

Site Allocation

Delivery Statement / Statement of Common Ground (SoCG)

Explanatory Note and Disclaimer:

The GNLP must provide the homes Greater Norwich requires. To do this, it must show that Local Housing Need (LHN), as set by the standard method in national planning guidance, will be delivered. The submitted plan also includes a delivery buffer to address fallout, plus additional flexibility to allow for higher levels of housing growth.

The new homes must be delivered in a timely manner. The sites in the plan must therefore meet the National Planning Policy Framework (NPPF) definition of being either deliverable within 5 years of its adoption or developable within the plan period to 2038.

To evidence when homes will be built, the GNLP Team requested site promoters to provide a site allocation Statement of Common Ground (SoCG) allowing landowners, agents, and developers with a site allocation in the GNLP to explain how and when their scheme will be completed, and comply with the plan's policies once adopted.

Each site allocation SoCG consists of a 7-question template which the GNLP Team asked site promoters to complete. The responses are in the words of the site promoter. Whilst all parties have applied their best endeavours to make each SoCG up-to-date and accurate, agreement of a SoCG does not indicate acceptance of a specific development proposal by the Greater Norwich authorities other than that as set out in the site allocation policy. The appropriateness of a proposal would need to be determined as part of a planning application.

The Greater Norwich authorities consider the plan to be sound but recognise modifications may be proposed by the inspectors. The SoCG does not prevent the authorities from agreeing changes to the GNLP. Similarly, the authorities recognise that site promoters who have signed a SoCG may also seek changes to the plan. However, the SoCG is valuable in demonstrating that the land in question is available and has realistic prospects for development.

Greater Norwich Local Plan (GNLP) Site Allocation Statement of
Common Ground (SoCG)

Between

Broadland District Council, South Norfolk Council,
Norwich City Council, Norfolk County Council

And

Network Rail Infrastructure Limited

Site Reference: GNLP0360/3053/R10

Site Address: East Norwich Strategic Regeneration Area

Proposed Development:

1. Please provide a commentary on the site's progress in respect to the three tests of being available, suitable, and deliverable.

[Approximately 100 words recommended]

This site is not entirely within Network Rail's control and so the delivery of the targeted 4,000 homes would need to be answered in collaboration with the Local Authorities' (LAs') and other stakeholders. The plan allocated reference GNLP0360/3053/R10 interacts with several Network Rail sites, which are explored below.

Trowse Freight Site – The site is occupied by a long-term strategic freight tenant Tarmac. The nature of their operation is both noisy and smell polluting so there are significant concerns about residential development being too close to this site. The necessary mitigation in design and sound protection will be crucial to ensure that our tenants' operations are not constrained any further. The access to this site is currently constrained and we aim to look at ways to improve this as part of the larger land strategy/ masterplan.

Trowse Maintenance & Operational Site (adjoining Carrow works) – This is a significant piece of operational land that is utilised by both maintenance and operational teams. This site has a signal box (immovable) and track access point which is crucial to run the railway. This is a 24/7 operational site which can produce significant noise particularly during the night, when maintenance works are delivered. Any development nearby this site would need to give due consideration to design and sound/light mitigation as well as sounds protection to ensure this site is not constrained as a crucial operational site and needs to be protected.

Crown Point Depot – This is a crucial operational site that is occupied on long leasehold by Greater Anglia. This is their depot that is also utilised for the stabling of trains. Given the nature of the operation at the depot for both heavy and light maintenance of 58 trains including all hours (24/7) servicing, due consideration needs to be given against sound/light mitigation for any planned development nearby to protect this site. This is a crucial operational site for supporting the railway and needs to be protected and potential expansion considered.

2. Please provide a commentary on any land ownership constraints that may affect or delay development of the site.

[Approximately 100 words recommended]

Trowse Freight Site – Network Rail freehold entirely apart from the access road that runs to the eastern border of the freight site which is subject to several access easements.

Trowse Maintenance & Operational Site – Network Rail freehold. Network Rail are working with the LAs to see whether some of their use of this land could be relocated.

Crown Point Depot – Network Rail freehold subject to long leasehold to Greater Anglia. Trowse Swing Bridge – Network Rail freehold but subject to navigational rights.

The land redevelopment approval process for these site requires support from internal and external stakeholders and so the rail industry would be keen to work with the Greater Norwich Local Plan (GNLP) team to co-ordinate a strategic plan for this/any land release for residential development in Norwich Trowse.

3. Please provide a commentary on progress to making a planning application – such as pre-application advice, or if planning permission exists on all or part of the site.

[Approximately 100 words recommended]

This collection of sites has been allocated in local policy and is, like neighbouring Network Rail land, capable of development. Network Rail (who are engaging with internal and external stakeholders) have discussed these sites the GNLP team and the Norwich City Council team, to progress its planning strategy.

Therefore, all sites will be discussed in the oncoming East Norwich Masterplan to ensure any development is co-ordinated with the wider City redevelopment ambitions and does not however, impose on future railway strategy, such as infrastructure improvements to increase capacity and speed between Norwich and London.

4. Please provide a commentary on the site's delivery, for example a predicted start-on-site, the annual rate of delivery, and the development's likely completion date.

[Approximately 100 words recommended]

This strategic site would likely have multiple start on site dates and Network Rail would look to co-operate with stakeholders (both internal and external) in a pro-active and collaborative manner.

However, due to the considerations within and outside this site Network Rail cannot provide exact dates at present but will continue to build relationships with the LAs.

5. Please provide a commentary on engagement held with statutory bodies and if any agreements have been made.

[Approximately 100 words recommended]

Network Rail have been and will continue to work in co-operation with the local authorities, for these sites as well as wider redevelopment of Norwich, including through active engagement in the oncoming East Norwich Masterplan, mobility hub and feasibility of the doubling of the Trowse swing bridge.

6. Please provide a commentary on any known technical constraints about the site – such as but not limited to highways, heritage, or ecology.

[Approximately 100 words recommended]

The technical constraints include; the highlighted railway, operational and strategic freight site constraints, as well as suitable infrastructure access and to all sites (E.g. Areas on both sides of the river), as referred to the specific sites within question 1.

Any redevelopment of these sites and site uses without co-ordinated strategy would be challenged and could possibly be detrimental to existing and aspirational rail capacity and service provision, including the improvements between Norwich and London.

7. Please provide a commentary on community benefits the site will offer – such as but not limited to land and/or buildings for education and community provision.

[Approximately 100 words recommended]

Network Rail will explore relocation and consolidation options if feasible to help unlock the strategic allocations. Throughout the formulation of the strategy, we will ensure that the railways operations are protected and continues to provide both communal and economic benefits to Norwich. Network Rail will continue to work with the LAs to overcome constraints through a design focused approach to help build a stronger community.

Our strategic freight site continues to provide important resources to maintain and repair key infrastructure in the region. The provision of freight is part of Network Rail's

larger transport sustainability vision by reducing the frequency of HGV's in an already congested area.



NORWICH
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Greater Norwich Local Plan (GNLP)

Signed on Behalf of the Greater Norwich Development Partnership Mike Burrell, Greater Norwich Planning Policy Team Manager	Nov 2021
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Signed on behalf of Network Rail Infrastructure Limited	Nov 2021
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