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Greater Norwich Projects Team
C/o Norfolk County Council
County Hall
Martineau Lane
Norwich
NR1 2DH

Submitted by email

Dear Sir/Madam,

STATEMENT OF COMMON GROUND PREPARED ON BEHALF OF NATIONAL GRID AND RWE UTILITIES SITE, CREMORNE LANE

We are instructed jointly by our clients, National Grid (NG) and RWE Generation UK plc (RWE), the landowners and joint promoters of the Utilities Site at Cremorne Lane, Norwich, to submit the following Statement of Common Ground, which sets out the landowners ongoing commitment to and engagement in the East Norwich Strategic Regeneration Area and confirms that the site is deliverable within the requisite timeframes.

As we have indicated in previous representations and within the Site Allocation Statement of Common Ground, the site is strongly considered to be deliverable within years 0-5 of the plan. This is of course subject to overcoming the site's well-documented constraints and establishing a funding mechanism for delivering the essential infrastructure to enable development to proceed. First and foremost, a suitable access arrangement in the form of an all-mode bridge linking into the Deal Ground spine road must be funded and delivered. It is envisaged that following proactive engagement with Homes England and the East Norwich Partnership, a programme of funding will be shortly agreed that will facilitate this.

The Council have further identified that the provision of a large boating marina on the Utilities Site is essential infrastructure to serve as a compensatory measure in the event that the new bridges over the River Wensum are required to be in a fixed position. Fixing of the bridges would result in larger vessels no longer able to navigate the Wensum into the Port of Norwich, which is protected by an Act of Parliament from 1827. The marina would therefore act as a mooring point for those larger vessels and mitigate the loss of direct access into the Port.

The provision of a marina is acknowledged to be a desirable feature on the site in terms of the value added for food and drink uses and residential uses orientated towards it. However, the joint landowners are concerned that the marina, in tandem with the anticipated abnormal costs associated with the remediation of the site would render any future development unviable. However, the landowners understand that any future developer would not be expected to fund the marina and therefore a package of funding and a delivery mechanism would need to be identified. The provision of a marina would therefore be acceptable in principle to the joint landowners on the basis that the JV partner/developer of the site would not be expected to fund

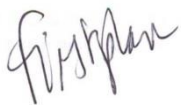
it and that the funding is agreed as soon as possible. Of course, if the marina proves to be unviable an alternative provision could include mooring along the river in front of the utilities site.

Overall, ongoing collaboration with the Council and the subsequent formation of the Greater Norwich Partnership, along with the involvement of Homes England, provides a great platform for delivery of the site in the Plan period. The joint landowners are pleased to see Homes England's ongoing commitment to employing its statutory powers, funding and expertise to support delivery of regeneration schemes, with a focus on unlocking barriers that are preventing private sector investment. This will ultimately allow NG/RWE to either dispose of the site or form a JV partnership to deliver the development proposals/vision.

In summary, the joint landowners support the allocation of the site and accept the requirement for the provision of the marina to fulfil the Council's strategic objectives for ensuring that waterborne traffic that will be impeded from reaching Norwich can be suitably accommodated. This is subject to securing appropriate funding which removes the financial obligation from the JV partner/developer. In the first instance, though, the delivery of this strategically important site rests upon the delivery of a new bridge/access road via the Deal Ground site as identified in the draft policy, and this should be treated as the catalyst for redevelopment of the site and wider allocation, which cannot take place until funding is in place.

I trust that the above statement of common ground suitably confirms National Grid and RWE's ongoing commitment to ensuring that the allocation will result in a viable and suitably funded development, whilst outlines the concerns of the joint landowners that the delivery of infrastructure will not be a financial burden upon future development.

Yours sincerely,



SAM HARPER

Director

cc Adrian Cross – NG

Matthew Trigg – RWE

Charles Whitworth – Cushman and Wakefield