

Greater Norwich Development Partnership Board Meeting Minutes

Date: Monday 15 November 2022

Time: 2.00pm

Venue: Virtual Meeting

Board Members:

Broadland District Council:

Cllr Shaun Vincent (Chairman)

Norwich City Council:

Cllr Mike Stonard

South Norfolk Council:

Cllr John Fuller, Cllr Lisa Neal

Norfolk County Council:

Cllr Barry Stone, Cllr Martin Wilby

Broads Authority

Cllr Melanie Vigo di Gallidoro

Officers in attendance: Mike Burrell, Richard Doleman, Phil Courtier, Paul Harris, Helen Mellors, Graham Nelson, Marie-Pierre Tighe, Matt Tracey.

1. DECLARATIONS OF INTEREST

Cllr John Fuller declared a non-pecuniary interest as a member of the Royal Norfolk Agricultural Association.

Cllr Martin Wilby declared that he had a family interest in a site in South Norfolk and he was also chairman of a charity that had put forward a site for development in South Norfolk.

2. APOLOGIES FOR ABSENCE

Apologies were received on behalf of Cllr Stuart Clancy, Cllr Florence Ellis, Cllr Sue Lawn, Cllr Ian Moncur and Cllr Alan Waters.

3. MINUTES

The Minutes of the meeting held on 24 June 2021 were agreed as a correct

record.

4. QUESTIONS FROM THE PUBLIC

There were no questions from the public.

5. GREATER NORWICH LOCAL PLAN UPDATE REPORT

Mike Burrell informed the meeting that the Greater Norwich Local Plan (GNLP) was progressing well and was on target for the public hearings to begin in the New Year.

The GNLP had been submitted for examination on July 30th 2021. Two Inspectors, Mike Worden and Thomas Hatfield had been appointed to hold the examination. A Programme Officer, Annette Feeney, had also been appointed to deal with procedural, administrative and programming matters.

Members were advised that the Plan had been submitted and that the examination timetable was now largely the responsibility of the Inspectors.

The three key issues for the examination were likely to be:

- The overall housing numbers and the locations and deliverability of growth, including site viability and the impact on climate change;
- Addressing Habitats Regulations visitor pressure issues through an agreed approach with Natural England;
- Provision of a site/s to meet the needs of Gypsies and Travellers (a two pronged approach was being taken on this with consultants and an officer group working to bring forward sites.

Topic papers covering the GNLP's strategic policies had now been sent to the Inspectors. The papers had provided a detailed explanation of the approach taken in the GNLP strategy, along with links to background evidence and an overview of consultation comments. An updated Duty to Cooperate statement had also been submitted to the Inspectors.

The GNLP website had been updated and an addendum to the Regulation 19 Sustainability Appraisal had been produced, which provided a clear narrative showing how the Plan's preferred strategy and reasonable alternatives, had been shaped over time.

The Initial Questions Letter had been received from the Inspectors on 18 October and the Partnership's response to it was sent on 5 November 2021.

The next stage would be receipt of the Matters, Issues and Questions (MIQs) for Examination, which it was anticipated would be received in late November.

It was hoped that a response to the MIQs could be produced by mid-December 2021, to enable the public hearings element of the Examination to take place in February/March 2022.

In answer to a query from the Chairman, it was confirmed that, subject to the Inspectors, the timetable was still on target for the GNLP to be adopted in September 2022.

RESOLVED

To note the contents of the report.

6. TRANSPORT FOR NORWICH STRATEGY

Matt Tracey introduced the report, which summarised the outcomes of the recent consultation on the revised Transport for Norwich Strategy.

The Strategy included a number of far-reaching proposals and set out transport policy commitments and the long-term aims to tackle issues such as decarbonisation, air quality, active travel and housing and jobs growth. It also acknowledged the need to ensure the economic success of Norwich and recognise that this was dependant on the wider area around Norwich.

The consultation responses showed strong support for the overall themes and direction in the Strategy and included response from a wide range of partner organisations including Broadland and South Norfolk Council's. The Board was asked to note the significant amount of work that the Officer Working Group had put into the consultation.

It was proposed that the Greater Norwich Development Partnership consider the responses and the resultant proposed changes and provide any further views before the Strategy was finalised for adoption before the end of the year.

Following adoption, work in partnership would continue to bring forward the Action Plan. This would begin by looking at traffic modelling, which would underpin potential schemes to reallocate road space and a range of interventions to support carbon reduction and air quality improvement.

As part of the work on the Action Plan governance arrangements would be looked at to help prioritise areas of work and to ensure that decisions could secure funding to support transport interventions.

A number of plans and strategies would help develop the Action Plan including: the Bus Service Improvement Plan, an Electric Vehicle Strategy and Local Cycling and Walking Infrastructure Plans. The Strategy would also form a strong policy basis for further funding of the Transforming Cities programme of work.

Members generally commended the initiatives coming forward, in particular that a bid was being submitted for a pilot EV bus scheme next year.

The importance of ensuring that various plans meshed together with the Action Plan were also noted. However, it was suggested that a number of proposals had not been included in the Strategy and that it would be important to assign responsibility and timescales to initiatives in the Action Plan.

In response, members were assured that these matters would be taken forward in the Action Plan and that it could be brought to the Greater Norwich Development Partnership as it was being further developed to ensure that it was meeting the expectations of partners.

A member noted that a large number of respondents dropped out in the second half of the consultation and the meeting was informed that this issue would be discussed with communications officers to identify the optimum number of questions for a consultation in the future.

RESOLVED

To note the responses and proposed changes.

7. EAST NORWICH STAGE 1 MASTERPLAN: PROGRESS UPDATE

The report provided an update on the emerging Stage 1 Masterplan, which was approaching completion and would be considered by Norwich City Council's Cabinet on 17 November 2021.

The Board was reminded that there was a single strategic allocation in the pre-submission GNLP for 4,000 homes in the East Norwich area. The masterplan for the three sites would seek to connect parts of the City with the Broads and promote parts of the river Wensum as a feature of the City. The sites covered the administrative areas of all the Greater Norwich local authorities

The vacation of Carrow Works in 2018 had sparked a renewed interest in the regeneration of all three sites and the East Norwich Partnership was established by the City Council in early 2020 with a view to driving forward production of a masterplan, which commenced in March 2021.

The purpose of the Stage 1 masterplan was to provide a clear understanding of the development potential of the East Norwich area in terms of a range of land uses including housing, employment and community/social infrastructure and the strategic infrastructure required to deliver these, taking into account brownfield development costs and the impact this would have on the deliverability and viability of the scheme.

To do this a robust and comprehensive evidence base had been developed through desktop and site analysis of technical information, as well as an extensive process of stakeholder engagement (details of which could be found [here](#)).

As anticipated, questions on deliverability and site viability had been raised by

the Inspectors for the examination of the GNLP and it was understood that the stage 2 masterplan should be completed prior to the examination closing, so might be available to inform the Inspectors' conclusions. In addition the fact that the partnership members, including landowners and national agencies such as Homes England and Network Rail, were working together in a positive manner should help give the Inspectors confidence in terms of the site's eventual deliverability and importantly help to access external funding for the scheme.

The Board were then shown a slideshow (attached at Appendix 1 to these minutes), which showed details of the concept masterplan.

Members noted the very positive report and that all of the stakeholders were working voluntarily in the partnership to drive the scheme forward.

RESOLVED

To note the progress being made on the preparation of the masterplan in support of the emerging GNLP strategic allocation for East Norwich.

8. NEW SETTLEMENTS

Phil Courtier reminded the Board that the draft Greater Norwich Local Plan made reference to the development of a new settlement in Greater Norwich in due course. Discussion had taken place about the governance arrangements for taking this forward and members were advised that the new settlement project would be led by Broadland and South Norfolk Council's, but would be reported back to the Board in the same way that members were being informed of progress with the East Norwich project.

Plans were at an early stage with financial modelling being looked at, as well as criteria for sites that might be brought forward.

The Board were asked to note that consultation being undertaken by Clarion on proposals for long-term development of a new settlement at Honingham Thorpe was quite separate from the GNDP Local Plan process.

A member suggested that the first priority should be to get the Greater Norwich Local Plan approved and adopted and that new settlements would be part of the groundwork for the next Local Plan that would go on to 2045.

The meeting closed at 3.09pm.

East Norwich Masterplan

- 1** Carrow Works
- 2** Deal Ground
- 3** May Gurney
- 4** Utilities site





1

CELEBRATING NORWICH'S WATERFRONT

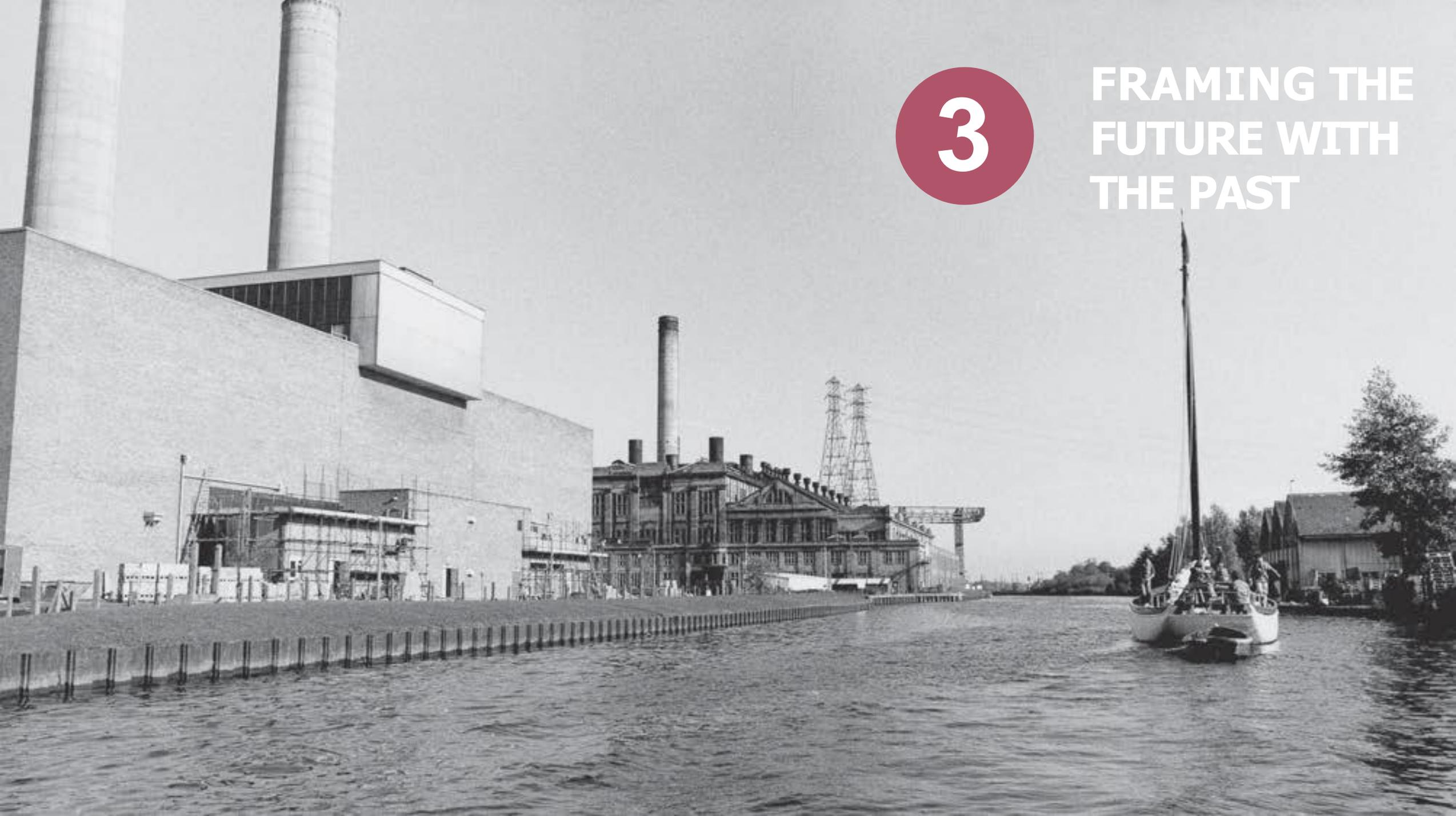


2

CONNECTING
THE CITY WITH
THE BROADS

3

FRAMING THE
FUTURE WITH
THE PAST



Site-wide Masterplan Objectives

1 Delivering sustainable connections



2 Respecting heritage and improving its setting



3 Capitalising on the river frontage



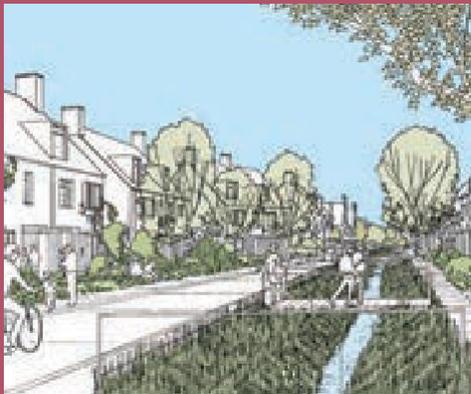
4 Optimising land and promoting diversity



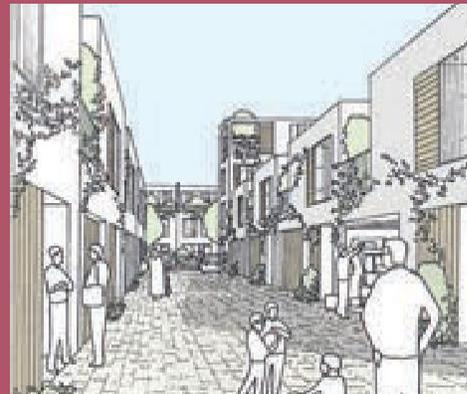
5 Respecting nature



6 Delivering flood resilience

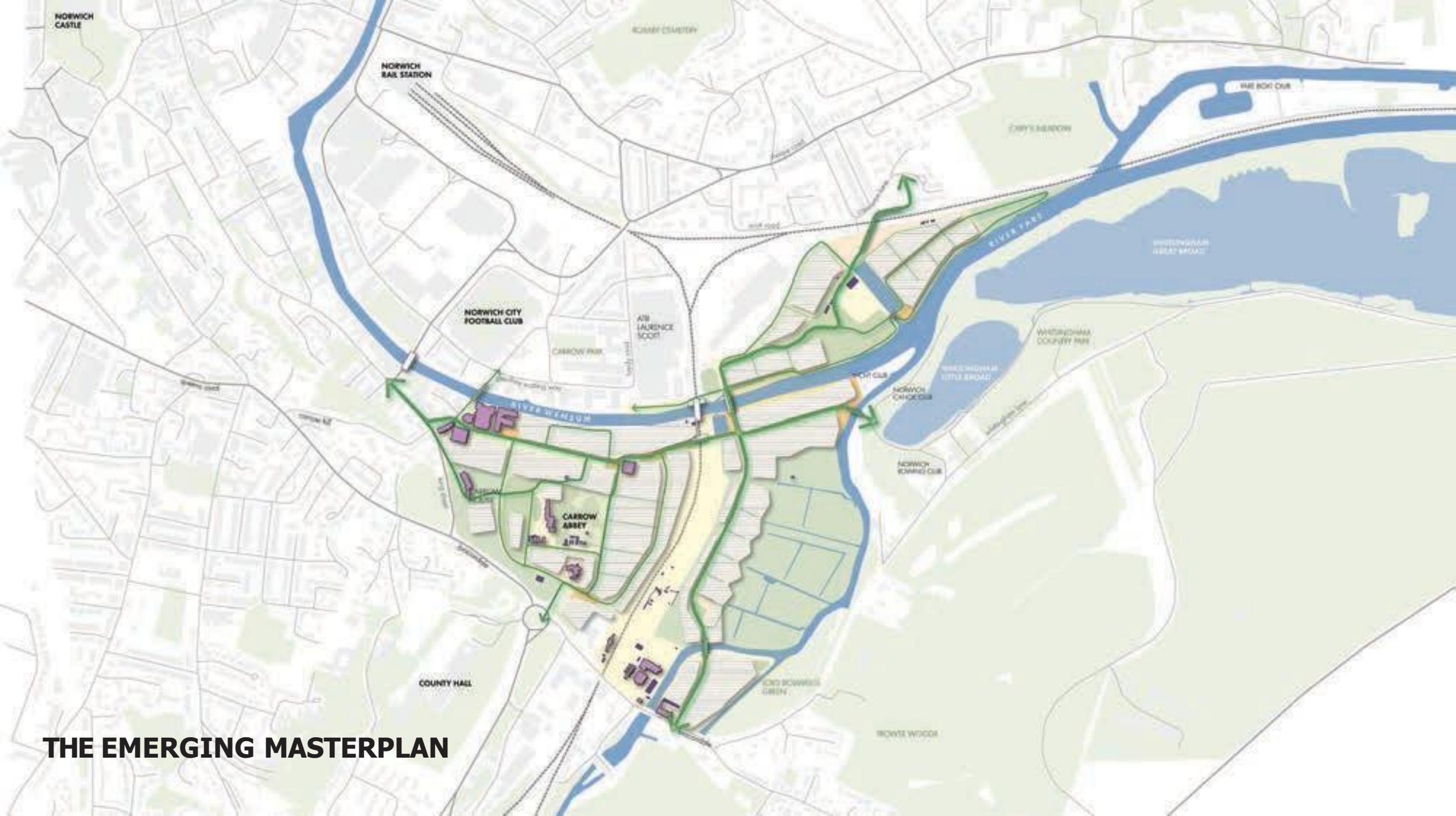


7 Flexibility, robustness and long-term thinking

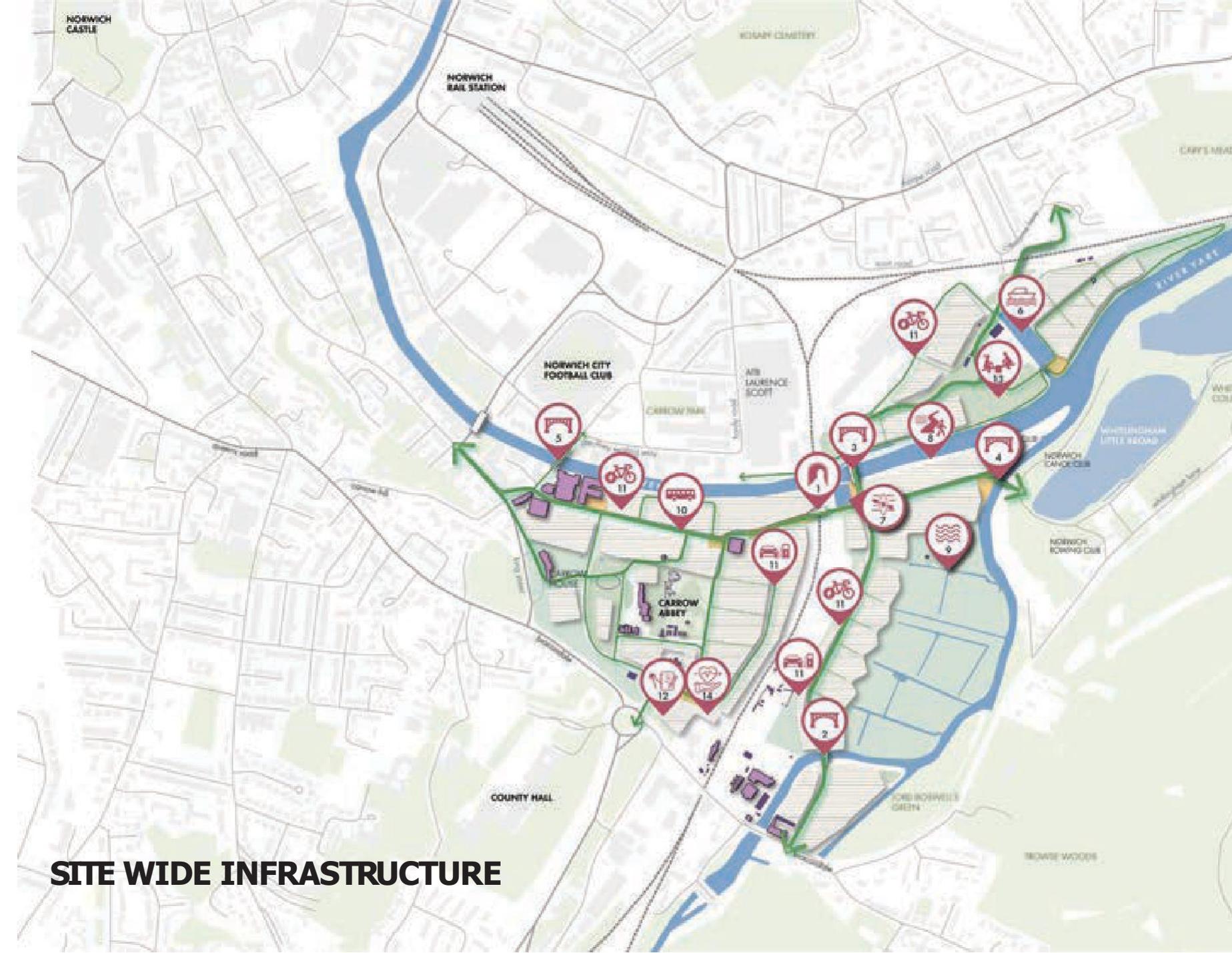


8 Equitable infrastructure provision





THE EMERGING MASTERPLAN

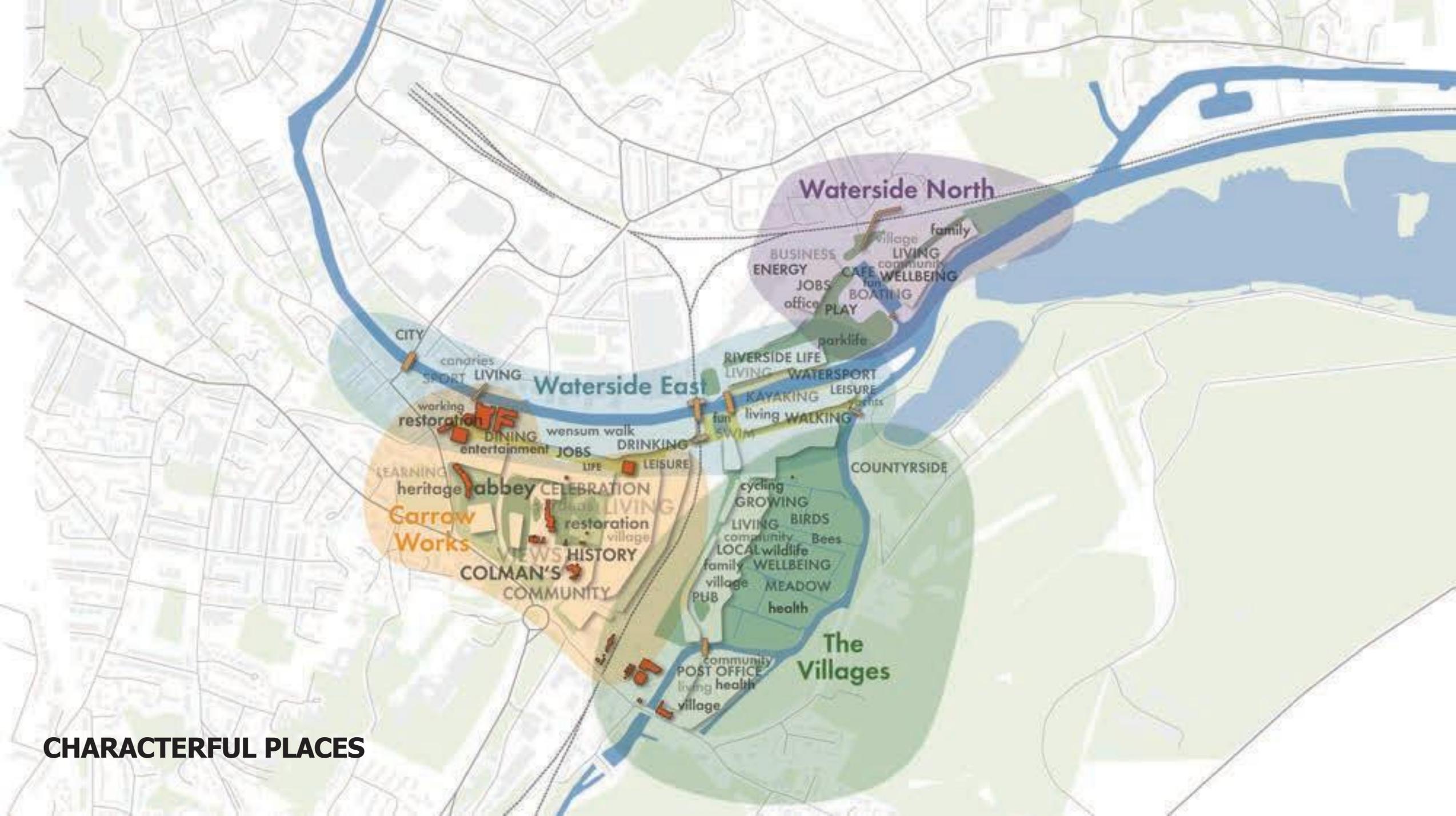


SITE WIDE INFRASTRUCTURE

- 1. Upgraded underpass**
- 2. Vehicular bridge across Yare (fixed)**
- 3. Vehicular bridge access Wensum (opening or fixed)**
- 4. Ped & cycle bridge to Whitlingham (fixed)**
- 5. Ped & cycle bridge to Geoffrey Watling Way (opening or fixed)**
- 6. Boating marina on Utilities site**
- 7. Leisure marina on Deal site**
- 8. Low level riverside walk**
- 9. Bus services through the Carrow Works site**
- 10. Infrastructure to support e-bike hire, e-car-hire scheme and e-car charging**
- 11. 2FE primary school**
- 12. Public open and play space**
- 13. Community health facilities**



THE MASTERPLAN



CHARACTERFUL PLACES



The Scheme (Allies & Morrison 12.10.21)

- 3,469 residential units
- 33% affordable housing tenure (85:15 Social Rent: SO)
- 2,844,087 sq ft NSA residential
- 731,700 sq ft GIA commercial
- Total site development cost £652,594,795 (RPS 12.10.21)
 - Infrastructure - £28.366M
 - Site Abnormals - £76.120M
 - Resi / Employment / Education - £548.109M

WHAT HAPPENS NEXT?

STAGE 1

- Concept masterplan
- Infrastructure needs + costs
- Viability check

STAGE 2

- Transition masterplan into Supplementary Planning Document
- Formal public consultation
- Refined delivery phasing
- Infrastructure
- Development
- Quantification of funding/financing
- Scale and timing
- Potential sources of income

BEYOND THE MASTERPLAN

- Planning applications for sites/ infrastructure
- Neighbouring land owner negotiation
- Access points
- Bridge landings
- Feasibility studies
- Marina
- Key connections / bridges
- Energy + utilities
- Business case(s) for public intervention