

## **NORWICH**

The Norwich urban area is at the top of the GNLP settlement hierarchy. As the most accessible and sustainable location in the area, Norwich benefits from a high level of accessibility to a broad range of local and sub-regional services and facilities. In this Local Plan, Norwich will retain that prime position and be promoted for a significant share of housing and economic development in the GNLP. The area within the city boundary is largely built up and no large-scale greenfield sites remain available to allocate. Therefore, Norwich's potential for the delivery of new housing and economic development will be reliant on the use of previously developed land and premises, increasing densities and housing-led regeneration and renewal, particularly in the city centre.

### **Important considerations**

Norwich has many assets like open spaces, green infrastructure and the river valleys of the Wensum and Yare. The landscape setting of Norwich and the proximity of the Broads are other considerations. All these assets will limit the scale and location of development in Norwich. The major heritage significance of parts of the city mean that particular care needs to be taken in planning, locating and designing new development.

### **Numbers of new homes in Norwich**

1,885 homes were delivered in Norwich between the base date of 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2020. 5,254 new homes could potentially be built on sites with unimplemented planning permissions and allocations in existing local plans (as at 1<sup>st</sup> April 2020). There are new allocations and uplift on existing allocations providing for 4,527 new homes. This gives a total deliverable housing commitment for Norwich equivalent to 11,666 homes.

### **Meeting the development needs in Norwich**

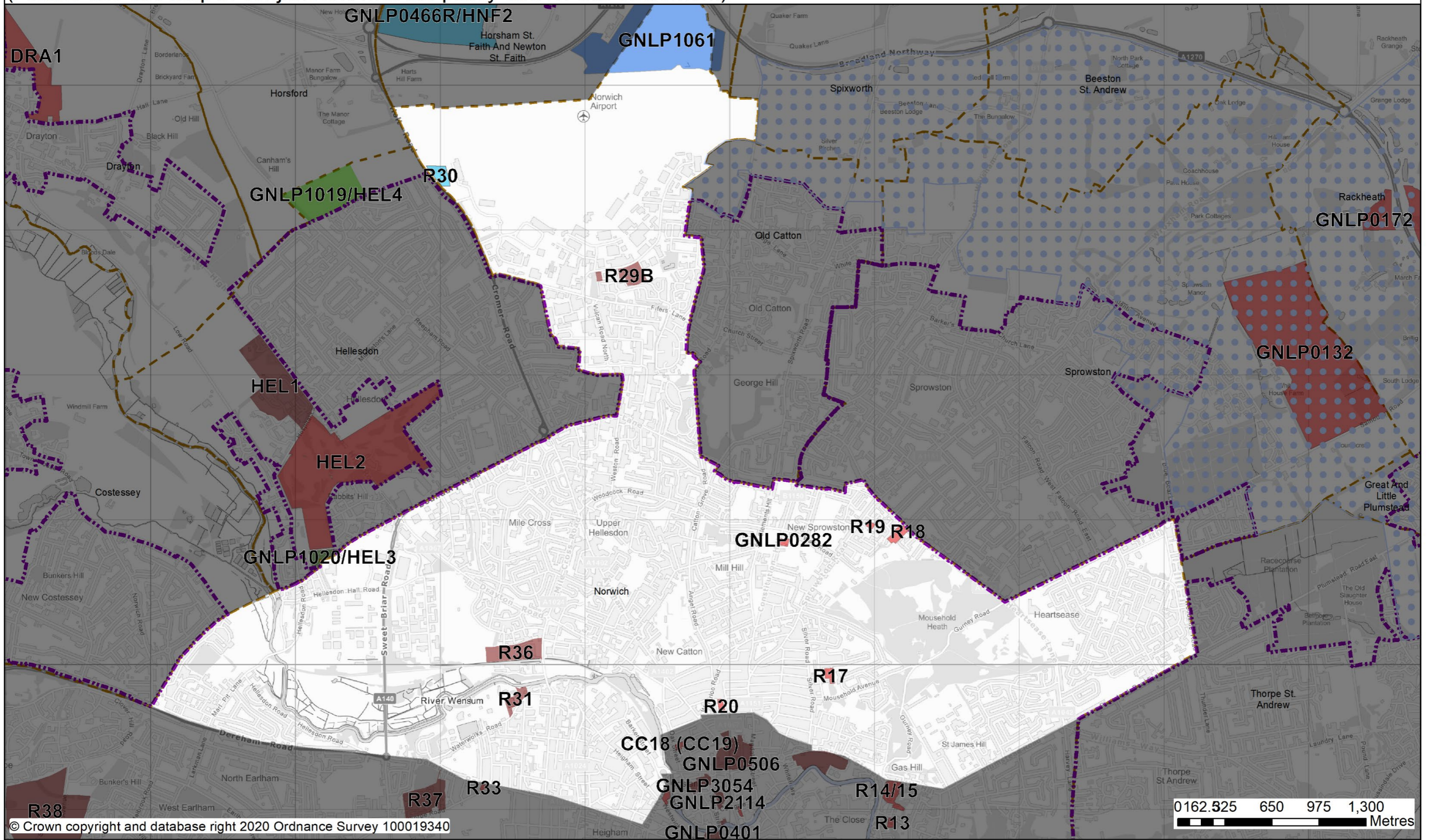
Although a relatively small number of completely new allocations are proposed, there is considerable potential to increase housing densities on previously identified sites; particularly in and adjoining the city centre (which will also be a focus for employment, retail, leisure, educational and cultural facilities).

The plan proposes a limited number of allocations for employment use and other uses carried forward from previous local plans: this includes three sites providing for the longer-term expansion of the University of East Anglia.

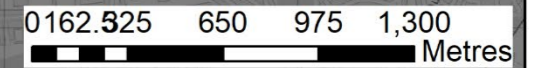
# NORWICH (NORTH)




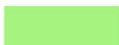
(Please use this map in conjunction with the policy text for this settlement)

# GREATER NORWICH LOCAL PLAN SETTLEMENT MAP



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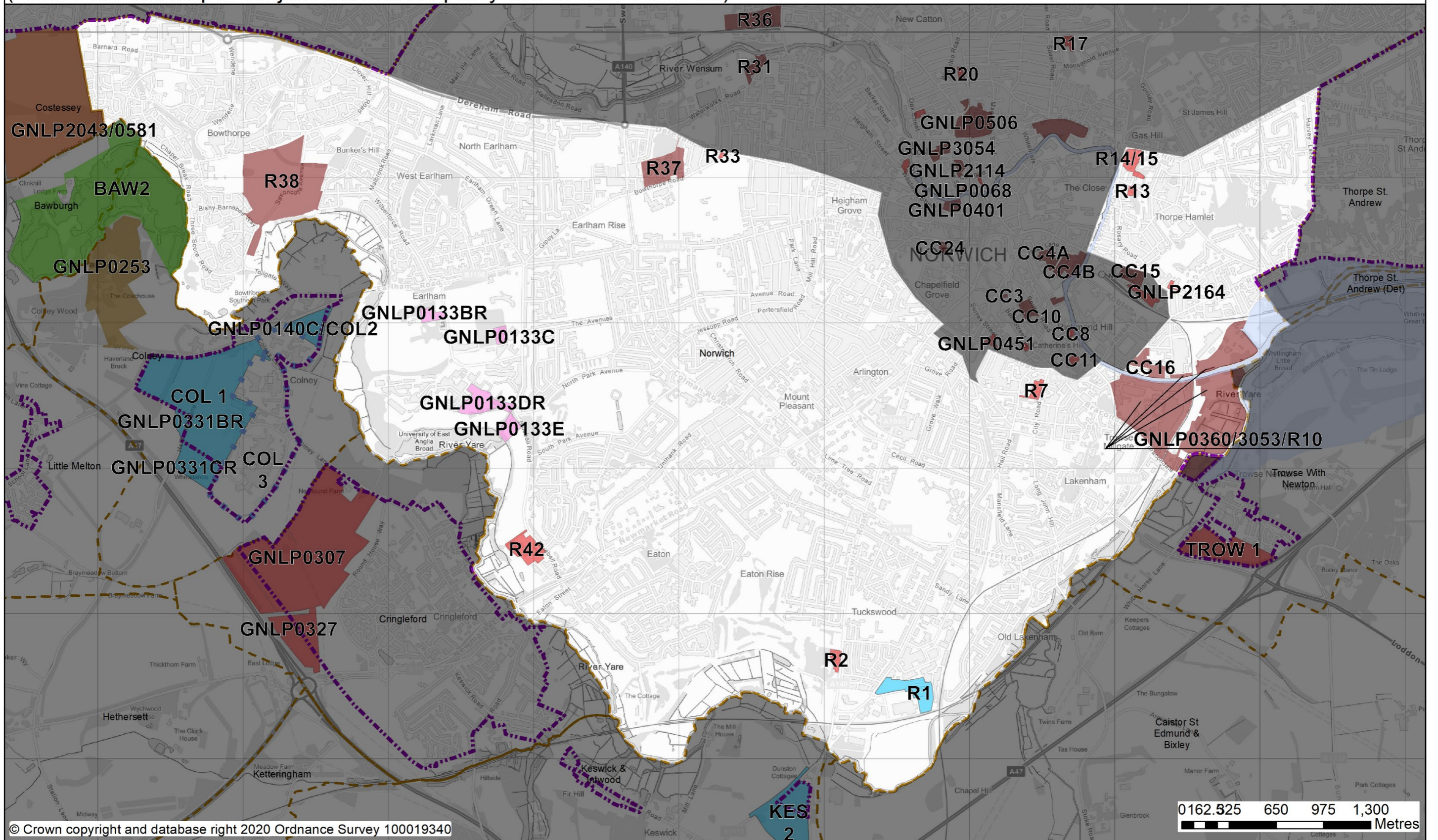
 Housing Allocation	 Employment Allocation	 Aviation Related Employment Allocation	 Burial Ground Allocation	 Settlement Boundary	 Broads Authority
 Mixed Use Allocation	 Open Space/Leisure Amenity Allocation		 Parish Boundary	 Growth Triangle Area Action Plan Boundary	

Scale at A3:  
1:24,000  
Date: 15/12/2020

# NORWICH (SOUTH)

(Please use this map in conjunction with the policy text for this settlement)

# GREATER NORWICH LOCAL PLAN SETTLEMENT MAP



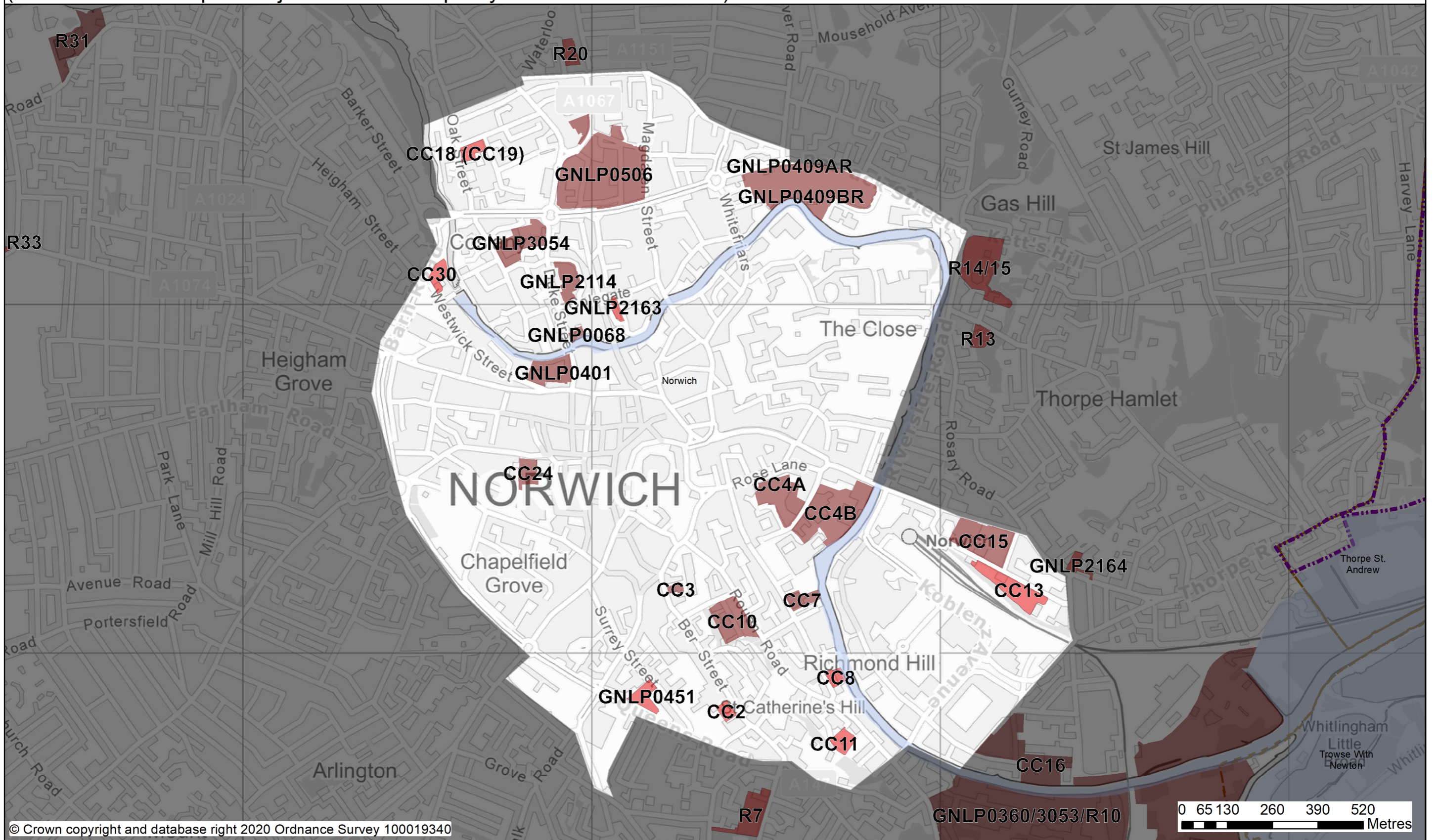
 Housing Allocation	 Employment Allocation
 Mixed Use Allocation	

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Scale at A3:  
1:24,000  
Date: 15/12/2020

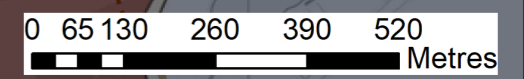
# NORWICH (CENTRE)

(Please use this map in conjunction with the policy text for this settlement)

# GREATER NORWICH LOCAL PLAN SETTLEMENT MAP



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- Housing Allocation
- Mixed Use Allocation
- Settlement Boundary
- Parish Boundary
- Broads Authority

N  
Scale at A3:  
1:10,000  
Date: 15/12/2020

## East Norwich

1. The East Norwich Strategic Regeneration Area (ESRA) consists of three brownfield regeneration sites by the rivers Wensum and Yare. These are Carrow Works, the Deal Ground and the Utilities Site. The ESRA also includes land in front of ATB Laurence Scott fronting the Wensum, (linking to allocation CC16 (Land adjoining Norwich City Football Club north and east of Geoffrey Watling Way)) which is considered essential for the delivery of sustainable transport links to the three sites. The overall area is defined on map 9 of the Greater Norwich Local Plan and the three regeneration sites are allocated under this site allocations policy.
2. East Norwich Strategic Regeneration Area has the potential in the medium to long-term to create a new urban quarter for Norwich, to act as a catalyst for additional regeneration in neighbouring urban areas and to contribute significantly to growth of the Greater Norwich economy. A new partnership has been established - the East Norwich Partnership – to steer preparation of a masterplan for this area that will unlock development on these sites and deliver sustainable regeneration. The partnership is led by Norwich City Council with representation from key public and private sector partners including Homes England, Network Rail, and the landowners of the three sites.
3. To ensure growth is co-ordinated, overcomes local constraints and is well-designed in this particularly sensitive location, policy 7.1 of the Greater Norwich Local Plan requires regeneration to be guided by an area-wide masterplan supplementary planning document. Development is contingent on the provision of economic (e.g. highway network, bridges and utilities) and social infrastructure (e.g. schools, community facilities and recreational spaces) at a scale to support sustainable growth across the ESRA. The masterplan will promote development of a high density sustainable mixed-use community, co-ordinate delivery of new transport infrastructure and services, enhance green spaces and links, provide for a local energy network, enhance heritage assets, protect Carrow Abbey County Wildlife Site and address local issues including the active railway, the protected minerals railhead and flood risk issues. Development across the three sites will provide in the region of 4,000 homes in the plan period and up to 6,000 new jobs.
4. The Deal Ground and Utilities site are allocated in the adopted Norwich Site Allocation and Site-Specific Policies Plan (2014); however the release of the Carrow Works site for development presents the opportunity to strategically address the challenges and opportunities of all three sites. Unlocking the full development potential of the sites relies upon addressing constraints and, in particular, requires the provision of common infrastructure to serve all the sites, which will enable sustainable growth to be delivered in this location. This should achieve improved integration of the ESRA sites in terms of social,

economic and green infrastructure. There is also the potential for a new access route into the Deal Ground from the Carrow Works site passing under the rail line, which is due for upgrading in conjunction with the potential replacement of Trowse Swing Bridge. 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. Development will need to be carried out in accordance with any phasing plans agreed through the masterplanning process.

5. Key development considerations and constraints across the East Norwich Strategy Regeneration area are:
  - (i) There is a need for substantial new transport infrastructure to provide connectivity and permeability within and between the sites in the East Norwich Strategic Regeneration Area and beyond, including north-south links between Trowse and Bracondale and the north bank of the Wensum and Thorpe Road/Yarmouth Road, and east-west links between the city centre, the railway station and Whitlingham Country Park and the Broads including an extended riverside walk on the north and south banks of the Wensum. The ESRA masterplan will include an integrated access and transportation strategy which will identify new routes, river crossings and network improvements. It is anticipated that this strategy will include, but not be limited to, the SA Plan policy requirement for a new all-purpose road access from Bracondale to the Deal Ground via a bridge over the River Yare, and a new bridge over the River Wensum to at the minimum provide cycle, pedestrian links and emergency vehicle access, north to the Utilities site, and cycle and pedestrian links along the river corridor linking to Carrow Works and to the Broads. Any new bridge or bridges must be designed to meet navigation requirements for the River Wensum and provide river moorings and de-masting facilities. The integrated access and transportation strategy must have an emphasis on sustainable accessibility and traffic restraint.
  - (ii) There is a need to manage the transport impact of the development on the strategic and local highway network, including the Martineau Lane roundabout, Bracondale and King Street and on the nearby village of Trowse. A low car environment will be promoted, supported by an excellent walking and cycling network and access to public transport.
  - (iii) Development will be required to provide area-wide environmental, economic and social infrastructure and services in a co-ordinated manner in order to support the level of growth proposed.
  - (iv) There will be a need for development 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 the railway, the Crown Point

- Train Maintenance Depot, the aggregate depot minerals operations and the sewage treatment works.
- (v) Prior to development there will be a need to address and remediate site contamination and remove redundant utilities infrastructure from previous industrial uses.
  - (vi) Development must protect and enhance key areas of landscape and biodiversity value, green infrastructure assets, corridors and open spaces within the area, including enhancing linkages from the city centre to the Broads, Whitlingham Country Park, Carrow Abbey County Wildlife Site, the wider rural area and elsewhere in Norwich. Development must demonstrate the means to retain and maintain these assets in perpetuity.
  - (vii) The East Norwich Regeneration Area is situated within Trowse Millgate Conservation Area and Bracondale Conservation Area and there are a high concentration of heritage assets in and adjacent to the sites. Development must have regard to the character and appearance of the conservation areas and protect and enhance the sites' heritage assets and their settings including long views from, into and across the sites. Development must be of appropriate scale, form and massing, informed through the coordinated masterplanning process. 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.
  - (viii) Development will need to be of a high-quality exemplar, energy efficient design which builds at high densities and maximises the riverside regeneration potential whilst acknowledging the sensitive location at the confluence of two rivers forming the eastern approach to Norwich. The design and form of development must acknowledge the proximity of Whitlingham Country Park, and the village of Trowse, take account of its setting adjacent to the Broads and manage the potential impact on long views toward and away from the urban edge.
  - (ix) The East Norwich Strategic Regeneration Area falls within flood zones 1, 2 and 3 and therefore site-specific flood risk assessments must be undertaken prior to development in order to identify risks from river and surface water flooding. Development will need to be flood resilient and provide appropriate flood mitigation measures. Parts of the sites are within the flood plain of the River Yare and any development on the floodplain would compromise the natural functioning of the river and the Water Framework Directive no deterioration objective. There should therefore be a significant buffer between the development and the flood plain. Any sensitive development of sections of this land parcel outside of the flood plain should also restore natural habitats within the flood plain.
  - (x) Development should make appropriate provision for sustainable drainage. SuDS within the development must be sufficient to protect the water quality of the River Wensum and River Yare and any

opportunities to improve riparian habitat to mitigate against the impacts of the development would help to secure improvements necessary to meet good Water Framework Directive status and help ensure that the development does not cause any deterioration.

- (xi) Development should address the Broads Authority's navigational requirements given that the River Wensum (up to New Mills) forms part of the Broads network. Consideration should be given to allowing greater use of the Rivers Wensum and Yare for water-based recreation, leisure and tourism including the potential inclusion of marinas and riverside moorings and access for waterborne freight subject to not impeding navigation of either river. It also forms a significant corridor for wildlife.

### **Land at the Deal Ground, Bracondale and Trowse Pumping Station in Norwich and the former May Gurney site at Trowse in South Norfolk**

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. 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.

Development of this site needs 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 which is in a poor state of repair and on Norwich's Buildings' at Risk Register and Trowse Pumping Station within Trowse Millgate Conservation Area to the south.

The majority of the site lies in Flood Zones 2 and 3, both now and with the addition of climate change. A significant majority of Flood Zone 3 is shown on Environment Agency modelling to actually be Flood Zone 3b Functional Floodplain, with an annual probability of flooding of 5% (1 in 20) and classed as 'land where water needs to flow and be stored in times of flood'. Residential and commercial development, classed as 'more vulnerable' and 'less vulnerable' development respectively, is not permitted in Flood Zone 3b. The developable area will be informed by level 2 SFRA. As with all development in Flood Zones, the more vulnerable development, and ideally the less vulnerable development too, will need to be designed with floor levels raised 0.3m above the flood levels for the future 1% (1 in 100) annual probability flood event with 35% and ideally 65% allowances for climate change. Refuge will also need to be



provided above the 0.1% (1 in 1000) annual probability 25% climate change flood levels. Compensatory flood storage will also need to be provided for any built development or land raising within the 1% (1 in 100) annual probability flood outline with 35% climate change to ensure no increase in flood risk elsewhere. This will require lowering of higher land in Flood Zone 1 to provide the compensatory flood storage. It is noted that extant outline permission 12/00875/O on the site met these requirements, although climate change allowances have since changed so the required floor levels may be different.

A significant proportion of the site falling within Norwich is allocated in the adopted 'Site allocations and site-specific policies' plan and the major part of it also benefits from outline permission for residential led mixed-use development, although this has not yet been progressed. This is a cross boundary allocation as part of this site also falls within South Norfolk jurisdiction (this is a single policy covering the cross-boundary site). As an existing allocation this site is included in the housing commitment figure and has been considered in the calculation of the housing requirement

## Land at Carrow Works

Carrow Works was formerly the location for Britvic Soft Drinks Ltd. and Unilever UK Ltd., and the site also includes Carrow House owned by Norfolk County Council. It is being promoted for redevelopment.

The site is known for the presence of the remains of Carrow Priory and as the former family home of the Martineau and later the Colman families. The manufacture on the site grew from the Colman's family business, which included the milling of mustard seed to produce the international brand of Colman's Mustard. Corona fizzy drink was produced from the site and later Britvic and Unilever overtook manufacture here. The site also includes a conference centre, former coroner's court and social services department offices, a fire station and disused Trowse Railway Station.

There is a high concentration of both heritage and natural assets within the site. There are further assets within close proximity of the site (including the Broads), which may also impact on the proposals. Designated heritage assets include scheduled monuments, listed buildings, and conservation areas; non-designated heritage assets include locally registered parks and gardens, locally listed buildings and the area of main archaeological interest, and items as yet unidentified.

The land and buildings around Carrow Abbey is both a scheduled monument (Carrow Priory) and contains listed buildings (grade I), there are individual and group TPOs, and the land is a locally registered historic park and garden. The historic park and garden extends for some distance to King Street and Bracondale and includes Carrow House, which is also listed (grade II). The conservatory at Carrow House and Blocks 7,7a, 8 and 8A at Carrow Works are listed II\*. Block 92 at Carrow Works is listed grade II.

The Lodge at Carrow, Stable Cottages at Carrow, the Former Pineapple PH, and the railway station at Trowse are locally listed. Further research regarding the buildings and structures on site may reveal further assets of heritage significance.

Part of the site is contained within the Bracondale Conservation Area and part of the site is contained within the Trowse Millgate Conservation Area.

The site is situated within the Area of Main Archaeological Interest; this area offers potential to reveal more about the history of the early City. It is likely that the archaeological potential across the whole site will be of interest. Archaeological investigation below any areas of construction or altering of the ground will likely be required to assist in the understanding of the City.

There are further group and area TPO trees within the site, including a group to the rear of the fire station and a group running parallel with the railway line.

To the east of the site lies a County Wildlife Site, the trees and green spaces on the site together with a number of buildings are likely to be important for wildlife and biodiversity. Protection of the wildlife and the increase the biodiversity of the site will be required.

The vast majority of the site is Flood Zone 1. There is a very small area to the north east of the site, adjacent to the river which is Flood Zone 3 now and in the future. Therefore, the sequential approach must be applied to avoid built development within this small area of flood zone to allow it to continue to provide flood storage.

### **Utilities site**

The site was allocated in the previous Local Plan but has not yet been developed. Previous proposals were founded on the expectation of delivering a renewable power generation facility as an integral part of the development and although this option is not being actively pursued there is scope for local energy generation serving the wider area which is reflected in policy 7.1.

The principle of development on the site has already been accepted and it is expected that development will take place within the time-period of this Local Plan.

The Utilities site is split between Norwich City and the Broads Authority Executive Area for planning purposes: the land immediately to the east of site R10 between the River Yare and the railway line falls within the planning jurisdiction of the Broads Authority. Policy NOR1 of the adopted Broads Local Plan 2019 (or successor document) provides for mixed use development of this adjoining land potentially providing up to 120 homes in addition to the housing potential of the site allocated within this plan. Development proposals will need to incorporate both areas and are required to comply with the site-specific policies of both local planning authorities.

## **STRATEGIC ALLOCATION**

**Policy GNLP0360/3053/R10: East Norwich Strategic Regeneration Area incorporating:**

- a) Land at the Deal Ground, Bracondale and Trowse Pumping Station in Norwich and the former May Gurney site at Trowse in South Norfolk (approx. 21.35 ha)**
- b) Land at Carrow Works, Norwich (approx. 19.91 ha)**
- c) Utilities Site, Norwich (approx. 6.92 ha)**
- d) Land in front of ATB Lawrence Scott (0.39 ha)**

**The East Norwich Regeneration Area is allocated for residential led mixed use development including housing, community, education and leisure facilities, employment and retail, local greenspace, biodiversity areas and recreational open space as part of a balanced mix, together with all necessary supporting vehicular, pedestrian, cycle and public transport access infrastructure. The site is expected to deliver in the region of 4000 homes subject to confirmation through detailed master planning as defined in policy 7.1 of this plan.**

The development will achieve the following site-specific requirements:

1. Development must be undertaken comprehensively in accordance with the masterplan for the East Norwich Strategic Regeneration Area required by policy 7.1 (including in accordance with any phasing plan). Proposals should not prejudice future development of or restrict options for the other sites within the East Norwich Regeneration Area.
2. Development must create an inclusive, resilient and safe community in which people of all ages have good access to high quality homes that meet housing need along with opportunities to access high quality jobs and services.
3. Co-ordinated delivery of new social (e.g. schools, community facilities and recreational spaces) and economic infrastructure (e.g. transport routes, bridges and utilities) and services, as informed by the detailed masterplan for the East Norwich Strategic Regeneration Area.
4. Make the most of its riverside location, including provision of a riverside walk along the northern and southern banks of the River Wensum, linking the sites and providing connections to the Football Club and the City Centre as well as the establishment of a recreational route to Whitlingham County Park suitable for accommodating National Cycle Route 1 (NCR1) as part of the integrated access and transportation strategy required by policy 7.1 and the 'River Wensum Strategy'. This will be designed to allow future extension of the pedestrian and cycle network to serve surrounding regeneration opportunity sites east of the city centre should they become available, including improved access routes to Kerrison Road and Hardy Road over or under the railway line north of Trowse Swing Bridge;
5. Achievement of an exemplar high quality, locally distinctive design of a scale and form which respects its context and setting and makes the most of its riverside setting. Design should also take account of the significance of heritage assets on and off site and protected trees as informed by the coordinated masterplanning process
6. There will be the general presumption in favour of the repair and re-use of heritage assets on site as part of any site regeneration, however any application for redevelopment will be considered on its merit. Great weight will be given to the conservation of all designated heritage assets and proposals should provide a suitable setting for designated heritage assets affect by the proposal on an off site including key views from and into the site. Development proposals should draw upon local character and distinctiveness and preserve or enhance the character and appearance of the conservation areas affected, Scheduled monuments, listed building, locally listed buildings and other non designated heritage assets on and adjacent to the site (including any contribution made to their significance by setting). Development proposals should also consider heritage assets below ground and the impact upon the Broads.

7. Proposals will maintain the open character of the Yare Valley and preserve long views towards the Broads and open countryside
8. Development proposals will include protection and enhancement of the existing biodiversity of the site including green infrastructure assets, corridors, trees and open spaces. Development must enhance linkages from the city centre to the Broads, Carrow Abbey Country Wildlife Site, the woodlands, the wider rural area and elsewhere in Norwich. Furthermore Development must secure remediation and long term management of the Carrow Abbey County Wildlife site. Development must also achieve high quality landscaping, planting and biodiversity enhancements, including enhancements to the River Wensum and River Yare and to the locally registered historic park and garden, along with appropriate improved public access.
9. Be designed to mitigate the impact of vibration, noise generation, light and air pollution from adjacent industrial operations, roads and railways in order to protect the amenity of users and occupiers of the sites.
10. Proposals for development must ensure that they will not place constraints on the operation of the existing rail connected asphalt and aggregates transshipment operation.
11. Development proposals must address and remediate site contamination
12. An archaeological assessment will be required prior to development
13. Site specific flood risk assessment must be undertaken prior to development and the design of the development will need to be flood resilient and incorporate appropriate mitigation measures in order to address flood risk from both river and surface water flooding.
14. Norfolk Minerals and Waste Core Strategy Policy CS16 and the NPPF 'agent of change' principle applies, as parts of the sites are within the consultation area of a safeguarded mineral infrastructure (aggregate and roadstone railhead and asphalt plant);

### Deal Ground

Development must also achieve the following site-specific requirements:

1. Preserve the integrity and wooded landscape character and biodiversity interest of the eastern margin of the Deal Ground around Carrow Abbey Marsh and Whitlingham Country Park to the east.
2. Development must secure remediation and long term management of the Carrow Abbey County Wildlife site (on and adjacent to this site).
3. Proposals will include the preservation of the grade II listed 'bottle kiln' and it's setting in the north part of the site and Trowse Pumping Station within Trowse Millgate Conservation Area to the south. Imaginative repair and re-use of the bottle kiln in a manner that maintains its special interest will be

encouraged. Proposals should also acknowledge the heritage significance of the site adjacent to Carrow Works.

### Carrow Works

Development must also achieve the following site-specific requirements:

1. Proposals will include the protection and long term management of the scheduled monument and listed buildings on the site and provide a suitable setting for designated heritage assets affected by the proposals on and off site. Proposals, which seek to convert, alter or demolish locally listed buildings or have a harmful impact on the significance of their setting, will be considered on their merits. Clear justification for all proposals will be required;
2. Proposals will be required to adopt and implement a strategy of heritage interpretation.

### Utilities Site

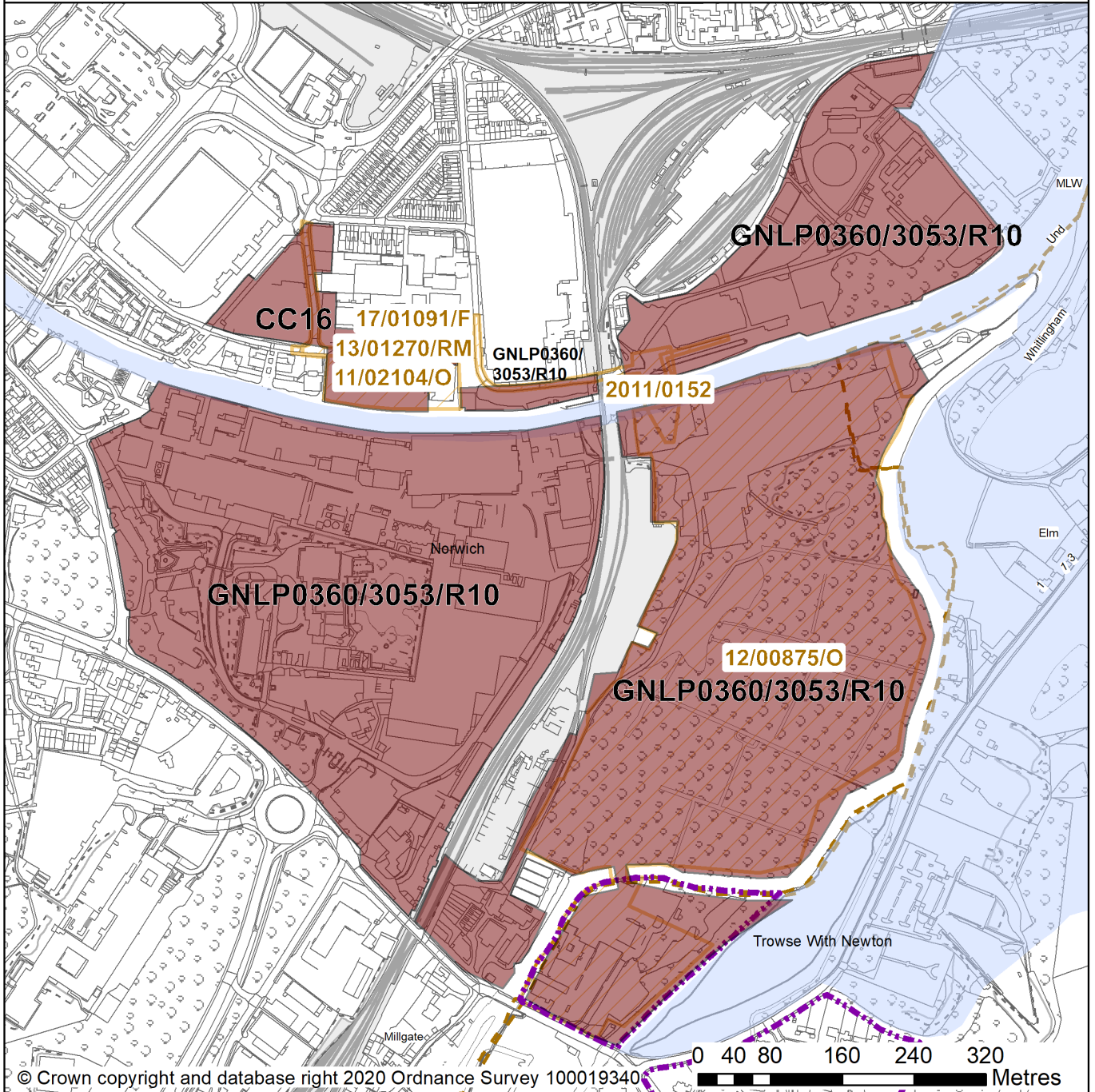
Development must also achieve the following site-specific requirements:

1. Proposals should acknowledge the heritage significance of the site as a former power station as part of the requirement in policy 7.1 to protect and enhance heritage assets and their setting.
2. Establishment of recreational routes along the eastern margin of the site with a potential pedestrian and cycle link to Carey's Meadow as part of the integrated access and transportation strategy;
3. Effective integration with proposals for the area of the site immediately to the east falling within the Broads Authority area and covered by policy NOR1 of the adopted Broads Local Plan 2019 (or successor document).

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: GNL0360/3053/R10  
 LOCATION: East Norwich Strategic Regeneration Area - Deal Ground, Carrow works and Utilities site  
 ALLOCATION: Mixed Use (4000 dwellings)  
 SITE AREA: 48.57 ha



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- Mixed Use Allocation
- Broads Authority Area
- Settlement Boundary
- Commitment\*
- Parish Boundary

Scale at A4:  
1:6,011

N



Date: 15/12/2020

\*new and extant permission at 1st April 2020

## New Allocations

### **POLICY GNLP0068: Land adjacent to the River Wensum and the Premier Inn, Duke Street.**

This 0.12ha site is currently occupied by a surface car park accessed from Duke Street. It is bordered by Duke Street to the West, by a hotel to the north, by a school to the east and by the River Wensum to the South. Development offers opportunity for landscape improvements and provision of a new section of riverside walk on the north bank of the river Wensum.

Development 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 proximity to heritage assets, the Broads National Park, site ground conditions, Critical drainage catchment area and riverside location including flood zones 2 and 3. A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road. A previous site investigation report has indicated that there are elevated levels of contamination present on site, land contamination desk top study and intrusive investigations will be required.

Early engagement with statutory consultees is always recommended, in this case most particularly the Environment Agency, the Broads Authority and Anglian Water to address flood and water disposal issues.

Although not previously allocated in the Local Plan, the site benefits from an extant 2004 permission for 21 homes. That permission has been implemented and remains valid through the construction of the hotel forming part of the same approved proposals. Further to this, consent was granted in November 2019 for the construction of a 139 bed Purpose Built Student Accommodation Block (18/01552/F). The site is likely to accommodate at least 25 homes or 125 student bedrooms. More may be accommodated, subject to an acceptable design and layout etc. being achieved.

#### **POLICY GNLP0068**

**Land adjacent to the River Wensum and the Premier Inn, Duke Street (approx. 0.12ha) is allocated for residential-led mixed use development. This will include a minimum of 25 homes (or if developed for student accommodation, a minimum of 125 student bedrooms) A small element of commercial, office, and/or educational use at ground floor level may also be acceptable.**

The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive design.
2. A scale and form which respects and takes advantage of its riverside context;
3. Conserve and enhance the significance of the City Centre Conservation Area and nearby listed buildings (including any contribution made to their significance by setting),
4. Ensures a high level of flood resilience and incorporates appropriate mitigation measures; (including addressing identified risks from flooding from rivers and surface water flooding);
5. If developed as purpose-built student accommodation, Affordable Housing contributions to be provided as a commuted sum in accordance with Norwich City Council Affordable Housing supplementary planning document (2019) or any successor

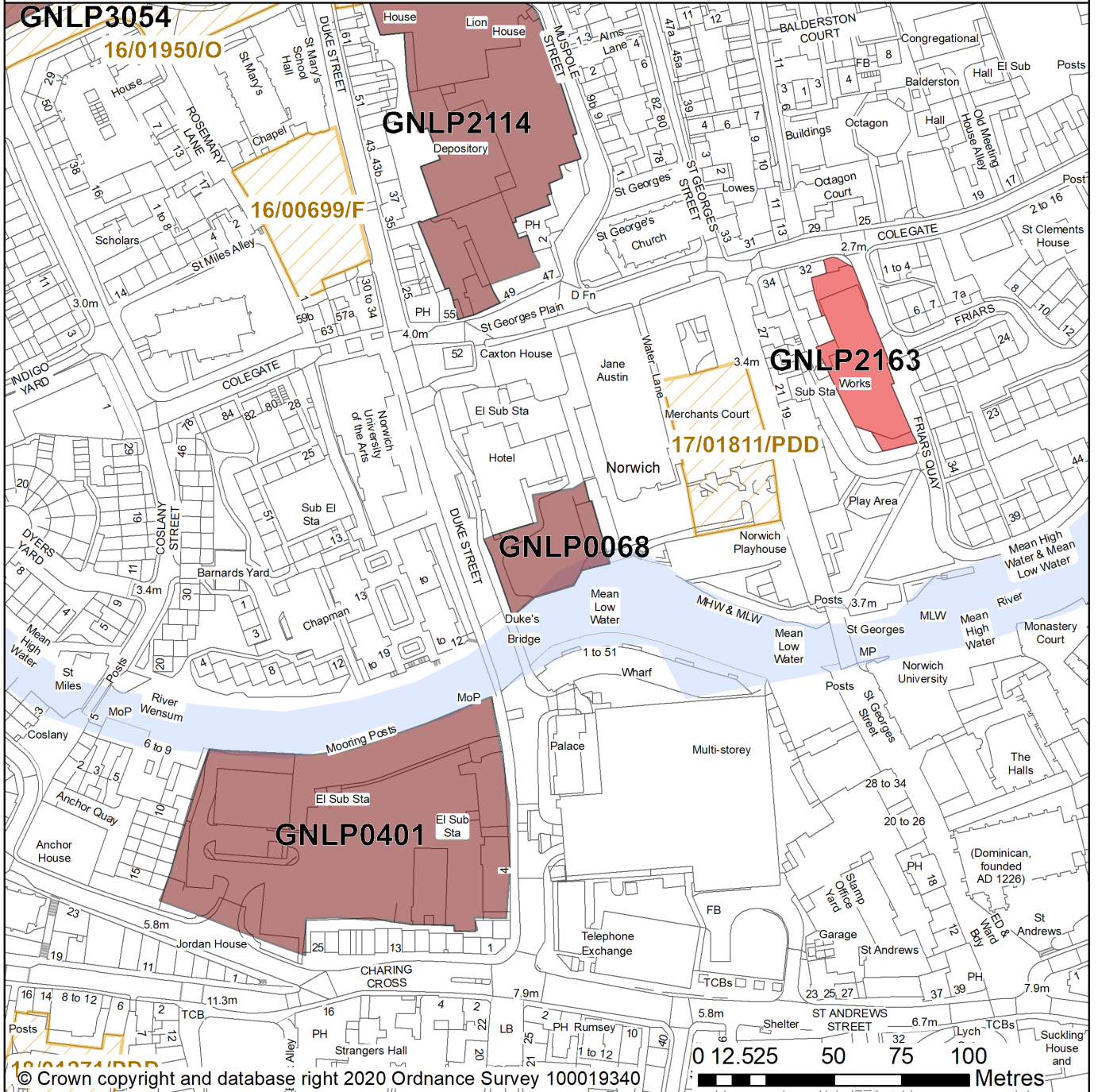


6. Reduced levels of residential car parking to achieve low car or car-free housing
7. Provision of public access to and along the river for walking and cycling, including a ramp from Duke Street, designed to facilitate a future extension of the riverside walk eastward to St Georges Street in accordance with policy 7.1 and the 'River Wensum Strategy';
8. High quality landscaping, planting and biodiversity enhancements particularly along the river edge;
9. Protection of bankside access for maintenance purposes.
10. Existing surface water discharge point located within the boundary of the site which must be addressed as part of any scheme put forward.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

**SITE REFERENCE:** GNL0068  
**LOCATION:** Land adjacent to River Wensum and the Premier Inn, Duke Street.  
**ALLOCATION:** Residential development (125 student beds)  
**SITE AREA:** 0.12 ha



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0 12.5 25 50 75 100 Metres

Scale at A4:  
1:2,000

- Housing Allocation
- Broads Authority Area
- Parish Boundary
- Mixed Use Allocation
- Commitment\*



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **UEA POLICIES: GNLP0133-B, GNLP0133-C, GNLP0133-D & GNLP0133-E:**

**These sites are expected to be developed for the purposes proposed below within the new local plan time-period up to 2038. The latter being identified as a strategic reserve for future development by UEA and only being released subsequent to the completion of development of the other sites listed. This coincides with the period covered by the emerging revised Development Framework Strategy (DFS refresh) being prepared by the UEA. Once finalised and endorsed by Norwich City Council as local planning authority, the DFS refresh will provide additional detailed evidence and guidance to inform detailed development proposals both on the specific sites allocated in this plan and elsewhere within the campus.**

### **POLICY GNLP0133-B: Land adjoining the Enterprise Centre at Earlham Hall:**

This 1.06ha site comprises the walled garden to the east of Earlham Hall formerly used as a nursery and depot. The site does not include the public car park. A larger site was allocated in the previous Local Plan (R39) for business use to include an exemplar low-carbon building. The first phase of development comprising the Enterprise Centre is complete and operating. Development of the site must address a number of constraints including its location within the Earlham Conservation Area Grade II registered Earlham Park Historic Park and Gardens and proximity to the Grade II\* Earlham Hall. Earlham Park is also part of the Yare Valley green infrastructure corridor. Therefore the design of development should both retain existing trees on / adjoining the 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. Low rise development within the constraints of this sensitive setting is considered appropriate, as outlined within the now lapsed outline planning permission for the site. A contamination assessment and appropriate mitigation will be necessary. Development meeting the future expansion needs of the University as detailed in the emerging Development Framework Strategy remains appropriate. The site is allocated for development on this revised boundary for university-related uses to include offices, research and development and educational uses.

### **POLICY GNLP0133-BR**

**Land adjoining the Enterprise Centre at Earlham Hall (walled garden and nursery 1.29ha) is allocated for university-related uses, including offices (Use class E(gi)), research and development (Use class E(gii)) and educational uses (Use class F1) providing in the region of 5,000 sq.m of floorspace.**

The development will achieve the following site-specific requirements:

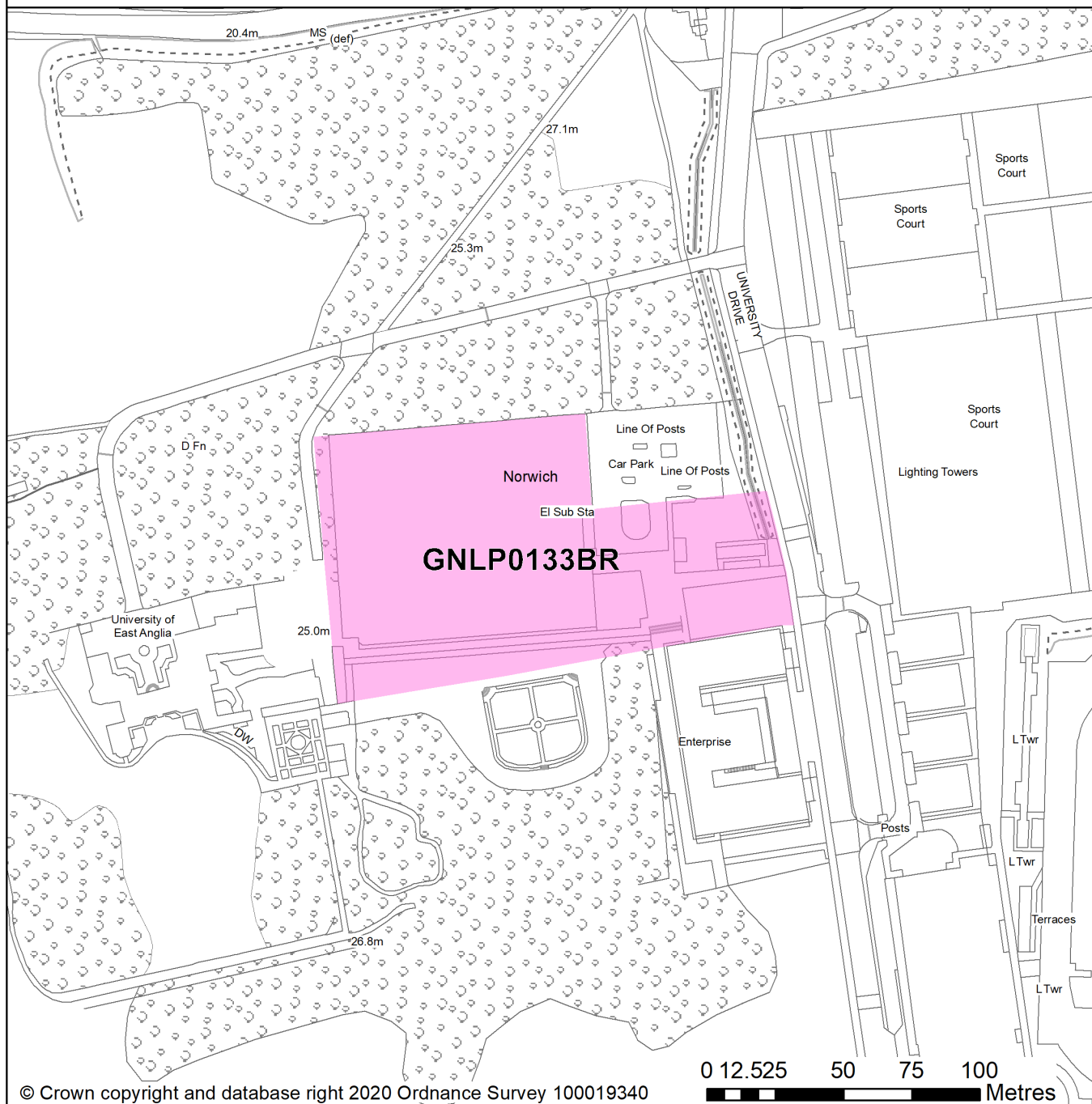
1. Achievement of a high quality, low carbon, and energy efficient development which respects its historic context.

2. Development should protect and enhance the significance of the grade II\* Earlham Hall and associated Grade II listed buildings, the Grade II registered Earlham Park Historic Park and Gardens, and the Earlham Conservation Area (including any contribution made to that significance by setting), through careful design, massing and appropriate open space and landscaping.
3. Low rise development with high quality landscaping, planting and biodiversity enhancements to reduce the impact of built development, providing links to the river valley and integrating with the existing cycle and pedestrian network within the campus;
4. Motor vehicular access should be taken from the existing access via University Drive.
5. No additional car parking to be created;
6. Linking development to the university district heating network, where feasible and viable to do so, or providing alternative on site facilities where these are considered to minimise impacts which might arise from connection to the national grid.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP



SITE REFERENCE: GNL0133BR  
LOCATION: Land adjoining the Enterprise Centre at Earham Hall  
ALLOCATION: University Related Development  
SITE AREA: 1.29 ha



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0 12.525 50 75 100 Metres

Scale at A4:  
1:2,000

-  University Related Allocation
-  Parish Boundary

N



\*new and extant permission at 1st April 2020

Date: 05/11/2020

**POLICY GNLP0133-C: Land north of Cow Drive (the Blackdale Building, adjoining Hickling House and Barton House, University of East Anglia**

The former Blackdale school site lies between Blackdale Plantation and Bluebell road and is 0.89ha in size.

The site was allocated in the previous local plan (R40) on a larger boundary and benefits from a partly implemented planning permission for a 915-bed student accommodation development; the first 514-bed phase of which (Hickling House and Barton House) is complete. Should the second consented phase not proceed, development of a similar scale and form is appropriate in this location. The woodland setting and existing landscape features should be retained and enhanced where appropriate. This includes Blackdale Plantation, the specimen trees occurring within the grounds, the boundary hedgerows and Cow Drive. Any changes to these areas will need to be informed by an arboriculture and landscape assessment. The consented second phase of the scheme is already included within the housing commitment calculation. The site is likely to accommodate around 400 student bedrooms, (equivalent to 160 homes).

**POLICY GNLP0133-C**

**Land north of Cow Drive (the Blackdale Building, adjoining Hickling House and Barton House, University of East Anglia, 0.89 hectare) is allocated for student accommodation development which may include a small element of ancillary university related uses. The site is expected to accommodate a minimum of 400 student bedrooms.**

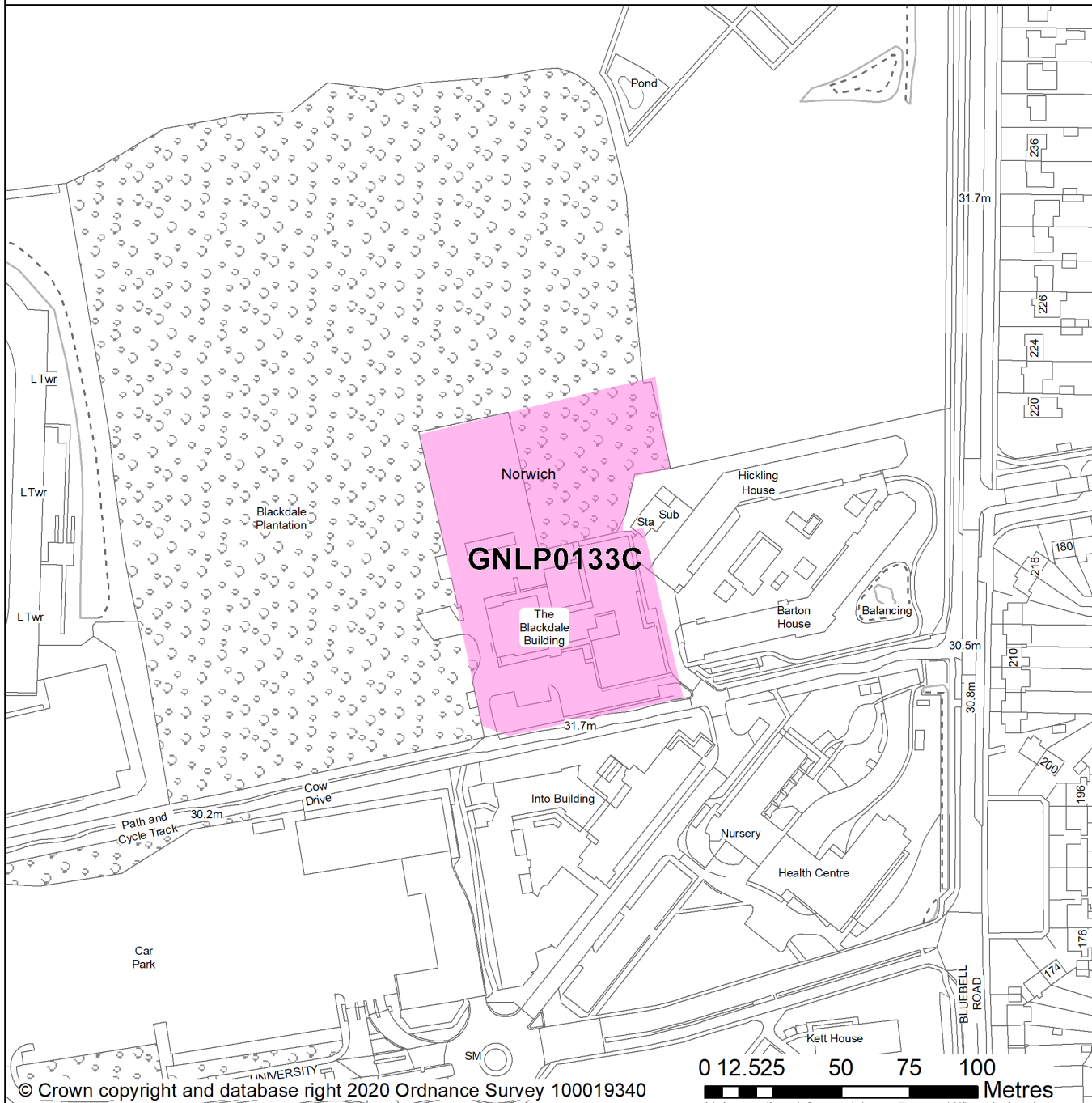
The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive, energy efficient design whose form and massing takes account of its location on the fringe of the campus, complements and integrates with existing adjoining development and respects the design and heritage significance of the main part of the campus.
2. High quality landscaping, planting and biodiversity enhancements to reduce the impact of built development, providing for the retention and enhancement of existing landscape features and the protection, enhancement and management of and public access to the adjacent Blackdale Plantation;
3. Linking development to the university district heating network, where feasible and viable to do or providing alternative on site facilities where these are considered to minimise impacts which might arise from connection to the national grid.
4. Access arrangements to the site will be in accordance with the approved planning permission, unless otherwise agreed with the Local Planning Authority in consultation with the Local Highway Authority.


# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: GNL0133C  
 LOCATION: Land north of Cow Drive  
 ALLOCATION: University Related Development (400 student beds)  
 SITE AREA: 0.89 ha



 University Related Allocation

 Parish Boundary

Scale at A4:  
1:2,000



\*new and extant permission at 1st April 2020

Date: 05/11/2020

### **POLICY GNLP0133-DR: Land between Suffolk Walk and Bluebell Road:**

The 3.96ha site lies in the south of the existing University of East Anglia (UEA) campus and west of Bluebell Road. Part of this site (reference R41) is identified in the adopted Norwich Site Allocations and Site-Specific Policies Local Plan as a strategic reserve to accommodate the anticipated future expansion of the University.

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.

The sloping topography of the site presents an opportunity for the use of innovative, sustainable design to minimise the visual impact and maximise environmental performance, including linking the new development to the campus wide district heating network. Development should 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. Transport impacts assessment will be required and as well as a review of the campus travel plan.

The potential development area now identified, provides an opportunity to complete the southern part of the Campus. The emerging revised DFS considers that this development area has capacity to take a significant proportion of the demand for new university related floorspace and additional student accommodation over the plan period.

### **POLICY GNLP0133-DR**

**Land between Suffolk Walk and Bluebell Road, (3.96 hectares) is allocated for university related development for both academic and non-academic uses.**

The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive, energy efficient design whose form and massing takes account of and respects its location and will form a logical, coherent, integrated and coordinated extension on the fringe of the campus.
2. Development should take account of its sensitive location adjoining the University Broad, protect the visual setting of the south elevations of "The Prospect" and respect the heritage significance and setting of the listed buildings within the campus, including the grade II\* Sainsbury Centre and Norfolk and Suffolk Terraces Grade II listed Lasdun Teaching Wall and



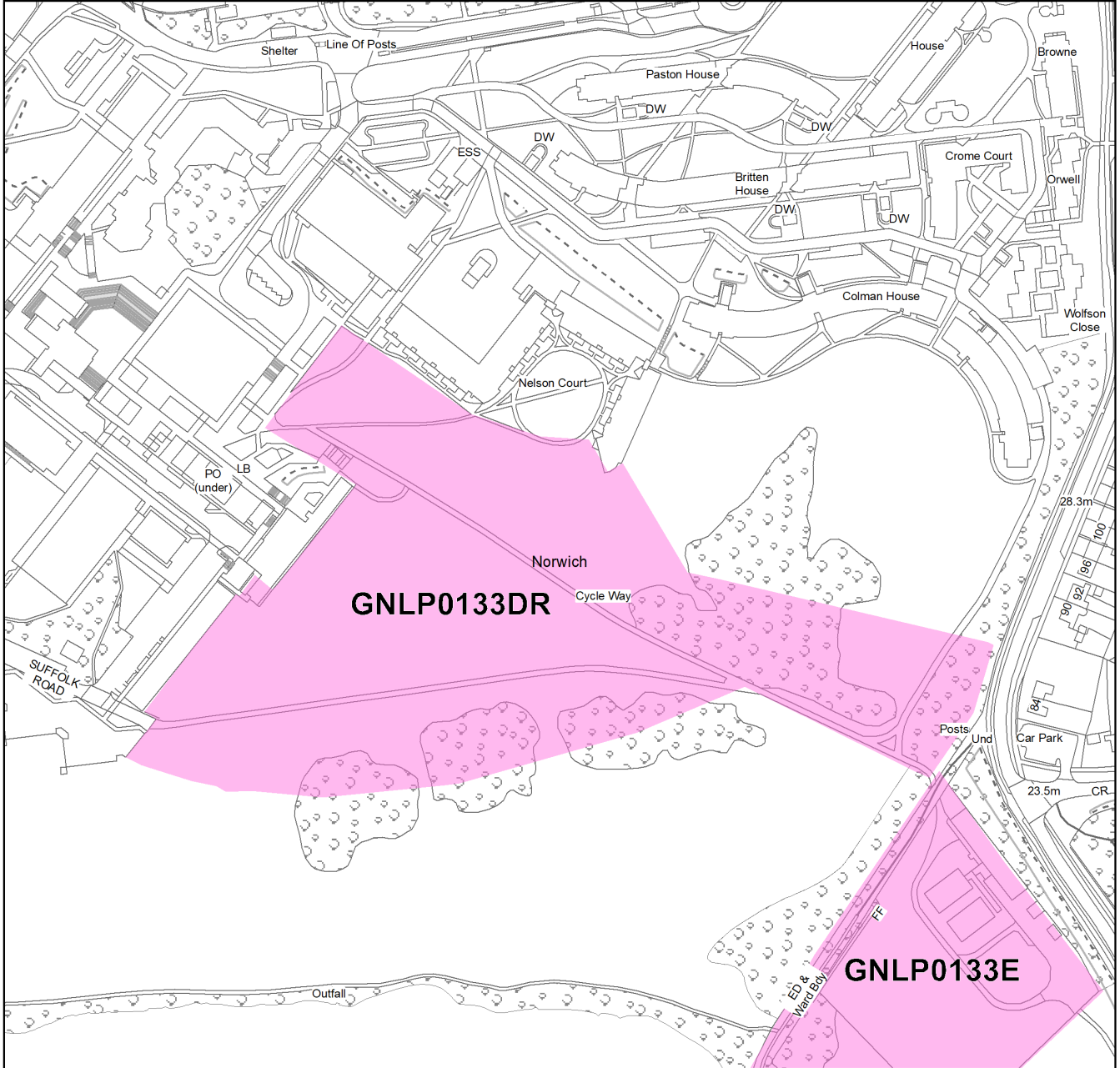
Library and locally identified Crescent Wing of the Sainsbury Centre, Suffolk Walk, School of Music, Drama studio and Nelson Court; balanced against having regard to Lasdun's original architectural vision which must be a material consideration in its design.

3. High quality landscaping, planting and biodiversity enhancements to reduce the impact of built development, providing for the retention and enhancement of existing landscape features and improved public access to the University Broad and to local green space in the Yare Valley from this part of the campus; establishment and improvement of pedestrian and cycle routes across the site to connect with the existing cycle network
4. Access arrangements to the site to be informed by a transport assessment and updated travel plan. No vehicular access from Bluebell Road, access to be via existing university site only with access only for service vehicles and managed pick-up / drop-off for students for any residences provided.
5. Existing foul and surface water sewers on site to be considered as part of the site layout.
6. Linking development to the university district heating network, where feasible and viable to do so or providing alternative on site facilities where these are considered to minimise impacts which might arise from connection to the national grid.
7. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.

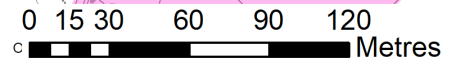
# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: GNL0133DR  
 LOCATION: Land between Suffolk Walk and Bluebell Road  
 ALLOCATION: University Related Development  
 SITE AREA: 3.96 ha



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- University Related Allocation
- Parish Boundary

Scale at A4:  
1:2,500



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY GNLP0133-E: Land at the UEA Grounds Depot Site, Bluebell Road University of East Anglia – strategic reserve**

This 1.60ha site is located adjacent to the south east of the existing university campus, located immediately to the east of the University Broad, between the broad and Bluebell Road. The site is currently occupied by the University Grounds Depot comprising a mixture of storage facilities and glasshouses. The emerging revised DFS has identified that this site may be needed to meet growth needs up to 2038 for student accommodation. The site is on the slopes of the Yare Valley which is identified 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 existing 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 development will be designed to minimise impact on the landscape and preserve the character of the area. The site will be developed mainly at low densities to ensure that impact on the landscape is minimised; 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. Intrusion into the valley should be limited to protect the valley's appearance and use.

The site is allocated as strategic reserve land for long term development to ensure that other sites within the campus are developed first ahead of the release of this site. 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.

The site is likely to accommodate around 400 student bedrooms, equivalent to 160 homes.

### **POLICY GNLP0133-E**

**Land at the UEA Grounds Depot Site, Bluebell Road University of East Anglia – strategic reserve (approx. 1.60 ha) is allocated for student accommodation development which may include a small element of ancillary university related uses. The site is expected to accommodate in the region of 400 student bedrooms.**

The development will achieve the following site-specific requirements:

1. The land is identified as a strategic reserve for future development by UEA and should only be released subsequent to the completion of development of the Blackdale School site and Earlham Hall site and development of the Land between Suffolk Walk and Bluebell Road site.
2. Achievement of a high quality, locally distinctive, energy efficient design whose form and massing takes account of and respects its location on the fringe of the campus and adjoining the University Broad, complements and integrates with existing and proposed campus development and protects

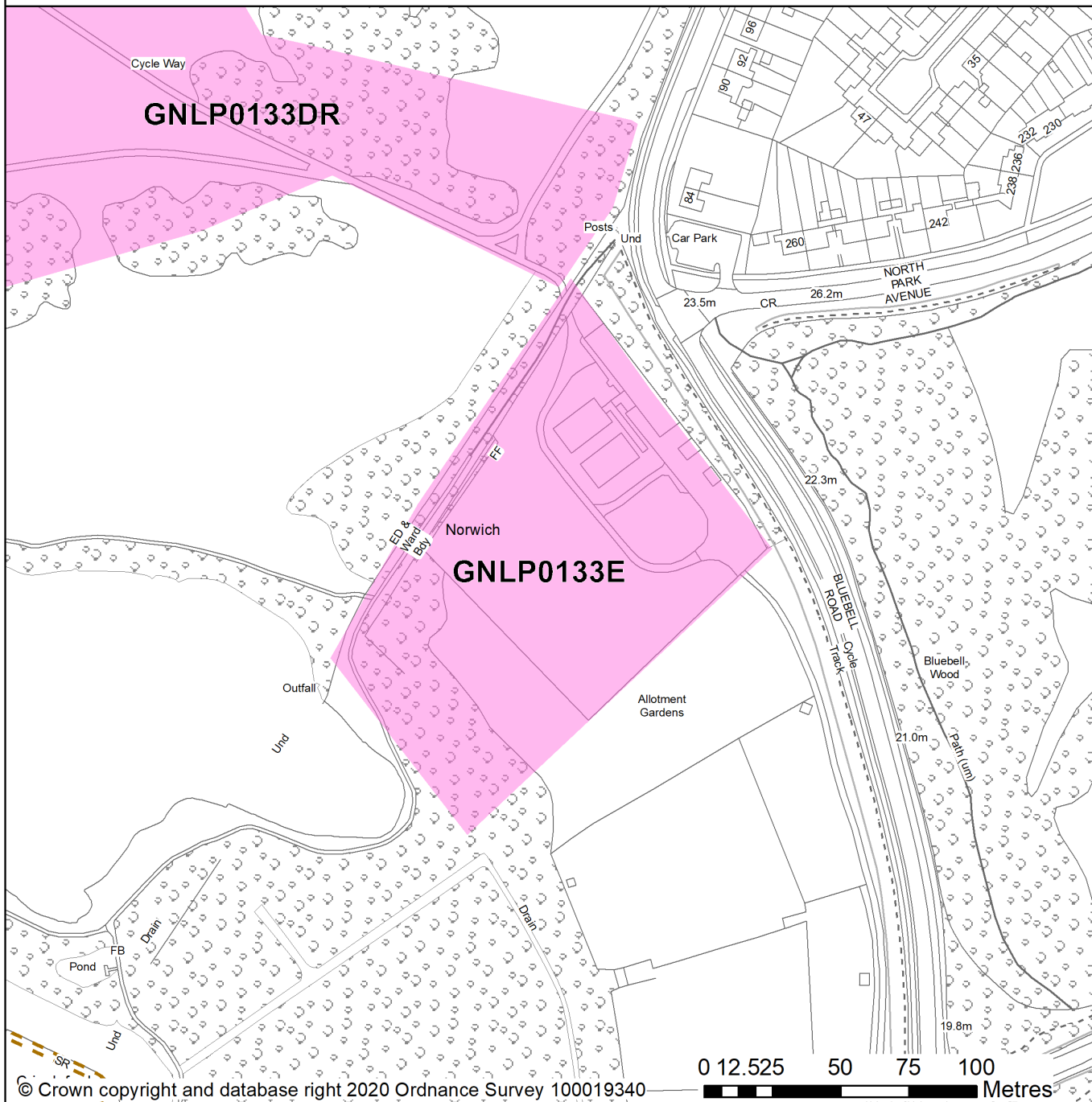
and enhances the heritage significance and setting of the listed buildings within the campus.

3. Ensures a high level of flood resilience and incorporates appropriate mitigation measures; including addressing identified risks from flooding from rivers. Development must be sequentially located to flood zone 1 area of site.
4. Generally low-rise development of 2 to 3 stories will be required in this location to minimise impact on adjoining residential properties and established open space.
5. High quality landscaping, planting and biodiversity enhancements to reduce the impact of built development, providing for the retention and enhancement of existing landscape features and the creation of a substantial green edge to the University Broad;
6. Include an enhanced pedestrian and cycling connection through the site from Bluebell Road to the Broad and linkages to and along the open river valley landscape to the south and east, linking to improved open space access at Bartram Mowers;
7. Linking development to the university district heating network, where feasible and viable to do so or providing alternative on site facilities where these are considered to minimise impacts which might arise from connection to the national grid.
8. Development shall be car free, with access only for service vehicles and pick-up / drop-off for students and on site car parking to be limited to disabled parking provision. Access arrangements to the site to be informed by a transport assessment and updated travel plan including details of management of vehicle movements on arrival and departure days.
9. Establishment and improvement of pedestrian and cycle routes across the site to connect with the existing cycle network and cycleway improvement at site frontage.
10. Existing foul and surface water sewers on site to be considered as part of the site layout.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: GNL0133E  
 LOCATION: Land at the UEA Grounds Depot Site, Bluebell Road  
 ALLOCATION: University Related Development (400 student beds)  
 SITE AREA: 1.60 ha



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Scale at A4:  
1:2,000

- University Related Allocation
- Parish Boundary

N



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY GNLP0282: Land at Constitution Motors, 140-142 Constitution Hill**

This 0.27ha site is currently vacant, most recently occupied by a vehicle garage & showroom. It is bounded to the West by Constitution Hill, close to the junction with Wall Road to the north, by school playing fields to the east and residential development to the south. The site is well located to school provision and local convenience stores. The site is expected to accommodate approximately 12 homes. A mix of dwelling sizes would be appropriate. The site lies within a Critical Drainage Catchment. 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.

The site has extant outline planning permission for residential development broadly, in accordance with the allocation.

### **POLICY GNLP0282**

**Land at Constitution Motors, 140-142 Constitution Hill (approx. 0.27 ha) is allocated for residential development. This will provide a minimum of 12 homes.**

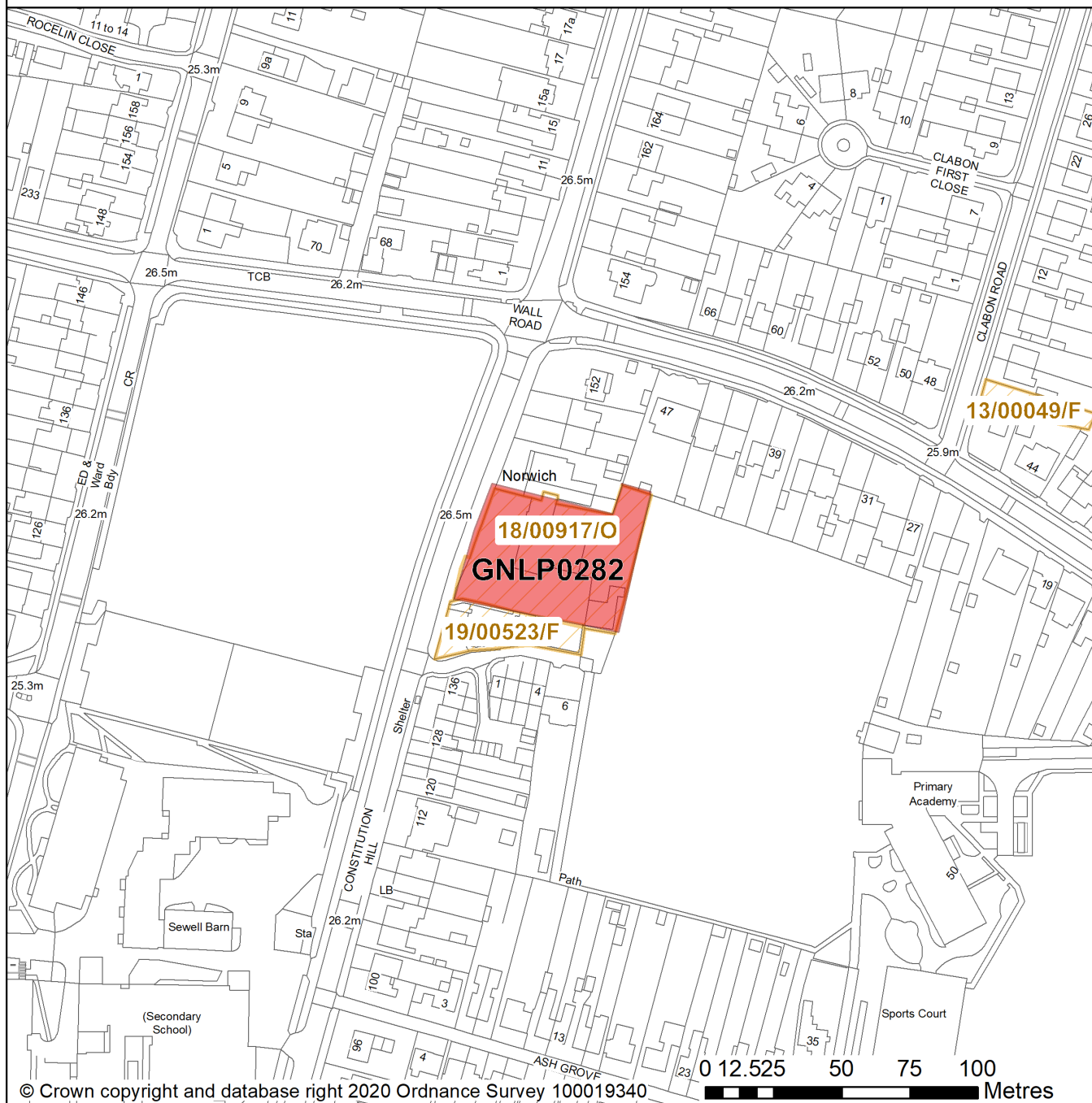
The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive and energy efficient design of a scale and form which is in keeping with local character, respects and enhances the heritage significance of the adjoining locally listed former public house and preserves the trees on the eastern boundary and open setting of the playing fields to the rear.
2. High quality landscaping, planting and biodiversity enhancements including the provision of new trees and enhancing the green frontage to Constitution Hill.
3. Addressing and remediating potential contamination from previous motor trade uses;
4. Low-car development in accordance with policy 2 is appropriate in this location as it is on a high frequency bus route.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: GNL0282  
 LOCATION: Land at Constitution Motors, 140-142 Constitution Hill  
 ALLOCATION: Residential development (12 dwellings)  
 SITE AREA: 0.27 ha



Housing Allocation



Parish Boundary



Commitment\*

Scale at A4:  
1:2,000

N



Date: 05/11/2020

\*new and extant permission at 1st April 2020

## **POLICY GNLP0401: Former Eastern Electricity Headquarters, (Duke's Wharf) Duke Street**

The former Eastern Electricity Board (EEB) site is located on the south bank of River Wensum and is 0.83 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. 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.

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 and adjacent to the Broads National Park, possible contamination, access, site levels and scale of adjoining development and buildings. Development must maintain and/or recreate strong built frontages to Westwick Street, Duke Street and the River Wensum. Development must be of a scale and form which respects and takes advantage of its riverside context.

The site is likely to accommodate at least 100 homes, or if the site is developed to include student accommodation (at least 250 bedrooms). More housing may be accommodated, subject to an acceptable design and layout being achieved.

Consent for 69 flats to be delivered through conversion of existing buildings under previous approved proposals have now expired.

The site lies in present day Flood Zone 2, but once climate change is added to the flood levels, the majority of the site lies in Flood Zone 3a High Probability. If possible the development should be sequentially sited on land to the south in Flood Zone 1.

If development is required to be sited within these future Flood Zone 3 (1%cc) outlines then the more vulnerable residential development will need to be designed with floor levels raised 0.3m above the flood levels for the future 1% (1 in 100) annual probability flood event with 35% and ideally 65% allowances for climate change. Refuge will also need to be provided above the 0.1% (1 in 1000) annual probability 25% climate change flood levels. Compensatory flood storage will also need to be provided for any new built development or land raising within the 1% (1 in 100) annual probability flood outline with 35% climate change to ensure no increase in flood risk elsewhere. This will require lowering of higher land in Flood Zone 1 to the south to provide the compensatory flood storage.



## **POLICY GNLP0401**

**Former Eastern Electricity Headquarters, (Duke's Wharf) Duke Street (approx. 0.83ha) is allocated for mixed-use development which may include a minimum of 100 homes, (or, if the residential element is provided as student accommodation, at least 250 bedrooms). Employment, managed workspace, leisure, financial and professional services, education and cultural uses will also be acceptable as part of a balanced mix.**

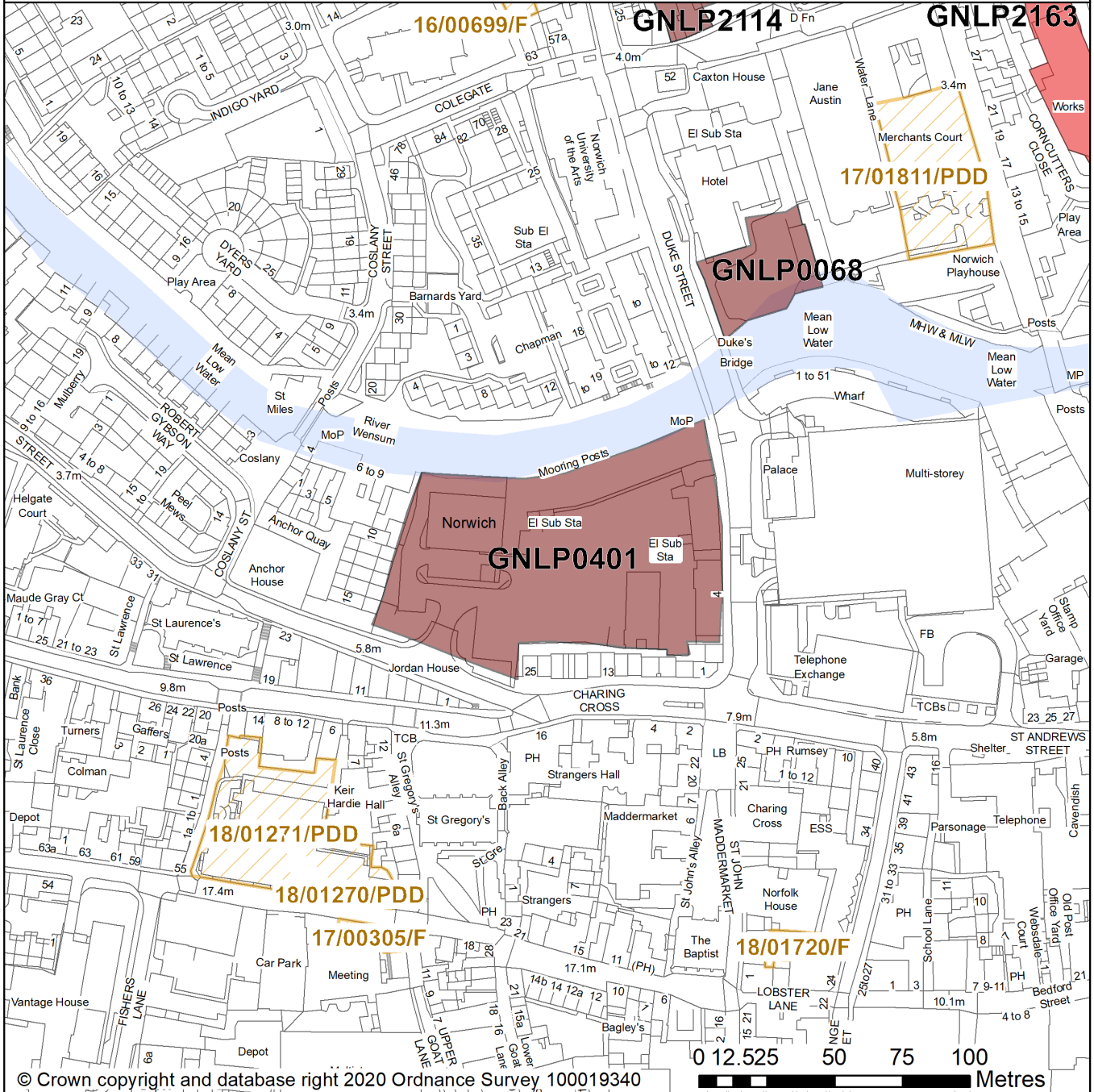
The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive design of a scale and form which respects and takes advantage of its riverside context and prominent location within the City Centre Conservation Area and Broads National Park, maintains and/or recreates strong built frontages to Westwick Street, Duke Street and the River Wensum, ;
2. Conserve and enhance the significance of heritage assets (including any contribution made to their significance by setting) including the City Centre Conservation Area, Grade I listed St. Gregory's Church and Strangers Hall Museum, grade II\* listed Charing Cross and other buildings listed at grade II.
3. Ensures a high level of flood resilience and incorporates appropriate flood mitigation measures (including addressing identified risks from flooding from rivers and surface water flooding);
4. Decommissioning and removal of the existing surface car parking;
5. Development may include either the conversion of existing buildings or redevelopment;
6. Provision of pedestrian links from Westwick Street to Duke Street and Dukes Palace Bridge, improved permeability of the site making the most of its riverside location;
7. Inclusion of low-car or car-free housing, in accordance with policy 2, where consistent with scheme viability;
8. A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road;
9. High quality landscaping, planting and biodiversity enhancements;
10. Heritage interpretation measures to be incorporated in accordance with Policy 3 of this plan.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

**SITE REFERENCE:** GNL0401  
**LOCATION:** Former Eastern Electricity Headquarters, Duke Street  
**ALLOCATION:** Mixed Use  
**SITE AREA:** 0.83 ha



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0 12.5 25 50 75 100 Metres

Scale at A4:  
1:2,000

- Housing Allocation
- Broads Authority Area
- Parish Boundary
- Commitment\*
- Mixed Use Allocation



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY GNLP0409AR & GNLP0409BR: Land at Barrack Street/Whitefriars**

*(Barrack Street/Whitefriars is proposed to be allocated in two parts on modified boundaries, as follows:*

The site was the former Jarrolds printworks and the large mid-20<sup>th</sup> Century building which previously covered the site was identified as a negative building within the City Centre Conservation Area Appraisal. Towards the east of the site was former housing fronting Barrack Street which is now used as a temporary surface car park.

The western section of the site is within the City Centre Conservation Area and the site also contains standing remains of the city wall (Scheduled Monument), two Grade II listed cottages (77-79 Barrack Street) and two locally listed cottages. The site is situated within the area of main archaeological interest and it has been identified that the site has significant underground archaeological remains. It is important that the development protects and enhances the setting of the wall. Development of these sites must be of a scale and form which respects and takes advantage of its riverside context and location in respect to the Broads National Park.

77-79 Barrack Street are a pair of early 19<sup>th</sup> Century houses which date from 1916. They are one-up, one-down terraced housing which have been unsympathetically converted and extended at ground floor level. The properties are in a poor state of repair and are on Norwich's Buildings at risk register. They are rare survivors of one-up-one-down cottages and are reported to be the last in Norwich of this type. These cottages must be brought back into residential use and renovated in order to ensure their future and to remove them from the register.

There are a number of listed buildings within the vicinity which include St James Mill which is grade I listed, Former Church of St James (Puppet Theatre), C12/13 Undercroft at junction of Whitefriars and St James Court and remains of Anchorite House on Whitefriars. Norwich Cathedral is located approximately 330m to the south of the site.

On the site there is a mid-20<sup>th</sup> Century Annex which contains the Jarrolds Printing Museum which was founded in 1982. Whilst the loss of this utilitarian building is accepted, the private collection of artefacts must be recorded and some form of print museum re-provided on or off site. Proposals will be required to adopt and implement a strategy of heritage interpretation relating to the former use of the site as a printworks;

Development should respect the build line of St James Church and remain subordinate to the church. Development should complement the St. James Mill in terms of height and scale and remain subservient to it.

There are trees situated along the northern, western and southern boundaries of the site. The site is within 500m of St James Pit SSSI and Mousehold Heath which is a Local Nature Reserve and County Wildlife Site. Train Wood is a non-designated County Wildlife Site that is also situated within 1km. Any loss of trees should be mitigated through replacement planting in order to help soften the development and to contribute towards replacement biomass.

A noise impact assessment and air quality assessment will be required as the site is situated on Norwich's inner ring road and is located within the Central Norwich Air Quality Management Area.

The majority of the site is situated within Flood Zone 2 with a minor area being situated in Flood Zone 3. SUDs will need to be provided as part of the development.

There is potential for contamination and therefore Ground Investigation Reports will be required.

#### **POLICY GNLP0409AR**

**Land at Whitefriars (approx. 1.61 hectares) is allocated for residential-led mixed-use development. This will include a minimum of 220 homes. Offices and managed workspace, ancillary retail use, restaurants, bars, and recreational open space will be accepted as part of a balanced mix of uses.**

The development will achieve the following site-specific requirements:

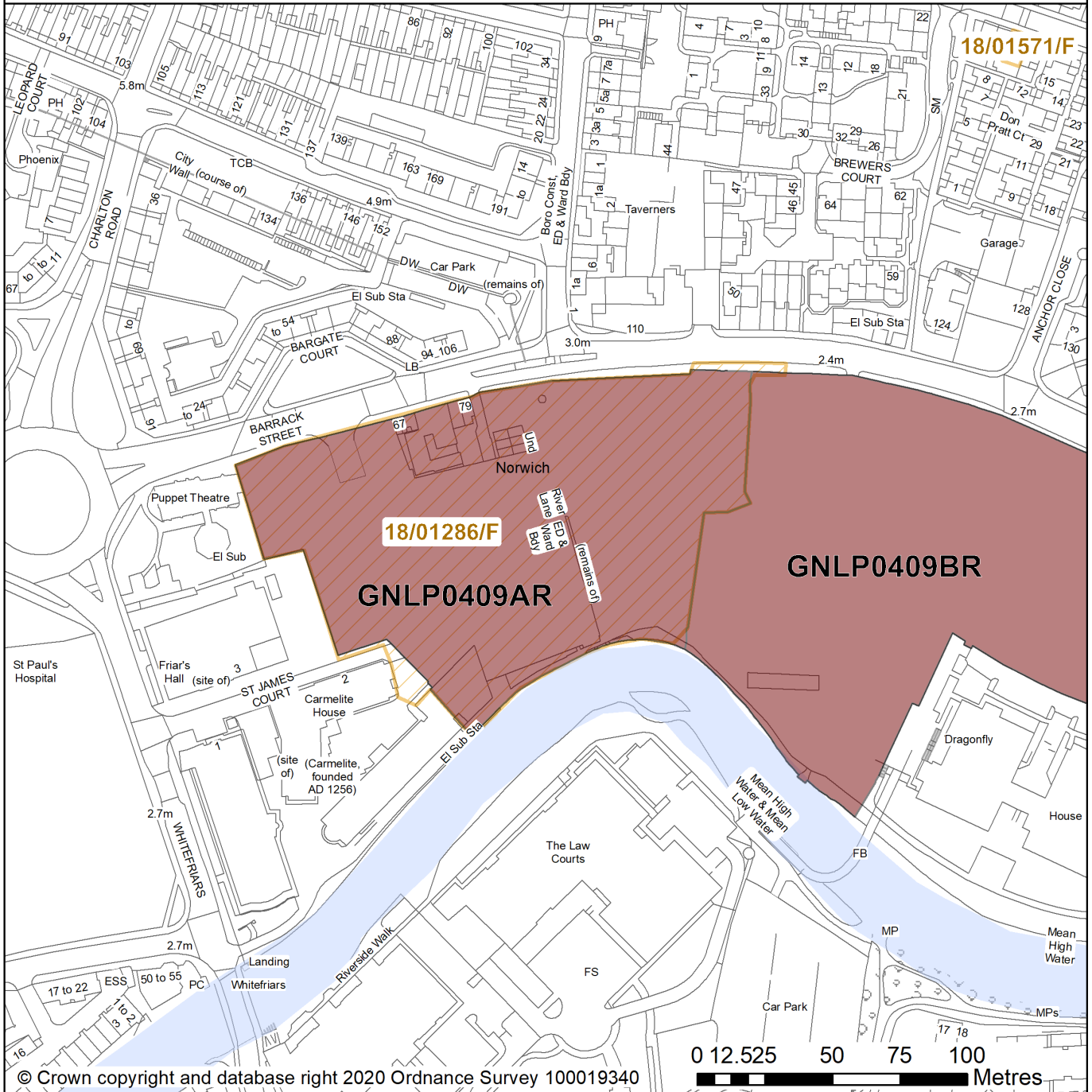
1. Achievement of a high quality, locally distinctive design of a scale and form which respects and takes advantage of its riverside context and location within and adjoining the City Centre Conservation Area. Design should distinguish between the areas within and outside of the city walls through layout, scale, height, use of materials and design detailing.
2. There will be a general presumption in favour of the repair and re-use of heritage assets on site as part of any site regeneration, however any application for redevelopment will be considered on its merit. Great weight will be given to the conservation of all designated heritage assets. Proposals will enhance the setting of the City Wall scheduled monument and, the two listed cottages at 77-79 Barrack Street must be retained, brought back into residential uses and renovated. Proposals should provide a suitable setting for designated heritage assets affected by the proposals on and off site including key views from and into the site.
3. Development proposals should draw upon local character and distinctiveness and preserve or enhance the character and appearance of the conservation area.
4. Ensures a high level of flood resilience and incorporates appropriate flood mitigation measures (including addressing identified risks from flooding from rivers and surface water flooding);
5. Reintroduce a building line along Barrack Street and a frontage to the river; buildings fronting the river should respond to the height of the mill whilst remaining subservient to it.
6. Car free or low-car housing development in accordance with Policy 2 is appropriate in this location.
7. Maximises the views across, from and of the river. Retain the existing embankment line and historic features. Enhancement of river access including provision for the extension and maintenance of the riverside walk in accordance with policy 7.1 and the 'River Wensum Strategy' (including provision of open space/play provision near the city wall) and the establishment and improvement of pedestrian and cycle routes east-west across the site to connect with the existing cycle network.

8. Protect and enhance the significant long views across the site towards Norwich Cathedral;
9. A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road.
10. Proposals will be required to adopt and implement a strategy of heritage interpretation relating to the former use of the site as a printworks;
11. High quality landscaping, planting and biodiversity enhancements including protection of trees along the river edge;
12. Provision of public realm enhancements including the provision of open space and play space of an appropriate form and character for the enjoyment of residents and visitors;
13. Protection of bankside access for maintenance purposes.
14. Vehicular access should be from Barrack Street via Gilders Way.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: GNL0409AR  
 LOCATION: Land at Whitefriars  
 ALLOCATION: Mixed Use  
 SITE AREA: 1.61 ha



- Mixed Use Allocation
- Parish Boundary
- Commitment\*
- Broads Authority Area

Scale at A4:  
1:2,000



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY GNL0409BR**

**Land south of Barrack Street (approx. 2.17 hectares) is allocated for residential-led mixed-use development. This will include a minimum of 200 homes. Offices and managed workspace, ancillary retail and professional uses, restaurants, cafes and bars, and recreational open space will be accepted as part of a balanced mix of uses.**

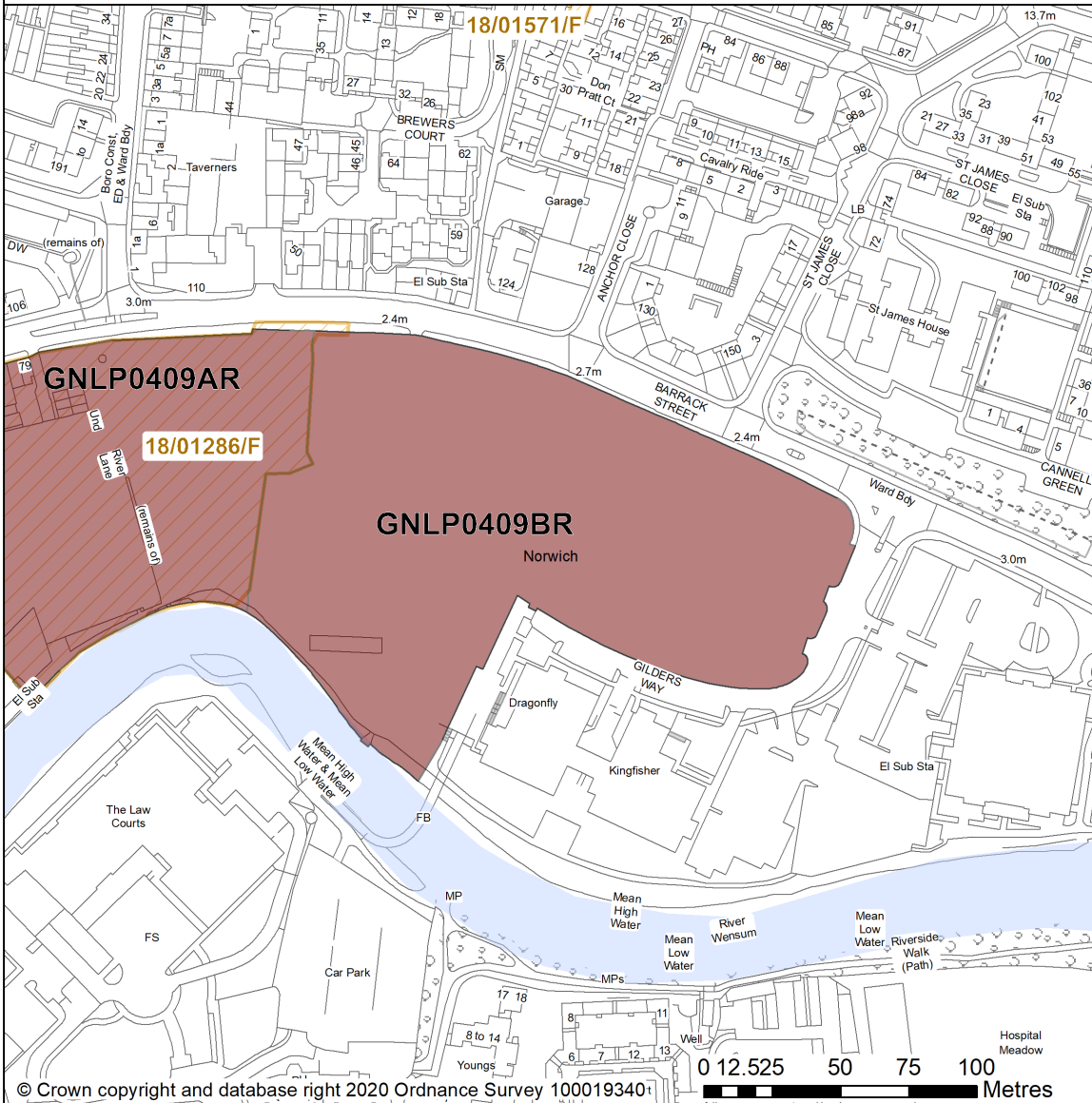
The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive design of a scale and form which respects and takes advantage of its riverside context and location adjacent to the City Centre Conservation Area.
2. Proposals will provide a suitable setting for designated heritage assets affected by the proposals on and off site including key views from and into the site in particular the significant long views across the site towards Norwich Cathedral.
3. Ensures a high level of flood resilience and incorporates appropriate flood mitigation measures (including addressing identified risks from flooding from rivers and surface water flooding);
4. The office element of the scheme should be located to extend and consolidate the existing completed phases of the St James' Place development at Gilders Way;
5. Provision of integral and well-designed parking areas to serve existing offices at Gilders Way and St James' Place as well as proposed office users together with segregated areas of residents parking. Car free or low-car housing development in accordance with Policy 2 is appropriate in this location.
6. Incorporates views across, from and of the river. Retain the existing embankment line and historic features. Enhancement of river access including provision for the extension and maintenance of the riverside walk in accordance with policy 7.1 and the 'River Wensum Strategy'. The establishment and improvement of pedestrian and cycle routes north-south across the site from Jarrold Bridge to Barrack Street and improve east-west links to connect with the existing cycle network.
7. A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road.
8. High quality landscaping, planting and biodiversity enhancements including protection of trees along the river edge;
9. Provision of public realm enhancements including the provision of open space and playspace of an appropriate form and character for the enjoyment of residents and visitors;
10. Protection of bankside access for maintenance purposes.
11. Vehicular access should be from Barrack Street via Gilders Way.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: GNL0409BR  
 LOCATION: Land south of Barrack Street  
 ALLOCATION: Mixed Use  
 SITE AREA: 2.17 ha



- Mixed Use Allocation
- Commitment\*
- Broads Authority Area
- Parish Boundary

Scale at A4:  
1:2,000



Date: 05/11/2020

\*new and extant permission at 1st April 2020



## **POLICY GNLP0451: Land adjoining Sentinel House, (St Catherine's Yard) Surrey Street**

The site borders Queens Road which forms part of the city's inner ring road. The site was a former car park for Sentinel House, the current condition of the site is poor. Development has the potential to significantly enhance the quality of the conservation area and the streetscene both along Queens Road and Surrey Street. 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, recently converted to residential use lies to the north of the site. 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.

The site was previously allocated for mixed use development of offices and housing in the adopted 'Site allocations and site-specific policies' plan alongside the adjacent Council-owned Queens Road car park, the majority of the existing car park is not proposed to take forward for reallocation in this plan. Around the same number of homes (or equivalent student bedrooms) may be deliverable from this smaller site without the car park being included, albeit that the development capacity of the allocation will be limited by the proximity of adjoining housing and the need to conserve and enhance heritage assets. By virtue of the allocation of this site for an equivalent number of dwellings in the previous local plan the site has already been considered in the calculation of the housing requirement. It should be noted that Sentinel House itself was originally put forward for consideration in the plan but has since been converted to housing under prior approval and is not expected to deliver any additional housing in the plan period.

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 adjacent to the line of the city wall, topography, the relationship with neighbouring locally listed buildings and nearby grade II listed buildings and noise generation from Queen's Road. Development must address amenity of existing neighbouring properties at both Carlton Terrace and Sentinel House (especially in terms of loss of light, overshadowing and privacy)

The site is expected to accommodate at least 40 homes or alternatively at least 200 student bedrooms. The site benefits from extant permission for development of 252-bedroom purpose built student accommodation (PBSA). More housing may be accommodated, subject to an acceptable design and layout etc. being achieved and

impacts on adjoining occupiers and on the character and setting of adjacent heritage assets being appropriately mitigated.

#### **POLICY GNLP0451**

**Land adjoining Sentinel House, (St Catherine's Yard) Surrey Street (approx. 0.38 hectares) is allocated for residential development. This will provide a minimum of 40 homes, (or, if developed for student accommodation, a minimum of 200 student bedrooms). Commercial uses including small scale retail, financial and professional services, restaurants/cafes or other main town centre uses will be accepted at ground floor level where compatible with adjoining residential uses.**

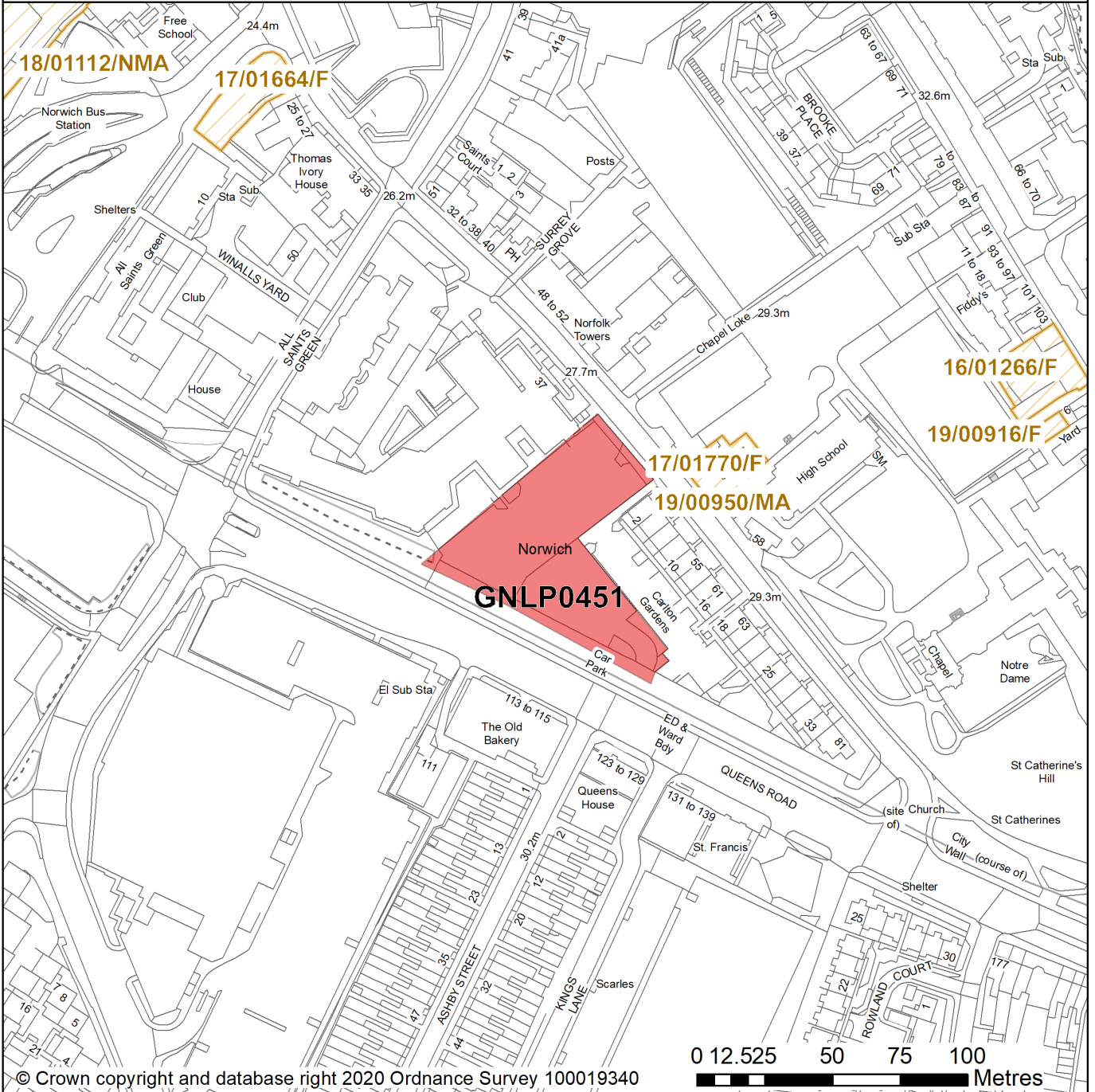
The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive design of a scale and form which respects its location within the City Centre Conservation Area, conserves and enhances adjoining heritage assets, including a number of grade II listed buildings, and their settings through careful design, massing and appropriate open space and landscaping; and protects amenity and outlook for existing and future residents;
2. If developed as purpose-built student accommodation, Affordable Housing contributions to be provided as a commuted sum in accordance with Norwich City Council Affordable Housing supplementary planning document (2019) or any successor.
3. A car-free development is appropriate to be provided in this location;
4. Provision of a safe and legible pedestrian route through the site to link Surrey Street to Queens Road and enable connections along Queens Road to the junction with All Saints Green and north to Ber Street via Chapel Loke. Vehicular access to the site should be taken from Surrey Street.
5. High quality landscaping, planting and biodiversity enhancements, open space including enhancement of trees along the frontage to Queens Road;

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: GNL0451  
 LOCATION: Land adjoining Sentinel House, (St Catherine's Yard)  
 ALLOCATION: Residential development (40 dwellings)  
 SITE AREA: 0.38 ha



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- Housing Allocation
- Parish Boundary
- Commitment\*

Scale at A4:  
1:2,000



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY GNLP0506: Land at and adjoining Anglia Square**

Anglia Square is a 1960s neighbourhood shopping precinct, forming the main part of the large district centre in the north of the city centre. This site is a major regeneration priority. The capacity of Anglia Square to deliver a significant element of the plan's housing need on a highly accessible brownfield site means that it has strategic significance for Greater Norwich. The Employment, Town Centre and Retail Study (GVA, 2017) acknowledges the considerable potential of Anglia Square to accommodate a much-enhanced retail and leisure offer including extensive public realm improvements.

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, critical drainage catchment area, the relationship with neighbouring statutory and locally listed buildings, site ground conditions, its prominent location at gateways to the city, removal of the derelict and long-term vacant buildings from the site, transport infrastructure. A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road.

The site is likely to accommodate in the region of 800 homes, a significant proportion of which will be affordable, although the precise level will need to be the subject of further detailed viability assessment. It will also provide a mix of affordable tenures consistent with identified needs at the time of submission of a planning application. Anglia Square should retain its position as part of a defined large district centre, complementing the city centre retail offering.

### **POLICY GNLP0506**

**Land at and adjoining Anglia Square, Norwich (approx. 4.79 hectares) is allocated for residential-led, mixed-use development as the focus for an enhanced and improved large district centre and to act as a catalyst for wider investment and redevelopment within the Northern City Centre strategic regeneration area as defined in policy 7.1 of this plan.**

**The site will deliver in the region of 800 homes.**

The development will achieve the following site-specific requirements:

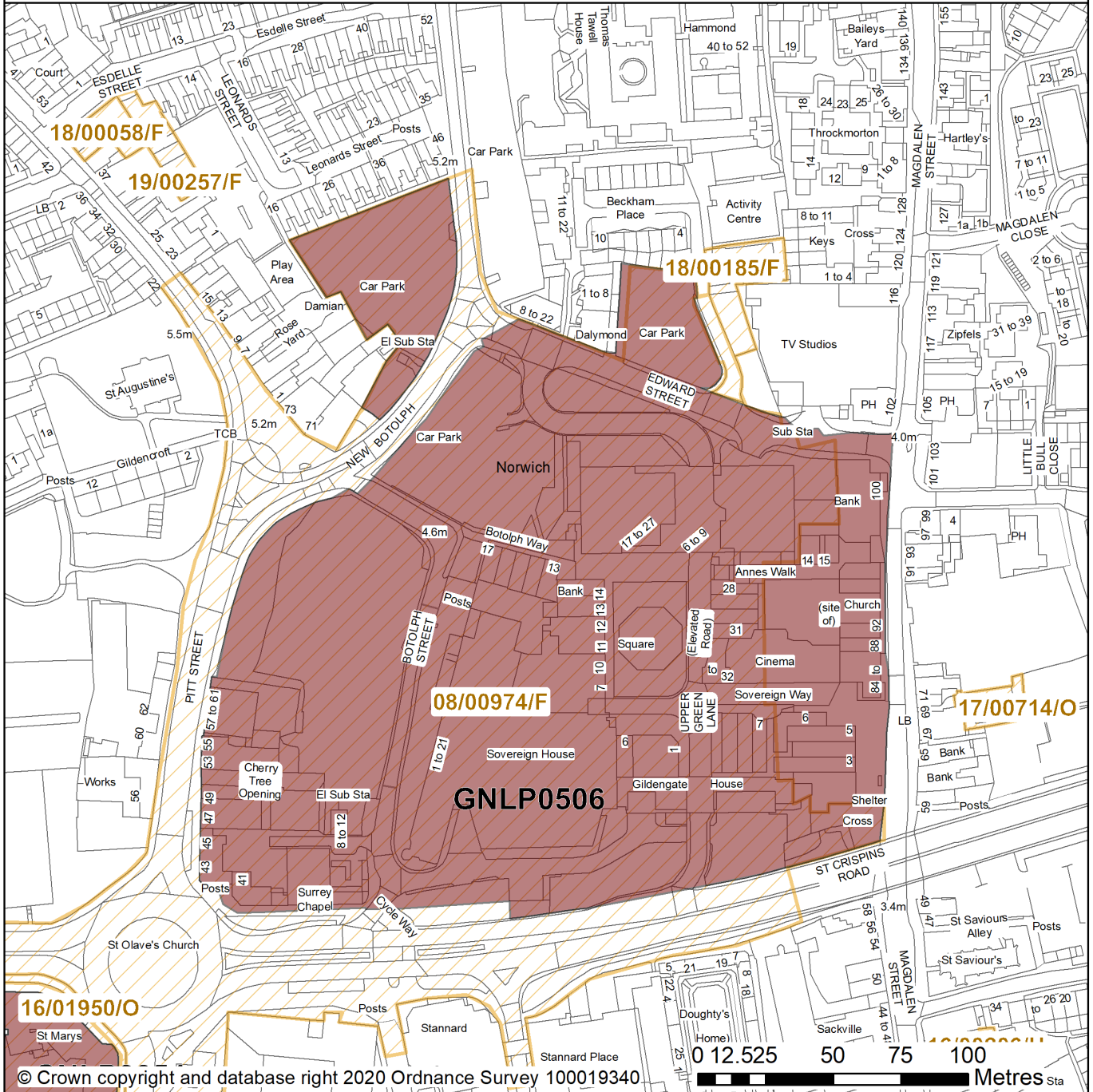
1. Delivery of a comprehensive, mixed use regeneration scheme which can include residential development, student accommodation, retail units contributing to the Magdalen Street/Anglia Square large district centre, offices and flexible workspace, hotel, leisure and hospitality uses and community facilities as part of a balanced mix;
2. Phasing (where appropriate) to be agreed;
3. A significantly improved retail/leisure offer providing a continuous active frontage between Magdalen Street and St Augustine's Street

4. Removal of the derelict and long-term vacant buildings from the site, including Sovereign House and the existing multi-storey car park
5. Delivery of replacement high quality decked public car parking to serve the large district centre;
6. Achievement of high quality, locally distinctive and energy efficient design with scope for a landmark building or buildings providing a new focal point for the Northern City Centre and sited to conserve and enhance the significance of heritage assets and their settings;
7. Conserve and enhance the significance of the City Centre Conservation Area and nearby listed buildings at Magdalen Street, Doughtys Hospital, Doughtys Cottages, St Augustine's Street (including grade I listed Church of St Augustine), Gildencroft, including any contribution made to their significance by setting.
8. High quality landscaping, planting and biodiversity enhancements;
9. Low-car or car-free housing where consistent with scheme viability;
10. A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road;
11. Significant improvements in connectivity and permeability across the site to deliver new and enhanced pedestrian and cycle links north-south between Edward Street and St Crispin's Road, and east-west between Magdalen Street and St Augustine's and improved integration with the surrounding network;
12. High quality public realm improvements creating attractive, legible and user-friendly streets and public spaces both within the site and adjacent to it on Magdalen Street (including land under the flyover)
13. A mobility hub featuring shared transport services (buses, car club and bike share) centred on Magdalen Street in the vicinity of the flyover that is easily accessible on foot and by bicycle to promote use of sustainable transport modes by residents, visitors and other users;
14. Heritage interpretation measures to be incorporated in accordance with Policy 3 of this plan.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

**SITE REFERENCE:** GNLP0506  
**LOCATION:** Land at and adjoining Anglia Square  
**ALLOCATION:** Residential development (800 dwellings)  
**SITE AREA:** 4.79 ha



- Mixed Use Allocation
- Parish Boundary
- Commitment\*

Scale at A4:  
1:2,000



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY GNLP1061R: Land known as ‘Site 4’, Norwich Airport**

Norwich International Airport is located on the northern edge of the city of Norwich and accessed from the A140 Norwich to Cromer Road. The passenger terminal and majority of associated commercial uses are sited towards the southern end of the airport. Site 4, is located at the northern end of the Airport land, immediately to the south of the A1270 Broadland Northway.

There are residential and commercial/industrial uses on the land to the south-west, south and south-east, whilst the majority of the land to the north, beyond the NDR, is rural and agricultural, except for the villages of Horsham St. Faith and Spixworth which are in reasonably close proximity. Directly adjacent to the site on the north-west boundary is a series of linear buildings, structures and compounds that comprises a safety training facility (Petans) which is access from the north via Bullock Hill.

With regards to topography, the site rises gently to the north. It is largely featureless with the land largely consisting of a taxiway and grassland within the operational boundary of the Airport. The site is 42.46ha and of this total 28.38 hectares fall within Norwich’s administrative boundary and approximately 14.08 hectares is within Broadland District.

This site provides a unique opportunity as it is the only site that can provide development for aviation related uses. As such it should be safeguarded for aviation related employment and educational uses. If the site were to be developed for non aviation related uses, this could mean that any potential to attract additional large aviation-related business, would be lost to the local area as there would be nowhere to suitably located it.

Only where evidence can demonstrate that there is insufficient demand for aviation related uses in the long term and where non-aviation development would act as a catalyst to deliver essential infrastructure to enable aviation related elements of the development should non-aviation related uses be permitted. Given the evidence set out within the Review of Office Accommodation in Norwich (Ramidus, 2020), it is not considered appropriate to allow non-aviation related office uses due to the potential harm that this could have upon Norwich’s city centre and similarly it is not considered that retail and leisure uses would be appropriate in this out of centre location.

Access to the site should be gained from the A1270 and a surface access strategy will be required in order to promote sustainable travel to the site.

## **STRATEGIC ALLOCATION**

### **POLICY GNLP1061R**

**Land known as 'Site 4', Norwich Airport (approximately 42.46ha) is allocated for aviation related employment and aviation educational uses. This shall include aviation uses falling within the following use classes: E(g)(ii) (the research and development of products and processes), E(g)(iii) (any industrial process), B2 (industrial), B8 (storage and distribution and F1(a) (for the provision of education)**

The development will achieve the following site-specific requirements:

15. Provide development of aviation related uses. Non-aviation development will only be permitted where it is demonstrated that there is insufficient demand over the next 40 years for aviation related uses on the site and where such non-aviation development would act and be secured as a catalyst to deliver essential infrastructure facilitating the aviation related elements of the development. In any case non-aviation development would be limited to no more than 50% of the floorspace on the development. Should non-aviation uses be considered acceptable development is anticipated to include E(g)(ii) (the research and development of products and processes), E(g)(iii) (any industrial process), B2 (industrial) and B8 (storage and distribution). Non aviation related office uses (Class E(g)(i), retail and leisure uses will not be accepted.
16. Adoption of a surface access strategy for the wider airport operational area, which promotes sustainable transport to the site, shall occur prior to any development.
17. Provide vehicular access from Broadland Northway (A1270)
18. Demonstrate 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.
19. Be subject to landscape visual impact assessment and appropriate landscape mitigation to the northwest, north and northeast boundaries. SUDs will need to be provided as part of the development.
20. Changes of use should normally be restricted by conditions on any future planning applications to prevent units being utilised more broadly, and for non-aviation related uses.



Notes GNLP1061:

For the purpose of this policy aviation related uses are defined as:

- a) Aircraft Maintenance, Supply and Manufacture, including modification, refurbishment and painting;
- b) Airport and airline administration and ancillary facilities;
- c) Aircraft fit out;
- d) Aircraft spray painting and finishing;
- e) Airport operations and infrastructure;
- f) Aircraft recycling;
- g) Hangarage;
- h) Component (aviation) storage;
- i) Freight (aviation) storage and handling;
- j) Aviation and vehicle fuel storage facilities;
- k) Training Centres including:
  - i. Airline, crew, air traffic, ground crew, fire crew and pilot training centres or training schools;
  - ii. Airport training services;
  - iii. Aircraft engineering and technician training; and
  - iv. Any other training in support of airport related development;
- l) Avionics, engine or aircraft parts, maintenance, supply, testing and manufacture;
- m) Airport equipment and operational infrastructure maintenance supply and manufacture;
- n) Associated internal highways and infrastructure including roads, carriageways, footpaths, bus terminals, lighting and car parking required in connection with the movement or maintenance of aircraft or the transport of livestock or goods by air;
- o) Warehousing, cold stores and offices for airfreight handlers, forwarders and agents including parcels or Post Office services;
- p) Flight packaging, provision services and supply units, including ramp services;
- q) Businesses that require a location at or adjacent to an airport for the following defined reasons:
  - i. Due to requirement for immediate access to national or international connectivity for freight;
  - ii. Advanced manufacturing or engineering connected with the airport either through:
    - 1. A direct relationship within an airport occupier or aerospace company through the supply chain; or
    - 2. Engineering skills requirements.

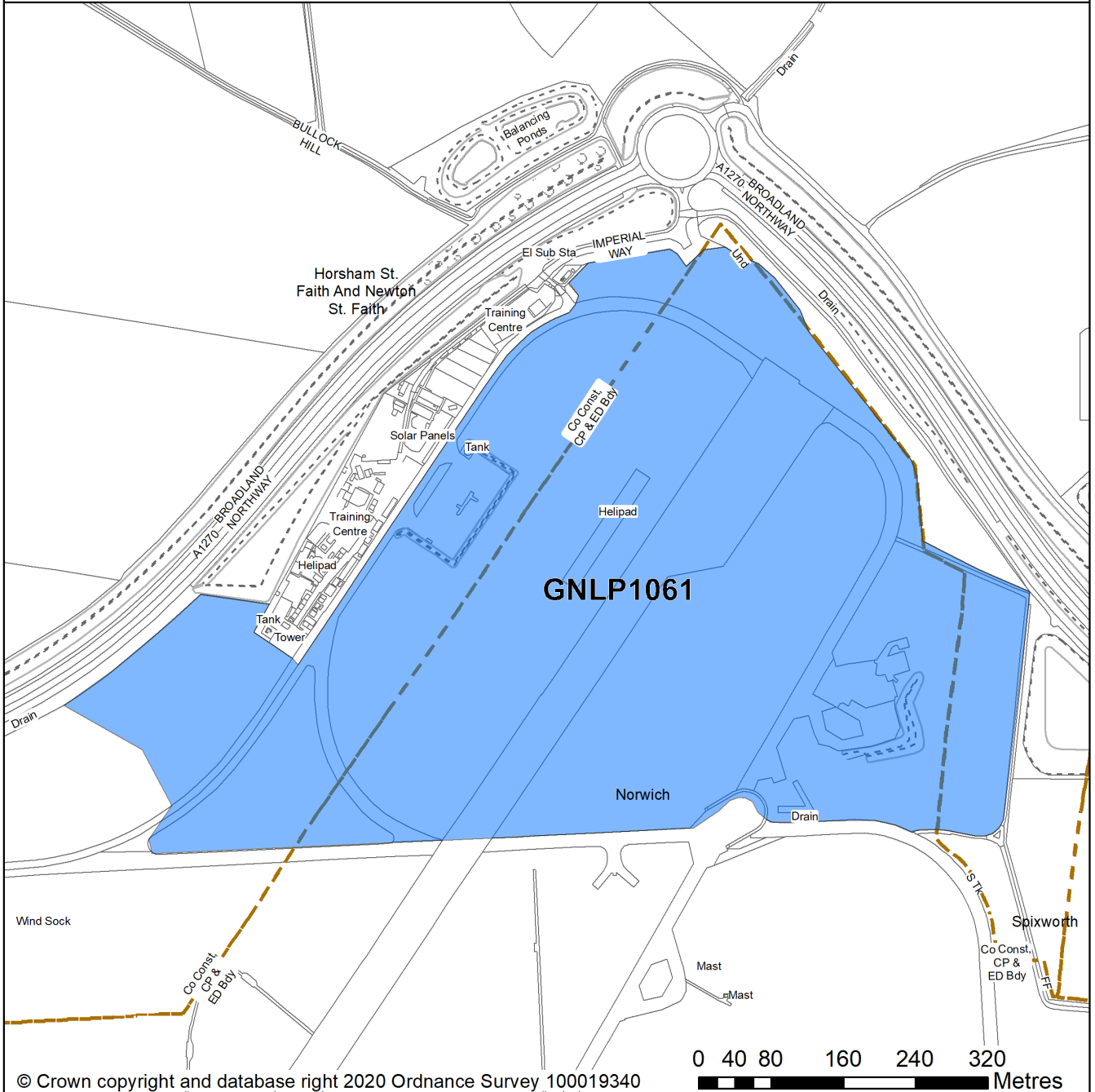
Notwithstanding the above and for the avoidance of doubt the following uses are not permitted:

- a) Air passenger terminal building; and
- b) Air passenger parking

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP



SITE REFERENCE: GNLP1061  
LOCATION: Land known as 'Site 4', Norwich Airport  
ALLOCATION: Aviation related employment and aviation educational uses  
SITE AREA: 42.46 ha



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0 40 80 160 240 320 Metres

Scale at A4:  
1:6,000

-  Aviation Related Employment Allocation
-  Parish Boundary



Date: 05/11/2020

\*new and extant permission at 1st April 2020

## **POLICY GNLP2114: Land at and adjoining St Georges Works, Muspole Street**

The St Georges' Works site includes Seymour House and Lion House, Muspole Street and premises known as the Guildyard, Colegate which were historically part of the shoe factory complex so are included in the proposed allocation. The Guildyard and Seymour House have benefitted from prior approval consents for conversion to a total of 60 flats which are already included in the housing commitment. The central part of the site was previously allocated for residential development (minimum 40 dwellings) in the now expired Northern City Centre Area Action Plan and the principle of such development has been established by the grant of permission for a 53-dwelling scheme consistent with that allocation (Permission expired). The site has significant longer-term potential for regeneration and additional housing delivery but currently acts as the base for a range of small start-up companies in modernised managed workspace. Retention of the existing employment space on site is highly desirable as part of a wider initiative in the Northern City Centre Strategic Regeneration Area. Given the importance of retaining and extending employment opportunities in the city centre, it would not be appropriate to replace the existing employment uses in favour of housing. The policy consequently recognises that there is scope for a flexible mix of both, allowing for up to 150 homes as an indicative maximum including employment space as part of a balanced mix.

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, the relationship with neighbouring statutory and locally listed buildings, site ground conditions and possible contamination, critical drainage catchment area, flood risk/dry island issues.

The site can accommodate between 110 & 150 homes.

### **POLICY GNLP2114**

**Land at and adjoining St Georges Works, Muspole Street (approx. 0.57 ha) is allocated for residential-led mixed use development. This has the potential to provide a minimum of 110 homes, together with a minimum of 5000sqm offices and managed workspace and potentially other ancillary uses such as small-scale retailing.**

The development will achieve the following site-specific requirements:

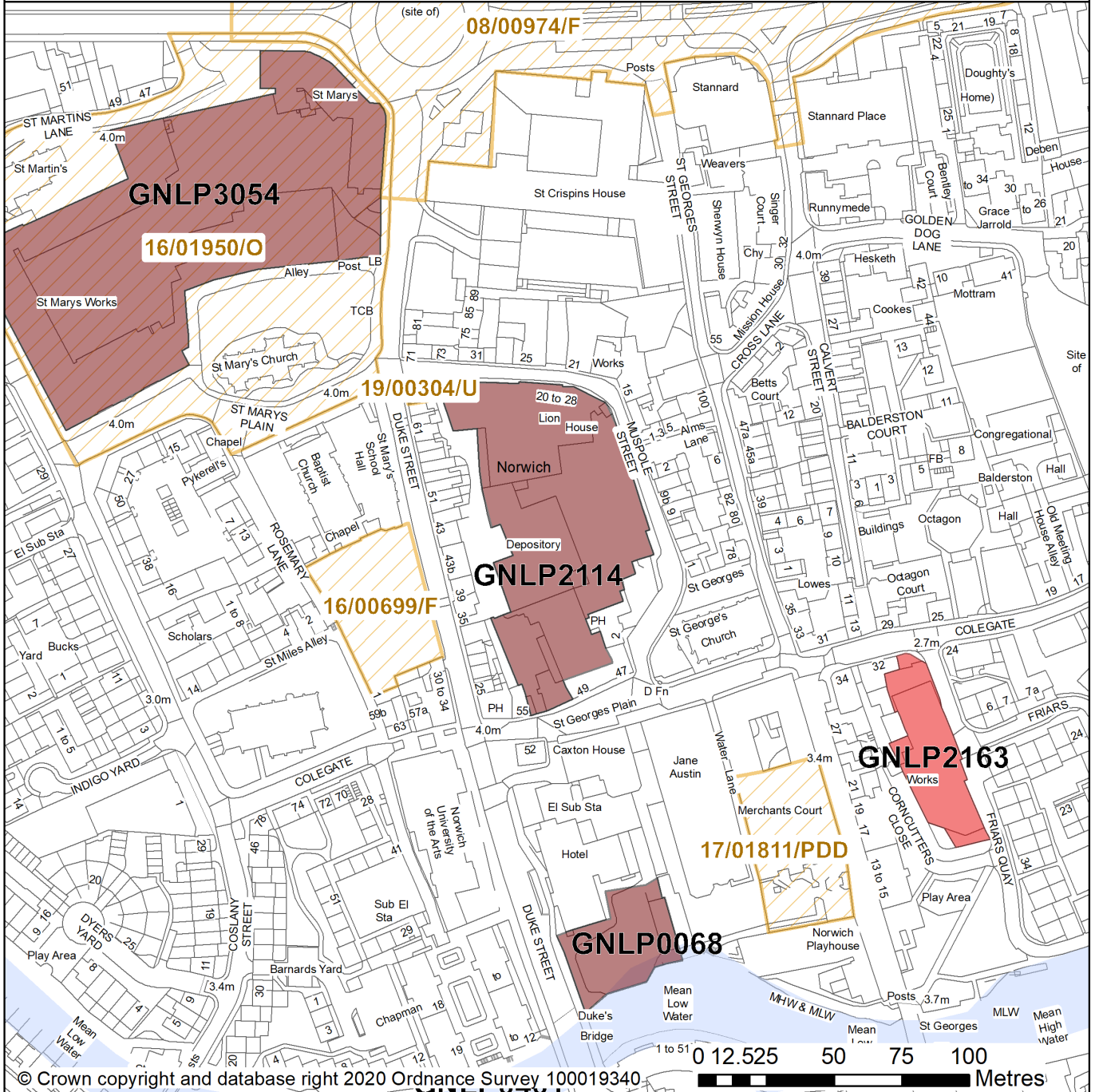
1. Retention and conversion of the existing former factory buildings on site subject to demonstrating a proposal's viability, and deliverability;
2. New build development, if proposed, to achieve a high quality locally distinctive design which reinstates a strong built frontage along the west side of Muspole Street; that preserves and enhances the significance of the City Centre Conservation Area and nearby designated heritage assets, including 47 and 49 Colegate and the Woolpack Public House, all listed at grade II, including any contribution made to that significance by the setting.

3. Impacts of proposed development on existing residents and local businesses, including pubs, to be minimised.
4. Key views toward the tower of St Georges Colegate to be protected and enhanced
5. High quality landscaping and biodiversity enhancements to be provided on site, with scope for off-site contributions to public realm improvements and the creation of a new pedestrian square between Muspole Street and St George's Plain;
6. Car free or low-car housing development in accordance with Policy 2 is appropriate in this location.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

**SITE REFERENCE:** GNLP2114  
**LOCATION:** Land at and adjoining St Georges Works, Muspole Street  
**ALLOCATION:** Mixed Use (110 dwellings)  
**SITE AREA:** 0.55 ha



Scale at A4:  
1:2,000

- Housing Allocation
- Broads Authority Area
- Parish Boundary
- Commitment\*
- Mixed Use Allocation



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY GNLP2163: Friars Quay Car Park, Colegate**

This site lies within the Norwich City Centre Conservation Area. This site is an important one in this part of the Norwich conservation area and is in the setting of several listed buildings. It forms part of the south side of Colegate, the principle historic street of what was once the Norvic settlement and which contains numerous important historic buildings including several listed ones. A group of grade II listed buildings are situated on Colegate at the north end of the site as well as the parish church of St George (grade I listed) and the grade II\* listed Bacon's House and numbers 2-9 Octagon Court. The site also lies in an interesting position in the conservation area where the nature of historic building changes. Modern development between Colegate and the river (Friar's Quay) is akin in scale and form to the generally low-rise, domestic scale of development on the north side of the River stretching along Colegate eastwards to Magdalen Street. The Friar's Quay development is a very successful and early example of modern residential development in an historic city which responds to the historic 'grain' of development from a time when development commonly disregarded it. To the west side of the application site is St George's Street, also characterised by relatively modest, pitched roofed development, both historic (including the grade II listed numbers 22-25 and later infill matching it. This street marks the point at which the character of historic development changes. The western side of St George's Street features a former 19th century factory building filling a corner plot on Colegate. This is similar in form, though smaller than the 19th century Art College building across the river to the south. Upstream from the college is modern development of a similar scale. St George's Street can therefore be seen as a 'hinge' point in this part of the conservation area and the allocation site being to the east of it falls within the area characterised by more domestic scale development, both old and new.

Any development of the site therefore has the potential to impact upon a number of heritage assets and their settings.

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 within the critical drainage catchment area, the relationship with neighbouring statutory and locally listed buildings, site ground conditions and possible contamination.

The site is expected to accommodate at least 25 homes. The site was previously allocated in the now expired Northern City Centre Area Action Plan for residential-led mixed use development and has been subject to previous development proposals which were withdrawn before determination, accordingly the principle of housing development is accepted.

## **POLICY GNLP2163**

**Friars Quay Car Park, Colegate (former Wilson's Glassworks site, approx. 0.13 hectares) is allocated for residential development. This will provide a minimum of 25 homes. Offices or other commercial uses would be appropriate as a small element of the scheme on the frontage to Colegate.**

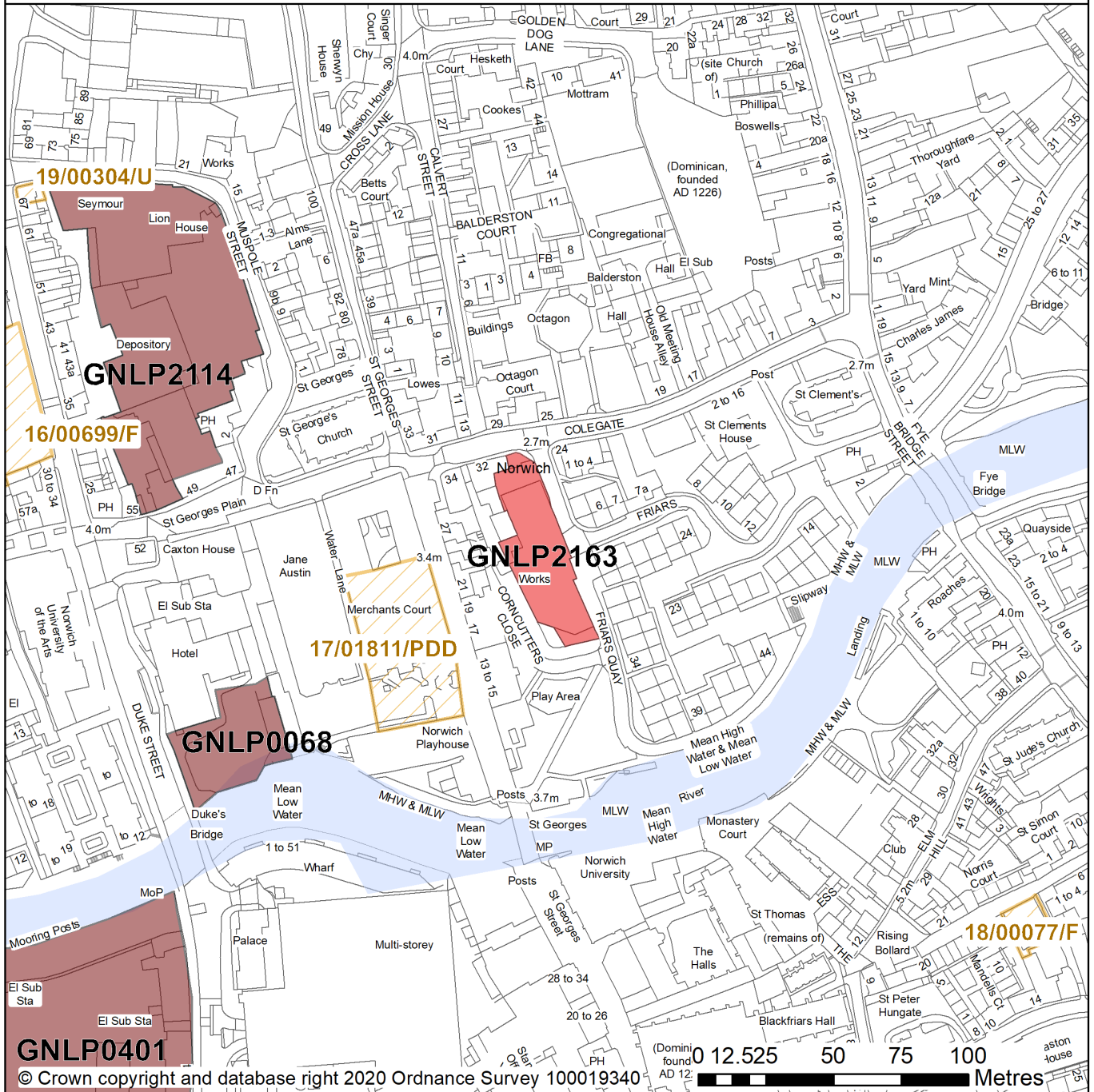
The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive design of a scale, grain, massing and form which respects the industrial heritage and historic character of the area;
2. Conserve and enhance the significance of the City Centre Conservation Area and nearby listed buildings (including any contribution made to their significance by setting)
3. An archaeological assessment will be required prior to development.
4. protects the amenity and outlook of adjoining residential occupiers.
5. Removal of the existing poor-quality industrial buildings from the site and creation of strong building lines to the west side of Friars Quay, St George's Green and reinstatement of the built frontage to Colegate.
6. High quality landscaping, planting and biodiversity enhancements; including retention and protection of existing significant tree immediately adjacent to the southern boundary of the site located on the corner of Friars Quay and Corncutters Close.
7. The site is suitable for low car or car free development in accordance with Policy 2.

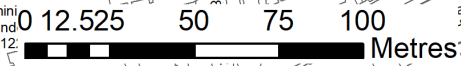
# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: GNL2163  
 LOCATION: Friars Quay Car Park, Colegate  
 ALLOCATION: Residential development (25 dwellings)  
 SITE AREA: 0.13 ha



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Scale at A4:  
1:2,000

- Housing Allocation
- Broads Authority Area
- Parish Boundary
- Commitment\*
- Mixed Use Allocation



Date: 05/11/2020

\*new and extant permission at 1st April 2020



## **POLICY GNLP2164: Land west of Eastgate House, Thorpe Road**

This 0.19ha site to the east of Norwich City Centre is currently occupied by a surface car park associated with Eastgate House accessed from Thorpe Road. It is bordered by recently converted Graphic House (from office to student accommodation) to the West, by employment and residential uses to the north, by recently converted (office to residential) Eastgate House to the east and by Thorpe Road to the South.

The site has a combined sewer within 100m of the southern boundary. Use of this asset in a drainage strategy for the site would be subject to permission from Anglian Water and therefore early consultation with Anglian Water is required. The site is in an area of Norwich with a significant number of internal and external flood incidences close by. This must be taken into consideration when designing a drainage strategy for the site and assessing surface water flood risk.

Development of the site must address a number of constraints including its location adjacent to the Thorpe Ridge Conservation Area, site ground conditions and its location adjacent to Rosary Cemetery registered parks & gardens and Lion Wood, Telegraph Plantation & Rosary Cemetery County Wildlife Site.

The site is expected to accommodate in the region of 20 homes. The site has been subject to previous outline proposals for residential development broadly in accordance with the allocation. Despite the refusal of a recent outline planning application in the absence of a mechanism to secure affordable housing, the principle of residential development is acceptable and has been supported.

### **POLICY GNLP2164**

**Land west of Eastgate House, Thorpe Road (approx. 0.19 ha) is allocated for residential development. This will provide in the region of 20 homes.**

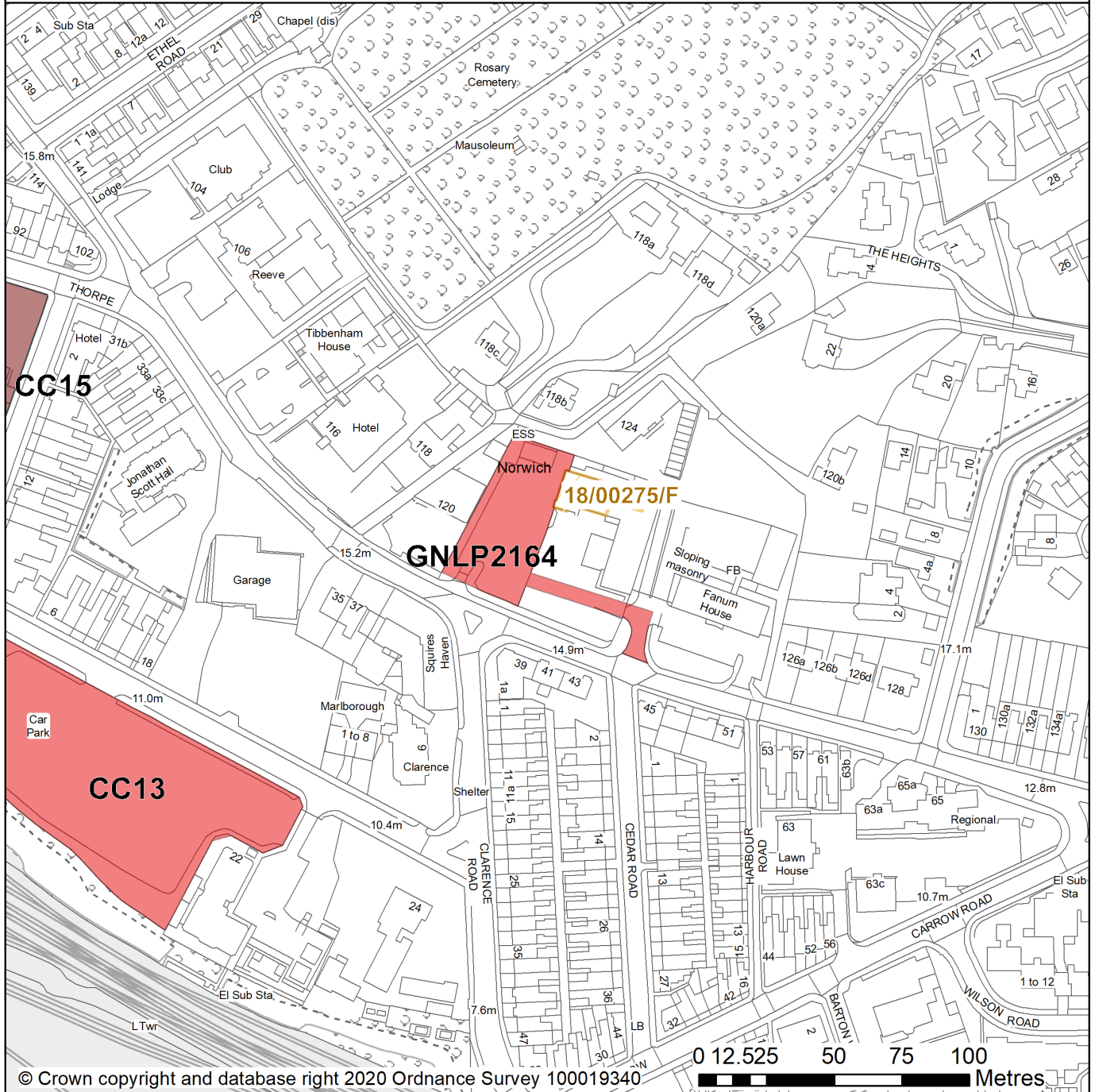
The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive and energy efficient design of a scale and form which is in keeping with the character of adjoining development, respects the heritage significance of the immediately adjoining Thorpe Ridge Conservation Area and protects the amenity and outlook of adjoining residential occupiers.
2. High quality landscaping, planting and biodiversity enhancements including the provision of new trees and enhancing the green frontage to Thorpe Road.
3. Ensures a high level of surface water flood resilience and incorporates appropriate flood mitigation measures addressing identified risks from surface water flooding which must be taken into consideration when designing a drainage strategy for the site;
4. Low-car or car free development in accordance with Policy 2, is appropriate in this location.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: GNLP2164  
 LOCATION: Land west of Eastgate House, Thorpe Road  
 ALLOCATION: Residential development (20 dwellings)  
 SITE AREA: 0.19 ha



- Housing Allocation
- Commitment\*
- Mixed Use Allocation
- Parish Boundary

Scale at A4:  
1:2,000



Date: 05/11/2020

\*new and extant permission at 1st April 2020

## **POLICY GNLP3054: Site at St Mary's Works and St Mary's House**

St Mary's Works is a city centre brownfield site measuring approximately 1.1 hectares which contains two Grade I Listed medieval churches and their churchyards, St Mary's Church to the south fronting St Marys Plain and St Martin's Church to the North fronting Oak Street and St Martins Lane. The locally listed early 20C former Sexton, Son & Everard Ltd shoe factory lines the east side of Oak Street and addresses St Marys Plain to the south. The remainder of the site is occupied by a series of 20th century offices, workshops and warehouses.

There is a high concentration of heritage within and in proximity to the site. Designated heritage assets include listed buildings and the city centre conservation area; non-designated heritage assets include locally listed buildings and the area of main archaeological interest, and items as yet unidentified.

There are further heritage assets within close proximity of the site, which may also be impacted by proposed development . Designated heritage assets include listed buildings at Pykerells House on Rosemarys Lane Listed Grade II\*, 47 & 49 St Martins Lane, 57, 59 & 61 Duke Street, 67 Duke Street and 69 -89 Duke Street Listed Grade II and locally listed buildings include the Zoar Baptist Chapel St Marys Plain, St Marys School Hall and 43, 45, 47-49, 51- 55 Duke Street. Depend upon the scale of any proposals, further heritage assets may also be affected. A comprehensive Heritage statement and heritage impact assessment will be required in support of any proposals.

The site is located within the City Centre Conservation Area, with the majority of the site and its heritage assets located in the 'Colegate Character Area' and the north-eastern corner of the site occupied by a 20C office building being located in the 'Anglia Square Character Area'.

Mature trees within the churchyards are protected by conservation area status.

The site is situated within the Area of Main Archaeological Interest; this area offers potential to reveal more about the history of the early City. It is likely that the archaeological potential across the whole site will be of interest. Archaeological investigation below any areas of construction or altering of the ground will likely be required to assist in the understanding of the City.

The site is situated in a prominent location within the Northern City Centre strategic regeneration area, as defined in policy 7.1 of this plan, and is likely to accommodate a minimum of 150 homes. The site was previously allocated in the now expired Northern City Centre Area Action Plan for mixed use development and benefits from extant outline consent for redevelopment including around 151 residential units, office floor space, and a hotel, accordingly the principle of development is accepted.

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, the relationship with neighbouring statutory and locally listed buildings and gateway to the city, site ground conditions, possible contamination, risk of flooding from Flood

zone 2 and surface water flooding. A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road.

#### **POLICY GNLP3054**

**The site at St Mary's Works and St Mary's House (1.05 ha) is allocated for comprehensive mixed-use development to include residential and employment uses, with the possible addition of a hotel. The site will deliver a minimum of 150 homes.**

The development will achieve the following site-specific requirements:

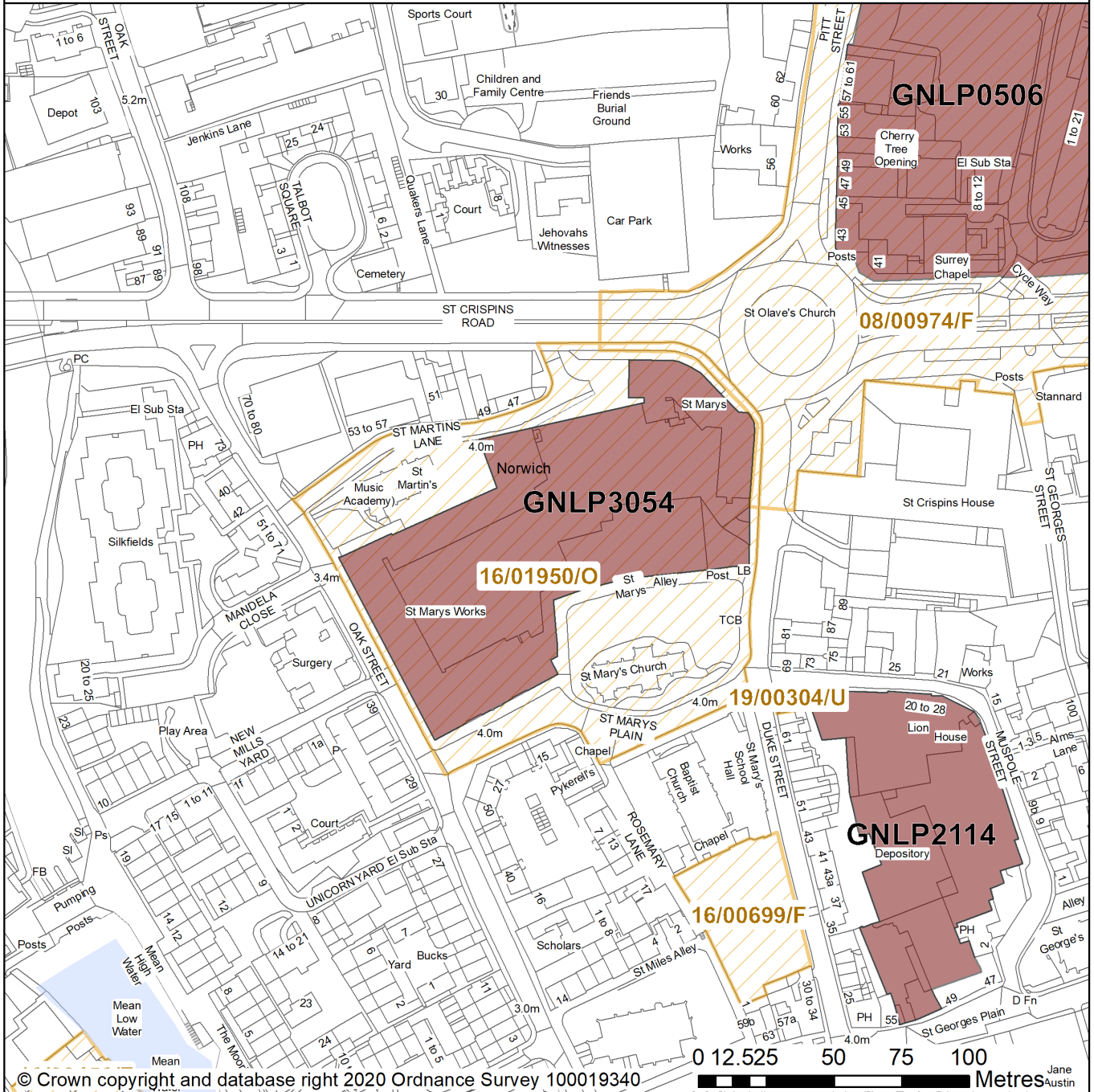
1. Achievement of a high quality, locally distinctive design of a scale and form which respects its historic and industrial context, the significance and setting of heritage assets on and off site, and the character and appearance of the City Centre Conservation Area;
2. There will be a general presumption in favour of the repair and re-use of heritage assets on site as part of any site regeneration, however any application for redevelopment will be considered on its merit. Great weight will be given to the conservation of all designated heritage assets. Proposals will include the protection of the listed and locally listed buildings on the site and the enhancement of the significance of the setting of designated heritage assets both on and off site;
3. Conversion of the locally listed St Mary's Works factory, including the façade of the locally listed frontage to Oak Street / St Mary's Plain should be retained as part of a development scheme. Proposals which seek to convert, alter or demolish the locally listed buildings or have a harmful impact on the significance of their setting will be considered on their merits. Clear justification for all proposals will be required;
4. Respect the setting of grade I listed St Martin at Oak and St Mary Coslany churches and create enhanced views of the buildings and respect the setting of grade II listed Folly House and Pineapple House;
5. Development proposals should draw upon local character and distinctiveness and preserve or enhance the character and appearance of the conservation area;
6. Proposals will be required to adopt and implement a strategy of heritage interpretation;
7. Residential development should be provided in response to identified local community needs demonstrated through a future planning application to be appropriate for this edge of City Centre site.
8. Achieve high quality landscaping, planting and biodiversity enhancements, including enhancements to the adjacent churchyards along with improved public access;
9. Ensures a level of surface water flood resilience and incorporates appropriate flood mitigation measures addressing identified risks from surface water flooding;

10. A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road;
11. The scale of buildings fronting onto St Martin's Lane and the two historic churches will be lower than those facing Duke Street and St Crispin's Road and should reflect the tight urban grain of development predominant in the conservation area;
12. Increased connectivity between the site and the surrounding townscape. Pedestrian and cycle access through the area will be created by the design of routes between St Mary's Plain and St Crispin's Road.
13. Car free or low car housing in accordance with Policy 2 is appropriate in this location.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

**SITE REFERENCE:** GNLP3054  
**LOCATION:** The site at St Mary's Works and St Mary's House  
**ALLOCATION:** Mixed Use (150 dwellings)  
**SITE AREA:** 1.05 ha



- Mixed Use Allocation
- Commitment\*
- Broads Authority Area
- Parish Boundary

Scale at A4:  
1:2,000



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **Existing Allocations to be Carried Forward**

### **POLICY CC2: 147 – 153 Ber Street, Norwich**

The site was allocated in the previous Local Plan but has not yet been developed. The principle of development is already accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development; commercial, offices, and/or educational uses may also be acceptable.

The site is likely to accommodate at least 20 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved.

Redevelopment of this site for housing will help deliver the wider policy objectives of the GNLP 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. A noise impact assessment and air quality assessment will be required, and the development must be designed to mitigate the impact of noise from the main road.

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.

## **POLICY CC2**

**147 – 153 Ber Street, Norwich (approx. 0.18ha) is allocated for housing development. This will accommodate a minimum of 20 homes. Commercial, offices, and/or educational uses may also be acceptable.**

The development will achieve the following site-specific requirements:

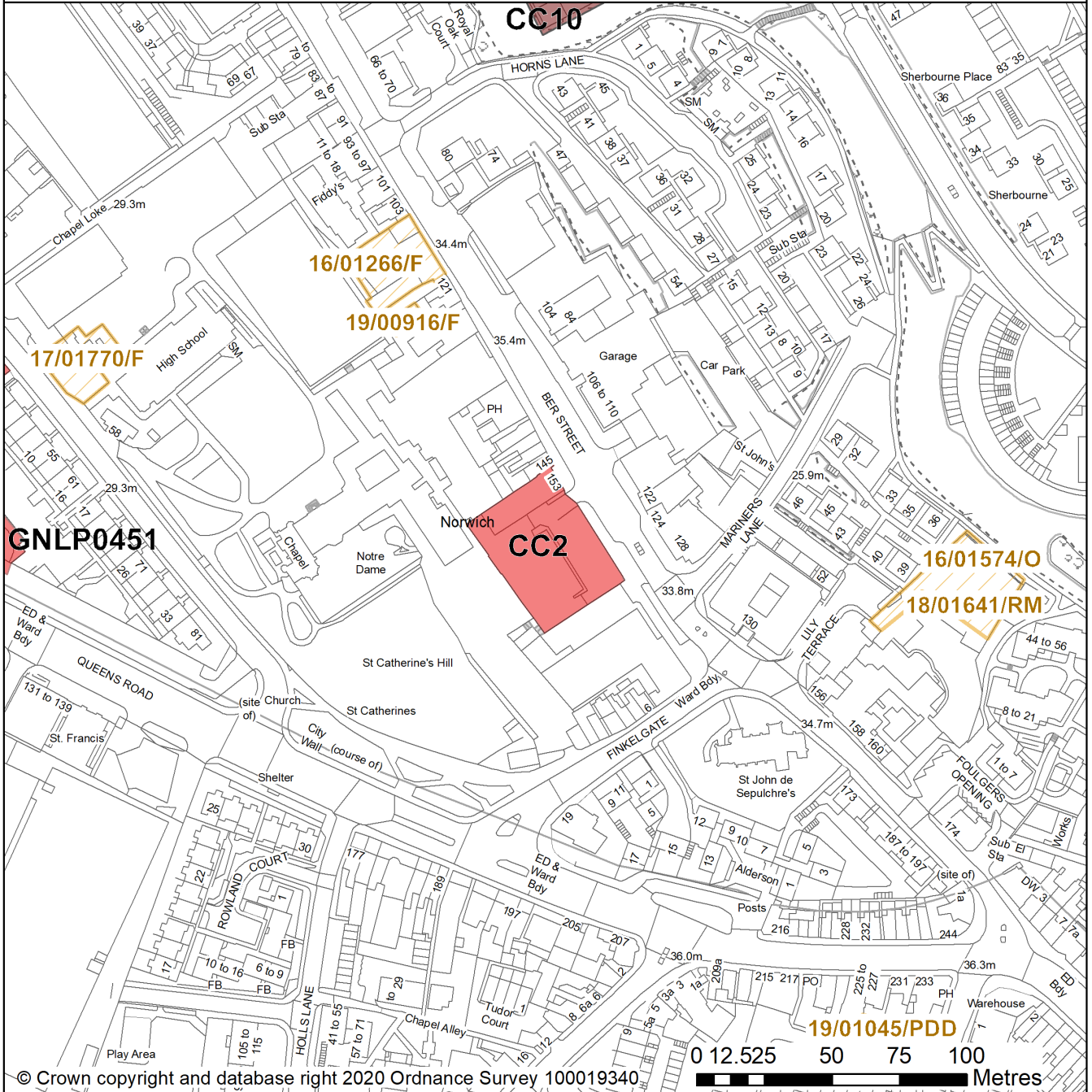
1. Achievement of a high quality, locally distinctive design of a scale and form which respects its context including the topography of the area - particularly the wooded ridge;
2. Conserve and enhance the significance of the City Centre Conservation Area and nearby locally and statutory listed buildings (including any contribution made to their significance by setting);
3. Strengthen the building line along Ber Street;
4. Take account of mature trees on the site to the rear.



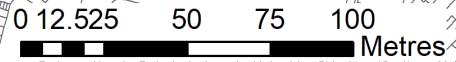
# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: CC2  
 LOCATION: 147 – 153 Ber Street, Norwich  
 ALLOCATION: Residential development (20 dwellings)  
 SITE AREA: 0.18 ha



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Scale at A4:  
1:2,000

- Housing Allocation
- Commitment\*
- Mixed Use Allocation
- Parish Boundary



Date: 05/11/2020

\*new and extant permission at 1st April 2020

### **POLICY CC3: 10 – 14 Ber Street, Norwich**

The site was allocated in the previous Local Plan but has not yet been developed. The principle of development is already accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development. As an existing allocation it has been considered in the calculation of the housing requirement.

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.

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. 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 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. An archaeological investigation will be required prior to development.

The site is served by an off-site combined foul and surface water sewer [northwest]. Adoption of this facility into a proposed drainage strategy must be pre-agreed with the appropriate management company.

### **POLICY CC3**

**10 – 14 Ber Street, Norwich (approx. 0.11 ha) is allocated for residential-led mixed use development. This will accommodate a minimum of 10 homes.**

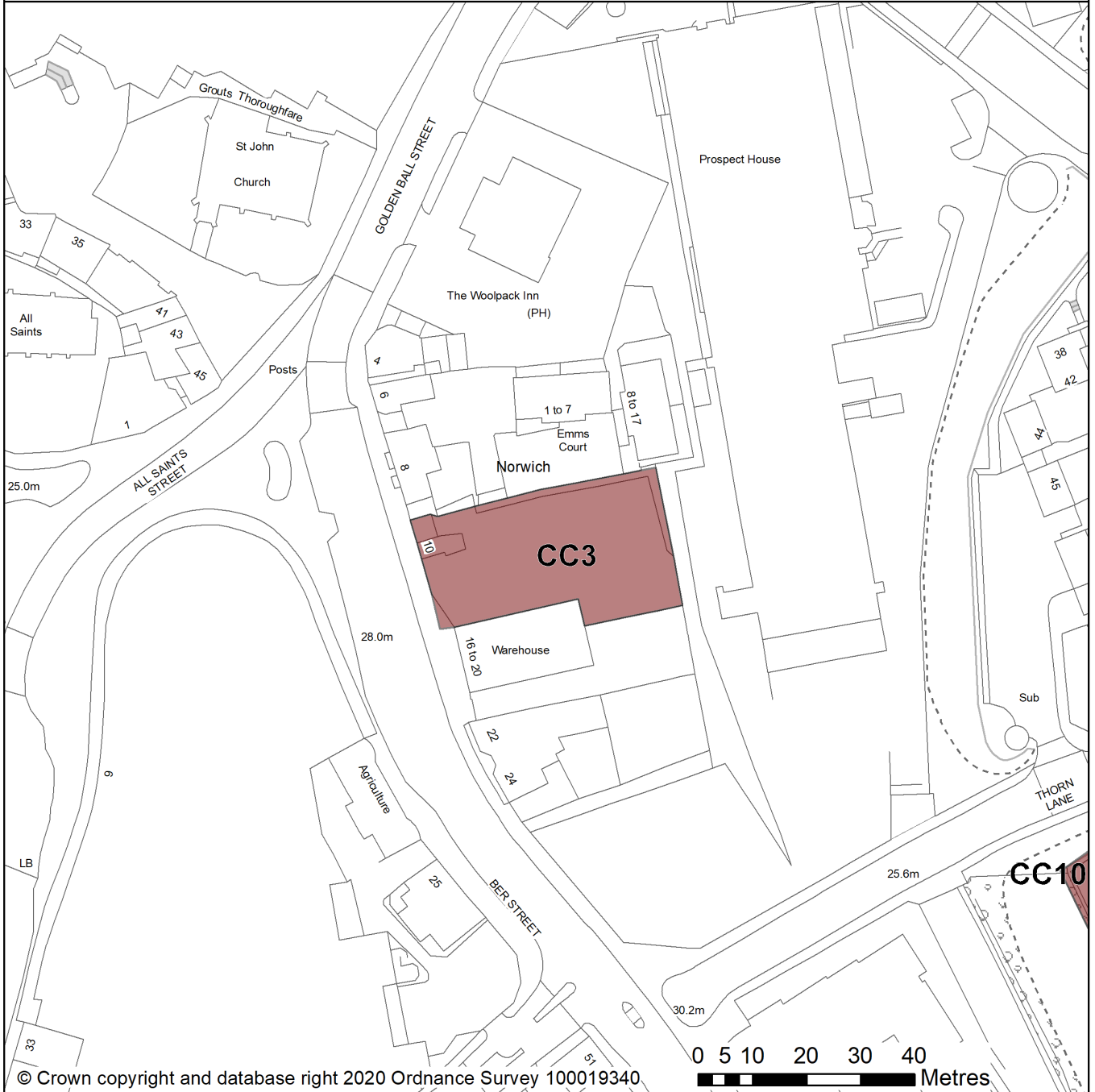
The development will achieve the following site-specific requirements:



1. Achievement of a high quality, locally distinctive design of a scale and form which respects its context including the topography of the area;
2. Strengthen the building line along Ber Street and the scale of any new development should reflect that of the neighbouring properties.
3. Conserve and enhance the significance of the City Centre Conservation Area and nearby locally and statutory listed buildings (including any contribution made to their significance by setting)
4. Retail or complementary uses in use class E (b,c,g(i)) at ground floor level
5. Residential uses (minimum of 10 homes) on the upper floors.
6. The site is suitable for car-free housing given its sustainable location, in accordance with policy 2;
7. An archaeological investigation will be required prior to development.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: CC3  
LOCATION: 10 – 14 Ber Street, Norwich  
ALLOCATION: Residential-led mixed use development (10 dwellings)  
SITE AREA: 0.11 ha



-  Mixed Use Allocation
-  Parish Boundary

Scale at A4:  
1:1,000



Date: 05/11/2020

\*new and extant permission at 1st April 2020

## **POLICY CC4: Land at Rose Lane/Mountergate**

*(Rose Lane/Mountergate is proposed to be reallocated in two parts on modified boundaries, as follows:*

Notes CC4a and CC4b:

Sites CC4a and CC4b were identified in the previous Local Plan as a single allocation CC4. Within the area of the original allocation there has been limited redevelopment and change of use of premises and sites closest to Rose Lane. Completed developments include the refurbishment of the Union Building for managed workspace, conversion of Imperial House to flats, construction of the replacement Rose Lane Car Park and establishment of the Charles Darwin Primary Academy within former office buildings fronting Prince of Wales Road. Due to the recent completion of these developments, these premises are proposed to be excluded from the revised allocation. Emerging proposals providing for the potential redevelopment and replacement of the dated Hotel Nelson (Premier Inn) including complementary mixed-use development, strongly favour integration of that site within the allocation to exploit the potential of its river frontage.

Evidence from the GVA Employment and Town Centres study 2018 points to significant demand for high quality employment space for developing businesses in the digital creative sector and other sectors supporting the city centre economy, preferably requiring a location close to sustainable transport hubs. Accordingly, scope for a significant element of employment use is identified in site CC4a west of Mountergate to take advantage of its location close to Norwich Rail Station. Land east of Mountergate (CC4b) is promoted for a broader mix of uses with a significant element of residential use, effective integration of the Hotel Nelson site and possible reuse or redevelopment of offices at Baltic House. The general principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038.

As an existing allocation, 250 homes have been considered in the calculation of the housing requirement.

There appears to be a private surface water sewer in the centre of the CC4a site. The site is surrounded by a mixture of combined sewer systems and standalone surface water sewer systems. Permission from the owner of the facilities must be gained before use in a proposed drainage strategy

Sites CC4a and 4b are likely to accommodate at least 250 homes with around 50 being accommodated on site CC4a and 200 on site CC4b. More may be accommodated, subject to an acceptable design and layout being achieved. Development of site CC4a should explore continued use/re-provision of the existing community garden facility. Development of site CC4b must be of a scale and form

which respects and takes advantage of its riverside context and location in respect to the Broads National Park.

#### **POLICY CC4a**

**Land at Rose Lane/Mountergate (Mountergate West, approx. 1.20 ha) is allocated for mixed-use development to include high quality office space, managed workspace and live-work units, and up to 50 homes.**

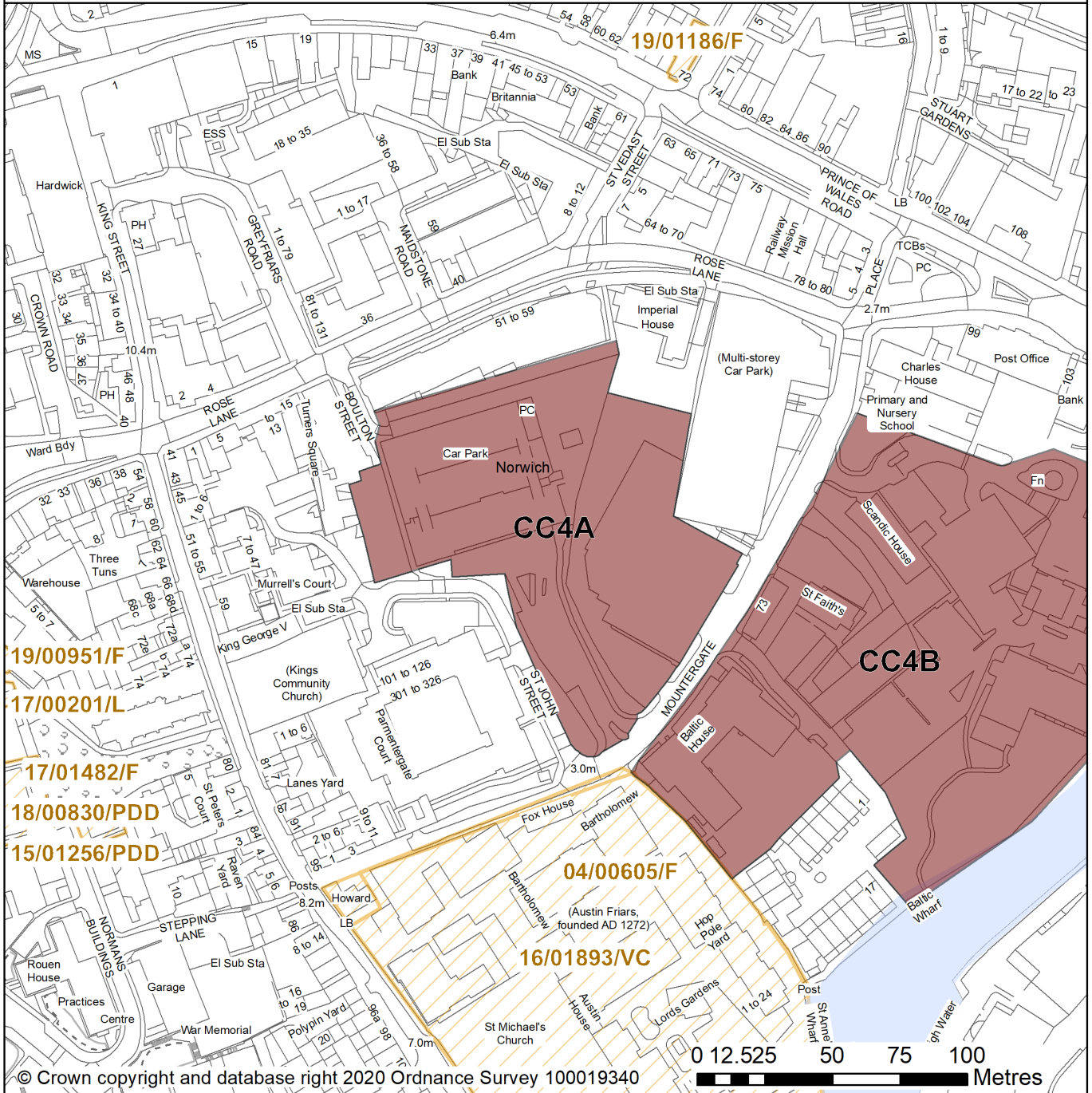
The development will achieve the following site-specific requirements:

1. Be mainly employment-led, integrated with residential uses
2. Include other uses such as food/drink, and small-scale retail uses.
3. Achievement of a high quality, locally distinctive design of a scale and form which respects its location within the City Centre Conservation Area, conserves and enhances adjoining heritage assets and their settings and contributes to an overall enhancement of townscape quality.
4. Development should respect the setting of adjacent listed buildings and be designed as far as possible to reflect the historic building plots and streets and to recreate street frontages,
5. Provides an enhanced public realm, including open space and pedestrian/cycle links through the adjoining site CC4b to the riverside walk in accordance with policy 7.1 and the 'River Wensum Strategy'. Consideration should be given to retaining and enhancing the existing community open space to the rear of Boulton Street as part of integrated open space and green infrastructure network within the site
6. 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.
7. Ensures a high level of surface water flood resilience and incorporates appropriate flood mitigation measures addressing identified risks from surface water flooding and existing private surface water sewer in the centre of the site, all of which must be taken into consideration when designing a drainage strategy for the site;
8. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: CC4a  
 LOCATION: Land at Rose Lane/Mountergate  
 ALLOCATION: Mixed use development (50 dwellings)  
 SITE AREA: 1.20 ha



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0 12.5 25 50 75 100 Metres

Scale at A4:  
1:2,000

- Mixed Use Allocation
- Commitment\*
- Broads Authority Area
- Parish Boundary

N



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY CC4b**

**Land Mountergate/Prince of Wales Road (Mountergate East, approx. 2.39 ha) is allocated for mixed-use development. This may accommodate a minimum of 200 homes, together with student accommodation, high quality office space, hotel and tourism uses, and other supporting main town centre uses taking advantage of the site's proximity to the rail station and river.**

The development will achieve the following site-specific requirements:

1. Development to be approached comprehensively to achieve effective integration of the historic buildings in the western part of the site into the overall development;
2. Other uses may be provided as part of a balanced mix including hotel development (replacing or supplementing the existing hotel provision on site), student accommodation, educational facilities to support the adjacent Charles Darwin Primary Academy, high quality office space, managed workspace and live-work units, food/drink, small scale retail and uses supporting the evening economy.
3. Achievement of a high quality, locally distinctive design of a scale and form which respects its location within the City Centre Conservation Area and adjacent to the St Matthews Conservation Area, conserves and enhances adjoining heritage assets and their settings and contributes to an overall enhancement of townscape quality. The site's position relative to Norwich Train Station warrants building of notable standard of design and quality worthy of marking arrival into the city.
4. Development will respect and enhance the setting of on-site historic buildings including St Faiths House and the Weavers House and off-site buildings including the Train Station, Anglican Cathedral and Castle, and be designed as far as possible to reflect historic building plots and street lines and to recreate street frontages,
5. Redevelopment, conversion or change of use of Baltic House for uses consistent with this policy will be supported if it becomes available in the plan period;
6. A density of development commensurate with its location close to the train station mobility hub with a design that secures a significant overall reduction in the level of off-site surface car parking;
7. Provides an enhanced public realm, including public open space and legible and permeable pedestrian/cycle routes to link through the adjoining site CC4a to Rose Lane and the new St Anne's Quarter development to King Street. A link should be provided from Mountergate to the river connecting with Prince of Wales Road via an extended and widened riverside walk in accordance with policy 7.1 and the 'River Wensum Strategy', making the most of its riverside location;
8. Retention and provision of public access and public open space to the rear of the Hotel Nelson;

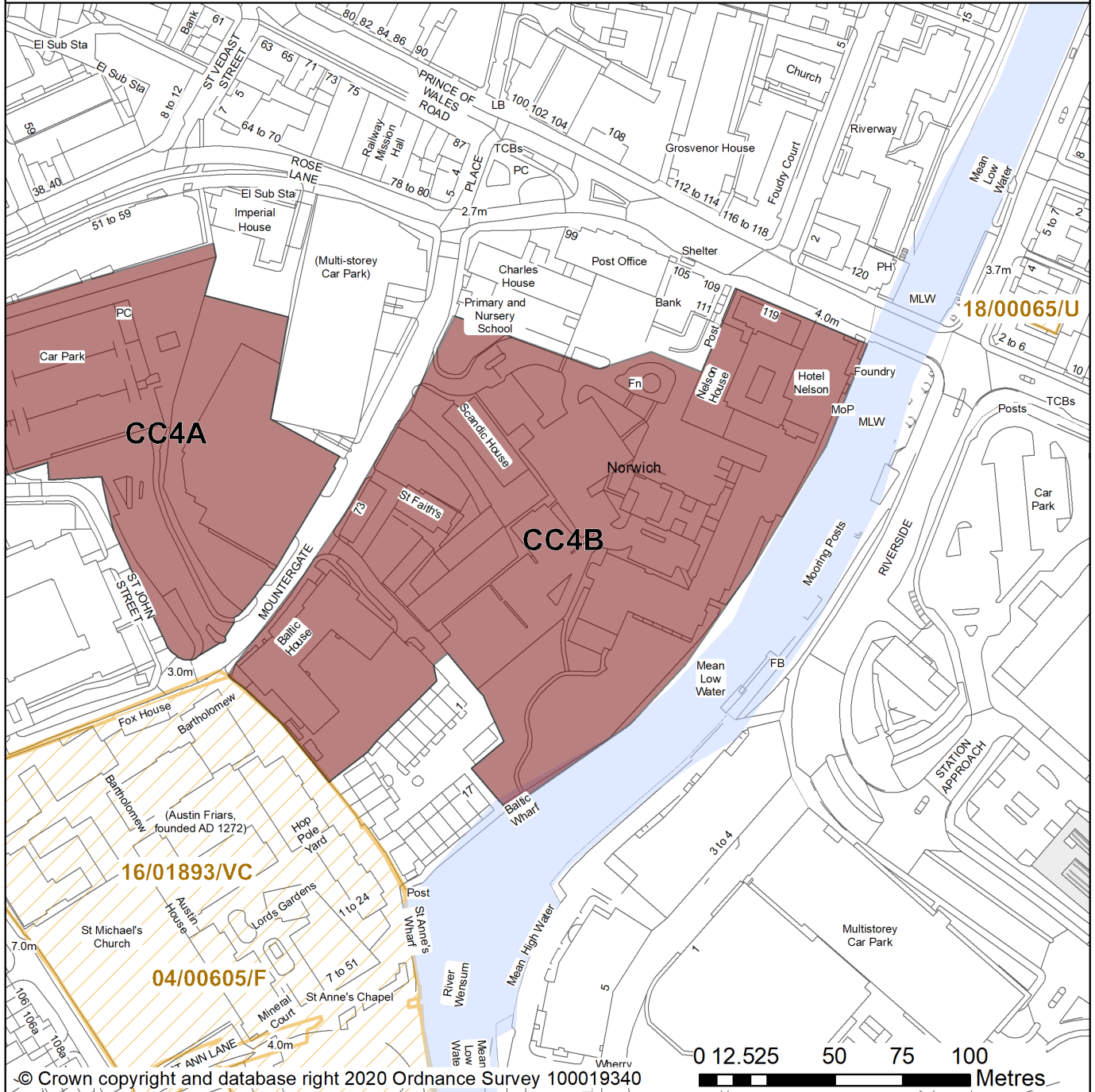


9. A noise assessment is required, and the development must be designed to mitigate the impact of noise from the main road and from the late-night activity zone.
10. High quality green infrastructure, landscaping, planting and biodiversity enhancements particularly along the river edge taking advantage of its riverside context and location in respect to the Broads National Park;
11. Protection of bankside access for maintenance purposes.
12. Development should ensure a high level of flood resilience and incorporate appropriate mitigation measures (including addressing identified risks from flooding from rivers and surface water flooding).

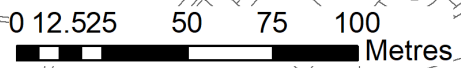
# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: CC4b  
 LOCATION: Land Mountergate/Prince of Wales Road  
 ALLOCATION: Mixed use development (200 dwellings)  
 SITE AREA: 2.39 ha



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Scale at A4:  
1:2,000

- Mixed Use Allocation
- Commitment\*
- Broads Authority Area
- Parish Boundary



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY CC7: Hobrough Lane, King Street, Norwich**

The site was allocated in the previous Local Plan and was subject to two previous approved schemes on adjoining parts of the site which together would have delivered a total of 20 homes. These permissions have expired, and the site has not yet been developed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential use.

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. These buildings must be brought back into residential use and renovated in order to ensure their future and to remove them from the register

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.

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 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 is appropriate in accordance with policy 2. 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. It is recommended that developers engage in early discussions with the Environment Agency and the Broads Authority. 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. Development of the site must be of a scale and form which respects and takes advantage of its riverside context and location in respect to the Broads National Park.

As an existing allocation, 20 homes have been considered in the calculation of the housing requirement.

The site is likely to accommodate at least 20 homes. More homes may be accommodated, subject to an acceptable design and layout etc. being achieved and heritage impact and other constraints being adequately addressed.

#### **POLICY CC7**

**Hobrough Lane, King Street, Norwich (approx. 0.35ha) is allocated for residential-led mixed use development. This will accommodate a minimum of 20 homes.**

The development will achieve the following site-specific requirements:

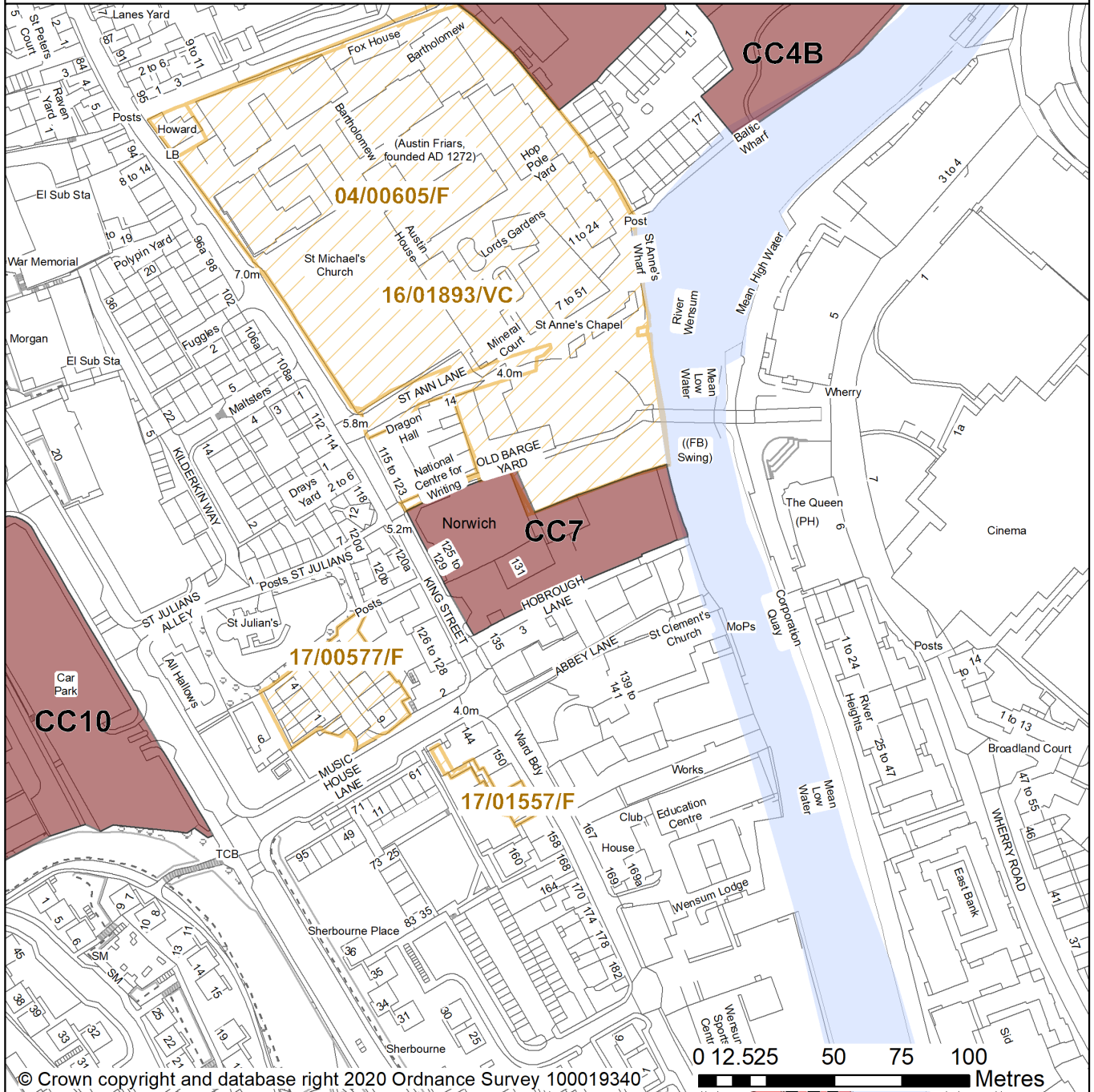
1. Residential development with small scale retail and/or offices, food and drink, and tourist uses.
2. Development will secure sensitive conversion of historic buildings fronting King Street including removal of the unsympathetic post-war alterations.
3. New development should respect the historic integrity and setting of 125-129 King Street and conserve and enhance heritage assets and their settings in this part of the City Centre Conservation Area

4. 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.
5. Development will be of a scale and form which respects and takes advantage of its riverside location, providing high quality landscaping, planting and biodiversity enhancements particularly along the river edge
6. Heritage interpretation to be provided as part of the scheme.
7. 125-127 and 129 King Street is on Norwich' register of local heritage buildings at risk. Any development of this site must include renovation in order to ensure their future and remove them from the register in agreement with Norwich City Council
8. Provide protection of bankside access for maintenance purposes.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

**SITE REFERENCE:** CC7  
**LOCATION:** Hobrough Lane, King Street, Norwich  
**ALLOCATION:** Residential-led mixed use development (20 dwellings)  
**SITE AREA:** 0.35 ha



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0 12.525 50 75 100 Metres

Scale at A4:  
1:2,000

- Housing Allocation
- Broads Authority Area
- Parish Boundary
- Commitment\*
- Mixed Use Allocation



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY CC8: King Street Stores, Norwich**

The site was allocated in the previous Local Plan but has not yet been developed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development. As an existing allocation it has been considered in the calculation of the housing requirement.

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.

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.

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 of the site must be of a scale and form which respects and takes advantage of its riverside context and location in respect to the Broads National Park. Development needs to ensure that the water environment is protected. The site falls within Source Protection Zone 1, designated to protect water supplies, and therefore the water environment is particularly vulnerable in this location. Detailed discussions over this issue will be required with the Environment Agency to ensure that proposals are

appropriate for the site and that the site is developed in a manner which protects the water environment.

The site is served by an off-site combined foul and surface water sewer. Adoption of this facility into a proposed drainage strategy must be pre-agreed with the appropriate management company.

The site is likely to accommodate at least 20 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved.

#### **POLICY CC8**

**King Street Stores, Norwich (approx. 0.21ha) is allocated for residential use. This will accommodate a minimum of 20 homes.**

The development will achieve the following site-specific requirements:

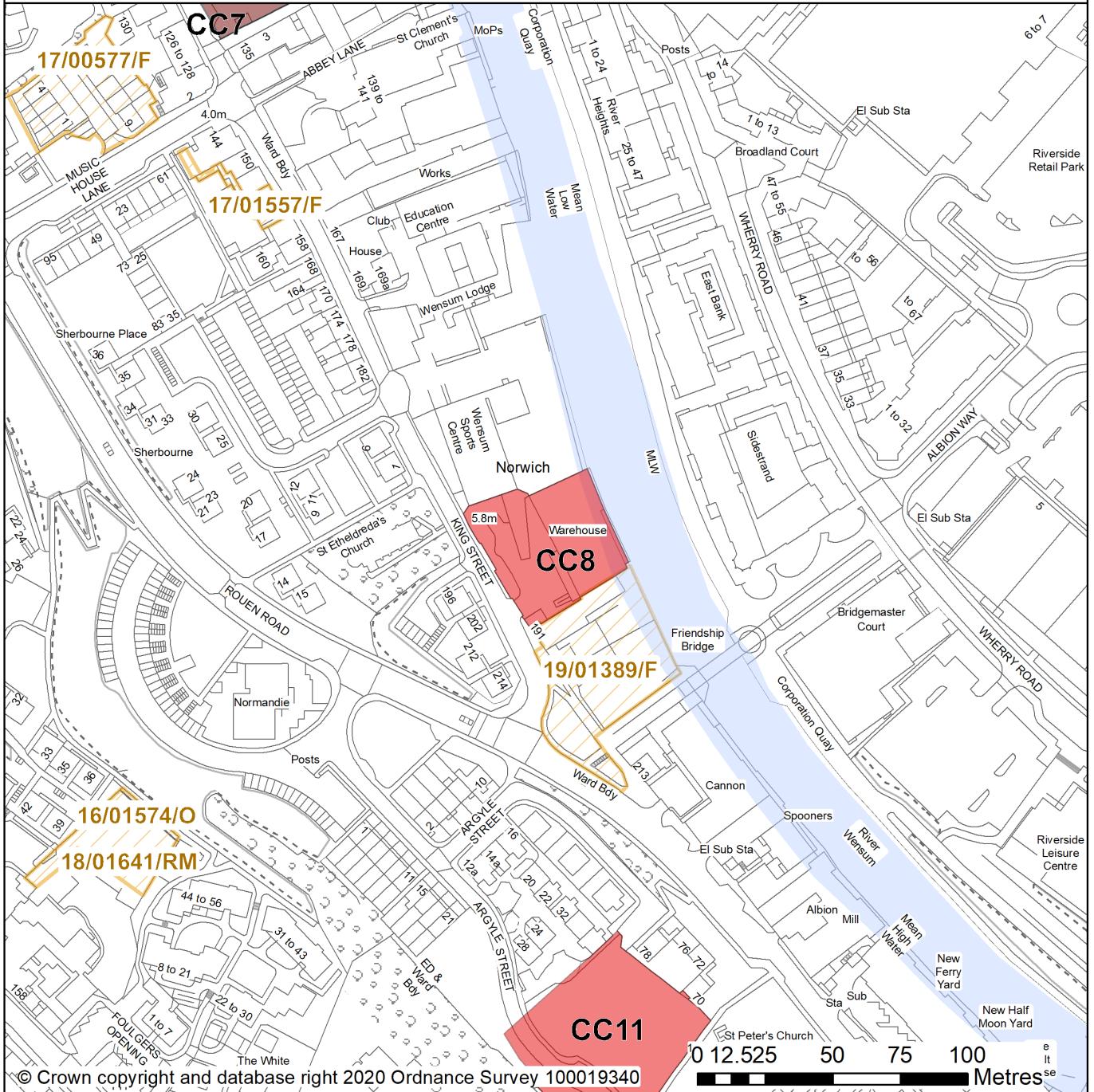
1. Development proposals will contribute to the regeneration of the King Street area by reinstating the historic street frontage of King Street;
2. Achievement of a high quality, locally distinctive design of a scale and form which preserves and enhances its location within the City Centre Conservation Area and nearby listed buildings (including adjacent Grade II listed Ferryboat Inn former public house) (including any contribution made to their significance by setting)
3. Removal of existing trees at the King Street frontage to facilitate reinstatement of the historic street frontage is acknowledged. The existing trees have both visual amenity and biodiversity value; this loss will need to be mitigated.
4. Development should seek to retain and enhance the locally listed structure on site through adaptive re-use. Any loss or partial loss will require clear and convincing justification;
5. Explore opportunities to provide a link through the site to the Novi Sad bridge to the south through the adjacent Ferryboat redevelopment site, and potential for a future riverside walkway to the north. In the event of a scheme creating the opportunity for access to the river the amenity value of this should be optimised for the benefit of the development respecting and taking advantage of its riverside context and location in respect to the Broads National Park.
6. Protection of bankside access for maintenance purposes.



# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: CC8  
 LOCATION: King Street Stores, Norwich  
 ALLOCATION: Residential development (20 dwellings)  
 SITE AREA: 0.21 ha



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0 12.5 25 50 75 100 Metres

Scale at A4:  
1:2,000

- Housing Allocation
- Broads Authority Area
- Parish Boundary
- Commitment\*
- Mixed Use Allocation

N



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY CC10: Land at Garden Street and Rouen Road**

The site was allocated in the previous Local Plan for housing but has not yet been developed. A previous option to provide a primary school on the site has not been progressed due to additional school capacity since becoming available in the city centre. The principle of development on the site has already been accepted and it is expected that development will take place later within the time-period of this Local Plan, likely within 10-15 years. The site is re-allocated for mixed use development. As an existing allocation it has been considered in the calculation of the housing requirement.

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.

Development will 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 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.

Given its location, an archaeological investigation will be required prior to development of the site.

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.

The site is likely to accommodate at least 100 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved.

### **POLICY CC10**

**Land at Garden Street and Rouen Road, Norwich (approx. 1.08ha) is allocated for housing led mixed use development. This will accommodate approximately 100 homes. This site could include an element of small-scale office/business units to cater for small business.**

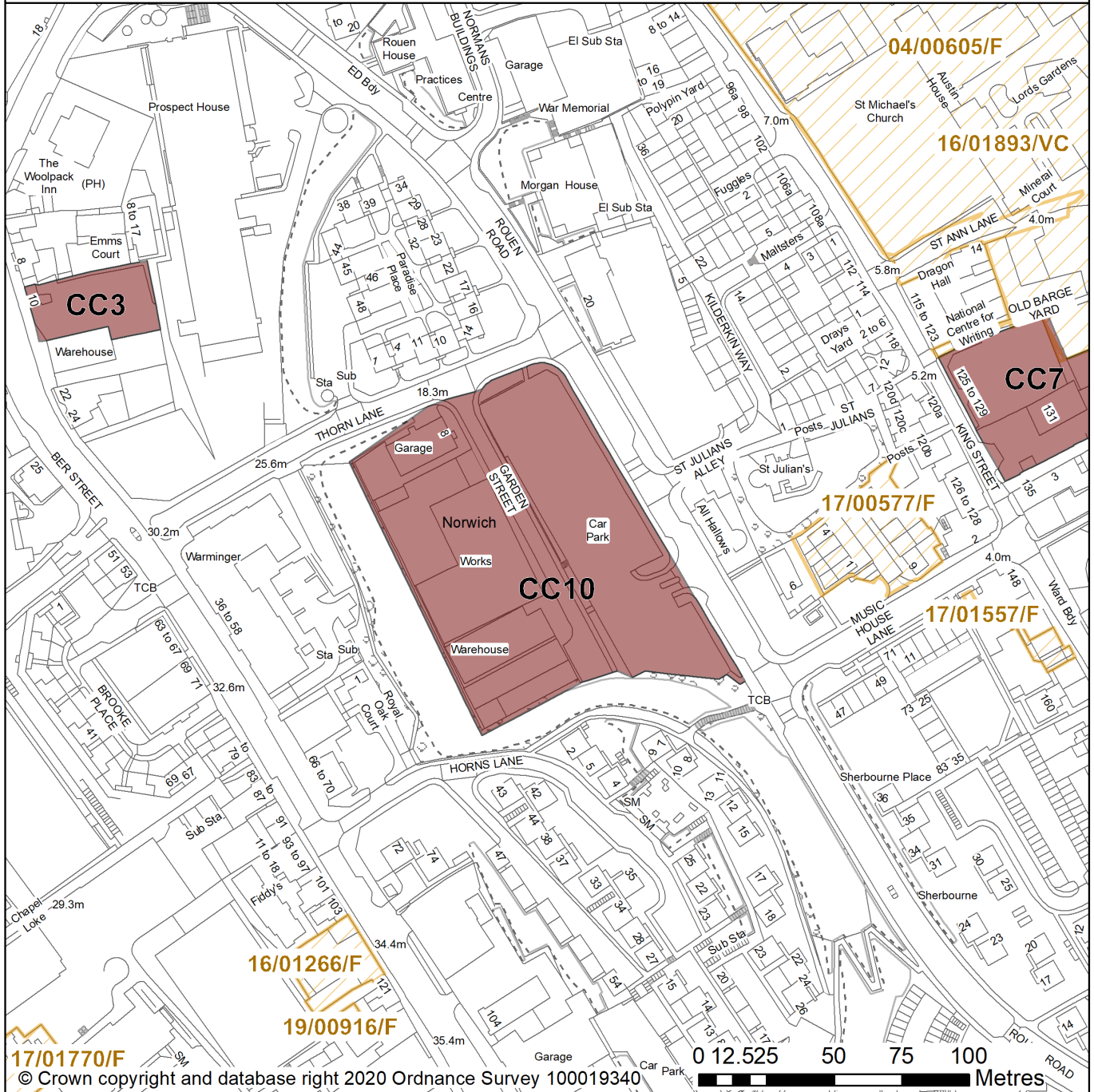
The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive design of a scale and form which preserves and enhances its location within the City Centre Conservation Area and nearby listed buildings (including any contribution made to their significance by setting)
2. Achievement of a high quality, locally distinctive design of a scale and form which preserves and enhances its location within the City Centre Conservation Area and nearby listed buildings (including any contribution made to their significance by setting)
3. 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.
4. Given its location, an archaeological investigation will be required prior to development of the site.
5. Vehicular access for residential development should be via Garden Street and not off Rouen Road.
6. Equivalent replacement public parking spaces will be provided as part of the scheme, accessed from Rouen Road.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: CC10  
 LOCATION: Land at Garden Street and Rouen Road  
 ALLOCATION: Mixed Use (100 dwellings)  
 SITE AREA: 1.08 ha



Scale at A4:  
1:2,000

- Mixed Use Allocation
- Parish Boundary
- Commitment\*

N



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY CC11: Land at Argyle Street**

The site was allocated in the previous Local Plan but has not yet been developed. Demolition of subsidence damaged bungalows previously on the site has been taken account of in the calculation of historic housing delivery. The principle of housing redevelopment on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development. As an existing allocation it has been considered in the calculation of the housing requirement.

The site is located in the southern part of the city centre and is 0.32 hectares in size.

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.

The allocation of this site for housing development will bring it back into use and help regenerate this part of the King Street area.

Development must address the site's constraints. The site's history of subsidence means that 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 particularly vulnerable in this location. Detailed discussions over this issue will be required with the Environment Agency to ensure that proposals are appropriate for the site and that the site is developed in a manner which protects the water environment.

The site is likely to accommodate approximately 15 homes. This will include affordable housing providing a mix of affordable tenures consistent with identified needs at the time of submission of a planning application and subject to viability, but it is expected that as the land is in public ownership the site is capable of delivering a scheme of 100% affordable dwellings.

## **POLICY CC11**

**Land at Argyle Street, Norwich (approx. 0.32ha) is allocated for residential development. This will accommodate approximately 15 homes.**

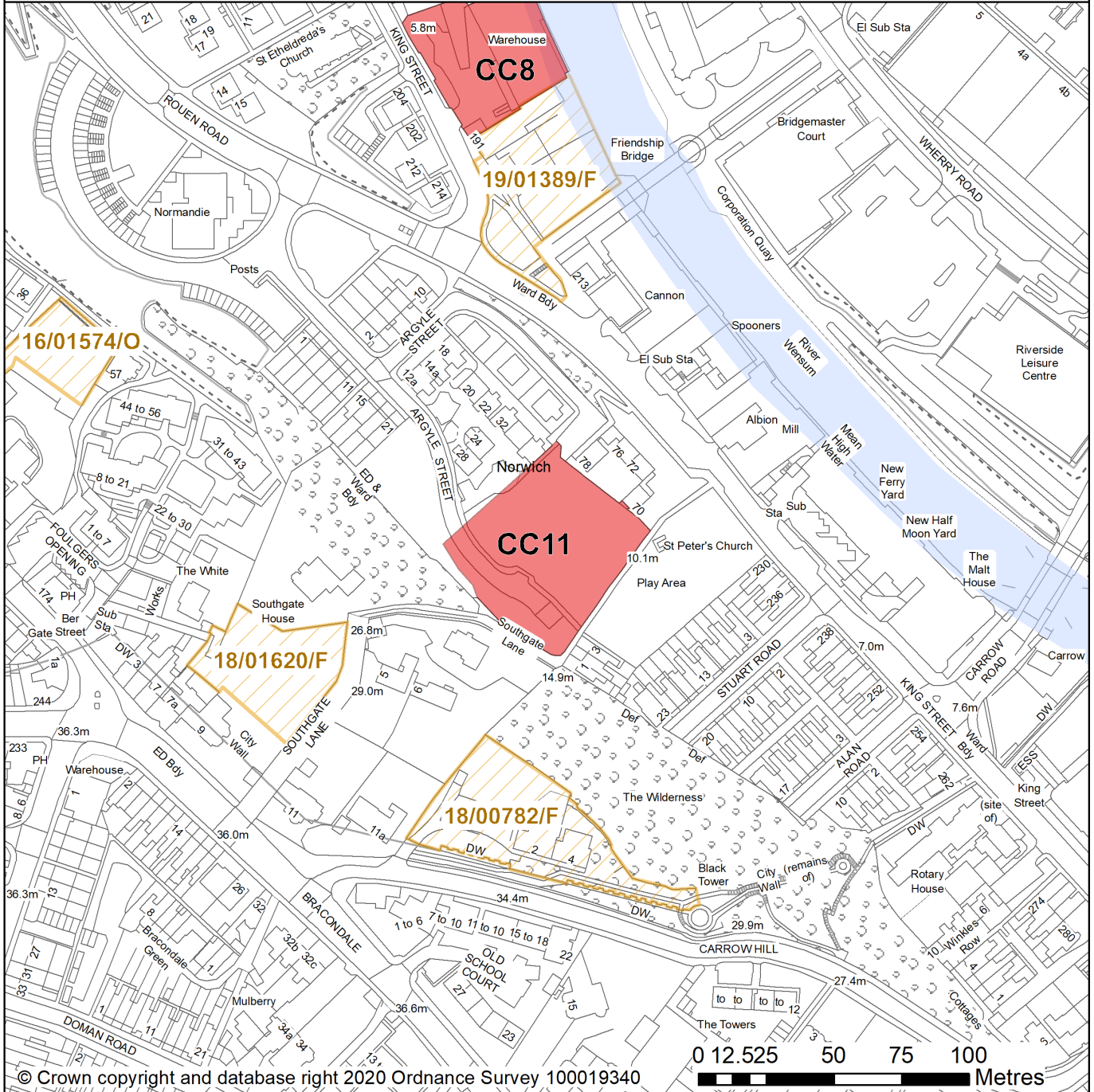
The development will achieve the following site-specific requirements:

1. The design of development must respect the adjacent wooded ridge and seek to enhance the green corridor network which runs adjacent to the site; conserve and enhance the significance of the City Centre Conservation Area and nearby statutory and locally listed buildings (specifically the remains of grade II listed St Peter Southgate church) (including any contribution made to their significance by setting)
2. Potential ground stability issues should be addressed in the design and configuration of new housing, with scope for the use of dwelling types employing lightweight modular construction.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: CC11  
 LOCATION: Land at Argyle Street  
 ALLOCATION: Residential development (15 dwellings)  
 SITE AREA: 0.32 ha



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- Housing Allocation
- Commitment\*
- Broads Authority Area
- Parish Boundary

Scale at A4:  
1:2,000



Date: 05/11/2020

\*new and extant permission at 1st April 2020

### **POLICY CC13: Land at Lower Clarence Road**

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 is identified for future development under policies CC15.

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.

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. It is also in close proximity to the St Matthews Conservation Area and the Thorpe Ridge Conservation Area. Therefore the design, including height and layout of the development, should take this into account. Given its accessible location car free housing is appropriate 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 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.

The site was allocated in the previous Local Plan but has not yet been developed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development.



The site is likely to accommodate at least 45 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved.

### **POLICY CC13**

**Land at Lower Clarence Road (approx. 1.00ha) is allocated for residential development, for a minimum of 45 dwellings.**

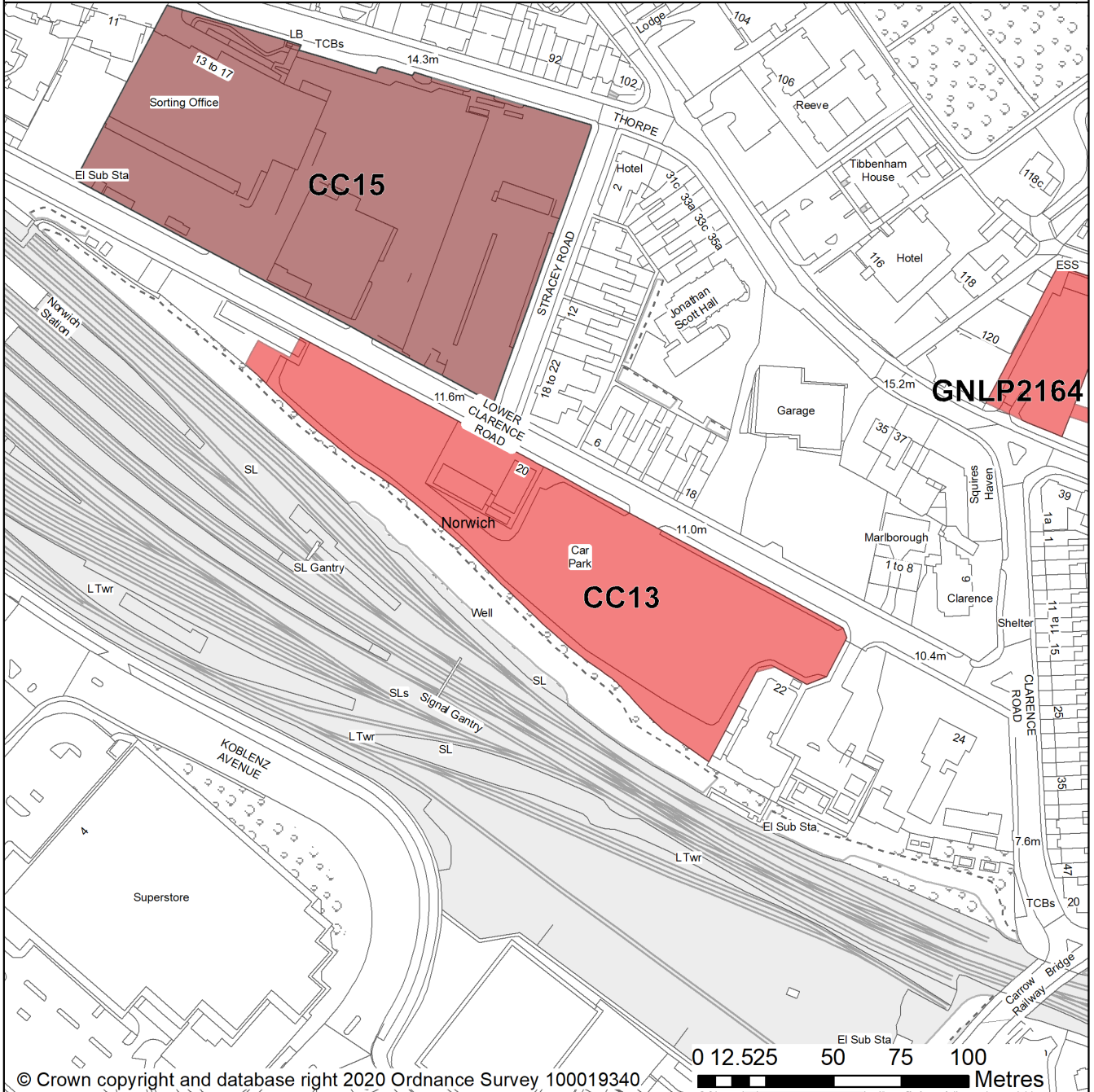
The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive, energy efficient design whose form and massing takes account of and respects its location;
2. Design of the development should take account of the topography of the site and any potential impact on the setting of nearby conservation areas. Height of development will be especially important given the elevated position of the site;
3. Achieve high quality landscaping, planting, biodiversity and green infrastructure enhancements;
4. A noise assessment is required and the development must be designed to mitigate the impact of noise from the railway.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: CC13  
 LOCATION: Land at Lower Clarence Road  
 ALLOCATION: Residential development (45 dwellings)  
 SITE AREA: 1.00 ha



- Housing Allocation
- Mixed Use Allocation

Parish Boundary

Scale at A4:  
1:2,000



Date: 05/11/2020

\*new and extant permission at 1st April 2020

## **POLICY CC15: Norwich Mail Centre, 13-17 Thorpe Road**

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 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.

The site was allocated in the previous Local Plan but has not yet been developed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development.

The site is likely to accommodate in the region of 150 homes.

## **POLICY CC15**

**Norwich Mail Centre, 13-17 Thorpe Road, Norwich (approx. 1.52Ha) is allocated for residential led mixed use development. This will accommodate in the region of 150 homes.**

Redevelopment of this site should include

- 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.

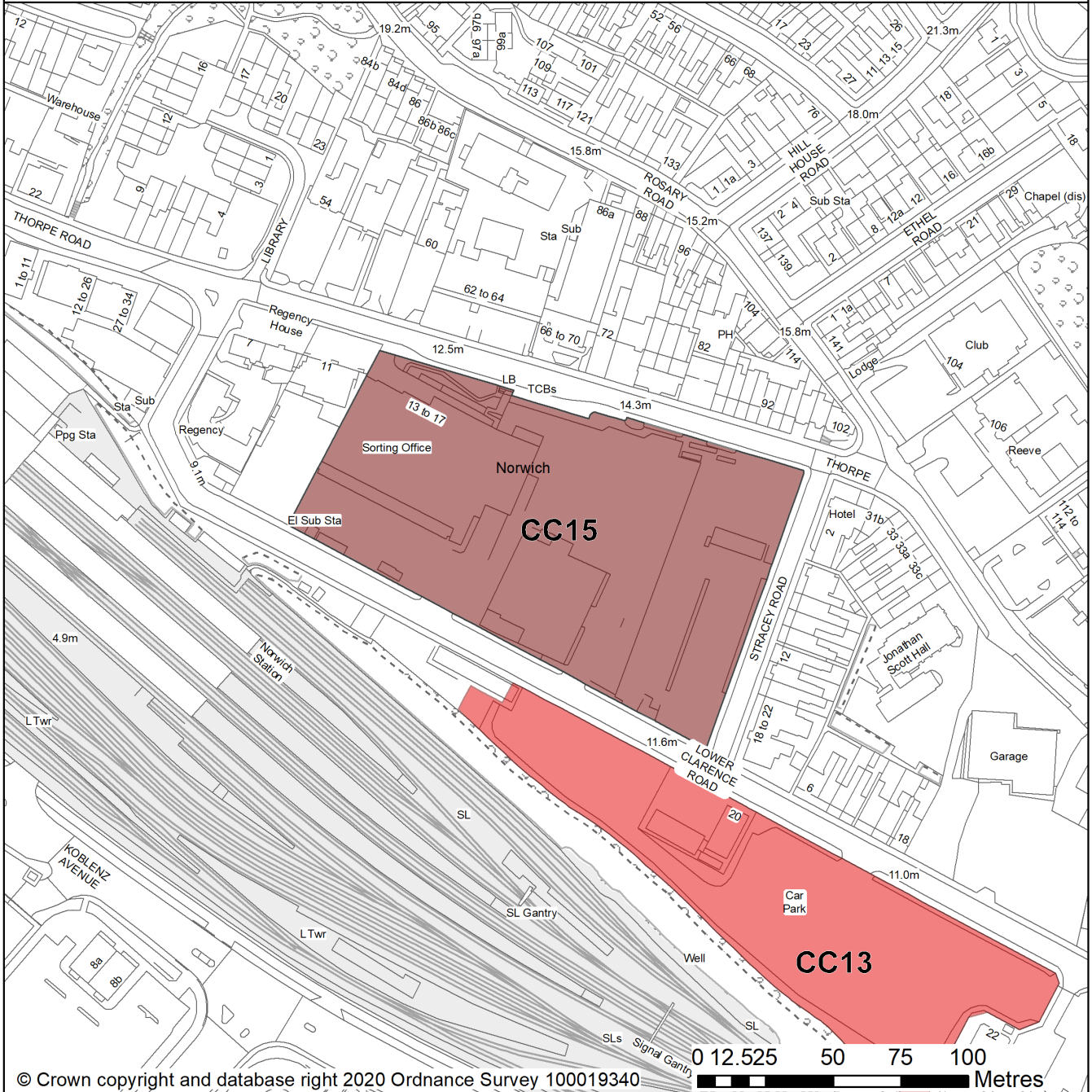
The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive and energy efficient design of a scale and form which is in keeping with the character of the area, respects the heritage significance of the immediately adjacent St Matthews Conservation Area and protects the amenity of adjoining residential occupiers.
2. 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.
3. 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.

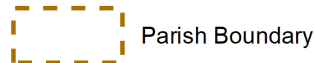
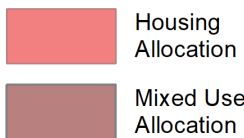
# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

**SITE REFERENCE:** CC15  
**LOCATION:** Norwich Mail Centre, 13-17 Thorpe Road  
**ALLOCATION:** Residential-led mixed use development (150 dwellings)  
**SITE AREA:** 1.52 ha



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Scale at A4:  
1:2,000

N



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY CC16: Land adjoining Norwich City Football Club north and east of Geoffrey Watling Way**

The site was allocated in the previous Local Plan and the western part of the original allocation at Geoffrey Watling Way has been developed. Much of the remaining land on the river frontage (Carrow Quay) has benefit of planning permission and the first phase of development is underway. Land at the football club car park and Groundsman's Hut site remains appropriate for development; the latter site has now got planning permission for 73 units of housing (Carrow View). The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development. As an existing allocation it has been considered in the calculation of the housing requirement.

The site is located to the east of city centre and is 2.23 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.

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 its location adjacent to the River Wensum, flood risk, possible contamination, access capacity.

Development of the site must be of a scale and form which respects and takes advantage of its riverside context and location in respect to the Broads National Park.

The south of the site along the river, and the south eastern corner is vulnerable to noise from the railway and especially its bridge, access and location of a small part of the site being within Trowse railhead consultation area, 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 Carrow Works site (GNLP3053), Utilities site (R10), and Deal Ground (GNLP0360), of which some 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.

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.

There are 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.

This site lies adjacent to the River Wensum. 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.

The site is likely to accommodate up to 200 homes on the currently undeveloped part of Carrow Quay site and a minimum of 70 homes on the groundsman's hut/car park site. More may be accommodated, subject to an acceptable design and layout etc. being achieved.

## **POLICY CC16**

**Land adjoining Norwich City Football Club north and east of Geoffrey Watling Way, Norwich (approx. 2.23ha) is allocated for mixed use development to include residential, leisure, community, office and ancillary small retail uses. This will accommodate a minimum of 270 homes.**

The development will achieve the following site-specific requirements:

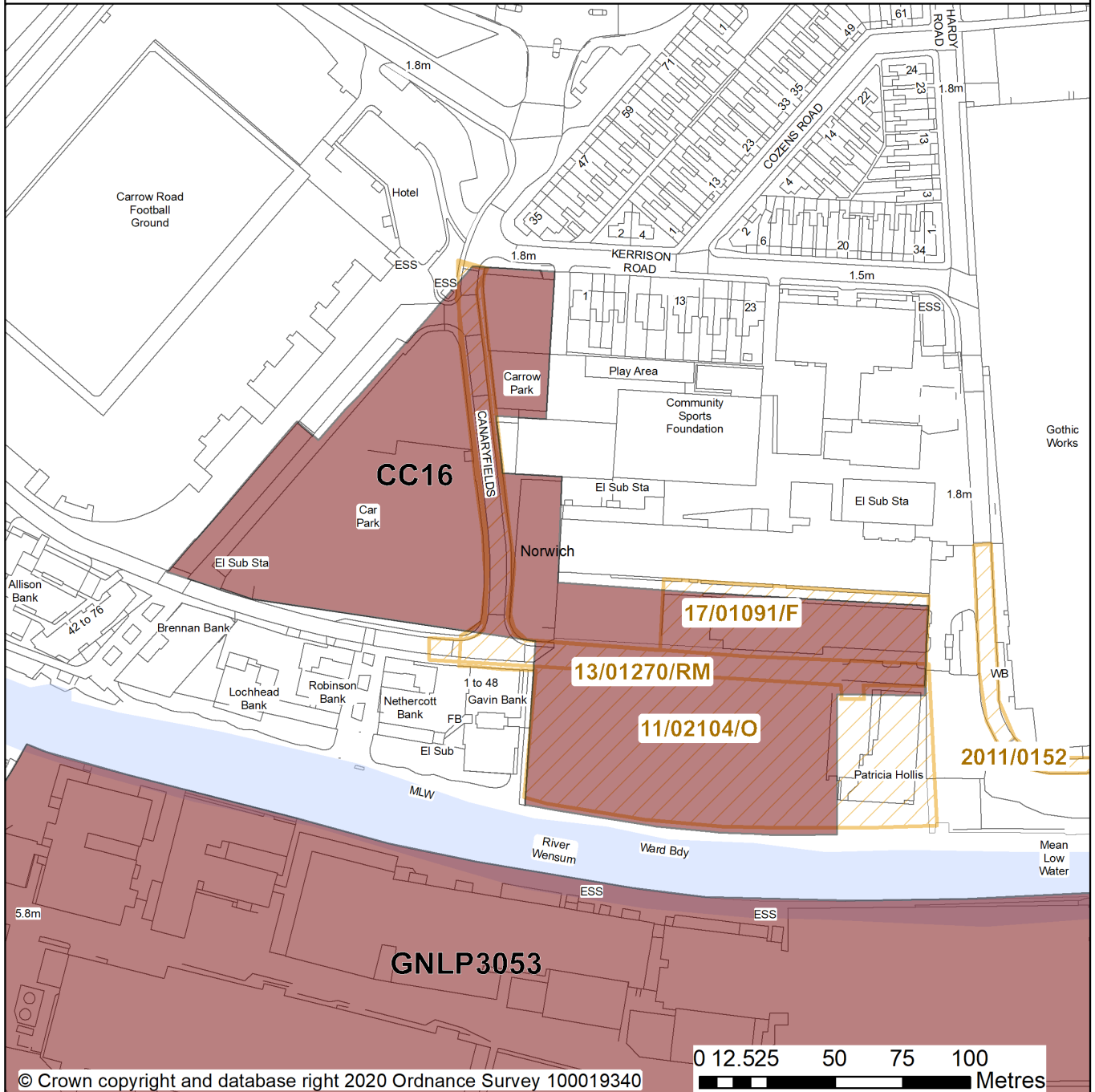
1. Achievement of a high quality, locally distinctive design of a scale and form which respects its riverside context, ensures a high level of flood resilience and incorporates appropriate mitigation measures (including addressing identified risks from flooding from rivers and surface water flooding);
2. Conserve and enhance the setting of the adjacent Bracondale Conservation Area and nearby statutory listed buildings and scheduled monuments (including Carrow Priory & Boom Towers) (including any contribution made to their significance by setting)
3. Provide a public transport interchange on site and a public transport strategy for the wider east Norwich strategic regeneration area
4. Provide public access to the river and a riverside walk/cycle link to facilitate the re-routing of national cycle route 1 / red pedalway to Whitlingham and connections to the regeneration opportunity sites to the south and east including the Deal Ground, the Utilities site and Carrow Works in accordance with policy 7.1 and the 'River Wensum Strategy'.
5. Enhance the river frontage as a gateway to Norwich city centre
6. Be designed to mitigate the impact of noise generation, light and odour pollution from adjacent industrial uses and the railway
7. High quality green infrastructure, landscaping, planting and biodiversity enhancements particularly along the river edge and forming a setting for the stadium;
8. Norfolk Minerals and Waste Core Strategy Policy CS16 and NPPF 'agent of change' principle applies, as part of this site is within the consultation area of a safeguarded mineral infrastructure (aggregate and roadstone railhead and asphalt plant).



# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: CC16  
 LOCATION: Land adjoining Norwich City Football Club  
 ALLOCATION: Mixed use development (270 dwellings)  
 SITE AREA: 2.23 ha



- Mixed Use Allocation
- Commitment\*
- Broads Authority Area
- Parish Boundary

Scale at A4:  
1:2,000



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY CC17a and CC17b: Land at Barrack Street/Whitefriars**

*See Policy GNLP0409R above*

## **POLICY CC18 (CC19): Land at 140-154 Oak Street and 70-72 Sussex Street**

The site was allocated in the previous Local Plan as two separate sites part of CC18 and CC19 which are now in the same ownership. Neither allocation has yet been developed but the northern part fronting Sussex Street (previously CC19) has a previous unimplemented consent for 17 homes intended to be delivered as a co-housing scheme, with the land fronting Oak Street (CC18) having been allocated for a minimum of 10 homes. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development. As an existing allocation it has been considered in the calculation of the housing requirement.

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.

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.

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

The location of the site within an Area of Main Archaeological Interest requires an archaeological investigation to be carried out prior to development.

The site is served by an off-site combined foul and surface water sewer. Adoption of this facility into a proposed drainage strategy must be pre-agreed with the appropriate management company.

The site is likely to accommodate at least 27 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved.

#### **POLICY CC18 (CC19)**

**Land at 140-154 Oak Street and 70-72 Sussex Street, Norwich (approx. 0.27ha) is allocated for residential use. This will accommodate a minimum of 27 homes.**

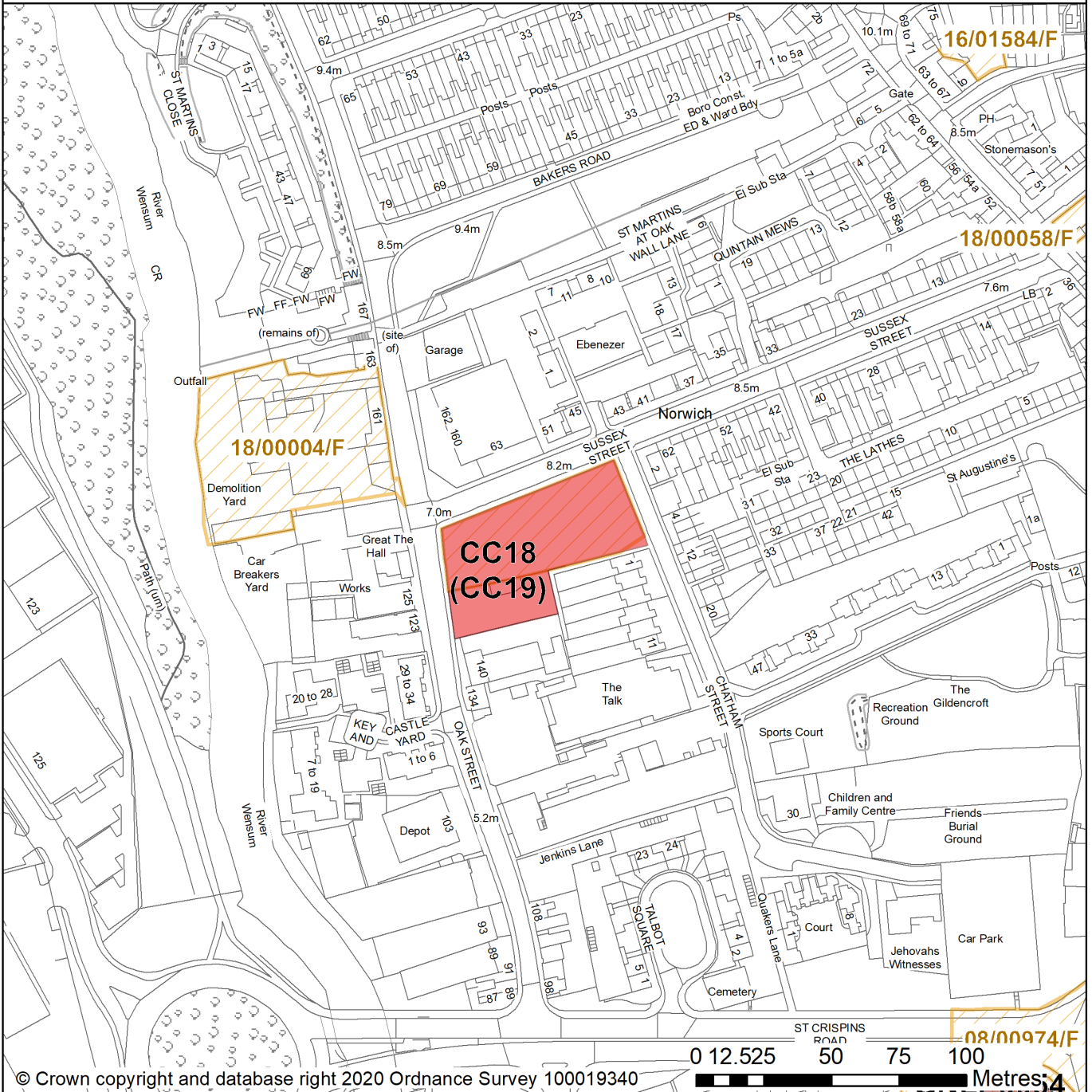
The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive design of a scale and form which preserves and enhances its location within the City Centre Conservation Area and nearby listed buildings (including Grade II listed Great Hall) (including any contribution made to their significance by setting) and secures an improvement in townscape.
2. Create strong built frontages to Oak Street, Sussex Street and Chatham Street, if feasible, reinstating historic layouts by grouping buildings around an internal courtyard.

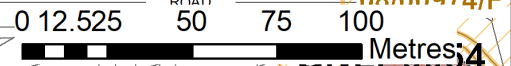
# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

**SITE REFERENCE:** CC18 (CC19)  
**LOCATION:** Land at 140-154 Oak Street and 70-72 Sussex Street  
**ALLOCATION:** Residential development (27 dwellings)  
**SITE AREA:** 0.27 ha



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Scale at A4:

1:2,000

- Housing Allocation
- Mixed Use Allocation
- Commitment\*
- Parish Boundary

N



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY CC24: Land to rear of City Hall**

The site was allocated in the previous Local Plan but has not yet been developed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for mixed-use development. As an existing allocation it has been considered in the calculation of the housing requirement.

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.

City Hall has a positive frontage which not only fronts onto St Peters Street but also wraps around onto Bethel Street and St Giles Street.

Land to the rear of City Hall currently contributes very little to the conservation area and the redevelopment of the site has the opportunity to improve the streetscape.

The original intended plan for City Hall was for there to be a wing on St Giles Street and there is a strong argument for building this wing in order to create a street frontage to St Giles, a courtyard behind the building and a symmetrical arrangement that focuses on the projecting element of City Hall that contains the Council Chamber and is adorned by the three Alfred Hardiman sculptures.

The redevelopment of land to the rear of City Hall offers the potential to create an attractive new courtyard. This space should be open to the public and new routes should be created through the space to enhance permeability. For example a new route could be created from St Giles Street at the junction with the existing part of City Hall diagonally through the courtyard to Bethel Street opposite William Kemp Way which will help improve pedestrian links. If the police compound is needed to be retained then this could be done through the provision of a decked landscaped area above.

Development should address a number of constraints, including its location within the city centre Conservation Area and the Area of Main Archaeological Interest, potential contamination, trees on the northern part of the site, topography, access, the setting of listed buildings, and its relationship with neighbouring housing development. Any development must be clearly based on a heritage assessment informed by the 2005 Conservation Management Plan for the building.

Any loss of green space on St Giles Street would have to be mitigated and there would be a need for replacement planting for the loss of any trees.

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 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.

The site may accommodate at least 20 homes if developed for a mix of uses including residential. More may be accommodated, subject to an acceptable design and layout etc. being achieved.

#### **POLICY CC24**

**Land to rear of City Hall, Norwich (approx. 0.40ha) is allocated for mixed use development which may include residential, offices and managed workspace, food and drink and small-scale retail uses. The alternative option of a hotel development is supported and, if this option is progressed, scope for accommodating residential uses on part of the site should be investigated in order to retain its potential for housing delivery. If developed with an element of residential uses the site could accommodate a minimum of 20 homes.**

The development will achieve the following site-specific requirements:

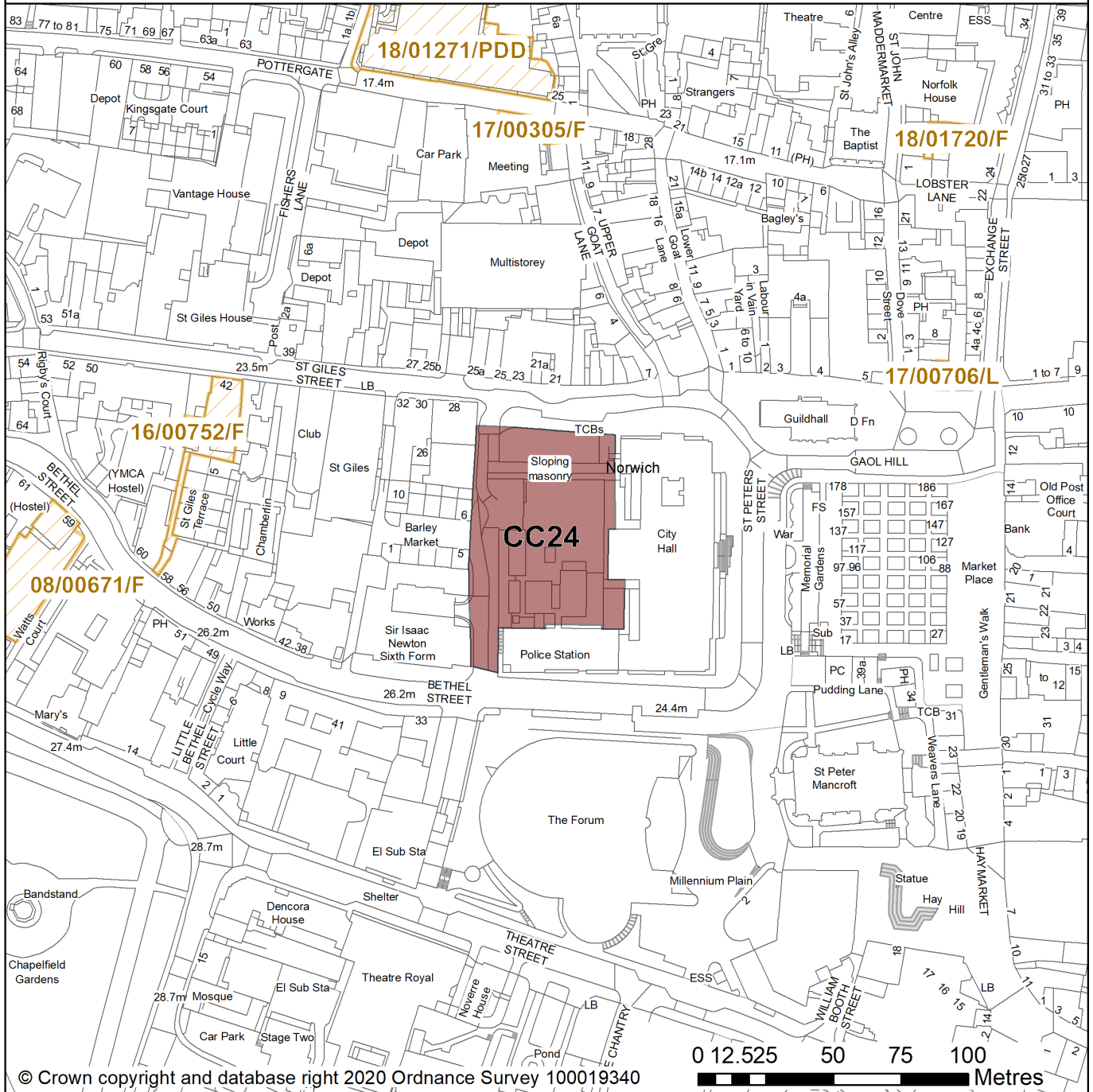
1. Achievement of a high quality, locally distinctive and flood resilient design of a scale and form which has regard to its prominent location within the City Centre Conservation Area, the significance of adjoining heritage assets and their settings, and its position forming part of the setting of the immediately adjoining Grade II star listed City Hall.
2. Development should take account of and respect the original design concept of City Hall and its intended architectural context within a wider planned civic centre. Development must be of an appropriate scale and massing and must be subservient to the main body and façade of City Hall. Therefore it is important that any new building does not exceed the height of City Hall (include any parapet concealing rooftop plant).
3. If redevelopment involves the loss of trees on the St Giles Street frontage, the development should provide high quality green infrastructure, landscaping, planting and biodiversity enhancements;

4. Any development must be clearly based on a heritage assessment informed by the 2005 Conservation Management Plan for the building.
5. Any loss of green space on St Giles Street would have to be mitigated and there would be a need for replacement planting for the loss of any trees.
6. The scheme should deliver improved connectivity between the Forum and Norwich Lanes by improving and enhancing the north-south pedestrian route between St Giles Street and Bethel Street.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

**SITE REFERENCE:** CC24  
**LOCATION:** Land to rear of City Hall  
**ALLOCATION:** Mixed Use (20 dwellings)  
**SITE AREA:** 0.40 ha



- Mixed Use Allocation
- Parish Boundary
- Commitment\*

Scale at A4:  
1:2,000



Date: 05/11/2020

\*new and extant permission at 1st April 2020



## **POLICY CC29: Land adjoining and to the west of at Queens Road and Surrey Street, Norwich**

*See Policy GNLP0451 above.*

### **POLICY CC30: Westwick Street Car Park**

The site was allocated in the previous Local Plan but has not yet been developed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development. As an existing allocation it has been considered in the calculation of the housing requirement.

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.

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.

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. 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. 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.

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.

The site is likely to accommodate a minimum of 30 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved.

#### **POLICY CC30**

**Westwick Street Car Park, Norwich (approx. 0.30ha) is allocated for residential development. This will accommodate a minimum of 30 homes.**

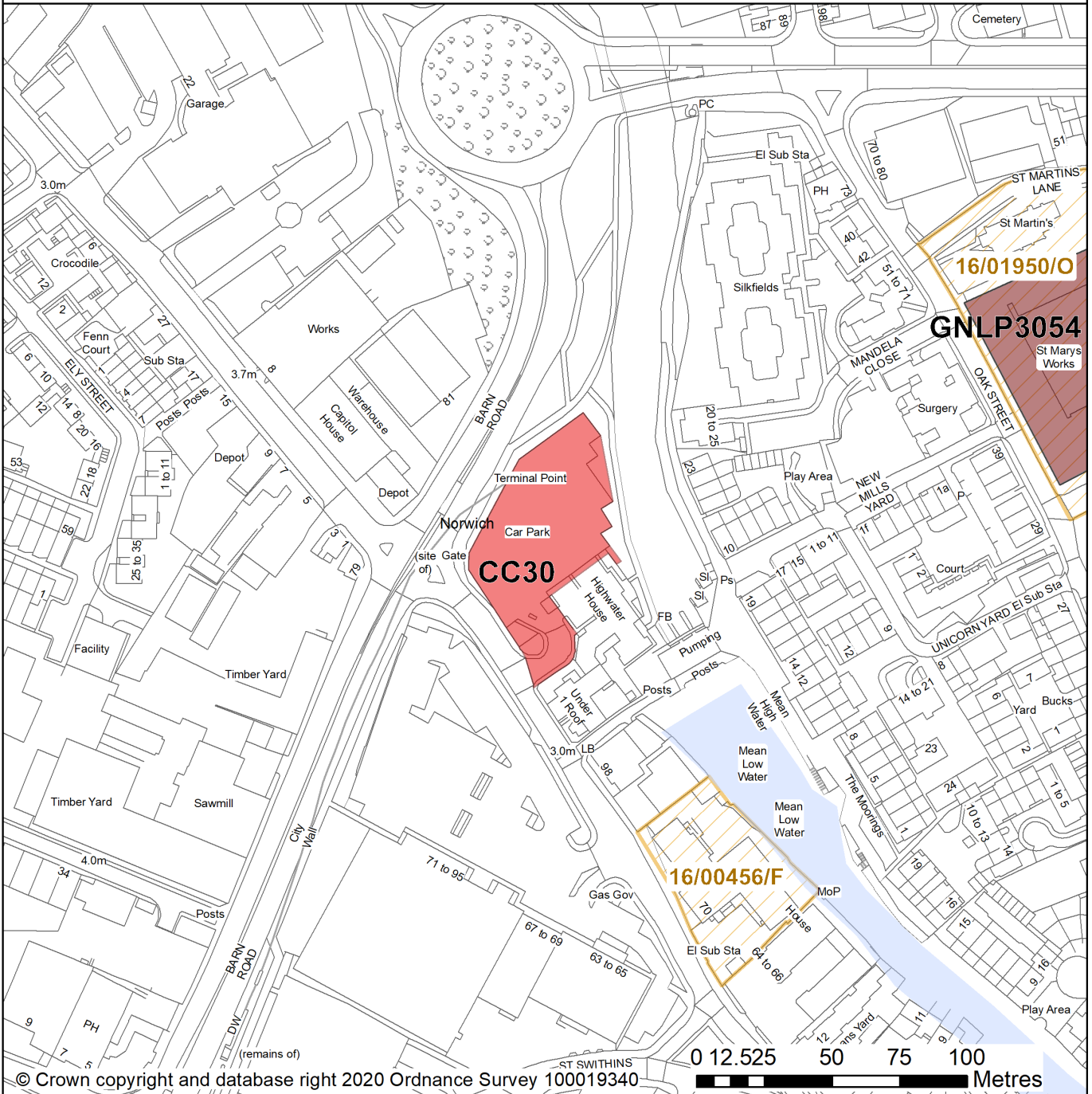
The development will achieve the following site-specific requirements:




1. Achievement of a high quality, locally distinctive, and flood resilient design of a scale and form which has regard to its prominent gateway location within the City Centre
2. Conserve and enhance the setting of the City Wall scheduled monument, adjacent grade II listed pump house (including any contribution made to their significance by setting). Scale and massing of the proposed development will enhance key views from and into the City Centre Conservation area
3. Provide linkages through the site to the adjoining pedestrian network, including a connection with the riverside walk in accordance with policy 7.1 and the 'River Wensum Strategy'
4. Vehicular access should be taken solely from Westwick Street
5. Heritage interpretation, particularly of the city wall, to be provided on site.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: CC30  
 LOCATION: Westwick Street Car Park, Norwich  
 ALLOCATION: Residential development (30 dwellings)  
 SITE AREA: 0.30 ha



- |   |                      |   |                       |   |                 |
|---|----------------------|---|-----------------------|---|-----------------|
|  | Housing Allocation   |  | Broads Authority Area |  | Parish Boundary |
|  | Mixed Use Allocation |  | Commitment*           |   |                 |

Scale at A4:  
1:2,000



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY R1: Land at The Neatmarket, Hall Road**

The site was allocated in the previous Local Plan for employment development and part of the site is subject to detailed permission for a car sales use. The remainder of the site has not yet been developed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for employment use.

The site is part of the former Livestock Market site and is 4.5 hectares in size. 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 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.

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 Tuckswood. 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.

### **POLICY R1**

**Land at The Neatmarket, Hall Road (approx. 4.51 hectare) is allocated for employment development and light industrial use (use classes B2/B8 and E(giii)). Ancillary office development and motor trade/car sales uses on the frontage to Hall Road will also be acceptable.**

The development will achieve the following site-specific requirements:

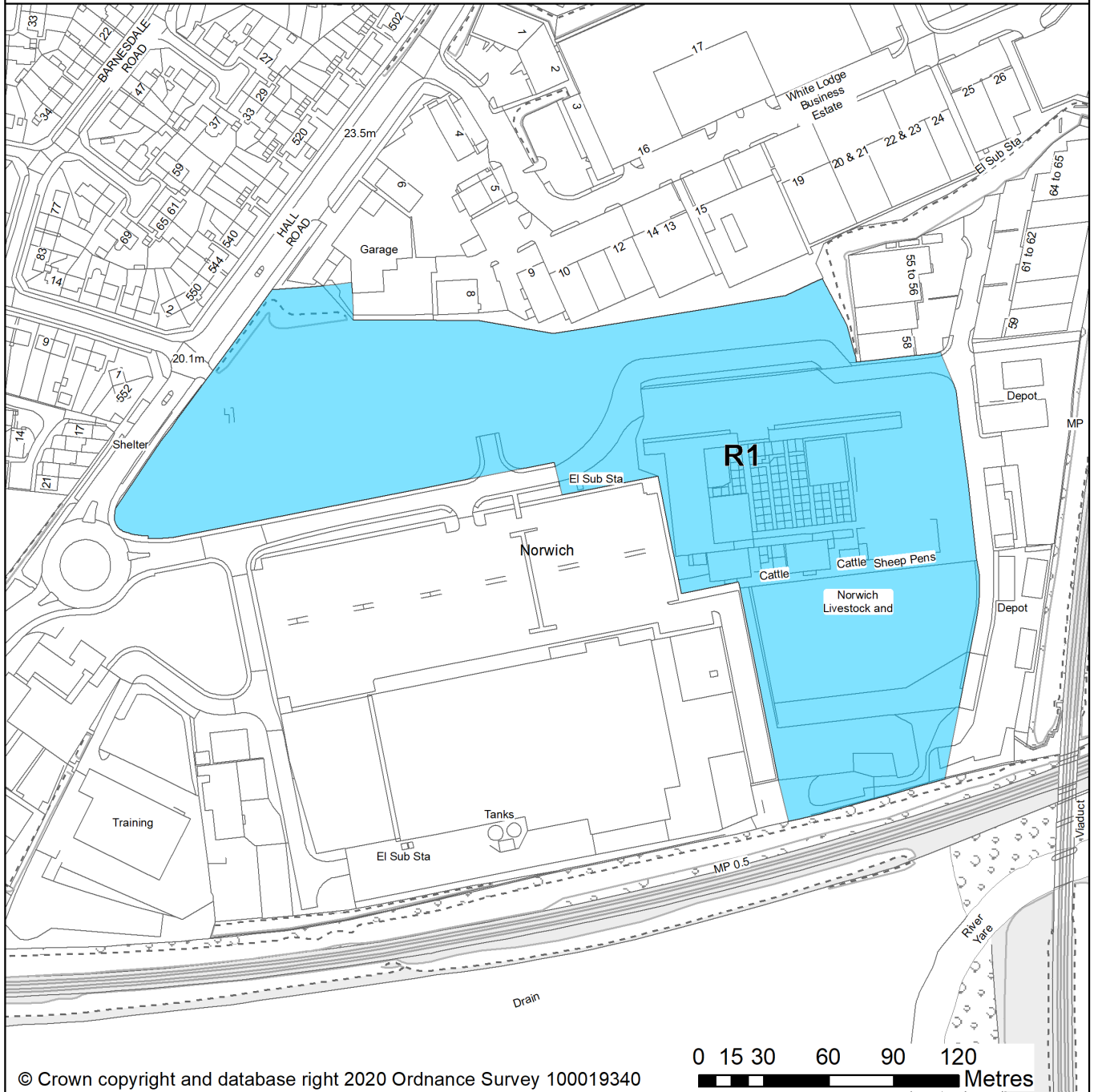
1. Achievement of a high quality design
2. Takes account of the need to protect adjoining residential occupiers from noise from proposed uses and future occupiers of the development itself from noise from the railway;
3. Development should preferably be approached comprehensively. Piecemeal and/or phased development will be accepted only where it is demonstrated that retaining existing livestock market and ancillary uses on site will not result in unacceptable impacts on future occupiers and where the access and operational needs of those retained uses can be adequately addressed;

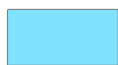

4. High quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided including the retention and enhancement of existing on-site and adjacent trees;
5. Potential contamination from previous uses and any risks arising from the proximity of the notifiable hazardous installation (Calor Gas) to the north should be assessed and mitigated;
6. Development should include the construction of the main vehicular access road into the site as part of the first phase, incorporate a pedestrian and cycle link across the site to link with the Yare Valley Walk and the nearby Cooper Lane Picnic Area.
7. Development should make provision for any off-site improvements to the junction of Hall Road and The Neatmarket necessary as a result of increased traffic generation from the site.
8. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partially underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: R1  
LOCATION: The Neatmarket, Hall Road  
ALLOCATION: Employment  
SITE AREA: 4.51 ha



-  Employment Allocation
-  Parish Boundary

Scale at A4:  
1:2,500



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY R2: Ipswich Road Community Hub, 120 Ipswich Road**

The site was allocated in the previous Local Plan but has not yet been developed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development with the option of development or redevelopment for community uses. As an existing allocation it has been considered in the calculation of the housing requirement.

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.

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. The design of the development should also enhance the setting of the footpath to the north of the site which provides access to the valley. The southern edge of the site should be designed as a transition space between green space and any new built form to reduce visual impact on the river valley. Opportunities for additional public access and suitable links through the site should be investigated as well as the potential to link with land to the north to enable that site's potential re-use.

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

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

The site is likely to accommodate at least 15 homes if developed for residential purposes.

## **POLICY R2**

**Ipswich Road Community Hub, 120 Ipswich Road, Norwich (approx. 0.78ha) is allocated for residential development which may be provided either as general needs housing or purpose-built accommodation for older people or people with special needs. Development consolidating and expanding the existing community support and educational facilities on site will also be acceptable. If developed for residential purposes the site is expected to accommodate a minimum of 15 homes.**

The development will achieve the following site-specific requirements:

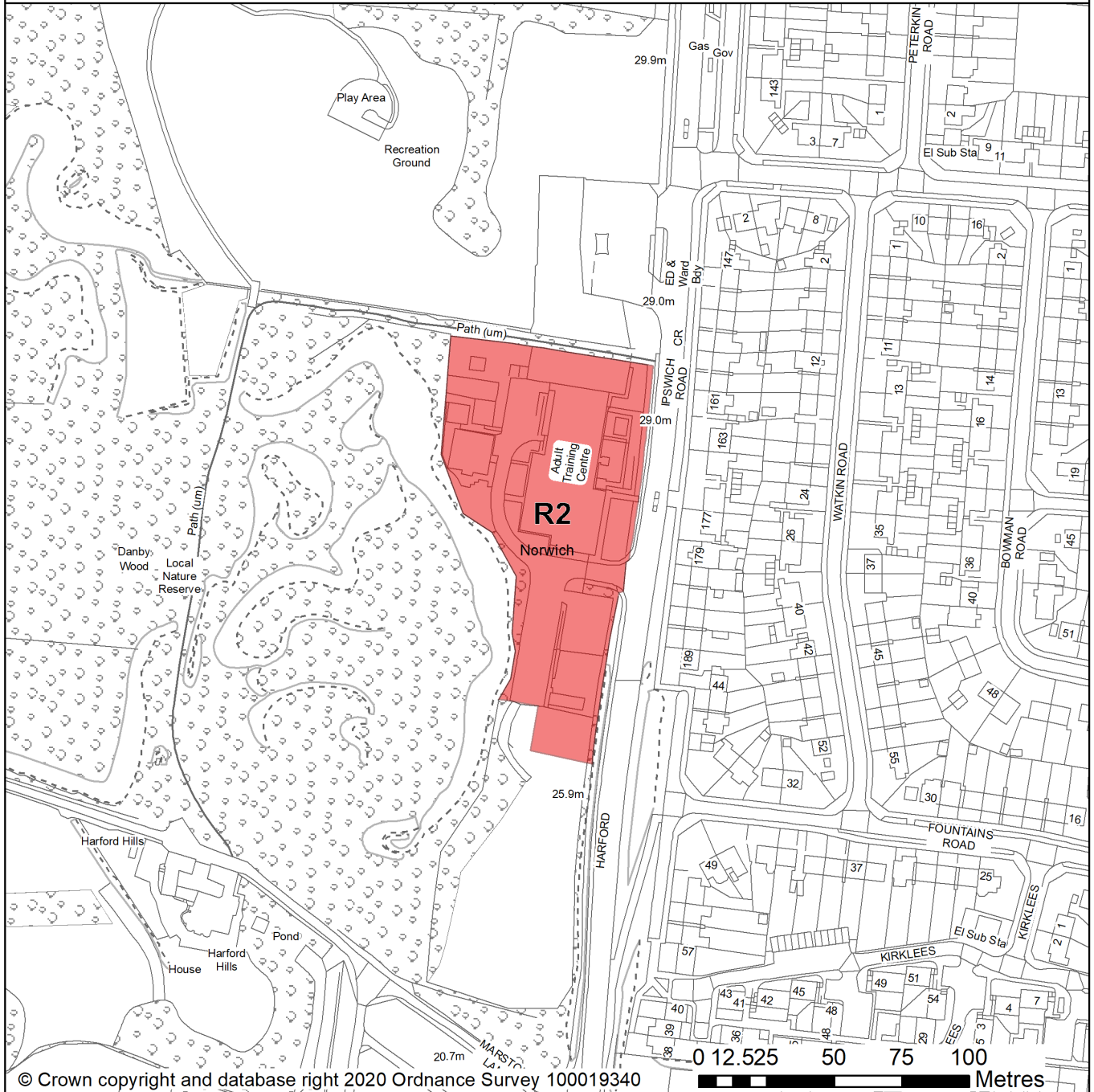
1. Achievement of a high quality, locally distinctive design of a scale and form which reflects its prominent gateway location at the southern approach to Norwich.
2. Development should protect the setting of the adjacent County Wildlife site at Danby Wood, the informal open space at Danby Park and the ecological interest of the roadside nature reserve to the south.
3. Potential ground stability issues should be addressed in the design and configuration of new development, with scope for the use of building types employing lightweight modular construction.
4. High quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided as an integral part of the design of the scheme.
5. A pedestrian link should be provided through the site to connect to the Yare Valley Walk and provision should be made for the improvement and enhancement of the existing footpath along its northern boundary;
6. Vehicular access into the site should be provided from Ipswich Road, designed to minimise impact on the free flow of vehicular traffic and contributing to necessary highway and pedestrian safety improvements including a new pedestrian crossing point.



# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: R2  
 LOCATION: Ipswich Road Community Hub  
 ALLOCATION: Residential development (15 dwellings)  
 SITE AREA: 0.78 ha



- Housing Allocation
- Parish Boundary

Scale at A4:  
1:2,000



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY R7: John Youngs Limited, 24 City Road**

The site was allocated in the previous Local Plan but has not yet been developed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development. As an existing allocation it has been considered in the calculation of the housing requirement.

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.

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.

The site is likely to accommodate at least 45 homes. More may be accommodated, subject to an acceptable design and layout being achieved and the need to have regard to conserving and enhancing the setting of adjoining heritage assets.

## **POLICY R7**

**John Youngs Limited, 24 City Road, Norwich (approx. 0.89ha) is allocated for residential development. This will accommodate a minimum of 45 homes.**

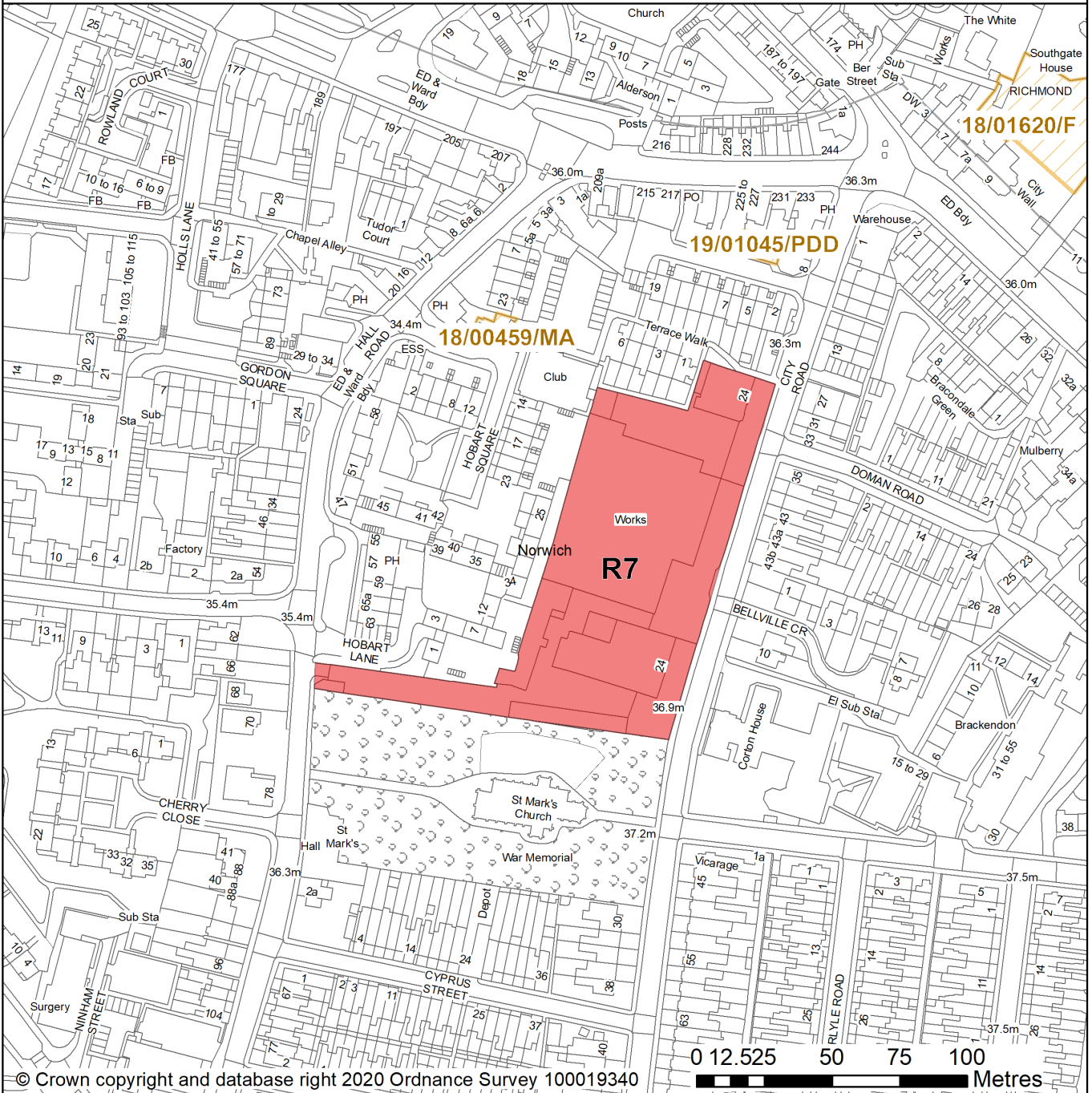
The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive design of a scale and form which reflects and responds to the residential character of the surrounding area.
2. Development should respect the heritage significance and setting of the adjacent listed St Marks Church and its graveyard and the surrounding locally listed residential terraces in City Road.
3. Retain and convert 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
4. Car free or low car development in accordance with Policy 2 is appropriate in this location.
5. Vehicular access if required should be taken from City Road. A pedestrian/cycle link will be provided between Hall Road and City Road
6. High quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided as an integral part of the design of the scheme, to include protection of trees along the southern boundary and enhance the landscape setting of the site

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: R7  
 LOCATION: John Youngs Limited, 24 City Road  
 ALLOCATION: Residential development (45 dwellings)  
 SITE AREA: 0.89 ha



Scale at A4:  
1:2,000



Date: 05/11/2020

- Housing Allocation
- Parish Boundary
- Commitment\*

\*new and extant permission at 1st April 2020

**POLICY R9: The Deal Ground, Norwich (approx. 8.10ha)**

*See policy GNL0360 above*

**POLICY R10: The Utilities Site, Norwich**

*Grouped with East Norwich Strategic Regeneration Area sites above*

### **POLICY R13: Site of former Gas Holder at Gas Hill**

The site was allocated in the previous Local Plan but has not yet been developed. The gas holder previously on site has been decommissioned and removed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development. As an existing allocation it has been considered in the calculation of the housing requirement.

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 topographically above a pub, furniture 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.

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.

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.

The development will have to address specific on site constraints relating to its former uses. Removal of the hazardous substance consent will be required. Ground conditions and contamination assessments will also be necessary.

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.

The site is likely to accommodate at least 15 homes. More housing may be accommodated, subject to an acceptable design and layout being achieved.

## **POLICY R13**

**Site of former Gas Holder at Gas Hill, Norwich (approx. 0.30ha) is allocated for residential development. This will accommodate a minimum of 15 homes.**

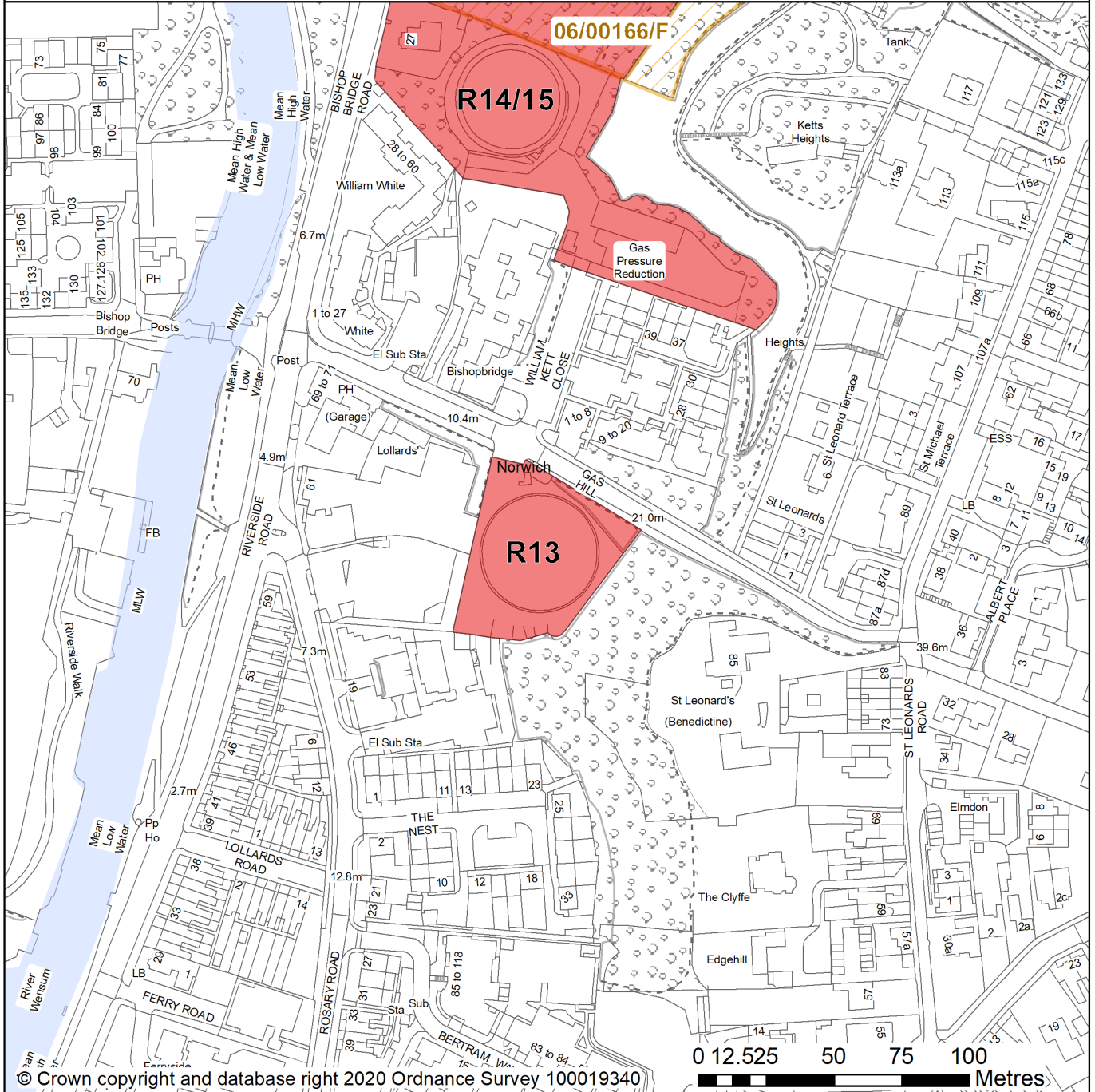
The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive design of a scale and form which reflects and responds to its prominent location on the hillside east of the city centre adjacent to Thorpe wooded ridge. Development should blend in with the existing pattern of development in this location
2. Development should respect the heritage significance and setting of the adjacent Thorpe Hamlet Conservation Area and of the scheduled remains of St Leonards Priory. The site is in close proximity to Cow Tower scheduled monument, design of development on this site should preserve and enhance the setting of adjacent heritage assets.
3. Protection and enhancement of key green infrastructure, biodiversity and geodiversity assets within the site;
4. Ensures a high level of flood resilience and incorporates appropriate mitigation measures addressing identified risks from surface water flooding);
5. Development will not take place prior to the revocation of the hazardous substance consent.
6. Site contamination arising from the former gas storage use should be addressed and mitigated.
7. Car free or low car development in accordance with policy 2 is appropriate in this location.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

**SITE REFERENCE:** R13  
**LOCATION:** Site of former Gas Holder at Gas Hill  
**ALLOCATION:** Residential development (15 dwellings)  
**SITE AREA:** 0.30 ha



- Housing Allocation
- Commitment\*
- Broads Authority Area
- Parish Boundary

Scale at A4:  
1:2,000



\*new and extant permission at 1st April 2020

Date: 05/11/2020



## **POLICY R14/R15: Land at Ketts Hill and east of Bishop Bridge Road**

The site was previously identified as two separate allocations in the adopted 'Site allocations and site-specific policies' plan, site R14 (Land East of Bishop Bridge Road) and R15 (Land at Ketts Hill and Bishop Bridge Road). The majority of the site still falls within a HSE Hazardous Installation Consultation Zone which is centred on the former gas storage site. As part of any future application it should be demonstrated that National Grid has surrendered or revoked the Hazardous Substance Consent. The site has not yet been developed. The principle of residential development on the land has already been accepted and it is expected that development will take place within the time-period of this Local Plan. The sites are accordingly re-allocated for residential development as a single allocation for a similar number of homes. The potential contribution from the previous allocations has been considered in the calculation of the housing requirement.

Development should respect the heritage significance and setting of the adjacent Thorpe Hamlet, City Centre and St Matthews Conservation Areas. 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; 19th Century walls on the Box and Barrell land are highlighted as of importance in the conservation area appraisal. If possible these should be retained as part of any future development. Kett's Heights is also identified as part of a green infrastructure corridor. Therefore the design of development must take account of existing trees on site and create a habitat link to Kett's Heights. The trees along the Ketts Hill site frontage are subject to a Tree Preservation Order (TPO) No 430. These trees will need to be retained as part of any proposal and it should be demonstrated that they can be protected during the works. Tree cover also extends from the escarpment into the site and it is considered that this tree cover provides a visually soft transition between the nature geographic feature of the escarpment and the flatter areas of the river valley. This valuable woodland edge forms a key part in the conservation area and consideration would have to be given to what impact the proposed development would have on the woodland edge (and vice versa). Provision for an additional access to Kett's Heights through the allocation site should be provided. There will need to be an assessment of the levels and trees in this part of the site as it slopes up steeply from west to east, there is also gas infrastructure to consider, this will determine the best route into the site to link with existing routes. Steps will likely be required and should be of a durable construction such as UV stable recycled composite plastic, backfilled with Type 1 and with a hoggin surface. A handrail will be required and fencing may be required in some areas. Access should be gated to enable locking at dusk in line with other existing access points. A commuted sum would be required for maintenance of this access route.

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. A noise impact assessment will be required and 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. The site is served by an on-site combined foul and surface water sewer. Adoption of this facility into a proposed drainage strategy must be pre-agreed with the appropriate management company.

The site is likely to accommodate a minimum of 80 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved.

#### **POLICY R14/R15**

**Land at Ketts Hill and east of Bishop Bridge Road, Norwich (approx. 1.65ha) is allocated for residential development. This will accommodate a minimum of 80 homes.**

*Site R15 combined with R14 as a single allocation.*

The development will achieve the following site-specific requirements:

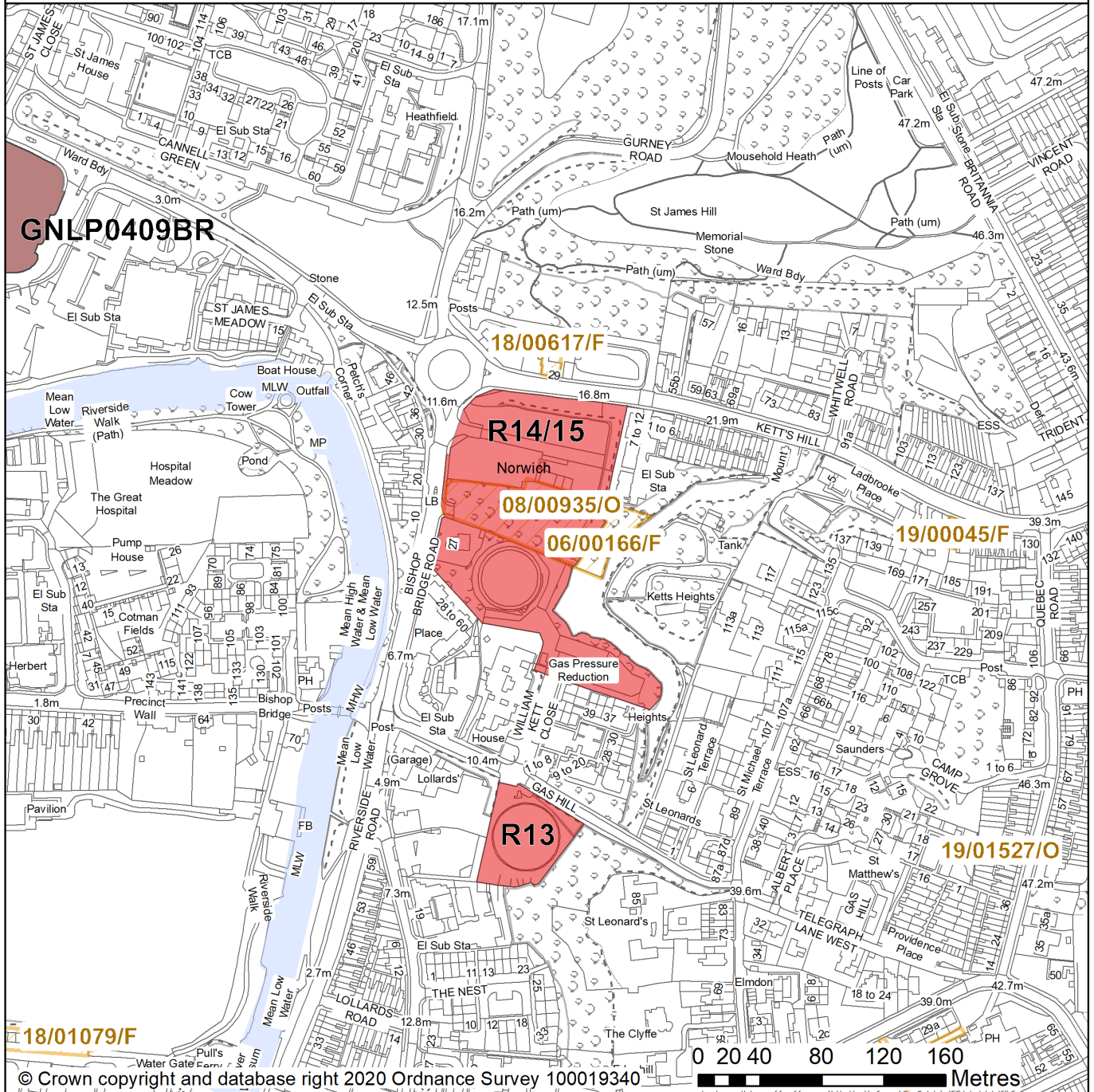
1. Achievement of a high quality, locally distinctive design of a scale and form which reflects and responds to its prominent location adjacent to the hillside east of the city centre and to Thorpe wooded ridge.
2. Development should respect the heritage significance and setting of the adjacent Thorpe Hamlet, City Centre and St Matthews Conservation Areas
3. Consider long views and vistas particularly taking into account key landmark buildings. Examples of important views are from Mousehold Heath and Ketts Height and the view of the Cathedral when coming down Kett's Hill.
4. Provide public access to Kett's Heights
5. Protection and enhancement of key green infrastructure, biodiversity and geodiversity assets within the site including retention and enhancement of tree planting to its northern boundary fronting Ketts Hill;
8. Site contamination arising from the former gas storage use should be addressed and mitigated.
6. Development will not take place prior to the revocation of the hazardous substance consent.
7. The main vehicular access will be provided from Bishop Bridge Road.

8. Car free development in accordance with Policy 2 is appropriate in this location.

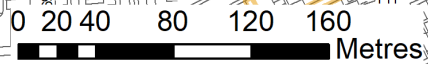
# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

**SITE REFERENCE:** R14/15  
**LOCATION:** Land at Ketts Hill and east of Bishop Bridge Road  
**ALLOCATION:** Residential development (80 dwellings)  
**SITE AREA:** 1.65 ha



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Scale at A4:

1:3,500

- Housing Allocation
- Broads Authority Area
- Parish Boundary
- Commitment\*
- Mixed Use Allocation

N



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY R17: Site of former Van Dal Shoes**

The site was allocated in the previous Local Plan but has not yet been developed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development. As an existing allocation it has been considered in the calculation of the housing requirement.

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 vacant, most recently used 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 hostel development to the south-west of the site and open space to the south.

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.

A contamination assessment and any necessary mitigation measures are required.

The site lies within a Critical Drainage Catchment. 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.

The site is likely to accommodate at least 25 homes. More dwellings may be accommodated, subject to an acceptable design and layout etc. being achieved.

#### **POLICY R17**

**Site of former Van Dal Shoes, Dibden Road, Norwich (approx. 0.54ha) is allocated for residential development. This will accommodate a minimum of 25 homes.**

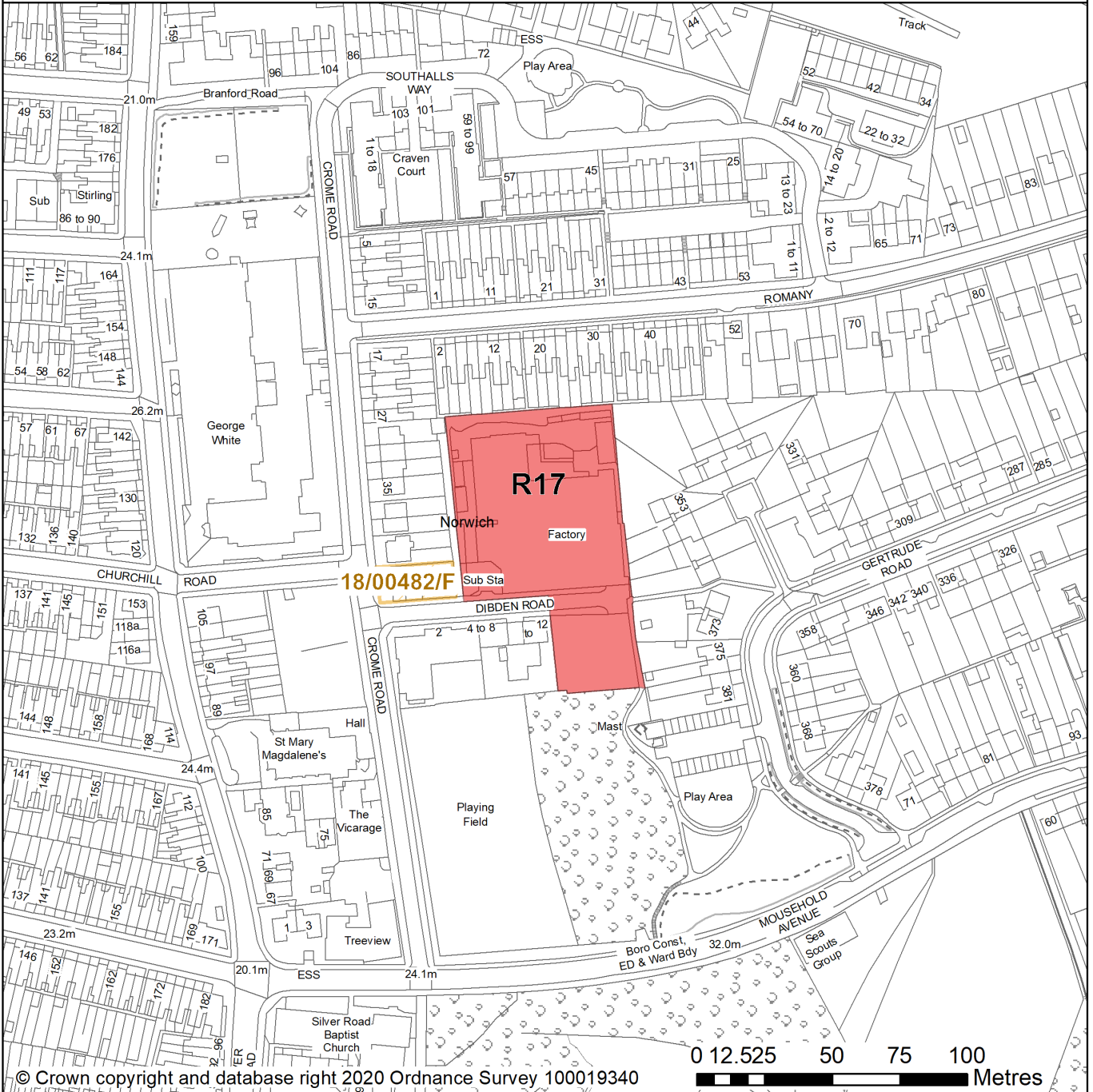
The development will achieve the following site-specific requirements:

1. The existing locally listed shoe factory building should be retained or converted, subject to viability. To this end an assessment of its suitability for conversion either in part or as a whole (taking account of the industrial heritage significance of the site) will be required;
2. Where new buildings are proposed they should achieve high quality, locally distinctive design of a scale and form which reflects its prominent location and the character and context of the surrounding predominantly residential area.
3. Development should be designed to integrate well with the surrounding housing and to make the best of the potential for views over the city;
4. Site contamination arising from the former manufacturing use should be addressed and mitigated;
5. Address access issues, including the potential stopping up or diversion of the highway subject to maintaining a pedestrian link across the site;
6. Provide enhanced pedestrian and cycle links to Mousehold Avenue and Gertrude Road;
7. Be designed to promote biodiversity and facilitate green infrastructure links to neighbouring green spaces and connections to Mousehold Heath. Existing trees on site should be retained and protected where practicable.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

**SITE REFERENCE:** R17  
**LOCATION:** Site of former Van Dal Shoes, Dibden Road  
**ALLOCATION:** Residential development (25 dwellings)  
**SITE AREA:** 0.54 ha



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0 12.5 25 50 75 100 Metres

Scale at A4:  
1:2,000

- Housing Allocation
- Parish Boundary
- Commitment\*

N



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY R18: Site of former Start Rite Factory, 28 Mousehold Lane**

The site was allocated in the previous Local Plan but has not yet been developed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development. As an existing allocation it has been considered in the calculation of the housing requirement.

The site is likely to accommodate a minimum of 40 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved.

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.

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 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. 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. If developed for older persons housing, affordable housing contributions should be in accordance with the requirements set out in Norwich City Council's Affordable Housing SPD

#### **POLICY R18**

**Site of former Start Rite Factory, 28 Mousehold Lane, Norwich (approx. 0.86ha) is allocated for residential development which may be provided either as general needs housing or care home. This will accommodate a minimum of 40 homes.**

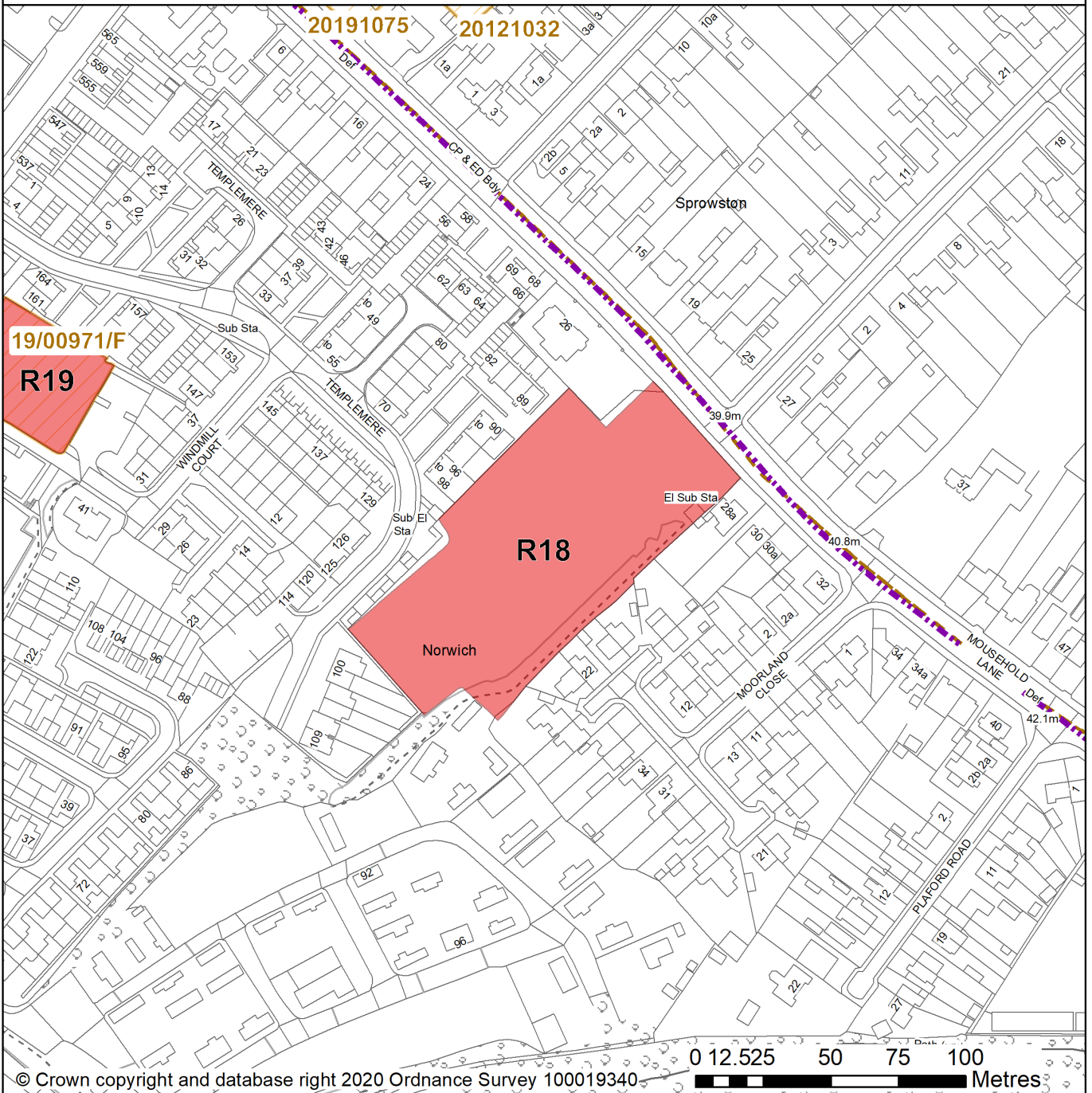
The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive design which responds to its prominent location on the outer ring road.
2. The design must address the topography of the site and surface water drainage issues.
3. A pedestrian/cycle link to Templemere should be provided
4. Retain existing belt of woodland and scrub on south-west and south-east boundaries and enhance landscaping and green infrastructure through the site.
5. Vehicular access should be taken from Mousehold Lane. Development should provide for all necessary highway and junction improvements to enable a right turn into the site and the integration and enhancement of the existing pedestrian crossing point
6. Consideration should be given to rationalising access/servicing arrangements to enable a single shared access to adjoining commercial premises at 26 Mousehold Lane and remove the need for a separate access.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

**SITE REFERENCE:** R18  
**LOCATION:** Site of former Start Rite Factory, 28 Mousehold Lane  
**ALLOCATION:** Residential development (40 dwellings)  
**SITE AREA:** 0.86 ha



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0 12.525 50 75 100 Metres

Scale at A4:  
1:2,000

- Housing Allocation
- Commitment\*
- Settlement Boundary
- Parish Boundary



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY R19: Land north of Windmill Road**

The site was allocated in the previous Local Plan and has been subject to planning permission for a development of 17 homes which has not been implemented. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development providing a comparable number of homes to the approved scheme. As an existing allocation with valid permission at the base date of the plan it has been considered in the calculation of the housing requirement.

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.

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 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 into 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. 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.

The site is likely to accommodate in the region of 17 homes.

## **POLICY R19**

**Land north of Windmill Road, Norwich (approx. 0.19ha) is allocated for residential development. This will accommodate in the region of 17 homes.**

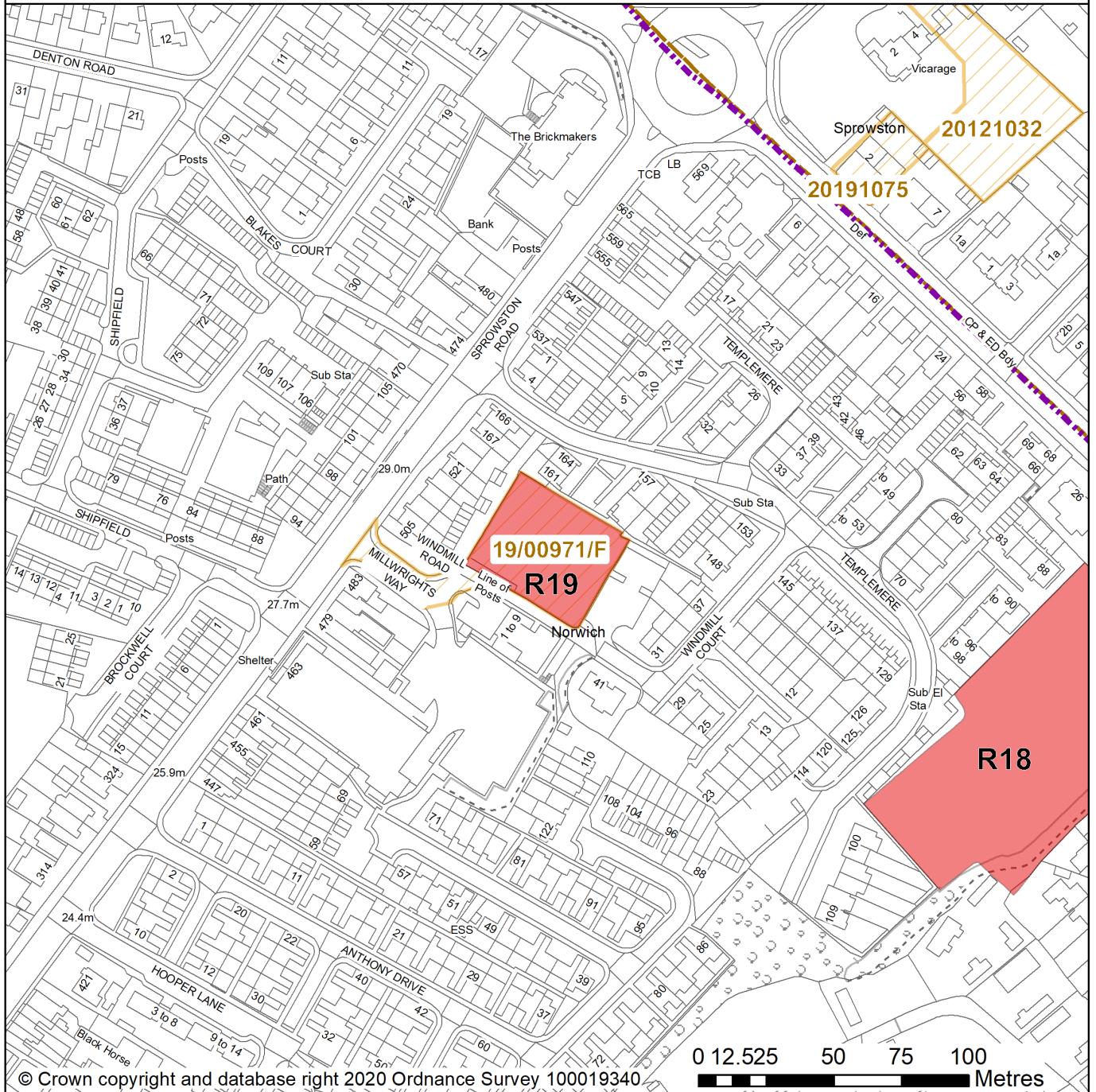
The development will achieve the following site-specific requirements:

- Achievement of a high quality, locally distinctive design.
- Design to take account of differences in level between the site and adjoining residential properties and effectively addresses potential issues of overlooking loss of privacy and surface water flooding;
- Vehicular access to the site should be taken from the south via Millwright's Way, with pedestrian access retained via Windmill Road and links to Windmill Court and Templemere retained and enhanced
- Protection and enhancement of key green infrastructure, biodiversity and geodiversity assets within the site including replacement of trees on site, addressing the impact of adjacent trees on the site, and provision of a high-quality landscaping scheme.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

**SITE REFERENCE:** R19  
**LOCATION:** Land north of Windmill Road  
**ALLOCATION:** Residential development (17 dwellings)  
**SITE AREA:** 0.19 ha



- Housing Allocation
- Commitment\*
- Settlement Boundary
- Parish Boundary

Scale at A4:  
1:2,000



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY R20: Land east of Starling Road**

A larger site including land immediately to the north was allocated in the previous Local Plan for 45 homes. This has been partially delivered with the completion of 22 apartments on the former Cordova Buildings site. The remaining part of the allocation in two land parcels east of Starling Road has been subject to previous outline and detailed planning permissions for housing development but neither permission has been implemented. The principle of development on the remaining part of the original allocation has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development to deliver a number of homes equivalent to the capacity of the remaining land. As an existing partially undeveloped allocation it has been considered in the calculation of the housing requirement.

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.

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 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.

The site lies within a Critical Drainage Catchment. 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.

The site is likely to accommodate at least 23 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved.

## **POLICY R20**

**Land east of Starling Road, Norwich (approx. 0.27ha) is allocated for residential development. This will accommodate a minimum of 23 homes.**

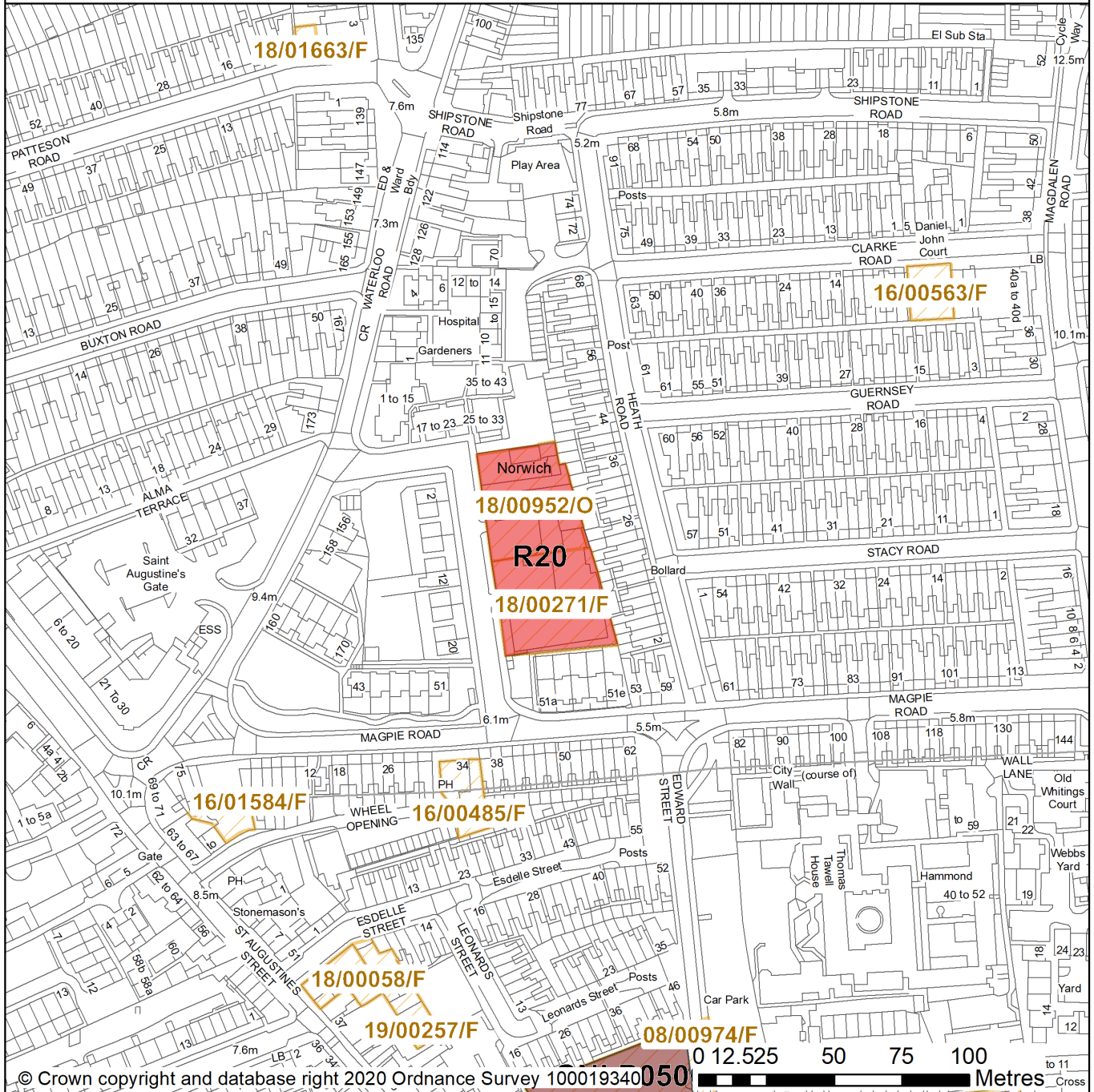
The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive design which establishes a strong built frontage to Starling Road.
2. The design should take account of heritage issues including its location on the fringe of the City Centre Conservation Area and locally listed terraces on Magpie Road;
3. Site contamination arising from current and former industrial and motor trade uses should be addressed and mitigated;
4. noise generation from road traffic and existing industrial and commercial uses should be addressed and mitigated;
5. Comprehensive development is preferred but incremental development can be accepted where it would not compromise the development of the remainder of the site;
6. As the allocation site is within multiple ownerships, shared access points are provided to keep the number of access points to a minimum.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: R20  
 LOCATION: Starling Road  
 ALLOCATION: Residential development (23 dwellings)  
 SITE AREA: 0.27 ha



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Scale at A4:  
1:2,000

- Housing Allocation
- Commitment\*
- Mixed Use Allocation
- Parish Boundary



\*new and extant permission at 1st April 2020

Date: 05/11/2020



## **POLICY R29: Two sites at Hurricane Way, Airport Industrial Estate**

These sites were allocated in the previous Local Plan but have not yet been developed. The principle of development on the sites has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The scope for residential development on part of the site is acknowledged provided this can be delivered without resulting in unacceptable impacts on residential occupiers from existing or proposed employment uses. As an existing allocation it has been considered in the calculation of the housing requirement.

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.

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.

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.

These sites are likely to accommodate at least 30 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved.

### **POLICY R29**

**Two sites at Hurricane Way, Airport Industrial Estate, Norwich (Site A, land north of Gamecock Close and west of 6-14 Hurricane Way, (approx. 0.26 ha) and Site B, land between Hurricane Way and Stirling Road, (approx. 2.28 ha) ) are allocated for light industrial and housing development. This will accommodate a minimum of 30 homes.**

The development will achieve the following site-specific requirements:

1. Development should be approached in the context of a comprehensive masterplan for the Airport Industrial Estate as a whole;
2. Achievement of a high quality, locally distinctive design which provides for effective integration of the residential elements of any scheme with

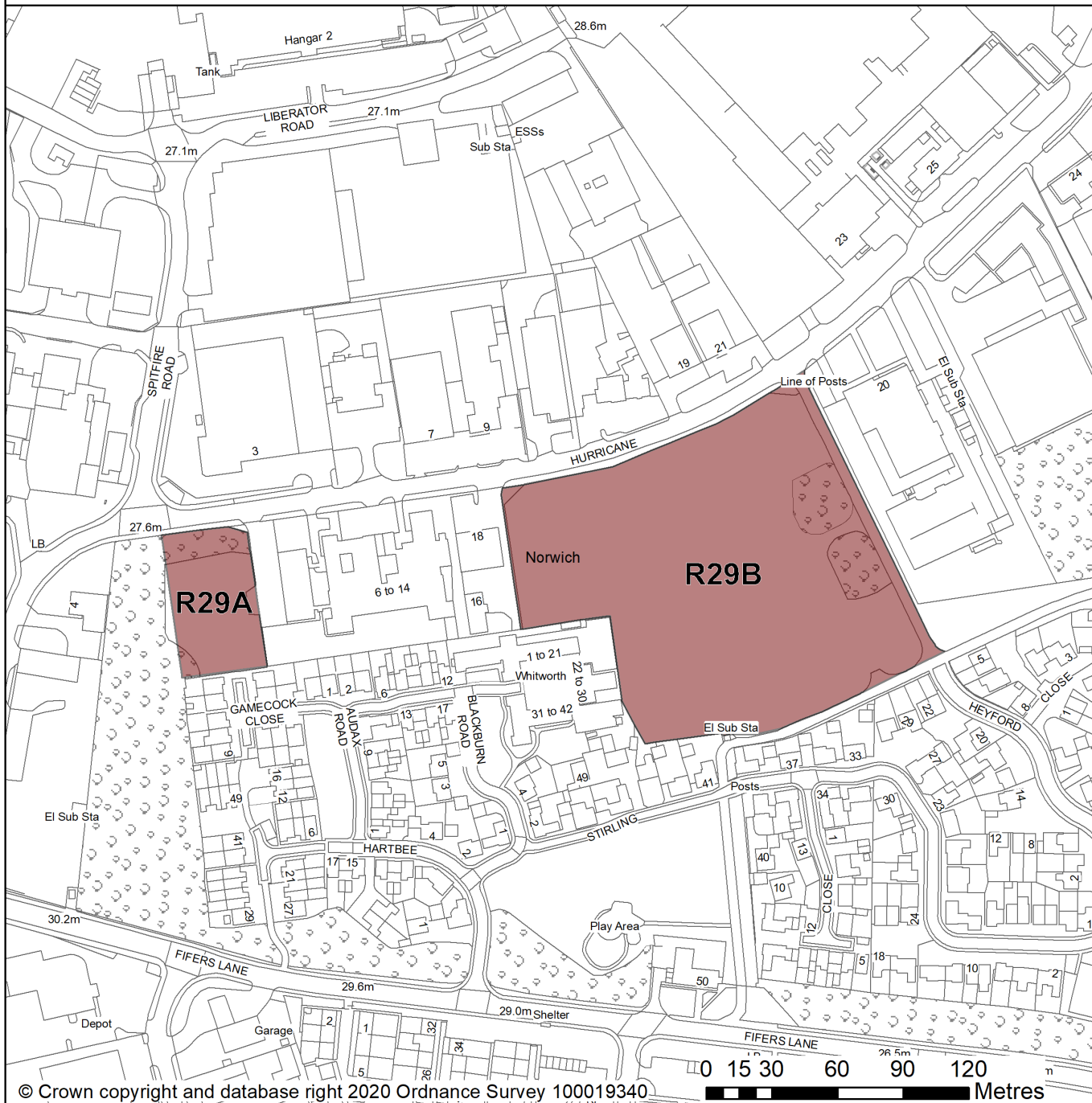
adjoining housing, segregation of proposed housing from surrounding employment areas and effective separation of residential and non-residential uses and flood-resilient design (including addressing identified risks from flooding from surface water flooding;;

3. Housing, if proposed on Site B, will be appropriate if in accordance with a comprehensive masterplan (to be produced). Vehicular access to be taken from Heyford Road.
4. Residential development on Site A will be dependent on demonstrating that a suitable vehicular access can be achieved from the south via Gamecock Close.
5. Light industrial development and/or small business uses on the frontage to Hurricane Way are acceptable providing they are not significantly detrimental to adjoining neighbouring residential occupiers.
6. A high-quality landscaping scheme is required which provides for the protection of trees on site and the provision and enhancement of green infrastructure and biodiversity links;
7. Development will make provision for retention of the north-south pedestrian and cycle link (that form part of the yellow pedalway) and bus link from Hurricane Way to Heyford Road via Site B.
8. Be designed to mitigate the impact of noise generation, light and odour pollution from adjacent industrial uses and Norwich International airport

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

**SITE REFERENCE:** R29  
**LOCATION:** Two sites at Hurricane Way, Airport Industrial Estate  
**ALLOCATION:** Light industrial and housing development (30 dwellings)  
**SITE AREA:** 2.28 ha



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- Mixed Use Allocation
- Parish Boundary

Scale at A4:  
1:2,500



\*new and extant permission at 1st April 2020

Date: 05/11/2020

### **POLICY R30: Land at Holt Road**

This site was previously allocated in the Norwich Site Allocations and Site-Specific Policies plan for either:

- an extension to the airport, where justified in an airport masterplan produced and endorsed by Norwich City Council within two years from adoption of that plan (by December 2016), or
- for general employment uses.

A masterplan for Norwich Airport masterplan was not produced within that time period.

A masterplan has subsequently been produced and was endorsed by the city council in October 2019. This does not identify the land at Holt Road as required for airport related uses.

The site comprises 2 paddocks and is understood to be in multiple ownership. Part of the site has outline planning consent for vehicle hire.

#### **Policy R30**

**Land at Holt Road, Norwich (approx. 1.33ha) is allocated for general employment purposes (use classes E(gii/iii), B2 and B8).**

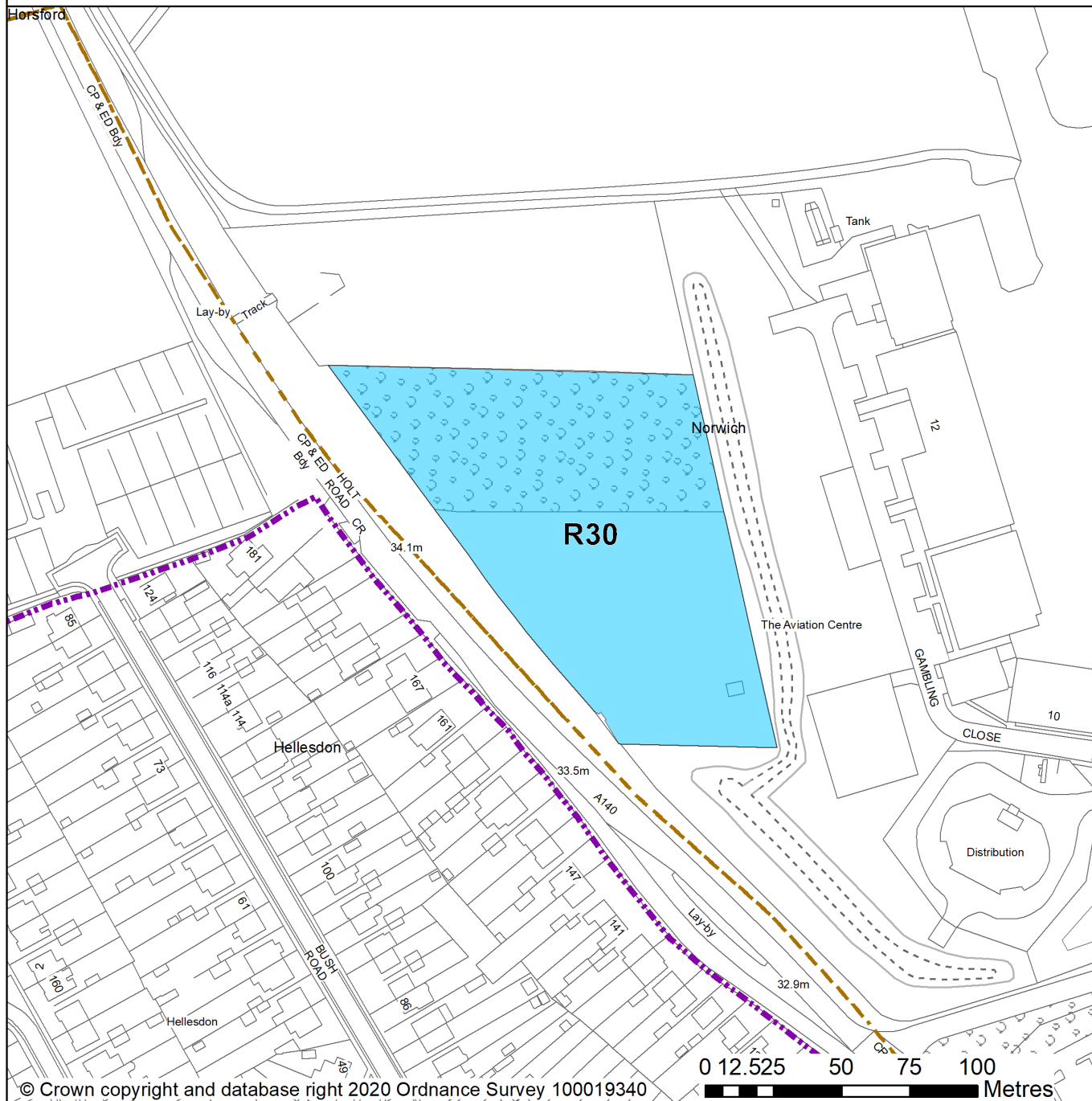
The development will achieve the following site-specific requirements:

1. provide vehicular access to the site from Gambling Close or from a single point of access onto Holt Road serving the entire site, providing this can be achieved without unacceptable impacts on highway safety or the free flow of traffic;
2. promote sustainable transport to the site.
3. provide appropriately for servicing, parking and other transportation requirements;
4. 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;
5. 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.
6. ensure that any development is designed to comply with the requirements of Norwich Airport with regard to Airport safeguarding measures.
7. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: R30  
 LOCATION: Land at Holt Road  
 ALLOCATION: Employment  
 SITE AREA: 1.33 ha



- Employment Allocation
- Parish Boundary
- Settlement Boundary

Scale at A4:  
1:2,000



\*new and extant permission at 1st April 2020

Date: 05/11/2020

## **POLICY R31: Heigham Water Treatment Works, Waterworks Road**

This part of the water treatment works is identified as surplus to Anglian Water's operational needs and is planned to be decommissioned. The site, on a larger boundary, was allocated in the previous Local Plan but has not yet been developed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated, on this reduced boundary, for residential-led mixed use development and public open space..

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. Three buildings on site, Eastgate House, Pump House 1 and Pump House 2, are locally listed; these should be retained for re-use or converted to residential uses.

The site is likely to accommodate approximately 60 homes. More homes may be accommodated, subject to an acceptable design and layout etc. being achieved.

### **POLICY R31**

**Heigham Water Treatment Works, Waterworks Road, Norwich (approx. 1.37ha) is allocated for housing led mixed use development and public open space. This will accommodate a minimum of 60 homes.**

The development will achieve the following site-specific requirements:

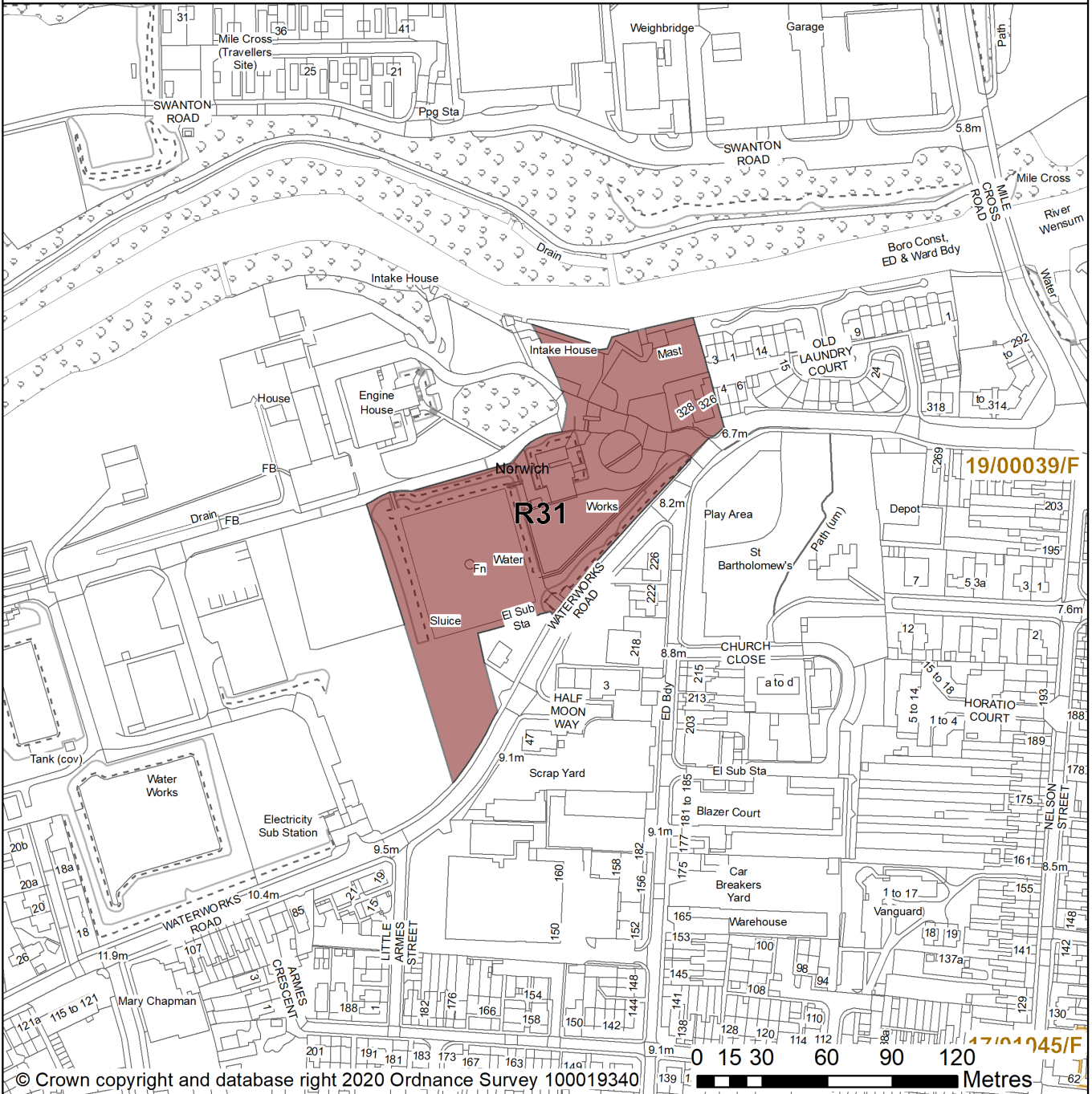
1. Achievement of a high quality, locally distinctive and flood-resilient design (including addressing identified risks from flooding from rivers and surface water flooding);
2. The design must reflect the prominent riverside location and provide for the retention and enhancement of heritage assets within the site including the historic boundary wall on Waterworks Road; the locally listed Pump House

- 1 and Eastgate Lodge; as well as heritage assets adjacent to the site including the locally listed Pump House 2 buildings and grade II listed / scheduled monument St. Bartholomew's Church, Heigham;
3. A small element of business or commercial use is acceptable subject to uses being compatible with the continuation of water treatment operations on the adjoining site to the west and subject to any required variation or revocation of hazardous substance consents pertaining to those operations;
  4. Approximately 60 homes will be provided, depending on the appropriate mitigation measures undertaken, including the provision of adequate and appropriate access to the site;
  5. The land adjoining the River Wensum will provide a public open space with a publicly accessible riverside walk in accordance with policy 7.1 and the 'River Wensum Strategy' and subject to water security considerations;
  6. A high-quality landscaping scheme is required which provides for the protection of trees on site and the provision and enhancement of green infrastructure and biodiversity links;
  7. Contamination from existing uses on site should be assessed and mitigated;
  8. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partially underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration. Parts of the site are within the consultation area for a safeguarded Waste management site and Norfolk Minerals and Waste Core Strategy policy CS16 applies, while the waste site is active.
  9. An archaeological assessment will be required prior to development.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

**SITE REFERENCE:** R31  
**LOCATION:** Heigham Water Treatment Works, Waterworks Road  
**ALLOCATION:** Residential-led mixed use development (60 dwellings)  
**SITE AREA:** 1.37 ha



- Mixed Use Allocation
- Parish Boundary
- Commitment\*

Scale at A4:  
1:2,500



\*new and extant permission at 1st April 2020

Date: 05/11/2020



### **POLICY R33: Site of former Earl of Leicester Public House, 238 Dereham Road**

The site was allocated in the previous Local Plan and has been subject to a previous planning permission scheme but has not yet been developed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development. As an existing allocation it has been considered in the calculation of the housing requirement.

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.

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.

The site is served by an off-site combined foul and surface water sewer [north]. Adoption of this facility into a proposed drainage strategy must be pre-agreed with the appropriate management company.

The site is likely to accommodate in the region of 10 homes.

### **POLICY R33**

**Site of former Earl of Leicester Public House, 238 Dereham Road, Norwich (approx. 0.14ha) is allocated for residential development. This will accommodate in the region of 10 homes.**

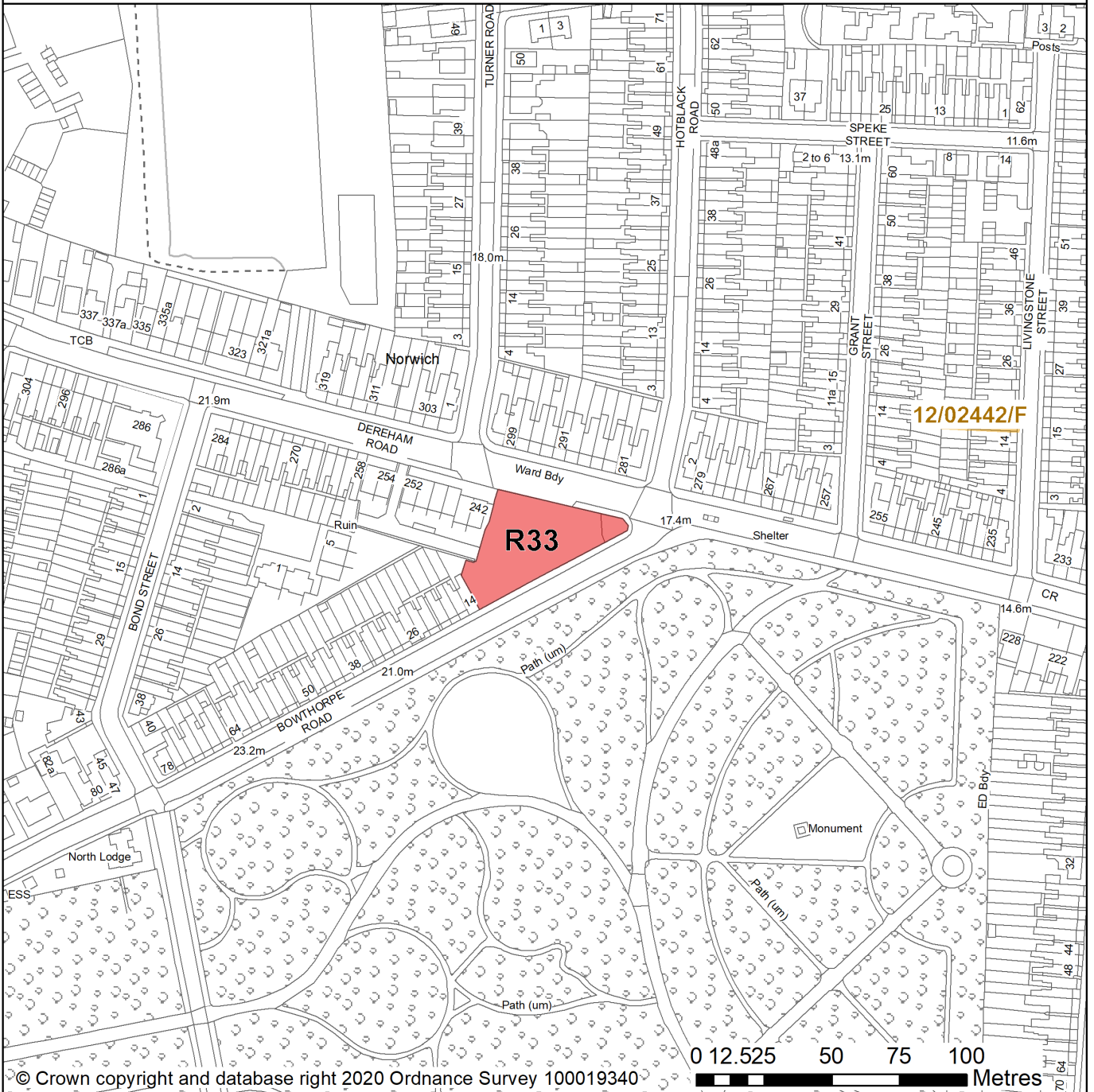
The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive design which reflects its prominent landmark location on a road junction and enhances the setting of the adjoining Earlham Cemetery;
2. Development should be designed and configured to protect the amenity and outlook of existing adjoining and future residents, including adequate amenity space and mitigation of the impact of road traffic noise.
3. Car free or low-car development in accordance with Policy 2 is acceptable in this location adjacent to the planning mobility hub at the junction of Dereham Road and Hotblack Road.
4. Vehicular access, if provided, should take account of the proximity of the traffic light-controlled junction.
5. Heritage interpretation will be required reflecting the previous use of the site.

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

**SITE REFERENCE:** R33  
**LOCATION:** Site of former Earl of Leicester Public House, 238 Dereham Road  
**ALLOCATION:** Residential development (10 dwellings)  
**SITE AREA:** 0.14 ha



12/02442/F

R33

- Housing Allocation
- Parish Boundary
- Commitment\*

Scale at A4:  
1:2,000



\*new and extant permission at 1st April 2020

Date: 05/11/2020

### **POLICY R36: Mile Cross Depot**

The site was allocated in the previous Local Plan for a mixed-use development of up to 75 homes and employment uses. Current aspirations on this Council-owned site are to deliver a residential-led scheme with a substantially increased number of homes, alongside associated community uses. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. As an existing allocation it has been considered in the calculation of the housing requirement.

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 has recently been cleared in preparation for development. The previous uses of the site included offices, vehicle repair workshops and storage.

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 (pending relocation), 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. Mile Cross Road is part of the major road network and is a radial road to the west of the city.

This allocation provides an opportunity to make more efficient use of the former City Care site, providing opportunities for housing development and associated community uses.

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 comprehensive housing scheme 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.

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 issues need to be addressed as part of a planning application.

The site is likely to accommodate a minimum of 170 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved, dependant on the mix of uses and geological constraints being overcome.

### **POLICY R36**

**Mile Cross Depot, Norwich (approx. 4.40ha) is allocated for mixed use development with residential and associated community uses. This will accommodate a minimum of 170 homes.**

The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive design which reflects its prominent location on the edge of the river valley, the setting of the adjoining Mile Cross Conservation Area and the proximity of formal and informal recreational open space;
2. High quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided including formal and informal public and private open spaces within the site.
3. The southern frontage of the site to Marriott's Way should be enhanced and landscape and pedestrian and cycle links provided through the site to link with the existing recreational route;
4. Potential contamination from existing and previous uses on site, potential geological issues and potential impacts of noise and odour generation from the recycling centre on Swanton Road (so long as it is retained) should be assessed and mitigated.
5. Vehicular access should be taken from Mile Cross Road with emergency access and pedestrian/cycle links provided to Valpy Avenue
6. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partially underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration. Parts of the site are within the consultation area for a safeguarded Waste management site and Norfolk Minerals and Waste Core Strategy policy CS16 applies, while the waste site is active.



### **POLICY R37: The Norwich Community Hospital site, Bowthorpe Road**

Part of this site was allocated in the previous Local Plan for 80 homes in the expectation that it would be disposed of for development as part of the future rationalisation and redevelopment of the hospital. Although these redevelopment plans are still being progressed, the area of land considered surplus to NHS requirements has been reassessed and part of the original local plan allocation site is now identified for continued healthcare use under proposals since granted outline planning permission. Proposals for redevelopment of the main part of the hospital site make provision for key worker housing and housing for older people which is expected to address part of the housing need originally to have been met from the development of the local plan allocation site. The site has not yet been developed. The principle of development on the site has already been accepted, and it is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated on a larger boundary for a mix of uses including residential development which will be subject to review depending on evidence of needs provided by the NHS Trust. As an existing allocation it has been considered in the calculation of the housing requirement.

The site is likely to accommodate at least 80 homes.

#### **POLICY R37**

**The Norwich Community Hospital site, Bowthorpe Road, Norwich (approx. 5.30 ha) is allocated for hospital development and ancillary activities, plus associated supported living, care and key worker accommodation, and residential development. This will accommodate a minimum of 80 homes.**

The development will achieve the following site-specific requirements:

1. Development should be approached in the context of a comprehensive masterplan for the Norwich Community Hospital site and should be consistent with and complementary to mixed use redevelopment proposals agreed in principle for the existing hospital;
2. Achievement of a high quality, locally distinctive design which reflects the prominent location of the site on the frontage to Bowthorpe Road and the proximity of formal open space and informal recreational open space including Earham Cemetery and Woodlands Park;
3. Retention of the locally listed Woodlands House;
4. Conserve and enhance the setting of the adjacent Earham Cemetery grade II Registered Park and Garden and nearby Jewish Mortuary Chapel heritage assets.
5. 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
6. High quality green infrastructure, landscaping, planting and biodiversity enhancements should be provided including formal and informal public and private open spaces within the site and the retention and enhancement of existing trees. Biodiversity links between the site and neighbouring green spaces will be protected and enhanced;
7. Site contamination and geotechnical constraints should be assessed and mitigated;

8. The design and configuration of development should have regard to the siting of existing telecommunications equipment on-site.
9. Norfolk Minerals and Waste Core Strategy Policy CS16 applies, as this site is partially underlain by safeguarded minerals resources. The benefits of extracting the minerals, if feasible, will be taken into consideration.



# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

**SITE REFERENCE:** R37  
**LOCATION:** The Norwich Community Hospital site, Bowthorpe Road  
**ALLOCATION:** Mixed Use (80 dwellings)  
**SITE AREA:** 5.30 ha



- Mixed Use Allocation
- Parish Boundary

Scale at A4:  
1:2,500



\*new and extant permission at 1st April 2020

Date: 05/11/2020

### **POLICY R38: Three Score, Bowthorpe**

The site was allocated in the previous Local Plan for residential-led mixed-use development and is being developed in accordance with an approved masterplan. The site will deliver approximately 1000 homes as provided for in the outline planning permission. Development of the north-eastern part of the original allocation south of Clover Hill Road is being progressed and is partly complete. The remaining undeveloped phases of Three Score have the potential to deliver approximately 900 homes under current planning consents. Development of the rest of Three Score is expected to take place within the time-period of this Local Plan. The site is re-allocated for residential-led mixed use development including open space. As an existing allocation it has been considered in the calculation of the housing requirement.

The site is likely to accommodate in the region of 900 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved.

### **STRATEGIC ALLOCATION**

#### **POLICY R38**

**Three Score, Bowthorpe, Norwich (approx. 25.29ha) is allocated for an urban extension including housing, open and play space and associated infrastructure. This will accommodate in the region of 900 homes.**

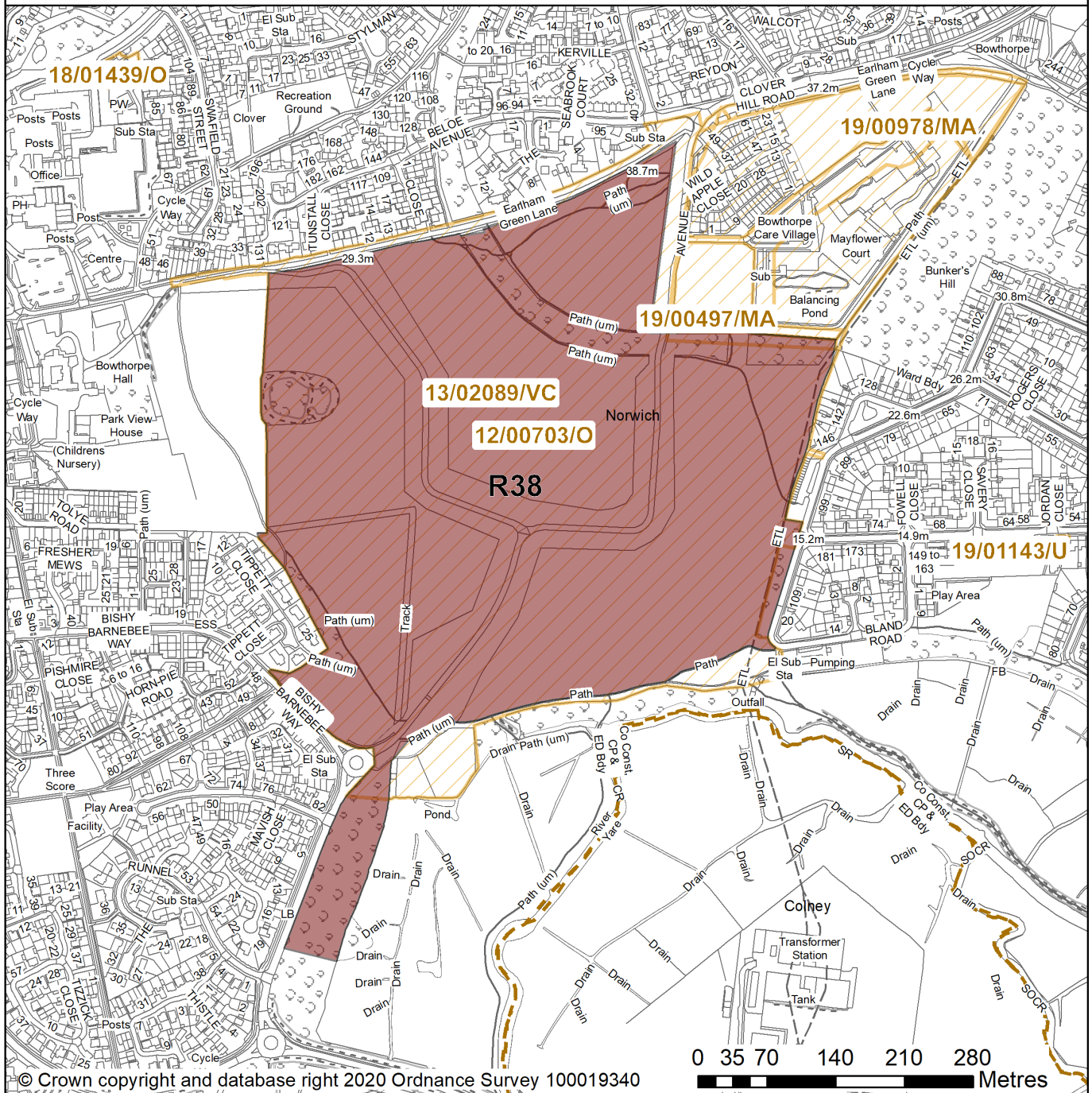
The development will achieve the following site-specific requirements:

1. 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 flooding from rivers and surface water flooding)
2. 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
3. Make provision for significant areas of recreational and informal open space, play space, green infrastructure (including retained woodland) and enhance ecological networks to support biodiversity and geodiversity
4. Respect the character and distinctiveness of the surrounding area, 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

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: R38  
 LOCATION: Three Score, Bowthorpe  
 ALLOCATION: Mixed Use (900 dwellings)  
 SITE AREA: 25.29 ha



- Mixed Use Allocation
- Parish Boundary
- Commitment\*

Scale at A4:  
1:5,500



\*new and extant permission at 1st April 2020

Date: 05/11/2020

**POLICY R39: Land adjoining the Enterprise Centre, Earlham Hall**

See *GMLP0133-B* above.

**POLICY R40: Land north of Cow Drive (the Blackdale Building, adjoining Hickling House and Barton House, University of East Anglia (previously *Former Blackdale School*))**

See *GMLP0133-C* above

**POLICY R41: Land between Suffolk Walk and Bluebell Road**

See *GMLP0133-above*

**POLICY R42: Land west of Bluebell Road, and north of Daisy Hill Court/Coral Court, Westfield View**

The site was allocated in the previous Local Plan and has been partially developed with 62 retirement apartments (20 of them affordable) and 58 supported care units. 50 units (app.ref: 19/00911/F) have recently been recommended for approval by Planning Committee, subject to the completion of a satisfactory legal agreement for phase 2 (1.6ha of the proposed 3.44ha allocation) The principle of development on the remaining phases of the site has already been accepted through the previous local plan allocation which secures public recreational use and long-term maintenance and management of the open space immediately to the north. It is expected that development will take place within the new local plan time-period up to 2038. The site is re-allocated for residential development for older people. As an existing allocation it has been considered in the calculation of the housing requirement.

The site is likely to accommodate approximately 100 homes. More may be accommodated, subject to an acceptable design and layout etc. being achieved.

**POLICY R42**

**Land west of Bluebell Road, and north of Daisy Hill Court/Coral Court, Westfield View, Norwich, (approx. 3.40ha) is allocated for residential development for older people (over 55s). This will accommodate approximately 100 homes and/or elderly care accommodation planned as an extension to the existing development.**

The development will achieve the following site-specific requirements:

1. Achievement of a high quality, locally distinctive design which reflects the sensitive and prominent location of the site in the Yare Valley and the adjoining Eaton Conservation Area;
2. Development should minimise impact on the landscape of the Yare Valley and important views from and into the site;
3. Development should deliver improvements to the strategic Yare Valley green infrastructure corridor, securing provision for 17.5 hectares of public open space on land adjoining the site and arrangements for its management and maintenance in perpetuity which will be provided for in the approved masterplan and planning obligations secured through legal

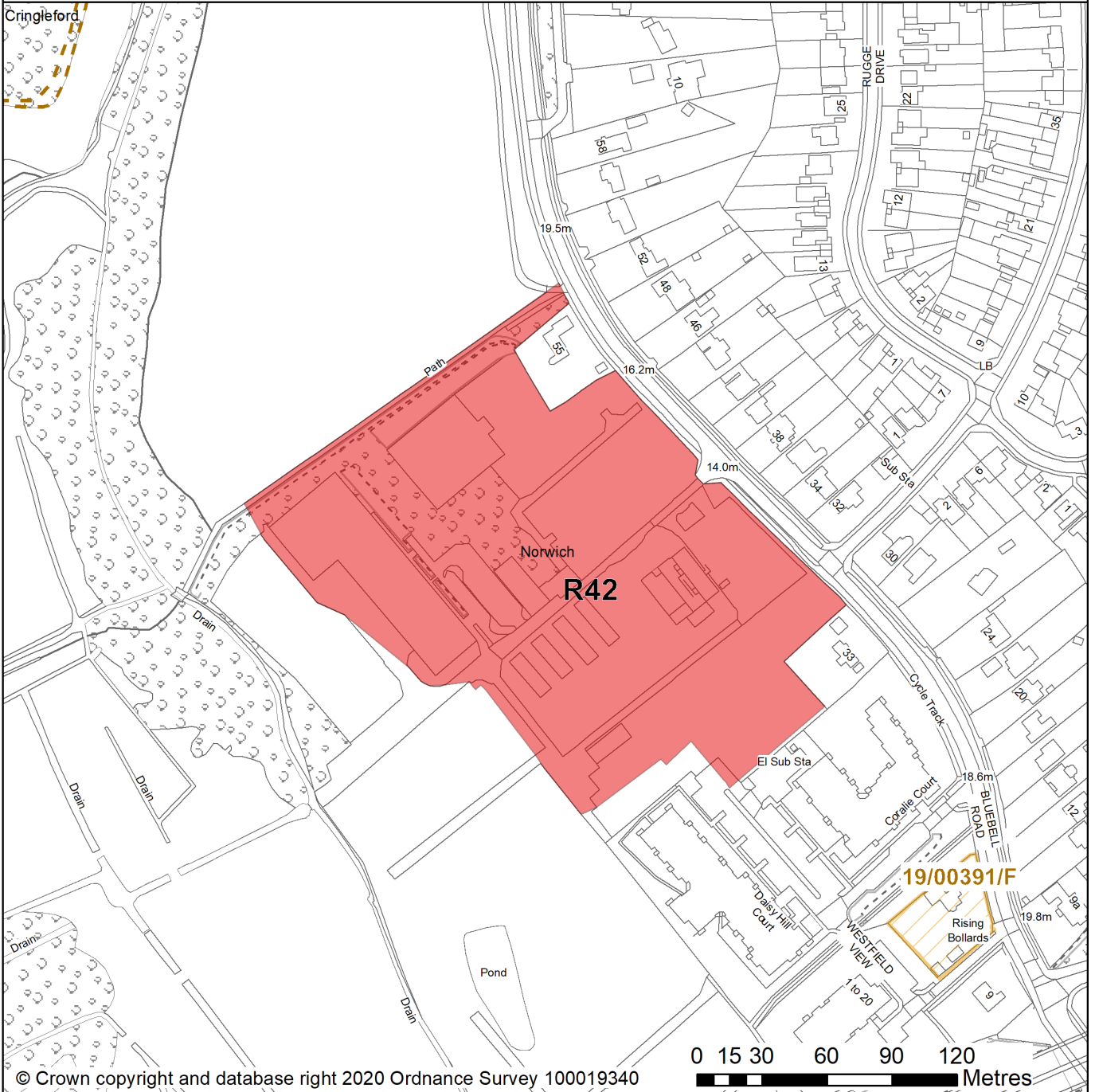
agreement as part of the consented development. The public open space will provide improved pedestrian/cycle access to and within the valley, including improvements to the Yare Valley Walk;

4. Protect and enhance environmental assets within and adjacent to the site, including the retention of tree belts;
5. All dwellings should be built to the 'M4(2) Accessible and Adaptable Standard Homes' standard, of which a proportion should be built to M4(3) standard (fully wheelchair accessible).

# NORWICH

## GREATER NORWICH LOCAL PLAN SITE ALLOCATION FOCUS MAP

SITE REFERENCE: R42  
 LOCATION: Land west of Bluebell Road  
 ALLOCATION: Residential development (100 dwellings)  
 SITE AREA: 3.40 ha



- Housing Allocation
- Parish Boundary
- Commitment\*

Scale at A4:  
1:2,500



\*new and extant permission at 1st April 2020

Date: 05/11/2020