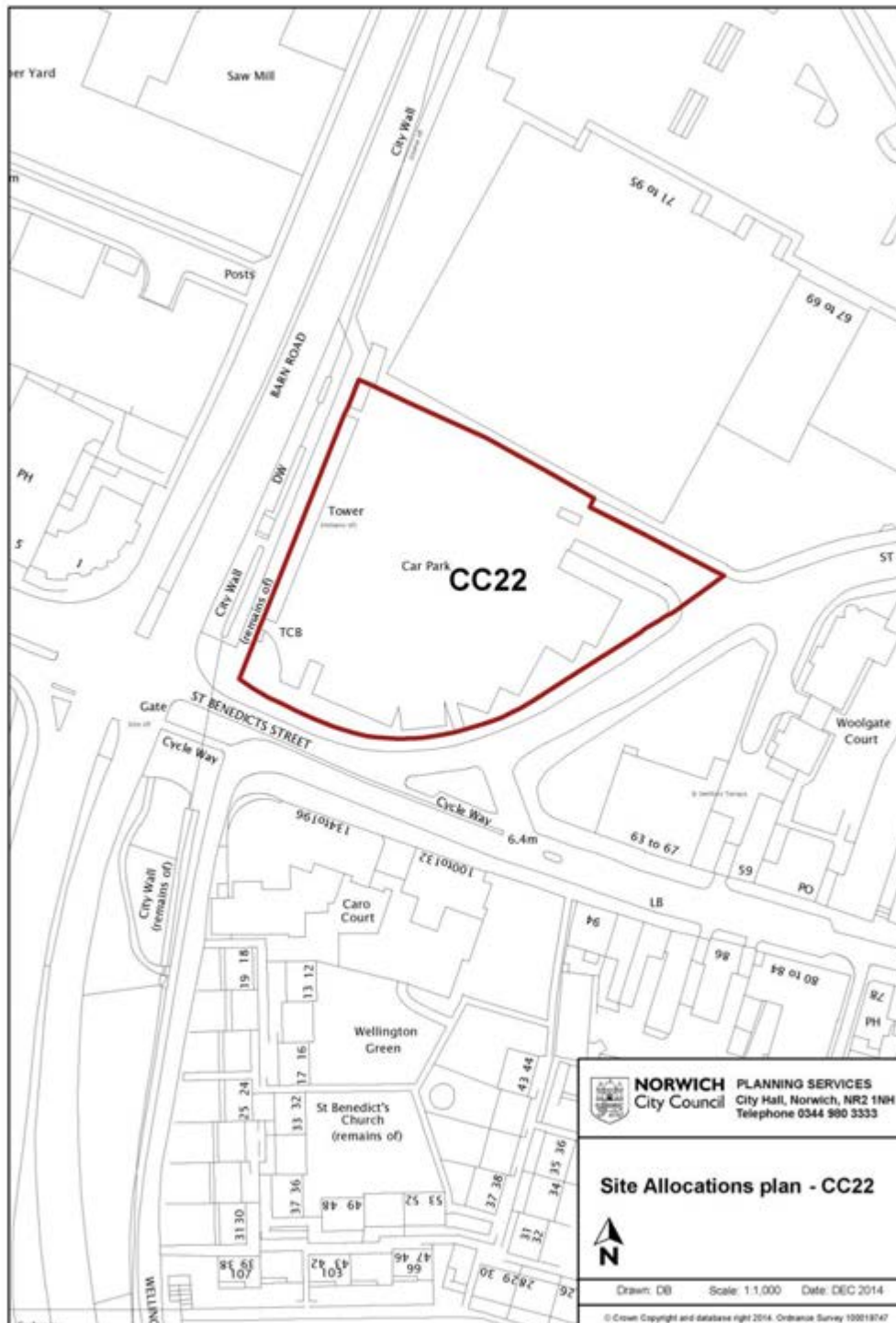
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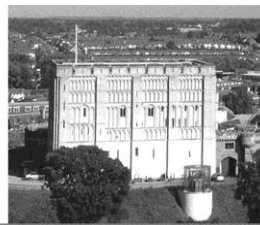
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Site plan





CC23: Pottergate Car Park

Description

The site is a small public surface car park located on the south side of Pottergate. It is 0.07 hectares in size. The car park is currently in use and is operated by the city council. There are a number of mature trees on the western and southern edge of the site.

The site is surrounded by a wide range of uses including retail, café/restaurant, residential and offices. The Friends Meeting House to the east and the adjacent buildings are listed buildings. To the west, there is a recently completed residential development. The St Giles multi-storey car park lies immediately to the south of the site. Opposite on Pottergate, Kiln House is identified as a negative building in the *City centre conservation area appraisal*.

Explanatory text

This site is part of a larger previous *Replacement local plan* (2004) allocation for housing development, much of which has now been developed. Development of the site offers the opportunity to make more efficient use of this valuable city centre site, will help reinstate the historic building line along Pottergate, and will contribute to meeting the housing target set out in the JCS.

Development will help to consolidate the traffic flow in the city centre and direct motorists to car parks with easy access from the inner ring road.

Development must be designed to enhance the setting of the neighbouring listed buildings, reflecting its location in the conservation area. Appropriate historic interpretation information should be incorporated into the development and an archaeological assessment will be required.

Development must relate well to adjacent sites and buildings including the adjacent multi-storey car park, and appropriate screening should be integrated into the design. On-site amenity open space could be provided to fulfil this between the development and the multi-storey car park.

Other constraints include ground conditions, trees on the edge of the site and being adjacent to strategic cycling network.

The site lies within a Critical Drainage Catchment as identified on the *Policies map*. Therefore development proposals involving new buildings, extensions and additional

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areas of hard surfacing should ensure that adequate and appropriate consideration has been given to mitigating surface water flooding in accordance with policy DM5.

Deliverability

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

POLICY CC23: Pottergate Car Park - housing led mixed use development

The Pottergate car park site is allocated for a housing-led mixed use development, to provide a minimum of 20 dwellings. Small scale office units or retail uses (A1 / A2/ A3) could be part of the mix fronting Pottergate at ground floor level.

Design of the development will ensure that it:

- recreates a street frontage to Pottergate;
- is of an appropriate scale in relation to surrounding buildings; and
- contributes to the enhancement of the conservation area.

A surface water management assessment should be submitted with any application proposing development in accordance with this allocation. The assessment should show how the proposed development:

- a) would not increase the vulnerability of the site, or the wider catchment, to flooding from surface water run-off from existing or predicted water flows, and;
- b) would, wherever practicable, have a positive impact on the risk of surface water flooding in the wider area.

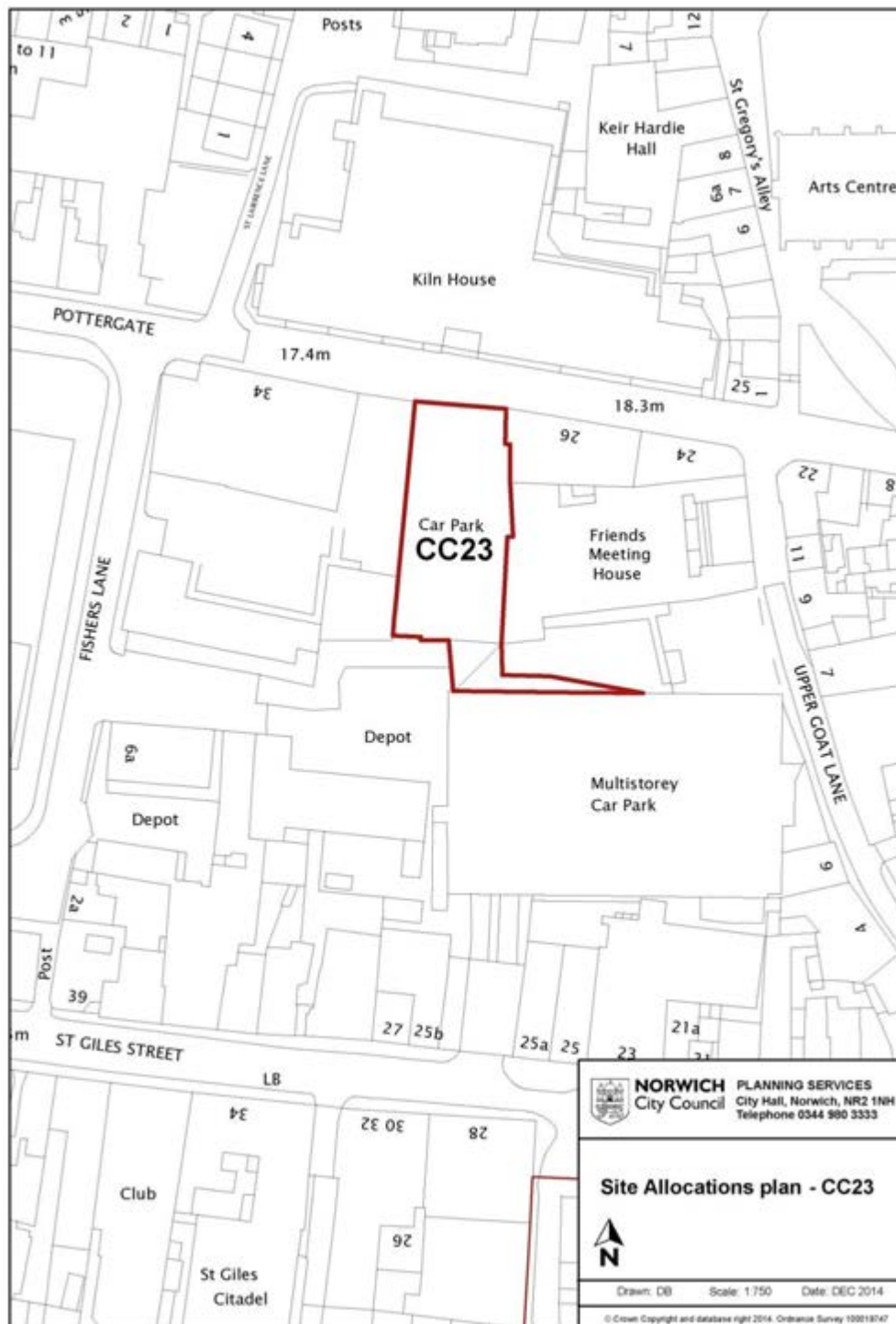
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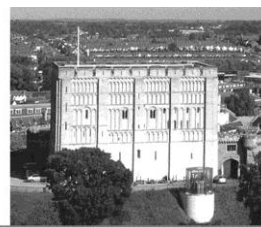
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Site plan





CC24: Land to rear of City Hall

Description

The former City Hall car park site is located to the rear of City Hall and is 0.4 hectares in size. The site was previously used as a surface car park and is currently used by Norfolk Constabulary for parking and other police activities.

This open site is dominated by large scale civic buildings. There is some relatively recent housing to the west, whilst St Giles Street to the north retains its mixed historic character. There are green areas and mature trees on the site's northern boundary. The site is in the city centre Conservation Area, the Area of Main Archaeological Interest, and is surrounded by listed buildings.

The immediate surroundings of the site contain main public buildings forming the civic heart of Norwich. These include the Police Station and former Fire Station, the refurbished market place, and the Forum building. There is easy pedestrian access to the site.

Explanatory text

The redevelopment of the former City Hall car park site presents an opportunity to make efficient use of land that is in a sustainable city centre location and has the potential to bring greater activity into this area.

Development should address a number of constraints, including its location within the city centre Conservation Area and the Area of Main Archaeological Interest, trees on the northern part of the site, topography, access, the setting of listed buildings, and its relationship with neighbouring housing development.

The site is suitable for a range of uses including residential, office, leisure or limited retail provision, which should be directed to the St Giles Street frontage. Development may require the demolition of existing on-site structures. Its design must respect and enhance the adjacent City Hall and Police Station building which is grade II* listed. There are significant opportunities to enhance views into and across the site.

The site is adjacent to the core pedestrian network, therefore development should seek to enhance the existing north-south pedestrian link between St Giles Street and Bethel Street. The site is suitable for car free development.

The site is currently below surrounding ground levels. Given the significant change in topography across the site, it may be necessary to raise the 'active' parts of the

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development to above existing ground levels. This could present an opportunity to provide basement car parking or residential / commercial storage, subject to careful designs for access provision.

Deliverability

The site is owned by Norwich City council and is suitable and available for development during the plan period.

POLICY CC24: Land to rear of City Hall – mixed use development

Land to rear of City Hall is allocated for mixed use development. The mix will include residential, office, leisure and/or limited retail provision.

Development should take account the following:

- Design should respect the *City centre conservation area appraisal* and the existing relationship with City Hall;
- The north-south pedestrian link should be enhanced.

A minimum of 20 dwellings could be provided on this site, as part of a mixed use development scheme.

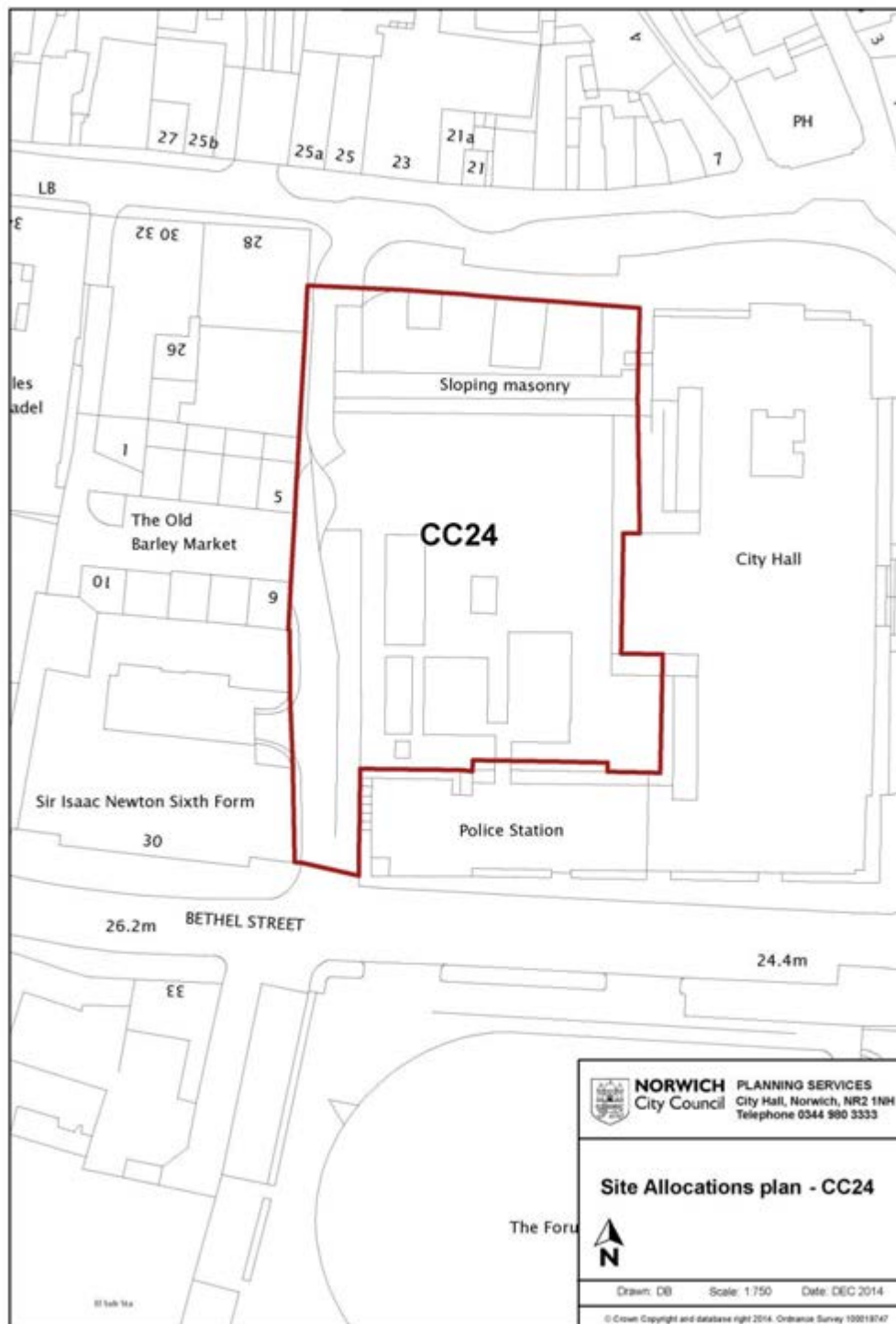
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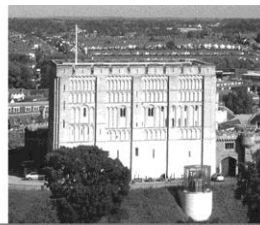
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Site plan





CC25: Chantry Car Park

Description

The site (0.28 hectares in size) is currently occupied by a surface car park accessed from Theatre Street and is also used as an informal pedestrian link into the Chapelfield shopping centre. It occupies a strategic location between the major local landmarks and cultural destinations of the Forum, the Theatre Royal, St Stephens and St Peter Mancroft churches and the Assembly House and between the major retail destinations of Chapelfield shopping centre, the market and Norwich Lanes.

The lack of development on this site, apart from the isolated 3 storey office building in its north-east corner, reduces the enclosure of Theatre Street and has a negative impact on the setting of the neighbouring grade 1 listed buildings of the Assembly House to the west and St Stephens church and its churchyard to the east of the site.

There are 2 storey pavilion style buildings, occupied by shops and restaurants, flanking Chapelfield Plain to the south of the site and the Chantry church administration building to the south-west. Poorly defined spaces to the rear of neighbouring buildings provide inactive negative frontages.

Significant improvements to the public realm have been made in recent years in surrounding areas, including Theatre Street, Millennium Plain, St Stephen's churchyard and Chapelfield Plain and there is a positive vista from the north west of the site to St Peter Mancroft church to the north.

Explanatory text

The JCS promotes the city centre as the main focus in the sub-region for retail, leisure and office development, with housing and educational development also adding to the vibrancy of the centre. It states that this part of the city centre should be developed in accordance with the *St Stephens Street area outline masterplan*.

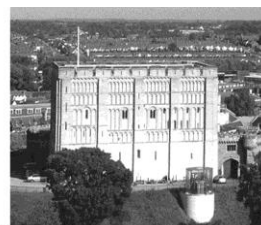
Redevelopment of the site offers the opportunity make better use of this valuable city centre site and to continue the development of a vibrant mixed use quarter, extending retailing, leisure and commercial or housing uses from Chapelfield. Ideally development should include redevelopment of the office building on site to achieve a comprehensive scheme; this is what is envisaged in the masterplan.

The masterplan sets out an indicative layout for the site which includes two 3-storey buildings flanking a north-south pedestrian link, and a triangular shaped open space to the south of the site linking to Chapelfield Plain. It also identifies the potential for

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an east-west pedestrian route between the Assembly House and St Stephens churchyard and the Chantry.

The masterplan proposes that 1,420 square metres of ground floor space could be provided for retail, leisure, entertainment or hospitality uses, with 3,840 square metres on upper floors for a further mix of uses. It states that the proposed building in the illustrative layout in the north-east of the site, located next to St Stephen's churchyard, and therefore adjacent to an important green space and habitat, should have a green roof or wall. This would complement the green wall on the Marks and Spencer development east of the churchyard.

The *Norwich area transportation strategy implementation plan* (NATSIP) identifies the car park, which currently provides 90 spaces (with 1250 other spaces in the immediate vicinity), as being appropriate for redevelopment. This is part of the overall policy of retaining city centre parking at 1995 levels (10,002) spaces, freeing capacity for sites elsewhere within the city centre for new car parking facilities with better access from the inner ring road.

NATSIP also identifies the potential for relocation of more bus stops to Theatre Street as part of the wider proposals to use Rampant Horse Street as a bus and cycle only route to promote sustainable transport, with restricted general vehicle access to the site. Access should preferably be from the servicing yard for Chapelfield from the south. No car parking should be provided on site. The potential for east-west pedestrian links between the Chantry/Assembly House and St. Stephens churchyard should be assessed as part of the development proposals.

There are two lime trees on site, by the southern boundary and close to the western boundary. As "grade b" trees, proposals for their removal will have to be justified and mitigated in accordance with policy.

Development must be designed to enhance the setting of the neighbouring listed buildings, reflecting its location in the conservation area. Appropriate historic interpretation information should be incorporated into the development. The site abuts the boundary of a Scheduled Ancient Monument (the Assembly House) and as there is a possibility of archaeological remains extending under the site which may require preservation in situ an archaeological assessment will be required prior to development.

Deliverability

The site is suitable and available for development. Other than the office building in its north-east corner, the site is owned by Norwich City Council and is available for sale to enable development within the plan period. Although it was allocated for development in the *Replacement local plan* 2004, development potential will be

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increased by the implementation of new traffic proposals for the area and the co-ordinated approach to redevelopment set out in the *St Stephens masterplan*.

POLICY CC25: Chantry Car Park – mixed use development

The Chantry car park (0.28 hectares) is allocated for redevelopment for a mix of uses including:

- retail/café/leisure/ art/ entertainment uses on ground floors; and
- mixed uses (including retail and/or offices) on upper floors.

Design of the development should be consistent with the approach as set out in the *St Stephens Street area outline masterplan*. In particular development must:

- enhance the public realm, with improved pedestrian and cycle links between Chapelfield Plain and Millennium Plain designed to enable views to St Peter Mancroft church from the north of the route;
- provide a public open space in the south-east of the site;
- reinstate building lines to Theatre Street;
- be of an appropriate scale and design to enhance the setting of the grade one listed St Stephens church and the Assembly House;
- respect the setting of St Stephens churchyard;
- provide access for servicing; and
- be car free.

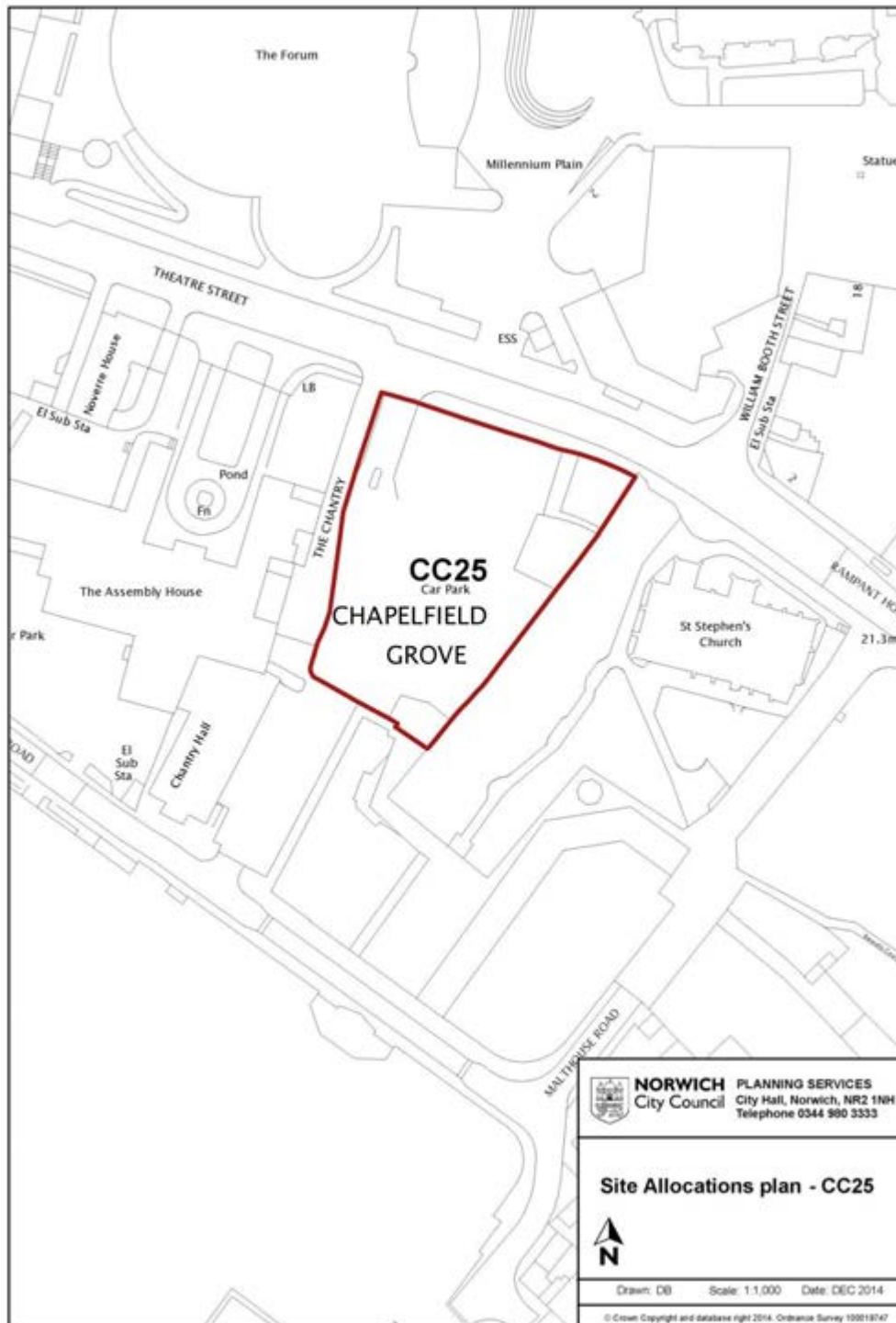
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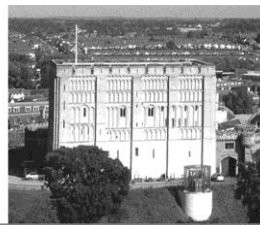
Site plan



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CC26: Former Mecca Bingo site, All Saints Green

Description

The site is 0.18 hectares in size and located in the southern part of the city centre. It was most recently occupied by Mecca Bingo. The building was demolished in 2014.

The site is located on All Saints Green, opposite John Lewis department store and a group of listed buildings identified as a positive frontage in the City Centre Conservation Area. Overall, however, the character of the street is fragmented due to the lack of continuous street frontage and juxtaposition of historic buildings with newer ones.

This part of the city centre is characterised by groups of good 18th and 19th century houses. These are now mostly dominated by office uses and their settings are largely dominated by the late 20th century office developments of considerable scale.

Explanatory text

The JCS identifies the Stephen's Street area (which this site falls within) as an area of change; it states that the St Stephens area will be developed for mixed uses in accordance with its masterplan, to promote retailing, offices and housing and to create an improved pedestrian environment.

The site is promoted in the outline *St Stephens Street area outline masterplan* as part of the Surrey Street mixed use quarter. Redevelopment of this site for office use will help deliver the wider policy objectives of the JCS by improving employment opportunities in the city centre, and provides an opportunity to enhance the character of the street and the public realm.

Development of the site must address a number of constraints including its location in the City Centre Conservation Area and Area of Main Archaeological Interest.

Its location means that the site has the potential to be a high density development. The masterplan sets forward indicative proposals for the site including provision of 6,200 square metres of office floorspace, with a building height of 5 storeys overall, two of which should be set back from the road to mitigate the height of the Aviva building to the rear.

Given its location in the Area of Main Archaeological Interest, the site will require an archaeological assessment prior to its development, together with a photographic record of the building prior to demolition, where original features may remain. In recognition of the local community history value of the site, heritage interpretation would be appropriate on the site.

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Deliverability

The site is suitable and available for development within the plan period. The building has recently been demolished.

POLICY CC26: Former Mecca Bingo site, All Saints Green – office development

The site formerly occupied by Mecca Bingo at All Saints Green is allocated for high density office development.

Design of the development should be consistent with the approach as set out in the *St Stephens Street area outline masterplan*.

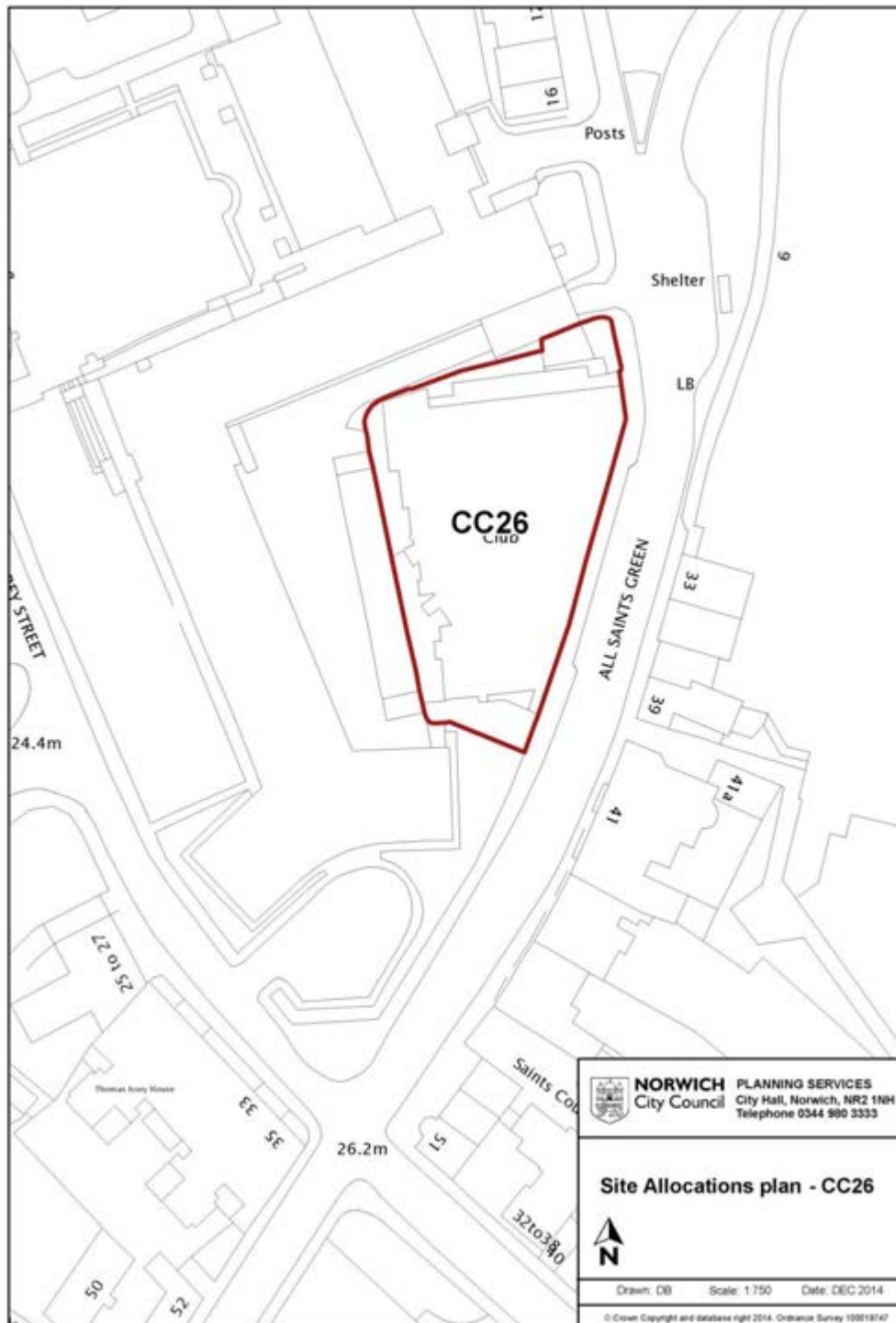
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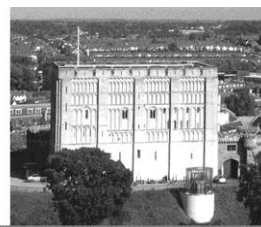
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Site plan





CC27: St Stephens Street

Description

The site is located in the St Stephens Street area and is 1.5 hectares in size. The site mainly comprises shops along St Stephens Street and two seven-storey towers which are currently empty but were previously used as offices. The site also contains the grade II* listed Bignold House on Surrey Street, and a multi-storey car park on the corner of St Stephens Street and Queens Road.

The site is surrounded by a wide range of uses. The bus station is located immediately east of this site adjoining the inner ring road. The recent Chapelfield shopping mall development opposite is the largest retail development in Norwich and also contains residential apartments.

The wider St Stephens area is almost exclusively in retail use, although service industries (banks, estate agents, etc.) and restaurants, cafés and bars are also spread throughout. Some buildings are in office use above ground floor level. The area contains the majority of large department stores, shopping malls and national chains in the city centre. St Stephens Street is the major route into the city from the south-west.

As a result the street is busy with both pedestrians and traffic and is characterised by large buildings or blocks of buildings. While many of the buildings on the site date from the mid to late 20th century, it includes historic buildings and the area is also important archaeologically. The main routes are wide with spaces often at the junction of streets, indicating the former market uses of the area. The adopted *Norwich Area Transportation Strategy* (NATS) includes the removal of general traffic from St Stephen's Street and the designation of nearby Surrey Street as a strategic cycle route.

The *City centre conservation area appraisal* identifies the majority of buildings on the site as 'negative buildings', including the two tower blocks; the view towards the St Stephens roundabout from St Stephen Street is also identified as a 'negative vista'. However the street frontage on St Stephens Street is defined as 'positive', and the north part of the site also contains some listed and locally listed buildings.

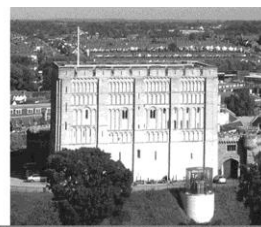
Explanatory text

The JCS identifies the Stephen's Street area as an area of change requiring comprehensive regeneration. It states that the St Stephen's area will be developed for mixed uses in accordance with the *St Stephens Street area outline masterplan*, to promote retailing, offices and housing and to create an improved pedestrian

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environment.

The development of this site has the potential to make a significant contribution to the regeneration of the wider area. It presents an opportunity to secure major enhancement of the St Stephen's gateway area through creation of a high quality streetscape, with a more attractive public realm and pedestrian friendly environment.

Development proposals should address the site's constraints which include its location in the city centre Conservation Area and Area of Main Archaeological Interest; its location as a gateway site to the city centre, the need for major demolition, and existing shop leases and parking arrangements.

The masterplan sets out indicative plans for development of the site as part of the overall regeneration of the area. The "high intervention" scheme put forward in the masterplan proposes eventual demolition of a significant part of the site including the two towers and some shops, and redevelopment for 250 dwellings, 8,270 m² of offices, 470 m² of retailing and 92 underground parking spaces. Retail uses are promoted at street level with a mix of uses on upper floors.

A new pedestrian linkage is proposed, from St Stephens Street to the Bus Station to improve accessibility; this could potentially include a new public open space to act as a focal point in the scheme, subject to viability. Scale of development would vary, ranging from 3 – 4 storeys along the St Stephen's Street frontage up to 7-storey at its junction with the inner ring road.

The council's aim is the comprehensive development of this site to reflect its potential as a focus for city centre mixed use regeneration including housing, the expansion of employment and provision of appropriate main town centre services and facilities. However, the policy allows for an incremental development to take place if it can be demonstrated that a comprehensive scheme is not viable, to allow for the re-use and redevelopment of existing buildings on the site. Any proposals must demonstrate consistency with the other policies in the development plan, with particular emphasis on achieving a high quality of design and amenity.

Development should also take account of the *City centre conservation area appraisal*.

As the site is more than 1 hectare in size, a flood risk assessment and appropriate mitigation measures will be required. In addition an archaeological assessment will be required prior to development.



Deliverability

The entire site and buildings are in a single ownership by Aviva Investors. The landowner has expressed their intention to bring the development forward during the plan period. The site is therefore suitable and available for development.

POLICY CC27: St Stephens Street – mixed use development

The St Stephens Street site is allocated for a comprehensive mixed use development, which is to include:

- primarily retail development at ground floor level;
- office and residential uses on upper floors;

The development mix would be subject to viability but the development will provide a minimum of 250 dwellings and include a new pedestrian link to the bus station from St Stephens Street.

If comprehensive mixed use development can be demonstrated not to be viable, then the re-use and redevelopment of the existing buildings on the site will be acceptable, to allow for;

- the expansion of retail activities through reconfiguration of the current service yard and removal of the existing vacant building to the rear of 35-57 St Stephens Street adjacent to the bus station;
- the refurbishment and re-use of the two tower blocks for a mixture of offices, residential or student accommodation, consistent with other policies of the development plan; and,
- the provision of a new pedestrian link to the bus station from St Stephens Street subject to technical and financial viability considerations.

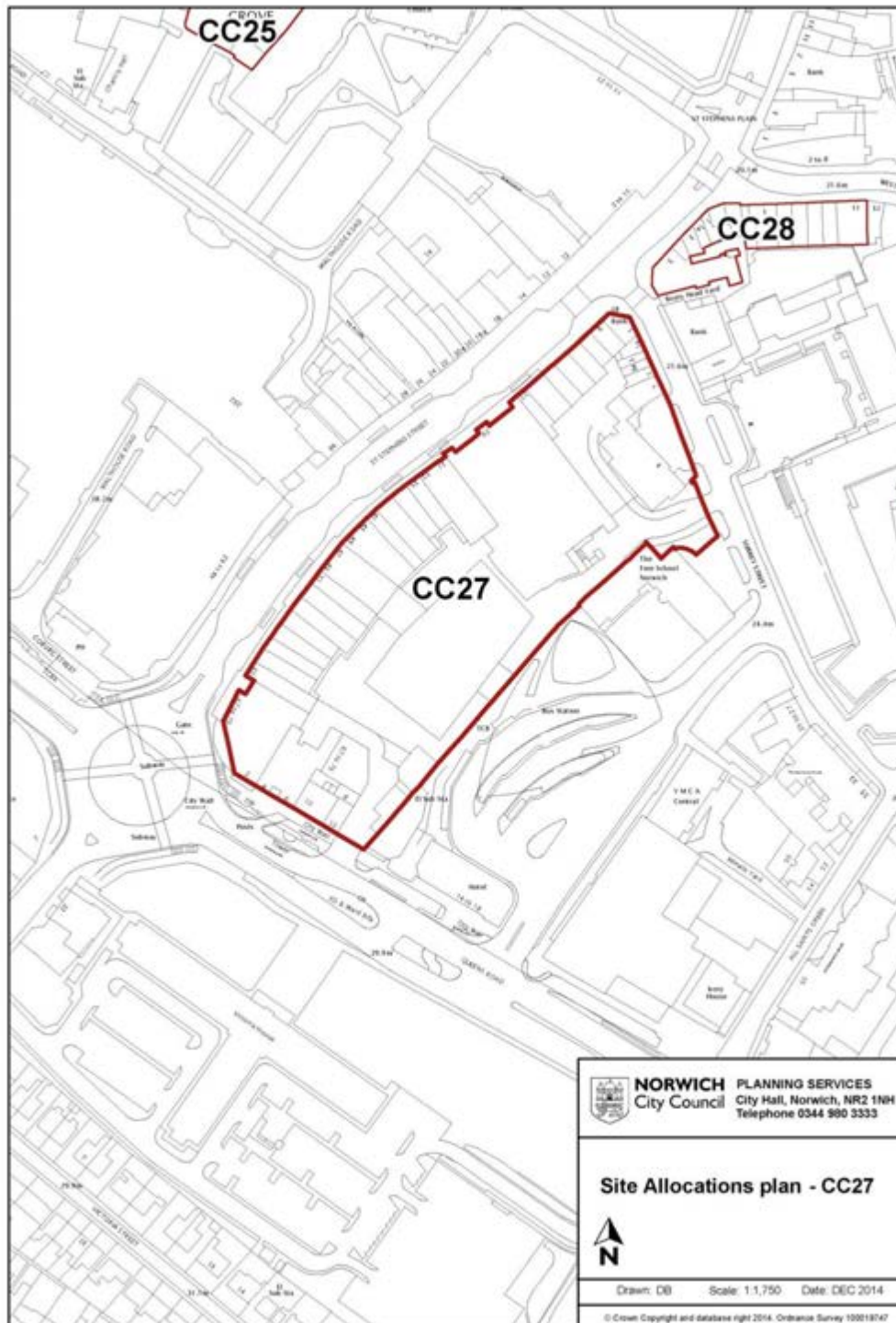
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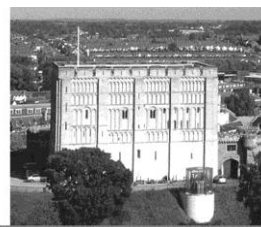
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Site plan





CC28: Land and buildings at the junction of St Stephens Street and Westlegate

Description

The site is located in the St Stephens Street area and is 0.13 hectares in size. The site mainly comprises shops along St Stephens Street and Westlegate and office floorspace on the upper floors.

The site is surrounded by a wide range of uses from retail units to banks and restaurants. It is located at the busy junction of Westlegate, Rampant Horse Street and St Stephens Street.

The St Stephens area is almost exclusively in retail use, although service industries (banks, estate agents, etc.) and restaurants, cafés and bars are also spread throughout. Some buildings are in office use above ground floor level. This area contains the majority of large department stores, shopping malls and national chains in the city centre, and includes the city's main bus interchange. St Stephens Street is a major route into the city from the south-west.

As a result the street is busy with both pedestrians and traffic and is characterised by large buildings or blocks of buildings. It is modern in feel, although it includes many historic buildings; the area is also important archaeologically. The main routes are wide with spaces often at the junction of streets, indicating the former market uses of the area.

There is a great variation in the character and quality of existing frontage development within the site: the frontage development facing St Stephens Street comprises locally listed buildings while the Westlegate frontage buildings are regarded as “negative buildings” in the *City centre conservation area appraisal*.

Westlegate is currently an access route through the city centre. However, the adopted NATS identifies it as a route for pedestrianisation, with access only for residents and businesses.

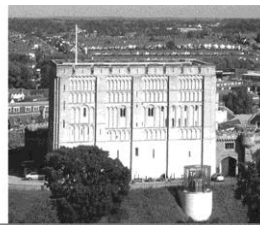
Explanatory text

The JCS identifies the St Stephen's Street area as an area of change requiring comprehensive regeneration. It states that the St Stephen's area will be developed for mixed uses in accordance with the *St Stephen's Street area outline masterplan*, to promote retailing, offices and housing and to create an improved pedestrian environment.

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The development has the potential to make a significant contribution to the regeneration of the wider area, through the creation of a high quality streetscape which respects and enhances the character of this part of St Stephen's Street and Westlegate, contributing to a more attractive public realm and a more pedestrian friendly environment, and complementing the NATS proposals for a traffic-free Westlegate.

Development proposals should address the site's constraints which include its location in the City Centre Conservation Area and Area of Main Archaeological Interest, and the requirement for off-street servicing.

The locally listed building fronting St Stephen's Street and extending into Westlegate should be retained, whilst the building on Westlegate identified as a 'negative building' in the *City centre conservation area appraisal* may be demolished as part of a redevelopment scheme.

The site is suitable for continued retail use at street level, with office provision suitable on upper floors given its highly accessible location adjacent to the bus station. The vacant upper floor office space should ideally be retained and refurbished to suit future uses. However, if other uses other than offices are proposed, consideration should be given to development that could bring regeneration benefits to the St Stephens Street area, which might include hotel use.

Future proposals should be consistent with the overall approach set out in the *St Stephens Street area outline masterplan* and take account of the *City centre conservation area appraisal*.

An archaeological assessment will be required prior to development.

Deliverability

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

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POLICY CC28: Land and buildings at the junction of St Stephens Street and Westlegate – mixed use development

The site is allocated for mixed use development of up to four storeys.

Development should:

- retain the locally listed building which fronts St Stephen's Street and extends into Westlegate;
- provide retail units at ground floor level; and
- provide upgraded office floorspace on upper levels.

Hotel use would also be an acceptable use for upper levels.

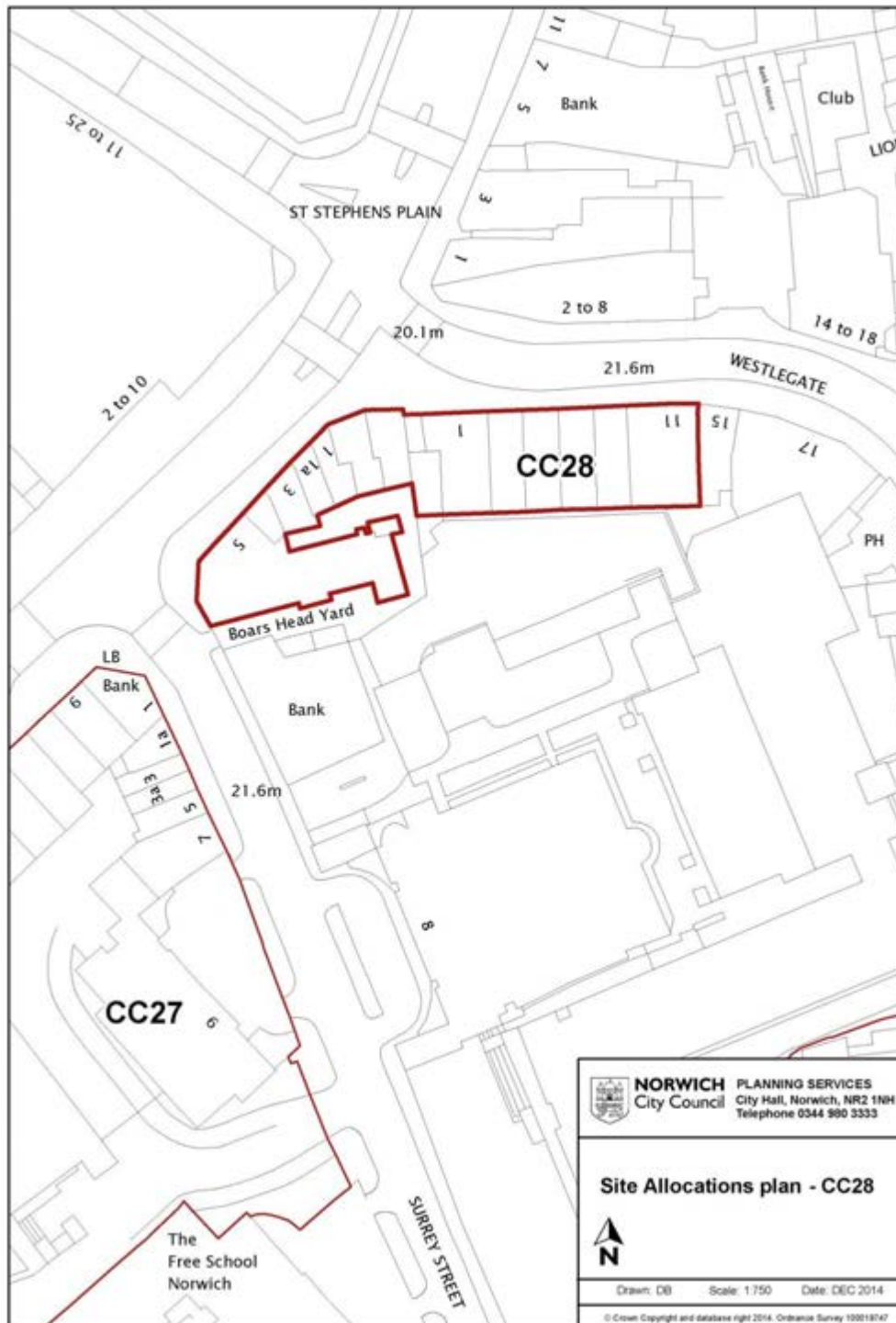
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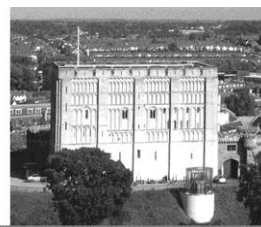
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Site plan





CC29: Land at Queens Road and Surrey Street

Description

The site is located at the junction of Surrey Street and Queens Road near the edge of the city centre, and is 0.5 hectares in size. The site is vacant and is currently used as Sentinel House and Queens Road surface car parks.

The site borders Queens Road which forms part of the city's inner ring road. The strip of land which forms Queens Road car park is owned by Norfolk County council and was acquired to facilitate future widening of the inner ring road; it is now surplus to requirements. On the Surrey Street side, the site is adjacent to a row of 19th century paired residential terraces known as Carlton Terrace which presents a strong building line and positive frontage. These buildings are locally listed. An office block, Sentinel House, lies to the north of the site. This is identified as a negative building in the *City centre conservation area appraisal*. Office uses extend further to the north of Surrey Street.

Surrey Street is a mixed use quarter of All Saints Green and St Stephens Area. The area is largely dominated by office use though it also contains a major school and some residential properties together with a single public house. This area is characterised by groups of good 18th and 19th century houses, together with the Edwardian headquarters of Aviva. However, their settings are largely dominated by late 20th century office developments of considerable scale. Consequently the townscape is rather fragmented due to the juxtaposition of buildings of varying scale, over-assertive newer buildings on odd building lines and areas of open land and surface car parking.

Explanatory text

The JCS identifies the Stephen's Street area (which this site falls within) as an area of change. It states that the St Stephens area will be developed for mixed uses in accordance with the *St Stephen's Street area outline masterplan*, to promote retailing, offices and housing and to create an improved pedestrian environment.

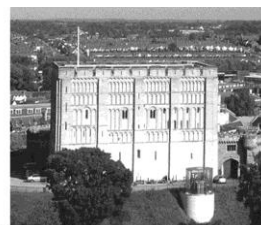
Redevelopment of this site for a mix of uses will help deliver the wider policy objectives of the JCS and help regenerate this area by providing employment and housing growth in a central location, and will create a more attractive frontage on both Queens Road and Surrey Street.

Development of the site must address a number of constraints including its location in the City Centre Conservation Area and Area of Main Archaeological Interest, its

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location adjacent to the line of the city wall, topography, the relationship with neighbouring locally listed buildings and noise generation from Queen's Road.

Development should follow the design principles set out in the *St Stephens Street area outline masterplan* to achieve successful regeneration of this prominent site. The masterplan's indicative proposals for the site include the creation of new continuous frontage on Queens Road for office development, and a row of terraced residential development fronting Sentinel House with a block of flats facing Surrey Street. In terms of scale the development fronting Queen's Road is proposed to be 4 storeys high, with 2 -3 storey residential development on the remainder of the site. A pedestrian link is also proposed between Surrey Street and Queens Road that emerges opposite Chapel Loke.

The site would be suitable for car-free development given its accessible location near to the bus station and to Sainsburys Queens Rd secondary retail area. However if vehicular access is required this should be taken from Surrey Street, possibly through a carriage arch.

Green landscaping should be retained or provided along the Queens Road stretch. The small and narrow stretch of land in use as a car park in the south-east of the site should be landscaped as part of the wider site proposals, as indicated in the masterplan.

Given the site's location on the line of the city wall, there will need to be an archaeological investigation prior to the development of proposals for the site; this is likely to require preservation in situ of any remains of the wall and a presumption that those remaining will not be built over. For this reason the policy does not specify a minimum site capacity for housing.

Deliverability

The site is identified through *St Stephens Street area outline masterplan* with landowners actively involved in the process. The site is suitable and available for development during the plan period.

POLICY CC29: Land at Queens Road and Surrey Street – mixed use development

Land at Queens Road and Surrey Street is allocated for office led mixed use development to include an element of residential development (potentially 40 dwellings).

The site should be developed in line with the design principles set out in the *St Stephens Street area outline masterplan*. Development should respect the setting of

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nearby locally listed buildings and the line of the city wall.

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

Vehicular access should be taken from Surrey Street.

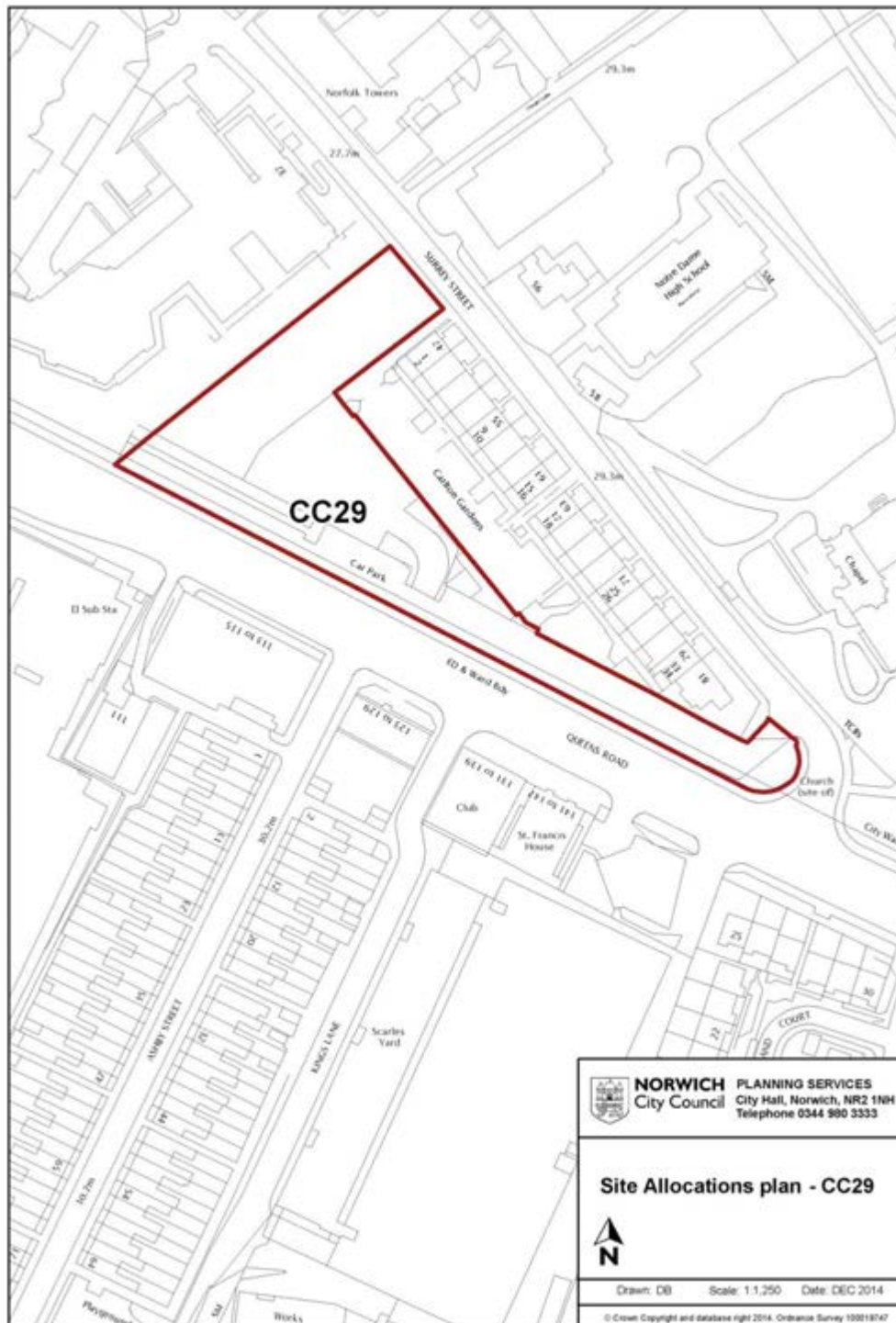
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Site plan





CC30: Westwick Street Car Park

Description

This 0.3 hectare site is currently occupied by a surface car park accessed from Westwick Street, a route into the city centre from the inner ring road. It is bordered by the ring road to the north and west, by the River Wensum and the riverside walk to the east and by a residential night shelter to the south-east. Parking for neighbouring retail units is to the south.

The site is a gateway to the city centre, located adjacent to the remains of the city wall, close to the former Heigham Gate and the former City Station.

Explanatory Text

Redevelopment of the site offers the opportunity to make better use of this valuable city centre site to continue the development of a vibrant mixed use quarter providing further housing in Westwick Street, and to extend the riverside walk.

As a main gateway, the quality of buildings here has a major impact on impressions of the city centre. High density development would be appropriate on the site, possibly of 3 or 4 storeys fronting Barn Road but stepping down to 2 or 3 adjacent to Highwater House and the river. A prominent corner building may be appropriate as part of a development scheme.

Development should address the site's constraints. The site should be designed to take account of the height of neighbouring buildings and views of churches from the Barn Road roundabout. As the line of the former city wall runs across part of the site, this should be demarcated.

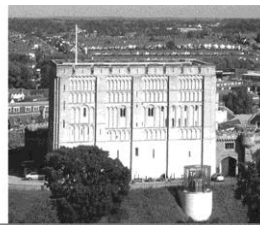
The *City centre conservation area appraisal* identifies the river and the riverside walk to the east of the site as providing positive vistas. Development should retain and if necessary improve footways around the site, linking to the neighbouring pedestrian and cycle network, and investigate the possibility of extending the riverside walk so that there is direct access to New Mills Yard. The development should seek to enhance the security and setting of the riverside walk.

New Mills Pumping Station near the site is grade II listed. Given its location adjacent to the remains of the city wall, a Scheduled Ancient Monument, the site may have archaeological interest; therefore an archaeological assessment is required prior to development on this site. Appropriate historic interpretation information should be incorporated in the development.

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Development proposals will need to take account of noise from the neighbouring inner ring road; a noise assessment is required to inform the layout and design specification of development. Vehicular access should be from Westwick Street only and should take account of access to the Cathedral Retail Park opposite and the junction of Barn Road.

The 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.

The site is within Flood Risk Zone 2, therefore a flood risk assessment will be undertaken for this site and appropriate mitigation measures should be provided as part of the development.

The site lies within a Critical Drainage Catchment as identified on the *Policies map*. Therefore development proposals involving new buildings, extensions and additional areas of hard surfacing should ensure that adequate and appropriate consideration has been given to mitigating surface water flooding in accordance with policy DM5.

Given the site's location adjacent to the inner ring road and proximity to Grape's Hill, which has acknowledged air quality issues, an air quality assessment will be required prior to development.

Deliverability

The site is suitable for development. It is owned by Norwich City Council and it is anticipated that its development will be achieved within the plan period.



POLICY CC30: Westwick Street Car Park – housing development

The Westwick Street car park (0.3 hectares) is allocated for redevelopment for housing for a minimum of 30 dwellings.

Vehicular access should be taken from Westwick Street.

Development should be designed to:

- provide links with the surrounding pedestrian and cycle network, particularly along the riverside walk; and
- improve the setting of and interpretation of the city wall.

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

A surface water management assessment should be submitted with any application proposing development in accordance with this allocation. The assessment should show how the proposed development:

- a) would not increase the vulnerability of the site, or the wider catchment, to flooding from surface water run-off from existing or predicted water flows, and;
- b) would, wherever practicable, have a positive impact on the risk of surface water flooding in the wider area.

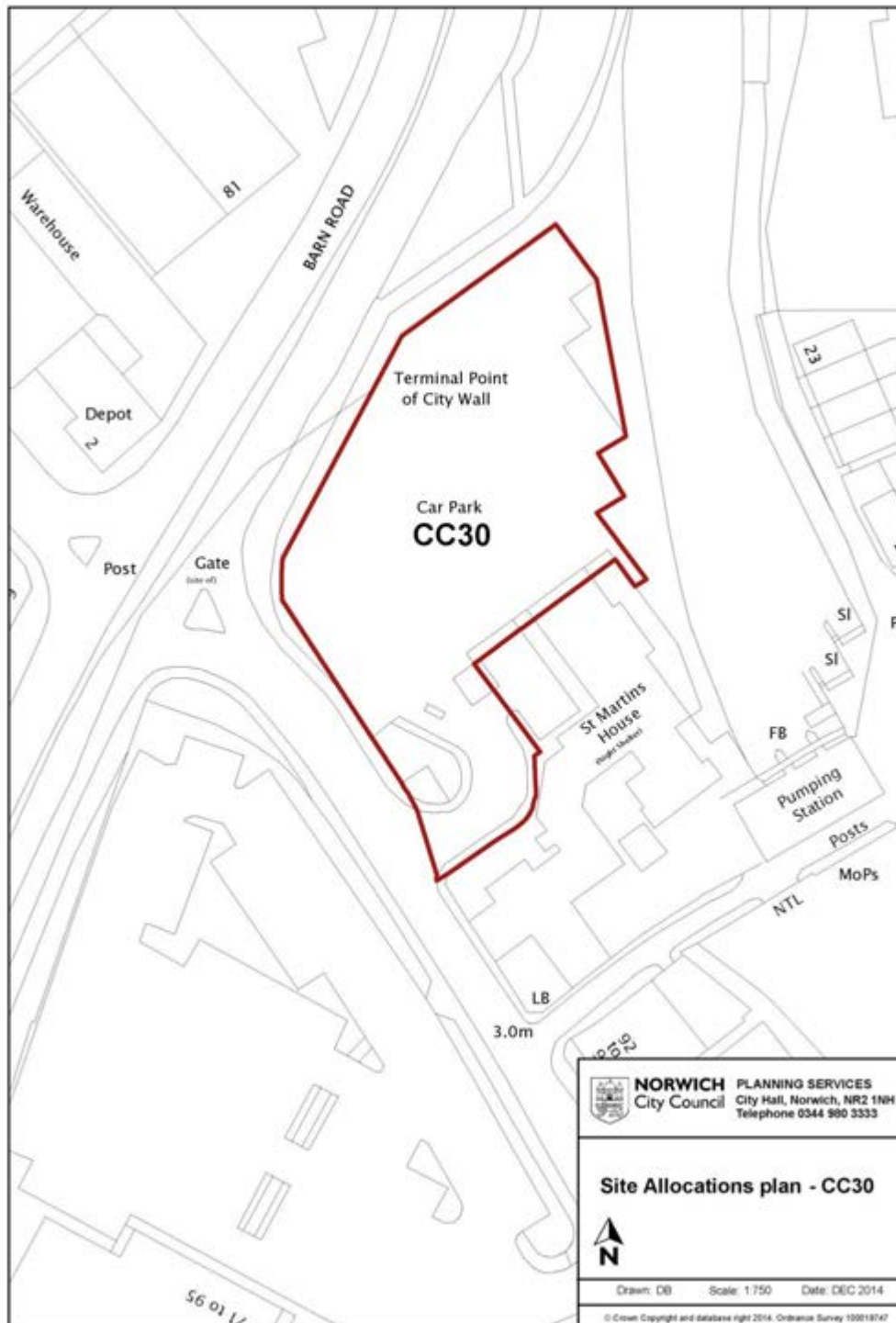
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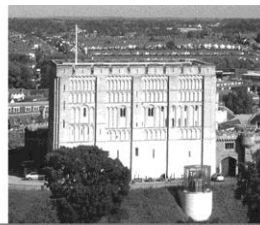


Site plan





7. 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.

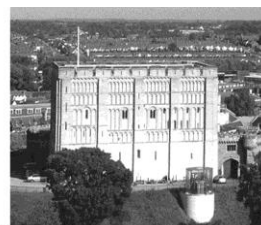
The site is part of the larger *Replacement local plan* (adopted 2004) allocation for a high quality business park. Since adoption of that local plan, part of the original allocation site has been developed for retailing with a new access and associated car park.

The access arrangements currently serving the site, including the Hall Road junction with Ipswich Road, may need to be upgraded to accommodate greater vehicle

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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 – employment development

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.

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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.

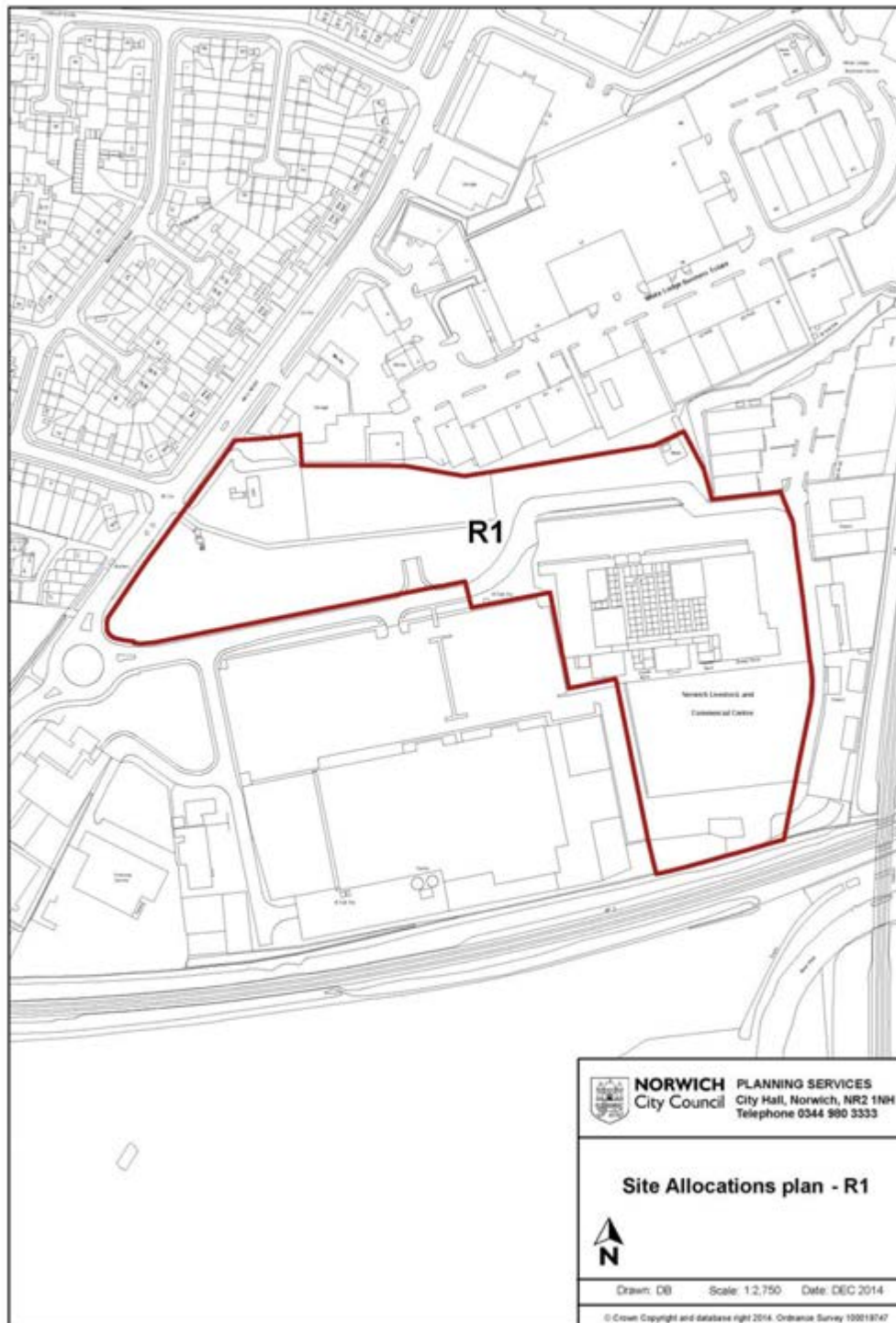
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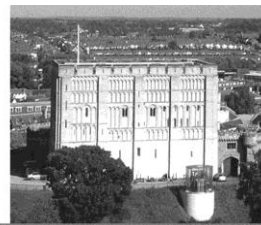
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Site plan





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.

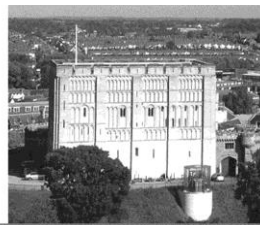
Access onto Ipswich Road needs careful and appropriate design and an additional pedestrian crossing point will be required as part of redevelopment to enhance pedestrian access across Ipswich Road to the site. To ensure site safety the redevelopment shall include a single point of access and be suitably 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 JCS. 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

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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.

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.

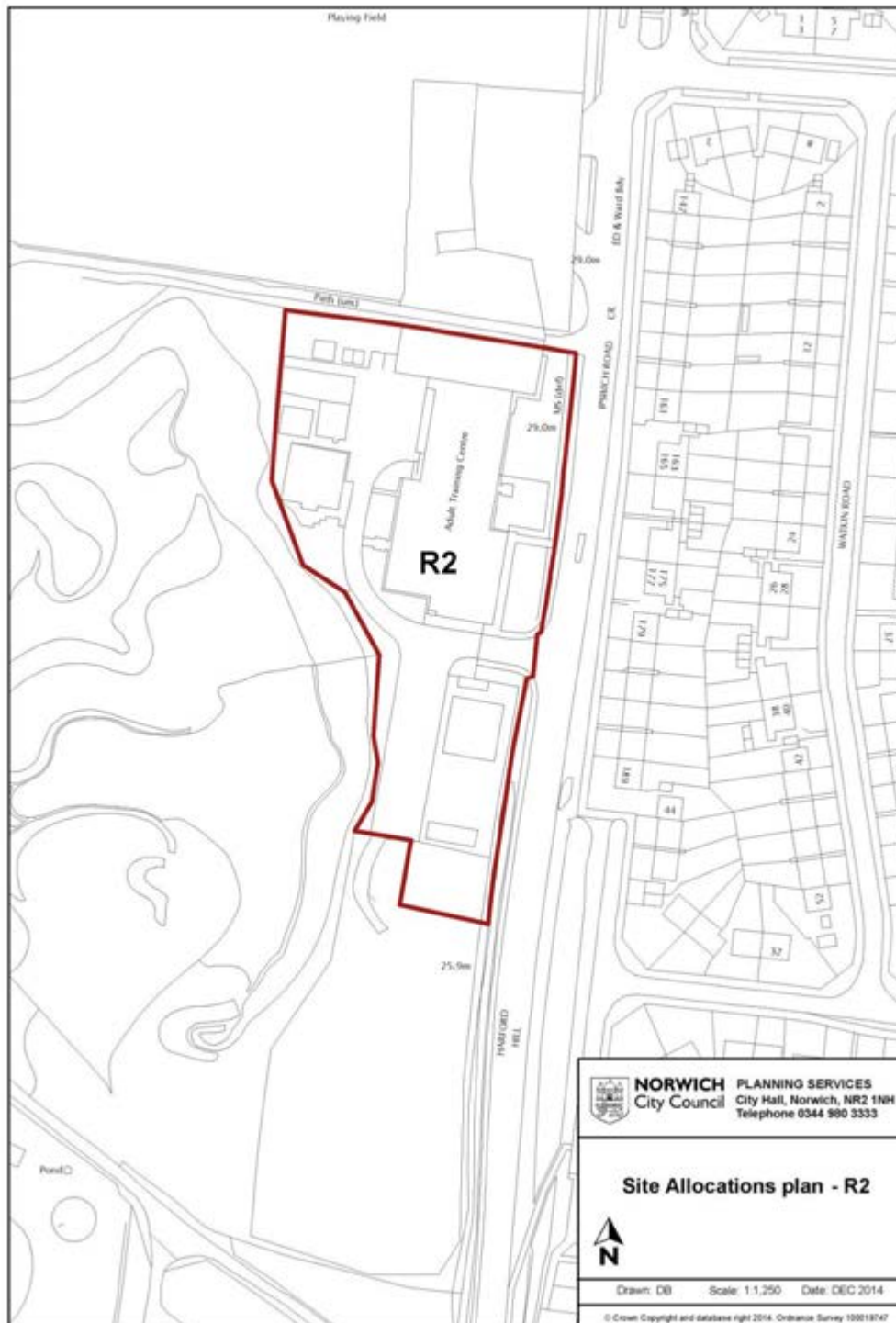
Public access should be provided through the site to provide links to the Yare Valley and the setting of the footpath to the north of the site should be enhanced.

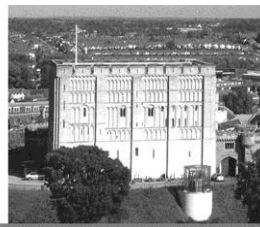
Access to the site must minimise impact on the A140 and include a pedestrian refuge in the road.

Adopted December 2014



Site plan





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. Tuckswold 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 JCS.

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 takeaways. 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 JCS, 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.

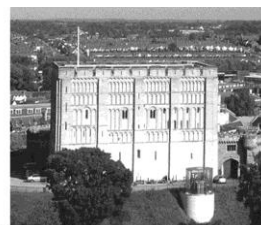
The development will have to provide a new access to Hall Road or could be accessed from Sandy Lane. It must be designed to be easily accessible on foot and by bicycle, providing pedestrian crossings and links across the site to the strategic cycle network (the Outer Circuit (purple) pedalway and the 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.

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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 – district centre development

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.

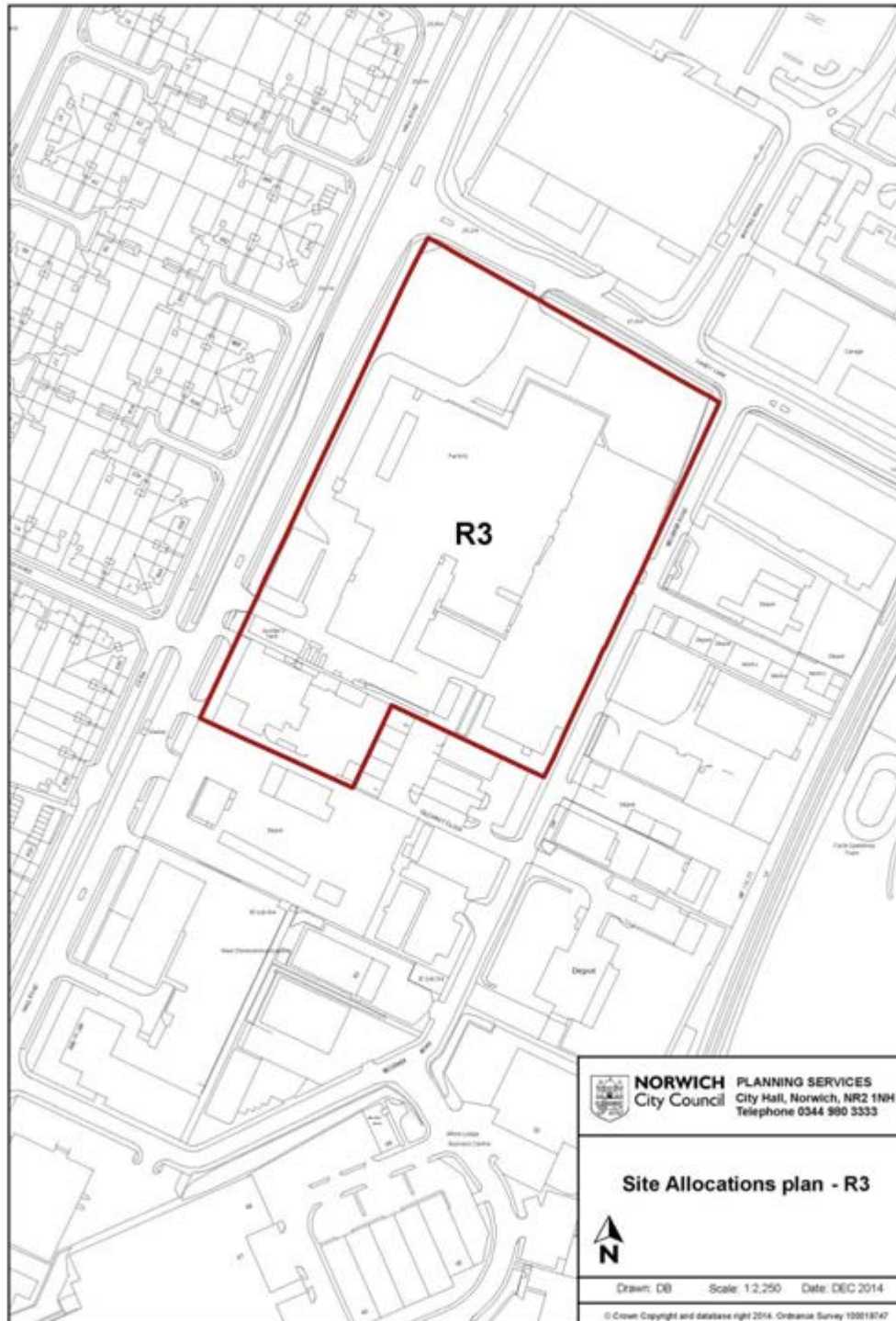
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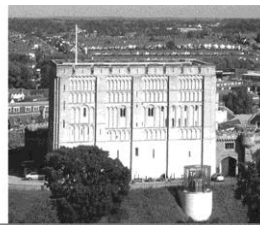
Site allocations and site specific policies plan

Adopted December 2014



Site plan





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 block-work 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.

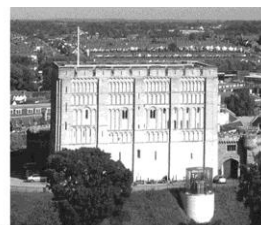
Explanatory text

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 the 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 the buildings are locally listed and are therefore subject to the requirements of development management policy DM9 which requires 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.

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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 – housing development

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.

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Site plan





R5: Part of school playing field of Hewett School

Description

The 1.08 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 *Replacement 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 is used for specific projects to improve or enhance sports or educational facilities.

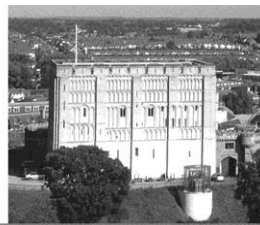
Whilst the development would involve the loss of the tennis courts and green space, it is considered that the provision of new community facilities would be of greater benefit to the school and community, contributing to general amenity. In addition, the extensive remaining school fields provide a wide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

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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 – community facility development

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.

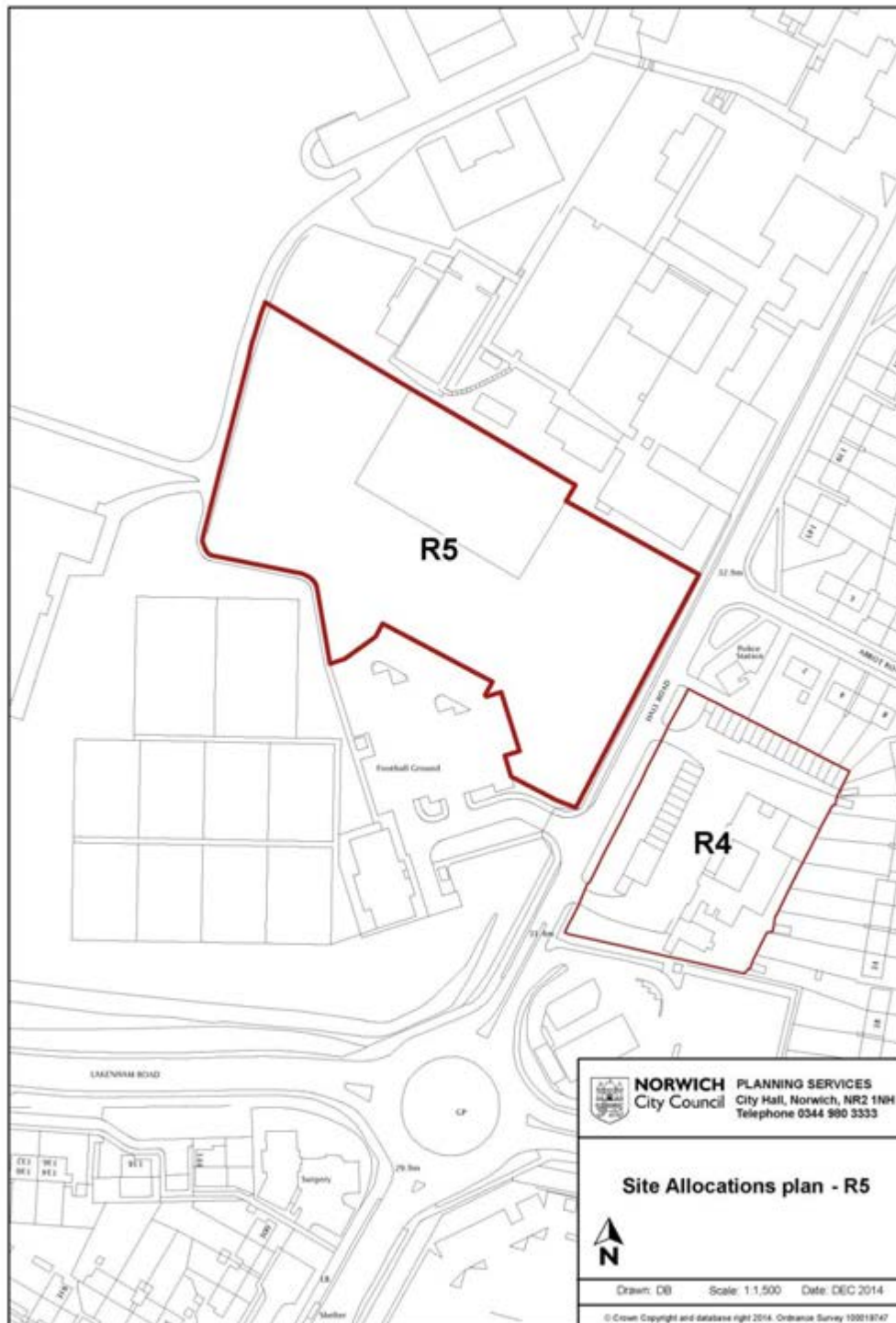
Development should be designed to:

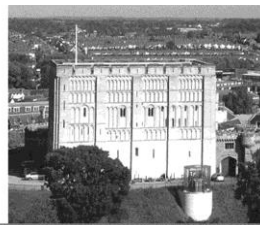
- share the access and parking with recent neighbouring sports development;
- provide an active street frontage;
- provide a pedestrian and cycle link to the school; and
- be well landscaped and to protect trees on site.

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Site plan





R6: 138a Hall Road and land to the rear

Description

This site (0.22 hectares), previously 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 *DM 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 previously allocated in the 2004 *Replacement local plan*. 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 R6: 138a Hall Road and land to the rear – housing development

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

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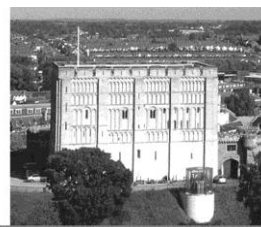
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Site plan





R7: 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 has some heritage interest although it has been extensively altered and extended and consequently is neither statutorily listed nor on the city council's local list. If viable, the option of retaining the building and converting it for residential purposes may be considered 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.

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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 R7: John Youngs Limited, 24 City Road – housing development

24 City Road is allocated for housing development. A minimum 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;
- 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.

Consideration should be given to retaining and converting the Victorian building in the north-east corner of the site for residential uses as part of the comprehensive development of the site, subject to viability.

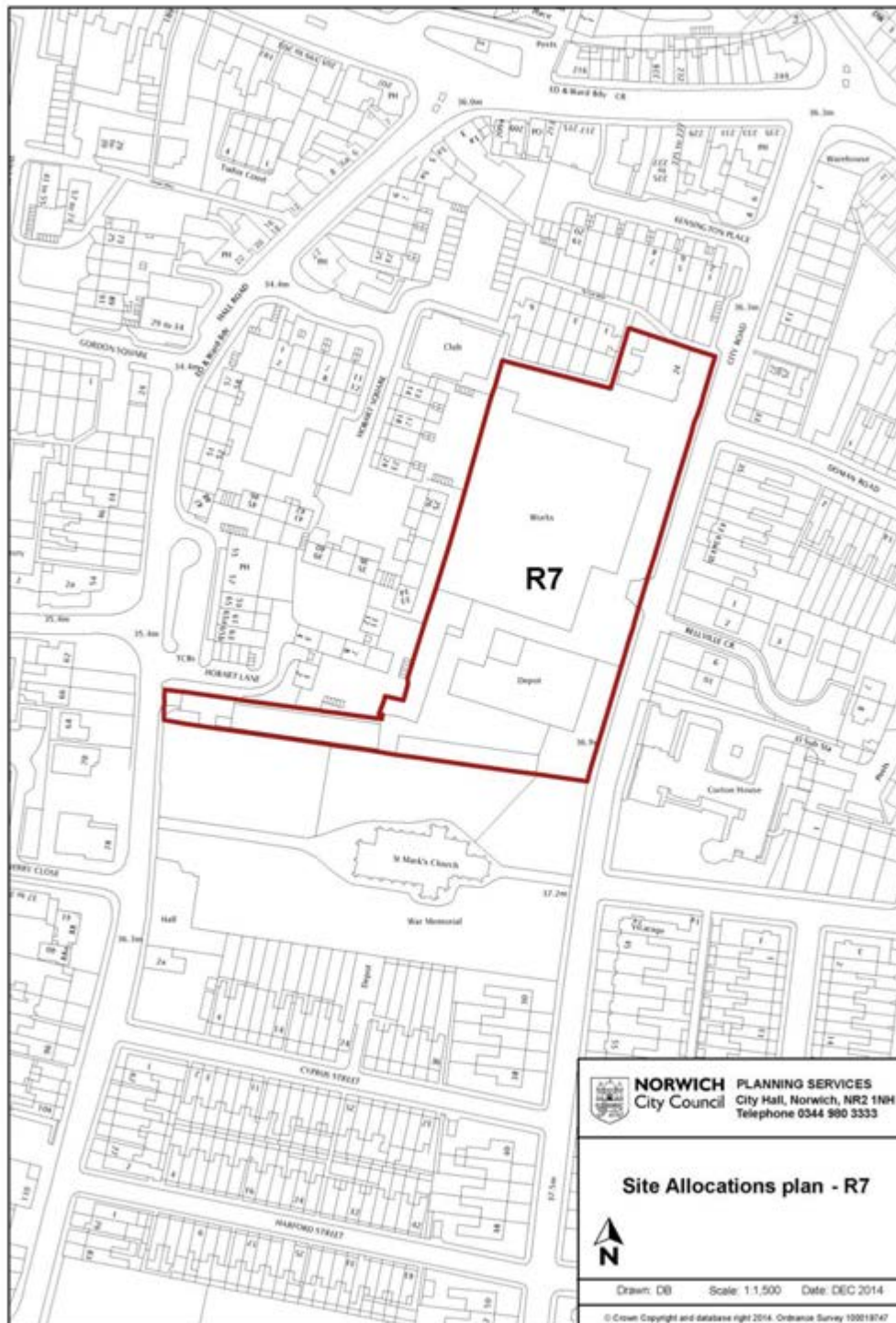
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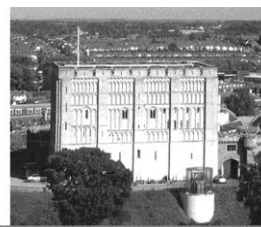
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Site plan





R8: Aviva Car Park, Southwell Road/Brazen Gate

Description

This former railway coal yard site is 1.12 hectares in size and was previously 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.

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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 has planning permission for 86 dwellings. The landowners have stated that it is available for development within the plan period.

POLICY R8: Aviva car park, Southwell Road/Brazen Gate - housing development

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.

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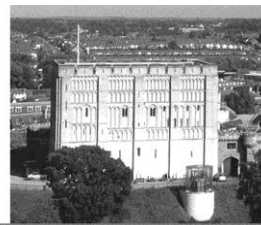
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Site plan





R9: 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 railhead and asphalt plant, situated alongside the railway. This railhead site is safeguarded under policy CS16 in the adopted *Minerals and Waste Core Strategy* (September 2011). The railhead currently receives the majority of crushed rock delivered 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.

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.

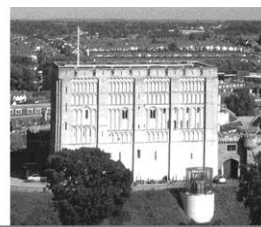
Any planning applications for the Deal Ground site may need to include, or be accompanied by, an application for bridges over the River Yare connecting to the May Gurney site in South Norfolk. The land to the south of the site – the former May Gurney site – is currently in the same ownership as the Deal 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 R10.

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Explanatory text

The JCS 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 (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 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).

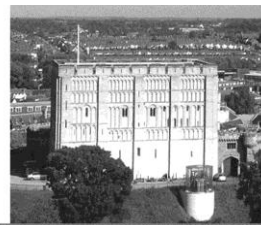
A pre-application planning advice note was produced to provide guidance for potential developers of the Deal Ground and/or Utilities sites prior to adoption of this local plan. This was prepared jointly by Norwich City council, Norfolk County Council in its capacity as the highway authority, South Norfolk 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 has helped inform the development of 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.

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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 application was granted outline permission on 12 July 2013, with all matters reserved except access. 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.

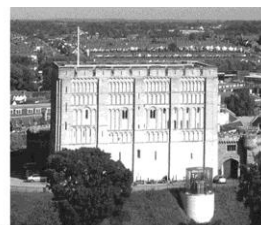
Key development considerations and constraints are:

- 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, dust from the aggregate depot minerals operations and odour nuisance from the Britvic factory to the west and the sewage treatment works to the east.
- Need to address and remediate site contamination and remove redundant utilities infrastructure from previous industrial uses.

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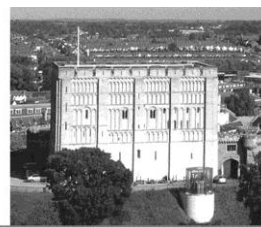
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- Need to respect, promote and enhance the key areas of landscape and biodiversity value adjoining the River Yare, in particular the established County Wildlife Site and protected woodland, and demonstrate means to retain and maintain these assets 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 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 has planning permission for 670 dwellings. 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 R9: The Deal Ground – residential led mixed use development

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.

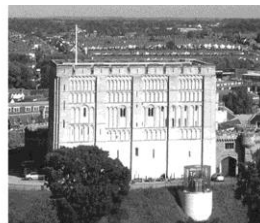
Development will:

- 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 (R10), 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 uses, including the 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

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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 Broads 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.

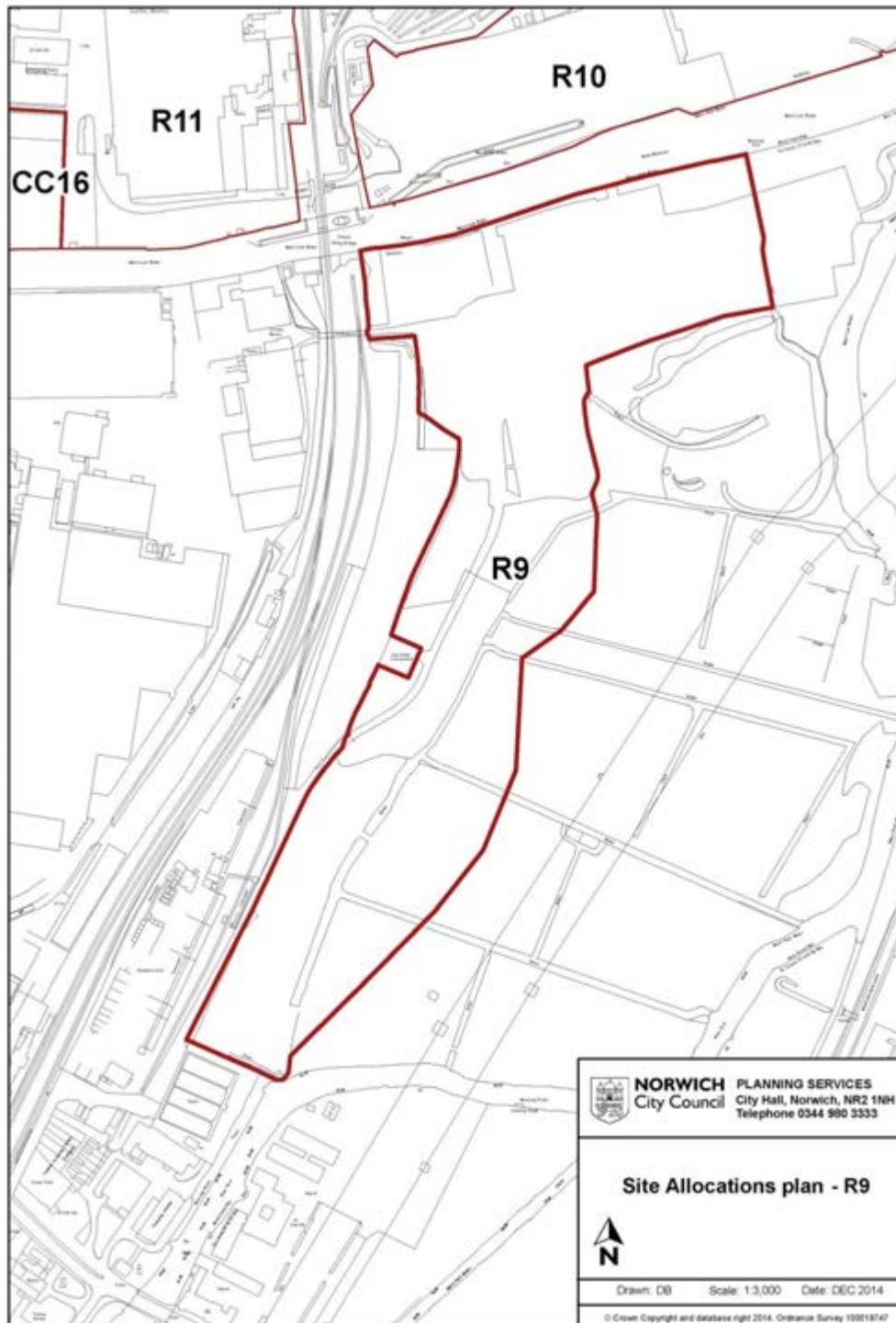
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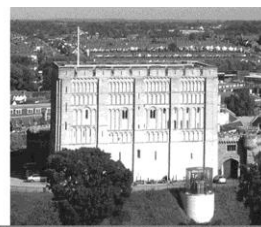
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Site plan





R10: 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.

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 JCS 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.

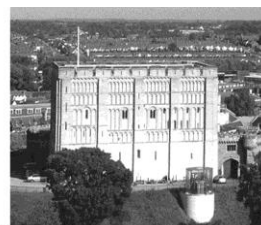
The Utilities Site is one of three adjoining and closely related strategic regeneration sites in east Norwich, the other two being the Deal Ground site on the south bank of the Wensum (site R9 in this plan) and the May Gurney site on the south east bank of the Yare (in South Norfolk District) which is 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

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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 was produced to provide guidance for potential developers of the Deal Ground and/or Utilities sites prior to adoption of this local plan. 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 has helped inform the development of 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).

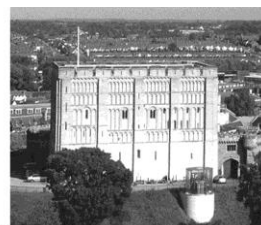
Key development considerations and constraints are:

- 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;

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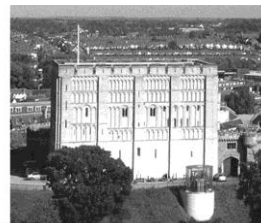
- Any housing development should ideally be car-free given the site's constrained vehicular access;
- Need to manage the transport impact of the development on the strategic highway network and provide for sustainable accessibility by modes other than the car. In particular the development must provide 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

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

POLICY R10: Utilities site – mixed use development

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 (R11);
- provide a mix of uses to include housing, employment and power generation 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;

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- provide for a vehicular access to the site via the Gothic Works site (R11) 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.

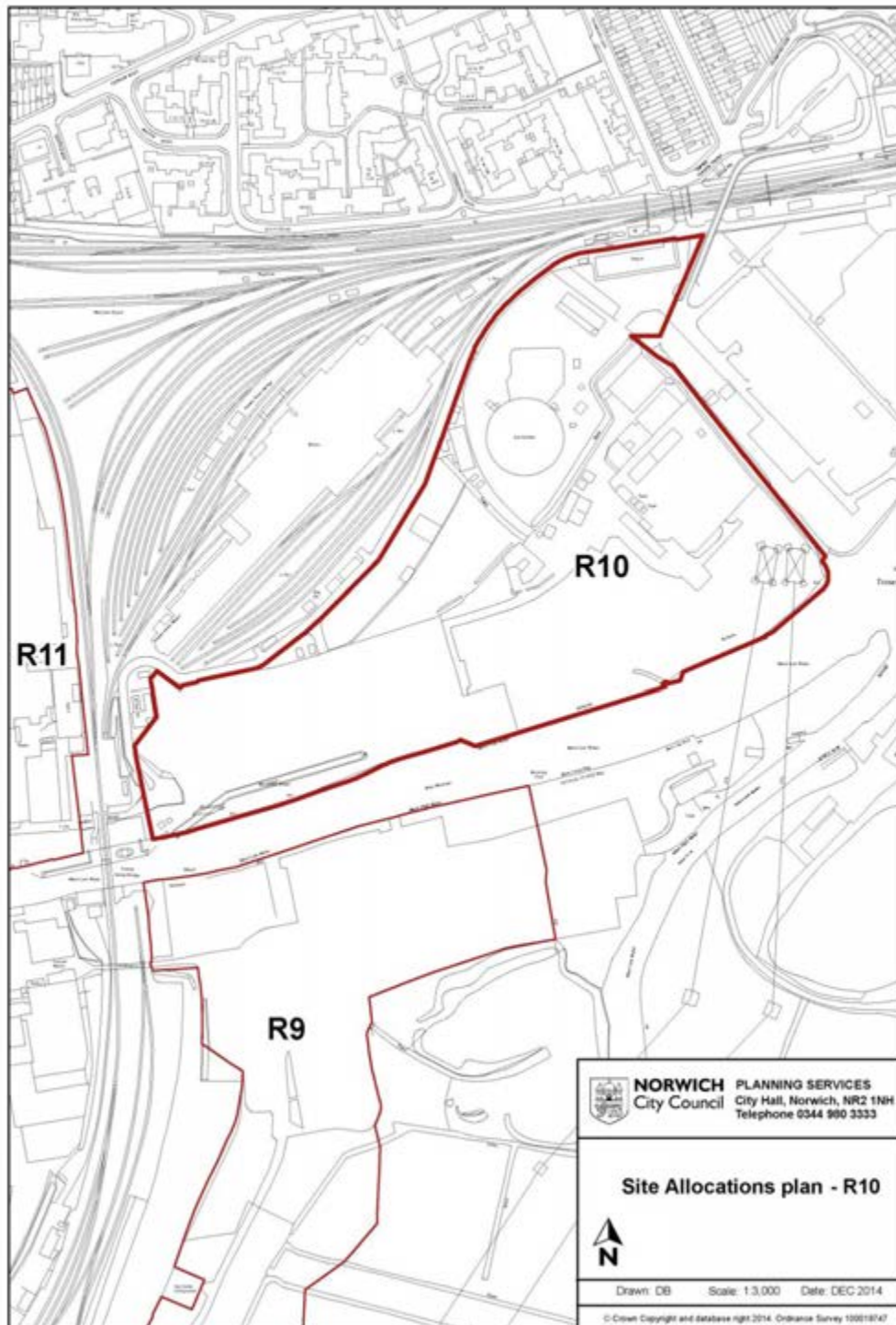
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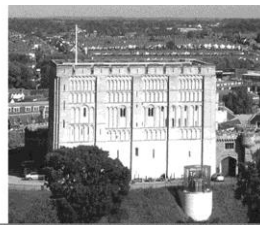
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Site plan





R11: 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 R9), the Utilities site (R10) and the land adjoining the football ground at Kerrison Road (CC16).

Explanatory text

The JCS 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.

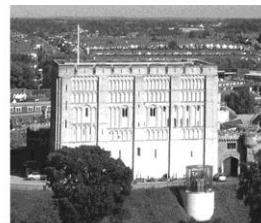
Whilst ATB Laurence Scott is still operating on this site, proposals for associated extensions and alterations to their premises will be acceptable in principle. However if the company relocates, proposals for the site must accord with this allocation policy.

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

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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 (R10), and Deal Ground (R9), 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 (CC16) 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 (CC16).

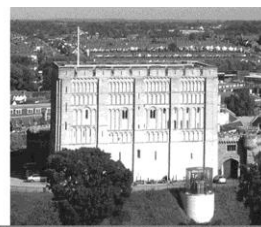
The site at present has only one vehicular access via the junction of Carrow Road and Kerrison Road. The scale of future development is constrained by the limited capacity of this junction and significant access improvements will be required to enable future development of this site. This will require 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 (CC16). The development will also require reservation of sufficient land within the scheme to enable access for vehicles in the event of an emergency and for servicing, to be achieved from Hardy Road under the railway line to serve the Utilities site (R10).

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.

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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.

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.

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.

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.

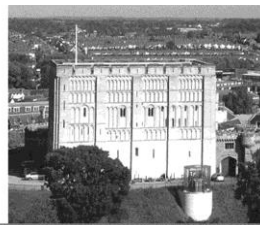
The site has a potential to deliver in the region of 400 dwellings; some minor elements of non-residential uses might also be appropriate, such as small scale food and drink units, river related leisure, and small employment uses such as live-work units. A high standard of design will be particularly 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.

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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 R11: Kerrison Road/Hardy Road, Gothic Works – housing led mixed use development

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 (CC16), 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 (CC16). The development will also require reservation of sufficient land within the scheme to enable access for vehicles in the event of an emergency and for servicing, to be achieved from Hardy Road to the Utilities site (R10).

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.

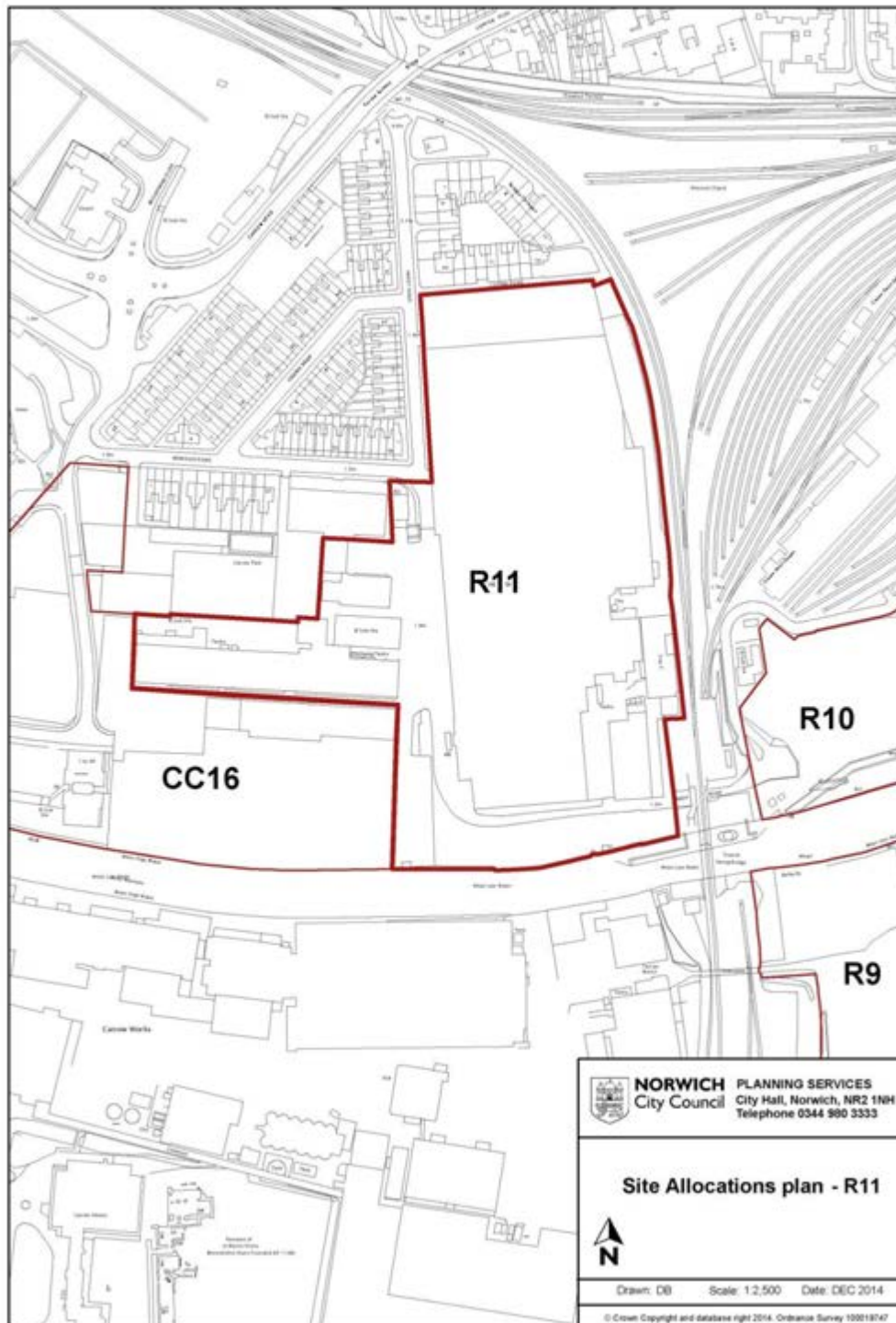
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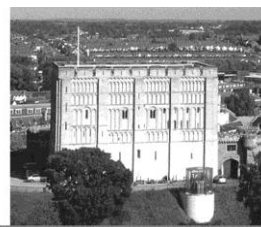
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Site plan





R12: 261 - 277 Aylsham Road

Description

The site is in the north of the city and is 1 hectare in size. It is currently occupied by a car rental company and convenience store.

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 (R21). To the south west are a number of small industrial units, used for car repairs, MOT testing, paint sprayers and other small businesses.

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 JCS policies promoting higher density development close to local services and public transport. A mix of flats and houses would be an appropriate form of development on this site.

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 and any potential noise from adjacent existing businesses.

Trees on the frontage should be retained if this is feasible.

Since the site is 1ha in size a flood risk assessment is required and appropriate mitigation measures shall be provided as part of the development. As the site also lies within a Critical Drainage Catchment as identified on the *Policies map*, a surface water management assessment should be included in the flood risk assessment. Development proposals involving new buildings, extensions and additional areas of

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hard surfacing should ensure that adequate and appropriate consideration has been given to mitigating surface water flooding in accordance with policy DM5.

Development should also take into account possible contamination on site.

Deliverability

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

POLICY R12: 261 - 277 Aylsham Road - housing development

The site of 1 hectare is allocated for housing development, to provide in the region of 50 dwellings.

The development could also include starter employment units.

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

A flood risk assessment including a surface water management assessment should be submitted with any application proposing development in accordance with this allocation. The assessment should show how the proposed development:

- a) Would not increase the vulnerability of the site, or the wider catchment, to flooding from surface water run-off from existing or predicted water flows; and
- b) Would, wherever practicable, have a positive impact on the risk of surface water flooding in the wider area.

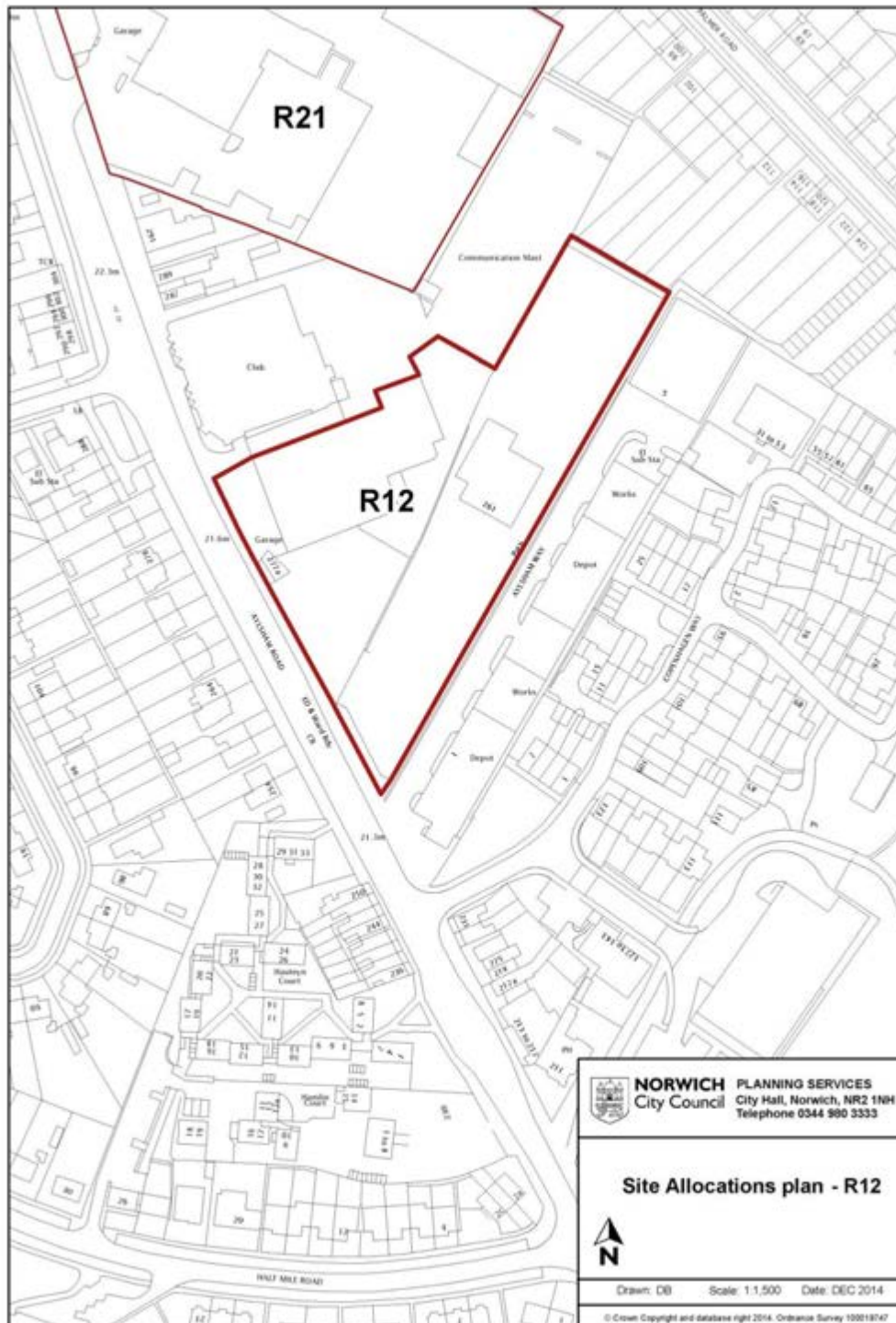
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Site plan





R13: 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 R14), has been proposed for development through this plan by National Grid as they are no longer in use.

Design will have to take account of the site's topography and development 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.

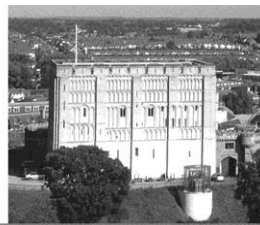
Since the gas holder is locally listed and a significant local landmark, consideration should be given to retaining the existing gas holder structures as part of the design of the housing development. If this is not possible, it will be important to ensure its heritage interest is fully documented on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

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As a minimum, protection and enhancement of geodiversity will include recording of geological features on site.

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 R13: Gas Holder at Gas Hill – housing development

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 geodiversity.

Adopted December 2014



R14

Station

Kett's Heights

William White Place

TCBs

El Sub Sta

Bishopbridge House

WILLIAM KETT CLOSE

39

37

801

02006

82

08

10.4m

Lollards' Pit

R13

GAS HILL

21.0m

7.3m

6

12

13

12.8m

RYE ROAD

El Sub

85 to 118

85

Remains of St Leonard's Priory

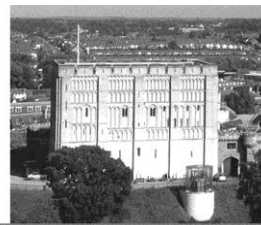
NORWICH PLANNING SERVICES
City Council
City Hall, Norwich, NR2 1NH
Telephone 0344 980 3333

Site Allocations plan - R13

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Drawn: DB Scale: 1:1,000 Date: DEC 2014

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R14: 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 R15), lies 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.

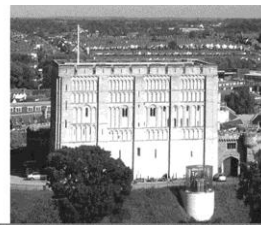
The site was formerly allocated in the *Replacement local plan* 2004 for housing development as two separate sites. The northern part of the site has a part implemented planning permission for 19 dwellings. National Grid has put forward further extensions to the original local plan allocation to include 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 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 *DM 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 JCS. Therefore the design of

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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 R15 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.

As a minimum, protection and enhancement of geodiversity will include recording of geological features on 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 two different ownerships, both of whom are promoting their sites 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 R14: Land east of Bishop Bridge Road – housing development

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.

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Development proposals should provide for potential future vehicular access to allocated site R15 to the north.

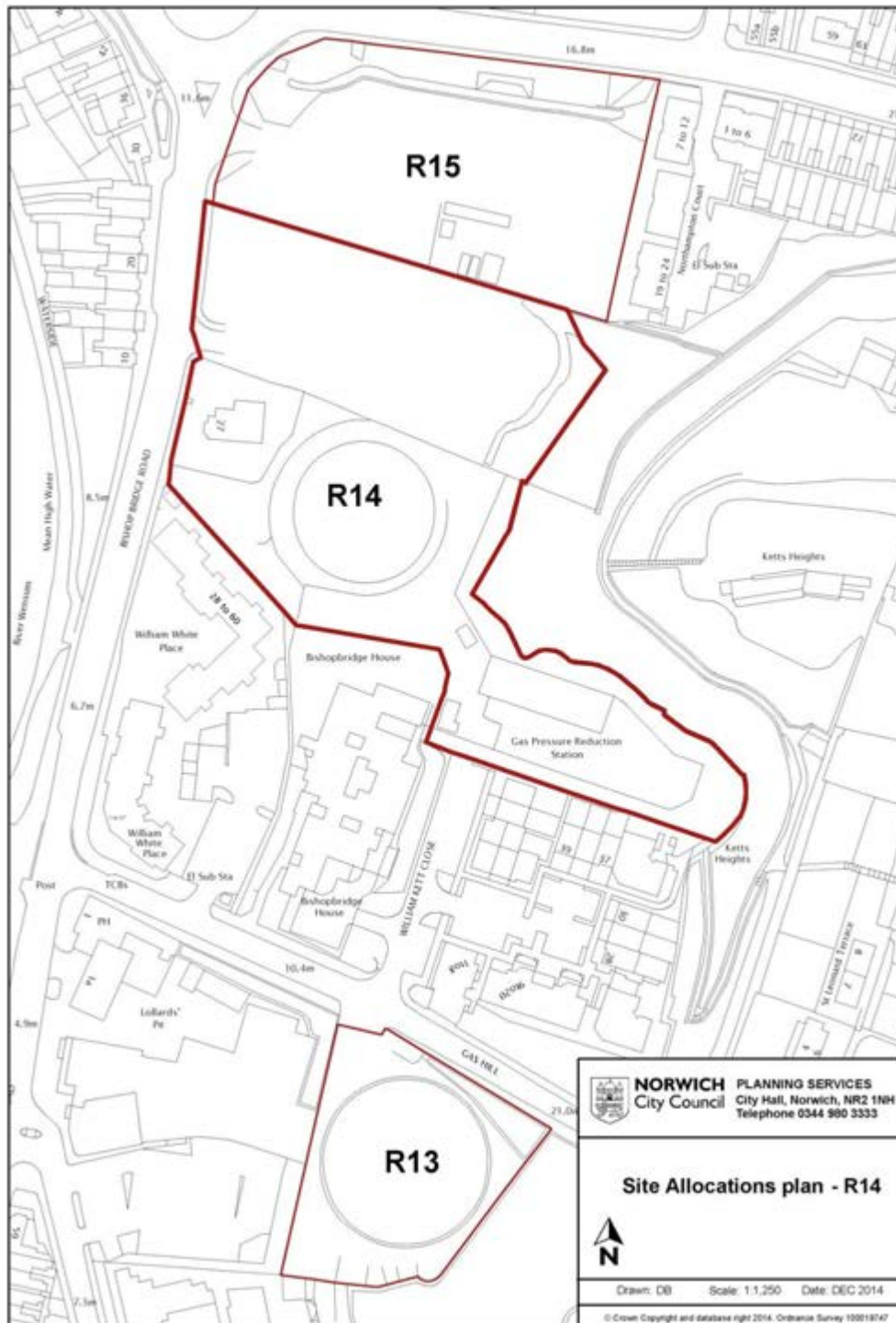
Design of the development must reflect its location adjacent to the Thorpe wooded ridge and protect and enhance biodiversity and geodiversity.

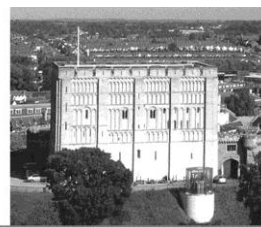
A noise assessment is required and the development should be designed to mitigate the impact of noise from the inner ring road.

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Site plan





R15: 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 part of site R14, 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 R14 in this plan. Should it not be possible to gain access from site R14, 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 *DM 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.

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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.

As a minimum, protection and enhancement of geodiversity will include recording of geological features on 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

This site is suitable and available for housing development.

POLICY R15: Land at Ketts Hill and Bishop Bridge Road – housing development

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 and protect and enhance biodiversity and geodiversity;
- Access will be via the adjacent site to the south (R14). Car-free development would be acceptable if the site were developed on its own.

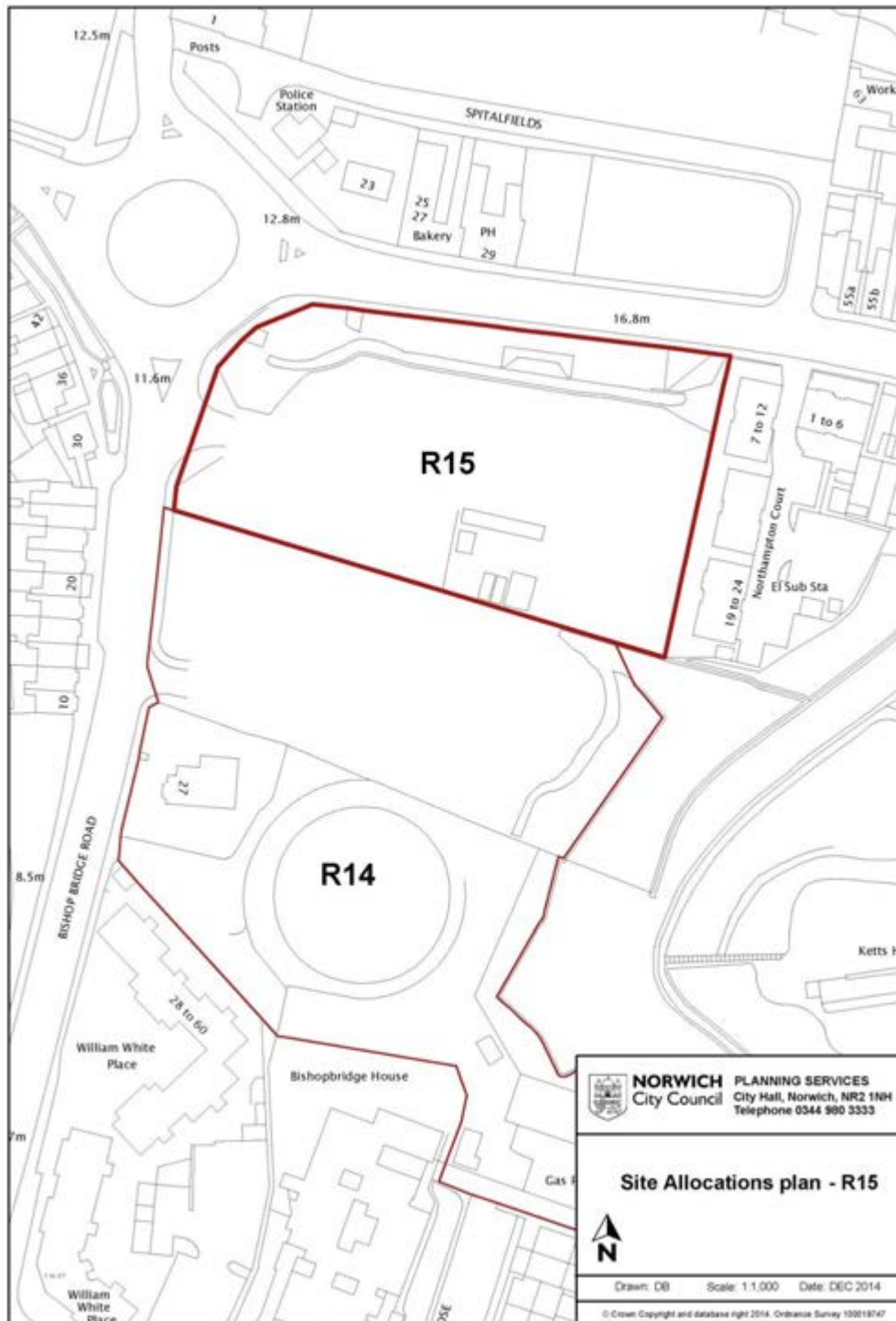
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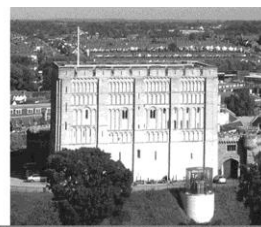
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Site plan





R16: 126 - 128 Barrack Street

Description

This brownfield site of 0.1 hectare is located on the north side of Barrack Street between Silver Road and Anchor Close. It comprises the vacant site of a motor repair and sales business with frontages to Barrack Street and Anchor Close.

The site lies within a mixed commercial frontage along this part of Barrack Street. 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. The motor sales site had permission for redevelopment for 15 flats, granted in April 2009. The permission has since expired.

The adjacent site is used as a dental practice and has recently had a large extension to the rear. The surgery was a former public house, and is locally listed.

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 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 (CC17a) 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.

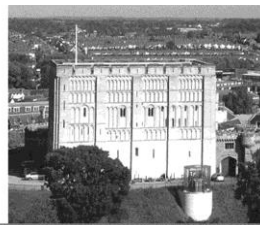
The site is close to the strategic cycle network (the “pink route”) defined in the NATS. There are opportunities to enhance and divert this route as part of the regeneration of the Jarrold Printers site, providing a pedestrian and cycle link to the city centre via Jarrold Bridge.

The principle of housing development 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 site.

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The form of development on the site 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 and cycle access should be taken from Anchor Close.

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.

The site has potential for a minimum of 15 units of housing. 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 a single ownership and has had planning permission for 15 flats. It is considered to be available for development within the plan period.

POLICY R16: Land at 126-128 Barrack Street – housing development

126-128 Barrack Street (0.1 hectare) is allocated for housing, or a mix of housing and community uses.

Development will:

- reinstate a strong built frontage to Barrack Street and Anchor Close;
- take vehicular access from Anchor Close;
- 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;
- provide adequate on-site landscaped amenity space for any flats.

A minimum of 15 dwellings will be provided on site.

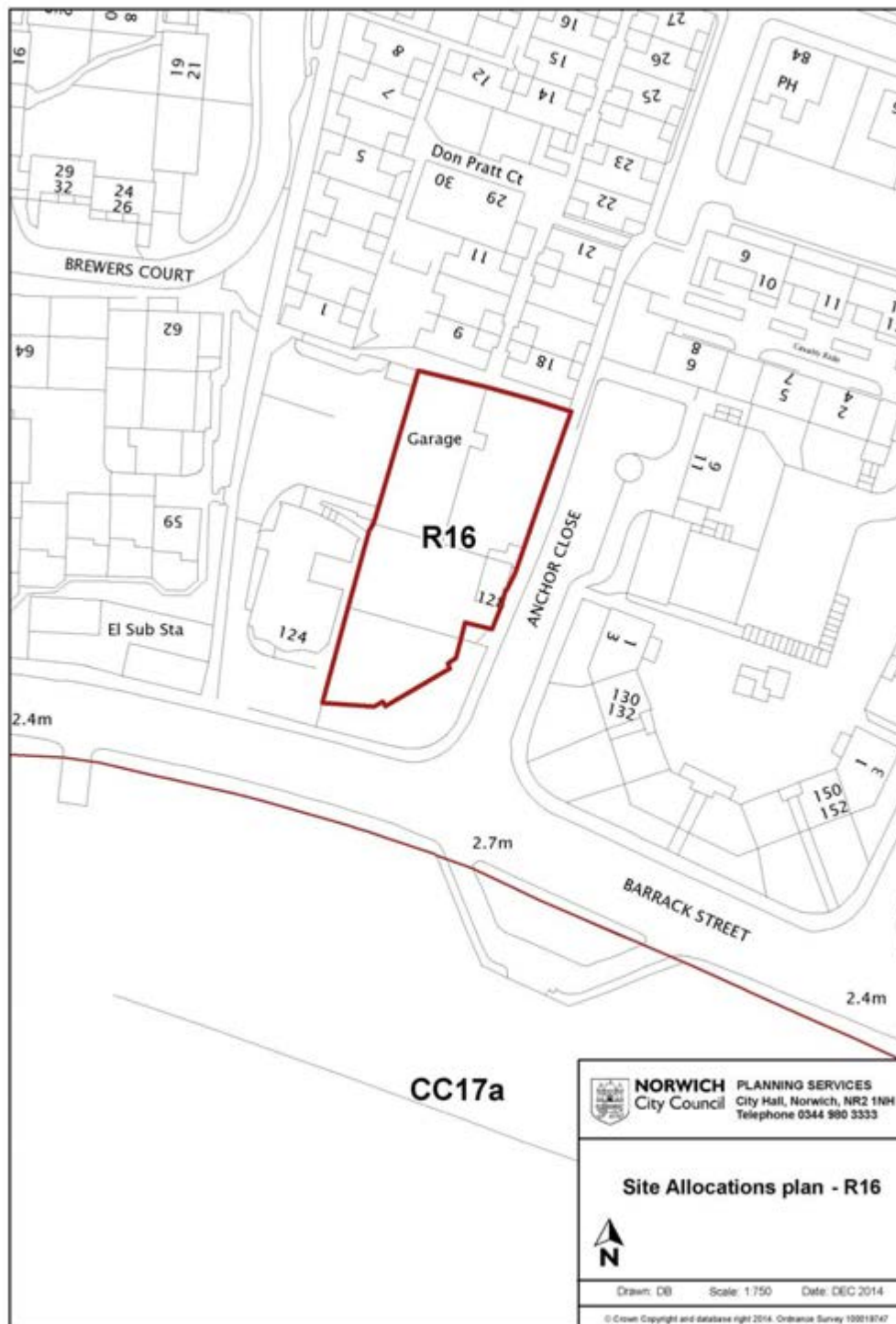
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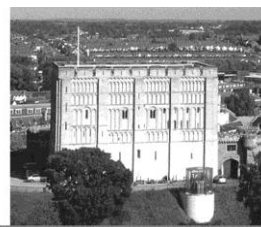
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Site plan





R17: 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 locally listed 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 the existing locally listed buildings or redevelopment if this is not practical. If redeveloping the site, the heritage significance of the locally listed buildings 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.

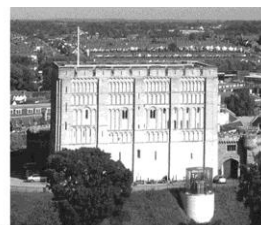
Prior to development, assessment and remediation of any possible contamination should take place. Development must also take account of the existing electrical sub-station fronting Dibden Road and the mast on the open space to the south. Consideration should also be given to the retention of trees in 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.

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A contamination assessment and any necessary mitigation measures are required.

The site lies within a Critical Drainage Catchment as identified on the *Policies map*. Therefore development proposals involving new buildings, extensions and additional areas of hard surfacing should ensure that adequate and appropriate consideration has been given to mitigating surface water flooding in accordance with policy DM5.

Deliverability

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

POLICY R17: Van Dal Shoes, Dibden Road – housing development

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 locally listed 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.

A surface water management assessment should be submitted with any application proposing development in accordance with this allocation. The assessment should show how the proposed development:

- a) would not increase the vulnerability of the site, or the wider catchment, to flooding from surface water run-off from existing or predicted water flows, and;
- b) would, wherever practicable, have a positive impact on the risk of surface water flooding in the wider area.

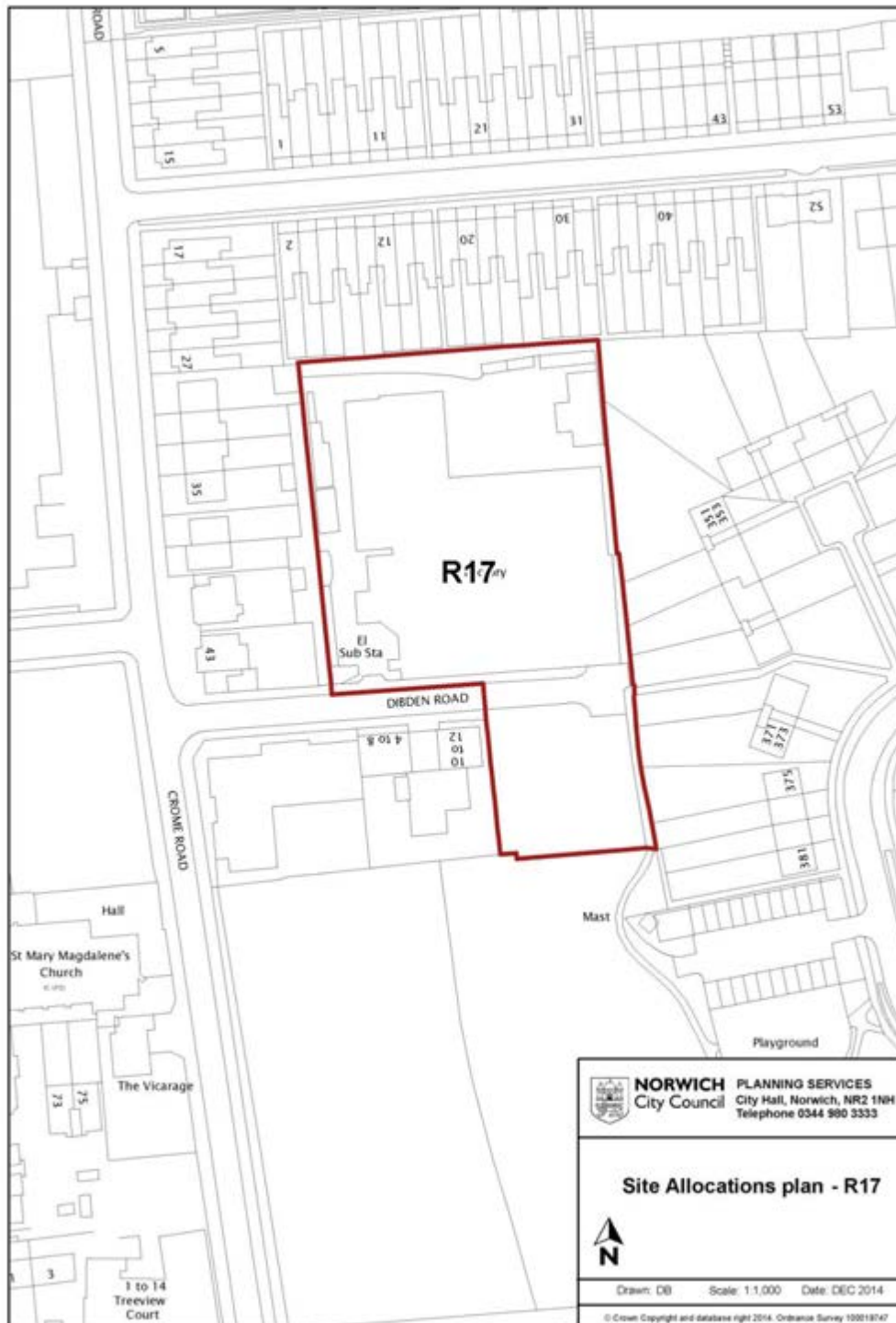
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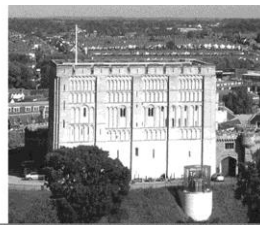
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Site plan





R18: 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.

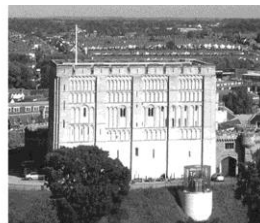
The existing belt of woodland and scrub runs along the length of the south-west and south-east boundaries and this should be retained and opportunities taken to enhance landscaping and green infrastructure through the site. This belt forks to the south-east and south-west thereby linking to Mousehold Heath and towards the Sprowston 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 district retail centre. Vehicular access should be taken from

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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.

The site lies within a Critical Drainage Catchment as identified on the *Policies map*. Therefore development proposals involving new buildings, extensions and additional areas of hard surfacing should ensure that adequate and appropriate consideration has been given to mitigating surface water flooding in accordance with policy DM5.

Deliverability

The site has been cleared and is available for 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 R18: Former Start Rite Factory Site, 28 Mousehold Lane – housing development

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.

A surface water management assessment should be submitted with any application proposing development in accordance with this allocation. The assessment should

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show how the proposed development:

- a) would not increase the vulnerability of the site, or the wider catchment, to flooding from surface water run-off from existing or predicted water flows, and;
- b) would, wherever practicable, have a positive impact on the risk of surface water flooding in the wider area.

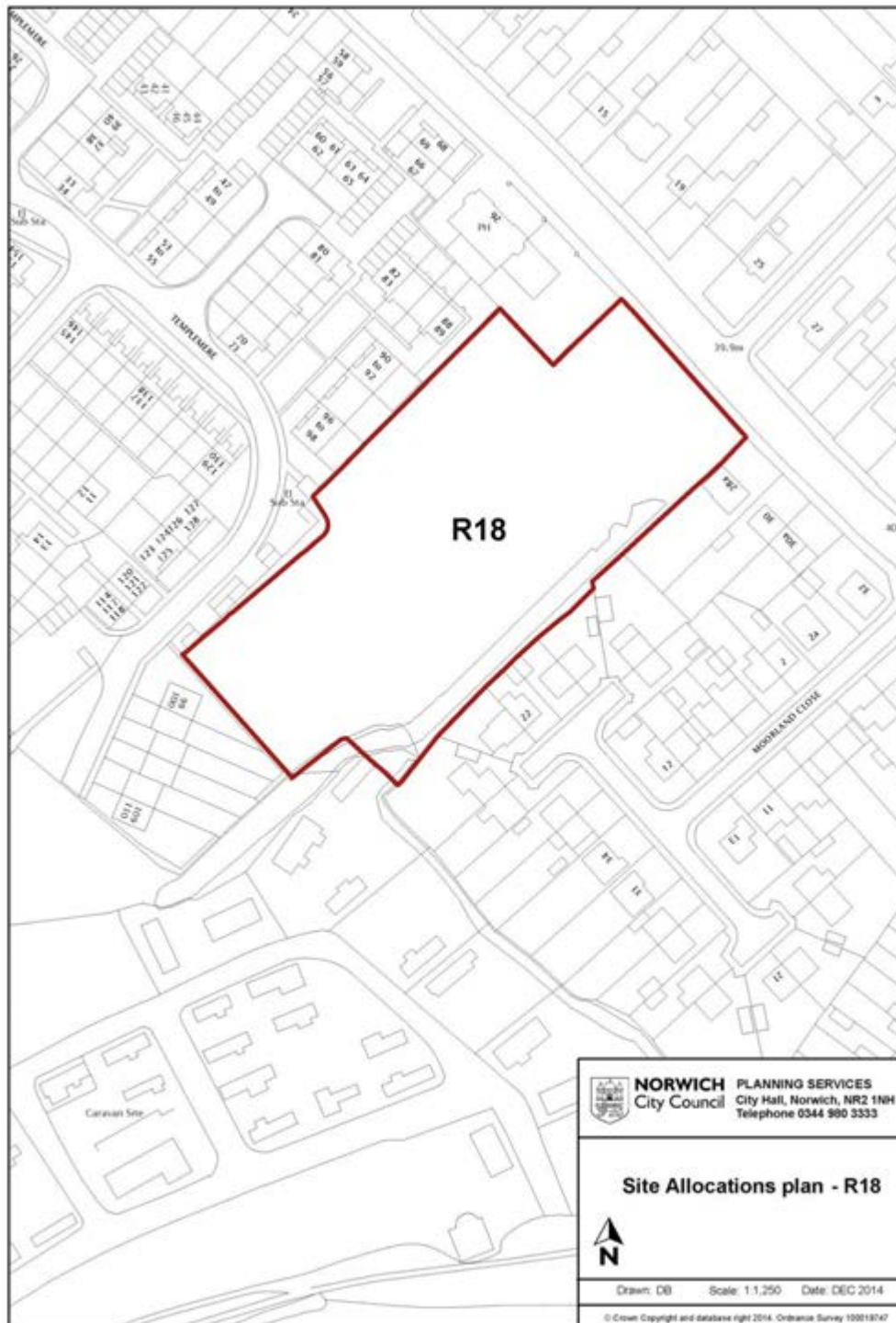
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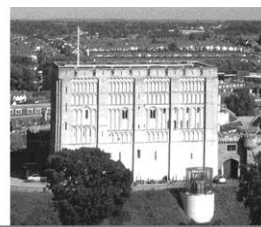
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Site plan





R19: Land north of Windmill Road

Description

The site is in the north of the city and is 0.18 hectares in size. Windmill Road links Sprowston Road and Templemere 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 is close to a district centre with excellent public transport links. The mixed use development to the south of Windmill Road has recently seen completion of a foodstore and works have commenced on site to provide a small number of housing units.

The recent development of a foodstore on the adjacent site has enlarged and strengthened the Sprowston Road/Shipfield neighbourhood shopping centre and enabled its reclassification from a local to a district 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.

Development proposals must address the site's constraints. These include 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.

Sprowston Road is part of the major road network and is a core bus route. A new access to Sprowston Road has been provided as a result of the implemented permission on the adjacent site. Linking in to this new access would enable Windmill Road to be retained as an un-surfaced track offering pedestrian and cycle friendly links to Anthony Drive and Templemere.

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

The site lies within a Critical Drainage Catchment as identified on the *Policies map*. Therefore development proposals involving new buildings, extensions and additional

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areas of hard surfacing should ensure that adequate and appropriate consideration has been given to mitigating surface water flooding in accordance with policy DM5.

Deliverability

The site is being actively promoted and is suitable for development. The site is in a single ownership.

POLICY R19: Land north of Windmill Road – housing development

Land north of Windmill Road is allocated for housing, in the region of 10 dwellings.

Development will be designed to:

- provide pedestrian access through the site to link Templemere with Windmill Road and vehicular access arrangements to serve the site by linking in to the new access provided through the development of the adjacent site for retailing;
- 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.

A surface water management assessment should be submitted with any application proposing development in accordance with this allocation. The assessment should show how the proposed development:

- a) would not increase the vulnerability of the site, or the wider catchment, to flooding from surface water run-off from existing or predicted water flows, and;
- b) would, wherever practicable, have a positive impact on the risk of surface water flooding in the wider area.

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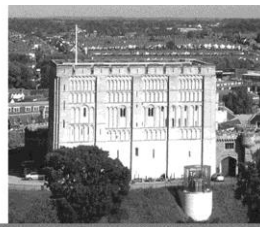
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R20: Starling Road

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 Area of Main Archaeological Interest. An archaeological investigation will be required prior to its development.

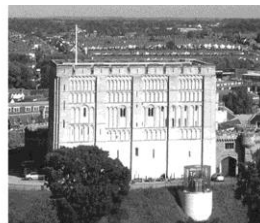
Noise generation from road traffic to the south and between existing industrial / commercial users and new residential development must be addressed and due to previous industrial uses, a contamination assessment will be required.

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.

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

The site lies within a Critical Drainage Catchment as identified on the *Policies map*. As such all development proposals involving new buildings, extensions and additional areas of hard surfacing should ensure that adequate and appropriate consideration has been given to mitigating surface water flooding in accordance with policy DM5.

Deliverability

The northern part of the site has outline planning permission for 22 flats, which has not yet been implemented. A further planning permission has been granted 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.

The site is suitable and available for development.

POLICY R20: Starling Road – housing development

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 surface water management assessment should be submitted with any application proposals involving new buildings, extensions, or hard surfacing to demonstrate that the proposed development:

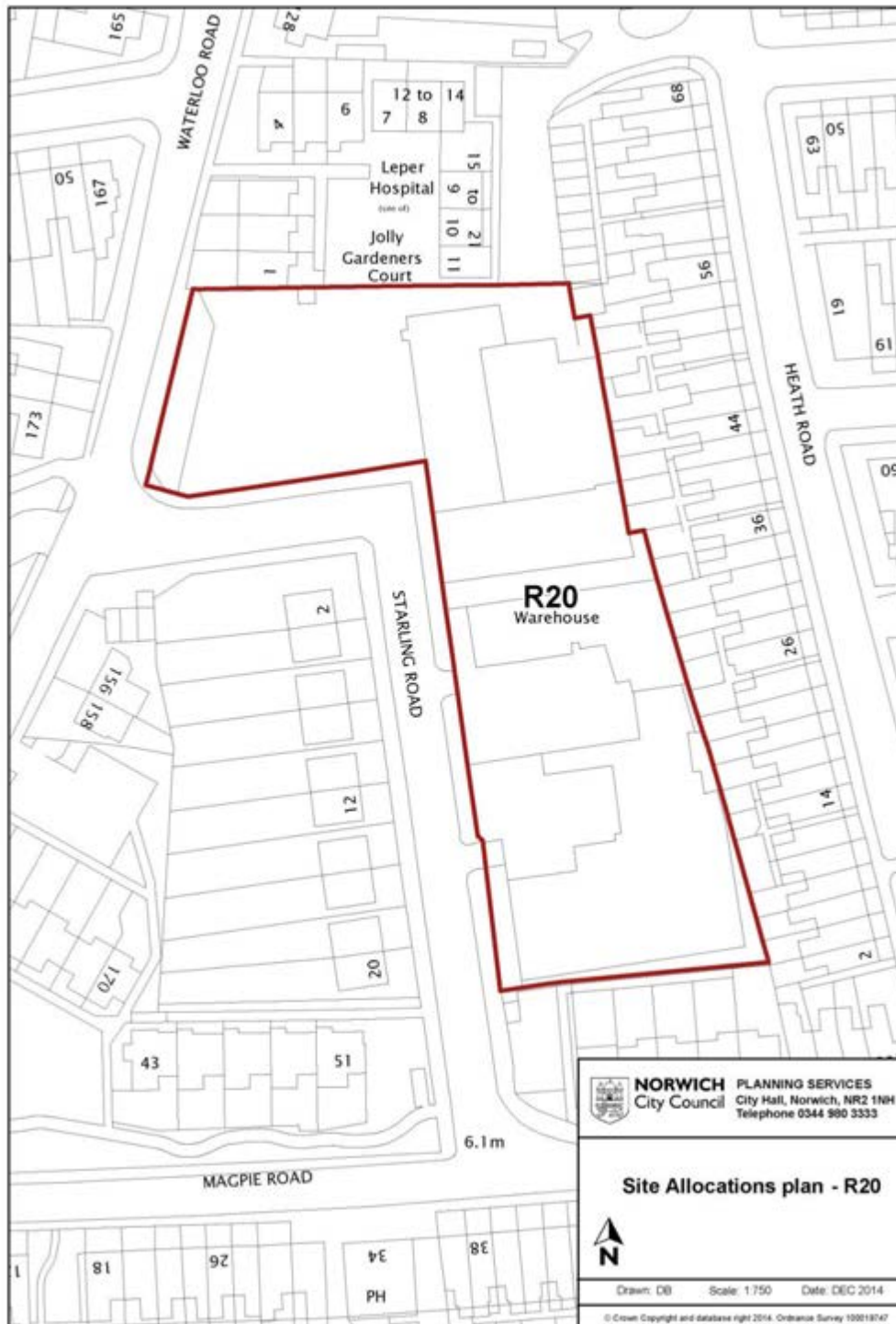
- a) would not increase the vulnerability of the site, or wider catchment, to flooding from surface water run-off from existing or predicted water flows, and;
- b) would, wherever practicable, have a positive impact on the risk of surface water flooding in the wider area.

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R21: Land at Aylsham Road

Description

Most of this large 3.48 hectare site is backland, 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 at 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.

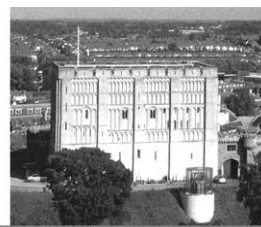
Vehicular access could be from the west or north side of the site and in overall site layout and design should rationalise the number of access points onto Aylsham Road and assess capacity from Arminghall Close to reduce impacts on highway safety within these areas. Pedestrian and cycle routes through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

Development should also take into account possible site contamination.

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Since the site is over 1ha a flood risk assessment is required and appropriate mitigation measures shall be provided as part of the development. As the site also lies within a Critical Drainage Catchment as identified on the *Policies map*, a surface water management assessment should be included in the flood risk assessment. Development proposals involving new buildings, extensions and additional areas of hard surfacing should ensure that adequate and appropriate consideration has been given to mitigating surface water flooding in accordance with policy DM5.

Deliverability

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 previously had benefit of outline planning permission for 88 dwellings and 744 square metres of offices and a more recent full permission for a foodstore of approx. 2000sqm net.

POLICY R21: Land at Aylsham Road – mixed use development

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.

A flood risk assessment including a surface water management assessment should be submitted with any application proposing development in accordance with this allocation. The assessment should show how the proposed development:

- a) would not increase the vulnerability of the site, or the wider catchment, to flooding from surface water run-off from existing or predicted water flows; and
- b) would, wherever practicable, have a positive impact on the risk of surface water flooding in the wider area.

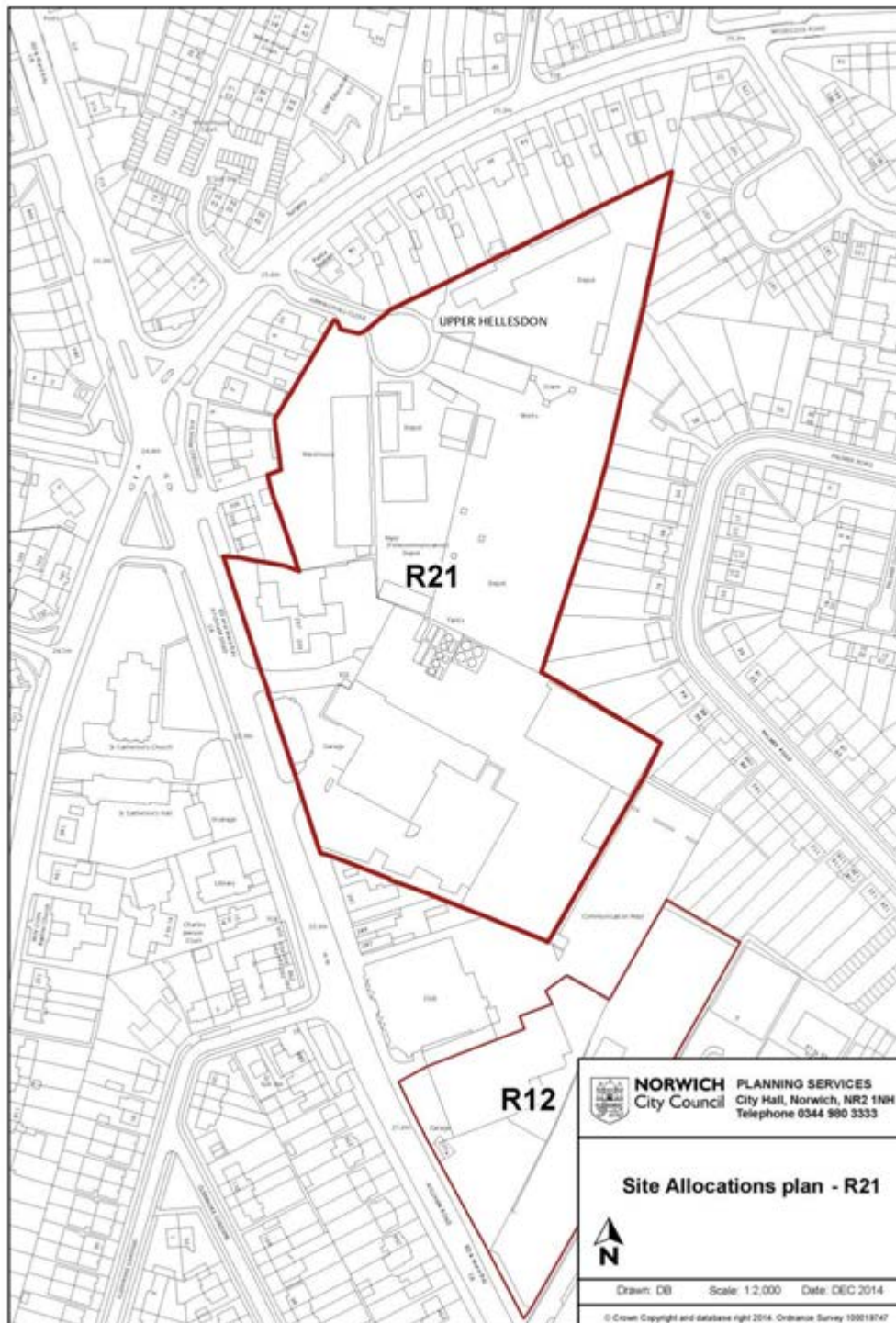
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R22: 165 - 187 Aylsham Road

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 green space 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.

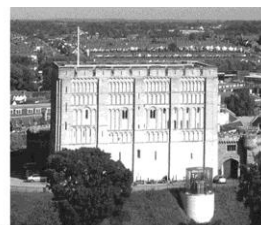
A route through Pointers Field to Aylsham Road forms a local link in the cycle network. This development presents the opportunity to improve this route including a pedestrian cycle link between the open space and Aylsham Road as an integral part of the design of the scheme.

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 NATS

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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.

The site lies within a Critical Drainage Catchment as identified on the *Policies map*. Therefore development proposals involving new buildings, extensions and additional areas of hard surfacing should ensure that adequate and appropriate consideration has been given to mitigating surface water flooding in accordance with policy DM5.

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 R22: 165 - 187 Aylsham Road – mixed use development

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.

A surface water management assessment should be submitted with any application proposing development in accordance with this allocation. The assessment should show how the proposed development:

- a) would not increase the vulnerability of the site, or the wider catchment, to flooding from surface water run-off from existing or predicted water flows, and;
- b) would, wherever practicable, have a positive impact on the risk of surface water flooding in the wider area.

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Site plan





R23: 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 in use as a studio for the performing arts. 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 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 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.

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The site lies within a Critical Drainage Catchment as identified on the *Policies map*. Therefore development proposals involving new buildings, extensions and additional areas of hard surfacing should ensure that adequate and appropriate consideration has been given to mitigating surface water flooding in accordance with policy DM5.

Deliverability

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

POLICY R23: Former Pupil Referral Unit, Aylsham Road – housing development

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.

A surface water management assessment should be submitted with any application proposing development in accordance with this allocation. The assessment should show how the proposed development:

- a) would not increase the vulnerability of the site, or the wider catchment, to flooding from surface water run-off from existing or predicted water flows, and;
- b) would, wherever practicable, have a positive impact on the risk of surface water flooding in the wider area.

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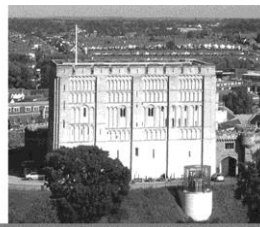
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R24: Land adjoining Lime Kiln Mews

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 Augustine's 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.

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

Deliverability

The site was previously allocated in the 2004 *Replacement local plan* for 25 dwellings. The allocation for either housing or care home uses is seen to be suitably flexible to enable development given the additional need for care uses within the Norwich area.

POLICY R24: Land adjoining Lime Kiln Mews – housing with care/housing development

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.

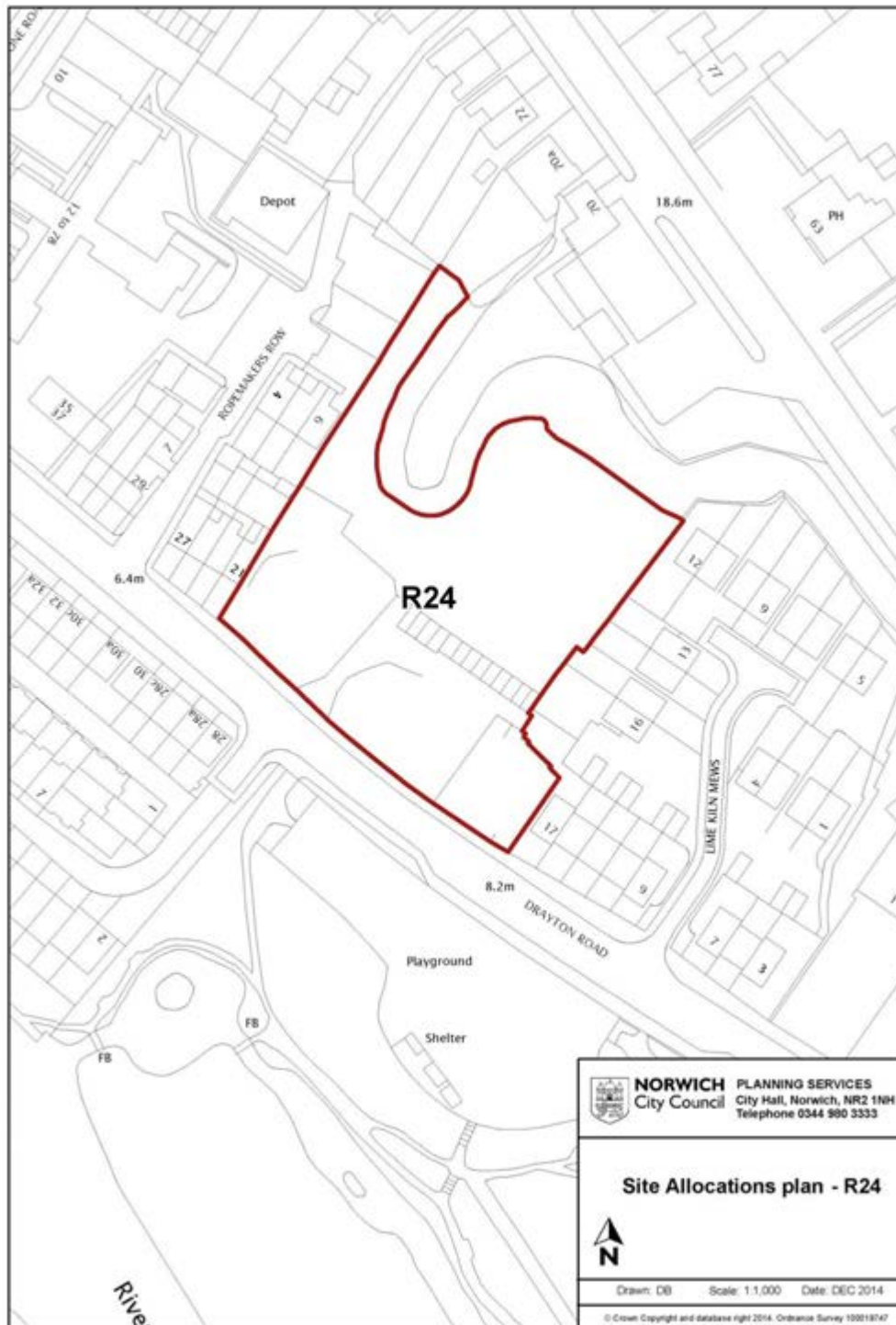
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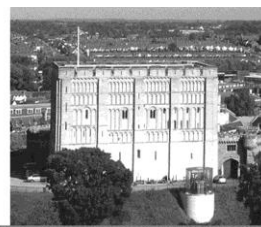
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R25: 81-93 Drayton Road

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.

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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 R25: 81-93 Drayton Road (including the garage site off Junction Road) – housing development

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.

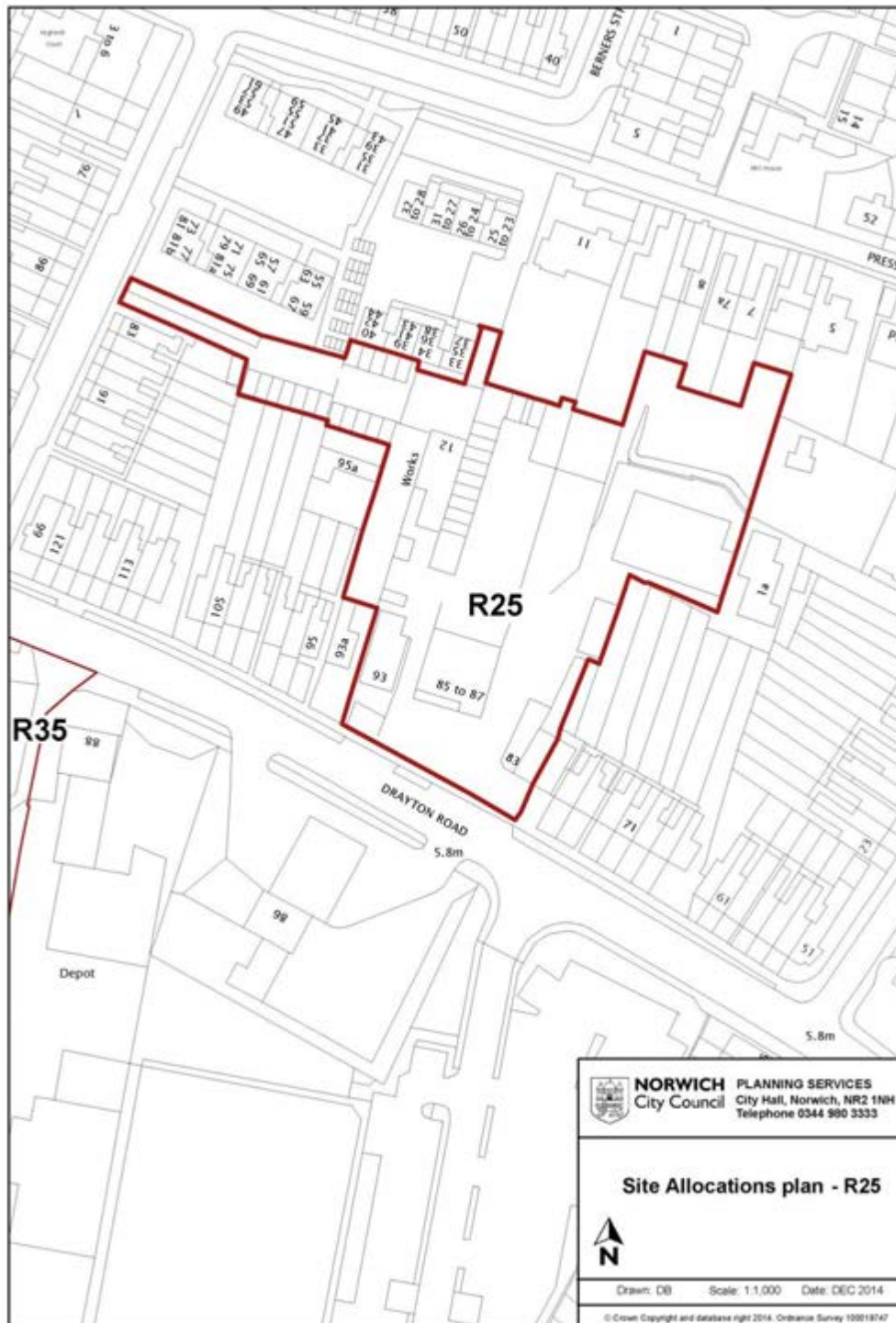
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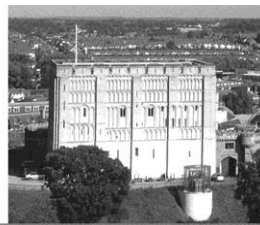
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R26: Site north of Raynham Street

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 JCS policy 1 as a sub-regional green infrastructure corridor.

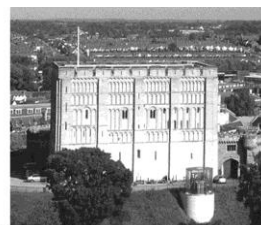
Development is therefore required to both improve the Dolphin Path itself and to be designed to create an active frontage to the path, to provide surveillance and improve its setting, enabling the path to better fulfil its strategic function.

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

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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. Since the site is over 1ha a flood risk assessment is required and appropriate mitigation measures shall be provided as part of the development. As the site also lies within a Critical Drainage Catchment as identified on the *Policies map*, a surface water management assessment should be included in the flood risk assessment. Development proposals involving new buildings, extensions and additional areas of hard surfacing should ensure that adequate and appropriate consideration has been given to mitigating surface water flooding in accordance with policy DM5.

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 R26: Site north of Raynham Street – housing development

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 including integrating the Dolphin Path into its design to improve the setting of the strategic pedestrian/cycle route and make it a more attractive link;
- mitigate the impact of noise for future residents from the existing employment area;

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- respect the setting of the neighbouring listed buildings;
- protect trees on or near the site, including preserved trees;
- enhance biodiversity.

A flood risk assessment including a surface water management assessment should be submitted with any application proposing development in accordance with this allocation. The assessment should show how the proposed development:

- a) would not increase the vulnerability of the site, or the wider catchment, to flooding from surface water run-off from existing or predicted water flows; and
- b) would, wherever practicable, have a positive impact on the risk of surface water flooding in the wider area.

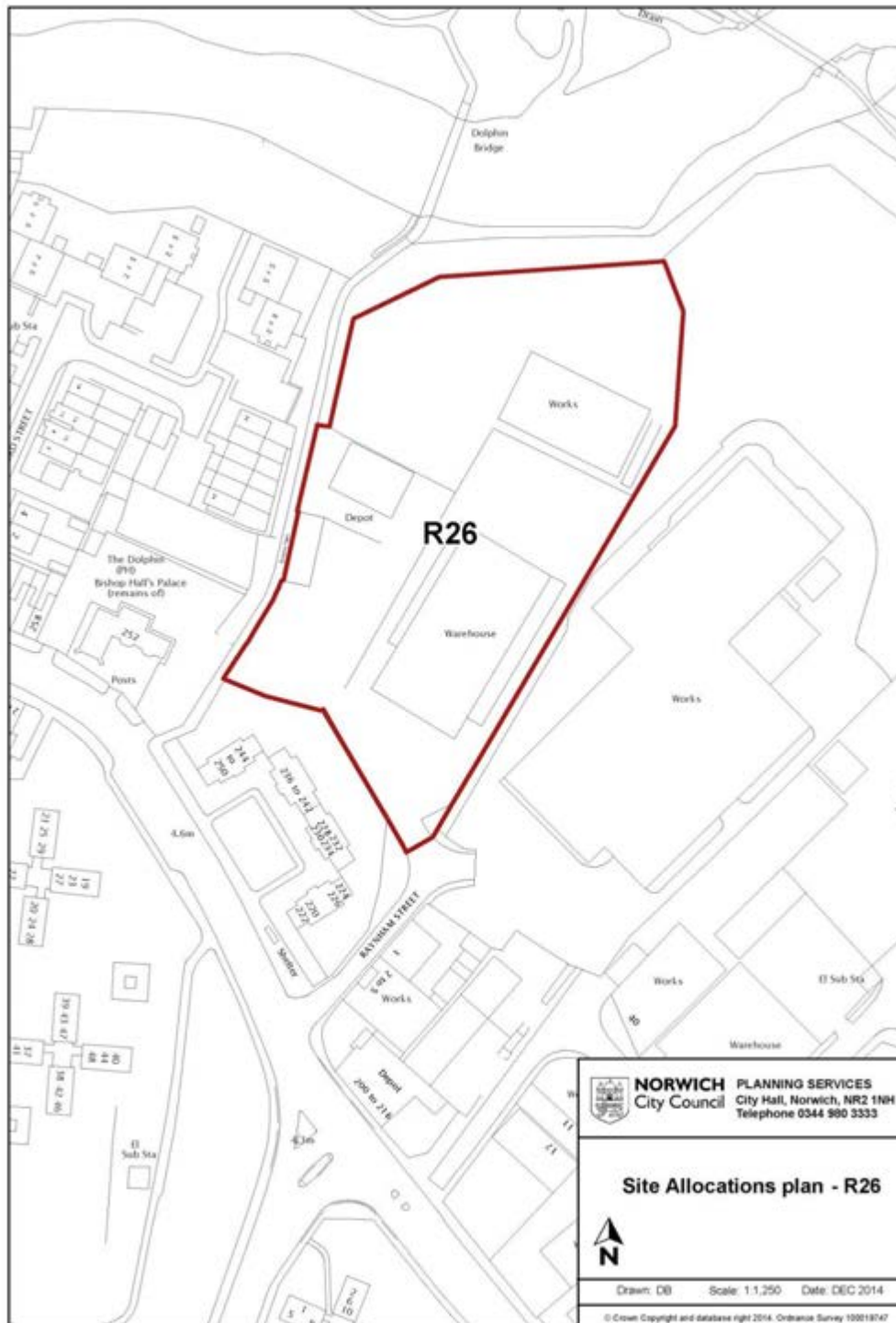
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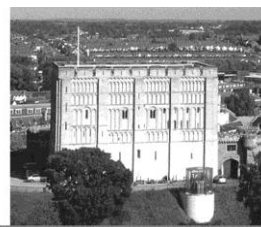
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R27: Goldsmith Street

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. An archaeological assessment will also be required.

Since the site is over 1ha a flood risk assessment is required and appropriate mitigation measures shall be provided as part of the development. As the site also lies within a Critical Drainage Catchment as identified on the *Policies map*, a surface water management assessment should be included in the flood risk assessment. Development proposals involving new buildings, extensions and additional areas of hard surfacing should ensure that adequate and appropriate consideration has been given to mitigating surface water flooding in accordance with policy DM5.

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.

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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 previously allocated in the *Replacement local plan* for housing. This enlarged site, suitable for a comprehensive housing scheme, is available for development.

POLICY R27: Goldsmith Street – housing development

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.

A flood risk assessment including a surface water management assessment should be submitted with any application proposing development in accordance with this allocation. The assessment should show how the proposed development:

- a) would not increase the vulnerability of the site, or the wider catchment, to flooding from surface water run-off from existing or predicted water flows; and
- b) would, wherever practicable, have a positive impact on the risk of surface water flooding in the wider area.

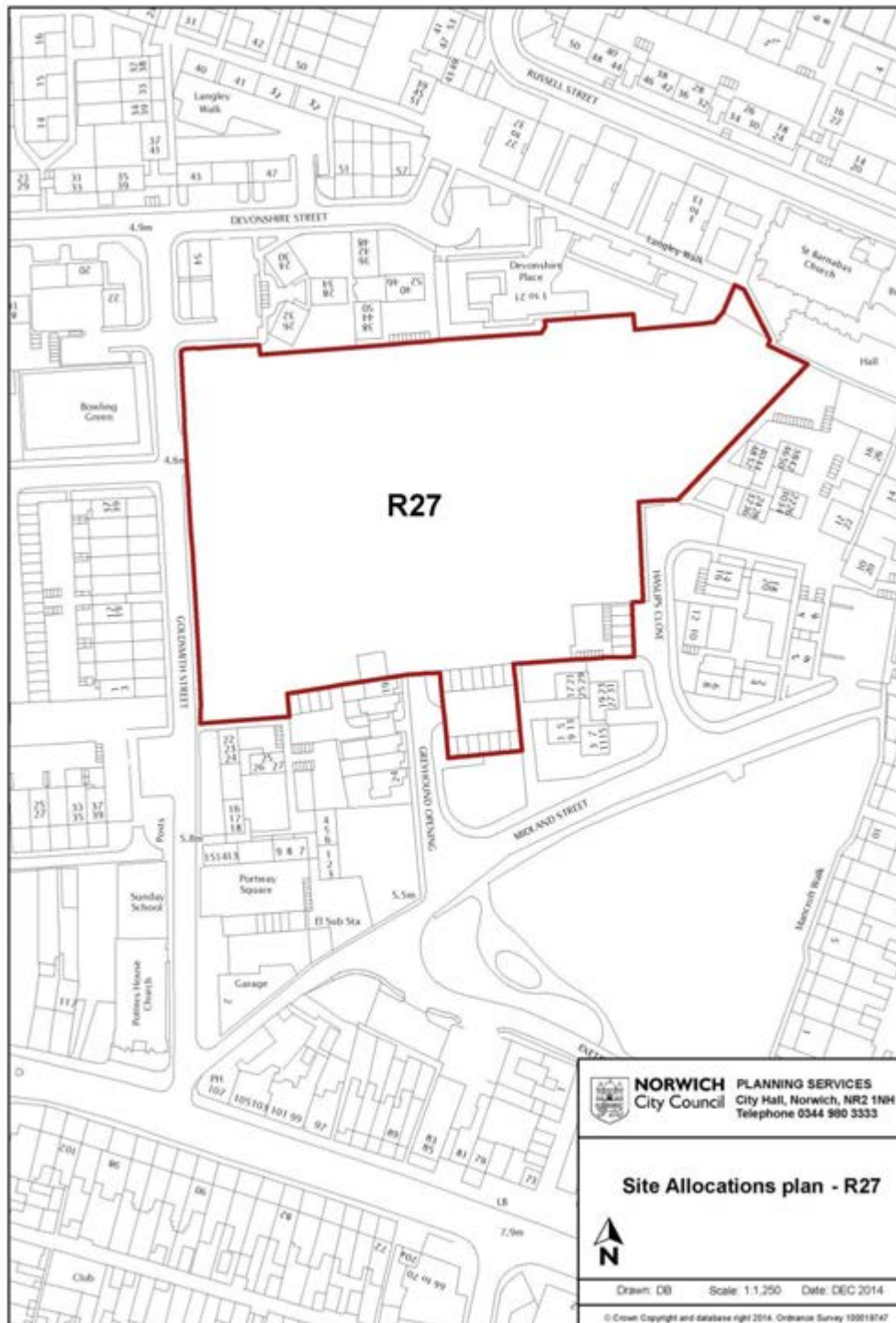
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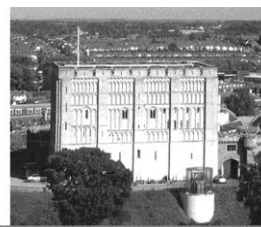
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R28: 231- 243 Heigham Street

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

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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 R28: 231-243 Heigham Street – housing development

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.

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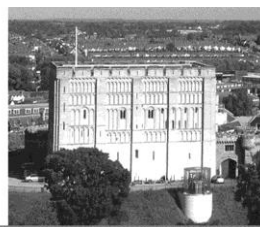
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Site plan





R29: 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 site B is over 1ha a flood risk assessment is required and appropriate mitigation measures shall be provided as part of the development. As both sites lie within a Critical Drainage Catchment as identified on the *Policies map*, a surface water management assessment should be included with any application. Development proposals involving new buildings, extensions and additional areas of hard surfacing should ensure that adequate and appropriate consideration has been given to mitigating surface water flooding in accordance with policy DM5.

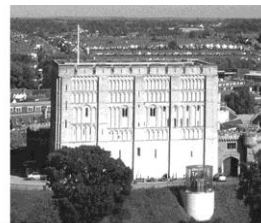
Design of the development at site A must take account of its location neighbouring woodland. The design of sites A and B must also take account of trees on site.

Both the design and use 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

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masterplan, residential development may be suitable on the southern part of Site B. Whilst the scale of development will be determined by the masterplan, for the purposes of calculating the SAP's contribution to the JCS housing requirement an assumption has been made that the site will deliver in the region of 30 dwellings.

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 R29: Two sites at Hurricane Way, Airport Industrial Estate – light industrial and housing development

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 in the southern part of Site B 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.

A flood risk assessment including a surface water management assessment should be submitted with any application proposing development in accordance with this allocation. The assessment should show how the proposed development:

- a) would not increase the vulnerability of the site, or the wider catchment, to flooding from surface water run-off from existing or predicted water flows; and
- b) would, wherever practicable, have a positive impact on the risk of surface water flooding in the wider area.

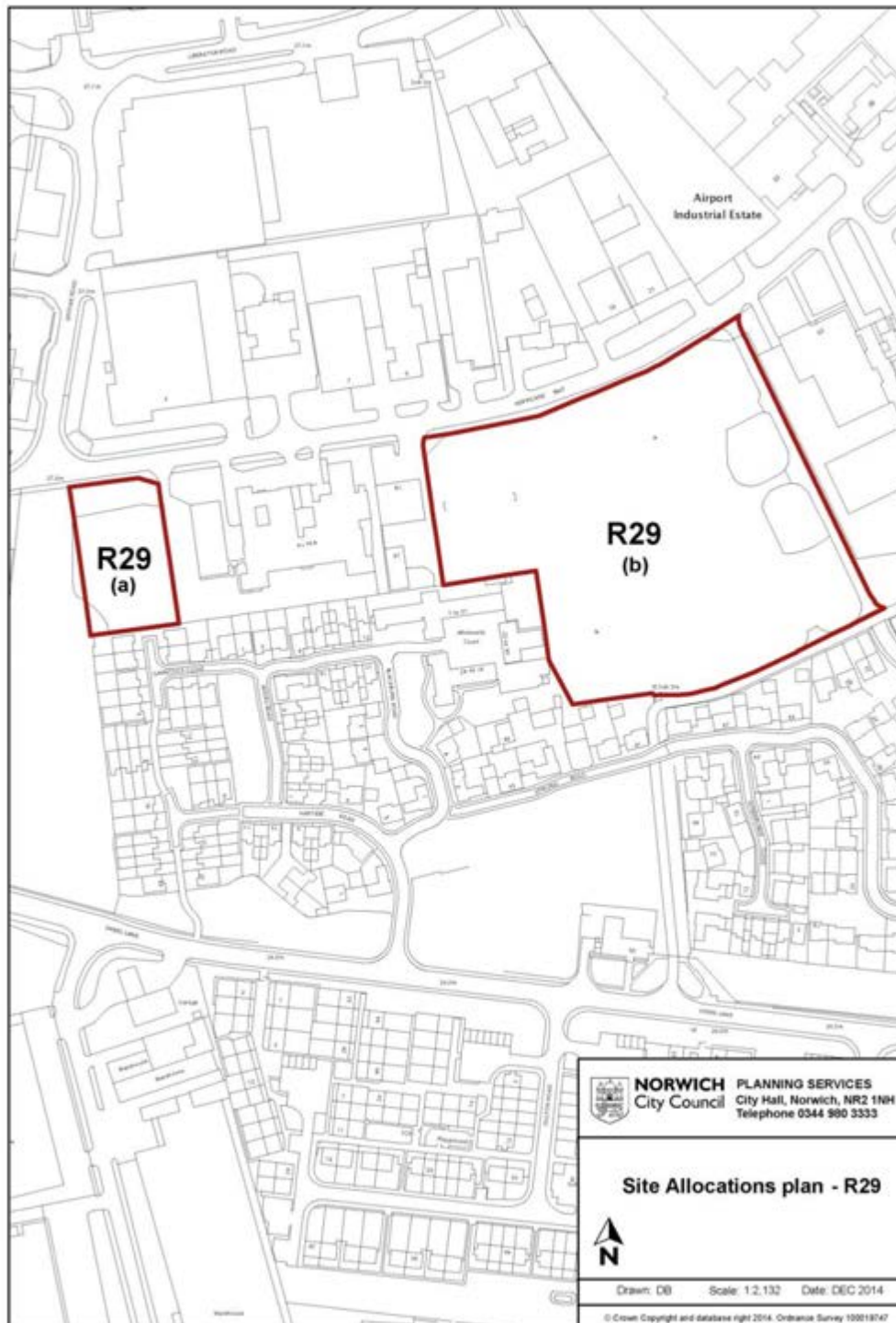
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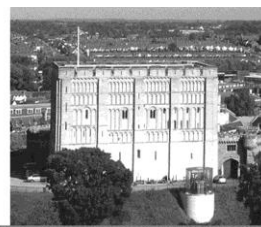
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Site plan





R30: 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 identified as suitable for airport operational uses as the further development of Norwich International Airport, important to economic development locally, is supported by the JCS. However, it is also potentially suitable to meet more general employment needs which may be airport related. This is supported by policy 5 of the JCS and the recent designation of the airport as a focus for growth and investment as part of the Greater Norwich City Deal.

The government strongly recommends licensed airports to set out their future development proposals by preparing a masterplan. The expectation of the city council for many years has been that the need for this site for operational uses to enable further airport expansion would be investigated fully through the preparation of a masterplan which would be produced by the airport. The airport company have confirmed their intention to commence work on a masterplan in 2015.

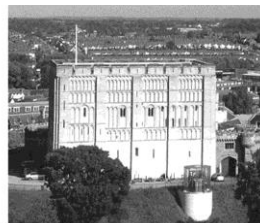
The major Norwich Aeropark development to the north-east (approved in 2013) is expected to accommodate a substantial amount of future operational development within the airport boundary, although the airport has not confirmed whether additional land will be required for this purpose. Equally, it would not be appropriate to delay beneficial development of the Paddocks site unreasonably if the preparation of a masterplan were delayed for any reason.

Consequently the policy provides for two eventualities: development for airport operational purposes if a masterplan shows that the site is necessary for this, or development for general needs employment use if not. Should no masterplan be agreed within two years of the adoption of this plan, the policy allows for the release of the site for general employment purposes, subject to meeting specified access and design criteria.

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The anticipated development of the Aeropark and the proximity of a major junction with the proposed Norwich Northern Distributor Road (NDR) mean that traffic flows on the A140 are likely to remain high for the foreseeable future. Standing advice from Norfolk County council as local highway authority is that vehicular access direct from the A140 and additional turning movements into and out of the site cannot be achieved without disrupting the free flow of traffic on the local highway network and potentially compromising its effectiveness as a bus rapid transport corridor. For highway safety reasons, therefore, the preferred access to the site is from Gambling Close rather than directly from Holt Road unless it can be demonstrated that direct access can be achieved without unacceptable transportation consequences.

The development's design and uses must take account of the need to protect 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 a general needs employment allocation. This is considered to be acceptable in principle but is subject to resolution of access constraints and confirmation that the site is not required for airport operational purposes.

POLICY R30: The Paddocks, Holt Road – Airport extension or development for general employment purposes

The Paddocks, Holt Road, is allocated for either:

- airport operational uses, where an airport masterplan endorsed by the city council within two years from the adoption of this plan demonstrates that the land is required for airport operational purposes during the plan period, or;
- development for general employment purposes (use classes B1, B2 and B8) where:
 - a) the agreed airport masterplan referred to above demonstrates that the land will not be required for airport operational purposes during the plan period, or;
 - b) no masterplan for the airport has been endorsed by the city council

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within two years from the date of adoption of this plan.

In all cases, development will:

- provide vehicular access to the site only from Gambling Close, unless it can be demonstrated that satisfactory direct access from Holt Road can be achieved without unacceptable impacts on highway safety or the free flow of traffic;
- provide appropriately for servicing, parking and other transportation requirements, 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.

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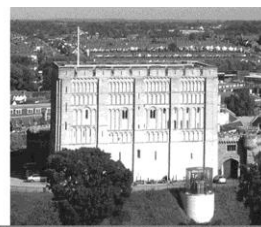
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Site plan





R31: 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.

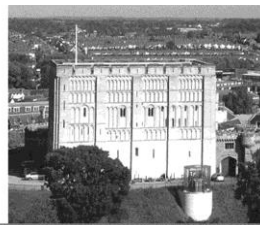
Development of the site will only be possible subsequent to decommissioning and will require consultation with the Health and Safety Executive. Development should take into account possible site contamination.

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 locally listed, these should be retained for small business uses or converted to residential uses.

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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.

The 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 R31: Heigham Water Treatment Works, Waterworks Road – housing led mixed use development

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.

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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.

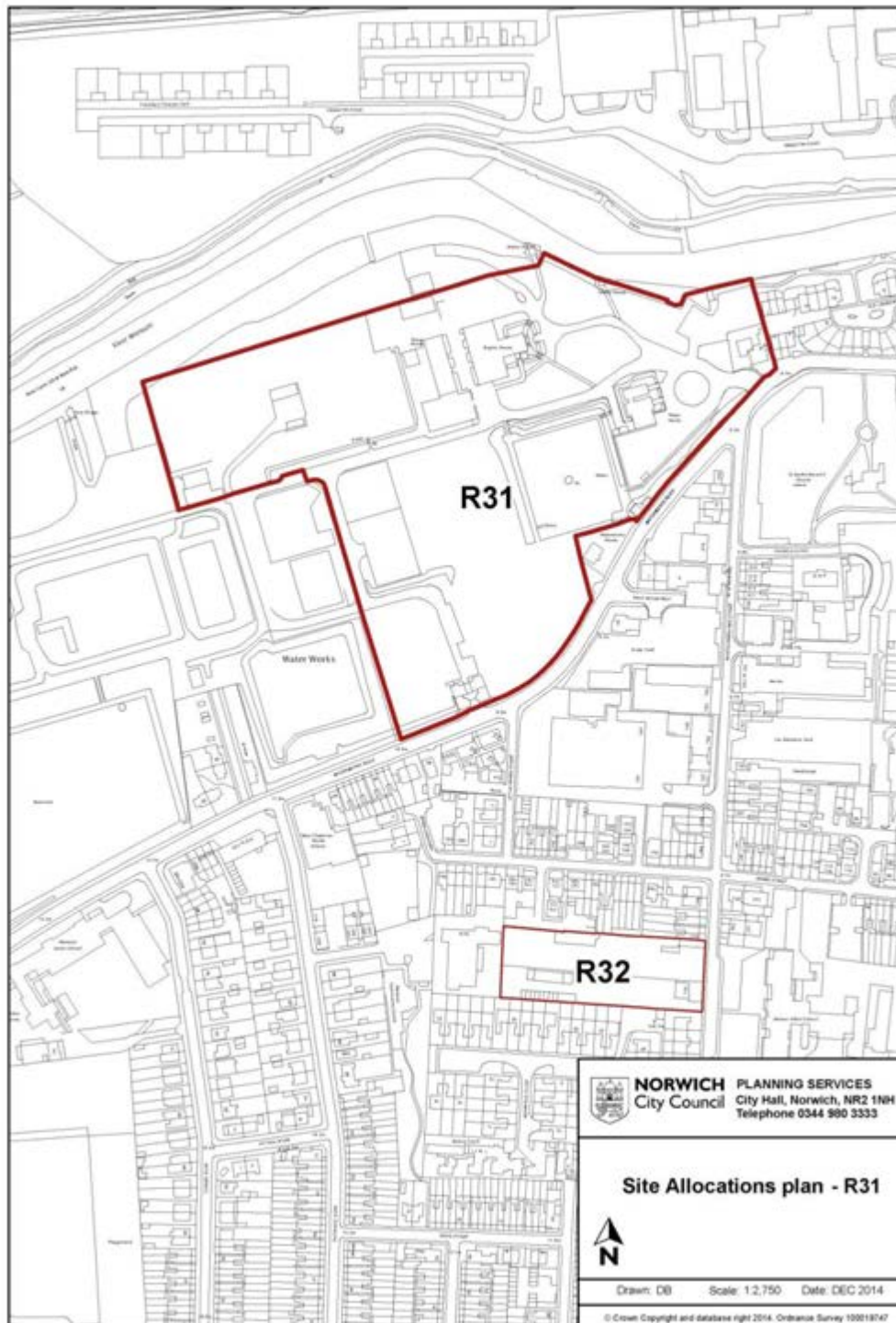
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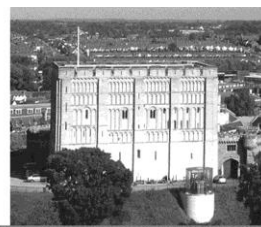
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Site plan





R32: 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 substation 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 substation 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.

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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 R32: 120-130 Northumberland Street – housing development

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;
- 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.

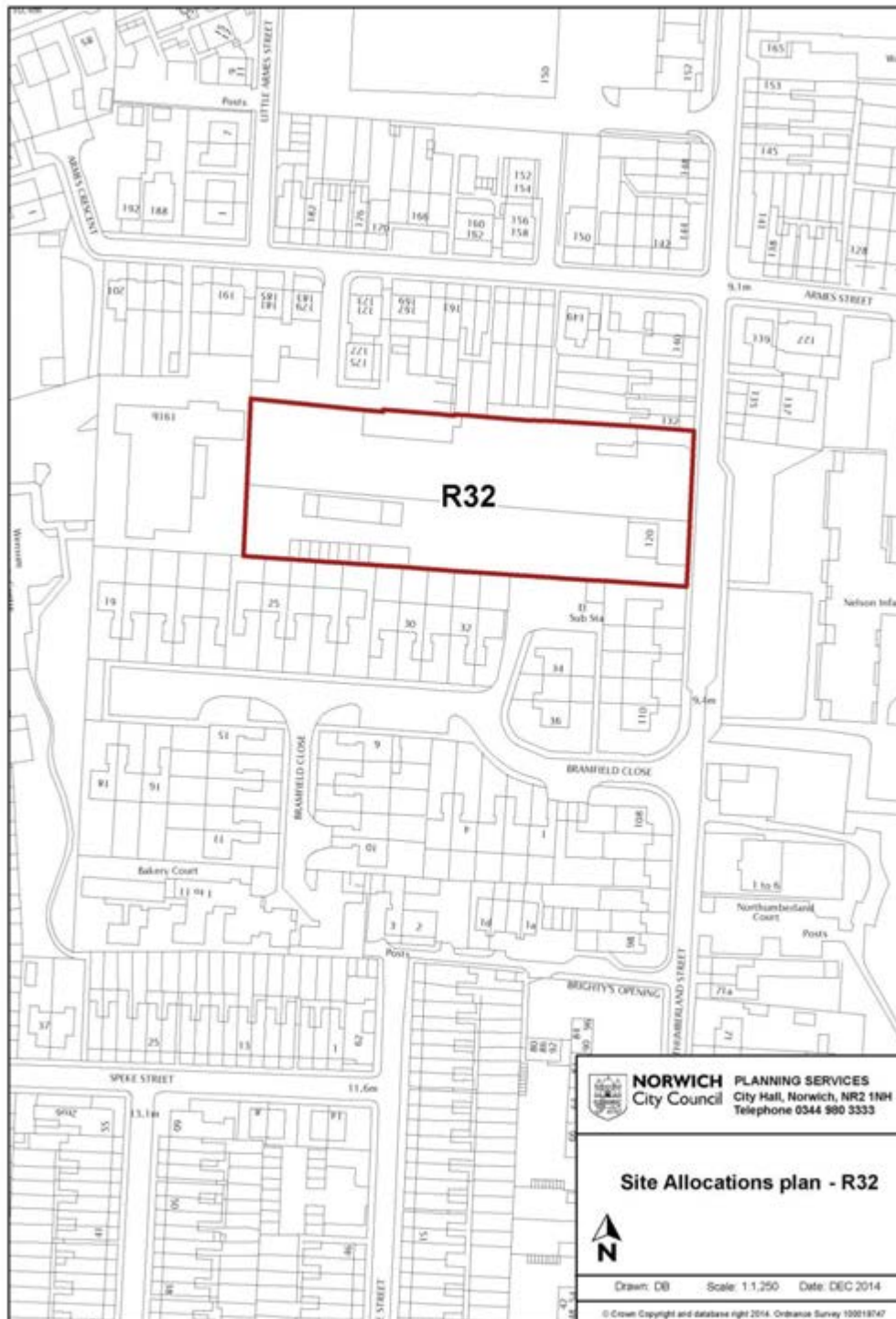
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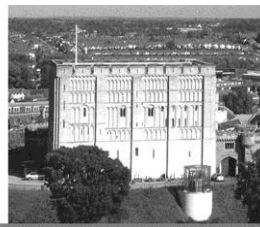
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Site plan





R33: 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 suitable and available for development within the plan period. This site currently has planning permission for 12 housing units.



POLICY R33: Site at former Earl of Leicester Public House, 238 Dereham Road – housing development

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.

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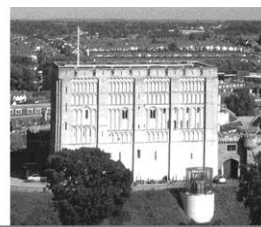
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Site plan





R34: 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 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 Briar Chemicals (formerly 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

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

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POLICY R34: Land adjacent to and including 349a-349b Dereham Road – housing development

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.

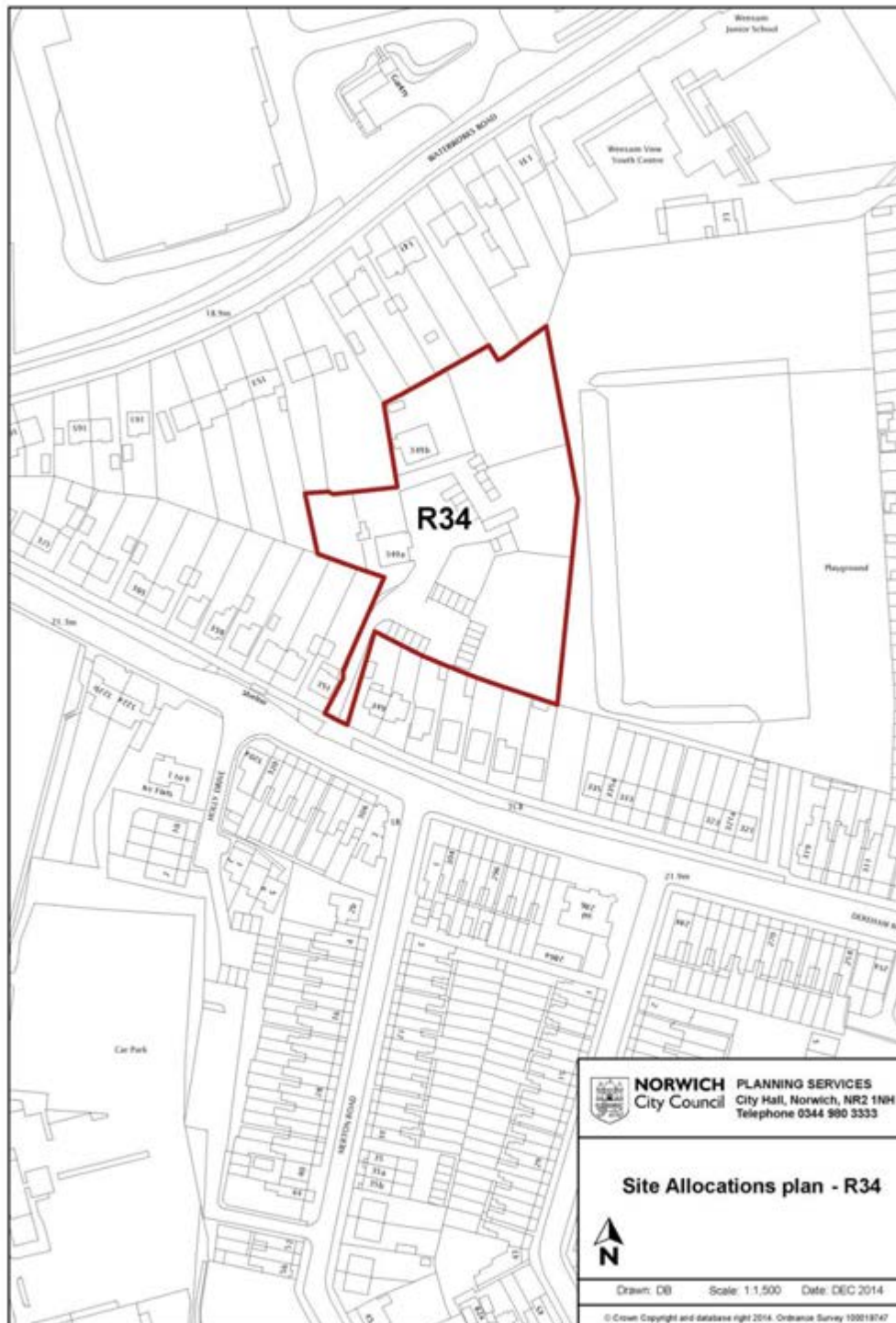
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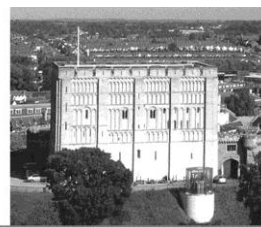
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Site plan





R35: 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.

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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 ownerships. 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 R35: Land at Havers Road – housing development

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.

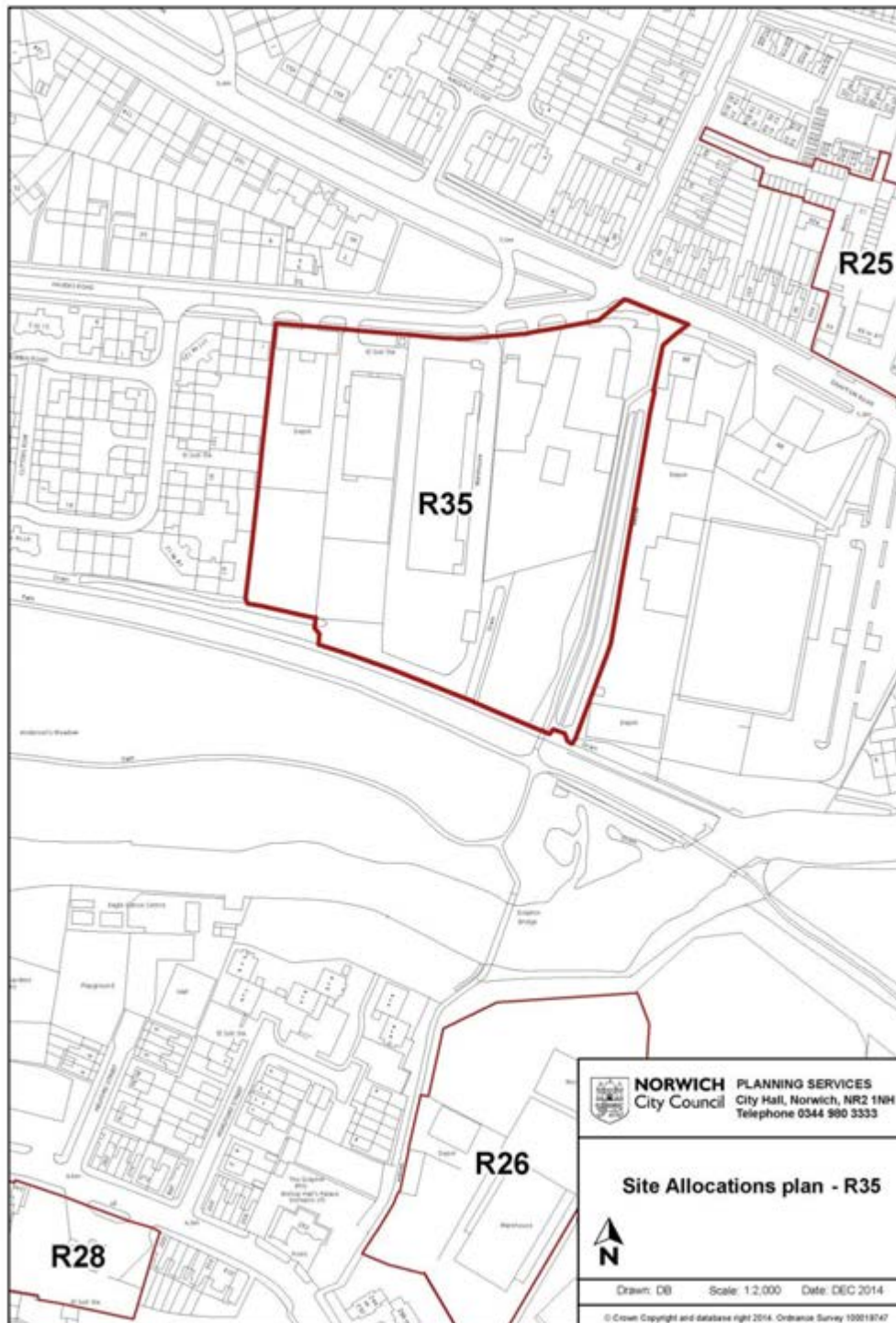
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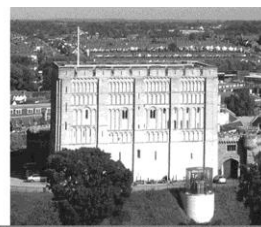
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Site plan





R36: 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 (part of Marriot's Way) 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

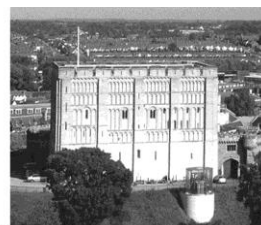
This allocation provides an opportunity to make more efficient use of the former City Care site, providing opportunities for small and start-up businesses, and for housing development to meet the JCS target.

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

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reconfigure its layout and provide key employment opportunities in this part of the city whilst contributing to the JCS 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 the 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 1 hectare 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 R36: Mile Cross Depot - mixed use development

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;
- they preserve and enhance 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.

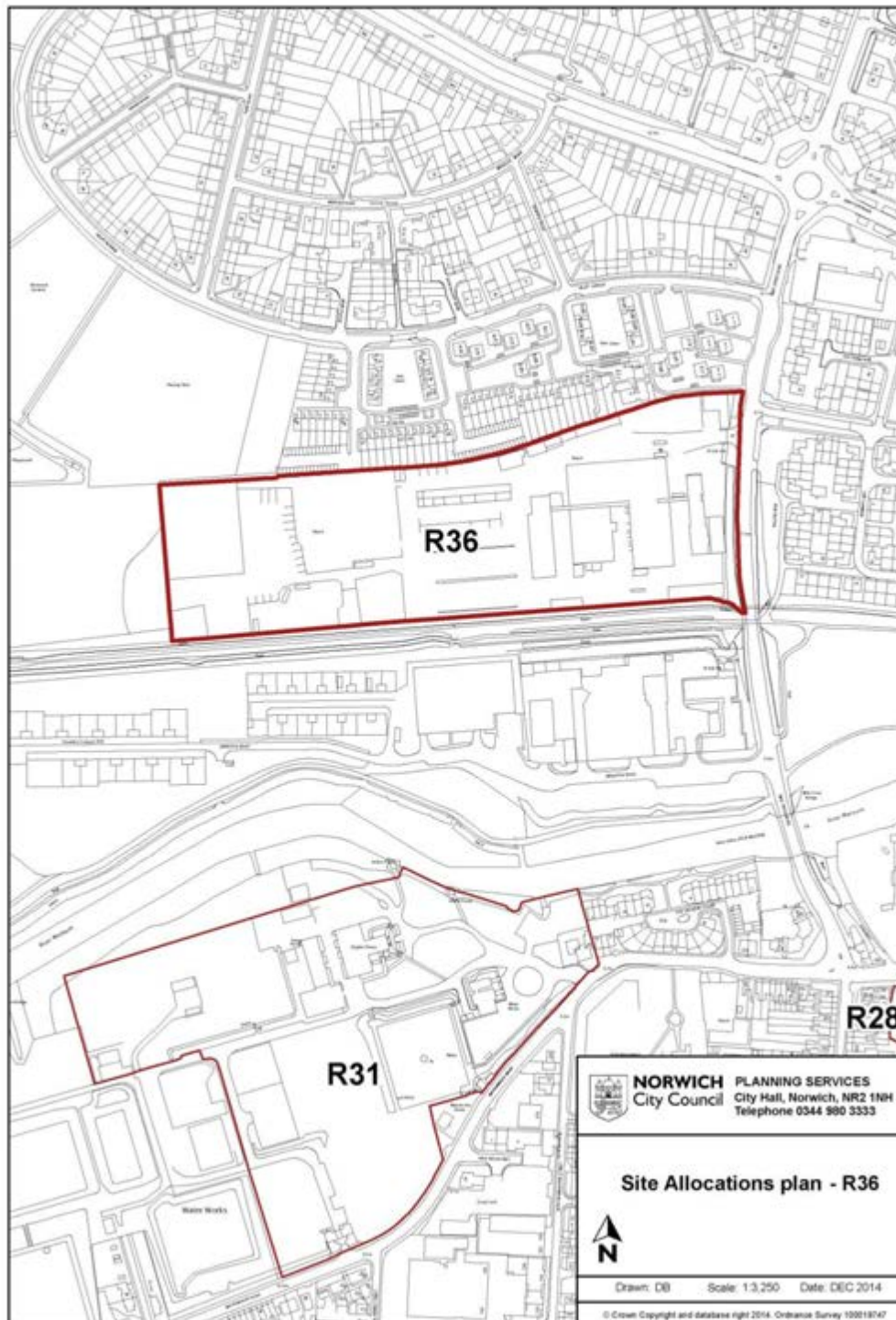
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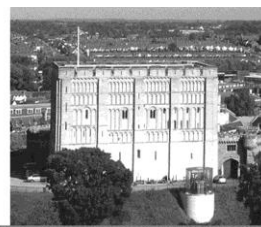
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Site plan





R37: 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.

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

Deliverability

This site was previously allocated 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 R37: Part of Norwich Community Hospital, Bowthorpe Road – housing development

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.

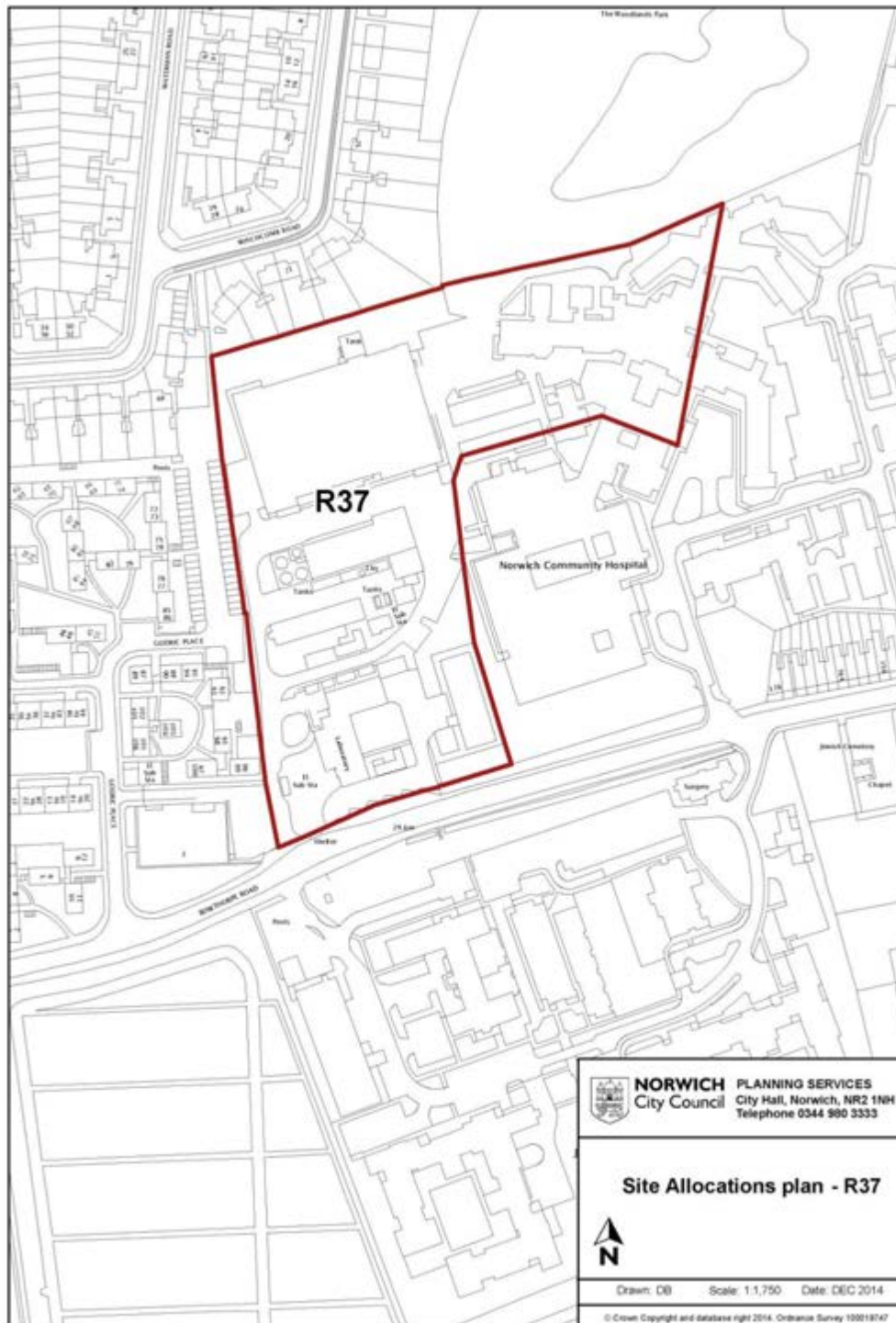
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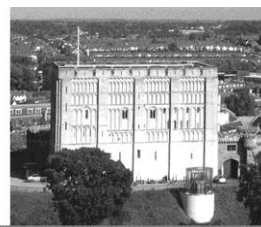
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Site plan





R38: 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 parts 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 masterplan* (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.

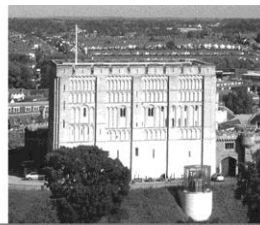
Local services should be provided in a village centre, including community facilities, local shops and employment uses.

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

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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

Planning permission has been granted for redevelopment of the site for 1,000 dwellings, a care home, a new village centre, public open space and associated new roads and infrastructure.

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

POLICY R38: Three Score, Bowthorpe – urban extension (housing, community facilities, open and play space and associated infrastructure)

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;

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- 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.

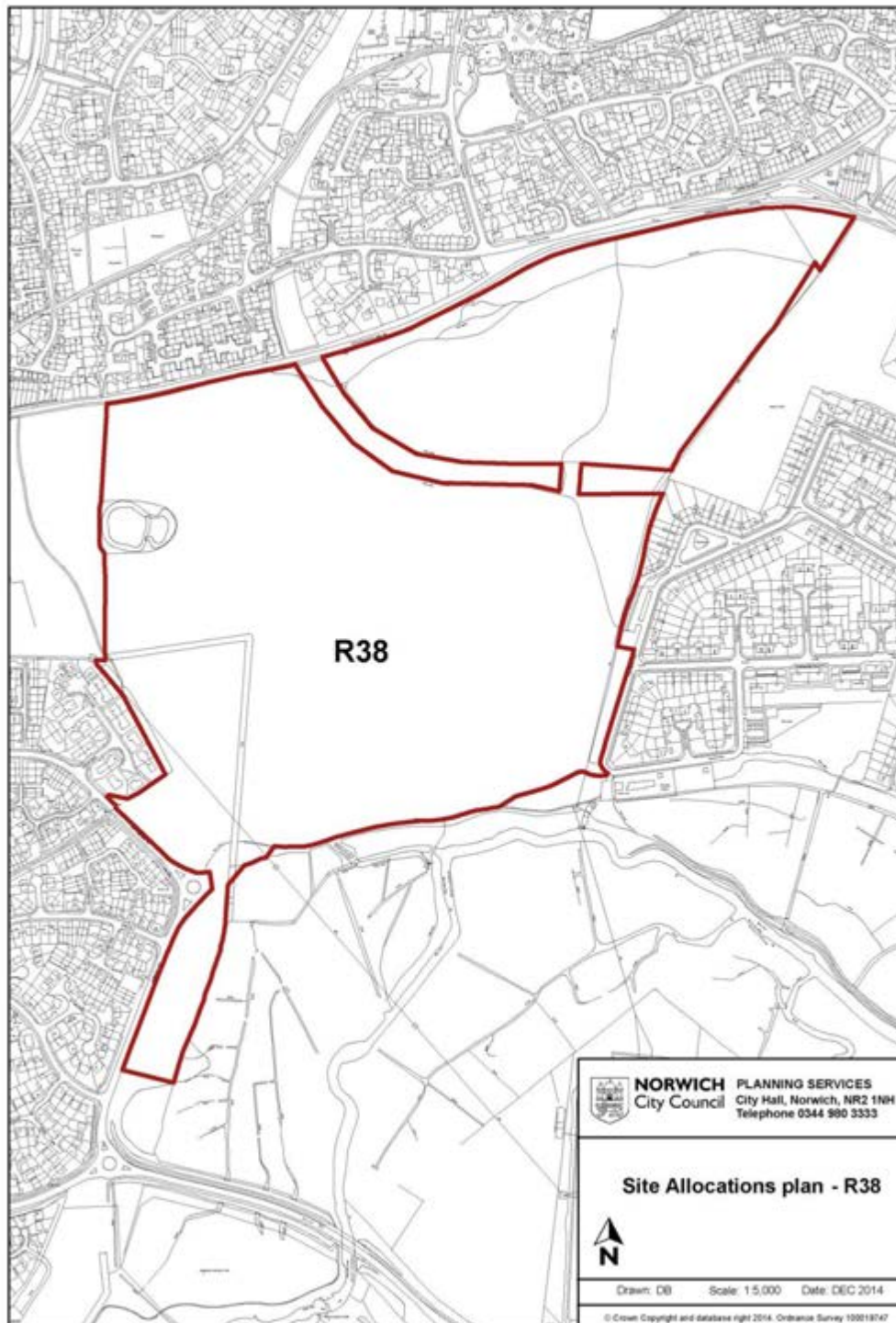
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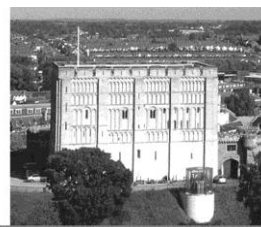
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Site plan





R39: 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 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.

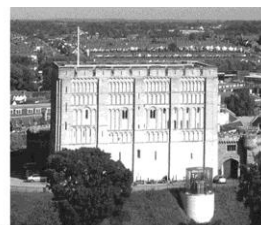
The UEA *Vision and Design Document* for the Earlham Hall area states that the prime objective for the exemplary low carbon building to be sited within the depot site is to encourage small to medium enterprises (SMEs) to develop and create jobs in connection with the low carbon economy. It will deliver 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

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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 1ha, 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 full planning permission for the Norwich Research Park Enterprise Centre including business, research and educational uses (3,703sqm). In addition, outline planning permission has been granted for further buildings for business, research and educational uses.

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The site is owned by UEA and is suitable and available for development.

POLICY R39: Earham Hall – business development

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

The development will:

- sensitively upgrade Earham Hall for educational uses and neighbouring listed buildings for education, business and ancillary uses;
- provide high quality, environmentally sensitive new buildings (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 (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.

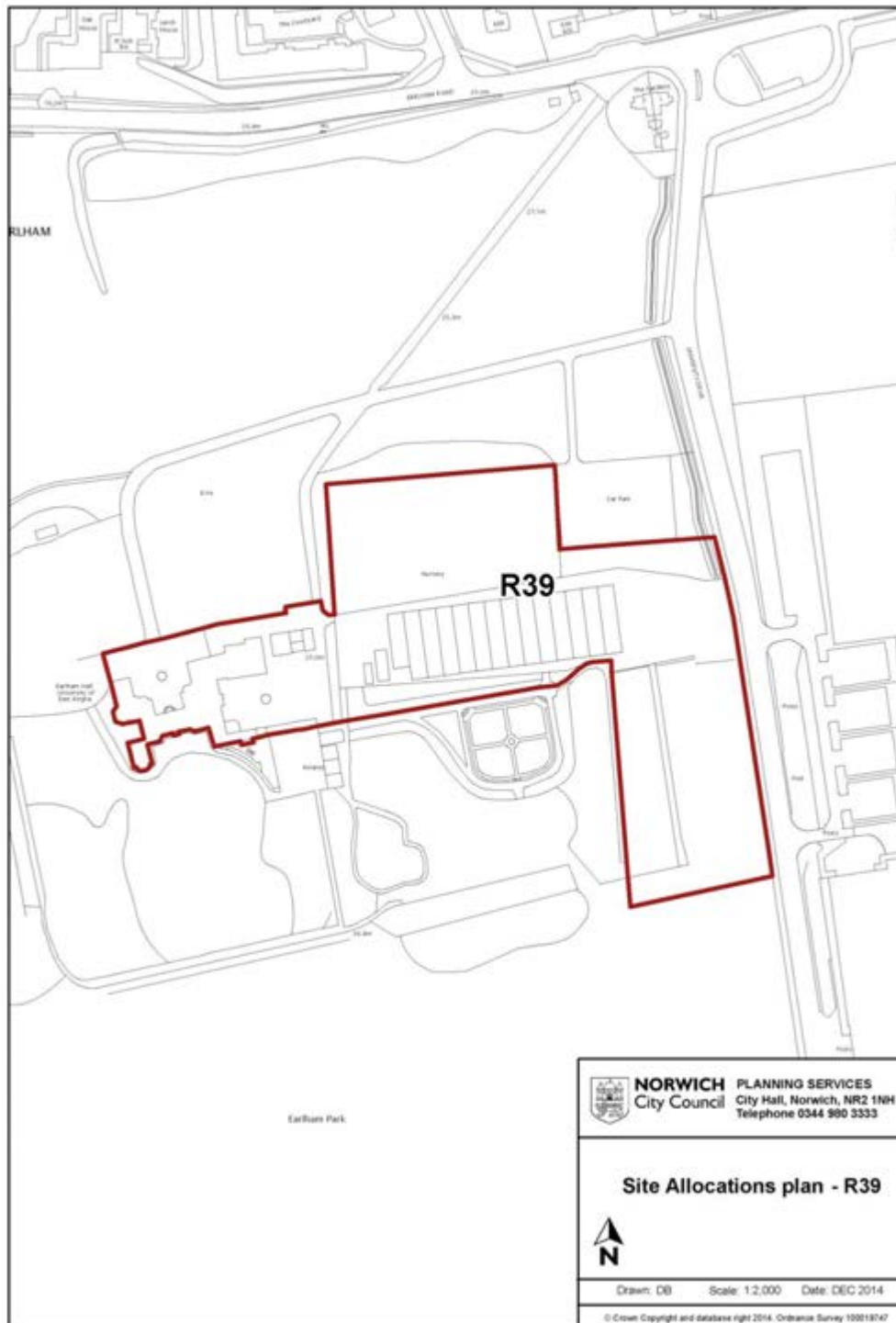
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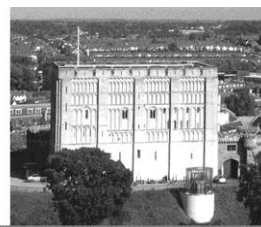
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Site plan





R40: 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

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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 R40: Former Blackdale School, University of East Anglia – campus extension

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.

Development of this site should be guided by a coherent and coordinated planning approach that has involved English Heritage, UEA and Norwich City council. Lasdun's original vision should be a key consideration.

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

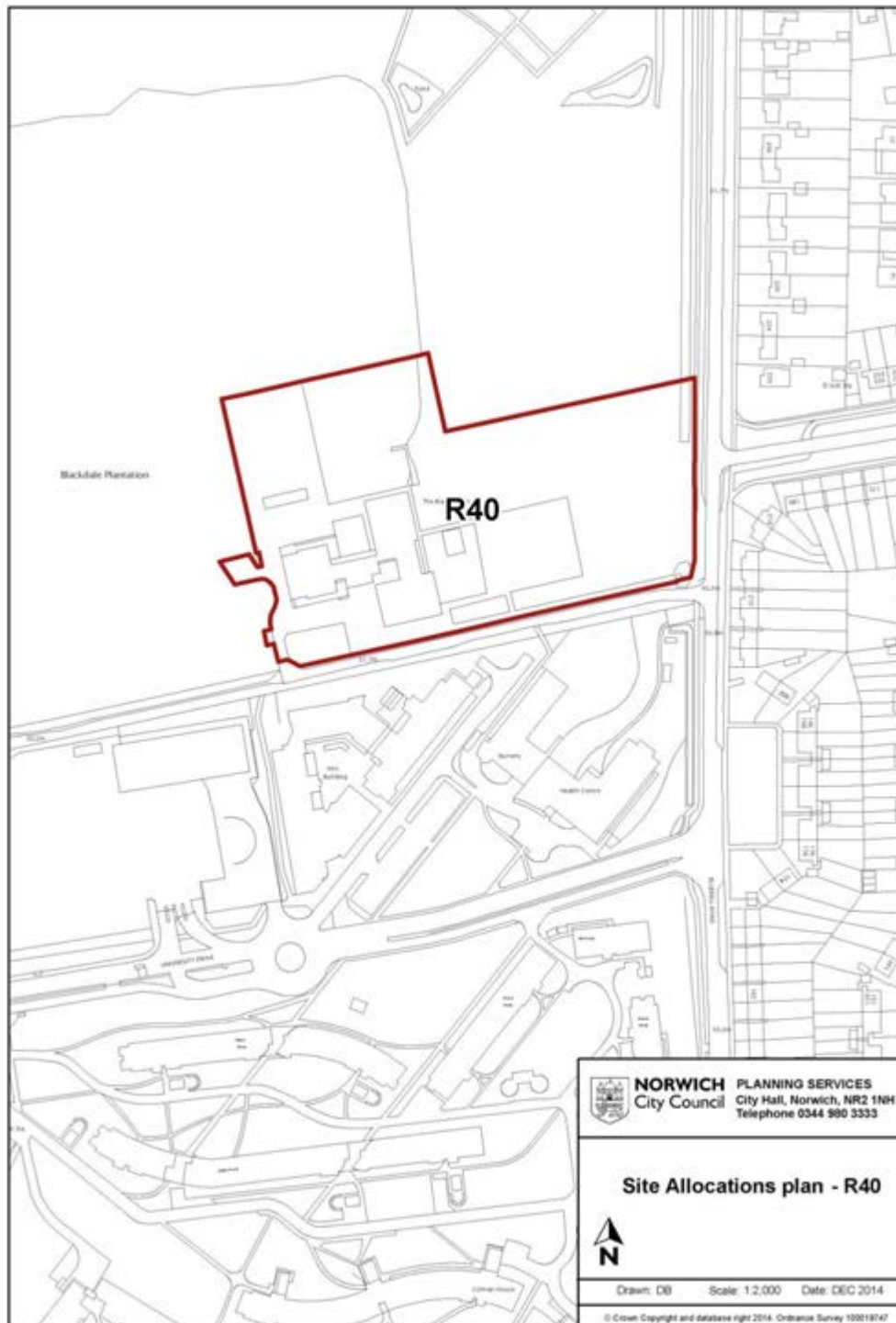
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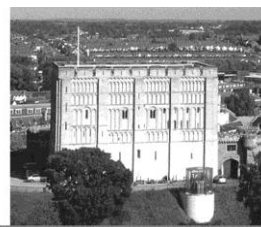
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Site plan





R41: 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.

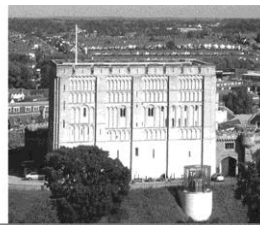
Policy DM26 of the *DM policies plan* sets out guidelines for development at UEA. The policy seeks to enable expansion of the university, whilst conserving the landscape and architectural significance of the UEA and promoting public access to open spaces. Therefore it is essential that development of 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

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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 R41: Land between Suffolk Walk and Bluebell Road, University of East Anglia – strategic reserve

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 and coordinated planning approach that has involved English heritage, UEA and Norwich City council. Lasdun’s original vision should be a key consideration.

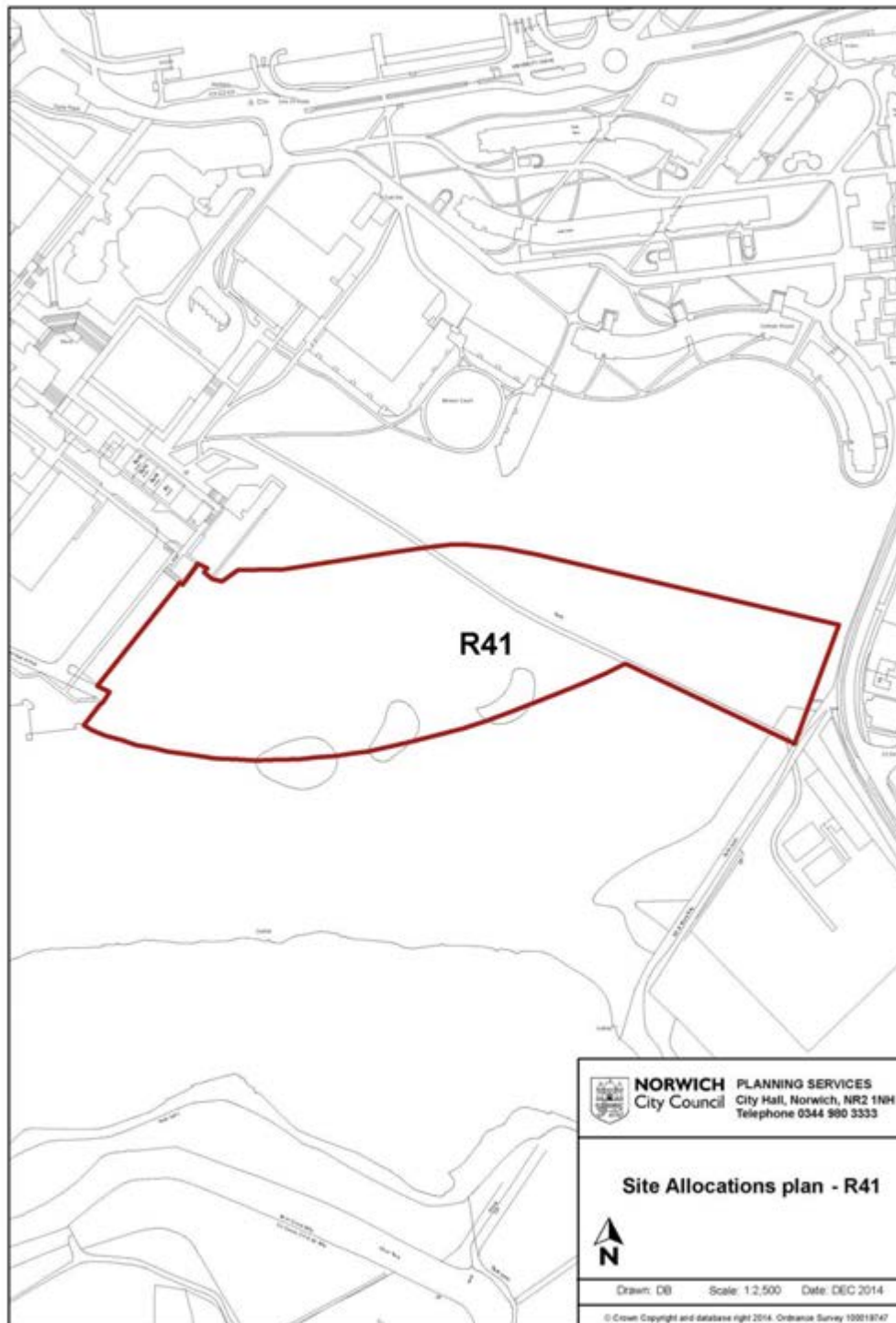
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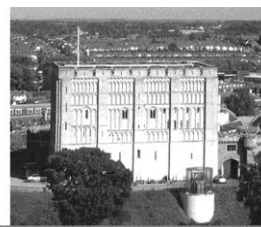
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Site plan





R42: Land west of Bluebell Road, Bartram Mowers Limited

Description

The 5.5 hectare site is proposed for housing for the over 55s including retirement housing and may include assisted living and/or extra care housing. This site is the area within the solid red line on the map below and shown on the *Policies map*. The site is mainly brownfield, being currently occupied by Bartram Mowers' garden machinery, sales and repair business, along with a single storey building used as a nursery school, parking areas and hard standings for former greenhouses, as it was previously used for market gardening.

Bartram Mowers ownership extends to 23 hectares between Bluebell Road and the River Yare. The remainder of the Bartram Mowers owned land is shown for information as the area within the red dotted line on the site plan below, though only the site allocation itself is shown on the *Policies map*.

Bluebell Road is to the north-east, with low density housing on the northern side, directly opposite the site. There are four dwellings south-west of Bluebell Road directly neighbouring the development site.

Adjoining land in the Yare Valley is undeveloped, consisting of grazed fields of undulating topography to the north and fen adjacent to the River Yare to the west.

There are a number of well-defined hedges, tree belts and groups of trees across the site, with a large tree belt with many mature trees adjacent to the A11 Newmarket Road dual carriageway to the south of the site.

A footpath runs west from Bluebell Road to the north of the site linking to the Yare Valley Walk which follows the river. There is currently no public access to the remainder of the Bartram Mowers owned land.

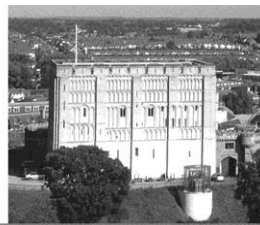
Explanatory Text

Site R45 has been allocated for housing for the over 55s. This may include assisted living and/or extra care housing. This form of housing meets a local and city wide need. Eaton has a significantly higher proportion of elderly residents than other parts of the city and there is an identified shortage of such housing in Norwich. In addition, such housing will have a reduced transport impact on the area at peak times.

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The site is on the slopes of the Yare Valley which is identified under JCS policy 1 as a key green infrastructure corridor, providing both public access to the river and countryside along the Yare Valley Walk and important wildlife habitats. Open space neighbouring the site is protected from development as part of the Yare Valley under policy DM6 and as open space under policy DM8.

Therefore it is essential that development is sensitively designed to minimise effects on important views to and within the Yare Valley. Consequently the type, scale, density and design of housing development will be determined by a masterplan which will assess how the development can best be designed to minimise impact on the landscape and preserve the character of the area. The masterplan must also ensure that development will complement the site's role as a gateway to the city given its close proximity to the A11 and will cover the layout of the open space.

Whilst the scale of development on the site will be determined by the masterplan, for the purposes of calculating the *Site allocations plan's* contribution to the JCS housing requirement an assumption has been made that the site will deliver in the region of 120 dwellings. This figure is based on an assumption that the site will be developed mainly at low densities to ensure that impact on the landscape is minimised.

The remainder of the site within Bartram Mowers' ownership, excluding the County Wildlife Site in the fen area, is proposed to become publically accessible open space, with improved pedestrian and cycle access and improvements to the Yare Valley Walk. Development proposals for the allocated site will include the provision of a new footpath from Bluebell Road to the River Yare close to the A11 Newmarket Road embankment and tree belt.

Development must minimise impact on the fens to the west. This area forms an important habitat, consisting of fen vegetation, grazing marshes, drainage dykes, alder and willow. Bartram Mowers have recently entered into a ten year management agreement with Natural England for the whole of their site (17.5 hectares) not proposed for development. To protect wildlife, no additional public access should be created to the fen area apart from the new footpath close to the A11.

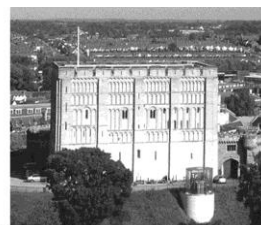
A management plan for the open space will be provided. Arrangements for the management and future maintenance of the public open space and the protected lines of view across the site in perpetuity will be the subject of a legal agreement with the council.

Both the development masterplan and the management plan will be produced by the developers in consultation with the council. The brief for this work will be produced by the council. The plans will be informed by a full landscape assessment,

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a visual impact assessment, topographical and levels surveys and an ecological survey.

The existing road access onto Bluebell Road should be used to serve the development, with an additional access to the east if necessary.

Deliverability

The allocated site is being promoted by its owner and is suitable and available for development within the plan period.

POLICY R42: Land west of Bluebell Road, Bartram Mowers Limited – housing development (over 55s)

The site of 5.5 hectares is allocated for development of a housing scheme for the over 55s, which may include assisted-living and/or extra care housing.

The development will be designed to:

- minimise impact on the landscape of the Yare Valley and important views;
- improve the strategic Yare Valley green infrastructure corridor, providing 17.5 hectares of public open space on land adjoining the site shown on the site plan below with a red dotted line. The public open space will provide improved pedestrian/cycle access to and within the valley, including improvements to the Yare Valley Walk. A management plan will be produced for the open space by the developer. A legal agreement will cover arrangements for the future management and maintenance of the open space in perpetuity;
- protect and enhance environmental assets within and adjacent to the site, including retaining tree belts.

In order to ensure that the setting and character of the site are respected and to minimise impact on the landscape and important views, proposals will accord with an agreed masterplan produced by the developer following a brief set by the council, covering the development site and adjacent open space. The masterplan will identify the precise areas within which development will be located, maximum building heights, the number and type of dwellings and the layout of the open space.

The masterplan and the management plan for the open space will be informed by:

- a full landscape assessment;
- a visual impact assessment;
- topographical and levels surveys;
- an ecological survey.

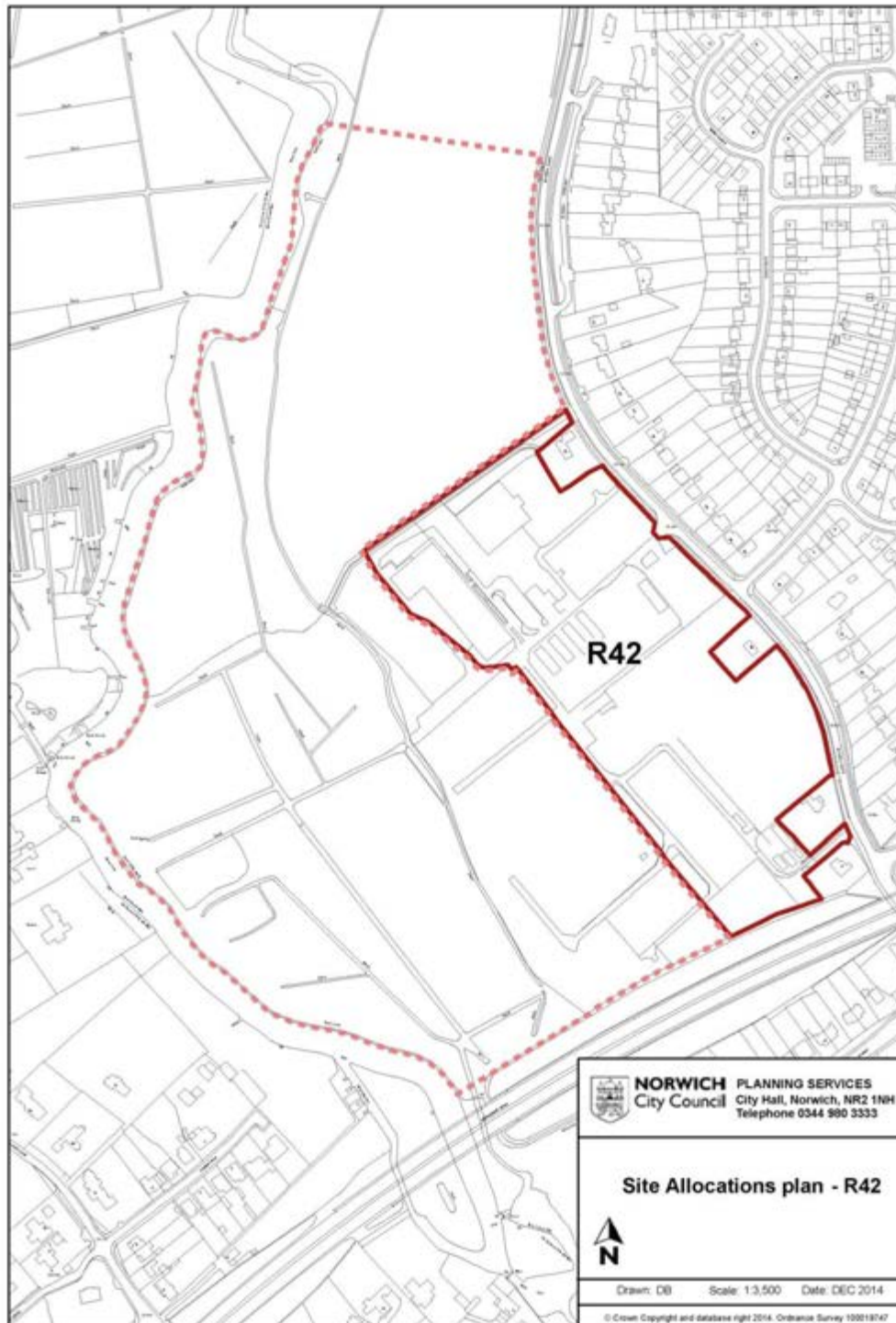
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Site plan



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Appendix 1: sites not carried forward into this plan

This appendix comprises the list of sites not being carried forward into the adopted plan.

The table below lists the sites which have been considered for inclusion in this plan but which have been discounted or changed, and includes the reasons for their exclusion. It includes sites which appeared in earlier versions of the plan but which have subsequently been amended and now appear in a different form, for example where a smaller site has been merged with another site to form a more viable allocation. It also includes sites which are part of designated employment areas and where no change of use is proposed, and therefore no allocation is required; and sites which are judged to be unavailable for development in the plan period. Some of these sites formed 'reasonable alternatives' to the proposed allocations in the Sustainability Appraisal process.

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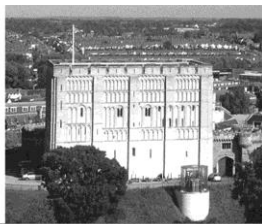


Site references				Site name	Proposed use	Outcome
Reg25 (1) draft plan Nov 09	Reg25 (2&2a) draft plan Jan/Jul 2011	Reg19 pre submission plan Aug 2012	Adopted plan Nov 2014			
H001	part M039	part R24	part R22	Aylsham Way Industrial Estate, Aylsham Road	Housing and/or mixed use	Site allocated for mixed use development (housing and small business units) as part of site R22.
H002	part NOR0043	part R13	part R12	189-191 Aylsham Road		Site allocated for housing, possibly with starter business units, as part of R12.
H003	part M039	part R23	part R21	Melbourne Business Park, Arminghall Close		Site allocated for mixed use retail and housing development as part of R21.
H004	-	-	-	Land to rear of 180 Earlham Road	Housing	Site not allocated due to access and ownership issues.
	H006	-	-	Lincoln Ralphs Sports Hall and adjoining car park		Site not allocated to prevent loss of sports facilities.
H008	-	-	-	Land at Northumberland Street		Site retained as part of wider employment allocation rather than the housing use proposed.
H010	-	-	-	James I (ex public House), 29 Drayton Road		Site too small to allocate, but has been redeveloped for housing.
H011	-	-	-	Land at Eaton Golf Club (part)		Site not allocated due to access issues and loss of green space.
H025	-	-	-	Bertram Books, Rosary Road		Site not allocated as housing development had already commenced early in plan making period, now largely complete.
H028	H028	Deleted site R34		165-175 Northumberland Street		The site was included in the final list of sites to be allocated in the Reg19 plan. However it was deleted from the plan before publication as the landowner indicated that the site was no longer available for development.

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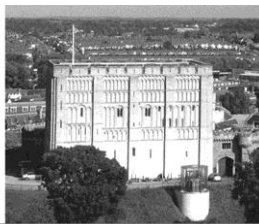


Site references				Site name	Proposed use	Outcome
Reg25 (1) draft plan Nov 09	Reg25 (2&2a) draft plan Jan/Jul 2011	Reg19 pre submission plan Aug 2012	Adopted plan Nov 2014			
H034	H034	CC2		84-110 Ber Street	Housing	The site was deleted from the plan before adoption as the landowner indicated that the site was no longer available for development within the plan period.
H036	-	-	-	St Luke's Court, Aylsham Road		Site not allocated due to ownership issues.
H045	-	-	-	Mary Chapman Court		Site not allocated as already allocated in the Northern city centre area action plan (NCCAAP).
H046	-	-	-	Exeter Street car park		Sites too small to allocate, but have been redeveloped for social housing.
H050	-	-	-	Land at The Avenues		
H051	-	-	-	Peckover Road		
H053	-	-	-	Dibden Road		Site not allocated as housing development commenced early in plan period, now complete.
E002	-	-	-	Victoria House, Queens Road	Office extension Multi-storey car park Possibly part residential	After consultation with site owners, the decision was taken not to allocate the site but to include it within the office development priority area designated under policy DM19 of the DM Policies Plan. Any future proposals would be assessed and determined in accordance with that policy.
E004	-	-	-	Land at former RAF Families Club, 2 Hurricane Way	Employment	Site designated as part of wider employment area under policy DM16 of the DM Policies Plan.

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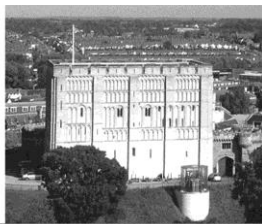


Site references						
Reg25 (1) draft plan Nov 09	Reg25 (2&2a) draft plan Jan/Jul 2011	Reg19 pre submission plan Aug 2012	Adopted plan Nov 2014	Site name	Proposed use	Outcome
E006	-	-	-	Sweet Briar Road Industrial Estate		Sites designated for employment use under policy DM16 of the DM Policies Plan.
E007	-	-	-	Bowthorpe Employment Area		
E008	Part forms E008a	Part forms R1	Part forms R1	Hall Road (including remaining former livestock market land and abattoir sites)		Majority of site designated for employment use under policy DM16, with area around Livestock Market allocated for employment development under site specific policy R1.
E009	-	-	-	Airport Industrial Estates (including the Vulcan Road estate)		Sites designated for employment use under policy DM16 of the DM Policies Plan.
E010	-	-	-	Mason Road / Mile Cross		
				Lane Area	Employment	
E011	-	-	-	Whiffler Road Industrial Estate		
E012	-	-	-	Europa Way		
E013	-	-	-	Guardian Road (including employment uses on the former Bowthorpe schools site adjacent)		
E014	-	-	-	Bayer Crop Science [now Briar Chemicals] (including current vacant land holdings)		

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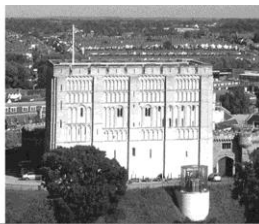


Site references						
Reg25 (1) draft plan Nov 09	Reg25 (2&2a) draft plan Jan/Jul 2011	Reg19 pre submission plan Aug 2012	Adopted plan Nov 2014	Site name	Proposed use	Outcome
E015	E015 (H)	R12	R11	Kerrison Road / Hardy Road Gothic Works		Site allocated for housing led mixed use development, potentially including small-scale employment and river-related leisure uses under policy R11
E016	Central part forms E030-1	Central part forms R31a	Central part forms R29a	Former H block and 6-14 Hurricane Way		Eastern part (6-14 Hurricane Way) forms part of a designated employment area under Policy DM16 of the DM Policies Plan. Western part designated as woodland under policy DM6. Central part (former H block) allocated for light industrial development and/or for small business uses under policy R29 (site a).
E017	-	-	-	6 Liberator Road		Designated for employment use as part of wider employment area under policy DM16 of the DM Policies Plan.
E018	-	-	-	55-85 Barker Street		
E019	-	-	-	Land at Swanton Road		
E020	-	-	-	25-27 Surrey Street	Offices	Sites not allocated as too small. All are included within the office development priority area designated under policy DM19 of the DM Policies Plan. Any future office proposals would be assessed and determined in accordance with that policy and other relevant local plan policies.
E021	-	-	-	Land opposite 15 Surrey Street		
E022	-	-	-	Land to south of 16 All Saints Green		
E024	-	-	-	Green space on Surrey Street to north of St Catherines Close		Site not allocated as it is too small and would involve loss of green space. Any future office proposals would be assessed and determined in accordance with policies DM8 and DM19 of the DM Policies Plan and other relevant local plan policies.

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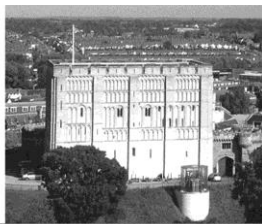


Site references						
Reg25 (1) draft plan Nov 09	Reg25 (2&2a) draft plan Jan/Jul 2011	Reg19 pre submission plan Aug 2012	Adopted plan Nov 2014	Site name	Proposed use	Outcome
E025	Small part included in M038	Small part included in R3	Small part included in R3	Hall Road	Employment	Most of site designated as part of wider employment area under policy DM16 of the DM Policies Plan. Small area of northern part allocated as part of district centre by policy R3.
E026	Small part allocated as E003	Small part allocated as R28	Small part allocated as R26	City Trading Estate		Most of site designated as part of wider employment area under policy DM16. Small area in northern western part (accessed from Raynham Street) allocated for housing development under policy R26.
E027	-	-	-	Northumberland Street	Employment led mixed use	Western part of site designated as employment area under policy DM16 of the DM Policies Plan. Eastern part of site developed for housing inc. conversion of former factory..
E028	Parts allocated as NOR0045 and M049	Parts allocated as R39 and R38	Parts allocated as R36 and R35	Drayton Road Estate and City Care Site	Employment led mixed use	City Care Site (now Mile Cross Depot) allocated for mixed use development to include housing and small business workshop units under policy R36. Western part of Drayton Road Estate (adjoining Dolphin Path) allocated for housing as <i>Land at Havers Road</i> under policy R35; eastern part retained for employment use under policy DM16 of the DM Policies Plan.
E029	-	-	-	Carrow Works	Employment	Site designated for employment use under policy DM16 of the DM Policies Plan.
R001	Part M019	Part R21	R19	Land at 463-503 Sprowston Road	Food Store	Site developed November 2013 for a local food store. Residue of former draft allocation M019 (later R21) north of Windmill Road allocated for housing as site R19.

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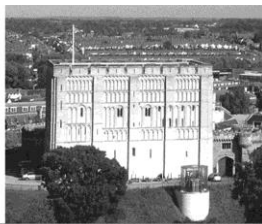


Site references						
Reg25 (1) draft plan Nov 09	Reg25 (2&2a) draft plan Jan/Jul 2011	Reg19 pre submission plan Aug 2012	Adopted plan Nov 2014	Site name	Proposed use	Outcome
R002	-	-	-	Former Autowrappers factory, 73 Whiffler Road	Employment and retail	Site designated as part of wider employment area under policy DM16 of the DM Policies Plan; since redeveloped for car showrooms and business units.
R003	-	-	-	Riverside Retail Park, Albion Way	Primary retail area	Area neither allocated nor designated as primary retail area – its designation as part of a large district centre in the DM Policies Plan reflects its reclassification as such in the retail hierarchy defined by policy 19 of the JCS. Proposals in this area will be assessed and determined in accordance with policies DM18 and DM20 of the DM Policies Plan and other relevant local plan policies.
R004	-	Part in site R3	Part in site R3	Hall Road Retail Warehouse Park	Retail Warehouse Park	Northern part of site retained as designated retail warehouse park under policy DM25 of the DM Policies Plan, southern area part of wider allocation for district centre under policy R3 Proposals in this area will be assessed and determined in accordance with Policies DM18 and DM25 of the DM Policies Plan and other relevant local plan policies.
R005	-	-	-	39/39a and Toilet, Provisions Market	Retail	Site not allocated as too small and within city centre primary retail area, consequently no need to allocate specifically. Proposals affecting these premises will be assessed and determined in accordance with policies DM18 and DM20 of the DM Policies Plan and other relevant local plan policies.
R007	-	-	-	9-39 All Saints Green (John Lewis) & 25 Ber Street	Minor extension of primary retail area	Site not allocated but incorporated as a minor extension to the primary retail area designated under policies DM18 and DM20 of the DM Policies Plan.

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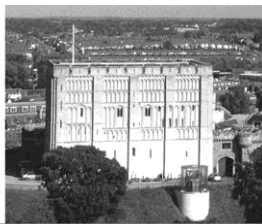


Site references						
Reg25 (1) draft plan Nov 09	Reg25 (2&2a) draft plan Jan/Jul 2011	Reg19 pre submission plan Aug 2012	Adopted plan Nov 2014	Site name	Proposed use	Outcome
R008	-	-	-	2-10 St Stephens Street & 11-25 Rampant Horse Street	Intensification of retail use	Site not allocated as already within city centre primary retail area, consequently no need to allocate specifically. Subsequently partly redeveloped and reconfigured as larger Marks and Spencer store: minor changes to boundaries of primary shopping area and defined retail frontage made in DM Policies Plan as a consequence. Future proposals will be assessed and determined in accordance with policies DM18 and DM20 of the DM Policies Plan and other relevant local plan policies.
M001	-	-	-	Gooseberry Gardens and access thereto via existing allotments, Cathedral Precinct	Housing and education	Sites not allocated due to potentially significant impacts of development on the setting of the cathedral and other listed buildings, conservation area character, views, traffic, flood risk and designated open space.
M002	-	-	-	Land between Hooks Walk & Ferry Lane on West flank of Norwich School playing fields, Cathedral Precinct	Housing led mixed use, possibly with commercial or health-related uses	Sites not allocated due to potentially significant impacts of development on the setting of the cathedral and other listed buildings, conservation area character, views, flood risk and designated open space.
M003	-	-	-	Brownes Meadow Car Park and land to rear of 20 to 24 The Close	Mixed use: housing, commercial, educational and other uses	Site not allocated due to potentially significant impacts of development on conservation area character, setting of listed buildings, amenity, biodiversity, trees and flood risk.

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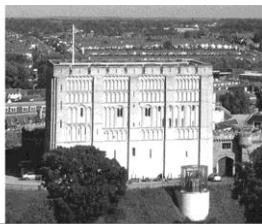


Site references						
Reg25 (1) draft plan Nov 09	Reg25 (2&2a) draft plan Jan/Jul 2011	Reg19 pre submission plan Aug 2012	Adopted plan Nov 2014	Site name	Proposed use	Outcome
M004	-	-	-	Land to rear of 9-14a The Close and car park west of Horsefair House	Mixed use: residential, commercial and hotel uses	Site not allocated due to potentially significant impacts of development on listed buildings, historic plots and walls, access and trees.
M005	-	-	-	10 Barnard Road	Hotel and Leisure	Site not allocated for hotel and leisure uses, but remains designated as part of wider employment area under policy DM16 of the DM Policies Plan.
M007	M007 and OU014	Deleted site R6		Former Lakenham Sports and Leisure Centre, Cricket Ground Road	Housing and open space	Site was initially proposed for allocation for housing and open space (it would have been numbered as site R6 in the pre-submission plan) but was deleted from the plan by a prior decision of the council's cabinet. Planning permission has since been granted on appeal for those uses. In the event that the approved proposals do not proceed the site remains designated for open space in the DM Policies Plan and future proposals would consequently be assessed and determined in accordance with policy DM8 of that plan and other relevant local plan policies.
M008	-	-	-	Norfolk Tower, Surrey Street	Mixed use retail, office and housing or hotel and student accommodation	The site was not allocated for these uses as loss of city centre office floorspace is not justified.

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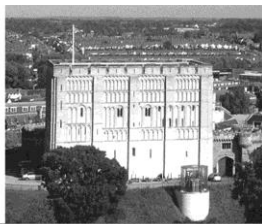


Site references						
Reg25 (1) draft plan Nov 09	Reg25 (2&2a) draft plan Jan/Jul 2011	Reg19 pre submission plan Aug 2012	Adopted plan Nov 2014	Site name	Proposed use	Outcome
M009	MOO9	-	R42	Land west of Bluebell Road, Bartram Mowers Ltd	Initially housing, then housing for the elderly on reduced site	Site allocated for housing for the elderly, possibly including assisted living and/or extra care housing with open space, access and environmental improvements to the Yare Valley.
M019	M019	Part R23	-	Sprowston Road	Mixed use, food store and housing	The majority of the originally allocated site is now designated as part of Sprowston Road district centre subsequent to food store development. Remainder is allocated as R19 for housing development.
M021	Part M020	CC17	CC16	Site at Kerrison Road	Mixed use including residential, commercial and community, uses	The southern part of the site is allocated for mixed use development to include residential, leisure, community, office and ancillary small retail uses under policy CC16. The central part is allocated for housing led mixed use development, potentially including provision of small-scale employment and river-related leisure uses under policy R12. The northern part is not allocated.
M023	M023 (part)	CC33	-	Westlegate/Timberhill (Westlegate Tower)	Primarily retail, housing and offices	Westlegate Tower not allocated in the adopted plan as development commenced during the plan making period and is now complete.
M025, M055	-	-	-	Adjacent to Bus Station, Surrey Street	Mixed use	Site not allocated as development commenced early in the plan period. Part of the site has been developed as a YMCA hostel and student accommodation is being built on the remainder of the site.

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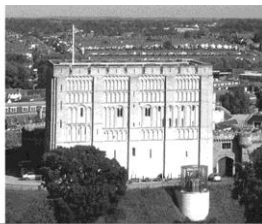


Site references						
Reg25 (1) draft plan Nov 09	Reg25 (2&2a) draft plan Jan/Jul 2011	Reg19 pre submission plan Aug 2012	Adopted plan Nov 2014	Site name	Proposed use	Outcome
M032 (part), M034	M034 (part)	CC4 (part)		16-24 Ber Street	Part of mixed use site to include hotel, retail, leisure and residential	Numbers 16-24 Ber Street and land forming part of the Archant car park adjoining Thorn Lane Land are not available for housing development following consultation with land owners. Previously included within larger allocation CC4: 10-24 Ber Street, at Reg19 stage. The adopted plan allocates 10-14 Ber Street only as site CC3.
M033	M013 and M023	CC32 and CC33	CC28	St Stephens Street / Westlegate	Mixed use – primary retail frontage with residential and offices above	Site allocated for mixed use retail and office development under policy CC28.
M037	-	-	-	Barn Road/ Timber Yard	Mixed use – retail warehousing and/or leisure with residential uses	Site not allocated as it would not have been be available for development within the plan period
M039 (part)	M039 (part)	R13 (part)	-	Aylsham Road	Mixed use development	Land is not available for housing development following consultation with land owner. The site boundary has been altered to include 261-277 Aylsham Road only, excluding this part of the site. The residue of the site is allocated as site R12.
M044	M044	CC28	-	Fire Station. Bethel Street	Mixed use to include retail, office, hotel or leisure uses	Site not allocated in the adopted plan as planning permission has been granted for conversion for education use (a free school); the scheme is now complete and operating.

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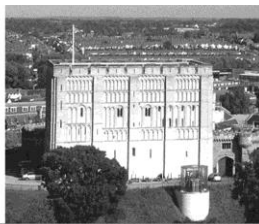


Site references						
Reg25 (1) draft plan Nov 09	Reg25 (2&2a) draft plan Jan/Jul 2011	Reg19 pre submission plan Aug 2012	Adopted plan Nov 2014	Site name	Proposed use	Outcome
M045	-	-	-	Magdalen Street Car Park	Mixed use retail, professional service, restaurant, office or leisure	No need to allocate as the southern part of site is already allocated through the NCCAAP as part of site WW1 for mixed use employment, housing and retail development and northern part for small business or workshop development under policy PS1.
M048	-	-	-	1-6b Craft Workshops Bowthorpe	Mixed use hot food takeaway and residential	Site not allocated due to viability issues.
M049	M049	R39	R36	Mile Cross Depot	Mixed use employment and housing	Site allocated for mixed use housing and small business workshop development through policy R36.
M050	Part NOR0045	Part R38	Part R35	Land at Havers Road	Mixed use employment and housing uses	Site allocated for housing development as part of site R35.
M051	-	-	-	41 All Saints Green	Office	Site not allocated as proposal best addressed through DM policies.
M052	-	-	-	Colegate Car Park	Mixed use office with residential or non- residential institution	Site not allocated due to constraints arising from the archaeological significance of the site and the need to preserve the historically open setting of surrounding listed buildings.
M054	-	-	-	Magpie Printers Site	Mixed use retail and housing	Site too small to allocate.
M056	-	-	-	38 Surrey Street, Saints Court and land to north of Surrey Grove	Residential and offices	Site not allocated due to ownership issues and to prevent loss of green space.

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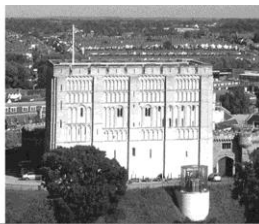


Site references						
Reg25 (1) draft plan Nov 09	Reg25 (2&2a) draft plan Jan/Jul 2011	Reg19 pre submission plan Aug 2012	Adopted plan Nov 2014	Site name	Proposed use	Outcome
M058	-	-	-	18a-26 St Stephens Street	Retail and cafe /restaurants on the ground floor. Mixed use on upper floors.	Sites not allocated as already within city centre primary retail area, consequently no need to allocate specifically.
M059	-	-	-	12 St Stephens Street		
-	M061 (Reg 25 (2a) stage)	CC25	-	Norfolk House, Exchange Street	Mixed use: retail/leisure/ offices – plus residential and potential for education uses in Reg19 plan	Site not allocated in adopted plan as it has been converted for educational use (for Norwich City College)
OU001	-	-	-	Area framed by Trafford Road, Southwell Road, Hall Road and Brian Avenue	Protection from tall developments	No specific policy has been produced for this area to address this issue as JCS and DM policy DM3 require development to be designed appropriately to respect the surrounding area.
OU002	-	-	-	Land at Mount Zion Family Life Centre, Heartsease Lane	Not specified	Since the proposal did not identify an alternative use for the site, any further proposals will be considered in relation to DM policies. The site has extant planning permission for a new church building and sports, pre-school and community facilities.

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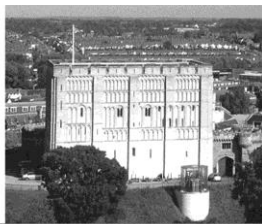


Site references						
Reg25 (1) draft plan Nov 09	Reg25 (2&2a) draft plan Jan/Jul 2011	Reg19 pre submission plan Aug 2012	Adopted plan Nov 2014	Site name	Proposed use	Outcome
OU003-1 – OU003-15	-	-	-	University of East Anglia	Various university campus related developments	In the majority of cases allocation of the proposed sites is not necessary as they lie within the university campus and any proposals will be considered in relation to policy DM26. Sites at the former Blackdale School (R41) and between Suffolk Walk and Bluebell Road have been allocated and form part of the extended campus. Earlham Hall and neighbouring land to its east (Site R40) is allocated and is being developed for business uses.
OU003-19	-	-	-	Cyclist/pedestrian link UEA to Colney Lane (part in South Norfolk)	Public transport and cyclist/pedestrian link	Any detailed proposals to develop the cycle route would be considered against the relevant DM policies.
OU004	-	-	-	Former Woolworth Store, Riverside Retail Park	Concert Hall, Arena or Sports Use	There is no need to allocate the site for such uses as it is part of a Large District Centre and any development proposals for the site will be considered against policy DM18 of the DM Policies Plan and other relevant policies. The store has since been subdivided and re-let to various retail operators.
OU005	-	-	-	The Wooded Ridge (runs from Thorn Lane, along Rouen Road and Argyle Street)	Protect as green space	The area is designated and protected as woodland and open space through policies DM6 and DM8 of the DM Policies Plan.

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Adopted December 2014

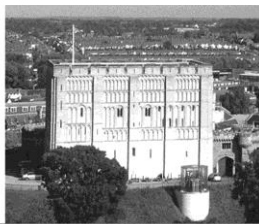


Site references						
Reg25 (1) draft plan Nov 09	Reg25 (2&2a) draft plan Jan/Jul 2011	Reg19 pre submission plan Aug 2012	Adopted plan Nov 2014	Site name	Proposed use	Outcome
OU006	-	-	-	Existing tree and woodland belts within the areas zoned for shopping and employment in the area between Hall Road & the railway line	Protect as green space	The area is designated and protected as woodland and open space, and the northern part is also protected as a County Wildlife Site, through policies DM6 and DM8 of the DM Policies Plan.
OU007	-	-	-	Area between Bunkers Hill Wood and the County wildlife sites in Yare Valley	Provide for green link within development site between Bunkers Hill Wood and Yare Valley	Site allocation R39 requires green links to be provided to serve the development. Outline planning permission for Three Score makes provision for such a link (as set out in the Parameters Plan accompanying the application).
OU008	-	-	-	Bracondale Grove	Protect as green space without public access	The area is designated and protected as woodland and open space through policies DM6 and DM8 of the DM Policies Plan.
OU009	-	-	-	Green space bordering ring road in front of Malzy Court	Protect as green space	Site not designated as green space as it is allocated for mixed use development in the adopted NCCAAP through policy SC1. Low scale residential development is proposed on the western part of the site adjacent to the single storey Malzy Court. Street trees are required on the development frontage.
OU011	-	-	-	Bus station	Cycle storage	Site M055 (of which this site would have formed part) was not carried forward as it was already partially developed with extant planning permission for the remainder: no need to allocate

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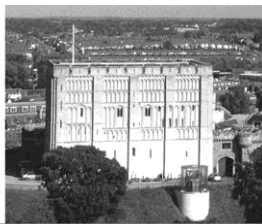


Site references						
Reg25 (1) draft plan Nov 09	Reg25 (2&2a) draft plan Jan/Jul 2011	Reg19 pre submission plan Aug 2012	Adopted plan Nov 2014	Site name	Proposed use	Outcome
OU012	-	-	-	St Andrews and Blackfriars Hall	Concert Hall	Allocation is not necessary as it does not involve any change of use.
NOR0005	-	-	-	Former Eaton Rise Service Station Ipswich Road	Housing	The site is too small to allocate for housing development due to ground conditions and site topography constraints restricting the amount of developable land.
NOR0008	-	-	-	YMCA Hostel, 48-50 St Giles Street	Housing	Site not allocated as part of it has recently been redeveloped as a hostel.
NOR0015	-	-	-	ABC Wharf, 161-165 King Street	Mixed use including employment	Site not allocated as proposed in order to retain premises for small businesses.
NOR0017	H034 (part)	CC3	CC2	Land adjacent to 147-153 Ber Street	Housing	Site H034 disaggregated as separate sites CC2 and CC3 in Reg19 plan. CC3 remains in adopted plan allocated for housing, renumbered as CC2.
NOR0018	H034 (part)	CC2	-	Lind Garage 106-110 Ber Street		Site H034 disaggregated as separate sites CC2 and CC3 in Reg19 plan. Site CC2 not carried forward into adopted plan: landowner has indicated that site will not be developed in plan period.
NOR0025	-	-	-	Norwich Union Car Park, Kings Lane/Ashby Street		Site not allocated subsequent to landowner's confirmation that it is unlikely to be available for development during the plan period.

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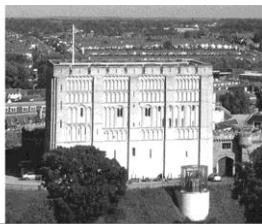


Site references				Site name	Proposed use	Outcome
Reg25 (1) draft plan Nov 09	Reg25 (2&2a) draft plan Jan/Jul 2011	Reg19 pre submission plan Aug 2012	Adopted plan Nov 2014			
NOR0042	M039 (part)	Parts of R23 and R13	Parts of R21 and R12	261-281 & 295 Aylsham Road and 1-5 Aylsham Way	Mixed Use housing, employment and retail	Site M039 subsequently disaggregated into two smaller allocations with intervening land excluded which landowners indicated would not be developable in the plan period. These smaller sites remain allocated in the plan respectively for mixed use development as site R21 (Land at Aylsham Road), which now has planning permission for retail development, and for housing as site R12 (261-277 Aylsham Road)
NOR0082 (part)	NOR0082 (H)	CC18		Hunters Squash Club, Edward Street	Housing	Site not allocated in the adopted plan as housing development has commenced.
NOR0092 (part)	NOR0092 (part)	Part R18	-	124 Barrack Street	Housing	Land is no longer available for housing development following consultation with land owner. The site boundary has been altered to include 126-128 Barrack Street only (allocated as site R16), excluding this part of the site.
NOR0093	NOR0093 (Reg 25(2)a only)	R19 (factory/ car park only)	R17 (factory/ car park only)	Van Dal Shoes and garage courts, Dibden Road/Crome Road	Housing	Sites not considered developable initially as landowner had stated it would be unlikely to be available for development during the plan period. Site NOR0093 consulted on again at Reg 25(2a) stage as landowner indicated that the factory site would after all be available and requested its reinstatement in the draft plan. Factory site and car park (but not garage courts) are allocated for housing in the adopted plan as site R17.
NOR0099	NOR0099	R14	-	Decco Site, Chalk Hill Works, Rosary Road	Mixed use with housing	
NOR0106	-	-	-	Woodside First School, Witard Road	Housing	Sites not allocated, subsequent to landowner's confirmation that they are unlikely to be available for development during

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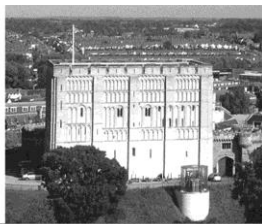


Site references						
Reg25 (1) draft plan Nov 09	Reg25 (2&2a) draft plan Jan/Jul 2011	Reg19 pre submission plan Aug 2012	Adopted plan Nov 2014	Site name	Proposed use	Outcome
NOR0108	-	-	-	58 Mousehold Lane		the plan period.
NOR0110	M022 (part)	CC5 (part)	CC4 (part)	Baltic House, Mountergate	Mixed use offices and housing	Sites part of larger Rose Lane/Mountergate mixed use allocation CC4 (including offices, housing, car park and open space) in adopted plan.
NOR0112	M022 (part)	CC5 (part)	CC4 (part)	Sites at Mountergate adjoining and to the south of Hotel Nelson, Mountergate		
NOR0115				131-141 Dereham Road/ 15 Old Palace Road	Housing led mixed use	Site not allocated as part had planning permission and remainder was confirmed as being unavailable for development during the plan period.
NOR0128				RAF Officers' Married Quarters, Dowding Road	Housing	Planning permission has been granted for housing development on part of the site, while the remaining part has been designated as open space under policy DM8 of the DM Policies Plan.
M037	M037a (H)	-	-	Canterbury Place	Mixed use	Sites not allocated subsequent to landowner's confirmation that they are unlikely to be available for development during the plan period.
M046	M046(H)	-	-	110-112 Barrack Street	Mixed use retail, professional service, restaurant or leisure uses	
H030	H030	-	-	Former Civil Service Sports Ground, Wentworth Green	Housing	Site not allocated as housing development was approved and implemented early in the plan period.

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H047	H047	Deleted site R46 (excludes garages)	-	Sleaford Green	Housing	Part of site was included in the final list of sites proposed for allocation in the Reg19 plan as site R46 (Land at Pointers Field) but was deleted from the plan before publication after development commenced.
H048	H048	-	-	Vale Green		Sites not allocated as development approved and implemented.
H049	H049			Bowers Avenue		
NOR0073	NOR0073(H)	-	-	Spring Grove Laundry, Oak Street	Housing	Sites not allocated as development approved and implemented.
NOR0078	NOR0078(H)	-	-	Thorndick & Dawson, 75-81 Pottergate		
NOR0125	NOR0125(H)	-	-	Cumberland Hotel, 212-216 Thorpe Road		

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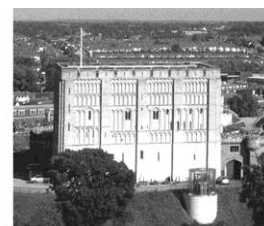
Appendix 2: Site Implementation Table

This table contains a list of all site specific allocations and the likely timescale for their implementation.

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CC1	60-70 Ber Street	Mixed use development with ground floor retail and/or office			20	0	0	0	0	0	0	0	0	0	0	0	10	10
CC2	147-153 Ber Street	Housing development; However, commercial, offices and/or educational use may also be acceptable			20	0	0	0	0	0	20	0	0	0	0	0	0	0
CC3	10-14 Ber Street	Mixed use development with ground floor retail/office and residential uses on upper floors			10	0	0	10	0	0	0	0	0	0	0	0	0	0
CC4	Land at Rose Lane and Mountergate	Mixed use development - office-led with residential, include small scale retail/leisure and some replacement car parking			300	0	0	0	50	50	0	0	0	0	50	50	50	50
CC5	Greyfriars Road/ Rose Lane	Mixed use development - housing with small scale office/retail uses			20	0	0	0	0	0	0	0	20	0	0	0	0	0
CC6	St Annes Wharf Site, King Street	Comprehensive mixed use development - residential and offices with culture, leisure and/or food and drink, hotel and tourist uses		437	300	0	0	0	0	0	0	0	0	60	60	60	60	60
CC7	Land at Hobrough Lane	Mixed use development - residential with small scale retail and/or offices, food and drink, and tourist uses.	07/00412/F & 12/00215/ET	25	20	0	0	10	10	5	0	0	0	0	0	0	0	0
CC8	King Street Stores and adjacent land/buildings , King Street	Mixed use development - housing and leisure provision			20	0	0	0	0	0	0	0	0	10	10	0	0	0
CC9	144-162 King Street	Mixed use development - housing with small scale ground floor retail uses	13/00560/MA & 13/00568/MA	34	15	0	0	34	0	0	0	0	0	0	0	0	0	0
CC10	Land at Garden Street	Mixed use development - housing-led with small scale office and business units, and replacement public car parking			100	0	0	0	0	0	0	0	0	20	20	20	20	20
CC11	Argyle Street	Housing development			12	0	0	0	0	0	0	0	0	0	0	0	0	12

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CC12	Land at Wherry Road	Housing development, however other uses may also be acceptable including office, leisure or hotel	11/02236/F	66	65	0	0	0	66	0	0	0	0	0	0	0	0	0
CC13	Land at Lower Clarence Road	Housing development			45	0	0	0	0	0	0	0	0	15	15	15	0	0
CC14	Busseys Garage Site, Thorpe Road/Lower Clarence Road	Housing development			25	0	0	0	0	0	0	0	0	0	0	25	0	0
CC15	Norwich Mail Centre, 13-17 Thorpe Road	Mixed use development - housing, office and on-site open space and play space			150	0	0	0	0	0	0	0	0	50	50	50	0	0
CC16	Land adjoining Norwich City Football Club, Kerrison Road	Mixed use development - residential, leisure, community, office and ancillary small retail uses	10/01107/RM & 11/02104/O 13/01270/RM & 11/01204/O	174 remain (part of site only) 250 50	400		43	44	43	94	50	50	150	0	0	0	0	0
CC17a	Barrack Street	Comprehensive mixed use development - office (with ancillary retail), housing, hotel and public open space and playspace provision	11/02223/O	200	200	0	0	0	0	0	0	0	40	40	40	40	40	0
CC17b	Whitefriars	Office development			0	Likely to be implemented 2015 onwards												
CC18	140-154 Oak Street	Housing development			10	0	0	0	0	0	0	0	0	0	0	0	0	10
CC19	Furniture store, 70-72 Sussex Street	Housing development	09/00296/F	17	15	0	0	0	0	0	0	0	17	0	0	0	0	0
CC20	Oak Street / Sussex Street commercial sites, 160-162 Oak Street	Housing development			15	0	0	0	0	0	0	0	0	0	0	0	0	15
CC21	Dukes Court (former EEB Offices), Duke Street	Mixed use development - offices and potentially residential units, small scale retail, food/drink uses and professional services. Hotel use may also be acceptable.			30	0	0	0	30	0	0	0	0	0	0	0	0	0

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CC22	Barn Road Car Park	Mixed use development - retail use at ground floor level, housing, office and short stay car park			40	0	0	0	0	0	20	20	0	0	0	0	0	0
CC23	Pottergate car park	Mixed use development - mainly housing, small scale office or retail uses at ground level fronting Pottergate			20	0	0	0	0	0	0	0	20	0	0	0	0	0
CC24	Land to rear of City Hall	Mixed use development - residential, office, leisure and/or limited retail provision			20	0	0	0	0	0	0	0	0	0	0	0	10	10
CC25	Chantry Car park, Theatre Street	Mixed use development - retail/café/leisure/art/entertainment uses on ground floors; mixed uses (retail and/or offices) on upper floors			0	Likely to be implanted in medium term												
CC26	Mecca Bingo site, All Saints Green	Office development (high density)			0	Likely to be implemented in short/medium term												
CC27	St Stephens Street	Comprehensive mixed use development - primarily retail development with office and residential uses on upper floors.			250	0	0	0	0	0	0	0	50	50	50	50	50	0
CC28	Land and buildings at Junction of St Stephens Street and Westlegate	Mixed use development - retain retail units at ground floor level; retain and improve office floorspace on upper levels; hotel use would also be acceptable use for upper floors			0	Likely to be implemented in medium term												
CC29	Land at Queens Road and Surrey Street	Mixed use development - office-led with element of residential development			40	0	0	0	0	0	0	0	40	0	0	0	0	0
CC30	Westwick Street Car Park	Housing development			30	0	0	0	0	0	0	15	15	0	0	0	0	0
R1	Livestock Market, Hall Road	Employment development			0	Likely to be implemented in medium term												

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R2	Norfolk Learning Difficulties Centre, Ipswich Road, Norwich	Housing with care scheme and/or community facilities; or housing development			30	0	0	0	0	0	0	0	30	0	0	0	0	0
R3	Hall Road District Centre	Comprehensive mixed use development - a new district centre with an anchor food store and a minimum of 6 other units in A1, A2, A3 or A5 uses; employment uses and community uses.			0	Likely to be implemented in medium term												
R4	Hewett Yard, Hall Road	Housing development			20	0	0	0	0	0	0	10	10	0	0	0	0	0
R5	Part of school playing field in Hewett School, Hall Road	Community facility development			0	Likely to be implemented in short/medium term												
R6	Rear of 138A Hall Road	Housing development	13/00009/MA & 13/00011/MA	11	10	8	3	0	0	0	0	0	0	0	0	0	0	0
R7	John Youngs Ltd, 24 City Road, Norwich	Housing development			45	0	0	0	0	0	0	45	0	0	0	0	0	0
R8	Aviva Car Park, Brazen Gate/Southwell Road	Housing development	13/00610/F	86	70	0	43	43	0	0	0	0	0	0	0	0	0	0
R9	Deal Ground and May Gurney Sites	Mixed use development - residential-led	12/00875/O	550	600	0	0	0	0	0	0	0	90	90	90	90	90	100
R10	Utilities Site, Norwich	Mixed use development - housing, employment and power regeneration from renewable sources			100	0	0	0	0	0	0	0	0	0	0	30	30	40
R11	Kerrison Road / Hardy Road Gothic Works	Mixed use development - housing-led with potential to include provision of small-scale employment and river-related leisure uses.			400	0	0	0	0	0	0	50	50	100	100	100	0	0
R12	Aylsham Road District Centre	Mixed use development - housing and starter employment units			50	0	0	0	0	0	0	0	25	25	0	0	0	0

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R13	Gas Holder at Gas Hill	Housing development			15	0	0	0	0	0	0	0	15	0	0	0	0	0
R14	Land east Bishop Bridge Road	Housing development	08/00935/O	19	50	0	0	0	0	0	0	0	0	10	9	0	0	0
R15	Land at Ketts Hill / Bishop Bridge Road	Housing development			30	0	0	0	0	0	0	0	0	0	15	15	0	0
R16	126-128 Barrack Street	Housing development and possible community uses			15	0	0	0	0	0	0	0	0	0	15	0	0	0
R17	Van Dal Shoes and garage courts	Housing development			25	0	0	0	0	0	0	0	0	0	0	0	10	15
R18	Start Rite Factory, Mousehold Lane	Housing development			40	0	0	0	0	0	0	0	40	0	0	0	0	0
R19	Land north of Windmill Road	Housing development			10	0	0	0	0	0	10	0	0	0	0	0	0	0
R20	Industrial sites, Starling Road	Housing development	12/02046/O & 14/00205/RM	36 (part of site only)	45	0	0	22	23	0	0	0	0	0	0	0	0	0
R21	Aylsham Road District Centre & adjacent land	Mixed use development - housing with retail provision on the street frontage			100	0	0	0	0	0	0	0	0	20	20	20	20	20
R22	165-187 Aylsham Road	Mixed use development - housing and starter/small employment units			20	0	0	0	0	0	0	0	0	20	0	0	0	0
R23	Former Pupil Referral Unit, Aylsham Road	Housing development			11	0	0	0	0	0	0	0	0	11	0	0	0	0
R24	Land adjoining Lime Kiln Mews, Drayton Road	Housing development			15	0	0	0	0	15	0	0	0	0	0	0	0	0
R25	81-93 Drayton Road	Housing development			30	0	0	0	0	0	0	0	0	0	0	0	0	30
R26	Site north of Raynham Street	Housing development			40	0	0	20	20	0	0	0	0	0	0	0	0	0

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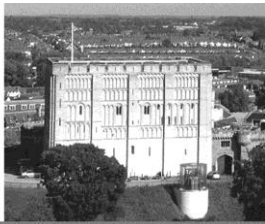
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R27	Land at Goldsmith Street	Housing development			100	0	0	20	40	40	0	0	0	0	0	0	0	0
R28	231-243 Heigham Street	Housing development			25	0	0	0	0	0	25	0	0	0	0	0	0	0
R29	Hurricane Way, Airport Industrial Estate	Employment development - light industrial and/or small business units			0	Likely to be implemented in medium term												
R30	The Paddocks, Holt Road, Norwich	Airport extension			0	Likely to be implemented in medium term												
R31	Heigham Water Treatment Works, Waterworks Road, Norwich	Mixed use development - housing with small industrial/ business units			150	0	0	0	0	0	0	0	0	0	0	50	50	50
R32	120-130 Northumberland Street	Housing development			30	0	0	0	0	0	0	0	30	0	0	0	0	0
R33	Site of former Earl of Leicester PH, 238a Dereham Road	Housing development	10/00335/ET	12	12	0	0	12	0	0	0	0	0	0	0	0	0	0
R34	Land adjacent to and including 349a and 349b Dereham Road	Housing development	07/01091/O	24	24	0	0	0	0	0	0	0	0	24	0	0	0	0
R35	Industrial Sites, Havers Road	Housing development			100	0	0	0	50	50	0	0	0	0	0	0	0	0
R36	Mile Cross Depot	Mixed use development - housing and small business workshop units			75	0	0	0	0	0	0	0	25	25	25	0	0	0
R37	Norwich Community Hospital site, Bowthorpe Road	Housing development			80	0	0	0	0	0	0	0	40	40	0	0	0	0

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R38	Three Score Bowthorpe	Housing development with associated community facilities, recreational and informal open space.		1000	1200	0	0	92	75	75	75	75	100	100	100	100	100	108
R39	Earlham Hall	Business use including an Exemplary Low Carbon Building			0	Likely to be implemented in short/medium term												
R40	Former Blackdale School site, University of East Anglia	University campus expansion			0	Likely to be implemented in short/medium term												
R41	Land between Suffolk Walk and Bluebell Road, University of East Anglia	Strategic reserve for university campus expansion			0	Likely to be implemented in longer term												
R42	Land west of Bluebell Road	Housing development			120 (circa)					40	40	40						

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Appendix 3: Monitoring Framework

This appendix sets out the monitoring framework for the plan through the Annual Monitoring Report (AMR). Should any issues with implementation of these policies become evident through monitoring within 2 years of adoption of this plan then we will action either through seeking new evidence, implementing focussed changes to this plan, or, by commencing work towards implementing a new plan. Currently, an AMR for the JCS is produced annually with GNDP partners, with an appendix for Norwich covering issues specific to Norwich Local Plan as set out below.

Key:

AM – Annual Monitoring

CGD – City Growth & Development

S106 / CIL officer – Planning obligations officer

DM – Decisions monitoring

EA – Environment Agency

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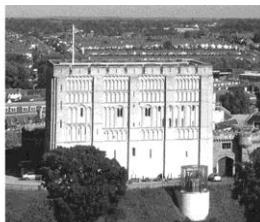


Policy	Title	SA Objective	Indicator	Source	Target	Comments
DM1	Achieving and delivering sustainable development.	ENV1, ENV3, ENV5, ENV6, ENV9. SOC8. EC1, EC3, EC4.			Target inappropriate	Too general to monitor.
DM2	Ensuring satisfactory living and working conditions.	ENV1, ENV3. SOC1, SOC2, SOC4, SOC7. EC4.	Refusals on the grounds of loss of light/outlook; Refusals on grounds of schemes falling below minimum indicative space standards;	DM DM	Target inappropriate No refusals in monitoring year	

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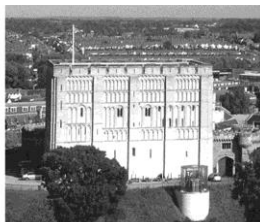


Policy	Title	SA Objective	Indicator	Source	Target	Comments
DM3	Delivering high quality design.	ENV1, ENV3, ENV4, ENV5, ENV6, ENV9. SOC1, SOC2, SOC4, SOC5, SOC7, SOC8. EC1, EC2, EC3, EC4.	<p>% of schemes meeting relevant Building for Life 12 Criteria</p> <p>% dwellings on schemes achieving minimum residential density (40dph)</p> <p>“Green” design features on approved development</p>	<p>DM</p> <p>DM</p> <p>DM</p>	<p>No reds on approved schemes</p> <p>Target inappropriate</p> <p>Target inappropriate</p>	<p>Commentary</p> <p>Commentary</p> <p>Commentary</p>
DM4	Providing for renewable and low carbon energy.	ENV6, ENV9.				Monitored under the JCS AMR
DM5	Planning effectively for flood resilience.	ENV6, ENV7, ENV8. EC2.	<p>No. of schemes approved contrary to Environment Agency advice:</p> <ul style="list-style-type: none"> Flood protection; Water Quality 	EA website	No approvals contrary to EA advice	Commentary required for both

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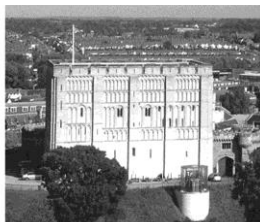


Policy	Title	SA Objective	Indicator	Source	Target	Comments
DM6	Protecting and enhancing the natural environment.	ENV2, ENV4, ENV5. SOC2, SOC4, SOC7.	<p>Development resulting in a loss or reduction in area of:</p> <ul style="list-style-type: none"> • SSSI; • County Wildlife Sites; • County Geodiversity Sites; <p>Development resulting in a loss or reduction in area within the Yare Valley Character Area</p>	Natural England/ Norfolk Wildlife Trust	<p>No loss for all</p> <p>No loss</p>	
DM7	Trees and development.	ENV4, ENV5. EC2.	<p>No of protected trees/hedgerows lost as a result of development</p> <p>No of new street trees delivered through development</p>	<p>Tree Officer/ DM</p> <p>S106/CIL Officer</p>	<p>Target inappropriate</p> <p>Target inappropriate</p>	<p>Commentary</p> <p>Commentary</p>

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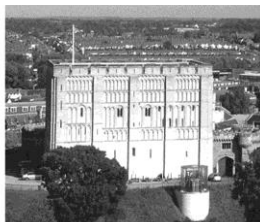


Policy	Title	SA Objective	Indicator	Source	Target	Comments
DM8	Planning effectively for open space and recreation.	ENV9. SOC 1, SOC2, SOC4, SOC7. EC2, EC4.	Development resulting in a net loss of open space (contrary to policy) Areas of new open space and/or playspace delivered through development	DM S106 Officer/ DM	No loss of open space (contrary to policy) No target – year on year change reported	Will require commentary
DM9	Safeguarding Norwich's heritage.	ENV5.	No. of Listed Buildings lost/demolished No. of buildings on Buildings At Risk Register	DM/ English Heritage English Heritage	No listed buildings lost/demolished Reduction from 2012 baseline (32 buildings at risk)	

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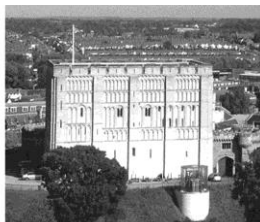


Policy	Title	SA Objective	Indicator	Source	Target	Comments
DM10	Supporting the delivery of communications infrastructure.	ENV5. SOC6, SOC8. EC1, EC2, EC3.	Number of permitted installations/prior approval notifications within; <ul style="list-style-type: none"> • Conservation Areas; • Other protected areas; (where planning permission is required)	DM	Number for both	Commentary
			No. of appeals lost where officer recommendations are overturned	DM/ PINS website	No appeals lost	Commentary
DM11	Protecting against environmental hazards.	ENV1, ENV2, ENV3. SOC1, SOC2, SOC4, SOC7. EC2, EC4.	Number of Hazardous Substance consents	DM	Target inappropriate	Commentary
			Impact of development on air quality indicators: <ul style="list-style-type: none"> • NO₂ • PM10 (µg/m³. 	Environ. Health	Target inappropriate	Commentary

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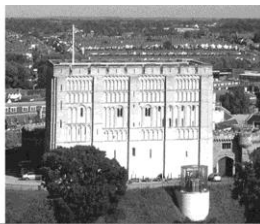


Policy	Title	SA Objective	Indicator	Source	Target	Comments
DM12	Ensuring well-planned housing development.	ENV1, ENV2, ENV3, ENV4, ENV5, ENV8, ENV9. SOC1, SOC2, SOC4, SOC7, SOC8.	Housing Land Supply (5 years plus 5%)		To have a 5yr Housing Land Supply (plus 5%)	
			Number of homes permitted	DM	Number permitted	Commentary under JCS AMR (Norwich Appendix)
			Number of housing completions	Building Control Completion notices	Target inappropriate	Commentary under JCS AMR (Norwich Appendix)
DM13	Communal development and multiple occupation.	ENV1, ENV3, ENV5. SOC1, SOC4, SOC7, SOC8.	Number of HMO licences issued	Private Sector Housing	Target inappropriate establish baseline (2012/2013)	Commentary on change from baseline
			Institutional development permitted on housing sites (area of land lost)	DM	Target inappropriate	Commentary
			No. of student accommodation bedrooms permitted	DM	Target inappropriate	Commentary

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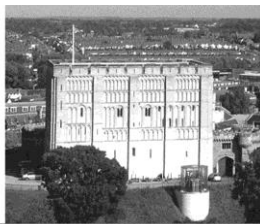


Policy	Title	SA Objective	Indicator	Source	Target	Comments
DM14	Meeting the needs of Gypsies, travellers and travelling showpeople.	ENV1, ENV3, ENV4, ENV5. SOC1, SOC4, SOC5, SOC7.	No. of new pitches permitted Loss of existing pitches	DM	No overall loss of pitches	Monitored under the JCS AMR
DM15	Safeguarding the City's housing stock.	SOC4.	No. of dwellings lost to other uses (where planning permission is required) Loss of housing land to other uses (area lost)	DM DM	Target inappropriate Target inappropriate	Commentary Commentary
DM16	Employment and business development.	SOC6, SOC8. EC2, EC3.	Use Class B1 (a), (b) and (c) development permitted (sqm) Employment uses permitted: <ul style="list-style-type: none"> • Within employment areas; • Elsewhere 	DM DM	Contribute to JCS target (100,000sqm increase by 2026) Contribute to JCS target for both	To be monitored in conjunction with DM19 (Use Class B1(a) only)

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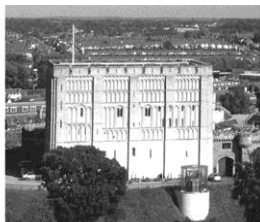


Policy	Title	SA Objective	Indicator	Source	Target	Comments
DM17	Supporting small business.	EC2, EC3.	Loss of B1 use class office space under 1500sqm	DM	No loss	
			New small/medium business space permitted/developed (up to 1500sqm)	DM	Contribute to JCS target	

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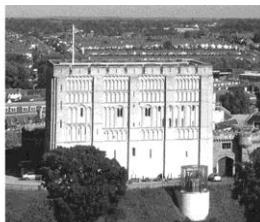


Policy	Title	SA Objective	Indicator	Source	Target	Comments
DM18	Promoting and supporting centres.	ENV1, ENV3, ENV5. SOC7. EC2, EC3.	Development of main town centre uses: <ul style="list-style-type: none"> • Within defined centres; • Elsewhere 	DM	Target inappropriate for both	Commentary for both
			New retail floorspace in; <ul style="list-style-type: none"> • City centre • District Centres • Local centres 	DM	Contribute to JCS target No loss No loss	
			Development approved contrary to gross internal floor space requirement in Appendix 4	DM	Target inappropriate	Commentary
			Improvements to public realm as a result of development.	DM	Target inappropriate	Commentary

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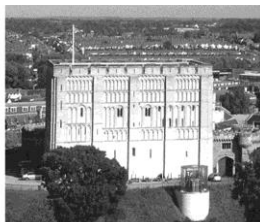


Policy	Title	SA Objective	Indicator	Source	Target	Comments
DM19	Encouraging and promoting major office growth.	ENV1, ENV3, ENV5. SOC7. EC2, EC3.	<p>Use Class B1(a) Office floorspace permitted;</p> <ul style="list-style-type: none"> • In defined office priority area • In city centre • In Employment areas • Elsewhere <p>Loss of office floorspace (where planning permission is required)</p>	<p>DM</p> <p>DM/ commercial data</p>	<p>Contribute to JCS target for all</p> <p>Target inappropriate</p>	<p>To be monitored in conjunction with DM16 (Use Class B1(a), (b) and (c))</p> <p>Commentary</p>

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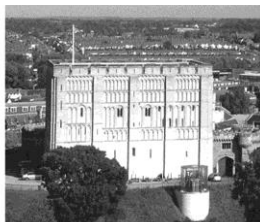


Policy	Title	SA Objective	Indicator	Source	Target	Comments
DM20	Protecting and supporting city centre shopping.	SOC7. EC2, EC3.	Length of measured frontage in A1 retail use in each defined retail frontage (Primary/secondary/ large district)	DM	Year on year change reported	Target to be set 2013/2014
			Zones breaching indicative policy threshold	AM	Year on year change reported	
			% of units within zones breaching indicative policy thresholds (if any) which support the evening economy/vitality and viability (A3)	AM	Establish baseline 2013/2014	

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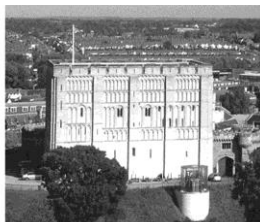


Policy	Title	SA Objective	Indicator	Source	Target	Comments
DM21	Protecting and supporting district and local centres.	ENV1, ENV3, ENV5. SOC7. EC2, EC3.	Proportion of A1 retail uses within district centres and local centres.	AM	District Centres (>=60%) Local Centres (>=50%)	Commentary
			Loss of anchor foodstore floorspace	DM	No loss	
			Proportion of community uses/non-retail uses within district centres and local centres	DM	Target inappropriate	

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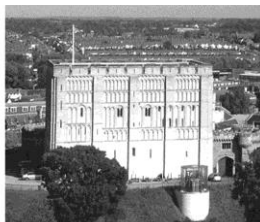


Policy	Title	SA Objective	Indicator	Source	Target	Comments
DM22	Planning for and safeguarding community facilities.	ENV1, ENV2, ENV3, ENV5, ENV6, ENV9. SOC1, SOC2, SOC3, SOC5, SOC6, SOC7, SOC8. EC1, EC3, EC4.	New community facilities permitted	DM	Year on year change reported	Commentary
			New education and/or training facilities permitted (sqm)	DM	Year on year change reported	Commentary
			Loss of community facilities (sqm) and identified Public Houses (no.)	DM	Target inappropriate	Commentary
			Assets of Community Value registrations	Policy	Target inappropriate	Commentary

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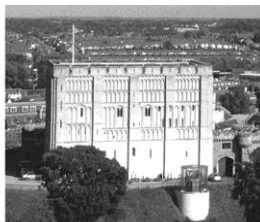


Policy	Title	SA Objective	Indicator	Source	Target	Comments
DM23	Supporting and managing the evening and late night economy.	ENV1, ENV2, ENV3. SOC1, SOC2, SOC5, SOC6, SOC7, SOC8. EC1, EC2, EC4.	<p>Development of new;</p> <ul style="list-style-type: none"> Evening economy uses; Leisure uses; <p>Development of new Late Night Uses;</p> <ul style="list-style-type: none"> Within Late Night Activity Zone Elsewhere 	<p>DM</p> <p>DM</p>	<p>Contribute to JCS target (3000sqm by 2016) for both</p> <p>Target inappropriate</p> <p>No late night uses elsewhere</p>	Commentary for both
DM24	Managing the impacts of hot food takeaways.	ENV2, ENV3. SOC2, SOC6, SOC7. EC2, EC4.	<p>Floor space approved (sqm) for A5 uses;</p> <ul style="list-style-type: none"> Within District Centres Within Local Centres <p>No. of refusals on grounds of amenity</p>	<p>DM</p> <p>DM</p>	<p>Year on year change reported for both</p> <p>Target inappropriate</p>	Commentary

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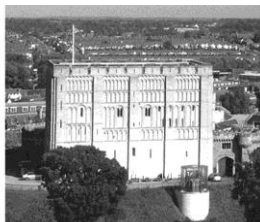


Policy	Title	SA Objective	Indicator	Source	Target	Comments
DM25	Retail warehousing.	ENV1, ENV3, SOC6, SOC8, EC1, EC3, EC4.	No. of approvals and refusals to vary conditions on; <ul style="list-style-type: none"> Retail warehousing Other retail premises 	DM	Target inappropriate for both	Commentary for both
DM26	Supporting development at the University of East Anglia (UEA).	ENV1, ENV3, ENV4, ENV5, ENV6, ENV7, ENV9, SOC1, SOC2, SOC3, SOC6, SOC7, SOC8, EC1, EC2, EC3, EC4.	Progress on implementation of the Masterplan		Target inappropriate	Commentary
DM27	Development at Norwich airport.	ENV1, ENV3, ENV4, ENV5, ENV9, SOC2, SOC3, SOC6, SOC7, SOC8, EC1, EC2, EC3, EC4.	Progress on implementation of the Masterplan Relevant applications		Target inappropriate Target inappropriate	Commentary Commentary

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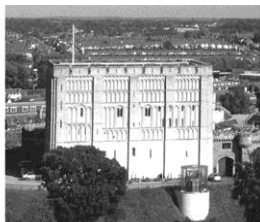


Policy	Title	SA Objective	Indicator	Source	Target	Comments
DM28	Encouraging sustainable travel.	ENV1, ENV3, ENV6. SOC2, SOC7, SOC8. EC1, EC2, EC3, EC4.	Site specific obligations for transport improvements	S106 / CIL officer/ DM	Target inappropriate	Commentary purposes
			Walking and cycling levels at each main cordon	Norfolk County council	Target inappropriate	Dependent on future monitoring Norfolk County council
			CIL spending on Reg 123 list	CIL officer/CGD	Target inappropriate	Commentary
			Enhancements to strategic cycle network	CIL officer	Target inappropriate	Commentary
			Progression of introduction of and implementation of Bus Raped Transit scheme	CIL officer	Target inappropriate	Commentary
DM29	Managing car parking demand in the city centre.	ENV1, ENV5, ENV9. EC2, EC4.	Number of car parking spaces lost/gained	Highways	Year on year change / No increase above 10,000 spaces	

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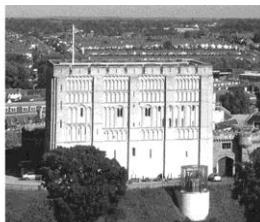


Policy	Title	SA Objective	Indicator	Source	Target	Comments
DM30	Access and highway safety.	SOC2, SOC7.	Expansion of 20mph and pedestrian zones	Highways	Target inappropriate	Commentary purposes
DM31	Car parking and servicing.	ENV1. SOC8. EC1, EC2, EC3, EC4.	No. of applications refused on; <ul style="list-style-type: none"> • Car parking grounds • Servicing grounds • Cycle Parking Grounds 	DM	Target inappropriate for all	Commentary for all
DM32	Encouraging car free and low car housing.	ENV1.	No. of approved schemes of; <ul style="list-style-type: none"> • Low Car Housing; • Car Free Housing 	DM	Target inappropriate for both	Commentary for both

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Policy	Title	SA Objective	Indicator	Source	Target	Comments
DM33	Planning obligations and development viability.	ENV1, ENV4, ENV5, ENV6, ENV8, ENV9. SOC1, SOC2, SOC4, SOC5, SOC6, SOC7, SOC8. EC1, EC2, EC3, EC4.	On site planning obligations (not identified as infrastructure to be delivered through CIL)	S106 officer	Target Inappropriate	Commentary
			No. of applications involving Viability	DM	Year on year change	Commentary
			Ground of lack of viability; <ul style="list-style-type: none"> AH provision; Other S106 contributions; CIL levy 	DM	Target inappropriate	Commentary

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Appendix 4: Glossary

Accessible: In the case of community facilities and services (such as healthcare); easy to travel to or use. With reference to buildings or public transport; easy to enter and use by all.

Affordable housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. It should include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.

Tenure definitions:

Social rented housing:

Rented housing owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency as a condition of grant.

Affordable rented housing:

Rented housing let by registered providers of social housing to households who are eligible for *social rented* housing. Affordable rent is not subject to the national rent regime but is subject to other rent controls that require a rent of no more than 80 per cent of the local market rent.

Intermediate affordable housing:

Housing at prices and rents above those of social rented, but below market price or rents, and which meet the criteria set out above. These can include shared equity, other low cost homes for sale and intermediate rent but does not include affordable rented housing.

The definition does not exclude homes provided by private sector bodies or provided without grant funding. Where such homes meet the definition above, they may be considered, for planning purposes, as affordable housing. Those homes that do not meet the definition, for example, 'low cost market' housing, may not be considered, for planning purposes, as affordable housing.

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Air Quality Management Areas: Areas designated by the local authority because they are not likely to achieve national air quality objectives by the relevant deadlines. With regard to the Norwich policy area this encompasses a single area of central Norwich that largely (but not exclusively) follows the inner ring road.

Allocated: Land identified for a specific use in the current local plan.

Amenity: The desirable features of a place that ought to be protected or enhanced in the public interest. This includes those qualities of life enjoyed by people which can be influenced by the surrounding environment, including privacy, noise nuisance, light pollution, internal space and light.

Ancient Woodland: An area that has been wooded continuously since at least 1600 AD.

Annual monitoring report: Regular reports produced across authority boundaries and specific to Norwich and greater Norwich setting out how the local plan is performing against its objectives and targets and covering progress on the Duty to Cooperate.

Aquifer: Underground layer of rock in which water naturally occurs, and from which it can be extracted by means of wells and boreholes.

Archaeological assessment (desk based): A programme of assessment of the known or potential archaeological resource within a specified area or site. It consists of written, graphic, photographic and electronic information identifying the likely character, extent, quality and worth of the known or potential archaeological resource in its context.

Archaeological interest: There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

Area action plan (AAP): An individual local plan within the development plan that establishes a set of development proposals and policies for a specific area, and a timetable for their implementation.

Article 4 Direction: A direction which withdraws automatic planning permission granted by the General Permitted Development Order in a defined area.

Asset of Community Value: A building or land identified by a local community as being of importance to their social well-being, and designated as an Asset of Community Value by the local authority.

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Backland: Area of land surrounded and enclosed by other buildings and having no frontage or direct means of access onto a highway.

Bedspace: The maximum number of full size beds which can be accommodated in the sleeping area of a house

Biodiversity: The different types of plant and animal life found in a particular region/area.

Birds and Habitats Directives: European directives to conserve natural habitats and wild fauna and flora.

Brownfield land/ brownfield site: Land/site which has been previously developed.

Brown roofs and walls: A non-seeded green roof which allows local plant species to populate the roof over time, thus harmonising its appearance with its immediate surroundings.

Built environment: The man-made surroundings that provide the setting for human activity, ranging in scale from personal shelter, to neighbourhoods, to the large-scale civic surroundings.

Bulky goods retailing: The sale of comparison goods which are too large to transport on foot (e.g. DIY goods, large white electrical goods, carpets and flat pack furniture) usually purchased from a large single level store.

Bus rapid transit (BRT): Bus-based public transport service providing more frequent and faster services than an ordinary bus route, achieved by making improvements to existing infrastructure, vehicles, ticketing and scheduling.

Business use: Land use class covering light industry, offices, research and development. Small and medium scale businesses are classed as businesses with a net floorspace of less than 1500sqm.

Car club: Arrangement whereby an organisation (usually non profit-making) maintains a pool of cars or other vehicles available for shared use by its members.

Car free housing: Housing development with no parking provision.

Child bedspace: Any bedroom additional to the first bedroom in a dwelling (up to a maximum of 3) excluding any rooms specifically designed for older people or people with disabilities.

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City centre: The main commercial, retail and leisure area of Norwich as set out on the *Policies map* (city centre inset).

City region: A term used to describe not just the administrative area of a city but the area surrounding it which is economically, socially and culturally dependant on the city.

Climate change adaptation: Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.

Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Commitments: Development proposals which already have planning permission or are allocated in adopted development plans.

Communications/telecommunications infrastructure: The facilities, plant and networks employed to transmit and receive information by electrical or electronic means.

Community engagement strategy: An on-going process through which the local authority and communities and/or individuals or other organisations build relationships for the purpose of applying a collective vision for the benefit of a community.

Community facilities/uses: Facilities and uses generally available to and used by the local community at large for the purposes of leisure, social interaction, health and wellbeing or learning. This will include, but not be confined to, community centres, historic and community public houses, premises for indoor sport, leisure and cultural centres, places of worship, doctor's surgeries/ health centres, crèches, playgroups, libraries, schools and other training and educational facilities.

Community Infrastructure Levy (CIL): A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area. CIL is levied on a wider range of developments and in accordance with a published tariff or charging schedule. This spreads the cost of funding infrastructure and provides certainty to developer of how much they will have to pay. In addition, the charging authority must produce a Regulation 123 list of the infrastructure projects CIL monies will be spent on.

Community Right to Build Order: A parish council or neighbourhood forum can bring forward development proposals which, providing they meet the minimum criteria and are supported through a referendum, can go ahead without the need of planning permission or consent. Thereafter, an Order is made by the local planning authority on behalf of the local community that grants planning permission for such a site-specific development proposal or class of development.

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Commuted payment: Payment made by a developer to the local planning authority (usually secured by means of a planning obligation) to fund provision of a facility needed to serve a development, but to be built or provided elsewhere or in some way other than by the developer.

Comparison goods: Household or personal items which are usually purchased after comparing alternative models/types/styles and the price of the item (e.g. clothes, furniture, electrical appliances).

Complementary uses: Uses within a building or wider area which support each other.

Conservation (for heritage policy): The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Conservation area: Area of special historic and/or architectural interest which is designated by the local planning authority as being important to conserve and enhance. Special planning controls apply within these areas.

Controlled Parking Zone (CPZ): Zone in which the duration and nature of all parking on the highway is controlled to give priority to parking for residents and local businesses and those visiting them.

Convenience goods: Items bought for everyday needs, including food and other groceries, newspapers, drink and tobacco and chemist's goods.

Core strategy: The spatial planning strategy that sets out long term objectives for planning across the authority area.⁷

County Geodiversity Sites (CGS): A site designated for its features of interest for geodiversity by the Norfolk CGS Group.

County Wildlife Site: Wildlife habitat identified and designated as being of particular local interest of importance by Norfolk County Council and the Norfolk Wildlife Trust.

Critical Drainage Catchments: Areas in which development is likely to contribute to an elevated risk of surface water flooding in the most flood vulnerable areas within those catchments. The areas at the greatest risk of flooding (previously referred to as Critical Drainage Areas) are identified in the Norwich Urban Area Surface Water Management Plan.⁸

⁷ Norwich is a member of the Greater Norwich Growth Board (successor to the Greater Norwich Development Partnership) under which there is a JCS for the Broadland, Norwich and South Norfolk authority areas.

⁸ Consequential edit to reflect new terminology in DM5.

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Decentralised and renewable or low-carbon energy sources: Sources of energy that are renewable or low-carbon (or a combination of these) and locally based (on-site or near-site, but not remote off-site), usually on a relatively small scale. Decentralised energy is a broad term used to denote a diverse range of technologies, including micro-renewables, which can locally serve an individual building, development or wider community and includes heating and cooling energy.

Density (housing development): A measure of the average concentration of housing within a given area (normally expressed as dwellings per hectare). Net density is a more refined measure of the actual area developed for housing purposes and excludes open space, major distributor roads, landscaped strips and primary school sites from the calculation of the developed area.

Development: Defined in planning law as 'the carrying out of building, engineering, mining or other operations in, on, over, or under land, or the making of a material change of use of any building or land'.

Development brief: A document describing and leading the form and layout of development in a prescribed area.

Development plan: The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents (local plans) adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be local plans, now form part of the development plan. The term includes old policies which have been saved under the 2004 Act. Previously referred to as the local development framework. The development plan includes adopted local plans and neighbourhood plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.

Development plan document: see local plan

District centre: A group of shops containing one supermarket and other services and providing for a catchment area extending beyond the immediate locality.

Duty to Cooperate: Section 110 of the Localism Act sets out the 'duty to co-operate'. This duty relates to sustainable development or use of land that would have a significant impact on at least two local planning areas or on a planning matter that falls within the remit of a county council. It requires that councils set out planning policies to address such issues and that they engage constructively, actively and on an ongoing basis to develop strategic policies and adopt joint approaches to plan making. Paragraph 156 of the NPPF sets out the strategic issues where co-operation might be appropriate.

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Economic development: Development, including those within the 'B' use classes, public and community uses and main town centre uses (but excluding housing development).

Ecological networks: These link sites of biodiversity importance. See green infrastructure.

Edge of centre: For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Employment use: Use primarily for industrial, warehousing, office or other business uses falling within classes b1, b2 and b8 of the use classes order.

Environmental Impact Assessment: A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment and as required by the Environmental Impact Assessment Directive 2011.

Environmental Statement: Written statement, submitted with certain kinds of planning application, which set out the anticipated effects of the proposed development. Such statements deal with the full environment effects of major development proposals and include any mitigation measures needed under the Town and Country Planning (Environmental Impact Assessment) Regulations 1999.

European Site: A site which is recognised under European Legislation as having significance because of its wildlife interest. This includes Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in regulation 8 of the Conservation of Habitats and Species Regulations 2010.

Evening economy uses: Defined as cafes and restaurants falling within the present A3 class of the Town & Country Planning (Use Class) Order 1995 (as amended), and A4 drinking establishments which do not routinely operate past 12(midnight) but which operate beyond normal trading hours of the retail areas. Each premise will be assessed on a case by case basis as to whether it falls within this category or that of a hospitality or late night use (see below).

Flood areas: (As defined by the Environment Agency)

- **Flood zone 2:** comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% – 0.1%) or between a 1 in 200 and 1 in 1000 annual probability of sea flooding (0.5% – 0.1%) in any year.

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- **Flood zone 3a:** comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) or a 1 in 200 or greater annual probability of sea flooding (>0.5%) in any year.
- **Functional flood plain (3b):** defined as land where water has to flow or be stored in times of flood
- Any other land is classed as Flood zone 1; land at no appreciable risk of flooding from rivers or tidal flooding.

Flood types:

- **River flooding:** River flooding happens when a river or stream cannot cope with the water draining into it from the surrounding land - for example, when heavy rain falls on the ground that is already waterlogged.
- **Surface water flooding:** This occurs when rainwater does not drain away through the normal drainage systems or soak into the ground, but lies on or flows over the ground instead.
- **Sewer flooding:** This occurs when sewers are overwhelmed by heavy rainfall or when they become blocked.
- **Groundwater flooding:** This occurs when levels of water in the ground rise above the surface. It can affect property and structures above and below the ground.

Flood risk assessment (FRA): A document to consider the principles of the sustainable drainage of surface water, for use where works may affect watercourses or flood defences, or, for use where a Critical Drainage Catchment has been identified by the Environment Agency, or where the local planning authority has identified that a drainage problem exists on which they would like assurance from the developer that flood risk has been addressed. An FRA is required to ensure flood risk to the proposed development is considered, as well as the impact the development will have elsewhere on people and property. The scale, nature and location of the proposed development will inform the scope of the FRA required.

Gateway: One of a number of key locations situated at, and marking the entrance to, the Norwich built up area or to Norwich city centre.

Geodiversity: The variety of rocks, minerals, fossils, soils and landforms.

Greenfield land (or site): Land which has not previously been built on. This includes residential garden land.

Green infrastructure: Green spaces and interconnecting green corridors in urban areas, the countryside in and around towns and rural settlements, and in the wider countryside. It includes natural green spaces colonised by plants and animals and dominated by natural processes and man-made managed green spaces such as areas used for outdoor sport and recreation including public and private open space, allotments, urban parks and designed

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historic landscapes as well as their many interconnections like footpaths, cycleways, green corridors and waterways.

Green networks: A network of multi-functional green space, both urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Green roof and walls: A green roof/wall is a roof/wall is partially or completely covered with vegetation and a growing medium, planted over a waterproofing membrane. It may also include additional layers such as a root barrier and drainage and irrigation systems.

Grey water: Any water that has been used in the home (except water from toilets). Dishwasher, shower, sink and laundry water comprises 50-80% of residential waste water which can be reused for other purposes.

Habitats regulation assessment: Analysis of the impact of plans and strategies on areas of designated European environmental importance such as Special Protection Areas, Special Areas of Conservation and Ramsar sites.

Health and Safety Executive Areas: Sites and installations which have quantities of hazardous substances present on site and as designated as a notable hazard by the HSE.

Health impact assessment: An assessment to judge whether development proposals may have an impact on health or health inequality in terms of its effects on health and social care services, or wider lifestyle related considerations or factors such as crime, social cohesion, movement or air pollution, for example.

Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

They include:

- **Designated heritage asset:** A World Heritage Site, Scheduled Monument, listed building, Protected Wreck Site, Registered Park or Garden, Registered Battlefield or conservation area designated under the relevant legislation.
- **Locally identified heritage asset:** A building or structure which has been identified by the City council as having some historic or architectural merit as a locally listed building but which is not of sufficient quality to be included in the statutory List.
- **Undesignated heritage asset:** A heritage asset not previously identified or designated, but identified during the pre-application process, planning application process or during development and subject to the same criteria as a heritage asset (see above) as being a building, monument, sites, place, area or landscape identified

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as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.

See also conservation area, listed building, setting of a heritage asset.

Heritage interpretation: A means of disseminating information on the historic environment to the general public, frequently in the form of interpretation boards and/or site open days and tours.

High quality office space: Grade A (new or recently refurbished, in prime accessible locations) or Grade B (good standard with adequate facilities and accessibility) office development

Historic environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Historic Environment Record: Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use.

Hospitality establishments: Uses offering food and/or drink to customers for consumption on the premises. Including, but not exclusive to, cafes and restaurants falling within the present A3 class of the Use Classes Order, and A4 drinking establishments which do not routinely operate past 12(midnight). Each premise will be assessed on a case by case basis as to whether it falls within this category or that of a late night use.

House of multiple occupation: The 1985 Housing Act definition of a house in multiple occupation was a “house which is occupied by persons who do not form a single household”: Use Class C4 under the present Use Classes Order (if between 3 and 6 people), or sui generis if 7 people or more.

Inclusive design: Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.

Index of multiple deprivation: A ward-level index made up from six indicators (income; employment; health deprivation and disability; education; skills and training; housing; and geographical access to services) to enable comparison of relative levels of deprivation.

Infill development: Small-scale development filling a gap within an otherwise built up area.

Infrastructure: The network of services to which it is usual for most buildings or activities to be connected. It includes physical services serving the particular development (e.g. gas,

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electricity and water supply; telephones, sewerage) and also includes networks of roads, public transport routes, footpaths etc. as well as community facilities and green infrastructure.

International, national and locally designated sites of importance for biodiversity: All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including local wildlife sites.

Landmark building: A building or structure that stands out from its background by virtue of height, size or some other aspect of design.

Large district centre: A group of shops, containing at least one supermarket or superstore and other services, providing for a catchment extending beyond the immediate locality.

Late night activity zone: The area defined on the policies map predominantly, but not exclusively, the location for late night uses.

Late night uses: Nightclubs, sex encounter venues and drinking establishments (Use Class A4 of the present Use Classes Order) which routinely open beyond 12(midnight). Each premise will be assessed on a case by case basis as to whether it falls within this category or that of a hospitality use.

Leisure uses: D2 class uses in the present Use Classes Order focused on either active indoor sport (e.g. gymnasiums and health clubs), or passive public entertainment (e.g. cinemas, concert halls). This category also includes theatres (sui generis).

Life sciences: Any of several branches of science, such as biology, medicine, anthropology, or ecology, that deals with living organisms and their organisation, life processes, and relationships to each other and their environment.

Listed building: A building or structure of special historical and/or architectural interest considered worthy of special protection and included and described in the statutory List of such buildings published by English Heritage.

Local area agreement (LAA): A three year contract between the local authority, local strategic partnership and central government to deliver priorities in its sustainable community strategy.

Local centre: A small group or parade of shops providing a range of everyday shops and services to the local community.

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Local development framework (LDF): The local development framework (LDF) is the term used to describe the set of documents which include all of the planning authority's local development documents. This phrase is being phased out and replaced by local plan.

Local Development Order: An Order made by a local planning authority (under the Town and Country Planning Act 1990 (as amended)) that automatically grants planning permission for a specific development proposal or classes of development which would otherwise require an application for permission.

Local development scheme: The programme and timetable for preparing the documents making up the local plan.

Local Enterprise Partnership: A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local Nature Partnership: A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it.

Local plans (known legally as development plan documents): Locally prepared document(s) on a specific topic which form part of the development plan and which are subject to independent examination before adoption.

Local planning authority: The public authority whose duty it is to carry out specific planning functions for a particular area. Locally these are the district councils, the Broads Authority and Norfolk County Council.

Local transport plan: A five-year integrated transport strategy, prepared by local authorities in partnership with the community, seeking funding to help provide local transport projects. The plan sets out the resources predicted for delivery of the targets identified in the strategy.

Low car housing: Development where provision of car parking is less than one space per dwelling.

Main town centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

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Material considerations: Factors which will be taken into account when reaching a decision on a planning application or appeal. Under Section 38 of the Planning and Compulsory Purchase Act 2004, decisions on planning applications 'must be made in accordance with the [development] plan unless other material considerations indicate otherwise'. Material considerations include issues regarding traffic, wildlife, economic impacts and the historical interest of the area (this list is not exhaustive). Issues such as the loss of a view or the impact on property values are not material to planning decisions.

Mineral safeguarding area: An area designated by a Minerals Planning Authority (Norfolk County Council) which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

Moorings:

- **Residential:** Moorings where it is permitted to live aboard the moored vessel. These are often leased on a long term basis from an organisation, for example, a local council or marina.
- **Private:** Moorings in private ownership but where it is not permitted to live aboard the vessel moored.
- **Public:** Moorings available for the public to use but where it is not permitted to live aboard the vessel moored.

National Cycle Route: A network of national, regional and local cycle routes which are mapped. These include scenic traffic-free paths, quiet roads and lanes, signed on-road routes, and themed long-distance routes.

Nature Improvement Areas: Inter-connected networks of wildlife habitats intended to re-establish thriving wildlife populations and help species respond to the challenges of climate change. See also green infrastructure and biodiversity.

Neighbourhood Development Order: An Order made by a local planning authority through which parish councils and neighbourhood forums can grant planning permission for a specific development proposal or classes of development.

Neighbourhood forum: Community groups designated to take forward neighbourhood planning in areas without parish councils.

Neighbourhood plans: A plan prepared by a parish council or neighbourhood forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Noise impact assessment: A process which identifies and evaluates the key noise impacts of a development, or from an existing adjacent or nearby development, for the purposes of informing the planning decision process.

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Norwich Area Transportation Strategy (NATS): Statement of strategic transportation policy for Norwich and surrounding area, most recently adopted in 2004.

Norwich policy area (NPA): Part of the county (defined for planning purposes in the JCS) which is centred on and strongly influenced by the presence of Norwich as a centre for employment, shopping and entertainment, generally comprising the fringe and first ring of large villages around the city of Norwich, but extending to Long Stratton and Wymondham.

Office floorspace:

- a. Small and medium scale: Premises for small and medium scale businesses means premises which provide a net floorspace of less than 1,500sqm.
- b. Large scale: Premises for large scale businesses means premises which provide a net floorspace of more than 1,500sqm.

Older people: People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs.

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity. Open space includes:

- Parks and gardens
- Natural and semi-natural urban green space
- Open space corridors
- Informal amenity open space (including civic space and cemeteries and churchyards)
- Formal outdoor recreation
- Provision for children and young people
- Allotments
- Indoor facilities
- Accessible countryside in the urban fringe

Original building: A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

Out of centre: A location which is not in or on the edge of a defined centre but not necessarily outside the urban area.

Out of town: A location out of centre that is outside the existing urban area.

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People with disabilities: People have a disability if they have a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities and results in specific needs for housing and/or access to services and facilities, which this plan should help to deliver.

Permitted development: Certain types of minor changes to houses or businesses can be made without needing to apply for planning permission. These changes can be made under 'permitted development rights'. They derive from a general planning permission granted not by the local authority but by Parliament. The permitted development rights which apply to many common projects for houses do not apply to flats, maisonettes or other buildings.

Planning condition: A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990 (as amended)) or a condition included in a Local Development Order or Neighbourhood Development Order.

Playing field: The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010.

Policies map: A map illustrating the policies of the local plan and the individual allocated sites subject to detailed proposals.

Pollution: Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

Previously developed land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by waste disposal by landfill purposes; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time. See also brownfield land/brownfield site.

Primary frontage zone: An area within the primary retail area defining a specific frontage/group of units.

Primary retail area: Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

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Primary and secondary frontages (defined): Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

Priority habitats and species: Species and habitats of principle importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Protected species: Any species which, because of its rarity or threatened status is protected by statutory legislation (The Wildlife and Countryside Act 1981 (as amended) and the Conservation (Natural Habitats etc) Regulations 1994). With regard to Norwich this includes, but is not exclusive to, Bats, reptiles (including grass snakes, common lizards and slow worms), Water Voles, Otters and Badgers.

Public Rights of Way: Public footpath and bridleways as defined in the Countryside and Rights of Way Act 2000. The phrase 'rights of way' include the above and permissive routes where there is no legal right of way but access is permitted by the landowner.

Ramsar sites: Wetlands of international importance, designated under the 1971 Ramsar Convention.

Renewable and low carbon energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Retail assessment/retail impact assessment: An assessment which may be required in connection with major retail proposals assessing their likely effect on patterns of trade and the viability and vitality of existing retail centres.

Section 106 Agreements: Legal agreements entered into under Section 106 of the Town and Country Planning Act 1990 (as amended) between a planning authority and a developer, or undertakings offered unilaterally by a developer to ensure that specific works are carried out, payments made or other actions undertaken which would otherwise be outside the scope of the planning permission. Also referred to as planning obligations. Section 106 agreements differ to CIL in that whilst they secure monies to be paid to fund infrastructure to support new developments, the agreements are negotiable and not all new development is subject to such agreements.

Safeguarding Zone: An area defined in Circular 01/03 safeguarding uses such as aerodromes.

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Scheduled Ancient Monument: Ancient structure, usually unoccupied, above or below the ground, which is preserved by order of the Secretary of State. Works affecting an ancient monument must be approved by the Secretary of State.

Setting of a heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance.

Sexual entertainment venue: Any premises at which relevant entertainment (relevant entertainment being any live performance or live display of nudity which is of such a nature that, ignoring financial gain, it must reasonably be assumed to be provided solely or principally for the purpose of sexually stimulating any member of an audience) is provided before a live audience for the financial gain of the organiser or the entertainer.

Shared surface: Streets where people and vehicles share the road space safely and on equal terms with quality of life taking precedence over ease of traffic movement.

Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Site allocation plan: A local plan used to identify sites to accommodate the range of land uses necessary to implement the objectives of a core strategy.

Site of Special Scientific Interest (SSSI): Site or area designated as being of national importance because of its wildlife, plants or flower species and/or unusual or typical geological features. SSSIs are identified by Natural England and have protected status under the Wildlife and Countryside Act 1981.

Special Area of Conservation (SAC): Areas defined in the European Union's Habitats Directive (92/43/EEC), also known as the Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora. They are defined to protect the 220 habitats and approximately 1,000 species listed in Annex I and II of the directive which are considered to be of European interest following criteria given in the Directive.

Special Protection Areas (SPAs): Protected sites classified in accordance with Article 4 of the EC Birds Directive (1979). They are classified for rare and vulnerable birds (as listed in Annex I of the Directive), and for regularly occurring migratory species.

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Site investigation information: Includes a risk assessment of land potentially affected by contamination, or ground stability and slope stability reports, as appropriate. All investigations of land potentially affected by contamination should be carried out in accordance with established procedures (such as BS10175 (2001) Code of Practice for the Investigation of Potentially Contaminated Sites). The minimum information that should be provided by an applicant is the report of a desk study and site reconnaissance.

Statement of community involvement: Statement setting out how the local planning authority will involve local people in planning and plan making.

Strategic cycle network: a core network of cycle routes that extend throughout the urban area and beyond to settlements within cycle commuting distance of the city.

Strategic Environmental Assessment: A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal Environmental Impact Assessment of certain plans and programmes which are likely to have significant effects on the environment.

Street furniture: Collective term for permanent structures installed within the highway, including footways and pedestrian areas. Includes street lighting columns, signs, seats, litter bins, telephone kiosks, post boxes etc.

Supplementary planning document (SPD): Guidance published by the local planning authorities to provide further detailed information on how local plan policies are to be applied or interpreted in order to bring forward sustainable development. SPD may be prepared jointly, particularly where a consistent policy approach is required over an area covered by more than one local planning authority. SPD may be concerned with a particular issue, or it may give more detailed guidance of the development of a specific site, covering a whole range of issues. The latter is frequently referred to as a development brief.

Sustainability appraisal (SA): An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

Sustainable community strategy: Sets out the vision for the area and coordinates and drives the delivery of local services through a local strategic partnership (LSP) (a group of members of the public private and voluntary sectors). Now largely defunct but there are still legislative requirements to implement its aims.

Sustainable development: The main dimensions of sustainable development as identified in the UK's strategy for sustainable development ('a better quality of life, a strategy for sustainable development' 1999) are as follows:

- social progress which recognises the needs of everybody

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- effective protection of the environment
- prudent use of natural resources
- the maintenance of high and stable levels of economic growth and employment

The National Planning Policy Framework contains a “presumption in favour of sustainable development requiring plan making to positively seek opportunities to meet the development needs of the area with sufficient flexibility to adapt to rapid change and approve development proposals that accord with the development plan unless material considerations indicate otherwise.

Sustainable drainage system: Efficient drainage system which seeks to minimise wastage of water, including the use of appropriate groundcover to enable maximum penetration of clean water run-off into the ground and, where appropriate, recycling grey water within the development. Designed to minimise the impact of development on the natural water environment.

Sustainable transport modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

Topic papers: Background documents which provide evidence and explanatory material to support and justify the local plan policies.

Town centre: Area defined on the local authority’s policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in local plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Transport assessment: An assessment, that may be required in connection with major development proposals, which looks at how people are likely to access the development and its effects on travel patterns. It will also look at how any undesirable consequences can be mitigated. It should consider how access on foot, by cycle or public transport can be promoted and how the demand for car parking can be minimised.

Transport statement: A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.

Travel information plan: A document which includes the practical actions to promote sustainable travel, the content of which can then be used on a website or information board

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to help staff and visitors make informed travel choices, and so reduce dependence on the car.

Travel plan: A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

Trees:

Aged tree: Trees that have reached the mature/over-mature phase of their lifespan for their particular species but are not yet old enough to be termed ancient.

Ancient tree: Trees of interest biologically, aesthetically or culturally because of their great age; Trees in the ancient or third and final stage of their life, and; Trees that are the old relative to others of the same species.

Notable tree: Trees of local importance or of personal significance to an individual or group are called 'notable trees'. This includes specimen trees, memorial trees or those considered to be potential, next generation veteran trees.

Veteran tree: trees that, by recognized criteria, show features of biological, cultural or aesthetic value that are characteristic of, but not exclusive to, individuals surviving beyond the typical age range for the species concerned. *NOTE:* These characteristics might typically include a large girth, signs of crown retrenchment and hollowing of the stem.

Urban heat island: Effect that can lead to a built-up area being significantly warmer than the countryside surrounding it. The main cause of the urban heat island is modification of the land surface by urban development.

Use Classes Order: The Town and Country Planning (Use Classes) Order, 1987, a statutory order made under planning legislation, which groups land uses into different categories (called use classes). Change of within a use class and some changes between classes do not require planning permission.

Viability assessment: An objective financial viability test of the ability of a development project to meet its costs including the cost of planning obligations/CIL, while ensuring an appropriate site value for the landowner and a market risk adjusted return to the developer in delivering that project.

Wildlife corridor: Areas of habitat connecting wildlife populations.

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Windfall site: Site where planning permission for housing development is granted during the plan period but which is not identified in the plan for housing development.