

Policy 7.1

East Norwich

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East Norwich, which consists of brownfield regeneration sites by the rivers Wensum and Yare at Carrow Works, the Deal Ground and the Utilities Site, and land in front of ATB Laurence Scott fronting the Wensum, is defined in map 9 below. It has the potential in the medium to long-term to create a new mixed use sustainable urban quarter for Norwich and to contribute significantly to growth of the Greater Norwich economy. It also has the potential to act as a long-term catalyst for regeneration of the wider area. As a result, East Norwich is identified as a strategic regeneration area on the Key Diagram.

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To ensure growth is co-ordinated, overcomes local constraints and is well-designed in a sensitive location in and adjacent to the Broads Authority area, the strategic policy requires regeneration to be guided by an area-wide Supplementary Planning Document (SPD). Funding for the SPD has been provided from the site landowners and other partners in the East Norwich Partnership (a new public-private sector partnership led by Norwich City Council) including Homes England and Network Rail. Significant additional funding was also secured from the Towns Fund which has enabled the SPD to progress and also enabled the Council to acquire land in order to become a landowning partner. The SPD will inform implementation of this strategy and, alongside an Infrastructure Delivery Plan (IDP) and phasing plans, will establish a framework for assisting with unlocking the development opportunities and a framework for securing funding for the delivery of infrastructure, where needed, such as bridges and marinas. Whilst the SPD, IDP and phasing plans will form the framework for bringing forward development at East Norwich, further in depth assessments and studies will need to be undertaken in order to inform the decision making process at the planning application stage. This will include (but not be limited to) a Transport Assessment, a Sustainability Statement, Heritage Impact Assessment, Archaeological Evaluation,

Energy, Water and Construction Statements, Flood Risk Assessment, Landscape and Design Statement, Ecological Assessment, Arboricultural Assessment, Contamination Investigations and Noise and Air quality Assessments.

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The SPD will promote development of a locally distinctive, high density and high quality sustainable residential-led mixed-use community, co-ordinate delivery of new transport and connectivity infrastructure, social infrastructure, jobs and services, protect and enhance biodiversity and green infrastructure , set the objectives for implementation of a low carbon energy solution for the site (potentially including a local energy network to serve the area as a whole), conserve, and where opportunities arise, enhance heritage assets and address local issues including the active railway, the protected minerals railhead, noise and flood risk issues. The masterplanning work indicates a residential development capacity for the entire East Norwich Strategic Regeneration Area of approximately 3,633 homes. This includes 271 homes within the Broads Authority area which will be delivered through the Local Plan for the Broads. Therefore in the region of 3,362 homes should be delivered on sites within the Greater Norwich Local Plan area. In terms of job numbers the findings of the masterplanning work indicates that opportunities should be created for at least 4,100 jobs (full time equivalents).

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Policy 7.1 provides the strategic policy framework and site allocation policy GNLPO360/3053/R10 sets out the key development considerations and constraints along with the site wide and site specific requirements.

Policy 7.1 East Norwich (Extract)

Development of sites allocated in the East Norwich Strategic Regeneration Area (ENSRA) identified on the Key Diagram and defined on map 9 including Carrow Works (which includes Carrow House), the Deal Ground (including the former May Gurney site), the Utilities Site and Land in front of ATB Laurence

Scott will create a highly sustainable mixed-use quarter accommodating substantial housing growth and optimising economic benefits. Development across the sites will provide in the region of 3,362 homes in the plan period and significant new employment opportunities for at least 4,100 jobs.

Redevelopment of the East Norwich Strategic Regeneration Area (ENSRA) will be guided by an area-wide Supplementary Planning Document (SPD). The SPD will promote development of a locally distinctive, high density and high quality sustainable residential-led mixed-use community which takes full account of its setting and makes the most of its riverside location.

The SPD will provide the framework for seeking new transport infrastructure (through integrated access and transportation) which emphasises sustainable accessibility and traffic restraint and allows for connectivity and permeability within and between the sites and beyond), social infrastructure, jobs and services.

Development must also protect and enhance biodiversity and green infrastructure; provide for sustainable energy provision and its management; conserve, and where opportunities arise, enhance heritage assets; and address local issues including the active railway, the protected minerals railhead, noise, contamination and flood risk issues.

Whilst site proposals within the East Norwich Strategic Regeneration Area (ENSRA) may come forward on different timescales, it is important that development is undertaken in accordance with the SPD and must meet the site wide and site specific requirements set out within site allocations policy GNLP0360/3053/R10.

Part 2 – The Sites

East Norwich

2.6

The East Norwich Strategic Regeneration Area (ENSRA) consists of three brownfield regeneration sites adjacent to the rivers Wensum and Yare. These are Carrow Works (including Carrow House), the Deal Ground (including the May Gurney site) and the Utilities Site. The ENSRA also includes land in front of ATB Laurence Scott fronting the Wensum, which is considered essential for the delivery of sustainable transport links to the three sites and potentially for emergency access. The overall area is defined on map 9 of the Greater Norwich Local Plan and the three regeneration sites, (plus land in front of ATB Laurence Scott) are identified as a strategic regeneration area under policy 7.1 and allocated under this site allocations policy. This site allocations policy should be read in conjunction with policy 7.1.

2.7

2.9

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 ENSRA sites in terms of social, economic and green infrastructure. There is also the potential for a new pedestrian/cycle access route connecting the Deal Ground to the Carrow Works site via an existing underpass under the rail line. This route should be further enhanced as part of the development proposals on both sites, and in conjunction with any future rail upgrade works and 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 being delivered will not be allowed to prejudice the comprehensive sustainable development of the east Norwich area as a whole. Development will need to provide the key infrastructure identified within the SPD and all key infrastructure must be delivered in accordance with any delivery plans and phasing plans agreed through the SPD. Further infrastructure may be required beyond that which is identified in the SPD. This infrastructure along with its phasing will need to be agreed through the planning applications process.

2.10

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 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 ENSRA SPD will include an approach to integrated access and transportation which will identify key new routes, river crossings and network improvements; however details of on and off site infrastructure and its phasing will need to be informed by a Transport Assessment and in consultation with the Highway Authority. It is anticipated that this will include, but not be limited to, the requirement for a new all-modes access from Bracondale to the Deal Ground via a bridge over the River Yare, and a new all-modes bridge over the River Wensum to provide access to the Utilities site, and cycle and pedestrian links along the river corridor linking the city, via Carrow Works to the Broads. Any new bridge or bridges must be designed to meet navigation requirements for the River Wensum and will need to be considered alongside requirements for river and/or other marina moorings and de-masting facilities. The integrated access and transportation approach 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. 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, maintain and manage these assets in perpetuity.
- vii. Parts of the East Norwich Strategic Regeneration Area are situated within Trowse Millgate Conservation Area and Bracondale Conservation Area and there is 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 conserve, and where opportunities arise, 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 appropriate densities as indicated in the SPD, 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.
- xii. A management company/companies shall be set up for the East Norwich Strategic Regeneration Area. Responsibilities of the management company/companies (some of which will require specialist management) will include (but not be limited to) providing a contribution towards the running cost of Whitlingham Country Park (in order to compensate for increased visitor pressure/usage of Whitlingham Country Park),

safeguarding nationally important heritage assets on site, the management and maintenance of open spaces and gardens, and the management of pedestrian and cycling routes and roads as appropriate.

- xiii. 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).

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

2.11

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 to London and Cambridge rail lines 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. Carrow Abbey Marsh is a County Wildlife site and will need to be managed to preserve and enhance its biodiversity and ecology.

2.12

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.

2.13

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 the late C19 engine house at Trowse Sewage Pumping Station within Trowse Millgate Conservation Area to the south.

2.14

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 Strategic Flood Risk Assessment. 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.

2.15

A significant proportion of the site falling within the city of Norwich area 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.

New paragraph - It is anticipated that the Deal Ground/May Gurney site will deliver in the region of 1,257 homes (with approximately 1,099 on the Deal Ground site and 158 on the May Gurney site).

Land at Carrow Works (including Carrow House)

2.16

Carrow Works was formerly the location for Britvic Soft Drinks Ltd. and Unilever UK Ltd., and the site also includes Carrow House owned by Norwich City Council. The properties that make up Carrow House, including the Conservatory and car park are being promoted for redevelopment.

2.17

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 took over manufacturing here. The site also includes a conference centre (within the Carrow Abbey former residential property), former coroner's court and social services department offices (within Carrow House), a fire station and disused Trowse Railway Station.

2.18

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.

2.19

The land and buildings around Carrow Abbey comprise 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 and Gardens, which is also listed (grade II). The conservatory at Carrow House is grade II* listed. The other grade II listed buildings and structures on the site are Blocks 7,7a, 8 and 8A, block 92, Eastern air raid shelter, steps and paved surfaces of sunken garden near Carrow Abbey, flint wall and 19 attached pet tombs, the lodge, gardener's cottage and former car shed to Carrow Abbey, the former mustard seed drying shed, K6 telephone kiosk outside the entrance of the former mustard seed drying shed, and the Trowse railway station.

2.20

There are a number of locally listed buildings both on site and immediately beyond it. 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.

2.21

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's history.

2.22

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

2.23

To the east of the site (within the Deal Ground) lies a County Wildlife Site. Therefore the trees and green spaces on the Carrow Works site together with a number of buildings are likely to be important for wildlife and biodiversity. Protection of the wildlife and increasing biodiversity of the site will be required.

2.24

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. 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.

New paragraph - It is anticipated that the Carrow Works/Carrow House site will deliver in the region of 1,692 homes.

Utilities site

New paragraph: The Utilities site is the home of a former power station and still contains a number of underground and overground utilities including an electricity substation.

2.25

The site was allocated in the previous Local Plan for major mixed use redevelopment (to include residential, employment and power generation from renewable sources) 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.

2.26

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.

2.27

Whilst the majority of the Utilities site falls within the Norwich City Council administrative area, some falls within 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. The East Norwich SPD indicates that around 271 homes can be delivered within the Broads Authority Area. Development proposals will need to incorporate both areas and are required to comply with the site-specific policies of both local planning authorities.

New paragraph - It is anticipated that the Utilities Site will deliver in the region of 684 homes (with approximately 413 homes being within the GNLP area and 271 homes falling within the area covered by the Broads Local Plan).

Strategic Allocation

Strategic Allocation

Policy GNLP0360/3053/R10: East Norwich Strategic Regeneration Area (ENSRA) 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 Laurence Scott (0.39 ha)**

Development across the East Norwich Strategic Regeneration Area will achieve the following site wide requirements:

- 1. Development must be undertaken comprehensively in accordance with the SPD for the East Norwich Strategic Regeneration Area required by policy 7.1 (including in accordance with any phasing plans). Proposals should not prejudice future development of or restrict options for the other sites within the East Norwich Strategic Regeneration Area.**
- 2. Development must be carried out in accordance with the movement and connectivity framework set out within the SPD. Proposals must enable connectivity and permeability within and between the sites in the strategic regeneration area and beyond. Proposals should be designed for ease of access to, and by, public transport, with appropriate bridge provision to ensure the sites are fully permeable by sustainable transport modes. Development must manage and mitigate the travel impacts of the sites on the transport network and be informed by a comprehensive Transport Assessment at the planning application stage which considers the whole of the strategic allocation.**
- 3. 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.**
- 4. Co-ordinated delivery of new social infrastructure (e.g. a new primary school, local centre, health facilities and recreational spaces including public open spaces and child play spaces) and economic infrastructure (e.g. transport routes, bridges and utilities) and services, as informed by the SPD.**
- 5. 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 Norwich City 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). This will be designed to allow future extension of the pedestrian and cycle network to serve other 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 and south of the river between the Deal Ground and Carrow Works;

- 6. Achievement of an exemplar high quality, high density, locally distinctive design of a scale and form which respects its context and setting and makes the most of its riverside setting. Proposals must establish strong built frontages along the River Wensum and the defining network of streets and spaces with the sites. Design should also take account of the significance of heritage assets on and off site and protected trees as informed by the SPD.**
- 7. There will be the general presumption in favour of the repair and re-use of heritage assets on site as part of any redevelopment proposals, however any application 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 affected by the proposal on and off site including key views from and into the site. Development proposals should draw upon local character and distinctiveness and conserve, or where opportunities arise, 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.**
- 8. Proposals will maintain the open character of the Yare Valley and preserve long views towards the Broads and open countryside**
- 9. 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 County Wildlife Site, the woodlands, the wider rural area and elsewhere in Norwich.. 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.

10. 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.
11. Proposals for development must ensure that they will not place constraints on the operation of the safeguarded asphalt and aggregates transshipment operation and associated rail facility.
12. Development proposals must address and remediate site contamination
13. An archaeological assessment will be required prior to development
14. 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.
15. Development must allow scope for greater use of the Rivers Wensum and Yare for water-based recreation, leisure and tourism including the potential inclusion of marinas and riverside moorings.

Deal Ground/ May Gurney

Development must also achieve the following site-specific requirements:

17. 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.
18. Development must secure remediation and long term management of the Carrow Abbey County Wildlife site (on and adjacent to this site).

19. Proposals will include the conservation of the grade II listed 'bottle kiln' and its setting in the north part of the site and Trowse Pumping Station within Trowse Millgate Conservation Area to the south. Imaginative restoration and re-use of the bottle kiln in a manner that maintains its special interest will be supported and a management plan demonstrating how the asset will be maintained in the future will be required. Proposals should also acknowledge the heritage significance of the site adjacent to Carrow Works.

20. Deliver the following key infrastructure, in accordance with phasing plans and trigger points to be set out in the SPD:

- a. Provision of a new/replacement junction in close proximity to the existing Bracondale entrance to the May Gurney site, details to be determined through a Transport Assessment.**
- b. Provision of a fixed all modes bridge over the River Yare connecting the May Gurney site to the Deal Ground site built to adoptable standards.**
- c. Provision of a spine road across the Deal Ground built to adoptable standards.**
- d. Provision of a high quality east-west pedestrian/cycle route to connect the railway underpass to Whitlingham Bridge and to the city centre, and facilitate enhancement works to the underpass.**
- e. Provision for a fixed pedestrian/cycle bridge over the River Yare to Whitlingham Country Park.**
- f. Land to be safeguarded to enable the delivery of a twin track Trowse Rail Bridge.**
- g. Provision for an all modes bridge over the River Wensum to the Utilities Site and connected to the spine road.**
- h. Provision of a new high quality marina, meeting the specifications set out in the SPD.**
- i. Provide unconstrained access and services to the moorings downstream of the new Wensum Bridge.**
- j. Provision of continued access (including services), to the existing Carrow Yacht Club.**

Carrow Works

Development must also achieve the following site-specific requirements:

- 21. Proposals will include the conservation 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;**
- 22. Proposals will be required to adopt and implement a strategy of heritage interpretation relating to both the heritage assets of the site, and the use(s) of the site.**
- 23. Deliver the following key infrastructure in accordance with phasing plans and trigger points to be set out in the SPD:**
 - a. Provision of a high quality east-west pedestrian/cycle route to connect King Street to the railway underpass, and facilitate enhancement works to the underpass.**
 - b. Provision of a pedestrian/cycle bridge over the River Wensum (linking to Carrow Road).**
 - c. Provision of key road infrastructure across the Carrow Works site (built to adoptable standards and able to accommodate public transport).**
 - d. Provision of a second point of access to King Street, the detail of which will be determined through a Transport Assessment.**
 - e. Provision of high quality pedestrian/cycle routes to both the city centre and Bracondale.**
 - f. Off site improvements to the highway network including junction enhancements and improved crossing facilities, the detail of which will be determined through a Transport Assessment.**
 - g. Safe and convenient cycle route through the Carrow Works site connecting Martineau Lane roundabout to King Street.**
 - h. Provision of serviced site for a two form entry primary school.**
 - i. Provision of land for a health facility sufficient to serve the East Norwich development as a whole.**

- j. Provision of a community retail centre to serve the development and in a location which is accessible to all future residents of the East Norwich Strategic Regeneration Area by sustainable transport means.**

Utilities Site

Development must also achieve the following site-specific requirements:

24. Proposals should acknowledge the heritage significance, or previous use, of the site as a former power station as part of the requirement to conserve, and where opportunities arise, enhance heritage assets and their setting.

25.

26. 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).

27. Deliver the following key infrastructure in accordance with phasing plans and trigger points to be set out in the SPD:

a. Provision of a new all mode bridge over the River Wensum connecting to the Deal Ground spine road.

b. Provision of a new high quality marina meeting the specifications set out in the SPD.

c. Provision of a high quality pedestrian/cycle route along the River Wensum frontage of the Utilities site connecting to the adopted riverside walkway to the west of ATB Laurence Scott (or Hardy Road).

d. Provision of a secondary/emergency vehicular and pedestrian/cycle access to Hardy Road and/or Cremorne Lane.

e. Provision of unconstrained access and services to the moorings downstream of the new Wensum Bridge.

Land adj. to ATB Laurence Scott

28. A high quality pedestrian/cycle route along the River Wensum frontage of the ATB Laurence Scott site shall be provided which connects to the adopted riverside walkway to the west of ATB Laurence Scott (or Hardy Road), and to the riverside pedestrian/cycle route on the Utilities site.