



City of Norwich Replacement Local Plan

Adopted Version, November 2004



NORWICH
City Council

FOREWORD

The City of Norwich prides itself on its environment and character as well as its continuing economic growth and importance as the capital of the Eastern Region. This Plan has been developed in a period of rapid upheaval and economic change, which is having significant effects across the City and on the context in which the Plan must be developed. Norwich has emerged from this period of change with better prospects for its future development and this Plan is part of our approach to achieving that and continuing to gain maximum benefit from the changes proposed.

This Local Plan replaces the one adopted in 1995 and provides a full update to reflect the current needs of the City. The plan was amended to take account of the recommendations of the Inspector who conducted a public inquiry in May/June 2003. In particular, this Plan recognises the importance of identifying sites, which have previously been developed, for regeneration and redevelopment in the future. This should have a significant effect on reducing the need for more greenfield development sites around the City of Norwich in the next ten years. It will also help to sustain the vigorous and attractive character of Norwich.

We hope that this plan, adopted in November 2004, will create the right mixture of certainty and flexibility to respond to the changes we face.

IAN COUZENS
Leader of the City Council
November 2004

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CITY OF NORWICH – REPLACEMENT LOCAL PLAN

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INTRODUCTION

TO THE ADOPTED VERSION

This is the adopted version of the Replacement Local Plan for the City of Norwich. It consists of this Written Statement including Supplementary Maps and diagrams, together with the Proposals Map. It follows a lengthy process of consultation on two Deposit versions, commencing in July 2001 and a public inquiry in May to June 2003. The changes reflect the broad range of issues and policies arising since the adoption of the previous Local Plan (1995), as well as changes in the environment of the City.

More emphasis in this Replacement Local Plan is placed on the means by which its proposals can be implemented. Appendix 5 includes details of relevant considerations for each of the sites proposed for development in the Plan. Appendix 15 includes targets for the monitoring of the achievement of the Plan policies – or at least the most significant headline targets that will need to be followed up.

How to Use the Plan

This Written Statement contains:

- **Policies** (in bold type and contained in boxes in the text) – these provide the statutory basis for the implementation of the Plan.
- **Written Justification and Explanation** - the rest of the main Chapters of the Plan, which provide support and justification for the policies.
- **Supplementary Maps and Diagrams** - these help to interpret and explain the policies and their justification. However, they cannot be used to identify particular sites, as they are not on a detailed Ordnance Survey base map.
- **Appendices** - including detailed lists of Supplementary Planning Guidance and other material relating to policies, but not essential to them.

The policies provide the key statements of what will and what will not be accepted, promoted or supported. These statements carry considerable weight in making decisions on planning applications. Each policy carries a unique reference number relating to the Chapter in which it is found (e.g. HOU10 – in the housing chapter).

Proposals are specific sites proposed for development. They and the other more general policy areas are shown on the '**Proposals Map**' contained in the pocket at the back of the plan.

The Plan is introduced by a Chapter outlining the approach to '**Sustainable Development Principles**' and the Plan's '**Strategic Objectives**'. This Chapter outlines the way in which the Plan has been evaluated during its preparation. A '**Sustainability Appraisal**' was published separately, outlining the Council's assessment of the policies of the Plan for their impact on these objectives. Deriving from this, each policy in this Written Statement includes reference to the key '**Resource Objectives**', to which it relates. These are the key link between policies and the appraisal of the Plan and are explained in detail in Appendix 1.

A Glossary is provided for reference (Appendix 14) to explain some of the technical terms used in the Plan.

Coverage of the Plan

This Plan contains the full range of necessary planning policies for the City of Norwich. Readers should note that this does not include the area of the River Wensum as far upstream as New Mills in Norwich, or a small area of land at the eastern edge of Norwich, both of which are in the Broads Authority area and are covered by policies in the Broads Local Plan (adopted May 1997).

The Plan does not include policies for matters which have no bearing on the future of the City – for example policies for agricultural land or for farm diversification.

The Statutory Requirements

The City Council is required to satisfy certain statutory requirements in adopting this Plan. The following are the relevant matters:

- this Local Plan has had regard to all relevant statements of government policy guidance including Planning Policy Guidance Notes (PPGs), draft PPGs for consultation, good practice guides and the Regional Planning Guidance for East Anglia (RPG9) issued up to the end of May 2002. References are included as relevant throughout the document.
- no specific policy guidance (other than referred to above) has been issued by the Secretary of State to Norwich City Council relating to this particular Plan.

Under the Planning and Compulsory Purchase Act 2004 this plan becomes a ‘saved plan’ for at least three years under the new Local Development Framework arrangements.

If you have any queries about this plan and the process by which it was brought forward to adoption, please contact:

Telephone 01603-212522
Fax 01603-212164
E-mail localplan@norwich.gov.uk

Large Print Version and Translation

A summary of the Plan is available in a large print version, including the policies, and on audio tape on request. If there is a need, then it may be possible to arrange for specific elements of the Plan (or a summary) to be translated into other languages.

Use of OS map material within this Local Plan

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Chapter One

STRATEGIC OBJECTIVES AND SUSTAINABILITY

PRINCIPLES OF SUSTAINABLE DEVELOPMENT

- 1.1 Sustainable development is at the heart of this Local Plan. This reflects the national strategy, set out in ‘A better quality of life, a strategy for sustainable development’ (1999). It is based on four broad objectives:
- effective protection of the environment;
 - prudent use of natural resources;
 - social progress which recognises the needs of everyone; and
 - maintenance of high and stable levels of economic growth and employment.
- 1.2 The Development Plan Regulations require local authorities to have regard to environmental, social and economic considerations when preparing development plans. This Replacement Plan has, therefore, adopted a full ‘Sustainability Appraisal’, as suggested in Planning Policy Guidance Note (PPG) 12 (para 4.16). The results of the appraisal were published in a separate report at each formal Deposit stage and at Modifications stage.

VISION OF THE PLAN

- 1.3 A statement of the Vision and eight ‘Strategic Objectives’ for this Plan was considered in the Consultation on Issues report published in April 1999. The City Council has decided to adopt those statements with slight variations, reflecting the results of consultation. They reflect the Council’s own corporate aim and objectives, for which the Plan is the instrument for implementing their spatial and development aspects. The Strategic Objectives also give expression to the principle of sustainable development, as well as to enhanced public involvement in the Plan and its implementation. The Vision and Strategic Objectives are not land use policies in themselves, although they will guide the interpretation of the policies in the Plan. They are therefore presented in a different format from the policies of the Plan.
- 1.4 The core values of the Council are also reflected in the Plan’s objectives. They are :
“one Council; civic pride; partnership; customer care; involving people; trust and transparency”.
- 1.5 The Plan’s Vision for the City emphasises, therefore, that Norwich has aspirations, both to be a historic City attracting European visitors and investment and to remain a regional centre for East Anglia with an unrivalled range of services and transport links.

VISION *The Vision for the City is that Norwich will maintain and enhance its status as a significant European regional centre in a sustainable manner, embracing change and innovation with pride in its heritage, a good quality of life for all its citizens, a strong modern economy and a safe, healthy and clean environment, both natural and built.*

STRATEGIC OBJECTIVES OF THE PLAN

1.6 The Strategic Objectives of the Plan are listed below. The first priority in SOBJ1 is to emphasise the importance of the City's position as a regional centre with a strong local economy serving the surrounding area. The third objective follows the emphasis of Norfolk Structure Plan policy N6 (1999) in protecting the main assets of the area, including its natural and built environmental form. Other Council strategies are emphasised in SOBJ1 (Economic Development Strategy) and SOBJ5 (Equality Strategy). There is no priority order attached to these objectives, although the last two are more relevant to the procedures of this Local Plan than to its contents.

1.7 The Strategic Objectives of the Plan, to be implemented through its policies, are:

SOBJ1 To establish Norwich as a dynamic regional centre with a strong local economy which continues to create wealth and jobs to meet the needs of local people.

SOBJ2 To create the conditions for sustainable long term regeneration of the City, taking account of the needs of the present population without threatening the viability of the environment or services on which future generations will depend.

SOBJ3 To protect and enhance the City's assets, including its natural environment, its heritage, its character and its economic vitality.

SOBJ4 To ensure that development contributes to a healthier environment and one that enables people to feel secure.

SOBJ5 To promote equality of opportunity in all aspects relevant to spatial planning.

SOBJ6 To promote a 'well connected' City for all residents and visitors, using a choice of modes of transport as well as through telecommunications.

SOBJ7 ***To ensure that resources are used in a sustainable manner.***

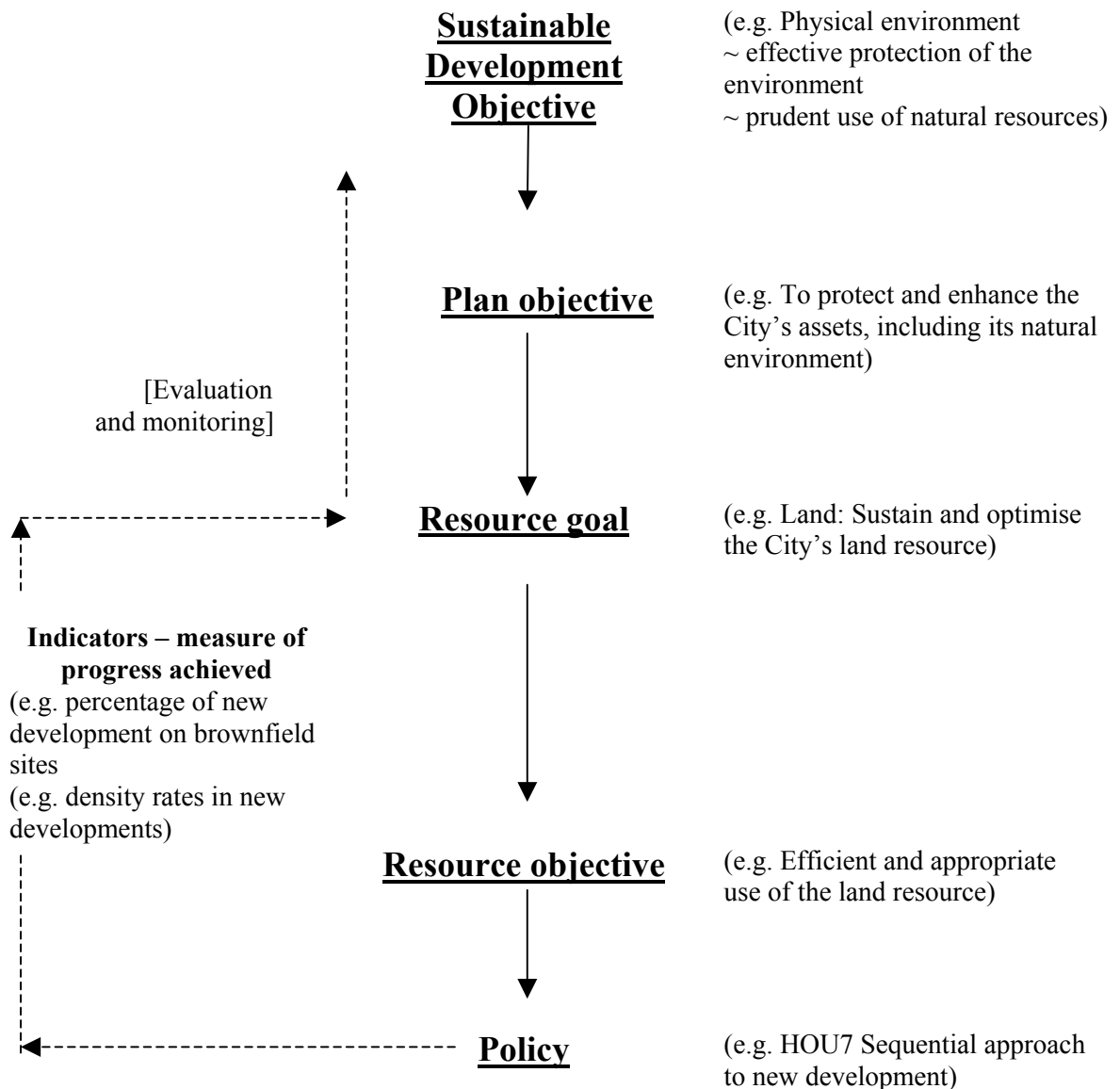
SOBJ8 ***To involve people in the changes affecting the City.***

THE APPROACH TO SUSTAINABILITY APPRAISAL

- 1.8 The Development Plan process provides the framework to direct development in a sustainable way in line with local, national and international objectives. In order to attain a truly sustainable environment within the context of the City of Norwich Local Plan, the policies need to be consistent with the national objectives for sustainable development and the Plan's Strategic Objectives. This consistent and systematic approach thus also provides the basis for the Sustainability Appraisal of the Plan, which measures the extent to which the Plan achieves those objectives.
- 1.9 The *strategic objectives* represent the Council's own statement of its aims for the future planning and development of the City. This Plan also identifies twelve '*resource goals*', which reflect the primary means by which the environmental, social and economic issues are influenced. These relate to the strategic objectives of the Plan. These resource goals are then developed into a series of '*resource objectives*' (31 in total) which each relate to a specific environmental, social or economic issue in the Plan (ranging from global relationships such as global climate to very local issues such as the amenity of residents). The diagram below (Figure 1.1) illustrates how these relate to one another and to the government's four sustainability objectives.
- 1.10 Throughout the Plan, the resource objective(s) relevant to each policy are identified (in italics at the top of each policy). Thus, the justification for any policy can be traced back (via the route illustrated on Figure 1.1) to monitor the extent of achievement of one or more of the '*resource objectives*', followed by one or more of the '*resource goals*' (whether environmental, social and/or economic) and, thence, the Strategic Objectives of the Plan.
- 1.11 Appendix 1 lists all the resource goals and resource objectives, which are referred to in the Plan. These are discussed in more detail in the Sustainability Appraisal, which is published as a separate document and is based on these definitions.

FIGURE 1.1

SUSTAINABLE PATH



Chapter Two

NATURAL ENVIRONMENT

INTRODUCTION

- 2.1 Over recent years there has been a rapidly increasing recognition of the value of the natural environment and its influence on the quality of life. The Government's sustainable development strategy 'A Better Quality of Life' (1999) recognises that "the special natural, cultural and archaeological characteristics of our landscape are highly valued and must be retained. We must also reverse the decline in wildlife and habitats – our biodiversity" (para 8.53). PPG 7 (The Countryside) reaffirms that the Government's policy is to safeguard the countryside for its own sake and that non-renewable and natural resources should be afforded protection.
- 2.2 Norwich has historically been characterised as a green and attractive city. Policy N6 of the Norfolk Structure Plan (1999) draws particular attention to the high priority which should be given to the environmental assets of the area with special regard to the historic landscape character or setting of the City. The river valleys, heath, historic parklands and woodland are specifically mentioned. Regional Planning Guidance for East Anglia recognises the conservation and enhancement of the 'outstanding' environment as a strategic aim.
- 2.3 Importantly, the Government also makes clear that nature conservation should be viewed holistically in the drive towards sustainability, PPG 9 (Nature Conservation, para 3) stating that "attractive environments, where attention is given to nature conservation, are essential to social and economic wellbeing". This Chapter deals specifically with maintaining and enhancing the environmental quality within the Local Plan area, although there are clearly strong interrelationships with both the potential for use of this environment for recreational and amenity benefits set out in other chapters, and with the environmental assets of the adjoining districts.

Sustainability Objectives

- 2.4 This chapter has a direct relationship with the Government's core sustainability objective to ensure the effective protection of the environment through policies to protect and enhance landscapes and wildlife. It therefore relates closely to the Plan's objective of sustainable use of resources (SOBJ7), since the requirement to sustain landscapes and their intrinsic features is in part a recognition of land as a finite commodity. It also reflects the need to ensure protection of the natural environment (SOBJ3).

Main Issues Arising From Consultation

- 2.5 The consultation on issues carried out in April to June 1999 gave a number of responses on the Natural Environment, although it was one of the sections which attracted fewer comments than other subjects. The main comments on this topic were as follows:
- Protection for the river valleys and open spaces should not be weakened under this review
 - Welcome the development of the river valley strategy and continue policy to enhance access to this area
 - The value of street tree planting should be recognised and addressed in the Plan

STRATEGIC CONTEXT

Norwich's Historic Setting

- 2.6 Norwich remains a compact and sustainable city. This is at least in part due to the River Yare, which has formed a physical barrier around the west, south and east of Norwich. This historic setting of a tightly defined city within a rural environment is enhanced by 'green wedges' such as Eaton golf course, Eaton Park, Earlham Park, Mousehold Heath and the River Wensum, which further enhance the environmental quality of Norwich. However, modern pressures for development are threatening the rural landscape setting of the City and the open countryside between the built up area and surrounding villages, as well as these green wedges. If these open lands are developed, the quality of the natural environment would be severely eroded as well as significantly altering the historic landscaped setting of the City, and potentially reducing the overall attractiveness of Norwich for future investment, and the quality of life for local residents. The green wedges are not separately defined on the Proposals Map, being protected under other policies, but the Structure Plan (policy N6) applies to these areas the definition of 'inappropriate development', which is included in policy NE1. A high priority will be given to the protection of the environmental assets which enhance the historic landscaped character of the City and its historic setting, including the river valleys, and areas providing green wedges into the City from the adjoining countryside including woodlands, parklands and other open spaces.

River Valleys and Other Environmental Assets

- 2.7 Norwich is strategically placed at the head of the navigable waters of the River Yare and the confluence of its major tributary the Wensum, which passes through the City Centre. The navigable stretch of the River Wensum, as far as New Mills, falls within the planning jurisdiction of the Broads Authority.
- 2.8 These river corridors help to link a continuous network of open spaces that contain and reach into the urban area. They offer many benefits; acting as a visual amenity and recreational resource for residents, providing valuable natural habitats, a floodplain to alleviate potential flooding in the developed area and a pollution filter. They are, therefore, one of the most significant natural environmental features in the setting and character of Norwich.
- 2.9 For these reasons it is vital that these important 'green lungs' within and around the City are protected for their own sake. In co-operation with adjoining Districts, and part funded by public and government agencies, the City Council has prepared a Norwich River Valleys Strategy and will prepare associated supplementary planning guidance to provide consistency and co-ordination in the management and enhancement of this important resource. Any development proposed within or adjoining the river valleys and which may alter their character or environmental quality, including those set out in policy NE1, will need to be accompanied by an environmental impact assessment of the consequences of the scheme and to determine if mitigating measures could make the proposal acceptable. The definition of appropriate development is based on Structure Plan policy N6.

[Relates to Resource Objectives: Land Resources (ii); Biodiversity (ii); Identity (i); Cultural Resources (i); Quality of Life (iv)]

NE1	<p>Within</p> <ul style="list-style-type: none">(i) the valleys of the rivers Yare and Wensum;(ii) Mousehold Heath; and,(iii) areas providing green wedges into the City from the surrounding countryside including parklands and woodland: <p>development proposals will only be permitted where they are for the purpose of</p> <ul style="list-style-type: none">• agriculture and forestry;• essential facilities for outdoor sport and recreation, cemeteries, or other uses appropriate to the purpose of this policy; or• the limited extension, alteration or replacement of existing dwellings <p>and they would not damage the environmental quality or landscape character of the city, or of the areas in which they fall.</p> <p>Development which is outside these areas but is likely to harm their visual amenity or ecological value will not be permitted.</p>
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Mousehold Heath

- 2.10 Norwich has historically been described as “A Fine City” and it has always been recognised that the landscape is fundamental to its character. Mousehold Heath is one of the most important landscape elements and features prominently in the history of Norwich and in English landscape paintings.
- 2.11 Before Norwich was developed as a settlement, there existed a broad tract of heathland, which extended from the north-eastern bank of the River Wensum almost as far as the present settlements of Woodbastwick and South Walsham. The modern heath is a relic of this former expanse, of which there are now few traces beyond the City boundary. In 1880, the 184 acres that comprise the present heath were conveyed to the City for recreational use, and a scheme for management of the Heath was embodied in an Act of Parliament in 1884, subsequently replaced by the Norwich City Council Act, 1984. The area is shown on the Proposals Map. The management of the Heath is the responsibility of the Mousehold Conservators and the Mousehold Study provides the basis of the management policies. Mousehold Heath will be managed in accordance with The Mousehold Study and Act of Parliament. Only appropriate development, as defined in policy NE1, will be accepted.

WOODLANDS AND TREES

Woodlands

- 2.12 Norwich has over 200 acres of woodlands in public ownership and an abundance of well-wooded areas. Parts of Lion Wood date back at least to the 12th Century. A number of woods have been established in old marl and chalk pits, for example Danby Wood and Eaton Chalk Pit. As Norwich has expanded, it has incorporated into the urban area a number of rural estates, for example Twenty Acre Wood and the woodlands at County Hall. These woodlands need to be actively managed to allow growth of the shrub layer, ground flora and natural regeneration. Such sites contribute to the image of Norwich as a 'green city'. Woodland in public and private ownership also offers opportunities for public use as informal open space. These objectives integrate with the principles of the 'Norwich Urban Forest Strategy' and 'Trees and Development' supplementary planning guidance notes, which seek to ensure that a long term management plan is prepared and implemented when new development impacts upon the City's existing tree stock. The Trees and Development SPG also provides guidance on opportunities for commuted sums for ongoing maintenance in appropriate circumstances. Any payment will need to be secured through a planning obligation under S106 of the Town and Country Planning Act 1990. Advice on positive management of trees and woodland will also be given to owners, developers, schools, etc. Development proposals that include areas of protected woodland, or could have a significant impact on them, will be expected to submit a woodland impact assessment and may be required to agree a management plan for their longer-term maintenance.

[Relates to Resource Objectives: Biodiversity (i) and (ii); Identity (i); Quality of Life (i) and (iv)]

NE2 **Planning permission will not be granted for development that would result in the loss or damage of existing woodland as defined on the Proposals Map.**

Woodland Planting

- 2.13 The City of Norwich was developed where the chalk ridge is cut by the river valleys of the Yare and Wensum. Consequently the City contains several prominent ridge lines which are generally well wooded and link with the areas of old woodland referred to in paragraph 2.12. The City Council seeks to promote and encourage the implementation of appropriate management of these slopes as indicated in the supplementary planning guidance, 'The Norwich Urban Forest Strategy'. This seeks to implement the emphasis in PPG11 (Regional Planning) on increasing community forest cover. Where these ridges are identifiable, the Council will seek to promote additional native and locally sourced planting to enhance the wooded appearance and visual 'backdrop' to the City as well as providing natural green corridors between larger wooded areas. This will include the consideration of landscaping of new development under policy NE9. When planted, these areas will be protected under policy NE2. Supplementary Plan 2.1 indicates diagrammatically where the ridges occur.

Tree Preservation Orders

- 2.14 With increasing commitment to sustainability and biodiversity, tree preservation orders (TPOs) are an important element in maintaining the City's environmental quality. In recognition of the important role that trees play as a landscape feature and environmental asset, the City Council has issued over 360 Tree Preservation Orders on predominantly private trees, ranging from individual trees to groups and woodland in excess of 0.6 hectare. Within Conservation Areas trees are also afforded a degree of protection, as consent is required for lopping or felling. Existing trees will be protected in the interests of amenity by making Tree Preservation Orders and by imposing planning conditions where appropriate. The Council will play a more proactive role in issuing TPO's since, when a tree is already under threat, enforcement action may be too late to prevent damage or loss.
- 2.15 Planning conditions will be imposed and enforced to ensure physical protection of trees where necessary. The City Council has adopted supplementary planning guidance entitled 'Trees and Development' to ensure appropriate protection and design measures are considered with regard to trees retained on development sites.

Tree Maintenance

- 2.16 The City Council's supplementary planning guidance, 'An Urban Forest Strategy', also provides advice to ensure that appropriate measures are employed towards maintenance and management of trees. This should be referred to when considering works to any trees.

[Relates to Resource Objectives: Biodiversity (i) and (ii); Quality of Life (i) and (iv); Identity (i)]

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| NE3 | Development proposals requiring the cutting down, replacement, lopping or uprooting of any tree protected by a tree preservation order will only be permitted where this would: <ul style="list-style-type: none">(i) secure the proper maintenance of the tree for good arboricultural reasons; or,(ii) secure the removal of the tree so that the survival or growth prospects of other protected trees is enhanced, or,(iii) allow for a substantially improved overall approach to the design of the development that would outweigh the loss of or to any tree. |
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Street Tree Planting

- 2.17 Norwich has a history as a 'green city'. In the eighteenth century Thomas Fuller described Norwich as 'either a city in an orchard, or an orchard in a city, so equally are houses and trees blended in it...'. Subsequent development has retained this perspective and it is regarded as important in providing a positive green image for visitors entering the City, as well as other environmental and amenity benefits.
- 2.18 Trees play an important role in the amenity and quality of life of an urban area. In addition to general amenity value, trees provide important wildlife habitats, can

provide a heritage value, assist in filtering out some pollutants, thus improving air quality, and provide shade to help protect from harmful ultra violet rays. There is also firm evidence that the presence of trees has a positive effect on human stress and health.

- 2.19 In order to enhance these benefits and the image of Norwich as a ‘green city’, the City Council will seek to ensure that, where appropriate, development provides for the planting of street trees in addition to any other landscaping requirements. Native species such as Field Maple, Alder, Silver Birch, Hornbeam, Ash, Beech, Oak, Lime or Rowan or non-native species may be used. The City Council will produce revised Supplementary Planning Guidance on Trees and Development to assist in the choice of species, siting, maintenance payment, and the circumstances in which a commuted sum rather than on site provision may be more appropriate. Street trees will not be sought in limited instances where there is a conflict between policy NE4 and highway safety requirements.

[Relates to Resource Objectives: Biodiversity (i) and (ii); Air (ii); Identity (i); Quality of Life (i) and (iv)]

NE4	Development proposals that front a new or existing highway by more than ten metres will only be permitted where they provide for the planting and maintenance of a street tree of appropriate species at intervals suitable to the site, except where the site’s location requires a clearly building-dominated design approach that would be prejudiced by the inclusion of street trees.
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NATURE CONSERVATION

Sites Of Special Scientific Interest and Special Areas of Conservation

- 2.20 Sites of Special Scientific Interest (SSSIs) are designated under the Wildlife and Countryside Act (1981, as amended) by English Nature. These are areas of particular interest due to their flora, fauna, geological or physical features. There are currently five such sites in Norwich, at Eaton Chalk Pits, Catton Chalk Pits, St. James’ Hollow (Mousehold) and Sweet Briar Road Meadow. The fifth, the upper part of the River Wensum above Hellesdon Mill, is also a designated candidate Special Area of Conservation (SAC) under the Conservation (Natural Habitat) Regulations 1994. There is a strong presumption against development which adversely affects the special interest of these sites All proposals affecting these sites will be the subject of rigorous examination regarding their potential impact on the scientific environment. Policies NE5 and NE6 follow current Structure Plan policies that have already been adopted.

[Relates to Resource Objectives: Land Resources (i); Biodiversity (ii); Identity (i)]

NE5	Development which would adversely affect, whether directly or indirectly, the integrity of designated and
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proposed Ramsar Sites, Special Protection Areas (birds), or Special Areas of Conservation, will not be permitted unless;

- (i) there is no alternative solution;**
- (ii) there are imperative reasons of over-riding public interest; and**
- (iii) appropriate compensatory measures can be agreed.**

[Relates to Resource Objectives: Land Resources (i); Biodiversity (ii); Identity (i)]

NE6 **Development which would adversely affect, whether directly or indirectly, the integrity of Sites of Special Scientific Interest, or any proposed National Nature Reserves will not be permitted unless planning conditions or obligations will prevent any damaging impact on the site or there are other imperative factors which override the scientific importance of the site.**

Locally Designated Sites of Nature Conservation

2.21 Local Nature Reserves are selected and managed by the City Council. Eight sites have been designated, including Mousehold Heath, Lion Wood, Danby Wood and Bowthorpe Marshes. In co-operation with other interested parties, the City Council will seek to protect and maintain such high quality sites identified by the Norfolk Wildlife Trust's Habitat Survey. In addition, further areas (34 in Norwich) have been designated as County Wildlife Sites. Any proposal that potentially affects the environmental integrity of these sites will need to be accompanied by an appropriate assessment of impact on the nature conservation interest. Public access to these locally protected sites of nature conservation will be supported subject to the needs of conservation. The City Council has prepared supplementary planning guidance (SPG) providing detailed descriptions and boundaries of the designated sites and will promote the designation of further sites, if deemed appropriate. Policy NE7 follows current Structure Plan policies that have already been adopted.

[Relates to Resource Objectives: Land Resources (i); Biodiversity (ii); Identity (i)]

NE7 **Development which would be detrimental to designated and proposed sites of regional and local importance for nature conservation and geological interest, including local nature reserves and county wildlife sites, will only be permitted where it can be demonstrated that there are reasons for the proposals, which outweigh the need to safeguard the nature conservation interest of the site. In such cases the proposal will include an assessment of the impact and appropriate mitigating measures that will be undertaken.**

Species Protection and Biodiversity

- 2.22 Planning Policy Guidance Note 9 (PPG9 - Nature Conservation) recognises the necessity of managing features of the landscape which are of major importance for wildlife. Such features as rivers and their margins, ponds, hedgerows and woods are essential for providing food and shelter as well as for migration, dispersal and genetic exchange. Certain species are protected under the Wildlife and Countryside Act 1981 (as amended) and the Conservation (Natural Habitats) Regulations, 1994. These afford varying levels of protection to a range of plants, animals and their habitats including semi-natural habitats, but also the built environment in the case of bats and owls. The protected species most likely to be found on development sites in the City of Norwich are Black redstart, Kingfisher, Little ringed plover, Bats (all species), Otter, Water vole, Common lizard, Slow worm, Grass Snake, Great crested newts, White clawed crayfish and Sandy stilt puffball. The nature conservation policies in this Local Plan seek to protect all habitats, including designated and non-designated sites that are important for such flora and fauna. The first two paragraphs of Policy NE8 follow current Structure Plan policies that have already been adopted. In circumstances where damage or loss of a habitat is unavoidable, opportunities should be taken to redress the harm caused through mitigation or compensation measures, as well as securing new benefits for biodiversity. The management and enhancement of such features will be detailed in future Supplementary Planning Guidance. Development on any land is going to impact on the biodiversity of that land whether it is a brownfield or greenfield site. In order not to have a wholly negative impact on biodiversity, design techniques need to be employed that will conserve existing biodiversity of development sites and seek to increase biodiversity after the development is complete.

[Relates to Resource Objectives: Biodiversity (i) and (ii); Identity (i)]

NE8 All areas of important wildlife quality, whether designated or not, will be protected and the sympathetic management of features of the landscape which are of importance for wild fauna and flora, including protected species, will be encouraged.

In considering proposals for new development, where areas of important wildlife quality could be adversely affected, an impact assessment will be required. Where a conflict of interest is unavoidable, appropriate mitigation measures will be required and consideration must also be given to opportunities for management and for creating new wildlife habitats.

Where development proposals are likely to have an impact on a protected species or identified Biodiversity Action Plan species or habitat, any application for planning permission shall include a properly conducted survey of the presence of and impact on that species.

Development proposals that do not reasonably address opportunities for enhancing biodiversity through their design, layout and landscaping will not be permitted.

IMPACT OF DEVELOPMENT ON THE NATURAL ENVIRONMENT

Landscaping Of New Development

- 2.23 In many instances, good quality landscape works can mitigate the visual effects of new development in the surrounding area, provide enhanced wildlife habitats and greatly improve the overall appearance of the development itself. However, this value is often reduced if landscaping is considered as an afterthought rather than as an integral part of a proposal within which the development sits. It is therefore important that landscaping, including hard landscaping, is considered at the earliest possible stage of a scheme.
- 2.24 Whilst for most developments a comprehensive landscape scheme will be required, the definition of development extends to shopfront proposals and minor works to dwelling houses for example, where such a requirement is not generally relevant.
- 2.25 It is proposed that the Council will prepare Supplementary Planning Guidance in the form of an Urban Design Guide to assist in interpreting the factors to be considered in the design of new development (see policies HBE12 to HBE15). Landscape treatment will be a significant element in such a guide and it will include guidance on where development should be screened by landscape belts and where a more urban approach is appropriate. In particular landscape proposals will need to take account of the visual continuity of development viewed along main approach routes to the City (including the river, the primary traffic routes and the railway approaches).
- 2.26 For the last part of policy NE9, the major approach routes are defined as the Wensum and Yare rivers, railway lines, the Inner and Outer Ring Roads and the major highway routes along the Dereham, Earlham, Newmarket, Ipswich, Bracondale, Thorpe/Yarmouth, Sprowston, Aylsham and Drayton Roads.

[Relates to Resource Objectives: Biodiversity (ii), Identity (i) and (iii); Quality of Life (i)]

NE9	Development proposals that include new buildings or major external works shall only be permitted where provision is made for the implementation of a comprehensive landscaping scheme, except where a wholly building-dominated design approach is appropriate to the character of the area. Any such scheme shall be designed to:
	(i) enhance the appearance and character of the built and natural environment of the site and its surroundings,
	(ii) enhance biodiversity through the use of native plant species (except where the established character of an area justifies non-native planting or where native trees would grow poorly due to the nature of the development), the creation of new areas of wildlife habitat and the establishment of links between existing

areas of habitat locally; and

- (iii) enhance, where applicable, the wooded slopes of, and major approach routes into, the City.**

Chapter Three

HERITAGE AND BUILT ENVIRONMENT

INTRODUCTION

The Importance of the City's Heritage

- 3.1. Norwich is a City of European historical importance and has recently become the headquarters of the European Association of Historic Towns and Regions. For many centuries it was the second City in size and importance in England and its walls, which still survive in part, enclosed the largest mediaeval walled city by area in the country. It therefore possesses a wealth of historic associations, especially in the City Centre, which need to be managed and, where possible, preserved within the context of a growing and developing City.
- 3.2. The City's historic associations are of a variety of kinds. Many of the City's buildings are of great historic importance, and many of these have undergone some degree of alteration or improvement, either to sustain an existing use or to achieve a new use. Some of the earlier structures survive only as incomplete fragments, but these all contribute towards an understanding and appreciation of the development of Norwich. The special importance of a number of historic buildings and structures is recognised by their designation as Scheduled Ancient Monuments. However, it is, perhaps, as important to seek to retain the evidence of smaller, vernacular, domestic buildings from different periods of Norwich's history. It is also very important to retain the outline of the historic structure of the City, where this survives, even though the physical form of the buildings has disappeared. As recommended in the English Heritage review document "Power of Place", conservation of this historic environment should be central to renewal and regeneration plans.
- 3.3. In addition, it is important to relate these historic associations of the City's built form with its cultural history contained in a wide range of other artefacts, documents and references in a great variety of media. Planning policies cannot, in the main, achieve such conservation objectives alone, but it can support them, both through the appropriate siting of museums, libraries etc. and through the visual and written interpretation of the physical environment made available to visitors (and residents). These cultural matters are dealt with primarily in Chapter 9, whilst policies for major visitor attractions are found in Chapter 6.
- 3.4. The new government policy on the Urban Environment has stressed the need to achieve a high standard of design of new development, in order to create an urban renaissance. This revitalisation of urban spaces requires a strong vision of how modern development will be incorporated into the historic environment. The Urban White Paper stresses the benefits of this approach – "Refurbishment of the historic fabric can act as a catalyst for wider regeneration, tackling social inclusion and building communities." Norwich is leading the way already with a number of well-designed schemes to bring previously developed areas back into use. This Chapter of the Plan contains policies to promote good design and to ensure the future regeneration of the City progresses in a manner which is consistent with its historic fabric.

Sustainability Objectives

- 3.5. The built environment policies of the Plan are very important in ensuring that the land use emphasis of other Chapters of the Plan achieves a sustainable urban form. In terms of Local Plan Objectives, this Chapter relates most closely to SOBJ3 (protecting heritage and character of the City) and SOBJ4 (healthy and secure environment). Conservation led change also has a vital role to play in the social and

economic regeneration of areas of the City (SOBJ2) and the creation of safe, stable and sustainable communities.

Main Issues Arising from Consultation

- 3.6 The consultation on Issues for the Local Plan Review identified a number of issues for consideration in the review of policies on the Built Environment. These included:
- unnecessary light pollution should be addressed;
 - support for retention of Eaton and Bowthorpe Conservation Areas;
 - to give a lead in encouraging good design.

THE CITY'S ARCHAEOLOGICAL HERITAGE

Ancient Monuments

- 3.7 Conservation led regeneration offers sustainable solutions to the social and economic problems afflicting many historic towns and cities by fostering and permitting adaptation and change whilst, at the same time, ensuring careful integration with and retention of heritage assets and paying careful and sensitive attention to their settings. There are, however, a number of heritage assets which are a finite and non-renewable resource, in many cases highly fragile and vulnerable to damage and destruction. These include the defined Scheduled Ancient Monuments and the Areas of Main Archaeological Importance.
- 3.8 Since the adopted Local Plan was prepared, the City Council, in partnership with the Norfolk Museum and Archaeology Service and with funding from English Heritage, has embarked on a project to produce an Urban Archaeological Database (UAD) for the City. The UAD is a comprehensive GIS-based record of past archaeological excavations, monuments and buried archaeological remains. This information now provides a comprehensive data source, from which the archaeological importance of all areas of the City has been reassessed. The policies relating to archaeology are therefore based on this reassessment and planning decisions on archaeological matters will be informed by the records of the UAD.
- 3.9 The Scheduled Ancient Monuments in Norwich are listed in Appendix 10. They are protected by statutory powers under the Ancient Monuments & Archaeological Areas Act 1979. There is a presumption in national policy in favour of the protection, preservation and enhancement of such remains and any development that would be detrimental to these objectives should be refused. However, it is also important that development in proximity to these sites respects their importance and, wherever possible allows for public access and interpretation, as well as simply preserving the remains. In addition there may be other remains or structures, which become recognised as being of national importance, and should be protected before they have any statutory status

[Relates to Resource Objectives: Identity (ii) and Cultural Resources (ii)]

HBE1	Development or demolition which would detrimentally affect the structure or fabric of Scheduled Ancient Monuments or other non-scheduled monuments of national importance or their settings will not be
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permitted. There will be a presumption in favour of preservation of such remains in any development.

Development in their vicinity should acknowledge these remains in their design and allow for public access to them, where appropriate.

Protection of Remains in Cathedral Precinct and Other Priority Areas

- 3.10 The Cathedral Precinct is an important ecclesiastical artefact in itself, being one of the few surviving walled precincts for ecclesiastical areas in the country. The Precinct contains within it some of the most important archaeological remains in Norwich and is treated alongside those areas identified in the Database as having major remains in situ, which should be retained.
- 3.11 The areas affected by policy HBE2 are identified on the Proposals Map. They include the Cathedral Precinct and Great Hospital area, the former Blackfriars Friary area, the Castle and the Carrow Abbey area. Within these primary archaeological areas, the presumption is in favour of retaining and displaying any remains which are identified. Public access and interpretation will be of significant importance and development must allow for this (see policy TVA8). Development in the vicinity must also respect the setting of the remains.

[Relates to Resource Objectives: Identity (ii); Cultural Resources (ii)]

HBE2	Within the Cathedral Precinct and at other locations where the Urban Archaeological Database identifies standing remains of national or regional archaeological interest, planning permission will not be granted for development unless:
	(i) such development provides for the protection and preservation of the remains in situ with appropriate public access arrangements; and
	(ii) the proposals include the means to make the remains available to the public, physically, visually and through appropriate measures of interpretation, as appropriate; and
	(iii) the development respects the setting of the remains.

Area of Main Archaeological Interest

- 3.12 The UAD has assisted in refining the definition of other areas of the City in which archaeology should also be a significant consideration. The Area of Main Archaeological Interest (AMAI) has therefore been redefined in this Review to include those areas – notably the areas known as Heigham and Pockthorpe (from mediaeval settlements of those names just outside the old City Walls).

- 3.13 Policy HBE3 provides the basis for judging a proposal received according to the significance of any remains likely to be found on site. PPG16 makes clear that any development in this area, which may disturb remains below ground, should be subject to an archaeological assessment and agreement on a programme of works. The assessment of archaeological significance must be prepared in consultation with Norfolk Landscape Archaeology (which is part of Norfolk County Council) or another approved archaeological contractor. The starting point for such an assessment will be the record contained in the UAD for that area and the depth of assessment will reflect the interest identified in that record. That assessment should be submitted with the application for permission.
- 3.14 If the assessment suggests that important archaeological remains may exist, then the developer must make provision for a field evaluation, usually through an excavation of the site (or relevant part thereof) by an approved contractor. Permission will be refused if the remains identified are of sufficient importance to be preserved in situ and cannot be so preserved in the context of the development proposed, taking account of the necessary construction techniques to be used. If the assessment suggests that remains may be found, but not of such importance as to require retention in situ, then an appropriate programme of archaeological work under the terms of policy HBE5 will normally be expected to be agreed before permission is granted (although in some circumstances the use of a condition may be possible). In all other circumstances permission will be granted subject to a condition allowing an appropriate contractor to monitor the works under archaeological supervision and control during the necessary stages of construction.

[Relates to Resource Objectives: Identity (ii)]

HBE3	<p>No development, which may disturb remains below ground, will be permitted within the Area of Main Archaeological Interest (as defined on the Proposals Map), unless the proposal is supported by an appropriate assessment of the archaeological significance of the site and, if necessary, a programme of archaeological work in accordance with that assessment. Planning permission will therefore only be granted if this assessment demonstrates that:</p> <ul style="list-style-type: none"> (i) there is little likelihood of remains being found and the proposal (or an appropriate planning condition) allows for suitable monitoring of works under archaeological supervision during construction; or (ii) remains which should be preserved in situ can be protected and preserved during construction and when the development is in use and includes an agreement under policy HBE5 for the appropriate management and display of any significant artefacts; or (iii) other remains which would not justify preservation in situ will be protected by an agreement under policy HBE5 covering an appropriate programme of archaeological work at the site, and allowing such remains to be
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removed to and displayed in an appropriate location and context.

Investigation Required in Other Locations of Archaeological Interest

- 3.15 In some cases where the assessment of information from the UAD or other archaeological records suggests that finds below ground may be discovered, but will not warrant preservation in situ, or where a field evaluation suggests a similar conclusion, an appropriate programme of archaeological work will be requested. A planning obligation is required to ensure that an appropriate investigation under policy HBE4 is carried out and any finds or archaeological remains are appropriately treated. Policy HBE4 also requires that significant archaeological finds that should be preserved in situ are dealt with under the relevant criterion in policy HBE3.
- 3.16 The requirement for a planning obligation will only be triggered where development is proposed in other areas of archaeological interest and where it is not known whether there may be remains in the vicinity. Norfolk Landscape Archaeology will be consulted to confirm whether such interest warrants a full investigation and, therefore, a planning agreement. The agreement will need to specify the parties to carry out the investigation, the funding of the investigation (normally by the developer) and the extent and scope of the works involved in the investigation. It should also provide for amendments in the event that significant finds are required to be retained on the site, although this is generally an exception in such areas of the City.

[Relates to Resource Objectives: Identity (ii)]

- HBE4** In other locations of archaeological interest, where it is apparent, either before or after archaeological investigation, that there is an overriding case for archaeological remains to be preserved in situ, then the requirements of policy HBE3 (ii) will apply. Elsewhere, where there is no overriding case for any remains to be preserved in situ, planning permission for development which would destroy or disturb potential remains will be granted subject to an appropriate programme of archaeological investigation and recording being undertaken prior to the commencement of such development. A planning obligation will be required to be entered into by the developer relating to
- (i) the parties to carry out the investigation
 - (ii) the extent and scope of the works and activities involved in the investigation; and
 - (iii) the matters dealt with in policy HBE5 in the event that finds are uncovered.

Archaeological Heritage – Method of Investigation and Treatment of Finds

- 3.17 The archaeological policies require various levels of investigation, according to the identified priority of the area concerned. In many cases there will also be strong public interest in the process and, where possible, this should include allowance for public access or presentation of results. Wherever a site produces archaeological finds, however, there should be provision for the post-excavation treatment and display of those finds through a planning obligation, secured under s106 of the Town and Country Planning Act. This is covered in policy HBE5.

[Relates to Resource Objectives: Identity (ii)]

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| HBE5 | <p>In all the areas referred to in policies HBE2 to 4, where there is an identified archaeological interest, an agreement will be sought through a planning obligation to cover the following:</p> <ul style="list-style-type: none">a) preliminary field excavations by an approved archaeological contractor; and/orb) methods to be used for excavation of foundations and ground levels and the submission of a mitigation strategy for dealing with archaeological finds; andc) timing of any excavations in relation to the contract for the implementation of the permission; andd) arrangements for removal of finds and their subsequent display in an appropriate context; ande) arrangements for publishing the findings; andf) provision for interpretation of any significant findings relating to the site. |
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The Mediaeval Street Network

- 3.18 Within the Area of Main Archaeological Interest lies the centre's mediaeval street network. The network is still recognisable in many areas and for this reason is worth maintaining – or indeed restoring where appropriate – within the redevelopment of these areas of the centre. Additionally, the maintenance of individual historic buildings plots is considered important in retaining the diversity and scale of the street frontages in these areas.

[Relates to Resource Objectives: Identity (ii)]

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| HBE6 | <p>The Centre's surviving mediaeval street network will be maintained and proposals resulting in the loss of this network will be resisted except where this is shown to be impractical. In areas where the extinguished pattern of such a network of streets/footways is proven, redevelopment schemes will be sought to reinstate the most important routes of historic streets and thoroughfares and historic plot</p> |
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frontages or burgage plot structure, if appropriate and practical within the nature of modern development.

Archaeological Heritage – Watching Briefs

- 3.19 Elsewhere in the City, where previous development is known or suspected, but there is no evidence of any significant archaeological interest, or where the above policies are not supported by sufficient evidence to warrant full protection and evaluation methods, provision will be made for an appropriate contractor to monitor works and record any features of interest which are unearthed.

CONSERVATION OF THE BUILT HERITAGE

Conservation Areas

- 3.20 A key element in the Council's approach to regeneration is the leading role it takes in promoting the conservation of the historic environment. This is achieved through the maintenance and improvement of the Council's own substantial stock of historic buildings, support for trusts and grant aid to owners or users of historic buildings. For many years the Council has sustained and promoted a number of grant programmes with the support of English Heritage and The Heritage Lottery Fund. Recently this has been channelled through a Conservation Area Partnerships Scheme (CAPS), under which the City has received almost £1million over 7 years in grant aid for schemes within the CAPS Action Area. The successor scheme is the Heritage Regeneration Fund under which a programme of conservation works is being developed for the Magdalen Street/ St Augustine's area.
- 3.21 Conservation Areas are an important part of the promotion of conservation of the historic environment. The City has 17 such areas, most of which were designated in the 1970s and 1980s. A review in 1992 led to the consolidation of the City Centre as one complete Conservation Area within the area contained by the medieval City Walls and defences. A further review of all the areas has been undertaken in 2003 and the results are shown on the Proposals Map and in Appendix 11 for the revised Conservation Area boundaries.
- 3.22 As part of the original designation process, brief character statements were prepared for several Conservation Areas. They have been used to provide guidance on the control of development. In accordance with government guidance (PPG15) and English Heritage advice, Conservation Area policies need to be based on a clear assessment of the special architectural or historic merit that led to their designation. These take the form of written appraisals that will provide a sound basis, defensible on appeal, for development plan policies and development control decisions and are in process of being prepared for all the Conservation Areas.
- 3.23 The City Council will seek to co-operate with other interested groups in carrying out the Conservation Area Appraisals. They will be applied to decisions about the nature and character of the Conservation Areas and the design of development within them.

Conservation of Standing Archaeology

- 3.24 Policy HBE7 seeks to ensure that, where there are substantial remnants of older buildings still standing – often incorporated into more modern buildings or much adapted and extended – the nature and importance of the historic elements of the building are taken into account before development is permitted. An independent evaluation and assessment of standing archaeology of such structures and buildings should therefore form part of the submission of an application for planning permission where there are substantial historic remains. The Council will be guided on the application of this policy by the extent of any remnants of historic structures which are known or suspected to exist. Where the remaining building elements are small, then a briefer report identifying the interest in the remaining structure will suffice. The report should take the form of an illustrated written report, which demonstrates the chronological sequence of development and the significance of the structures or buildings affected.

[Relates to Resource Objectives: Identity (ii)]

HBE7	Development affecting significant historical structures or buildings within the development site should take account of the chronology of their development and their physical and historical significance.
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Development in Conservation Areas

- 3.25 Policy HBE8 provides the basis for control of development in Conservation Areas. The City's Conservation Areas are listed in Appendix 11. The measures included are supported by reference to PPG15, which recognises that the character of Conservation Areas should be protected, but that some demolition of buildings of poor design or redevelopment of 'gap' sites is desirable to improve the townscape of the area. The policy recognises that there is both a negative and a positive side to Conservation Area development – there are issues about design of development to fit in with the character of the area, but also opportunities to remove buildings, which have come to be interpreted as detrimental to that character. Clause (iii) applies where there is a recognisable pattern of historic plot boundaries – i.e. they have retained their form over several successive generations of buildings. The Conservation Area Appraisals will specify the application of these tests and should be used to assess which elements of the townscape of the particular Conservation Area are significant to its character and appearance. The final clause requiring sufficient detail to be submitted with applications is essential, in order for the other matters identified to be controlled.

[Relates to Resource Objectives: Identity (ii)]

HBE8	Proposals for development within Conservation Areas will be considered in relation to the following criteria: (i) demolition of buildings or structures, including ancient walls, will only be permitted if they make little or no contribution to the area's character
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and appearance, and are accompanied by acceptable and detailed plans of appropriate new development, contributing to the enhancement of the conservation area;

- (ii) every effort to conserve and retain the features which contribute to the area's character can be demonstrated. Where historic features cannot be maintained in situ, arrangements should be made, for their salvage and reuse or transfer to a suitable location
- (iii) its design respects and is sympathetic to the form and character of the area's development including any extant historic plot boundaries and in particular takes account of the Conservation Area Appraisal for the area in terms of the built form elements and materials which are of significance for its character;
- (iv) sufficient detail is provided to demonstrate the townscape implications in relation to neighbouring buildings.

Listed Buildings

- 3.26 The Council will continue to promote the repair, reuse and enhancement of the setting of listed buildings and other buildings and structures worthy of retention. Demolition will be resisted, save only where the exceptional circumstances identified in paragraph 3.19 of PPG15 (Planning and the Historic Environment) apply, namely (i) the condition of the building and cost of repairing and maintaining it is excessive in relation to its importance and the value to be derived from its continued use; (ii) the adequacy of efforts to retain the building in its present or an alternative use and (iii) the merits of alternative proposals for the site. Certain listed buildings are identified as Buildings at Risk and in these cases grants and all possible efforts (including use of powers such as Repairs Notices) will be focused on measures to retain the building in beneficial use. Demolition of Buildings at Risk will not be permitted until such measures have been fully tested and exhausted. Those non-listed buildings, which are worthy of such special treatment, will be identified on the Council's 'Local List' of buildings of conservation merit, which is available as supplementary planning guidance. Policy HBE9 provides for the control of development, including inappropriate modification, affecting listed buildings. Change of use is also controlled, since some changes can lead inevitably to significant changes to the building, involving loss of the features of historic or architectural interest.

[Relates to Resource Objectives: Identity (ii) and (iii)]

HBE9

Consent will not be granted for the demolition of, or inappropriate modification to a listed building, unless

- (i) it can be demonstrated that efforts have been made to retain the existing use or identify a new use for the building, including its preservation by a trust or community organisation, if appropriate, and these efforts have been unsustainable; or
- (ii) The building has deteriorated to a condition

- where it would be difficult or impossible to maintain it; and
- (iii) Proposals are submitted in acceptable and sufficient detail to show that its replacement will be to a high standard of design and sensitive to its surroundings; and
 - (iv) The listed building's features and appearance are recorded and any important elements are removed and stored, if feasible.

Alterations to a listed building will be considered in relation to

- a) the special architectural or historic interest of the building;**
- b) the significance of the alteration or extension to the viability of the use of building;**
- c) the design of the extension or alteration and its sensitivity to the character of the building.**

Any new development near to such buildings should respect their setting, style character and materials, where the development would have a visual impact on the listed building.

In addition, change of use to a listed building will be carefully assessed against the above criteria to determine whether it can be undertaken without significant detriment to the special architectural and historic character and interest of the building.

Other Buildings of Historic or Architectural Interest

- 3.27 The Council's 'Local List' is referred to above. The Council maintains its Local List of buildings of conservation merit as supplementary planning guidance. Policy HBE8 provides for control of development in Conservation Areas, which would significantly affect those buildings identified on the list. It is appropriate that this policy provides a lesser degree of control over such development than HBE9 for listed buildings but control over demolition of such buildings can still be exercised under policy HBE8, where they are defined in Conservation Areas, since they are defined as buildings which make an important contribution to the area's character and appearance. Nevertheless, it is important that such buildings, often of historic interest, which do not merit listing in national terms, can still be protected from demolition or serious detrimental alteration and this is now recognised in the Building Regulations.

Enhancement of Buildings of Historic Interest

- 3.28 Whilst the City Council has a general interest in the refurbishment and enhancement of historic buildings, there are certain specific historic buildings which are the subject of ongoing projects to enhance their use and character. In the cases of the mediaeval churches these are owned and managed by Trusts, on which the City Council is represented and which it supports. It should be noted that there is a related policy in the Tourism Chapter, TVA8, which deals with interpretative facilities for visitors.

- 3.29 Three key areas of historic interest were identified in the 1995 Local Plan (under policy B6) and this policy retains that emphasis on the enhancement of two of these categories of historic structures. (Dragon Hall remains important, especially in the context of regeneration of King Street and is dealt with in policy CC11). The City Walls have suffered much damage over the years and it is therefore particularly important to retain and enhance those sections still standing. Norwich has 32 pre-reformation churches still standing, although most are now in other uses. The main issue for them is identifying appropriate uses. In addition the churchyards adjoining them are (in general) quiet oases within the noise of the City Centre and they are important for their archaeological significance. They should therefore be retained and enhanced as open spaces with considerable value for the community.

[Relates to Resource Objectives: Identity (ii)]

- HBE10** **The ongoing use and enhancement of the historic buildings and structures listed below will be an important consideration in development which may affect them or their setting. This consideration should include appropriate enhancement of public access and provision of interpretative materials. Development in the vicinity will be required to respect these structures and, where appropriate enhance their appearance and setting**
- (i) the City Walls – in particular the repair and restoration of further sections and the development of the City Walls walk in order to enhance the setting of the monument.**
 - (ii) the City's historic churches, churchyards and cemeteries – in particular appropriate uses for the buildings and public access to the churchyards**

Enabling Development

- 3.30 Enabling development is development that is contrary to established national and local planning policy, but which is occasionally permitted because it brings public benefits that have been demonstrated clearly to outweigh the harm that otherwise would be caused. The benefits are paid for by the value added to the land as a result of the granting of planning permission for its development and are principally concerned with enabling development to secure the future of heritage assets. Heritage assets are defined for the purpose of this policy as Scheduled Ancient Monuments and other archaeological remains, Historic Buildings both statutorily and locally listed, Conservation Areas or historic landscapes such as registered parks and gardens.
- 3.31 Most development that involves bringing heritage assets into optimum beneficial use or maintaining them in such use in accordance with policy as defined in the statutory local plan is NOT enabling development, since it is in accordance with policy. The defining characteristics of enabling development are that it is contrary to established planning policy and that the gain from contravening policy subsidises a public benefit that could not otherwise be achieved. Such proposals would only normally be entertained when funding or resources to secure the heritage asset cannot be

generated in any other way. So, unlike most planning decisions, the financial consequences of the granting of permission are not only relevant but also fundamental to the decision making process. Success, therefore, depends crucially on the integrity and sustainability of the heritage asset not being materially compromised by the development, the ability of the scheme to deliver the promised result and consensus that public gain outweighs public loss.

- 3.32 In summary enabling development is an established and useful planning tool by which a community may be able to secure the future of a heritage asset and sometimes other benefits, provided it is satisfied that the balance of public advantage lies in doing so.

[Relates to Resource Objectives: Identity (ii) and (iii)]

HBE11	<p>Enabling development will only be permitted when all of the following conditions are met:</p> <ul style="list-style-type: none"> (i) The enabling development will not materially detract from the archaeological, architectural, historic landscape or biodiversity interest of the asset or materially harm its setting (ii) The proposal avoids detrimental fragmentation of management of the heritage asset and will secure the long-term future of the heritage asset and, where applicable, its continued use for a sympathetic purpose. (iii) Sufficient financial assistance is not available from any other source. (iv) Where circumstances dictate that the problem of dealing with the heritage asset arises from the inherent needs of the heritage asset rather than the circumstances of the present owner or the purchase price paid. (v) It is demonstrated that the amount of enabling development is the minimum necessary to secure the future of the heritage asset and that the form of development minimises disbenefits. (vi) The value or benefit of the survival or enhancement of the heritage asset outweighs the long-term cost to the community and the disbenefits of providing the enabling development. (vii) Any enabling development is either on or adjacent to the Heritage Asset that will benefit from it. <p>Planning permission for enabling development will only be granted if:</p> <ul style="list-style-type: none"> • the impact of the development is precisely defined and can be controlled through sufficient details being submitted; • the heritage objective can be securely linked to it through a planning agreement; • the heritage asset is to be repaired to an agreed standard at an agreed stage in the course of the enabling development, preferably at the outset and
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certainly before completion of the enabling development.

DESIGN POLICIES

Urban Design Strategy

- 3.33 The Urban Task Force, under the chairmanship of Lord Rodgers of Riverside, asserted strongly that the quality of Britain's urban areas needs to be improved, in order to promote the 'Urban Renaissance' which they proposed. The Urban White Paper, published in November 2000, supports this and proposes several initiatives to enhance urban design. A key component of this improvement focuses on quality of design, not just for new development, but also in order to make the best of our existing urban environments. The approach has recently been echoed in "By Design" and by the publications of CABI, to focus on policies that require attention to the context of the development within the immediate urban environment.
- 3.34 This approach is strongly supported by the City Council and this finds its expression in policy HBE12 below. The most important aspect of design is the relationship of buildings with the spaces and built form surrounding them, as well as the creation of attractive features and forms within larger developments. There is a variety of new techniques emerging, using modern technology, for demonstrating how these relationships will work in practice. Recent major schemes in Norwich have been presented using a 'virtual reality' computer model of parts of the City to provide graphic illustrations of different approaches to the development. Policy HBE12 envisages that similar techniques will become standard, certainly for larger developments. The techniques provide the means to promote the importance of design and agree what elements should be the focus for change. An Urban Design Strategy will be developed by the City Council to provide guidance on the interpretation this policy.

[Relates to Resource Objectives: Identity (iii); Quality of Life (i)]

HBE12 A high quality of design will be sought in new development, which will reinforce and complement the character and townscape of the City. Developers should demonstrate that appropriate attention has been given to the height, scale, massing, and form of new development. Significant new developments will be required to demonstrate in their design these relationships with their surroundings through assessments and analysis of visual impact and relationships from all main viewpoints.

Proposals for new development should also demonstrate the highest standards and excellence of contemporary design solutions, which can be integrated successfully within the sensitive historic environment.

Proposals for new development will also be required to demonstrate that appropriate consideration has been

given to the selection and choice of materials (including hard and soft landscape materials) and that particular attention is paid to the use of traditional materials where these predominate in the vicinity of the development.

Developers will also be required to give consideration to the setting and spatial quality of new development in relation to both public and private spaces and to demonstrate that they have taken into account public accessibility and linkage to existing routes and spaces.

Height of Buildings and Corridors of Vision

3.35 Specific policies - dealing with the particular issues of the height of buildings in relation to important views of the City (HBE13), the value of enhancing the main gateways to the City (HBE14) and the importance of existing public spaces, which help to create the setting of buildings in the City (HBE15) – provide more detail of the key elements of the Urban Design Strategy.

3.36 Norwich sits below the edge of the Norfolk plateau, with broad views across the City, which contribute greatly to its townscape and sense of place. The Local Plan, therefore, seeks to control development which would intrude unduly into the major views. The form of development in these parts of the City will need to take account of the prominence of new buildings in the townscape and their appearance from particularly important viewpoints. The Council has undertaken some initial work on the major corridors of vision across the City and will provide a more definitive listing of the views considered to be important as supplementary planning guidance. Principal views concerned (at this stage) are the longer-distance views of:

- the two cathedrals
- the mediaeval churches
- the Castle
- City Hall clock tower
- the wooded slopes of Thorpe Ridge and Rouen Road areas
- Britannia Barracks

This list is not intended to be exhaustive and will be added to by the study of the major corridors of vision referred to above. Figure 3.1 illustrates the main views of these features, which need to be taken into account in development heights.

[Related to Resource Objectives: Identity (ii) and (iii)]

HBE13 The design of new buildings must pay careful attention to the need to protect and enhance major views looking into and out from the City Centre, which are of special townscape importance. The location, height, mass and form of development within identifiable corridors of vision should be designed in order to protect the quality and character of those views, in particular in relation to the visual proximity of the proposed development to key

Gateways to the City

- 3.37 In addition the Norfolk Structure Plan now refers to the need for development to “protect and enhance the setting and gateways to the City” (policy N1). This reference should be seen not only as a reference to the visual form of the edge of the urban area, but also applies to the important gateways, which frame the entry to the City Centre. Indeed, these gateways were originally defined by physical gates through the City Walls. There are important development opportunities within sight of these gateways. In addition to their visual importance, such sites are located at highly accessible points on the public transport network (in the main), and should therefore be considered suitable for fairly high density mixed use developments. This requires a high standard of design in order to integrate the mix of uses.
- 3.38 The appropriate form of development will differ according to the nature of the ‘Gateway’ site. Some of the gateway sites around the periphery of the City are important because they create an urban edge to the surrounding countryside. An appropriate design may therefore make a statement and provide an introduction to the urban form. Design of buildings, especially around the Harford Bridge, Eaton, Earlham and Martineau Lane gateways will need to take account of the prominence of some of the land and the landscape form of the slopes rising above the river valley.
- 3.39 At the gateways into the City Centre, a high standard of design will also be particularly important. Here development should seek to provide a strong statement in the design, which will assist in welcoming visitors to the Centre and reflect its importance. These locations are also consistent with policies AEC1 and TRA3 in terms of their accessibility by a range of modes of transport and hence should, where appropriate, seek to provide for visitor attractions (see also Policy TVA1). The gateways located in the river valley (A11 at Eaton; Harford Bridge (A140); Riverside/Yacht Station; Carrow Bridge; railway bridge) must take account of other policies relating to the character of those valleys and development be designed accordingly. This policy does not overrule the presumption against inappropriate development in the defined river valleys.

[Relates to Resource Objectives: Quality of Life (iii), Sustainable Accessibility (i) and (ii), Identity (iii), Diverse and Competitive Economy (iii) and (iv)]

HBE14 **Developments within 100 metres of the main gateways to the City, as identified on the Proposals Map, will only be permitted if they achieve a high standard of design, appropriate to the setting of the City/ City Centre in that location. They should provide a strong sense of massing and height of building where appropriate.**

Urban Open Spaces

- 3.40 Policy HBE15 protects urban open spaces which contribute to the quality of the public realm and townscape in Norwich. These spaces will generally be hard-surfaced, pedestrian areas which allow for circulation space within an area of the City and help to create a diversity of street frontages. The City Council will encourage and promote schemes which enhance the quality of open spaces within the City, in particular through the development of a Spatial Strategy for the City. The Spatial Design Strategy will provide further detail on how this policy will apply.

[Relates to Resource Objectives: Land (ii), Identity (ii); Quality of Life (i)]

HBE15 Development will not be permitted which would detract from the quality of urban open spaces, where such spaces perform an important visual function in defining the setting of significant buildings in the City, or form an important element in the townscape generally.

Historic Colour Strategy

- 3.41 The application of external decorative colour to historic buildings in Norwich is a significant feature of the character of the City and expresses local identity. The natural colours of the predominant building materials used in the City – red and gault clays for bricks, red, smut or black glazed pantiles, natural slate, flints and cobbles, some imported natural stone, timber frames and renders – can be greatly complimented and enhanced by the careful and sensitive use of applied colour. The application of external colour to listed buildings can be a matter requiring listed building consent if such work affects the special architectural or historic character of the building. In order to provide guidance in such matters the City Council has developed a Historic Colour Strategy as Supplementary Planning Guidance, based on research into the historical use of colour and the range of pigments used to produce colours.
- 3.42 The aim of the Historic Colour Strategy is to establish a workable method for the use of colour in the City as applied to historic buildings under policy HBE12. The application of the Historic Colour Strategy will rely on the use and choice of colours from a preferred palette for the external decoration of historic buildings, wherever practicable.

Lighting

- 3.42 Lighting can significantly enhance the quality of the built environment if handled carefully, but standardised solutions or inadequate levels of lighting can also make public spaces alienating. External lighting sources within the Conservation Areas can also have a significant and measurable effect on the character of these areas. The type and distribution of luminaires generally has the most discernible effect on character, but the level, intensity and colour of lighting can also have a far reaching impact on historic buildings individually and the character of areas of the City generally. The avoidance of light pollution is covered by policy EP22, which will prevent unnecessary glare and unsuitable lighting schemes. However, it is important that scheme design takes account of the need to reduce such pollution to a minimum. The

lighting of important landmark buildings – such as City Hall, the Castle, the Cathedral and City Centre churches – will add to the appreciation of these buildings after dark and will improve security. Within new developments, the Council will expect lighting schemes to be designed to provide a safe and attractive environment, where lighting accentuates particular features of the scheme to provide a real sense of place.

[Relates to Resource Objectives :Identity (ii) and (iii); Quality of Life (i)]

HBE16 **Development which includes or affects a lighting scheme should be designed to enhance the character and quality of the built environment. Within new developments, developers should demonstrate that consideration has been given to the siting and design of luminaires and their impact on safety, privacy and light pollution to ensure that levels of illumination are adequate (but not excessive) and will positively enhance the built environment.**

Detailed Design Issues – Alterations and Extensions

- 3.44 There are other detailed matters which relate less to the overall townscape of the area and more to the appearance of particular buildings or streets. These are concerned mainly with alterations to buildings and street furniture, such as seating, statutory undertakers' equipment, shop frontages, signage, telecommunications equipment, advertisements, etc. They are, nevertheless, quite significant in the overall appearance of the City and will be assessed against policies HBE17 to 19.
- 3.45 Extensions and alterations to existing buildings need to take account of their relationship to the building itself and to the townscape or character of the area and street. Supplementary planning guidance will be issued to assist in design of extensions, shopfronts and signs.

[Relates to Resource Objectives: Quality of Life (i), Identity (ii) and (iii)]

HBE17 **Alterations and extensions to existing buildings should respect**

- a) the architectural and historic character and appearance of the building**
- b) the townscape of the area or street and any historic or other features of interest**
- c) the scale form, massing and materials of neighbouring buildings**
- d) the effect on the amenity of residents.**
- e) the spatial setting of the building**

Detailed Design Issues – Street Furniture

- 3.46 Policy HBE18 provides for the Council to control aspects of the location and design of street furniture. This will generally be achieved by seeking agreement with utility operators and other bodies which have rights to permitted development. However, on occasion these will be covered within a development where the highway or other public circulation areas are designed (or altered) as part of a development. The aim will be to avoid visual clutter and to ensure that street furniture and landscaping avoid creating dangers to pedestrians or other road users. Supplementary Planning Guidance will be prepared on the interpretation of this policy.

[Related to Resource Objectives: Identity (iii)]

HBE18 **The City Council will seek to ensure that street furniture, public utility installations within the highway and landscaping in public areas are co-ordinated in their position and design to take account of their appearance and the safety of pedestrians and other road users.**

Site Design for Safety and Security

- 3.46 Safety and security are important considerations in good design. Poorly designed buildings and spaces can often cause safety and mobility problems. They can also exacerbate problems for vulnerable groups, which exist in the wider society. In most cases this can be addressed by care being taken from the early stages of designing a scheme, in order to build good practice into the design. Access for people with physical and sensory disabilities will be particularly important, although it is accepted that in some circumstances where existing and historic buildings are involved, this may not be fully possible. Developers should ensure, however, that access for disabled people is addressed as far as can be done within the constraints of the particular building. Safety from sudden attack is a particular concern in relation to open spaces and landscaped areas. Consideration must also be given to access and visibility for children. These issues are covered in policy HBE19.
- 3.47 One aspect of security is the use of CCTV cameras in the City Centre. The City Centre has a network of security cameras now in operation, which have contributed to reducing crime in the Centre over recent years. Where such equipment requires planning permission, this should ensure that it is located so as to minimise intrusion in the street scene. The best security is to ensure that these areas are well used at all times and this aspect is referred to in several parts of the City Centre chapter. In general the Council does not accept that physical barriers to access are essential to security. However, such barriers in public places may exceptionally be necessary, where large numbers of people congregate and where there is no other method of providing security, for example to a residential development.
- 3.48 The attention of developers is particularly drawn (in the context of policy HBE19) to Department of Environment Circular 5/94 (Planning Out Crime), to the Police Guidance on security in design and to the consultation service of the Norfolk Police's design consultant.

[Related to Resource Objectives: Quality of Life (iv); Identity (iii); Sustainable Accessibility (ii)]

HBE19 **Developments should be designed to minimise the threat of crime to the public and to residents.**

The design of public areas around new buildings (including parking areas) and the arrangement of access to buildings will take account of the need for security, physical safety and accessibility for all.

In particular the needs of disabled people, children and other groups who may be vulnerable in a public space will be provided for.

Security cameras, gates and barriers must be sited to avoid visual intrusion into the street scene as far as possible. Physical obstructions in public spaces will only be permitted where there are demonstrable security problems which cannot be met by other means.

Telecommunications Equipment

3.49 Telecommunications developments are an essential modern requirement for businesses and the general public. The significance of these developments is recognised by Planning Policy Guidance Note 8, which advises that local plans should include policies to deal with developments which are not permitted by virtue of the General Development Order. The revised PPG8, issued since the Deposit version was compiled, requires that local plans should not seek to control the health impacts of telecommunications masts, but should rely on national standards being complied with by operators. Reference to this is therefore now included in the policy. The policy seeks to minimise visual impact, with particular effect in Conservation Areas, the major nature conservation areas and on listed buildings. In these areas it is expected that masts will be disguised appropriately if they have to be located in the protected areas. Operators will be expected to share masts, where they are large enough to accommodate additional receivers.

[Related to Resource Objectives: Quality of Life (i) and (iv); Identity (i) and (ii)]

HBE20 **Development of telecommunications installations and equipment, will be permitted subject to:**

- **minimising their visual impact, including provision of appropriate landscaping around them;**
- **not being prominently visible from any of the viewpoints identified in Figure 3.1;**
- **satisfying the technical requirements of the operator, including emergency access;**
- **providing evidence of compliance with national guidelines on health and safety impacts;**

- taking account of amenity considerations to adjoining uses and their sensitivity;
- an agreement to share any mast or other facility with other operators requiring such a site;
- in sensitive locations, demonstrating that there is a need for that facility in the particular location.

Where telecommunications development is in or close to

- a) a conservation area; or
- b) a position where it would adversely affect the appearance of listed building
- c) Mousehold Heath, the woodlands, the river valleys or the historic parks (as shown on the proposals map);

permission will only be granted, if the proposed facility is specifically designed and sited to be as unobtrusive as possible in relation to the protected area or other mitigating benefits can be demonstrated.

The City Council will require prior approval of the siting and appearance of development, which is otherwise permitted under part 24 of schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, and will seek to ensure that the visual impact of such development is minimised in accordance with this policy.

Advertisement Hoardings

- 3.50 Advertisement controls have been applied to date without any clear policy in the 1995 Local Plan. Government guidelines lay down that the main factors to be taken into account in determining applications for advertisement consent are highway safety and amenity. Policy HBE21 seeks also to control the scale and appearance of hoardings in relation to the general appearance of Conservation Areas. It is deemed inappropriate for large hoardings to be located in or adjoining historic areas, where they appear out of scale and out of conformity with their surroundings.

[Related to Resource Objectives: Identity (ii) and (iii), Quality of Life (i)]

HBE21	Proposals for advertisement hoardings will be assessed in terms of their effects on amenity and public safety. Within Conservation Areas, large advertising hoardings will not generally be permitted, because of their visual impact in areas where the scale of such structures is not generally appropriate to the historic and architectural scale of the buildings.
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Chapter Four

ENVIRONMENTAL PROTECTION

INTRODUCTION

Strategic Context

- 4.1 The City Council is committed to a broad corporate approach to environmental protection. It has worked in partnership with the Norwich 21 organisation to produce a Local Agenda 21 Strategy.
- 4.2 The Environmental Protection Act 1990, supplemented by the Environment Act 1995, provides the main legislative base for the policies of this Chapter. In addition the 1999 Pollution Prevention and Control Act introduced the system of Integrated Pollution Prevention and Control (IPPC) and Air Pollution Control by local authorities. The 1990 Act also introduced new controls on the disposal of waste on land and consolidated the law on statutory nuisance. The 1995 Act introduced a new Part IIA to the 1990 Act on the remediation of contaminated land. It also created the Environment Agency, which was formed in April 1996 to take on the roles of a variety of preceding bodies and has a requirement to produce a National Air Quality Strategy. There are numerous Regulations and guidelines that have been issued, particularly under the 1990 Act.
- 4.3 The new integrated pollution prevention and control framework provides a wider range of powers to prevent, reduce and eliminate pollution at source through the prudent use of natural resources. It is intended to help industrial operators move towards greater environmental sustainability and also covers activities of energy industries, chemical producers, waste management and food and drink processing. The regulations are taken into account in the sections of this Chapter dealing with pollution issues, including noise pollution, health and safety and site protection.
- 4.4 Policies within this Local Plan impinge on a number of areas where other agencies have statutory powers to regulate impact on the environment. Planning Policy Guidance Note (PPG) 23 (Planning and Pollution Control) advises that the Local Plan policies should not attempt to cover the responsibilities, which are exercised under such powers. Nevertheless, it is important that the responsibilities of the Council as planning authority are clear and are exercised in a consistent manner, in relation to environmental impact.
- 4.5 Major development schemes or developments in certain sensitive locations are required to be subject to an Environmental Impact Assessment, under the provisions of European Commission Council Directive 85/337 (amended by Directive 97/11/EC), which requires specified types of major private and public projects to be assessed for their impact on the environment. Currently the 1985 Directive is implemented under the Town and Country Planning (Environmental Impact Assessment) Regulations 1999. Additional advice is provided by Circular 2/99. To date only one major urban development scheme in Norwich has justified a full EIA - the proposal for redevelopment of the Nestlé factory for a major mixed use development. However the regulations have recently been clarified for such urban renewal projects and it is likely that EIAs will need to be considered for more schemes in Norwich in the future. The Local Plan will ensure that this national guidance is applied effectively where and when it is necessary.

Sustainability Objectives

- 4.6 This Chapter relates primarily to the protection of the environment in the National Sustainable Development objectives. In terms of the Local Plan Objectives, in

particular it concerns sustainable regeneration (SOBJ2); protection of environmental assets (SOBJ3); and a healthy and secure environment (SOBJ4).

Main Issues Arising from Consultation

4.7 During the consultation on issues in April to June 1999, a number of points were raised by the public about environmental policies. The main ones relevant to this Chapter were:

- Concern about air pollution and especially the effects of traffic and the airport
- Support for policies to protect water resources and avoid pollution incidents, so far as possible
- The floodplain through Norwich is not (in the main) protected from flooding and therefore development must accord with Environment Agency guidelines
- More efficient use of energy should be a priority and be given much more prominence in the Plan now
- Renewable energy schemes should be encouraged, especially small scale ones, relevant to local uses in the urban area

LAND QUALITY

Environmental Enhancement

4.8 Norwich is an urban area with some examples of the problems of urban decline, social exclusion and environmental degradation. The City Council has promoted a number of regeneration initiatives and environmental improvements are a significant element in such schemes. Others (such as the New Deal for Communities) are now being promoted by the local community. The City Council welcomes and supports such environmental initiatives. Through this Local Plan, the Council seeks to ensure that, where a developer can (or should) contribute to such measures as part of an adjoining development scheme, this is carried out effectively. The enhancement of vacant sites can bring a short-term gain to the environment and in the longer term should be part of the process of regeneration.

4.9 In particular, development where there is a vacant, derelict or underused site adjoining and/or in the same ownership as the site, should seek to enhance the environment of that site. The Council will encourage owners of such sites to bring them forward for appropriate development. However, there are a range of other measures which can be applied to the environment and the Council will give priority to those areas which are identified for Single Regeneration Budget support, New Deal for Communities or other such initiatives, as these should have resources available to assist the process. Development proposals should be comprehensive in considering how they affect adjoining sites. In addition the Council has reserve powers to intervene where vacant land is left in an untidy condition.

Contaminated Land and Former Landfill Sites

4.10 There are a number of sites in Norwich, which have been shown to be affected by contamination from past (and present) activities and former landfill activities. Recent guidance (Circular 02/2000, Contaminated Land) from the Department of the Environment, Transport and the Regions has advised on the implementation of Part IIA of the Environmental Protection Act 1990. Local authorities are responsible for drawing up a strategy for identifying and addressing possible contaminated land – to

be completed by June 2001. This means that, until the surveys have been carried out, there is no firm basis for establishing the degree to which sites are contaminated, except where this has already been proved. The Environment Agency will be responsible for taking action to deal with Special Sites, which present special problems and threaten health or safety (as defined by DETR Circular 02/2000). This Local Plan, therefore, continues to deal with the situation where development is proposed on a site which is suspected to be contaminated (NB such sites are not restricted to those which may be identified and recorded under the Environment Protection Act powers).

4.11 The developer is responsible for conducting (or arranging) the appropriate tests to show whether, where and to what extent the site is contaminated. The report of any tests should be submitted with a planning application and the Council will consult the Environment Agency in assessing such reports. If contamination is shown, then the proposed development must include relevant measures to overcome the contamination, reflecting the requirements of Part IIA of the Environmental Protection Act, 1990. The existence of contamination may be determined by the Council or by the Environment Agency under this Act or, on appeal, by the local magistrates or the Secretary of State. Under the policy, the existence of contamination may also be determined through surveys undertaken for the planning authority, in which case the relevant environmental agency will be consulted. Part IIA provides for variation in the level of remediation required, according to the nature of the use proposed. There are particular requirements of the Environment Agency in respect of protection of underground aquifers. In addition, Norwich has pioneering experience of the use of measures to decontaminate soil on site (at Riverside) and this method avoids the environmental damage and costs associated with transporting material to another location. In certain circumstances, where suspected contamination is not anticipated to be severe and can be dealt with by a 'condition (i.e. one requiring contamination to be assessed and remedied *before* any development commences), then the policy may be satisfied by attaching such a condition.

4.12 Policy EP1 is similarly important as a safety requirement in relation to former domestic waste disposal sites. Methane migration has been identified in the vicinity of some of these former tips. Development requirements for investigation in such instances relate to any site within a distance of 250 metres around the sites, because of the potential movement of methane underground. Sites which are known to be affected are shown on the Proposals Map as follows:

- Lakenham Common
- Swanton Road
- Anderson's Meadow
- Woodcock Road (2 sites)
- Harmers site, Havers Road.

[Relates to Resource Objectives: Land (i) and (iii), Water (i) and (ii)]

EP1	<p>In locations where it is known or suspected that land is contaminated or within 250 metres of a former landfill site, permission for development or change of use will be granted, subject to the developer being able to demonstrate that</p> <p>(i) an appropriate site investigation has been</p>
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- undertaken to establish the level and types of any contamination, including gases or other substances present. The site investigation report or such other study as has been undertaken shows no evidence of contamination on the site likely to affect the grant of a planning permission for the proposal, and is submitted with the application; *and*
- (ii) a method of treatment necessary to deal with any hazards found has been agreed or conditions requiring such measures to be implemented can be attached. Such measures must ensure that water resources and other environmental resources are not adversely affected, further migration of gases and substances is prevented and that decontamination takes place on site so far as possible.

Safety of Ground Conditions for Development

- 4.13 In Norwich numerous examples of subsidence due to poor ground conditions have been recorded historically. These conditions affect particular parts of the City, due both to the nature of the subsoil geological conditions and to historic shallow chalk workings and mines, which supplied lime for local industries. Research undertaken for the former Department of the Environment by Howard Humphreys and Partners has recommended that the Local Plan should draw attention to these areas and require specific precautions to be taken during development.
- 4.14 Planning applications in the affected areas of the City will generally be referred to the City Council's structural engineers for advice on the most effective means of overcoming any potential problems. The streets affected by the potential subsidence problem are listed below – in many cases only small areas of these streets are proven to be undermined or affected and the listing of the street does not suggest that its whole length is affected. (Further information can be obtained from the Council's Technical Services section).

Argyle Street
Balfour Street
Ber Street
Junction of Bracondale/Ber Street
Britannia Road
Chalk Hill Road
Churchill Road
Dell Crescent
Denmark Road
Dereham Road (south side between Bond Street and Dell Crescent)
Earlham Road (City end)
Garden Street
Junction of Gurney Road/Heathgate
Holly Drive
Horns Lane
Ketts Hill
Knowsley Road
Lawson Road

Lollards Road
 Magdalen Road
 Malvern Road
 Mariners Lane
 Marston Lane, Harford
 Junction of Martineau Lane/Bracondale
 Merton Road
 Mousehold Avenue
 Paradise Place
 Paragon Place
 Pottergate
 Rosary Road
 St Leonards Road
 Silver Road
 Spitalfields
 Sprowston Road
 Thorn Lane
 Tollhouse Road
 West Pottergate
 Junction of Westwick Street/Coslany Street

[Relates to Resource Objectives: Land (i)]

EP2	<p>In locations with a history of incidents of subsidence related to abnormalities of geology or former chalk workings, development will only be permitted if appropriate tests are carried out to establish the stability of the ground and the results are submitted with a planning application and any necessary engineering works or design amendments to enable development to proceed can be required.</p>
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HEALTH AND SAFETY

Health and Safety – Consultation

- 4.15 Policy EP3 relates to sites identified by the Health and Safety Executive as posing specific issues of safety and possible harm to human health in adjoining areas. Certain sites and installations, which have quantities of hazardous substances present on site, are designated as notifiable installations and the siting of such installations will be subject to planning control aimed at keeping the installations separate from housing and other sensitive land uses with which the installations would be incompatible. The Council, as local planning authority, will consult the Health and Safety Executive about the siting of proposals involving notifiable installations.
- 4.16 The area of this Local Plan contains a number of existing installations handling notifiable substances. It is considered prudent to control the kinds of development which are permitted in the vicinity of such installations and the Council will consult the Health and Safety Executive on planning applications within the specified distances of these installations. In determining whether or not to grant permission for a development within the consultation distances, the risks to the proposed

development and the nature of that development will be taken into account in accordance with DETR Circular 04/2000.

[Relates to Resource Objectives: Quality of Life (i) and (iv)]

- EP3** **Development within the specified distances from the following sites will, apart from normal planning criteria, take account of the need for appropriate separation between hazardous installations and incompatible uses and any risks involved to the proposed development:**
- **Calor Gas, Livestock Market Site (100 metres from boundary)**
 - **Bayer Cropscience (up to 1000 metres from site boundary)**
 - **Heigham Waterworks (500 metres from site boundary)**
 - **Gas Holders – Bishop Bridge Road (30 metres from holders) and Cremorne Lane (60 metres from holder)**

Aircraft Safety

- 4.17 The presence of Norwich Airport has implications for development which may have an effect on the safety of aircraft movements. Safety considerations require that consultation on other developments within a notified distance of the Airport should take place with the relevant authorities – at present the Civil Aviation Authority, who advise on airport and aircraft safety. In addition there are proposals to declare Public Safety Zones at the end of each runway. These have not yet been formally declared but it is understood that the revision to the Proposals Map reflects the government's proposals.
- 4.18 The notified safeguarding zones are not defined on the Proposals Map, as they are much more extensive. Within these zones the height of development and types of uses on which consultation is required vary between different zones. The government is now reviewing the way in which such consultations are carried out and may revise the body to be consulted (from the Civil Aviation Authority which is, at present, the relevant authority to the local airport itself). The policy sets out the broad principles involved. (For policies for the Airport's development see policies TRA1 and TRA2).

[Relates to Resource Objectives: Biodiversity (i); Quality of Life (i)]

- EP4** **Planning permission will not be granted for development likely to result in a significant increase in the number of people living, working or congregating within the Public Safety Zones as shown on the Proposals Map or which may interfere with the safe and efficient operation of the Airport. Within the Airport safeguarding zones the relevant aviation authority will be consulted on development proposals and development will not be permitted**

which would significantly increase the risk of bird strikes to aircraft.

AIR QUALITY

Air Pollution

- 4.19 No specific policy dealing with air pollution was contained in the 1995 adopted Local Plan. This matter was drawn to the City Council's attention by an appeal decision in 1997, which demonstrated that there are circumstances where a Local Plan policy is necessary. PPG23 advises that Local Plans should include policies to separate potentially polluting uses from those uses that are sensitive to such pollution and especially residential development. The abolition of the Special Industrial Classes in the Use Classes Order now also requires that more consideration be given to the potential polluting effects of any general industrial development.
- 4.20 The policy refers to 'demonstrable harm' being shown to affect human health or the environment. PPG23 accepts that it may be necessary, on occasion, for policies in Local Plans to override the normal criteria of Integrated Pollution Control regimes, particularly where harm to human health can be demonstrated by such emissions. 'Sensitive uses' will include housing, schools, hospitals and certain other activities, such as food processing, where air pollution would have a particularly deleterious impact. The issue of air quality and the Air Quality Management Areas is dealt with in the next policy – although there may in some circumstances be an overlap with policy EP5 on specific emissions from premises.

[Relates to Resource Objectives: Air (i), Quality of Life (i) and (iv)]

EP5	Development which may give rise to air-borne emissions of harmful substances, including smoke, grit and dust, will be required to assess the level of risk of demonstrable harm to human health or to the environment and to identify appropriate mitigation measures. Particular account will be taken of any sensitive uses, which would adjoin or otherwise be affected by such emissions.
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Air Quality Management Areas

- 4.21 The air quality issues arising in Norwich are nearly all associated with excess traffic volumes in confined areas. Whilst these will not, in general, be resolved by land use measures alone, it is nevertheless important to include such a policy, in order to provide for any control on land uses which may be necessary – including, potentially, the need to exclude uses which may generate heavy car traffic and/or to restrict sensitive uses in the affected locations. Policy EP6 will therefore apply any controls that are necessary when the Air Quality Management Action Plans are published under Part IV of the Environment Act 1995.

EP6	Where an Air Quality Management Area has been declared (under the Environment Act, 1995), development which may have an impact on air quality will be required to take account of the action plan for that area in respect of its location and density.
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NOISE

Noise Pollution

- 4.22 Noise is another form of pollution which can affect people's health and well-being. There are a number of sources of noise, which cause complaint by residents or other people in the vicinity. Only some of these can be controlled under planning powers. The Council has powers to control nuisances caused by noise and vibration under Part III of the Environmental Protection Act 1990.
- 4.23 Policy EP7 applies the advice in Planning Policy Guidance Note (PPG) 24 (Planning and Noise) to use planning powers and conditions to minimise the adverse impact of noise during development or arising from the proposed use. The guidance refers to the major sources of noise such as road, rail and air transport and industrial development. It introduces the concept of Noise Exposure Categories (NEC's) with categories ranging from A to D. Category A represents noise levels which are not significant for planning decisions, while Category D relates to high noise levels, where development would be refused on grounds of noise exposure. The Council has regard to the World Health Organisation's recommendation for maximum external levels in residential areas to be 50 dB_{L_{Aeq}} for daytime and a maximum internal noise level of 30 dB_{L_{Aeq}} at night, to enable the restorative process of sleep.
- 4.24 In this context, where noise is a significant factor, planning conditions can be imposed to provide for the effective control of noise, if the application would otherwise need to be refused. The conditions may require:
- sound insulation of noise sensitive buildings against external noise;
 - sound insulation of industrial / commercial buildings to contain noise;
 - agreement on type, specification and method of installation of plant and machinery to minimise noise emissions;
 - control of noise to specified maximum noise levels within premises, at site boundaries or the nearest noise sensitive premises;
 - restrictions on permitted hours of use;
 - restrictions on specified activities.

The acceptability of proposed development in terms of noise will be considered against the existing noise climate, which will be determined by noise measurement on and in the vicinity of the development site, at the times during which it is proposed that the relevant activity will take place.

[Relates to Resource Objectives: Quality of Life (i)]

EP7 **Any development where plant and machinery are likely to be installed, or amplified music is likely to be played, will be required to ensure that the amenity of neighbouring uses and the external environment will be protected.**

Impact of Transportation Noise

4.25 The take-off and landing of aircraft at Norwich Airport and the repair and testing of aircraft engines give rise to some noise problems. This was recognised by the two planning authorities (parts of the Airport are in Broadland District) in reaching an agreement with the Airport concerning hours of operation and noise attenuation measures. This agreement was signed in June 1998 and includes agreement for the Airport to operate a Noise Management Strategy, to provide for penalties on operators and to deal with and monitor complaints. It also defines the operating hours policy and the exceptions which apply to that policy. The government has now announced that it intends to extend the national requirements for noise amelioration schemes to be agreed under the Civil Aviation Act 1982. This will give the Airport Management and (presumably) the local planning authority greater powers to control noise associated with aircraft taking off and landing. Policy EP8 provides for the agreed scheme (or its successor) to be applied to future development at the Airport, which may have an impact on the number, kind or frequency of flights.

4.26 In addition it is important that development for uses that would be sensitive to noise are not located so close to the Airport – and in particular to the ends of the main runway – that residents would suffer from significant noise pollution in future, if the airport develops further. Such effects will be judged against the recognised Noise Exposure Categories (NECs) set out in PPG24 in respect of airborne noise. The second part of the policy therefore seeks to avoid such a situation arising and also treats the potential for helicopter landing sites to have similar effects, apart from the need for emergency landing sites for air ambulances and similar emergency flights (which do not require planning permission for occasional use up to 28 days a year).

[Relates to Resource Objectives: Quality of Life (i)]

EP8 **Development at Norwich Airport will be subject to the implementation of appropriate measures for noise amelioration in relation to aircraft movements and testing. In addition the implementation of the noise amelioration scheme agreed between Norwich Airport, Norwich City Council and Broadland District Council will be required to be updated to include any significant new airport development at Norwich Airport.**

Development in proximity to the airport will only be permitted, where noise from the current or likely future level of aircraft movements will not have a significant detrimental effect on people's amenity.

Helicopter landing sites elsewhere in the City will only be permitted where noise will not have a significant detrimental effect on people's amenity.

- 4.27 Road transport is another specific source of noise, which may require conditions on a development proposal. The policy specifies the noise levels at which such conditions become a requirement. Measurement of such noise will be at 1 metre from the external façade of the building and as advised in PPG24. The measures to be specified will depend on the form of development, taking account of the Noise Exposure Categories (NEC's) outlined in PPG24 (see para 4.24 above). Additional insulation against noise will normally be required and in addition the orientation of windows and rooms within the development and the provision in exceptional cases, of an acoustic barrier may be required. (This aspect should also take account of policy EP18 on energy efficiency in development and any acoustic barrier must take account of the design requirements of the development).

[Relates to Resource Objectives: Quality of Life (i)]

EP9 The development of noise sensitive uses will be required to provide for mitigation of the effects of road traffic noise, where external levels are in excess of 55 dB LAeq, or are expected to exceed this level within the next 15 years. Noise sensitive uses will not be permitted in areas where external levels are likely to be in excess of 63 dB LAeq, unless exceptional protection measures can be achieved.

Noise between Residential And Other Uses

- 4.28 Noise nuisance between adjacent differing uses is more likely to arise in future, due to policies promoting mixed use development. It can arise especially in the case of flats over shops or other commercial premises. Conditions should therefore normally be imposed to require effective sound insulation, regardless of the particular commercial use at the time, unless it would be possible to control future changes of use of the adjoining premises to uses not creating a potential noise problem. Where conversion is wholly residential (e.g. of a house to flats), Part E of the Building Regulations now applies such controls on insulation.

[Relates to Resource Objectives: Quality of Life (i)]

EP10 Where conversion of existing premises or new development involves the provision of residential accommodation above (or below or sharing a party wall with) other uses, a high standard of sound insulation between the uses involved will be required, in order to prevent potential noise nuisance to residents.

THE WATER ENVIRONMENT

- 4.29 The Environment Agency is the primary agency for protecting the water environment. It has issued a range of guidance to local planning authorities in relation to this function and the need for inclusion in Local Plans of appropriate policies. For the Norwich area, the Broads Rivers Local Environment Agency Plan or any successor document is particularly relevant. The Environment Agency has also identified areas of the City at different levels of risk of flooding, based on the probability of flood occurring once every ten, one hundred and one thousand years. Planning Policy Guidance Note (PPG25) on Development and Flood Risk (published July 2001) advises about the different levels of risk of flooding and the need for development plans to take account of that risk and demonstrate how development may be protected from such risk. It establishes a sequential approach to development in areas at different levels of risk of flood, based on the Precautionary Principle. It also advises that developers may be required to contribute appropriately for flood mitigation measures where this would be necessary to enable development to proceed. The following policies reflect this guidance in so far as it is relevant to Norwich.

Protection of the Functional Flood Plain

- 4.30 Outside the previously developed areas, the presumption is that floodplain protection will take priority and development will be resisted. The undeveloped areas at risk in the 1 in 10 year flood risk area have been identified by the Environment Agency as the **functional flood plain**; the unobstructed or active area of the flood plain where water regularly flows in time of flood. Functional flood plains act as vital safety valves, storing water that might otherwise flood other areas and it is therefore important that their capacity is not reduced by inappropriate development. The functional flood plain is shown on the Proposals Map. In the wholly exceptional circumstances of there being an application for development in the functional flood plain, it must be accompanied by a full flood risk assessment.

[Relates to Resource Objectives: Land Resources (I) and (iii); Water (i) and (ii); Biodiversity (i) and (ii); Quality of Life (iv); Identity (i); Diverse and Competitive Economy (iv)]

EP11 Development will not be permitted in the functional flood plain except in wholly exceptional circumstances where it is:

- i) for a suitable amenity, conservation, sport or recreation use;**
- ii) for essential transport and utilities infrastructure**

Such infrastructure should be designed and constructed so as to remain operational at all times and result in:

- no net loss of floodplain storage or impedance of flood flows;**
- no increase in flood risk elsewhere.**

Development in areas at risk of flooding

- 4.31 PPG25 recognises that there are circumstances in which development cannot be totally resisted because of flood risk. In particular it says that nothing in that guidance should override the emphasis of PPG3 on enabling development to take place on previously developed sites. It would be unreasonable to prevent all future development within the developed area of the flood plain, (areas where water flows in time of flood, or would flow but for the presence of flood defences), within Norwich. Indeed, it could be severely damaging to the economic regeneration of the City. Several sites proposed for housing and employment development are in this category of previously developed sites within the Environment Agency 1 in 100 year high risk area. In these circumstances the risk of flooding within the urban area needs to be managed in planning for such development. The areas at risk from the 1 in 100 year high flood risk area are shown on the Proposals Map.
- 4.32 In the built-up areas of the City, development will, therefore, be accepted on previously developed sites, provided the criteria of policy EP12 are satisfied. Three main options are available for flood mitigation for new buildings: firstly, measures which raise levels and secondly temporary measures which keep water out during time of flood. Both such approaches would require provision within the site or elsewhere for the storage of flood waters. Thirdly, buildings can be flood proofed, whereby ground floor design and/or uses can be modified, accepting that water will enter in time of flood. Any proposal for development within the 1 in 100 year high flood risk area will have to be accompanied by a flood risk assessment, which will identify the most appropriate mitigation measures for that development.

[Relates to Land Resources (ii); Water (i) and (ii), Quality of Life (iv); Diverse and Competitive Resource Objectives: Economy (iv)]

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|-------------|--|
| EP12 | Developments within the 1 in 100 year high risk area will be accepted, provided that: |
| | (i) any residential or publicly accessible floor area is raised above the flood protection level for that area of the City or |
| | (ii) if the ground level of the site is raised, the developer contributes to the creation of compensatory flood storage capacity elsewhere within the floodplain and to any other necessary flood mitigation measures and |
| | (iii) they are accompanied by a flood risk assessment. |

Flood Risk to Other Sites

- 4.33 This policy follows advice in PPG25 on avoiding development that would cause an unacceptable increase in flood risk to others. The Agency will advise on whether a flood risk assessment might be required and on measures to reduce flood risk to others. This may include areas that fall within the 1 in 1000 year flood risk area which is shown on maps available from the City Council or from the Environment Agency. If mitigation measures are proposed, they must be capable of being provided or funded by the developer and may involve SuDS (Sustainable Drainage Systems) and measures off-site, thus requiring agreement with other land owners. In

all cases the maintenance of attenuating schemes must be provided for by the developer and this will require adoption of the system or some other method to ensure its long-term maintenance through a section 106 agreement.

- 4.34 The City Council has produced Supplementary Planning Guidance to inform development in the floodplain (Flood Risk and Development). This should be referred to and schemes developed to accord with the guidance.

[Relates to Resource Objectives: Quality of Life (i) and (iv)]

EP13 Development will only be permitted where it would not materially increase the risk of flooding elsewhere.

Water Quality – Development in Groundwater Source Protection Areas

- 4.35 The Council monitors drinking water quality in the area to ensure that standards are maintained. In relation to development the main concerns raised by the Environment Agency are the potential for pollution where ground is disturbed by development close to an existing groundwater abstraction point, or where sewage effluent or other pollutants are discharged to open drains and thus enter the groundwater supply.
- 4.36 The Source Protection Zones are identified on the Environment Agency's website, but the whole City is also affected by being on a major aquifer, which should also be protected from groundwater pollution. Policy EP14 follows national advice in protecting boreholes, which are licensed by the Environment Agency. Development affecting these areas will be subject of consultation with the Environment Agency, in order to ensure that any higher risk developments are protected against future ground water pollution.

[Relates to Resource Objectives: Water (ii), Quality of Life (iv)]

EP14 Development will not be permitted in the groundwater source protection zones or where a major aquifer may be affected, unless the developer can demonstrate that appropriate measures will be taken to minimise any risk of pollution to the water source.

Water Quality – Separate Drainage Systems

- 4.37 Drainage systems need to take account of current requirements, including the need for efficient use of water in the driest region of England. In particular separate drainage systems are now required to avoid the problems of pollution from joint sewer systems, which are still apparent in parts of the City. In such cases, developers may be required to contribute to measures to provide enhanced drainage off the site.

[Relates to Resource Objectives: Water (i) and (ii), Quality of Life (i) and (ii)]

EP15 **New development will be required to provide separate foul and surface water drainage systems.**

Water Resources, Conservation and Sustainable Drainage Systems (SuDS)

- 4.38 As the driest region of the country, and with demand for water rising constantly, it is important that future development does not put an unacceptable strain on Norwich's water resources. Environment Agency research shows that there is a nominal surplus of water in Norwich for the plan period. In the interests of protecting water supplies in the longer term and of protecting supplies in neighbouring areas which may experience a deficit, it is important that Anglian Water are consulted over water supplies for new developments. It is also important that measures both to minimise the use of water and surface water discharge are incorporated in developments. Water conservation measures might include water metering, low flow showers, low flush toilets and the recycling of "grey water". Surface water discharge minimisation methods include water butts and the use of SuDS techniques.
- 4.39 Sustainable drainage systems include the use of appropriate ground cover to enable maximum penetration of run off into the ground in order enable water conservation methods to be effective and to reduce flood risk. The surface water drainage system should provide for efficient drainage to ground water, but with appropriate filtration systems to avoid any pollution of ground water. The City Council will seek to encourage the use of such systems through demonstrations and through appropriate design advice. Guidance on sustainable drainage systems is available in the Environment Agency booklet "A Guide to Sustainable Urban Drainage." Use of sustainable drainage systems will need to take account of any structural implications in relation to subsoil geology and policy EP2.

[Relates to Resource Objectives: Land Resources (i); Water (ii)]

EP16 **Development will be only permitted where:**

- i) the development maximises water efficiency through its location, layout or design;**
- ii) water conservation measures are used;**
- iii) appropriate sustainable drainage systems are included.**

Water Quality – Pollution from Stored Materials on Development Sites and the Drainage of Car Parks and Roads

- 4.40 The problem of pollution from roads and car parks is one which should be avoided by the design of such surfaces and/or appropriate means of filtration to ensure that harmful substances do not reach water courses or groundwater, to which any flow would be directed.

- EP17** **Permanent and temporary car parks and all road surfaces will be designed to minimise the risk of pollution from vehicles entering (directly or indirectly) into water courses or ground water.**
- Any potentially polluting materials stored on development sites should be identified and provided with adequate bunding to ensure that leakage does not occur into the groundwater system, soil or surface waters.**

ENERGY RESOURCES

Energy Efficiency, Conservation and the use of Combined Heat and Power

- 4.41 The City Council attaches great importance to future development becoming much more energy conscious and reflecting good design standards in order to ensure that high standards of energy efficiency are achieved.
- 4.42 Policy EP18 applies to any type of new development, including the conversion of older buildings. Particular attention (through Supplementary Planning Guidance under the adopted Local Plan) has already been paid to the design and orientation of new housing developments. This will now be extended in a revised SPG to other forms of development and standards will be set for energy efficiency. Developers will be expected to pay far more attention to this issue in future, in particular in order to ensure that the sustainability objectives of the Plan and the government are reflected. This should include, as appropriate, the use of heat recycling, combined heat and power systems, passive solar gain; the incorporation of a high standard of insulation; the avoidance of heating methods which are obviously wasteful of energy (including outdoor heating); the use of landscaping and layout to reduce wind chill and maximise provision of natural lighting. In general design should deal with the passive elements of energy use first (i.e. solar gain, insulation, heat recovery and amelioration of extremes) with active heating treated as secondary. This approach is now supported by government guidance in PPG11, for example.
- 4.43 Larger scale schemes in the City will be expected to include an energy efficiency statement, showing how the development minimises energy use. Such a statement will include an assessment of the possibility of alternative schemes of energy supply.
- 4.44 Combined heat and power (CHP) generators are efficient in their use of conventional sources of energy. CHP systems provide heating for an area through an underground distribution network and generate electricity, which is transmitted to the National Grid when surplus to the requirements of the local network. CHP is suitable for development which would benefit from centralised heat and power generation, from the scale of an individual complex, such as a school, up to a whole housing estate. Generating plant for a CHP scheme would need to be carefully located, so that it would not cause any adverse environmental or visual impact, whilst still being accessible for maintenance purposes.

[Relates to Resource Objectives: Air (ii); Other Natural Resources (i)]

EP18 **Development, including rehabilitation or conversion of existing buildings, will be expected to be designed to achieve a high standard of energy efficiency and energy conservation through consideration of siting, design, density, materials, orientation, landscaping and layout. Development generating low or zero emissions will be particularly encouraged. In larger schemes, developers will be expected to show how the development will be efficient in the use of energy. The use of Combined Heat and Power in suitable developments will be permitted.**

Renewable Energy

4.45 The Norfolk Structure Plan emphasises the encouragement of renewable energy and a study of the East of England renewable energy resources showed that there are a variety of sources of such energy in this Region, including notably wind energy, solar power and biomass generators (i.e. using agricultural or forestry products). Within the City the possibility of renewable energy generation should be allowed for and appropriate forms of generation encouraged.

4.46 Policy EP19 encourages renewable energy developments, subject to their impact on neighbouring uses and wider visual amenity. Because of the City's tightly defined boundary and prominence in some views, it will be important to assess the impact of any large-scale wind turbine from the adjoining area (e.g. in South Norfolk). The former power station site at Cremorne Lane would potentially be suitable for a biomass power plant, utilising agricultural or forestry resources from the Yare valley and transporting them by water to the site. Such a development would need to be subject to an environmental impact assessment. However, other sources of renewable energy are more likely to be feasible within the urban area generally. Solar panels (active solar systems for hot water or photovoltaics for power generation) can be installed on existing premises, often without significant visual impact. A recent annex to PPG 22 encourages the use of photovoltaics. The policy requires that impact should be assessed in such cases – this will be particularly important on listed buildings and in Conservation Areas. The Rivers Yare and Wensum may also offer some potential for hydro-electric projects.

[Relates to Resource Objectives: Air (ii); Other Natural Resources (i); Quality of Life (i)]

EP19 **Large scale renewable energy developments will be permitted where:**

- i) their scale, siting and cumulative effect would not have a significant adverse impact on neighbouring uses or on visual amenity, particularly from sensitive viewpoints;**
- ii) they would enhance the appearance of the city and its setting.**

Small scale installations will be permitted, provided they are suitably located and can be visually integrated with surrounding development.

The former Utilities site at Cremorne Lane [EP19.1 – 6.9 ha.] may be appropriate for a biomass power generator, provided the raw materials can be transported by rail or river to the site.

OTHER NATURAL RESOURCES

Use of Materials

- 4.47 Sustainability principles are particularly relevant to minimising the amount of new natural resources and energy resources used in construction materials. Since many of the proposed development sites are brownfield sites, where there are previous structures remaining, then the reuse of materials becomes a viable and important consideration. Planning applications should identify how such recycled materials will be used and should also make provision for the location of any equipment in the process of recycling the materials (i.e. crushing equipment).
- 4.48 Buildings which are not designed to last for the normal life of a permanent building will not normally be encouraged as they are neither sustainable in resource terms, nor is their appearance usually satisfactory. However, where such buildings are proposed for a good reason, such as a temporary use, then provision should be made for their future redevelopment. Non-renewable materials should be avoided wherever this is reasonably practical. In particular this applies to tropical hardwoods, which can now be replaced by sustainable sources from well managed woodlands.

*[Relates to **Resource Objectives: Other Natural Resources (ii)**]*

EP20

Development will provide for the use of sustainable materials in construction, giving priority to:

- (i) reusing existing buildings, where they are capable of being adapted to a new use; or, if not capable,**
- (ii) reusing construction materials already present on the site (including crushed concrete on redevelopment sites); and**
- (iii) identifying recycled materials from other sites which can be used; and**
- (iv) using energy efficient materials; and/or**
- (v) where construction is temporary or relatively short-term, ensuring that the future use of the site is considered in the form and layout of the proposals and that materials can be reclaimed and reused.**

Recycling Facilities

- 4.49 The City Council wishes to promote a network of neighbourhood facilities for recycling of a range of materials. This is a sustainable way of recycling materials and helps to reduce litter, subject to the Waste Plan not bringing forward more sustainable options such as door-to-door collection of recyclable materials.
- 4.50 The nature of materials to be recycled will depend on the local Waste Strategy and may vary over time, according to what materials are economic to collect and recycle and according to the development of door-to-door recycling schemes or alternative methods. The location of such facilities will need to be carefully considered, but where new developments of major attractions such as large retail or leisure developments are proposed, then, unless there is already a more suitably located facility, they should make provision as part of their car parking/ servicing areas for such recycling. If further types of materials are recycled in future (e.g. composting), then the criteria in policy EP21 are the appropriate ones.

[Relates to Resource Objectives: Other Natural Resources (ii); Quality of Life (i)]

EP21 A network of local materials collection sites will be provided for and permitted, subject to the waste strategy not identifying other methods of treating such waste. These sites should:

- (i) be in convenient locations which minimise the need for people to travel by car;**
- (ii) have safe traffic access and space for loading and unloading of disposal vehicles;**
- (iii) have no significant detrimental impact on residential amenity or the environment.**

Large retail or leisure developments in district or local centre locations and education developments will only be permitted where they include provision for such a materials collection facility, where feasible and appropriate.

General Amenity Considerations

- 4.51 Development should generally take account of the impact on people's amenity, but there are specific considerations in residential areas and, for example, where backland sites are developed behind other dwellings, including in their rear gardens or affecting communal open space. The following policy outlines the main factors to be considered in such circumstances.
- 4.52 Policy EP22 is envisaged as applying to new 'backland' development – e.g. where large back gardens or open space is developed for new housing or other development – to changes of use in residential areas, and to the size and layout of extensions either to the dwelling itself or to a neighbouring property, which may impinge on amenity standards. It is anticipated that normal standards for design relationships will be set out in more detail in Supplementary Planning Guidance. This policy encompasses the former policies NE24 (backland development), EP14 (amenity and daylighting),

EP16 (poor environment) from the adopted Local Plan (1995). As such it also applies to proposals for residential development, where the surrounding environment would be inappropriate for residential occupation, by reason of noise, pollution, smells or other amenity problems.

[Relates to Resource Objectives: Quality of Life (i) and (iv)]

EP22 **Development, including alterations and extensions to existing buildings, will only be permitted if it provides for a high standard of amenity to existing or potential residential premises in the vicinity. This will include:**

- (i) daylighting and privacy to any main habitable room window in a dwelling;**
- (ii) avoidance of noise, odour, air or artificial light pollution (see policies EP5, EP7 to EP11);**
- (iii) provision of a suitable private garden or communal amenity space adjoining the dwelling.**

Where existing amenity is poor, improvements will be sought in connection with any development.

Chapter Five

EMPLOYMENT AND BUSINESS

INTRODUCTION

Strategic Context

- 5.1 The City's economy is increasingly integrated within the wider Norwich Area economy and the regional economy. Norwich has benefited over the last few years from the economic growth of the East Anglia Region. Its function as a regional centre has also been strongly boosted by developments over the last decade. Commuting patterns have extended further into the surrounding rural area and its links with Europe via Norwich Airport and the East coast ports are becoming increasingly important. This will be further strengthened by the proposed development of the Great Yarmouth Outer Harbour. Much of Norwich's recent prosperity has come from the development of firms based in Norwich and serving much wider markets (e.g. Virgin Direct, KLM (UK), Marsh Ltd.).
- 5.2 The City's rate of unemployment has dropped from its peak in February 1993 of 10.8% (percentage of working age population) to 3.1% at June 2004. Unemployment increased a little during 2003 but has been falling again in 2004. However, unemployment remains significantly higher in certain deprived areas of the City. The Norwich Travel to Work Area has a much lower rate of unemployment at 1.8% (also June 2004). A number of local firms have expanded significantly over recent years, particularly where they have been able to harness investment in new technology in order to expand markets. The main growth in employment has been in service industries and the number of part-time employees has continued to increase.
- 5.3 Norwich has benefited from investment through the Single Regeneration Budget, Capital Challenge and the Heritage Economic Regeneration Scheme (HERS) programmes. The Earlham, Larkman and Marlpit area has been accepted for the New Deal for Communities. This has supported a range of new employment from major schemes such as Riverside to smaller, local employment and training initiatives in the Mile Cross, East Norwich and Earlham areas. It has also provided for much improved training and business start-up infrastructure through the Learning Cities Single Regeneration Budget. Lottery money has also provided significant support for a number of projects and organisations, which will provide future economic benefits for the area (e.g. the Forum, the Castle refurbishment, Riverside swimming pool).
- 5.4 In terms of major business developments, several are now beginning to progress outside the City's boundary on the edge of the urban area. These are the large scale, allocated sites at Broadland Business Park, Longwater and Norwich Research Park. All these sites date from earlier (Broadland and South Norfolk) Local Plan allocations, at a time when extensive, land-hungry developments were seen as an important complement to City Centre development for firms wishing to move into the Norwich area. They also pre-date the emphasis in Government policy on sustainable development and are less accessible than some alternative urban locations. The City Centre remains a preferred location of major offices. The large peripheral allocations, however, will continue to develop over the Plan period and will provide a significant opportunity for new jobs and for business expansion during that period. Measures are being put in place to try to make those jobs as accessible as possible – particularly by public transport – to potential employees from the urban area.
- 5.5 The University of East Anglia is a premier research and teaching university and, as such, a very important contributor to the economy of the area, not only in terms of provision of jobs directly, but also in the spin off benefits to a range of other sectors and research activities and its contribution to the health and social development of the

City. Among other benefits are the community's and visitors' use of the Sainsbury Centre, the Sportspark and the Students' Union Venue. Recent government advice in Planning Policy Guidance Note PPG11 refers to "Innovative Cluster Areas" being developed, based on networks of locations with a central research and development base. Such a cluster area is established at Norwich Research Park and around the University of East Anglia together with the Norwich Research Park and Norfolk and Norwich University Hospital (both in South Norfolk District) and is expected to grow significantly over the next ten years. The University itself is experiencing rapid growth at present, having been relatively slow-growing during the 1980's and 1990's. The new School of Medicine is particularly important for establishing the links with the Research Park and new Hospital. The Local Plan provides for complementary development within the City, in locations which can benefit from proximity to the University and other educational establishments and for the University itself for growth planned up to about 2008/9.

- 5.6 Recent trends have shown that job growth is not wholly dependent on these large, newly developed sites. Since the mid-1990s the main growth sector has been business services and other service provision, much of it in part-time jobs and in small family or community businesses, which do not need large premises. It is important that the Local Plan recognises this area of growth and provides for suitable accommodation for small businesses, allowing for their operation as part of the mixed use approach to development in the residential context, where appropriate.

Regional and County Policy Context

- 5.7 The Regional Planning Guidance for East Anglia (RPG6, published in November 2000) projects that economic growth in the region will average between 0.25% and 0.5% above the rate of national economic growth over at least the period to 2005. It aims to support that level of continued growth with a particular emphasis on improving the economy of those areas which have a priority need for regeneration. Its development strategy aims to focus such growth on the main towns and cities of East Anglia, of which Norwich is one. With reference to Norwich in particular, the RPG (Policy 15) seeks to build on the potential of the City's financial services, food technology, tourism, the arts, higher and further education, media, shopping and services sectors and the airport.
- 5.8 The Regional Economic Strategy for Eastern England has also now been published (by the East of England Development Agency), again focusing on similar economic objectives. This provides the basis for investment and support programmes by government agencies.
- 5.9 The Norfolk and Waveney Economic Development Strategy, "Shaping the Future", provides a strategic framework for a range of objectives and has developed a proactive approach to a number of economic issues. The objective of improving competitiveness of existing businesses has been developed by a 'Business Support' group. An 'Inward Investment' group has been working to project a positive image of the area and assist in attracting new investment. Sector groups have been looking at the future of several key industrial and service sectors in the area, including a 'Business and Financial Services Sector' group, which is seeking to develop Norwich as a regional centre for such services. In addition 'Shaping the Future' emphasises the importance of developing the transport and virtual links of Norfolk in various ways, in order to overcome the perceived isolation of the area within the UK economy.
- 5.10 The Norfolk Structure Plan supports these strategic approaches to development, but is primarily concerned with the major allocations of land. The Norwich Policy Area is

identified as a major location for economic development in policy. Provision is made for a total of 250 hectares to be made available as employment land in the period 1993 to 2011 (Policy N2). Priority is given to securing the necessary investment in infrastructure to bring these identified sites forward. The main strategic locations for such employment development include the City Centre and Sweet Briar Industrial Estate (Policy N3). In addition the Structure Plan promotes Norwich as a major visitor destination and seeks to enhance the provision of services and accommodation for the tourism sector. This is dealt with in Chapter 6 of this Plan, but is taken into account in considering the overall economic prospects of the City.

Sustainability Objectives

- 5.11 The policies in this Employment and Business Chapter relate primarily to the national objectives of social progress to meet the needs of everyone and the maintenance of high and stable levels of economic growth and employment. In terms of this Local Plan's objectives this translates into the objectives of establishment as a dynamic regional centre (SOBJ1) and sustainable long-term regeneration (SOBJ2).

Main Issues Arising from Consultation

- 5.12 The consultation on Issues for the Local Plan Review identified a number of areas for policy review on employment. These included:
- specific support for research and hi-tech industry related to UEA and Norwich Research Park;
 - the need to maintain a supply of useful employment sites to contribute to the requirement for the Policy Area;
 - the importance for businesses of accessibility to the City Centre;
 - provision should be made for growth of the Airport;
 - concern about the environmental impact of air traffic;
 - site specific concerns about the development of the Deal Ground, Trowse and its relationship with the floodplain, Broads area, and the nearby railway.

BUSINESS DEVELOPMENT

Small Scale Business Development

- 5.13 The review of the Local Plan recognises that one of the most important current sources of employment development is the growth of local services, which have no particular locational requirements, as long as they are close to a range of other businesses. Consequently it is important to provide for their growth and development wherever appropriate in the urban area.
- 5.14 Policy EMP1 is consistent with the emphasis of the Housing Chapter on providing for mixed use development. It will also encourage the development of community-based jobs in areas of the city, where these are particularly needed. It provides for offices and light industrial uses of up to 1,500 square metres. It allows for such employment development within District or Local Shopping Centres, where these have good accessibility, provided development is consistent with policies SHO14 and SHO15. The criteria to be met are similar to those previously used under the general employment policy of the previously adopted Local Plan. Environmental impact is

intended to be assessed in local terms including the impact on neighbouring uses and under any of the environmental policies of this Plan. In residential areas such changes can be detrimental to the character of the area (together with other uses such as residential homes and service uses). As a rule of thumb, the conversion of some 20% of residential properties in any given street frontage is around the maximum beyond which the character of an area is likely to be changed. It is important that small scale business development does not frustrate the larger proposals elsewhere in this plan. In some cases it will be necessary to ensure that future changes, which may create conditions detrimental to the area or neighbouring uses, can be adequately controlled. Consequently, conditions may be imposed on planning permissions for small business development, where appropriate, to ensure that changes of use or future growth of the business do not infringe these criteria.

- 5.15 Managed workspaces have the advantage for small businesses of providing some property services and, potentially, wider access to information technology and other resources without requiring major investment by the developing firm. Such developments will be particularly encouraged to cater for those needs.

[Relates to Resource Objectives: Quality of Life (i) and (iii), Sustainable Accessibility (ii); Diverse and Competitive Economy (ii)]

EMP1	<p>Proposals for small scale business development will be permitted within appropriate areas of the city, including the City Centre and residential areas, provided that:</p> <ul style="list-style-type: none"> (i) there is no significant adverse environmental impact and, in residential areas, the residential character and amenity of the area are maintained; (ii) development is not piecemeal in character and does not prejudice the possible future development of a larger site; (iii) development is not over-intensive; (iv) the site is accessible to non-car users; (v) it will not result in an unsatisfactory form of development in terms of access, parking, loading and unloading of vehicles or safety and security for the business concerned or for visitors. <p>Proposals involving the development of managed workspace which promotes open access for small firms will also be accepted in accordance with these criteria.</p>
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Growth of Existing Businesses

- 5.16 In general, the City Council would wish to support the growth of existing businesses, as appropriate to the areas within which they are sited. There are obvious constraints in many parts of the City, which may prevent larger scale expansion and the City Council will work with firms seeking such expansion to identify appropriate suitable sites where this can be accommodated.

- 5.17 Policy EMP2 is intended to deal with expansion of businesses in situ and primarily within their own sites. If larger areas are to be incorporated, then other Local Plan policies (e.g. relating to designation as open space or proposals for housing development) may need to be considered. Criteria are similar to those in policy EMP1. Visual amenity is an additional consideration, since extensions to businesses should not be allowed to become over-dominant in relation to smaller scale neighbouring buildings. Other Local Plan policies relating to parking provision and amenity will also apply.

[Relates to Resource Objectives: Quality of Life (i), Diverse and Competitive Economy (ii)]

EMP2	<p>Proposals for expansion of existing businesses will be permitted, provided that:</p> <ul style="list-style-type: none"> (i) there is no adverse environmental or visual impact, taking particular account of the character of any residential areas or other adjoining uses; (ii) development is not over-intensive in relation to the capacity of access, parking facilities and services to the site; (iii) the proposal will not result in an unsatisfactory form of development in terms of access, parking, loading and unloading of vehicles or safety and security for the business concerned or for visitors.
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Needs of Small Businesses

- 5.18 The City Council is keen to promote development which will cater for the needs of smaller, developing businesses. Such development will be appropriate in both existing and proposed Employment Areas identified below, or, subject to the criteria in policy EMP1, on sites elsewhere in the City.
- 5.19 Policy EMP3 seeks to ensure a suitable supply of small business units by protecting land and premises where such development is approved under Policy EMP1 or EMP2 (where this would not conflict with other policies and allocations). In order to ensure that such development can take place, it will also be necessary to reserve appropriate areas (providing demand can be shown) since they would otherwise be likely to attract larger developments, which may prevent the small firms involved from setting up or developing. Demand will be assessed across the City by looking at the rate at which such units are occupied and evidence from letting agents on existing schemes, as well as assessing whether there are other schemes which can provide suitable sized units of a reasonable quality.

[Relates to Resource Objectives: Diverse and Competitive Economy (ii)]

EMP3	<p>Proposals for development which would:</p> <ul style="list-style-type: none"> (i) result in the loss of existing small business units; or (ii) prejudice the future development of a site where small business development is
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- permitted in accordance with Policies EMP1 or EMP2; or
- (iii) prejudice the development of any other land subsequently identified and reserved for small business use

will only be permitted where:

- a) retaining the business in situ would be significantly detrimental to the amenities of adjoining occupiers, would prevent or delay the beneficial development of land allocated for other purposes or would compromise the regeneration of a wider area; or
- b) the developer can demonstrate that there is no evidence of a demand for small business units in the Norwich area which would justify the retention of the land/premises for that purpose.

EMPLOYMENT AREAS

Prime Employment Areas

- 5.20 The existing employment areas in the City were the subject of a survey undertaken in 1996, which looked at vacancy levels, the character of the estates, the redundancy/age of the buildings, infrastructure problems and accessibility. This study concluded that a revised, more discriminating approach was needed in the Local Plan Review towards the existing industrial areas. In particular this should avoid some of the modern industrial areas becoming dominated by other (non-employment) uses to the detriment of the needs of industries in the City. In addition the employment areas throughout the City have been reviewed in the Housing Capacity Study, in accordance with PPG3, to see whether any sites can be redefined for housing development.
- 5.21 The first type of employment area to be considered in this Chapter are the most attractive, best served industrial areas within the City. For these areas it will be important to maintain the quality of the estates and seek a high quality of services and landscaping in any new development (or redevelopment) which is proposed.
- 5.22 The areas included are those identified as the prime employment sites in Norwich in the 1996 survey. They are shown on the Proposals Map. They are characterised in general by modern buildings with a good standard of landscaping and suitable access provision for modern industry. For example, the areas adjacent to the Airport are seen as key areas in promoting business development in the context of Norwich's links with Europe and the development of the regional airport. In order to make best use of these few, high quality sites within the City, they should be reserved for those uses for which they are intended. This has become particularly important in view of the reduced amount of land now available within the City. The B1 use class embraces a wide range of development formats encompassing high and medium density town centre office development, low rise, low density business and research parks and development intended primarily for manufacturing industry. Of these, some formats, particularly for commercial office development, are more appropriately sited within

accessible City centre and edge of centre locations. Consequently major office development will be promoted primarily through Policy EMP16 and assessed in accordance with the sequential test of PPG6 and the recently adopted Structure Plan policy: such development will not be automatically accepted within employment areas outside the centre.

- 5.23 Retail and leisure uses, or sale of motor vehicles, will not be allowed to infiltrate these areas further, as there will be other parts of the City where such uses can be accommodated. Changes of existing uses of these types to industry or business use will be encouraged. In the case of major retail and leisure uses, these will in any case be subject to the sequential test, requiring them to locate in City or District Centre locations, if possible.
- 5.24 Complementary uses providing services directly to the businesses on the estates, or their employees will be permitted, provided they are small in scale and appropriately sited, so as not to detract from the character of the estate. The new developments at the Deal Ground, the Livestock Market and Hurricane Way are intended to provide a similar quality of site and will be subject to the same policy. At the Airport Industrial Estate there are areas adjoining the Airport which may be appropriate to accommodate operational airport activities (which do not fall strictly within the employment use definition). Such uses can be accepted where they would not prejudice other activities on the estate.

[Relates to Resource Objectives: Land (ii), Identity (iii), Diverse and Competitive Economy (ii) and (iii), Land Supply (i) and (ii)]

EMP4	<p>Within the prime employment areas of</p> <ul style="list-style-type: none"> ▪ Sweet Briar Road [EMP4.1] ▪ Bowthorpe Employment Area [EMP4.2] ▪ Hall Road/Bessemer Road (including Norwich Business Park and White Lodge Estate) [EMP4.3] ▪ Airport Industrial Estate (including Icen Office Park) [EMP4.4] <p>development within Use Classes B1, B2 and B8 will be permitted, except in the case of:</p> <ul style="list-style-type: none"> (i) Office development within Class B1, which will be permitted where it satisfies the sequential test as set out in Policy EMP16; (ii) Development on sites adjoining residential areas, where uses will be limited to those which will not be significantly detrimental to the amenities of adjoining residents. <p>Other activities will only be permitted where they are clearly complementary to the main uses in terms of their size and functional relationship in providing a service to existing businesses and employees already on the estate. Proposals for retail, leisure and vehicle sales uses will not be permitted. A high standard of landscaping and design will be required in any development or redevelopment.</p>
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In addition, this policy will also apply to the allocated areas at Deal Ground (Trowse) [Policy EMP9] Livestock Market, Hall Road (Policy EMP10.1) and Hurricane Way (Airport Industrial Estate) [Policy EMP12].

Airport operational activities will be permitted on those parts of the Airport Industrial Estate adjacent to the Airport boundary provided they are compatible with other activities on the estate.

General Mixed Use Employment Areas

- 5.25 The 1996 survey showed that the majority of employment areas in the City already contain a wide mix of uses. They also, in many cases, have older buildings, which may be considered for redevelopment in the Local Plan period, together in a few instances with sites which remain vacant, possibly held for expansion by firms located within the estates. The policy for these areas is aimed at maintaining their broad character, while seeking improvements as opportunities arise. These areas provide opportunities to accommodate some uses which are not acceptable within the Prime Industrial Areas but can be appropriate, depending on their surroundings, within these employment areas.
- 5.26 In these areas general employment development in Use Classes B1, B2 and B8 will continue to be promoted, although it is accepted that they also provide for a range of related uses in addition. The only exception to the general acceptance of employment uses applies in the case of major office development, which (in accordance with the sequential test applied under Policy EMP16) will not normally be allowed outside the City centre other than in the Prime Industrial Areas where the developer can provide exceptional justification for such a location. Consequently, Policy EMP5 places a ceiling on such development of 2,000 square metres.
- 5.27 Additionally, the policy provides for controls on industrial uses which are likely to have a significantly harmful effect on residential occupiers adjacent to, the employment area by reason of noise, dust, fumes, traffic generation or air pollution. This will generally mean restricting uses in these locations to those in Use Class B1 (which by definition are acceptable in residential areas) or imposing appropriate conditions on planning permissions to contain the impact of more intensive uses.
- 5.28 Many other uses – retail and leisure uses for example – would not now be acceptable in such locations under the sequential test of PPG6 and Structure Plan policy. The acceptable elements of retail and leisure uses are therefore strictly defined within the policy and are principally those types of development which may not be able to locate in traditional central area developments because of their size and form. Other forms of retail and leisure development will not be acceptable in these areas – and the sequential test of policies SHO3 and AEC1 still apply. The Council's Overview of Cultural Development SPG and jointly adopted SPG on Bulky Goods retailing will assist in the implementation of policies EMP5, SHO3 and AEC1. However, uses which provide a service to employees on the estate, or are related to the industrial and business activities there, will be acceptable.

The principal aim of policy EMP5, however, remains to maintain these areas as Employment Areas. Hence the policy includes a criterion to retain B1, B2 and B8 in each area as the predominant uses. This requires that ancillary and other uses do not, between them, become dominant in an area – i.e. higher than 50% of the floorspace in the estate. The way in which this criterion will be applied will be the subject of further consideration and Supplementary Planning Guidance may be adopted by the Council, which will need to take account of the differing economic and physical circumstances.

[Relates to Resource Objectives: Land (ii), Identity (iii), Quality of Life (i); Diverse and Competitive Economy (ii) and (iv), Land Supply (i) and (ii)]

EMP5

Within the areas defined as general employment areas on the Proposals Map, uses in classes B1, B2 and B8 will be permitted, except in the case of:

- (i) Office development within Class B1, which will be permitted where it satisfies the sequential test as set out in Policy EMP16 and where it does not exceed 2,000 square metres gross;**
- (ii) Development on sites adjoining residential areas, where uses will be limited to those which will not be significantly detrimental to the amenities of adjoining residents.**

The following additional uses will also be permitted where they do not result in the proportion of uses within B1, B2 and B8 falling below 50% of the total developed area of the estate concerned:

- **ancillary uses;**
- **premises for the sale of large vehicle parts to the public (e.g. exhausts and tyres);**
- **premises retailing products made in the same or adjoining premises, where the floorspace devoted to retail sales amounts to less than 10% of the total gross floor area of those premises and does not exceed 250 square metres in total;**
- **leisure uses which would not be able to locate in centres because of their size and the activities undertaken.**

Any development accepted under this policy will be expected to enhance the environment of the employment area through appropriate design, landscaping and satisfactory loading, unloading, parking and security arrangements.

The policy will apply to:

- **Vulcan Road/Fifers Lane Industrial Estate [EMP5.1]**
- **Mason Road/Mile Cross Lane Area [EMP5.2]**
- **Whiffler Road Industrial Estate [EMP5.3]**
- **City Trading Estate [EMP5.4]**

- **Northumberland Street Area [EMP5.5]**
- **Europa Way, Bracondale [EMP5.6]**
- **Drayton Road/Citycare Depot Area [EMP5.7]**
- **Guardian Road Industrial Area [EMP5.8]**

In addition this policy will apply to the newly allocated site at the Abattoir, Old Hall Road [EMP11.1].

Car Showrooms

5.30 Previously the policy for general employment areas in the adopted Local Plan included vehicle sales and repair as an additional use in those areas. Such uses take up large amounts of space, whilst generating little employment, and are generally not consistent with the character of employment areas. The City Council has therefore decided to reserve a specific and suitable area for such uses, in which they are already the dominant user – and delete them from the list of acceptable uses in other employment areas.

5.31 The Hall Road frontage is already dominated by vehicle sales. The remainder of this employment area is defined as a Prime Employment Area, but this clearly does not apply to the majority of the frontage part of the site. The encouragement to locate vehicle sales in this area will also apply when other operators are looking to redevelop from inappropriate locations. The site allocated for car sales use includes the southern part of the former Bally Shoe Factory site, the majority of which is allocated for retail development under Policy SHO13.

[Relates to Resource Objectives: Land Resources (ii); Diverse and Competitive Economy (ii); Land Supply (i)]

EMP6 The sale and repair of motor vehicles will be permitted on Hall Road in the areas defined on the Proposals Map [EMP6.1].

Single Occupier Employment Sites

5.32 Certain employment sites are occupied primarily by single large employers. These are important firms, employing considerable numbers of people and the main objective of this Plan will be to maintain their position and provide for any appropriate level of expansion which is feasible within their sites. However, the City Council is mindful of the situation at the Nestlé chocolate factory, where the owners closed the large factory completely shortly after the previous Local Plan was adopted. This showed that, in particular economic circumstances, it may be unrealistic to expect such a site to accommodate a single major employer indefinitely and a new approach has to be adopted. In that case a Brief was approved by the Council, which represented a departure from its adopted Plan, but this was necessary and broadly consistent with other policies for the City Centre. If in future a closure of such large premises occurred, then it may be more appropriate to envisage a quick review of that policy in the Plan. There may also be instances where, although the firm continues to occupy the majority of the site, rationalisation will lead to part of the site becoming redundant and available for more general employment development.

- 5.33 In the case of Bayer Cropscience at Sweet Briar Road (EMP 7.3) the site is also subject to the controls of the Health and Safety Executive, because of the nature of the materials used and processes operated. Therefore Policy EP3 also applies to this site.
- 5.34 Carrow Works is subject to particular constraints on expansion, since it contains the Scheduled Ancient Monument of Carrow Abbey and a number of Listed Buildings, as well as open spaces in its grounds, which are identified on the Proposals Map to be retained. (It also houses two firms, but they operate a shared site management regime and therefore, for planning purposes, can be considered as a single occupier). The policy envisages the situation whereby part of a site is no longer required by the main occupier of the premises. This has already occurred recently in the case of Jarrolds (NJP) and Carrow Works (although both of those surplus sites are identified for alternative developments in the Plan). The policy envisages retention of the remaining areas of the sites in alternative employment uses in these circumstances. Such development would need to respect its surroundings – in the case of Carrow Works, this would have to take account, for instance, of the sensitivity of the food processing industry to any form of air-borne pollutant which may be generated. In other cases there are residential properties in the vicinity and the amenity of the occupants of such property would need to be taken into account. As outlined above, if the whole of the site becomes redundant, a different situation would arise and the matter would need to be reviewed from a new perspective.

[Relates to Resource Objectives: Land (ii), Diverse and Competitive Economy (ii), Land supply (i)]

EMP7 **The sites identified as single employer sites will be retained in their primary industrial use and development providing for appropriate expansion of the industries concerned will be permitted, subject to the need for improved access provision if necessary (and, in the case of Carrow Works, the need to respect the environmental and ancient monument designations in the grounds).**

If part of any of these sites is no longer required for use by the controlling company, appropriate alternative uses within classes B1, B2 or B8 will be permitted, provided that this does not jeopardise the continued employment use of the residual part of the site retained by the company and is not incompatible with its surroundings.

Other uses will be accepted, within the categories identified in policy EMP5, provided these do not have a detrimental impact on the continued use of the main site.

This policy applies to:

- **Carrow Works [EMP7.1]**
- **NJP (New Jarrold Printing), Barrack Street [EMP7.2]**
- **Bayer Cropscience, Sweet Briar Road [EMP7.3]**
- **Smurfit Sheetfeeding, Whitefriars [EMP 7.4]**

SITE PROPOSALS

Proposed Employment Development – General

- 5.35 The Structure Plan allows for the allocation of some 250 hectares of land in the Norwich Policy Area to meet employment needs. This is already identified, to a large extent, by virtue of existing employment land designations in the previously adopted City of Norwich Local Plan and in several large employment sites identified in the Local Plans for the surrounding Districts, which will take some considerable time (at present rates of development) to be completed. Although, taken together, these sites are nominally sufficient to meet strategic employment land needs for the Norwich Policy Area, the larger sites on the fringe of and outside the urban area do not necessarily provide the appropriate size or type of sites to meet the needs for expansion of smaller firms in Norwich. In addition they do not meet the needs for sites in proximity to other small businesses within the City – and hence would tend to increase the need to travel for some businesses and their suppliers. The Local Plan, therefore, identifies some smaller sites within the urban area in order to meet these kind of needs. There are also specific benefits to be gained from allocation of a site with potential for rail access, for example, in order to meet any requirements for businesses using rail freight.
- 5.36 The Local Plan therefore maintains seven specific proposals for employment related development. All of these have been the subject of previous discussions and some are for redevelopment of existing employment uses.
- 5.37 In relation to the supply of land identified for employment uses, the City provides at present an identified supply of 48.8 hectares including the sites allocated in this Local Plan (out of 216 hectares available in the Norwich Policy Area at April 2004). The major sites, which are proposed for new development are identified in policies EMP9 to EMP15. Other smaller sites are generally within the existing employment areas identified under policies EMP4 or EMP5.
- 5.38 Policy EMP8 gives general guidance for the development of the allocated employment sites. A high quality of design and landscaping is desirable, in order to ensure that further development is not deterred. This will be particularly important on prominent frontage sites. Subsequent policies set out the particular requirements for the individual allocations.

[Relates to Resource Objectives: Identity (iii)]

EMP8	The sites identified in policies EMP9 to EMP15 are allocated primarily for employment development in Use Classes B1, B2 or B8. Major office development is subject to the sequential test in policy EMP16. Development of these sites will require a good design and landscaping scheme, to include provision for heavy goods vehicle access, if necessary. Particular requirements for each of the sites are set out in policies EMP9 to EMP15 below.
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Deal Ground (Trowse)

- 5.39 The Deal Ground has been subject to a Feasibility Study, which has shown that the proposed means of access from The Street, Trowse, is the most likely to be economic. This route requires land in South Norfolk to be reserved for the access and a bridge connection (which would fall within the control of the Broads Authority) to be provided across the River Yare. It is also likely to require assistance either from the Single Regeneration Budget or a similar source, in order to access this area of 8.2 hectares and make development viable.
- 5.40 The Norfolk Minerals Local Plan identifies and reserves a site within the Deal Ground (extending to approximately 1.6 hectares) for an extension to the existing rail aggregate depot on its eastern boundary. The development of the Deal Ground offers the opportunity to integrate any future expansion of this site in accordance with the Minerals Local Plan into a comprehensive development scheme for the wider area. The adopted Norfolk Rail Freight Strategy promotes the reservation of land suitable for rail freight depots and that part of the Deal Ground adjoining the railway is seen as particularly suitable for such a use, as there is the potential for extending the use of the existing sidings and establishing new sidings off the main line at a point where there are connections to both the Norwich-London and Norwich-Peterborough lines. A 1997 appeal case (which post-dated the adoption of the Minerals Plan) has established that the neighbouring food processing activities at Carrow Works are particularly sensitive to airborne pollutants, leading the Inspector in that case to uphold the City Council's refusal of permission for a concrete manufacturing plant on the same site. This appeal precedent militates against any form of new development likely to generate significant dust and/or air pollution to the detriment of Carrow Works operation. The reservation of the site for rail freight use under policy EMP9 would not rule out further minerals development provided there were appropriate safeguards in place to prevent the emission of dust and pollutants.
- 5.41 If rail freight development proves not to be feasible in the longer term, it would be unreasonable to reserve such a site permanently, if no rail user emerges. Consequently the policy allows for reconsideration of the position once the remainder of the site has been developed, where this does not prejudice the operational requirements of existing users.
- 5.42 It would also be appropriate within this site to allow for an element of housing fronting the River Wensum to take advantage of the river frontage, enhance the approach into Norwich by river and give a greater degree of interest in the design of buildings on that frontage. This could be associated with a marina or moorings on the river in accordance with policy TVA3. In allowing for such a mix of uses the housing element referred to is likely to be in the region of 1 hectare within the total of 8.2 hectares. However, there may be some scope for variation from this figure if the developer can provide exceptional justification that a different balance of uses is essential to the economic viability and deliverability of the scheme, after taking into account all potential sources of partnership funding, grant aid and subsidy.
- 5.43 A comprehensive development scheme for the Deal Ground will need to have regard to the existing operational activities on the rail aggregate depot site and their potential interaction with adjoining development proposals. Consequently, the configuration of uses within the site must be planned carefully so as to achieve effective separation between existing and proposed minerals processing activities, rail freight uses, and other more sensitive employment and residential uses on the site.

- 5.44 The Deal Ground is a prominent site at the south-eastern edge of the urban area (the railway bridge across the River Yare is defined as a Gateway to the City under policy HBE14). This policy requires a particularly high standard of design in any development within 100 metres of the defined gateway but because of the strategic importance of the Deal Ground as a prestige development location this requirement will extend to the remainder of the allocation under EMP9. The site also adjoins two designated nature conservation sites (Carrow Abbey Marsh and the Riverine Wensum County Wildlife Sites), the Broads National Park, and Whitlingham Country Park (in South Norfolk) and hence a substantial tree and landscaped belt will need to be established on its east side.
- 5.45 The development of the Deal Ground presents an opportunity for a number of sustainable transport routes to be created in this part of the City, enhancing public access to and along the river valley corridors between the City centre, Whitlingham Country Park and Postwick. A feasibility study has been undertaken on options for new river crossings in the area, and public consultation was carried out in Spring 2002 on the preferred option for two pedestrian/cycle bridges close to the confluence of the rivers Wensum and Yare (at the eastern end of the Deal Ground site), the southernmost of which would be located just beyond the City boundary. These routes will enable the river valleys to be opened up for public access, improvements to be made to the National Cycle Route No. 1 and a link to be formed between the Deal Ground and the Utilities site on the north bank of the river (see Policy EMP14 below). Current development proposals for the Deal Ground site are considering the alternative possibility of an all purpose road bridge to open up both sites, although such an option would require a particularly sensitive design approach to minimise its visual and environmental impact. There is also scope for particular facilities to be provided in the development which exploit the potential of the river for transporting goods and passengers (both for leisure and potential freight transport use), including a waterbus stop, public moorings and a slipway for river craft.
- 5.46 Although the majority of the Deal Ground has been reclaimed from the functional flood plain by tipping in the past, the northern extremity of the site closest to the railway bridge over the Wensum remains within the 1 in 100 year flood risk area defined by the Environment Agency. Development in this area will thus be required to take account of flood risk under Policy EP12. Remedial measures may be required to maximise the flood capacity available in the valley of the Yare, especially in view of the effect of the new vehicular bridge to be constructed over the River Yare to access the site and of any other related infrastructure.

[Relates to Resource Objectives: Land Resources (ii); Identity (i); Diverse and Competitive Economy (ii) and (iv) Land Supply (ii)]

- EMP9** **The Deal Ground, Trowse [EMP9.1, 8.2 ha] is allocated for employment development in accordance with Policy EMP8, together with a small amount of housing development on the north side of the site in the region of 1 hectare. Proposals for the development of the site will be permitted where:**
- (i) Development is undertaken on the basis of a comprehensive scheme for the whole site;**
 - (ii) Provision is made for the following infrastructural works as part of any scheme:**

- a new vehicular access road from the south (either from The Street, Trowse or such other suitable access point as is agreed in discussion with the City Council and adjoining authorities), proceeding via a new bridge across the River Yare;
 - vehicular, pedestrian and cycle routes through the site which are designed to facilitate the future extension of the pedestrian/cycle network along the river corridors to the north and east;
 - reservation of sufficient land within the scheme to enable the future provision of a bridge connection (or connections) to the north bank of the River Wensum as part of this network, and the retention of such land until such time as the feasibility of this option has been fully examined.
- (iii) The scheme incorporates a buffer to the eastern edge of the development site to be planted and landscaped to a high standard to screen it from the adjacent Carrow Abbey Marshes County Wildlife site and Whitlingham Country Park;
- (iv) The scheme reserves and retains an area of land adjacent to the railway for uses requiring and utilising rail access. Development on this part of the site will be permitted where the uses proposed can demonstrate an essential requirement for rail access, are not prejudicial to existing and proposed aggregate processing activities on the site and are not prejudicial to activities at the adjoining food processing factory;
- (v) The scheme makes provision for appropriate public moorings as required by Policy TVA3 (including a suitable landing point for waterbus services);
- (vi) The scheme reserves and retains a site for a slipway at a suitable point along the river frontage for the launch of river craft.

Within the area reserved for rail-related uses, proposals for any other uses (including employment uses) which do not require rail access will only be permitted when:

- a) the remaining part of the Deal Ground site has been substantially developed; and

- b) the developer can demonstrate that there is no significant demand from rail-related uses which would justify its permanent retention for that purpose; and
- c) the alternative proposals would not be prejudicial to existing and proposed aggregate processing activities on the site.

Following implementation of an approved development scheme, Policy EMP4 will apply to any subsequent development within the employment area.

Former Livestock Market, Hall Road

- 5.47 The Norwich Livestock Market, in common with a number of similar markets throughout the UK, has suffered a decline in sales affecting its long term viability, leading the City Council to a decision in March 2002 to close it permanently. However, an extension of the lease has since been offered to a farmers group to continue to operate the market for a temporary period
- 5.48 The remaining buildings on the site are in poor structural condition and most are beyond economic repair. The site previously accommodated the Park and Ride facility serving the A140 Ipswich Road route into Norwich. This has now been replaced by a permanent Park and Ride site to serve the A140 corridor at Keswick adjoining the Southern Bypass. This opened in February 2004.
- 5.49 The majority of the site is suitable for comprehensive development for employment purposes, which should include a predominant element of B1 uses in a high quality business park environment, whilst the front part of the site facing onto Hall Road may appropriately be considered as part of the area suitable for car showroom uses under policy EMP6. In the event that the reopened Livestock Market is demonstrated to be financially viable beyond the period of the temporary lease, the Council will be obliged to find an alternative site to accommodate it and to this end, Policy EMP11 makes provision for possible relocation of the facility to the former Abattoir site at Old Hall Road.

[Relates to Resource Objectives: Land Resources (ii); Diverse and Competitive Economy (ii) and (iv), Land Supply (ii)]

EMP10	<p>The Livestock Market, Hall Road (as defined on the Proposals Map) [EMP10.1 – 9.7 ha] is allocated for a high quality business park development in accordance with policy EMP8. Proposals for the development of the site will be permitted where:</p> <ul style="list-style-type: none"> (i) Development is undertaken on the basis of a comprehensive scheme for the whole site; (ii) Development is predominantly within Classes B1 and B8 of the Use Classes Order. In addition, proposals for development for car showrooms will be permitted on the frontage to Hall Road in accordance with Policy EMP6;
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- (iii) The scheme makes provision for access to be maintained to the existing units at the rear of the site.

Following implementation of an approved development scheme, Policy EMP4 will apply to any subsequent development on the site.

Former Abattoir, Old Hall Road

- 5.50 The site of the former abattoir at Old Hall Road has been cleared and is available for development. It is one option under consideration for the relocation of the Livestock Market and this is reflected in policy EMP11. Development here should be primarily for employment uses or may include the replacement livestock market. Access should be obtained via Old Hall Road from Hall Road. There are certain constraints on the form of development here, as the site is prominent and is affected by past activities in the area. To the east is Lakenham Common (a former household waste tip). In accordance with policy EP1 this will require measures to ensure that methane and other pollutants do not migrate to the development site. As Lakenham Common is proposed to become an open space area, this will need to be well screened from the development on the site. There may also be contamination in the site itself from the former use and this will need to be fully investigated. To the south the land slopes down to the Yare Valley and a high quality landscape scheme will be required to screen development here from the river valley.

[Relates to Resource Objectives: Land Resources (ii); Identity (i); Diverse and Competitive Economy (ii) and (iv); Land Supply (ii)]

EMP11 Land at the former abattoir, Old Hall Road, as defined on the Proposals Map [EMP11.1 – 1.6 ha], is allocated for employment development in accordance with policy EMP8, or for a replacement livestock market. Proposals for the development of the site will be permitted where:

- (i) Provision is made for appropriate upgrading of the road access from Old Hall Road;
- (ii) The scheme incorporates a high quality landscaped buffer to ensure adequate screening from open land to the south and east.

Following implementation of an approved development scheme, Policy EMP5 will apply to any subsequent development on the site.

Airport Industrial Estate

- 5.51 The sites at Hurricane Way originally formed part of the Airport estate, although in the recent past they have been used as student accommodation by the University of East Anglia. The remainder of the former student accommodation has been sold by the County and City Councils for housing development, the major part of which is now complete. Development on the allocated employment site should be compatible with that housing development. A Brief has been prepared, which provides further details of the form of development.

[Relates to Resource Objectives: Land Resources (ii); Diverse and Competitive Economy (ii), Land Supply (ii)]

EMP12 Two sites at Hurricane Way, Airport Industrial Estate (as defined on the Proposals Map) [EMP12.1 – 0.3 ha; EMP12.2 – 2.0 ha] are allocated for employment development predominantly within Classes B1 and B2 of the Use Classes Order in accordance with policy EMP8.

Proposals for development on these sites will be permitted where:

- (i) the development proposed is predominantly for small business use;**
- (ii) the uses proposed are limited to those which will not be significantly detrimental to the amenities of adjoining residential occupiers of the development to the south.**

Following implementation of an approved development scheme, Policy EMP4 will apply to any subsequent development on the site. Small business units provided as part of the development will also be subject to protection under Policy EMP3.

Guardian Road Employment Area

- 5.52 The Guardian Road site was identified in the adopted Local Plan as an Employment Area. Parts of the site were formerly in a very poor condition, having suffered from a lack of investment over a long period. However, the estate has undergone a systematic programme of refurbishment and is now in better condition and more fully used than in recent years. Further redevelopment may be contemplated as a longer term option, as it is understood that the existing units are occupied on relatively short leases. Such a redevelopment, at an appropriate stage during the Plan period, is supported. The majority of the site should be retained as an employment area, with particular emphasis on provision of small units, because of its location near to an area which has suffered from high unemployment and social exclusion. Outline planning permission has been agreed in principle for the development of the adjoining Bowthorpe School site for a range of uses broadly in accordance with the approved Bowthorpe School Planning Brief (see Policy HOU11). This scheme will include an area for business and light industrial starter units adjoining the western boundary of

the Guardian Road site. It is envisaged that any more substantial redevelopment of the Guardian Road site would not occur until a scheme for the adjoining site has commenced and therefore the details of the scheme can be the subject of a Planning Brief at that stage, if appropriate.

[Relates to Resource Objectives: Land Resources (ii); Diverse and Competitive Economy (ii) and (iv); Land Supply (i)]

EMP13 **Land at Guardian Road (as defined on the Proposals Map) [EMP13.1 – 2.1 ha] is allocated for employment uses in accordance with Policy EMP8. Proposals for development (which may include redevelopment and/or refurbishment of the existing buildings on the site) will be permitted where:**

- (i) The majority of the site is developed for employment uses (B1, B2 and B8);**
- (ii) Development includes provision for small business units.**

Following implementation of an approved development scheme, Policy EMP5 will apply to any subsequent development on the site. Small business units provided within the development will also be subject to protection under Policy EMP3.

Cremorne Lane (Former Utilities Site)

5.53 This extensive site formerly accommodated the Power Station and Gas Works, the majority of which are now redundant. The Power Station has been demolished. However, this area of land is largely inaccessible, the only access roads being Hardy Road, (which passes under a very low rail bridge next to the river, preventing access by large vehicles), and Cremorne Lane, which crosses the railway on a single track bridge and is also unsuitable for heavy traffic. In addition the site is likely to be contaminated by its past uses and policy EP1 will apply. A significant part of the site falls within the 1 in 100 year flood risk area and Policy EP12 will also apply. The remaining gas regulation equipment will also impose a constraint on the northern part of the site, in relation to Health and Safety Executive requirements (see policy EP3). Consequently any development on this site is tightly constrained – the best option would be for a use that can utilise the river or railway for access (as indeed the power station did in the past). However, the feasibility of providing a bridge link from the south to enable direct access to the site from the Deal Ground is being investigated as part of proposals for that site. Any development scheme should therefore reserve an area of land sufficient for this purpose. Redevelopment of the site should take particular account of the river frontage and its appearance. Part of the Lattice/Transco ownership extends into the Broads Local Plan area to the east and the wording of policy EMP14 seeks to incorporate similar provisions as are contained in Broads Local Plan policy NOR1. Policy EP19 suggests a possible renewable energy use on this site, which would be consistent with this policy.

[Relates to Resource Objectives: Land (ii) and (iii), Identity (i); Diverse and Competitive Economy (ii) and (iv); Land Supply (ii)]

EMP14 The former Utilities site at Cremorne Lane [EMP14.1 – 6.9 ha] is allocated for redevelopment for any of the following uses:

- (i) Employment uses (Class B1, B2 and B8);
- (ii) Power generation from renewable resources (including biomass);
- (iii) Development which makes use of the river for the transport of goods and/or passengers.
- (iv) Other uses which are compatible with the site's surroundings.

Proposals should give particular attention to the need to enhance the river frontage of the site and (where partial redevelopment is proposed) should not prejudice the future use of the remainder of the land. Sufficient land should be reserved within the scheme to enable the future provision of a bridge connection (or connections) to the south bank of the River Wensum to link with development proposals for the Deal Ground site (EMP9.1). This land should be retained until such time as the feasibility of this option has been fully examined.

Kerrison Road/Hardy Road (former Laurence Scott and Electromotors Site and adjoining land)

5.54 This site comprises the Gothic Works at Hardy Road and ancillary buildings, most recently occupied by electrical engineers Laurence Scott and Electromotors (LSE). In January 2004 LSE's parent company, FKI Engineering PLC, announced that it intended to close the LSE operation permanently as part of a national restructuring exercise and to dispose of the whole site for redevelopment. Major mixed development is approved on land adjoining to the west (allocated under policies HOU12 B48, HOU9 A42 and CC14.1). This includes a 140 bed hotel adjoining the Football Club's South Stand, 330 residential apartments on the present car park site and further housing development approved in outline on land to the south of Kerrison Road. It is therefore appropriate to consider a mix of uses on this site.

5.55 The closure of the works will result in the loss of some 250 jobs in one of the City's key manufacturing sectors, and it is important that the future development of the site should offset this by promoting a substantial element of new, high quality employment development to enhance local job opportunities in an area of relatively high unemployment. Owing to the shortage of readily developable employment land in Norwich City in general and this locality in particular, the Council considers that the LSE site should be identified primarily as an employment allocation, albeit with the potential for other uses within a comprehensive mixed use development scheme. Other acceptable uses could include housing on the south side of Kerrison Road (adjoining and extending the existing HOU12 B48 allocation) and leisure or similar uses which will promote the recreational use of the river for visitors, consistent with

Policy TVA3. Major commercial leisure and entertainment facilities would not be encouraged here, these uses being more appropriately located in the City centre leisure area under policies AEC1 and SR13. There is significant noise nuisance from the Trowse railway bridge and Crown Point rail depot, which will limit the potential for further housing development on the east side of Hardy Road, and this area is seen as more appropriate for employment uses including small scale B1 office development, B8 uses and managed workspace.

- 5.56 The site at present has only one vehicular access via the junction of Carrow Road and Kerrison Road. The scale of future development is constrained by the limited capacity of this junction and the need to protect the amenity of local residents. With significant large scale development already approved at the Football Club, it is unlikely that any further intensification of uses on the LSE site could be contemplated without requiring major access improvements, which may be detrimental to local residents' interests. Any comprehensive development proposal will need to address these issues and to this end a Planning Brief will be prepared, also dealing with any development issues on the Football Club site which remain to be addressed.

[Relates to Resource Objectives: Land (ii) and (iii), Identity (i); Diverse and Competitive Economy (ii) and (iv); Land Supply (ii)]

EMP15 The former Laurence Scott and Electromotors site, Kerrison Road/Hardy Road [EMP15.1, 4.21 ha] is allocated for redevelopment primarily for employment uses within Use Classes B1 and B8, in accordance with Policy EMP8, together with smaller amounts of housing development and leisure development subject to clauses a) and b) below. Proposals for development will be permitted where:

- (i) Development is undertaken on the basis of a comprehensive scheme for the whole site;
- (ii) Provision is made for the following infrastructural works as part of any scheme:
 - A suitably upgraded vehicular access from the west end of the site which can be satisfactorily integrated with access and servicing arrangements to the adjoining approved development sites at Kerrison Road and the Football Club;
 - A new pedestrian and cycle route or routes alongside the River Wensum designed to facilitate the extension of the pedestrian and cycle network along the river corridor to the east;
 - Reservation of sufficient land within the scheme to enable an all purpose vehicular access to be provided from Hardy Road across the railway line to serve the Utilities Site, Cremorne Lane

(EMP14), should that option be shown to be feasible.

Additional uses will be accepted within such a scheme:

- a) Leisure uses (Use Class D2) and visitor attractions in the southern part of the site fronting and adjacent to the River Wensum, provided that the developer can demonstrate that the proposed use would have a functional relationship with the river and that the criteria of policy AEC1 are satisfied;**
- b) Housing (up to approximately 1.5 hectares to the northwest of the site), provided that the developer can demonstrate that there will be no adverse impact on future residential occupiers by reason of noise nuisance from adjoining uses.**

OFFICE EMPLOYMENT

Office Development

5.57 Whilst the above policies deal generally with all employment uses, including offices, there are specific problems and issues concerning the office sector which need separate consideration. There is approximately 450,000 sq.m. of office floorspace in the City Centre. The last published monitor of vacancies showed that around 8% of this floorspace (37,000 sq.m.) was vacant at February 2001. A further 41,800 sq.m. of office development is permitted, but the majority of this has not been implemented over a long period. If alternative proposals come forward which have a better chance of being implemented, the City Council will look favourably at these.

5.58 The City Centre remains the major commercial employment centre in the area. Within the City's office stock, a large number of leases came up for renewal during the period 2000 to 2002. It was feared that this could be the occasion for further premises to become vacant, as occupiers seek enhanced conditions and services. Nevertheless, the reviews to date do not appear to have had such an impact and the office market has improved after several years of low demand. Changing trends within the office sector has meant that some premises are no longer appropriate for modern-day requirements and although there is potential for refurbishment in some cases, the suitability of some older office buildings for conversion to other uses may still need to be considered during the Plan period. The Housing Capacity Study identified a number of office buildings (vacant for a number of years) as suitable for conversion to housing, but some of these have since been occupied on renegotiated leases for office purposes, testifying to the continuing strength of the City centre office market in spite of a strong demand for housing sites.

5.59 This Review envisages that any further significant office development will be in the Centre – and indeed PPG6 now requires that major office development be subject to the sequential test and located in centres by preference. Policy EMP16 provides for

this test to be applied to major office developments. (For details of how the sequential test is applied refer to the City Centre Chapter, paragraphs 12.96 and 12.97).

- 5.60 A Commercial Office Area is identified in the City Centre Chapter for convenience of reference. In addition there are substantial offices in the Anglia Square/St Crispins sub-area. Development may be permitted elsewhere in the Centre under policy EMP16. Major office development is defined as schemes in excess of 2,000 sq. metres gross floorspace.
- 5.61 The policy allows for development outside the Centre associated with expansion or change in existing firms for their own purposes. There are a series of criteria to be satisfied by office development generally. These have not changed significantly from the previous adopted policy (E7), except in respect of the transport requirements (clause (iii)), where they reflect the new emphasis on reducing employees' use of private cars for commuter journeys and the need for contributions to be used for a package of measures in the Centre to ensure that the wide range of issues are addressed according to priority. Further details of this approach are contained in policies TRA11 and TRA24.

[Relates to Resource Objectives: Land Resources (ii); Quality of Life (iii); Sustainable Accessibility (i) and (ii); Identity (iii); Diverse and Competitive Economy (ii) and (iii); Land Supply (ii)]

EMP16 **Proposals for office development will be assessed in accordance with the sequential test, and will be permitted in accordance with the following locational criteria and order of precedence:**

Major office development (over 2,000 square metres gross) will be permitted:

- (i) **In the City centre, on the following identified sites:**
 - **Botolph Street/Pitt Street** [EMP16.1 – 0.6 ha]
 - **Greyfriars Road/Rose Lane**
[EMP16.2 – 0.6 ha]
 - **Whitefriars/Barrack Street (Part NJP)**
[EMP16.3 – 2.8 ha]
- (ii) **On other sites within and adjacent to the City Centre;**
- (iii) **Outside the City Centre, in the prime employment areas identified under Policy EMP4, subject to the developer being able to demonstrate an essential operational requirement which cannot be met by development on sites within or on the edge of the City Centre.**

Smaller scale office development (under 2,000 square metres gross) will be permitted

- **In the City centre, where consistent with Policies SHO10, SHO11 and HOU16;**
- **In all employment areas defined under Policies EMP4, EMP5 and EMP8;**

- In other locations where it is associated with existing firms already in the area which are expanding or adapting their own activities.

Office development of whatever scale accepted under the above criteria will only be permitted where:

- a) the office development forms part of an appropriate mix of uses on the site (particularly in the Centre);
- b) the development is of a suitable design, scale, height and mass to be compatible with its surroundings;
- c) the developer submits a green transport plan, provides an appropriate contribution to meeting the transport requirements of the area and provides for easy pedestrian and cycle access;
- d) provision is made for access for employees and members of the public who are disabled.

High Technology and Research Facilities

5.62 Existing education and training establishments in Norwich include the University of East Anglia, Norwich City College (affiliated to Anglia Polytechnic University), Norwich School of Art and Design, the Bell School of Languages and Norwich Training Workshop. These provide a wide range of training and degree courses, which contribute to the City's attraction for employers. The government is encouraging training agencies to move into provision for wider range of age groups to encourage retraining at key stages in people's employment development. The City has been declared a Learning City and has obtained Single Regeneration Budget support for initiatives to promote this.

5.63 The high quality of education and training in the City offers advantages for high technology firms wishing to develop in the City or its surroundings. This will be given priority by the City Council, in order to develop those jobs which are important triggers for future growth in the area. Policy EMP17 therefore applies generally to development to ensure that the infrastructure for high technology communications is provided as part of the development. The City Council will, additionally, support the development of a broadband communications network to serve the City.

[Relates to Resource Objectives: Diverse and Competitive Economy (i); Labour Market (ii)]

EMP17 Development will be expected to provide for appropriate telecommunications cabling of the site and any necessary connections, where an area is already cabled.

5.64 Policy EMP18 provides some exemption from the PPG6 and Local Plan sequential test criteria, provided a developer can justify the links between the proposal and the high technology and research facilities of the existing educational and research institutions. Development of any site should ensure that adequate provision is made for access by road and public transport between the site and the University or college.

[Relates to Resource Objectives: Diverse and Competitive Economy (ii) and (iii); Land Supply (ii); Labour Market (i) and (ii)]

EMP18 Development of high technology industries and research facilities will be accepted in association with the city's education establishments and permitted at locations in proximity to the University or City College, subject to environmental criteria and the criteria at EMP16 (b), (c) and (d). Development for high technology or research and development uses outside defined centres will be limited to those which can demonstrate a need to locate in proximity to both the University and Norwich Research Park or alternatively City College and controlled to uses in the Use Class B1 (b).

Education and Training Establishments

- 5.65 Each of the main educational establishments is subject to constraints on the capacity of their sites to accommodate further growth and development. The University campus is covered specifically by policy EMP20. City College has grown over recent years and its main site (at Ipswich Road) is now very intensively developed. Any further development of a significant scale here would be likely to have a detrimental impact on adjoining uses and the remaining amenity open space within the site, as well as causing capacity problems in terms of access, parking and movement in the vicinity of the site. The City Council would wish to encourage both City College and the University to consider providing for some of their future growth needs in the City – as part of the regeneration of the inner areas of the City. Such a direction of expansion would enable the University to establish beneficial partnerships with other bodies in the City. It would also conform to the policies for sustainable development, as students and many staff would find an expansion site outside the City to be less accessible.
- 5.66 The need for provision of accommodation arises where development would increase the numbers of students (and staff) attracted to Norwich. At present levels, the educational establishments already cause significant problems for certain sectors of the housing market – particularly in the areas south and west of the City Centre and in those sectors offering relatively cheap small scale accommodation. Development which would affect the accommodation position in this way, should only be considered if it includes (or makes alternative provision for) a significant proportion of the students likely to be attracted. This should amount to at least one third of the new students attracted to Norwich.

[Relates to Resource Objectives: Diverse and Competitive Economy (iii); Labour Market (i)]

EMP19 The development of educational and training establishments will be permitted, subject to the capacity of their sites, an assessment of the environmental impact of further significant development and the need to provide accommodation for full-time students.

- 5.67 Policy EMP20 deals with the University's own development within its campus. It remains broadly similar to policy E10 in the adopted (1995) Local Plan but the City Council acknowledges that important decisions will need to be made before the end of this Local Plan period to establish the direction for the future expansion of the University. The University currently accommodates 13,270 students and employs 2,350 staff. This is expected to rise by 2008 to around 16,000 students and 2,700 staff. At these rates of growth, the University may outgrow the limits of the campus by around this date and future growth options will need to be considered before that stage is reached. However a number of options are at present outside this Plan's control and will have to be addressed in the near future. These would include potential development in the area of the Research Park in South Norfolk. Mechanisms to address these issues with South Norfolk District Council and other interested parties will need to be established and a 'Masterplan' (or Area Action Plan) for the wider area crossing the boundary into South Norfolk is expected to be developed in the near future. The City Council would support a partnership approach to such considerations and would bring forward proposals at the appropriate time as alterations to this plan (or part of a future review or Local Development Framework), as appropriate.
- 5.68 The University of East Anglia was designed in the 1960's by Denis Lasdun to fit within its river valley setting (a former golf course). The value of this setting and the architectural quality of the Lasdun buildings is now recognised in a proposed Conservation Management Agreement between the UEA and the Council. There is scope for expansion within the defined campus and the UEA are still working within the broad concepts of Lasdun's Master Plan. Developments in the short term up to 2008 are likely to be capable of being accommodated within the presently defined campus. The issue of the future growth of the University was extensively debated at the last Local Plan Inquiry (1993). The policy has been amended to seek a new Masterplan as context for the further significant expansion which is planned within the campus
- 5.69 This new Masterplan is envisaged to provide a context for the future developments within the campus up to around 2008 to include:
- Its physical form and relationship to the Lasdun plan and to more recent buildings in relation to their character and quality;
 - its relationship to the surrounding environment, in order to satisfy the element of policy EMP19 concerning environmental impact;
 - Circulation arrangements within the campus and landscaping space around the buildings;
 - The external impact of development including the further development of the Travel Plan (recently approved by the City Council under policy TRA12) and future public transport improvements including improved direct links to the Research Park and Hospital as well as to the City Centre and means to remove traffic from residential streets around the university.
- It is envisaged that the Masterplan thus created would be regularly updated as the University develops and when new issues, both within and outside the campus, need to be addressed.

[Relates to Resource Objectives: Biodiversity (ii); Identity (i) and (iii); Labour Market (i)]

EMP20 **Within the University campus at Bluebell Road, development for the University will be permitted in accordance with an overall masterplan for the campus, provided that:**

- (i) the visual amenity of the parkland setting of the University is safeguarded within the development area, especially views north from Constable Terrace towards Violet Grove and views south from the Norfolk and Suffolk Terraces and from Union Square;**
- (ii) the visual setting of the southern elevations of 'The Prospect' are protected when viewed from the river valley and Bluebell Road;**
- (iii) an appropriate amount of new accommodation is provided for any additional student numbers attracted to Norwich in association with the development.**

Chapter Six

TOURISM AND VISITOR ATTRACTIONS

INTRODUCTION

- 6.1 Norwich is an historic City and a shopping centre ranked in the top ten in the UK with a wide choice of cultural, leisure and entertainment facilities. These all attract visitors to the City in increasing numbers. The quality of the historic built environment is a significant factor in the visitor experience. Its geographical position makes Norwich an obvious base for day trips to the Broads, the Norfolk countryside and the coast, whilst the accessibility of the City – with its international airport, Broads cruise terminal and rail station, for example – means that it has potential to act as a focus for tourism and associated activity for a wide area of Norfolk and East Anglia.
- 6.2 Tourism is a dynamic and growing sector of the Norwich economy. In 2002 there were 479,000 domestic and foreign visits to Norwich involving overnight stays and almost 4.7 million additional day trips to the City. Tourism contributes over £215 million to the City’s economy, £69 million of which originates from staying visits. Tourism additionally supports 4,140 full time equivalent jobs which are directly or indirectly dependent on visitor spend.
- 6.3 Research carried out for the Norwich Area Tourism Agency in 1999 showed that 71% of visitors to the Norwich area are over 45 and 27% over 65. Analysis by occupation showed the highest proportion of visitors were retired, followed by professional/senior managers and administrative/clerical occupations. Main activities carried out by visitors include sightseeing, visiting historic attractions (42% of visitors surveyed were visiting historic churches), shopping, and eating out.
- 6.4 Despite its economic advantages, tourism can create problems including traffic congestion, indiscriminate parking and visitor pressure on local facilities. Local Plan policies must strike an appropriate balance between the economic and environmental benefits of tourism and the potentially damaging impacts of excessive numbers of visitors. Certain parts of the leisure and tourism sector are geared primarily to a car-borne market and favour locations for new development that are easiest to reach by car. Whilst recognising the operational requirements of developers and operators within these sectors, the planning of tourist-related development should nevertheless, adopt the principles of sustainability: in particular facilities must be sited so that they are accessible to those walking or using public transport, as well as to car users.

Strategic Context

- 6.5 National planning policy on tourism is set out in PPG21 “Tourism” published in 1992. It requires development plans to consider, *inter alia*:
- The scale and distribution of tourist activity;
 - Future tourism trends;
 - Implications of those trends for land use and transportation;
 - Identification of areas where there are problems associated with tourist growth or decline;
 - How increased demand can best be accommodated through new development;
 - Ways of dealing with the environmental impact of tourism;
 - Protection of key tourism assets;
 - Ways in which tourism can contribute positively to other aspects such as economic development, conservation and urban regeneration.

- 6.6 A Norfolk Tourism Strategy was adopted in June 1998 as part of the wider economic strategy for Norfolk and Waveney. The overall aim of the strategy is *“to develop and manage Norfolk tourism and to ensure that the County has a dynamic and stable tourism sector with which to meet the challenges of the next millennium”*. Four key objectives make up the Strategy under the headings of Research, Service Delivery and Product Development, Marketing and Promotion, and Management Structures.
- 6.7 Under the umbrella of “Shaping the Future”(the strategic economic partnership for Norfolk and Waveney) a Norfolk Tourism Management Partnership – in which the City Council plays an active role – has been set up by the public and private sectors to develop and co-ordinate countywide tourism promotional activities. These activities, which seek to add value to the work of individual partners, include training, business advice, product development, marketing, developing green tourism initiatives and encouraging improvements and investments in the infrastructure which will help to promote and underpin genuinely sustainable tourism. The aspiration for the tourism aspects of Shaping the Future is:
“To raise awareness of the Norfolk Tourism product and increase the volume and value of visitors to the area in order that Norfolk is recognised as the top visitor destination in the East of England with an increasing number of domestic and overseas visitors”.
- 6.8 The Norfolk Structure Plan (Policy EC7) sets out the overall planning strategy for tourism in the County, aiming to strengthen and diversify the tourism industry by encouraging appropriate new development, whilst protecting the environment and heritage of Norfolk. Particular emphasis is given to sustainable tourism initiatives reducing reliance on the private car. Specific policies are included for tourism development in urban centres, inland and coastal development, and the protection of established hotel and holiday accommodation. In relation to Norwich, the Structure Plan recognises the importance of the City as a visitor destination and encourages development (including visitor accommodation and conference facilities) which will support this role and contribute to urban regeneration (Policy N5).
- 6.8 Certain aspects of tourism policy are included within the related corporate strategies being prepared by the Norwich Community Partnership – among them the emerging Local Cultural Strategy for Norwich and the draft Norwich tourism strategy (the City Destination Strategy) – but the development and land use implications for tourism need to be progressed and addressed through this Local Plan. In the past, City Council planning policy for tourism has suffered from a particularly fragmented approach, with different aspects being covered under several different chapters of the Plan. The aim of this chapter is to bring the most important tourism policy issues together under one heading, whilst recognising the relevance of tourism within several other topic areas (especially Chapters 3, 7 and 9). Detailed issues relating to tourism development in the City Centre are drawn out further within the Chapter 12.

Marketing Initiatives and Collaborative Projects

- 6.10 The Norwich Area Tourism Agency (NATA) was set up in 1988. It aims through an effective programme of marketing to increase awareness of the Norwich area (comprising Norwich, Broadland and South Norfolk) as a quality visitor destination and to optimise the value of tourism to the area. The City Council has worked in close co-operation with NATA for many years and achieved significant increases in visitor numbers and spending since its inception.
- 6.11 In 1998 the City was successful in bidding to lead one project and participate in two others under the EU Interreg II(c) North Sea Region co-operative programme. Work

on these projects has been reflected in a range of collaborative, tourism-related ventures including the regular French/European Markets, City Rangers, work on the evening economy, the development of interpretation relating to the common Viking heritage and water-based initiatives including a waterbus service (see Paragraph 6.20 below). The City also benefits from a seasonal influx of overseas visitors including a substantial number of students learning English as a foreign language.

Sustainability Objectives

- 6.12 Sustainable tourism is an issue with global implications extending well beyond the scope of land use planning, but in which prudent and responsible planning policies can make a significant difference. Primarily it is concerned with ensuring that tourists do not spoil the special attraction of the locations they visit through sheer weight of numbers, through environmentally harmful modes of transport, or through exploitation of local resources (including the indigenous population). It also aims to ensure that the income generated from tourism can be readily reinvested to sustain and enhance local facilities rather than being diverted elsewhere.
- 6.13 The Local Plan's tourism policies aim to reflect the common principles of sustainability which inform other policies within the Plan and more particularly to interpret and reinforce the strategic policies for sustainable tourism set out in the Structure Plan. For Norwich, there are several aspects to this which are reflected in the following policies:
- Encouraging visitors to walk and make greater use of public transport to get to their destinations;
 - Grouping visitor facilities together so as to minimise the need to travel between them by car;
 - Encouraging tourism development which promotes productive use or re-use of historic buildings;
 - Signing visitor attractions in a way that does not detract from the visual interest of the historic centre;
 - Attracting visitors to the natural or green areas within and around the City including the river, where this does not result in undesirable environmental impacts.
- 6.14 In terms of Local Plan objectives, this chapter relates most closely to SOBJ3 (protecting heritage and character of the City) and SOBJ4 (healthy and secure environment).

Main Issues Arising From Consultation

- 6.15 The Consultation on Issues for the Local Plan (1999) received several responses related to this Chapter. They are included under the heading of Heritage and Built Environment in the reports issued for that consultation. However, one of the issues raised was the need to give tourism a higher profile in the Norwich area and especially in the planning strategy for Norwich. Hence, the subject has now been given a separate Chapter.
- 6.16 The main comments raised during that consultation were :
- Support greater recognition of tourism as a growth sector with implications for jobs and services in the future;
 - The needs of all visitors should be addressed, including for services which will also be of benefit to residents in the Centre;

- New hotels are needed to provide improved visitor accommodation;
- Vital to have good public transport facilities in order to encourage sustainable tourism, using modes of travel other than the car.

VISITOR ATTRACTIONS

Accessibility for Visitors

- 6.17 Tourist development should be designed, as a general principle, for ease of access for all visitors. This embraces both design issues (ensuring a high degree of accessibility for the less mobile within and around visitor facilities) and locational issues (ensuring new tourist development can be easily reached by a range of modes of transport). Whilst the issue is relevant for development policy generally (and is explored in other parts of the Plan – see Policies HBE19 and TRA13) accessibility is a very significant issue for visitors and may determine whether their lasting impression of Norwich is good or bad. Promoting ease of access should therefore be an integral part of tourism development policy. In terms of planning decisions, these will mainly be concerned with issues of external accessibility, as the Building Regulations now deal with accessibility requirements within buildings.

[Relates to Resource Objectives: Sustainable Accessibility (ii); Quality of Life (ii):]

TVA1 **New visitor attractions and related facilities will be permitted where their design (including the setting of and approaches to new buildings) ensures ease of access for visitors and pays particular attention to the needs of people with disabilities, families with children and the elderly.**

- 6.18 Good design principles underpin the success of new development. Policy HBE19 sets out the general principles to be applied when considering accessibility, safety and security issues. In the case of tourist facilities there may be potential for very large numbers of visitors and so it is important that sufficient weight is given to these issues, particularly when a large proportion of visitors to the City are older people.
- 6.19 Current facilities for visitors to the City by public transport are of variable quality. Significant improvements have been made to bus services in recent years, and the ongoing proposals for enhanced transport interchanges within the City Centre and at the Airport are expected to bring about further improvements in the near future. However, one of the issues highlighted in consultation on the Local Plan has been a perceived need to improve facilities for people visiting the City by coach, and to better relate these to existing (and proposed) visitor attractions. Currently there is no suitable long stay parking provision in the City Centre for coach operators (layover facilities being situated at some distance from the Centre). At present, site acquisition and operating costs are likely to make a central purpose built coach park uneconomic to provide. In the interim, the City Council will continue to progress opportunities to improve facilities for visitors to the City by coach through a variety of means, including negotiating with private owners to secure wider public use of existing coach parking facilities where appropriate, and providing additional dedicated on-street spaces for coach pick-up and drop-off points as part of overall improvements to

the highway network in the City Centre. Opportunities may also arise to enhance these facilities through new development, as provided for under Policy TVA2.

[Relates to Resource Objectives: Sustainable Accessibility (i) and (ii)]

TVA2 **Major developments expected to attract large numbers of visitors will not be permitted unless suitable provision is made for coach drop-off and pick-up points, either through reserving areas within the site or off site highway works.**

Waterborne Tourism and River Moorings

- 6.20 The Rivers Yare and Wensum are important recreational and environmental resources which are crucial to the tourism and visitor economy in Norwich. The Local Plan promotes development on a significant number of riverside sites which can realise this recreational and tourism potential (including visitor development accepted under Policy TVA4). The navigable lengths of these rivers fall within the area of the Broads Authority, and any development on the river itself is subject to the policies of the Broads Local Plan. Nevertheless, it will be necessary for development immediately adjoining these rivers to address the requirements of waterborne tourism, (e.g. the further development of the waterbus service from Elm Hill Quay to Postwick and Whitlingham – see Policy TRA16) as well as catering for the needs of existing and potential residents requiring access by water.
- 6.21 Policy TVA3 seeks to promote the recreational use of the rivers through appropriate development and requires, in addition, that opportunities to provide public and private moorings and related facilities are addressed appropriately in development schemes which have a frontage on to a navigable stretch of river. It is emphasised that the requirement to provide for appropriate lengths of the Riverside Walk within these developments will also apply (under Policy SR11).
- 6.22 Proposals are in hand to refurbish the present Yacht Station at Riverside Road. There are opportunities, in addition, to promote short and longer term public mooring facilities at points where there is convenient public access to the river. Such facilities will be sought as part of new development on the sites specified. Prospective developers of sites covered by this policy are encouraged to involve the Broads Authority as Planning and Navigation Authority in discussions at an early stage so that mooring requirements and any related planning and navigation issues can be identified.
- 6.23 The Broads Authority has identified a requirement from river users for boat launching points at locations which can accommodate suitable access (and short term parking provision) for the vehicles transporting them. It is considered that sites at Petch's Corner and the Deal Ground may offer the best opportunity to provide slipways for this purpose within and close to the City centre. The Petch's Corner site lies upstream of Bishop Bridge (the navigable limit for Broads cruisers) so it is seen as more suitable for smaller leisure craft, such as canoes, rowing boats and dinghies, which would not interfere with the navigation requirements of these larger vessels. The Deal Ground site is capable of accommodating facilities for more substantial craft.

- 6.24 Opportunities for private moorings in association with residential development (and potentially with some commercial development) will continue to be explored and sought on appropriate riverside sites to extend and enhance the recreational use of the river, where this does not interfere with existing navigation requirements. Developers are reminded that the grant of planning permission for additional moorings on the river falls within the jurisdiction of the Broads Authority as Local Planning Authority. Such moorings may also require specific consent from the Broads Authority as Navigation Authority.

[Relates to Resource Objectives: Quality of Life (iv); Sustainable Accessibility (i) and (ii)]

TVA3

Development with a frontage onto the Rivers Yare or Wensum will only be permitted where it is designed to take advantage of the opportunities for access by river craft (where the river is navigable), for pedestrian access along the riverside, where appropriate (in accordance with policy SR11), and to enhance the appearance of the river bank and any adjacent land.

Development which supports and promotes the recreational use of the Rivers Yare and Wensum will be permitted, subject to environmental constraints and safety considerations, including improved access to the river for visitors and other users. Development providing for the expansion of the Yacht Station on that part of Riverside adjacent to the swimming pool site will be permitted, including facilities for visitor amenities.

Development proposals at

- **The Deal Ground (within 50 metres of the proposed pedestrian bridge);**
- **Cannon Wharf (within 50 metres of the Novi Sad Friendship Bridge);**
- **Riverside Road (within any bank area not required for the yacht station);**
- **Riverside (upstream of the Turning Basin, where not occupied by permanent moorings);**
- **Adjacent to St Helens Wharf (within 50 metres of the proposed pedestrian bridge);**
- **Quayside (adjoining Bedding Lane);**
- **New Mills (north bank) adjoining the proposed housing development site**

will be permitted where provision is made for public moorings and appropriate bankside access to them as part of the development.

Land at Petch's Corner will be reserved for a slipway to enable small boats to be launched, and at the Deal Ground site for a slipway for larger boats, with appropriate access at both sites for vehicles.

Development which includes private moorings (together with any bankside facilities and access arrangements related to such moorings) will be permitted elsewhere along the navigable river, provided that any such moorings or facilities would not interfere with the movement of other craft and would be accessible without significant alterations to the course and/or depth of the river.

New Visitor Attractions

- 6.25 In this section, a *Visitor Attraction* is defined as any use falling either within Class D1 (d) to (h) or Class D2 of the Town and Country Planning (Use Classes) Order 1987 whose principal purpose is to provide facilities to entertain, educate or inform visiting members of the public.
- 6.26 Throughout the 1990s there have been substantial improvements in the City's shopping and leisure facilities with the development of Castle Mall and Riverside, and investment in key visitor attractions, many of them benefiting from National Lottery funding. Chief among these are the new visitor centre for the Cathedral, the major refurbishment of the Castle Museum and the development of The Forum at Bethel Street which includes a heritage visitor attraction, "Origins". The City Council has been actively promoting area-wide regeneration in South East Norwich through the Single Regeneration Budget and the Conservation Area Partnership (CAPS) programme, including significant investment in the King Street area, where there is much potential for new tourism development.
- 6.27 New and unusual visitor attractions such as the Inspire science centre have been set up over the last ten years, whilst the increasing popularity of the long-established Colmans Mustard Shop has enabled its expansion and recent relocation to new premises within the retail core.
- 6.28 The City Council is keen to encourage additional visitor attractions where practicable and supports the extension and improvement of existing facilities. However, indiscriminate development of these facilities, without regard to traffic and environmental considerations, could lead to an unsustainable pattern of development. The Local Plan prioritises tourism development within a number of locations which will encourage facilities to group together and minimise the need to travel, as well as building on the attractions of established visitor destinations within the Centre. For some areas there is particular potential for tourism development as part of wider economic regeneration.
- 6.29 The Forum at Bethel Street (incorporating a new Central Library, Tourist Information Centre and heritage visitor attraction) opened in the Autumn of 2001. It provides a new visitor focus for the historic Mancroft area west of the Market Place, taking in St. Giles Street, Bethel Street, the Chantry and Chapelfield, which was the original site of Norman settlement in Norwich. A number of other facilities attracting visitors are already established in the area (Market Place, Assembly House, Theatre Royal, Chapelfield Gardens) whilst the relocation of visitor facilities from the Guildhall has enabled the re-use of the ground floor of the building. With the added advantage of planned major shopping development at Chapelfield, this area is seen as particularly suitable for new tourist development.

- 6.30 The Anglican Cathedral and the Castle are the top two visitor destinations within the City Centre. Both have benefited from substantial investment in the early part of the Plan period, with the refurbishment of the Castle completed in Spring 2001 and a new purpose-built Visitor Centre at the Cathedral in progress. The main pedestrian route between the Castle and Cathedral takes in medieval Elm Hill, with its range of specialist antique and craft shops, and St. Andrews and Blackfriars Halls (the largest surviving Dominican Friary complex in the country) which are important exhibition and conference venues for the City. It is important to encourage and promote further tourism investment along this corridor to strengthen the identity of this part of the Centre, particularly Elm Hill, which has suffered a decline in visitor numbers and retail turnover in recent years.
- 6.31 The King Street area is the focus for an active programme of regeneration, assisted over a number of years by partnership funding under the Single Regeneration Budget (SRB) scheme for East Norwich and the Conservation Area Partnership Scheme for the City Centre (CAPS). These funding streams have enabled the City Council to progress sympathetic mixed use development on a number of key sites. The area remains particularly suitable for tourist related development, building on the existing historic attractions in the area, such as Dragon Hall, Wensum Lodge and the Music House. Accessibility to the area will be greatly improved by the completion of two new pedestrian bridges across the River Wensum, the first of which (the Novi Sad Friendship Bridge) was completed in November 2001 (see policy CC12). King Street is also the route into Norwich for the Sustrans National Cycle Network Route 1, which will assist in attracting visitors (see the Strategic Cycle Network under policy TRA15).
- 6.32 Norwich Over the Water (the historic “merchants quarter” between the River Wensum and the Inner Ring Road stretching roughly from Oak Street to Magdalen Street) has benefited from ongoing regeneration over the past thirty years or so, including significant new housing development on former industrial sites particularly in riverside locations. Several small scale visitor attractions are already established in the area (e.g. Inspire Science Centre, King of Hearts Arts Centre, Jarrold Printing Museum) and the established tourist centres around the Cathedral and Elm Hill are within easy reach. Attracting additional visitors should promote further regeneration and support the shopping function of areas such as Magdalen Street and Wensum Street.
- 6.33 Waterborne tourism is a growing feature of the City: the recent introduction of a regular waterbus service (see paragraph 6.20) may also foster the development of tourism and visitor attractions at riverside locations which is complementary to recreational development accepted under Policy TVA3. The National Cycle Route also passes through this area.
- 6.34 Visitor facilities and attractions will also be encouraged within new development at the gateways to the City and City Centre defined under Policy HBE14, where there is good accessibility by public transport.

[Relates to Resource Objectives: Land Resources (ii); Quality of Life (iii); Identity (ii); Cultural Resources (ii); Diverse and Competitive Economy (ii) and (iii)]

TVA4 **Proposals for new visitor attractions and enhancements or extensions to existing attractions will be permitted in the following priority locations:**

- (i) Within the Cultural and Civic Centre (Market Place to Chapelfield) focused on the Forum at Bethel Street;
- (ii) Within the Cathedral Precinct, and along the Cathedral/Castle axis including Elm Hill;
- (iii) The King Street area;
- (iv) Norwich Over the Water (North of the River Wensum);
- (v) At gateways to the Centre defined under Policy HBE14.

Proposals for visitor attractions in other locations will be assessed in accordance with the sequential approach and permitted in appropriate cases where they:

- achieve the re-use of redundant buildings or of previously developed land; *and/or*
- contribute to the conservation or regeneration of a wider area; *and/or*
- enhance or promote greater use of the rivers Wensum and Yare.

and in all cases

- are accessible by a choice of means of transport;
- do not create or exacerbate environmental or traffic problems;
- are well related to existing areas of tourism/visitor/leisure activity.

VISITOR ACCOMMODATION

Hotels, Guest Houses and Other Visitor Accommodation

- 6.35 There are currently (at October 2004) 54 serviced accommodation establishments (hotels/guest houses/bed and breakfast) in Norwich providing a total of 2,561 bedspaces, with 36 additional units of self-catering accommodation. There are thirteen major hotels of over 25 bedrooms in the City, with a further four in the immediate built up area.
- 6.36 Recent years have seen a revival of interest in hotel development in the Norwich area with extensions completed at the Airport Hilton, Holiday Inn, Ramada and Swallow Nelson Hotels and (outside the City boundary) further development at the Norwich Sports Village. A new budget hotel – the Airport Travel Inn – has been completed at the Norwich International Business Park adjoining the existing Airport Hilton and further hotel developments are approved on a number of City centre sites.
- 6.37 The completion in 1992 of the Norwich Southern Bypass has led to new “motel” style developments on key road junctions at Hethersett, Longwater and Broadland Business Park. Outline proposals have also been announced for the development of a

major exhibition centre and hotel at the Norfolk Showground. There is a strong “country house” hotel market with several such hotels in the immediate Norwich area (including Marriott Sprowston Manor, Wensum Valley Hotel, De Vere Dunston Hall and Park Farm, Hethersett) all of which combine quality accommodation with conference facilities, golf and other sports and leisure activities.

- 6.38 Average hotel room occupancy rates in Norwich have been rising steadily, reaching a peak of 76% in 2002. Figures for 2003 showed a slight decline, although the occupancy rate of certain prime City Centre hotels has been running at close to 90% in the peak season. This in turn has had spin-off benefits in the form of increased trade for smaller hotel operators outside the Centre. Weekday room occupancy rates for most hotels are substantially higher than weekend rates, pointing to a particularly strong business tourism market but suggesting more potential exists to exploit the market for weekend leisure breaks.
- 6.39 The economic benefits of business tourism have long been recognised by the Norwich tourism industry and business community. The Local Plan aims to reflect this by making adequate provision for development serving both business visitors and recreational tourists. One identified deficiency in the business tourism market, however, is the shortage of Norwich hotels capable of staging large conferences, often obliging delegates to travel relatively long distances to a central conference venue from outlying hotel accommodation.

Locational Policy

- 6.40 The City Centre is an obvious focus for new hotel (and conference) development. There is currently strong interest in hotel development in the budget and mid-market ranges, with a number of schemes being progressed on City Centre sites. Several budget hotel schemes have received planning permission in the past, whilst a number of other schemes are at various stages of negotiation. However, the potential for an additional prestige 4/5 star hotel identified in the previous Local Plan has yet to be realised. A prestige City Centre hotel remains a desirable aspiration and it is considered that visitor demand, if it continues to grow at recent rates, would support such a facility. Similarly a large conference/exhibition centre is a longstanding aspiration for Norwich but scope for such a facility in the City Centre is limited.
- 6.41 The majority of the sites listed in Policy TVA5 have been or are currently subject to proposals for hotel development. In the case of Sovereign House, Anglia Square, this extensive office building has been vacant for some time and offers the potential for a beneficial conversion for housing or hotel use. Such a development would help to support existing shops and services in and around Anglia Square, complement proposed development on adjoining land and assist in the regeneration of the wider area (see policies HOU9 A22, EMP16 and CC7). In the case of Prospect House, there are no formal proposals for the site at present but development options may need to be considered within the Plan period as part of Archant Print’s long term development strategy (which has recently involved the relocation of its core printing operations to Thorpe St. Andrew). In the event of the Rouen Road site becoming available, it is suggested that a hotel use would be particularly appropriate.
- 6.42 Of the sites listed below, it is suggested that the Football Club offers probably the best opportunity for a major conference and exhibition venue, (although the hotel proposals as currently approved do not include such a facility). This would not rule out the consideration of other suitable sites were they to become available.

[Relates to Resource Objectives: Land (ii)]

TVA5 **New hotels in the following specific locations will be permitted as part of mixed use redevelopment proposals where consistent with the criteria in Policy TVA6:**

- **Bus Station Site, Surrey Street; [TVA 5.1 – 1.4 ha]**
- **Adjoining Norwich City Football Club, Carrow Road/Kerrison Road (to include joint conference/exhibition facilities if practicable); [TVA 5.2 – 3.8 ha]**
- **Archant Print (Prospect House), Rouen Road; [TVA 5.3 – 0.9 ha]**
- **Former Start Rite Factory Site, Duke Street/Colegate; [TVA 5.4 – 0.3 ha]**
- **Sovereign House, Anglia Square [TVA5.5 – 0.55ha]**

6.43 Because unforeseen development opportunities may arise over the Plan period, a criteria-based approach is adopted to address future proposals for development of hotel and visitor accommodation not already catered for under Policy TVA5. The policy seeks to ensure that development is directed to the most appropriate locations consistent with sustainable principles and environmental considerations. In particular, it seeks to direct new development to locations within easy reach of public transport corridors to provide good access to the City Centre for staying visitors, and to avoid development in core residential areas and on prime employment sites. The policy is also intended to encourage the development of smaller bed and breakfast establishments and guest houses which have traditionally been located along main road frontages in areas of mixed character close to the Centre.

[Relates to Resource Objectives: Land Resources (ii); Quality of Life (i) and (iii); Identity (ii); Diverse and Competitive Economy (ii) and (iii)]

TVA6 **Other proposals for the development of hotels and visitor accommodation (including extensions to existing facilities) will be permitted, if they can satisfy the following criteria:**

- **if situated in the City Centre, the proposal forms part of a mixed use scheme where appropriate, and**
 - **the proposal can be satisfactorily accommodated without damage to the visual appearance and any historic or architectural interest of the building, and**
- in all cases, the proposal**
- (i) is not located within a predominantly residential area, (other than along a main road frontage);**
 - (ii) involves the conversion or re-use of existing buildings or the redevelopment of disused or other previously developed land;**

- (iii) has good access to a regular public transport service serving the City Centre;
- (iv) does not give rise to significant traffic or road safety problems;
- (v) demonstrates a satisfactory standard of design and layout including sufficient amenity space, parking and cycle provision consistent with policies HBE12, TRA5 and TRA6.
- (vi) is otherwise consistent with the character and amenity of the surrounding area.

Proposals which do not satisfy these criteria will only be permitted if the developer or operator can demonstrate an overriding need for hotel development on the site proposed which cannot be met elsewhere.

Protecting Existing Visitor Accommodation

6.44 Policy EC10 of the Structure Plan provides the strategic context for this policy. It seeks to resist the change of use of existing hotels and related facilities to protect a range of visitor accommodation in prime tourist areas, in response to the steady erosion of such facilities over many years. Although this problem is most acute in Norfolk's coastal towns and villages, which are heavily reliant on seasonal tourism, inland areas and urban centres have not been immune from hotel closures. In Norwich there is evidence to suggest traditional small hotels and guest houses (particularly along the Thorpe Road and Earlham Road corridors) are particularly vulnerable to the diversion of trade to newer budget hotel and motel operations. However it is unreasonable in planning terms to protect individual hotel operators from competition or to apply an unrealistic "blanket ban" on the loss of hotels. Policy TVA7 affords a degree of protection to those major establishments which already meet the locational criteria applied to new hotel development, and which can be seen to be fundamental to the range and choice of visitor accommodation in the City and therefore warrant protection. For this purpose major hotels are defined as those with 25 bedrooms or more.

[Relates to Resource Objectives: Identity (ii); Quality of Life (iii)]

TVA7 **Where established major hotels satisfy the locational criteria in Policy TVA6, proposals for their change of use or redevelopment for other purposes will only be permitted, if the proposed new use can demonstrate an overriding gain in terms of conservation, urban regeneration or environmental improvement which cannot be achieved by retaining the existing use.**

OTHER TOURISM ISSUES

Heritage Interpretation and Signage

- 6.45 The City Council attaches considerable importance to the need for people (whether residents or visitors) to be able to understand and ‘interpret’ the heritage of Norwich which may be seen around them. In this context ‘heritage’ does not have a strict definition relating only to historic buildings. It may embrace many different aspects of the social, cultural and physical environment of the City and the way it has developed up to the present day. A private bequest from a Norwich businessman in the early 1980s funded over a hundred “green plaques” describing significant buildings and personalities in the history of the City, which have been supplemented more recently by a series of plaques interpreting the Viking heritage of Norwich. The Council has also installed a series of Heritage Interpretation Boards around the City Centre, highlighting particular locations of interest and providing basic information to assist users in interpreting those locations. To supplement these initiatives, the City Council will continue to negotiate for the provision of heritage interpretation within new development schemes, secured either through direct provision on site or by means of an agreed financial contribution to providing or enhancing interpretive measures elsewhere in the vicinity.
- 6.46 There is considerable potential to provide heritage interpretation in imaginative and creative ways, and this approach will be furthered by the future application of policy TVA8. The appropriate scale and location of such provision will depend on the size of the scheme proposed and the importance of the building or site affected. In addition to historical associations, this may also include environmental heritage (e.g. the importance of the river valleys in determining Norwich’s urban form), literary, economic, cultural or political associations.
- 6.47 Revised supplementary planning guidance (“Heritage Interpretation”) is in preparation to assist developers. This guidance emphasises that discretion will be exercised in the application of policy relating to heritage interpretation, in order to relate it to what is appropriate in individual cases. Where required, such provision may be secured by direct funding by the developer or by means of an agreed financial contribution. There is a wide range of interpretative materials which may be acceptable. Clearly in particularly important cases (e.g. Norwich Cathedral), Visitor Centres and specific leaflets available for the visitor will be an integral part of the development and will be encouraged as part of the overall strategy.

[Relates to Resource Objectives: Identity (ii) and (iii)]

TVA8

Proposals for major new development affecting sites or buildings where there is significant heritage interest will only be permitted where measures to provide for interpretation of the heritage of Norwich have been incorporated within the development scheme.

Development in such locations will be expected to contribute to:

- **research into the history and historical associations of the site or building and recording**

the results;

- **interpretative materials on the site or in the building provided either as permanent installations or in moveable displays/exhibitions;**
- **public direction and interpretative signs in the vicinity.**

Direction Signing

- 6.48 Because of its large and relatively dispersed central area and complex traffic system, visitors unfamiliar with Norwich may experience problems finding their way around the City. One of the issues raised most frequently by visitors to the Tourist Information Centre has been the need for appropriate tourist signs and maps. Recent initiatives by the City Council have gone some way to improve the situation, notably the introduction of a network of distinctive pedestrian direction signs, supplemented by street maps on bus shelters as well as the Heritage Interpretation Boards described above. There is potential for further improvement, in particular more effective definition of routes to key visitor destinations from points where visitors disembark in the Centre. This could, where appropriate, include measures such as feature paving, waymarking and interactive town trails. The Heritage and Economic Regeneration Trust is preparing a comprehensive Signage and Waymarking Strategy to address some of these issues.
- 6.49 Direction signing for visitors by car to key visitor attractions in Norwich could also be improved. This may include co-operating with the County Council and with neighbouring Districts to provide direction signing at points outside the City boundary including investigating the provision of DfT “brown signs” directing tourists to key visitor destinations from the trunk road network.
- 6.50 The City Council is developing a co-ordinated approach to the provision of direction signs to visitor attractions within Norwich. This will include extending and enhancing the existing network of pedestrian signage within the City Centre, defining routes for cyclists and visitors on foot to important visitor destinations from the principal car parks and public transport interchanges and establishing a hierarchy of direction signage to Norwich as a visitor destination for car-borne visitors from suitable points on the local highway network. Policy TRA27 is the primary policy under which such signage will be promoted. However, where there are opportunities to supplement tourism signing in locations outside the public realm (for example, within shopping centres and other major visitor attractions), Policy TVA9 will apply.

[Relates to Resource Objectives: Identity (iii)]

TVA9

Proposals for tourist and visitor signage outside the public realm provided as part of new development will only be permitted where the signage proposed is consistent with the character and appearance of the surrounding area and co-ordinates with other street furniture in the vicinity.

Chapter Seven

SHOPPING

INTRODUCTION

- 7.1 Norwich City Centre is a Regional Shopping Centre with a wide catchment extending into most of Norfolk and North Suffolk. Shopping surveys and information have shown it to be a vibrant and attractive centre for most retail functions. The most recent ranking of retail centres by Experian Information Systems (March 2004) shows that Norwich lies 9th in the national ranking list. This is well above its position by any measure of population or economic size and shows its importance as a retail centre.
- 7.2 The Regional Planning Guidance and Norfolk Structure Plan both contain policies to sustain and enhance the existing major retail centres, in accordance with PPG6 advice. The Regional Planning Guidance identified no need for new regional scale shopping facilities in East Anglia. Sustainable development criteria also require that the City Centre should be supported as the principal, strategically accessible location for such development in the County.
- 7.3 The adopted Local Plan (1995) focused on four areas for growth in retail provision in the City Centre. These were Riverside, the Bus Station site, Anglia Square and the King Street area. Of these the only one to have been completed is Riverside, where a large foodstore and retail warehouse units have been completed. The bus station site is now being developed for other important City Centre uses and is therefore unlikely to add significantly to the Centre's attraction for retail purposes. Castle Mall is the other significant addition to the retail floorspace of the Centre (opened in 1993).
- 7.4 Since the adopted Local Plan other proposals have emerged, in particular the Lend Lease proposals for the Chapelfield site, which is being developed for 29,614 sq. metres (net) of retail floorspace in addition to other uses. This development, which will occupy the site of the former chocolate factory, has now commenced.
- 7.5 Norwich also has other defined District Centres, which are recognised as the fourth tier of the County retail hierarchy in Structure Plan policy TCR1. These also need to be supported and encouraged to serve their local residential catchments more effectively, where possible, although their scale and function does not enable them to compete on any effective level with the Regional Shopping Centre. However, they can be detrimentally affected by other out-of-centre developments in the suburbs of the City, or in the surrounding suburban parts of Broadland and South Norfolk.
- 7.6 This Local Plan recognises that there are parts of the City where local provision of shops and services needs to be enhanced, in order to provide a fuller network of local centres. Whilst the general retail policy objective is to restrain the growth of further large stores, there are opportunities for smaller stores to be provided to meet such local needs. In addition there are specific needs to enhance the quality of the retail experience in the City Centre and in Local and District Centres.

Sustainability Objectives

- 7.7 The Vision for the Local Plan emphasises the regional centre role of Norwich and therefore highlights the importance of the shopping function in the economy of the City. However, this role also has significant social benefits for the people of Norwich, as well as providing a sustainable location for most local visitors.

- 7.8 In terms of this Plan's strategic objectives therefore, this Chapter provides support for Norwich as a dynamic regional centre (SOBJ1), sustainable long term regeneration (SOBJ2), and the well-connected City enabling a choice of modes of transport (SOBJ6).

Main Issues Arising from Consultation

- 7.9 The consultation on Issues for the Local Plan Review identified a number of areas for policy review on shopping. These included:
- to assess existing commitments for continued relevance and appropriateness;
 - to allocate new sites, if appropriate, to meet identified needs;
 - to identify appropriate sites for smaller format foodstores (discount stores);
 - to provide for suitable shopping provision to meet the needs of tourists;
 - develop policy for retail units at petrol filling stations;
 - a change of emphasis for some secondary centres/retail streets.
- 7.10 The consultation showed considerable concern from members of the public and businesses about the scale of new retail proposals in the pipeline at Riverside, Chapelfield and elsewhere (in particular because the consultation coincided with a period of consultation on the Lend Lease application for Chapelfield).

NEED AND CAPACITY FOR RETAIL DEVELOPMENT

Non Food Retail Development

- 7.11 PPG6 requires that local authorities should adopt a 'sequential approach' to selecting sites for new retail development. It then adds that, if there is no need or capacity for further retail development, there will be no need to identify additional sites in (on the edge of, or out of) that centre. The Norfolk Structure Plan has translated this into a criteria-based policy, which requires that the need or capacity for an edge-of-centre or out-of-town proposals must be demonstrated. It is consequently necessary to assess need for new retail development in this Local Plan.
- 7.12 Ministerial statements have subsequently reinforced this requirement, by emphasising that sites identified through an up-to-date Local Plan process should be accepted as satisfying an identified need. On the other hand other proposals relating to sites not in accordance with strategy will be required to demonstrate the need for the additional retail capacity.
- 7.13 The Structure Plan policy N11, applying to the Norwich Policy Area, states that :
- "Significant new provision for non-food retailing (including retail warehouses), indoor leisure and entertainment development will only be made in or adjacent to Norwich City Centre."*
- This policy was justified by the assessment of the potential need for new non-food floorspace in the area up to the end of the Structure Plan period (2011) (Structure Plan Retail Background Paper, 1998). This analysis was supported by the Panel after hearing evidence at the Examination in Public.

7.14 The analysis took account of development proposals in Norwich City Centre which were committed or under consideration at that time and demonstrated that by 2006 there was a potential shortfall of expenditure available of some £82 millions (at 1990 prices) – i.e. there was more floorspace committed than could be justified by forecast expenditure trends to that date. By 2011 it showed a £51 millions excess of expenditure available (at 1990 prices) – i.e. an apparent capacity for additional development to cater for this expenditure. However, it proposed a very cautious approach to the treatment of this excess of expenditure because:

- Ultra long-term trends suggest lower projected expenditure, broadly in balance with the capacity available.
- Floorspace efficiencies (in the use of existing shop units) may account for the excess of expenditure and such efficiencies would bring Norwich more in line with other regional centres in terms of this measure.
- The effects of electronic shopping and extended opening hours may have a more significant impact than assumed on the availability of expenditure for shopping in the Centre.

7.15 The City Council supports these conclusions and this Local Plan maintains the same approach. The conclusions were also tested through the Local Plan Inquiry by a review of the analysis and the conclusions were found to remain valid. Since 1998 some of the committed development proposals have been amended or changed. Figure 7.1 below explains these changes, comparing the present position (based on policies SHO4 to SHO6) with that in the Structure Plan

FIGURE 7.1

Durable Goods Commitments/Proposals (net floorspace in square metres)

	<i>Structure Plan 1998</i>	<i>Local Plan 2004</i>
Riverside (durable goods units)	13,030	13,500
Riverside (foodstore – 20%)	733	733
Riverside (speciality units)	930	200
King Street Area	3,250	2,000
Bus Station	9,290	600
Chapelfield		
(formerly Nestle factory)	18,580	32,000
Anglia Square	3,400	4,900\$
Other	1,400	500
Westlegate/ Timberhill	*	1,500
TOTAL	50,613	55,933

[* This site was included in 'other' in 1998]

[\$ - includes allowance for demolished warehouse since 1998]

7.16 The changes include a variety of different aspects. Riverside is complete. The King Street area allows for some retail development, particularly on the pedestrian spine between the proposed bridge to Riverside and the Primary Retail Area. However the current scheme at St Anne's Wharf now has a much reduced retail element and is likely to provide mainly for restaurants, cafes and bars rather than durable goods

outlets. The allowance of 2,000 sq.m. is therefore notional to allow future schemes in this part of King Street to include some retail units. The redevelopment of the Bus Station site has now been proposed to take the form of a hotel, with leisure facilities and housing and only a very small amount of retail floorspace. The most recent estimate of retail floorspace provision at Anglia Square is assessed as a total of 4,894 sq.m. gross but this includes the demolition of the former Broadside Warehouse (some 3,000 sq.m. gross). The 'Other' category includes allowances for small schemes in and around the City Centre. Two of these have taken place since 1998 and others could still take place. This Replacement Local Plan confirms those changes and supports the need for the major redevelopment of the Chapelfield site to incorporate substantial retail floorspace. That proposal (as submitted) provides 29,614 sq.m. net of retail floorspace. The demolition of Woolworths (1,000 sq.m. net) should be deducted and then an allowance for marginal variations on the current scheme included. This gives the figure of 32,000 sq.m. net.

- 7.17 The City Council further supports the conclusion that the need for additional comparison goods retail development in the Norwich area can be accommodated by the several committed and proposed developments, which this Plan confirms. There is sufficient available non-food expenditure projected by 2011 to justify their inclusion, including the scale of the Chapelfield development proposals. The increase in total floorspace commitment since 1998 is marginal and represents the allowance of a margin for flexibility on several of the proposals – flexibility which is unlikely to be taken up in every instance. If this Local Plan's commitments are successfully implemented, there is then no projected excess of expenditure to justify further major retail development either in the Centre or elsewhere. This does not rule out other changes, provided they involve removal or demolition of equivalent floorspace on the site (or elsewhere) and would not create detrimental effects on the vitality and viability of the Centre (or other centres recognised in the Structure Plan hierarchy). However, it does justify in principle taking a restrictive attitude to other major non-food retail developments around the edge of the Centre or elsewhere in the Norwich Policy Area.

[Related to Resource Objectives : Land Resource (ii); Quality of Life (iii); Diverse and Competitive Economy (iii)]

SHO1	Major non-food retail development other than that identified in policies SHO3 to SHO6 will only be permitted where it can be shown that the additional floorspace in a specific sector cannot be accommodated either within the existing floorspace stock or on one of the identified development sites, or that other equivalent retail floorspace on the site or in a less accessible location will be removed.
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Need for Additional Convenience Retailing

- 7.18 Food retailing is subject to the same national guidance and Structure Plan Policy and therefore developers must demonstrate need for proposals as well as their impact on existing centres.
- 7.19 However, food retailing takes a variety of different forms, from the local corner convenience shop to the large superstores selling a wide variety of non-food goods as

well. The main concern has been to ensure that there is a reasonable distribution of stores to serve each part of the built-up area. The most recent superstores to open have been Wm Morrisons at Riverside, Sainsbury's at Longwater (in South Norfolk District) and Tesco at Harford Bridge (in South Norfolk District). These modern stores have provided strong competition to the older food stores, several of which had been 'overtrading' for many years in comparison with their national turnover levels. The latest assessments suggest that this is no longer the case in the Norwich area. Indeed there are signs that several of the large stores are not achieving turnovers at the national rate for their operators. The distribution of these large stores now meets the needs of the City's population.

- 7.20 The Local Plan is, therefore, primarily concerned with the distribution of food retail outlets at the next level down – the smaller supermarkets and discount stores which, in the main, occupy space and provide local service in the District Centres. No additional sites for large foodstores are identified, but allowance is made for development of smaller stores (in size up to about 1200 sq. metres net), subject to the locational policies identified below.
- 7.21 Policy SHO2 also deals with proposals for expansion by existing food stores. These again have to demonstrate need. Where the proposal will be used to expand the range of goods sold to include comparison goods such as clothing or household goods, the test will be that of need for non-food retailing. The policy applies to development outside existing centres. Within centres development is subject to policy SHO3 – in particular the need for such development to be consistent with the Centre's position in the hierarchy.

[Related to Resource Objectives : Land Resource (ii); Quality of Life (iii)]

SHO2 Major convenience retail development, or the expansion of existing stores (where they are located outside defined centres) will only be permitted if they arise from the permanent closure of an existing convenience store of a similar size in a less accessible location in that catchment area. Proposals for development or expansion of smaller convenience stores of up to 1200 square metres net will be accepted where they are consistent with the sequential approach of policy SHO3 and the criteria of policy SHO12.

LOCATION OF DEVELOPMENT

The Retail Hierarchy

- 7.22 Government guidance in PPG6 refers to the need to consider existing and likely relationships between centres. It also recognises the need to encourage a range of appropriately sized developments within each centre, consistent with its scale and function in the hierarchy, so reducing the need for people to travel further than necessary.

- 7.23 Structure Plan policy TCR1 identifies the hierarchy of centres in Norfolk. This is replicated below, as applicable to Norwich. There have been no reasons, such as large scale development in a centre, since the Structure Plan was adopted, to suggest any change to the Structure Plan hierarchy except that Anglia Square is now categorised as a Large District Centre, rather than part of the City Centre. It is important to ensure that development proposals are consistent with the scale and function of each centre in order to minimise the need to travel to higher grade facilities from considerable distances, as well as to protect the overall vitality and viability of that centre within the hierarchy.
- 7.24 In terms of the position of each centre regarding its form and function, the following are the definitions to be applied:
- City Centre: function of a regional centre with a full range of convenience and comparison goods shopping for a catchment extending to most of Norfolk, north Suffolk and (for certain goods) further afield. It is central to the urban area and at the hub of the County's public transport network, but opportunities for access other than by private car should be maximised. It is defined as the Retail Area shown on the Proposals Map (including Secondary, Primary and Riverside retail areas)
- Anglia Square (Large District Centre): this is a large grouping of convenience and comparison goods shops (including Magdalen Street) with 2 foodstores and other units of considerable size. It serves most of the northern part of the City (north of River Wensum) and is the principal focus of public transport services in that part of the City (after the City Centre). It is equivalent of a large town centre in the Norfolk Structure Plan hierarchy (level 3). It is defined as the retail area shown on the City Centre Inset Plan.
- District Centre: a group of shops, separate from the City Centre or Anglia Square, usually containing at least one foodstore over 400 sq. metres net together with a range of other retail and non-retail services. The scale of a centre will be sufficient to act as a main food destination, drawing trade primarily from a catchment of about 2 kilometres radius. They comprise Aylsham Road, Drayton Road, Bowthorpe Main Centre, Eaton Centre, Earlham House, the Larkman Centre and Plumstead Road. (They are equivalent to a small town centre – level 4 – of the Structure Plan hierarchy). Each District Centre is defined on the Proposals Map.
- Local Centre: a small group of about 6 retail outlets, possibly with other non-retail services and usually containing a grocery store for local, top-up shopping. The scale of a centre will provide a local, walk-in catchment with day-to-day shopping needs. (They are equivalent to level 5 of the Structure Plan hierarchy). These are identified as retail areas on the Proposals Map.

Sequential Test for Development

- 7.25 Government policy requires that development plans use a sequential approach to selection of sites for new retail development, after first taking account of need for the additional floorspace. Policies SHO1 and SHO2 provide the test of need for further retail development in the City in line with Structure Plan policies. Any additional

development will be required to follow the sequential approach set out in PPG6 and in policy SHO3.

7.26

Policy SHO3 sets out the test in relation to the retail hierarchy identified above. Development will be of a scale consistent with the level of the centre within that hierarchy. Impact will be taken into account for any development and proposals for development over 1000 square metres should be supported by an impact assessment under Structure Plan policy TCR3. An edge of centre site is defined as being within a reasonable walking distance of the shopping area identified on the Proposals Map, provided there are good, safe pedestrian routes between it and that centre with uses which provide a suitable attraction on the route (not applicable to a local centre where only sites adjacent to the centre will be considered). In order to maintain a compact and attractive shopping environment, retail development separated from a centre by a major orbital traffic route will not be acceptable. Development will also need to be assessed in relation to the potential trip lengths of customers diverted to the new store and the impact on the vitality and viability of centres, which may be affected. Development proposals outside centres will need to show that they cannot be accommodated in an appropriate centre in the hierarchy. Developers will need to allow flexibility to consider sites which may be available to accommodate different elements of a proposal, rather than just considering the whole of a development as one inseparable unit, in accordance with PPG6. In addition any development permitted outside the hierarchy of centres is only likely to be permitted, if they serve specific needs, which cannot be met in or adjacent to existing centres. These will therefore be limited in relation to their use and size to ensure they do serve that function and do not subsequently change into a form of development which can have an adverse impact on the objectives of the sequential test.

[Related to Resource Objectives: Land Resource (ii); Quality of Life (iii); Sustainable Accessibility (i) and (ii); Cultural Resources (iii)]

SHO3

Retail development will only be permitted where it is of a scale consistent with the catchment appropriate to a centre's position in the hierarchy except where the development fills an identified gap in the hierarchy or, if on the edge of or outside a centre, where it can show that there is a need for the proposed development. New retail development will only be permitted if there is no significant detrimental impact on

- (i) the vitality and viability of existing centres;**
- (ii) the strategy for the centre and any proposals to enhance it;**
- (iii) other policies concerning the built and natural environment.**

A sequential approach to the suitability of sites for development will be applied, with first preference given to a location within the defined centre serving that locality. Where a suitable site cannot be identified in the Centre, consideration will be given to an edge-of-centre location to which pedestrian access from the centre is easy and attractive and which is not separated from that centre by a major

orbital traffic route.

Proposals for development on out-of-centre sites will only be permitted where:

- (i) no in-centre or edge-of-centre site suitable and available for such provision can be identified; and**
- (ii) the site is easily accessible by pedestrians, cyclists and public transport from the surrounding catchment area and is close to other facilities which will encourage linked trips and is not separated from that centre by a major orbital traffic route; and**
- (iii) development would result in a net reduction in length of vehicular trips; and**
- (iv) a planning condition or legal agreement is applicable to limit the range of goods sold and the subsequent subdivision of the premises; and**
- (v) there are no suitable out-of-centre allocated sites available; and**
- (vi) the site is not designated for an alternative use.**

SHOPPING DEVELOPMENT IN THE CITY CENTRE

Major Committed or Proposed Schemes

- 7.27 There are certain major committed schemes in the City Centre, which are consistent with the Plan's objectives and which are accepted under policy SHO1 and the analysis of need for future floorspace. They have also been included in the County Council's analysis for the Structure Plan (except for one additional proposal – policy SHO6). These sites satisfy the sequential test in PPG6 by being within or on the edge of the existing retail centre (as defined on the Proposals Map) – or in the case of sites at Anglia Square being on the edge of a defined Large District Centre, whose function they will support.
- 7.28 The most recently completed scheme is the Castle Mall development, which provides a total of 26,000 sq. metres (net) of covered mall shopping floorspace at the heart of the retail centre. It represented the first significant new shopping development in Norwich since the 1960s. It has proved to be a marked stimulus to the attractiveness of Norwich as a centre, attracting shoppers from a wider catchment area (as shown in the Norwich Area Shopping Study) than previously and attracting visitors to the City from further afield. Castle Mall provided mainly smaller retail units based around a few large 'anchor' stores. The effect of the growing attraction of the centre has been to stimulate demand for larger store units, which the Castle Mall could not meet.
- 7.29 Proposals for the former chocolate factory site (Chapelfield) have now been approved and are under construction, filling this particular gap. The scheme includes 29,614 sq.m. (net) of retail floorspace, the majority of which will be occupied by a department store and ten other large unit stores. This provides for the demolition of some existing shops in St Stephens Street, in order to create an access through to the proposed development from this principal shopping street.

- 7.30 Within the overall development site an area of land at Chantry Car Park was not included in the scheme being implemented. Policy CC2 provides for the mixed use development of that part of the site, in due course. It is not expected to have a significant retail floorspace over and above that allowed under policy SHO1.
- 7.31 In the King Street area, there was a commitment in the 1995 adopted plan to develop speciality shopping, in association with an intended emphasis on heritage and visitor attractions. This is particularly reflected in a scheme for the St Anne's Wharf site, which was submitted as a planning application and was agreed in principle by the City Council, but where the detailed legal agreements have not been resolved. The site is now subject to discussions on a revised application with far less retail content. In view of the committed scale of development on the Chapelfield site, it is now envisaged that this site and others in the King Street area will provide only relatively small scale retailing for local purposes and to service visitors. Policy SHO4 therefore allows for a more limited scale of retail development in the area.

[Related to Resource Objectives : Land Resource (ii); Quality of Life (iii); Diverse and Competitive Economy (iv)]

SHO4 Retail development in the King Street area at St Anne's Wharf and adjoining sites (as identified on the Proposals Map) [Site SHO 4.1 – 3.8ha] will be permitted up to a maximum of 2,000 square metres net retail floorspace, together with appropriate tourism facilities and food and drink uses in addition. Development should be primarily in the form of small speciality or local shop units and will be associated with an appropriate mix of uses including housing.

- 7.32 At Anglia Square there remain several vacant sites around the 1970s constructed shopping and office centre. The adopted Local Plan included two of these sites as a commitment for retail development with the aim of strengthening the function of Anglia Square as a secondary centre and of linking St Augustine's Street more closely to that centre's function.
- 7.33 Anglia Square benefits from one of the best accessibility profiles in the City, outside the Primary Centre. Nearly all bus routes to the north of the City pass along Magdalen Street. It therefore has the potential to fit very well with the Plan's emphasis on sustainable development. In addition the retail function has been strengthened by the development of Roy's as a mixed convenience, clothing and household goods store. However, this has given the Centre more of the function of a very large District Centre, rather than as part of the City Centre.
- 7.34 Redevelopment of the vacant sites to the west and north of Anglia Square, therefore can help to strengthen the retail function of the centre – and indeed the development of a new small supermarket (or the enlargement of the existing foodstore at Anglia Square onto the adjacent land) would be acceptable as part of such a development. However, it should be a mixed use development, including the provision of jobs and houses. The development will also need to take account of the need to reoccupy (or redevelop) the large office blocks, which surround the square and are at present largely vacant or are likely to become vacant soon. In addition a third site was occupied by a retail warehouse, but this building has now been demolished and should be considered for redevelopment as part of any proposals. The policy SHO5

allows for development of up to 4,900 sq.m including replacement floorspace for that warehouse.

[Related to Resource Objectives: Land Resource (ii); Quality of Life (iii); Cultural Resources (iii); Diverse and Competitive Economy (iv)]

SHO5 Retail development will be accepted as part of a mixed use development on the land adjoining Anglia Square and fronting Pitt Street, Edward Street and Botolph Street (including demolition of the former Broadside Warehouse) [Site SHO5.1 – 1.6ha]. The net additional retail floorspace proposed will not exceed 4,900 square metres and will provide for a retail link between Anglia Square and St Augustine's Street. Proposals should provide for additional employment development and housing within the overall scheme (in accordance with policy CC7).

7.35 An additional site is likely to become available as a result of demolition of Westlegate Tower, an office block which has been vacant for some time and has structural problems which make its refurbishment very unlikely. This site is well within the defined primary retail area and is therefore identified as a site for retail development in policy SHO6. The site is a key one in obtaining improved pedestrian circulation within the retail centre and therefore the proposal for retail development requires a through link to be provided between Westlegate and Timberhill/Castle Mall. This will serve to provide much improved pedestrian accessibility to Castle Mall from areas to the south.

[Related to Resource Objectives: Land Resource (ii), Quality of Life (iii), Sustainable accessibility (ii); Diverse and Competitive Economy (iv)]

SHO6 Retail development will be permitted, as part of a mixed use development, in the area between Westlegate and Timberhill, if redevelopment of the area is proposed [Site SHO6.1 – 0.13ha] provided that the net additional retail floorspace does not exceed 1,500 square metres. The form of development must provide for a pedestrian link between Timberhill (Castle Mall entrance) and Westlegate.

Smaller Scale Development

7.36 The character and attractiveness of the City as a regional shopping centre is not just a function of the overall size of the Centre. It is very important that there is a good mixture of elements in the Centre and a suitable environment, especially for the pedestrian users of the Centre. Norwich benefits from a wide range of different shopping streets with varying characteristics, but most of them with an historic character as well.

7.37 In terms of the planning function, it is important to maintain control over the mix of uses in the City Centre's shopping streets, as well as providing flexibility for small scale change and development where this will support and enhance the retail function.

7.38 The City Centre Retail Area is defined on the Proposals Map. In addition the Large District Centre of Anglia Square and the Riverside development are also deemed appropriate for the application of PPG6. Policy SHO7, therefore, allows for appropriate changes within these centres. In addition it accepts smaller scale development (defined as creating net retail floorspace of under 500 sq.m.) adjacent to the centre or within 300 metres of the centre, provided that other policies do not militate against that and provided that good pedestrian links can be established to the shop units in the centre. Larger units are not acceptable as there is no proven need for large scale retail development in these areas, apart from those accepted as committed under policy SHO1.

[Related to Resource Objectives: Quality of Life (iii); Sustainable accessibility (ii); Identity (ii); Diverse and Competitive Economy (iv)]

SHO7 Within the City Centre Retail Area defined on the Proposals Map and within the Large District Centre Retail Area of Anglia Square (also defined on the Proposals Map) the expansion or extension of retail units or conversion of other premises to retail use will be permitted where:

- (i) the increase in net retail floorspace does not exceed 500 square metres;
- (ii) good, safe pedestrian access between the unit and the main retail part of the centre is available;
- (iii) the proposals are in keeping with the appearance and character of the retail frontage and of the sub-area of the City Centre;

This policy will also apply to any site within walking distance of the defined centre, provided the pedestrian access does not involve crossing a major traffic route or a change in level, which would not be easily accessible by people in wheelchairs.

Enhancement of the Retail Environment of the City Centre

7.39 In considering changes within the City Centre, it will continue to be important to maintain and enhance the quality of the external environment for shoppers. There are a number of aspects of this quality of environment. Clearly accessibility around the Centre is a key aspect for any shoppers, but especially for those with physical disabilities or who have young children with them. The present 'Shopmobility' scheme makes wheelchairs available to people who need them for getting around the Centre, and is based in Castle Mall. This should be extended to the Chapelfield site and other parts of the Centre where people can leave their cars and commence a shopping (or other) trip. Developer contributions to this scheme will be sought in accordance with Circular 1/97.

[Related to Resource Objectives: Quality of Life (ii); Sustainable accessibility (ii)]

SHO8 Retail developments of 1,000 square metres net or above in the City Centre will be expected to contribute to the enhancement of the Shopmobility scheme. Sites which provide car parking for short-stay use (over 300 spaces) will also be expected to include provision for the hiring and return of wheelchairs for the scheme.

7.40 The environment of the City Centre also needs to be safe, attractive and clean to attract and serve shoppers effectively. The Council has already made significant improvements to the environment of the Centre and intends to continue such improvements in a variety of ways. These will include facilities like public toilets, pedestrianisation, landscaping of open areas, seating and allowance for pavement areas to be used by cafes and restaurants for seating where this is compatible with the functioning of the street. It is vital that developments in the Centre are designed with a view to their contribution to the overall appearance of the Centre and contribute to enhancements of the 'public realm' in the area around them in accordance with the principles of Circular 1/97.

[Related to Resource Objectives: Quality of Life (iii), Sustainable accessibility (ii), Identity (iii); Diverse and Competitive Economy (iv)]

SHO9 Retail development in the City Centre will only be permitted where it makes provision for;

- the enhancement of public areas outside the development site where such measures are necessary to complete an acceptable overall scheme and this cannot be achieved satisfactorily within the form of the development itself;
- appropriate uses of upper floors, including residential uses where not detrimental to the amenity of occupiers due to late night or noisy uses; and,
- where development is for more than 1,000 square metres net, the provision of off-site public facilities reasonably required in connection with the development.

In particular the Council will permit:

- outdoor sitting areas for cafes, restaurants and bars;
- outdoor play facilities for children
- enhanced pedestrian and cycle circulation within the Centre (see policy TRA14 and TRA15);
- provision of litter facilities, which utilise appropriate locations without undue prominence, and public toilets;
- street design initiatives, especially within the pedestrian priority areas;

- **appropriate signing, including signs for visitors, subject to policy TRA27.**

Changes of Use within the Retail Centre

- 7.41 The attractiveness of city and town centres has been shown to be affected by the level and mix of retail with other uses. Most recently the Council has undertaken surveys of shoppers and visitors within the City Centre, which have once again shown a preference for the majority of premises in the main retail area to remain in retail use. The adopted 1995 Local Plan policy allowed for flexibility for some changes of use, provided they enhanced the vitality of the street, whilst setting a general level on the Primary retail frontages of 10% non-retail uses and in secondary streets of up to 30% non-retail uses. These proportions applied within defined zones of the centre.
- 7.42 In practice the flexibility contained within the policy has allowed non-retail uses in most of the Primary area to increase to between 10 and 20%, as it has been found that some non-retail uses enhance the character of many areas. It is therefore proposed to relax the criterion in the Primary area to a level of 15% non-retail uses. This is measured in terms of 'frontage length' – i.e. the length of the defined frontages within a zone which is in non-retail use. This method of measurement takes account of the fact that the main impact on vitality of the street is the display area in the shop windows, rather than any measure of floorspace. Frontages for the Chapelfield development, have been identified on the Proposals Map (inset for each level) so that this policy can apply (as it does within Castle Mall) to the frontages within the development.
- 7.43 In Secondary Areas it is proposed to relax the criterion in some instances, in order to encourage changes which have already started to happen, whereby these areas take on specialist and particular functions. Therefore, the policies for Secondary Areas and Anglia Square are specific to each area. The details of their operation are considered and justified in the City Centre Chapter. Basically the St Benedicts and Elm Hill areas have taken on specific functions relating to the arts and visitors to the Centre and these are encouraged to develop further. The other Secondary Centres retain the 30% rule for frontage change, but now encourage residential and other uses in upper floors. In all cases some flexibility is allowed by the consideration of impact on vitality and viability of the area.

[Relates to Resource Objectives: Quality of Life (i) and (iii); Diverse and Competitive Economy (ii)]

SHO10 **Within the Primary Retail Area non-retail uses in classes A2 and A3, will be permitted where they would not have a harmful impact on the vitality and viability of the area and on the individual street and where the proportion of Class A1 retail uses at ground floor level within the measured defined retail frontage would not fall below 85% (taking account of other committed proposals not yet implemented) as a result.**

Class A3 uses will be permitted in excess of 15% where they would have a beneficial effect on the vitality, viability and appearance of the area

The beneficial use of upper floors or of premises without frontage onto a defined retail frontage zone, including residential use will be permitted where it is compatible with surrounding uses.

[Relates to Resource Objectives: Quality of Life (i) and (iii); Diverse and Competitive Economy (ii)]

SHO11

Within the Secondary Retail Areas and the Major District Centre of Magdalen Street, Anglia Square and St Augustine's, uses in classes other than A1 will be permitted where they would not have a harmful impact on the vitality and viability of the area and on the individual street and where;

- **In Upper St Giles, Pottergate/St John Maddermarket, London Street (east), the proportion of Class A1 retail uses at ground floor level within the defined retail frontage zone would not fall below 70% (taking account of other committed proposals not yet implemented) as a result.**
- **In St Benedicts Street, the proportion of Class A1 retail uses at ground floor level within the defined retail frontage zone would not fall below 40% (taking account of other committed proposals not yet implemented) as a result.**
- **In Magdalen Street, Anglia Square and St Augustine's, the proportion of Class A1 retail uses at ground floor level within the defined retail frontage zone would not fall below 70% (taking account of other committed proposals not yet implemented) as a result. Residential use at ground floor level within the defined retail frontage will not be permitted but is acceptable at ground floor level outside the defined retail frontage.**

The beneficial use of upper floors or of premises without frontage onto a defined retail frontage, including residential use will be permitted where it is compatible with surrounding uses.

SHOPPING DEVELOPMENT IN DISTRICT AND LOCAL CENTRES

Committed Developments

- 7.44 The District Centres in Norwich vary in size and nature and have developed over many years. The most recent to achieve District Centre status are the centre at Drayton Road (Mile Cross), where a Lidl store opened in 1996 to add to what previously had been a defined local centre and the Larkman Centre (Dereham Road) where an Aldi store opened in 2003 to similar effect on a local shopping centre. In 2000 a new Lidl store opened on the Aylsham Road some 200 metres to the south of the District Centre. At the time this was given permission, it was considered it would relate well to the centre and that there was potential for other sites to be made available to link it more directly as part of the centre. That has not happened to date. Consequently the new store is not, at present, identified as part of the District Centre (however, see paragraph 7.50 below).
- 7.45 A planning application has been approved (in outline) for a new discount foodstore at Bowthorpe Main centre. This would be in addition to the existing Roy's convenience store and would add to the attraction of that District Centre, but would not affect that centre's status or primary catchment area.
- 7.46 The potential developments at Anglia Square are discussed under the City Centre heading, as that centre is contained within the City Centre Inset Plan.
- 7.47 There is one other committed development, which would result in a similar upgrading of a local centre to a district centres in the City. That is at Distillery Square, Dereham Road, where a new Co-op store is being constructed to replace an older smaller one on an adjacent site. Once this is completed it will take on the status of district centre.

Other Developments in or adjacent to District and Local Centres

- 7.48 In order for the district centres to function efficiently as retail centres, it is important to allow them to cater for as wide a range of shops and services as can reasonably be provided in their particular location and position in the hierarchy. It is therefore appropriate to ensure that a suitable range of uses and types of shop can be accommodated. It is acknowledged that some of the District Centres are tightly constrained by adjoining development. On the other hand some District Centres and Local Centres do offer opportunities for future expansion and enhancement. These opportunities will need to be evaluated against the position of the centre in the hierarchy, the criteria in the sequential approach (policy SHO3) and the effect on the vitality and viability of other centres and the centre concerned.

[Related to Resource Objectives: Quality of Life (i) and (iii), Sustainable accessibility (i) and (ii); Identity (iii); Cultural Resources (iii)]

SHO12	Retail development within or adjacent to District and Local Centres defined on the Proposals Map will only be supported if it is of a scale consistent with the position of the centre in the retail hierarchy and satisfies policy SHO3. The developer will be required to show that there will be no significant detrimental impact (including cumulative impact with other
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recent or committed development) on

- (i) the vitality and viability of existing centres and proposals to enhance those centres;**
- (ii) landscape, townscape, residential amenity or the quality of the built environment;**

and that the development will achieve

- (iii) safe and attractive pedestrian and cycle movement to and within the centre to which it relates; and**
- (iv) satisfactory access, parking and servicing arrangements for that centre.**

7.49

As referred to above, there have been proposals for future expansion of the Aylsham Road District Centre. This centre fronting Aylsham Road is split into two sections either side of the junction with Woodcock Road. There are also smaller groups of shops (including two local centres) and a library and bingo hall further to the south also fronting Aylsham Road. Future expansion could take the form of development along the Aylsham Road frontage linking the present centre with the new Lidl store. Alternatively redevelopment of some shops within the centre could allow for a more integrated form of development near the junction of Aylsham Road and Woodcock Road, thus enabling parking and servicing access to be taken away from that very busy junction. This latter possibility is the preferred option in terms of the benefits it offers under the criteria of policy SHO12 for enhanced visual appearance of the centre, better integration of shopping and services in the centre and improved access, parking and servicing arrangements. Such an extension of the centre is therefore shown on the Proposals Map.

7.50

The area of Tuckswood, Eaton Rise and Old Lakenham, to the south of the Outer Ring Road in the south of the City has been identified as having a significant population with no local supermarket or foodstore within easy access. Existing stores at Harford Bridge, Brazengate and Riverside are all relatively distant from this area, restricting access to them and encouraging reliance on car-based shopping. Local parades of shops do not contain stores of adequate size to cater for any other than very local 'top-up' shopping requirements. To satisfy this identified need, the City Council has undertaken a search of available sites to determine which is the most readily accessible within the area, particularly by foot and by cycle. The former Bally Shoes site at the junction of Sandy Lane and Hall Road has been identified from this process and is allocated under policy SHO13 as a new District Centre. A larger store would not be acceptable under the provision of policy SHO2, as there is no overall need for further large convenience goods retail outlets. Large scale comparison goods retailing is also limited by policy SHO1 and Structure Plan policy N11. The policy therefore controls the size of any such units in line with policy SHO7, but it is intended that other shopping will generally be small units providing local services. Once completed, the centre will be considered as a District Centre for the purposes of other policies of the Local Plan.

[Related to Resource Objectives: Quality of Life (i) and (iii), Sustainable accessibility (i) and (ii); Identity (iii); Cultural Resources (iii)]

SHO13

A site for a new District Centre is allocated at the junction of Hall Road and Sandy Lane. The

development of this site will be permitted subject to the inclusion of a foodstore of no more than 1,300 sq. metres net, together with at least three local shops of not more than 500 sq. metres net each, residential or office use on upper floors and appropriate service facilities. Provision must be made for enhanced pedestrian and cycle access to the site, including off-site works. Food and drink uses will also be acceptable provided a minimum of 60% of the total frontage is in retail use.

Enhancement of the Environment of District and Local Centres

- 7.51 PPG6 recognises that the creation and maintenance of an attractive environment is an important component of the vitality and viability of local and district centres, as well as larger ones. Many district and local centres are showing the signs of years of intensive use and the need for general environmental and physical enhancements. Many of them do not adequately provide for modern retailing needs and facilities such as tree and shrub planting, pedestrian safety measures, access for disabled people, cycle parking and facilities for parents and carers with young children are generally lacking. Policy SHO14 provides for additional small to medium sized shop units to be built within or adjacent to local centres, in order to assist in bringing them up to more modern standards. This will also create opportunities for realising benefits to the whole centre. As funding opportunities arise, and particularly where development takes place in a centre, the City Council will seek to enhance the overall appearance of the defined centres. Opportunities may also arise from transport spending, consistent with the objectives of the Norwich Area Transport Strategy (see Chapter 11)

[Related to Resource Objectives: Quality of life (i) and (iii); Identity (iii)]

SHO14 As development opportunities arise, the City Council will seek to improve the safety and attractiveness of local and district shopping centres. Measures will include environmental enhancements, additional facilities, access and transport improvements. Development schemes involving significant changes to such a centre will be required to provide or contribute to the provision of such enhancement for that centre.

Changes of Use within District and Local Centres

- 7.52 Within the defined District and Local Centres, it is important that an appropriate range of goods and services are maintained in order to provide for people's day-to-day needs. In particular this will require that convenience shopping is given a measure of priority in such centres. Policy SHO15 seeks to ensure that a suitable mix of uses can be maintained in each centre, consistent with the local catchment which each one serves.

- SHO15** **Within the District and Local Centres, as defined on the Proposals Map, proposals for change of use from class A1 to other uses will only be permitted where;**
- (i) the proportion of class A1 uses in the defined centre would not fall below 60% as a result; or**
 - (ii) the proposed use provides a service appropriate to the centre's position in the hierarchy, which is underrepresented in that centre or is a community use and there are no other units available in or adjacent to the centre, in which such a use could be accommodated.**

OTHER RETAIL POLICY ISSUES

Small Scale Development to Serve Local Needs

- 7.53 There are locations within the City, including parts of the city centre, where there is no provision for local shopping needs of residents. This reflects the historic distribution of retail centres and smaller local parades (not identified as centres on the Proposals Map). Whilst the thrust of the Council's strategy is to ensure the vitality and viability of appropriately sized centres, distributed throughout the City, there is also an expectation that customers will be able to access smaller convenience 'top-up' stores for daily needs below the scale expected in the defined centres. Provision of small individual shop units will also assist in encouraging a basic level of walk-in provision, highly accessible to a resident population. For this reason it is appropriate to limit the scale of such local provision to units under 100 sq. metres net. Above this threshold policies SHO3 and SHO12 will apply.
- 7.54 There are parts of the City where a significant population has no local supermarket or foodstore within easy access. These areas are outside the normal walking distance from a District Centre and do not have a freestanding store in that area. In such areas policy SHO3 would envisage provision of a small supermarket or discount food store being acceptable, subject to its criteria. A larger store would not be acceptable under the provision of policy SHO2, as there is no overall need for further large convenience goods retail outlets. There are two parts of the City which have been identified as being deficient in food retailing provision at present. One of these is an area either side of Dereham Road to the west of the Centre including areas such as Hotblack Road, Bowthorpe Road, Hellesdon Road and North Earlham. A site was identified in a planning brief for the Bowthorpe School site and Guardian Road industrial area (see policy EMP13) and development of a small convenience store has been agreed in principle as part of the proposals for the former Bowthorpe School site. The other area of deficiency is Tuckswood, Eaton Rise and Old Lakenham, to the south of the Outer Ring Road in the south of the City. This would be served by the development of a site at the junction of Sandy Lane and Hall Road, which is identified under policy SHO13.

[Related to Resource Objectives: Quality of Life (i) and (ii); Sustainable accessibility (i) and (ii); Cultural Resources (iii)]

- SHO16** **Development proposals for additional local convenience shop units of below 100 square metres net retail floorspace will be permitted outside defined centres where:**
- (i) They are located in primarily residential areas, where there is an absence of existing provision to serve local needs;**
 - (ii) They have good accessibility on foot or by cycle to that residential community;**
 - (iii) Any access, parking, servicing and design issues can be satisfied without detriment to residential amenity.**

Retail Uses on Filling Station Forecourts and Buildings

- 7.55 The provision for everyday needs through shops within garage forecourts and buildings has become an alternative to local shops in many parts of the City. These are primarily justified by the convenience for travellers of the availability of motorists' goods, food, newspapers and other convenience goods. There have been proposals for some to become larger convenience (or other goods) stores. These are generally not consistent with policy SHO3, the sequential approach to retail development, since they are located on main traffic routes with access for vehicles given priority, rather than being accessible for a variety of modes of transport and especially to the local population. Policy SHO17, therefore, seeks to limit the range of goods and the scale of garage forecourt shops generally.

[Related to Resource Objectives: Quality of Life (iii); Diverse and Competitive Economy (ii)]

- SHO17** **Development proposals for retail outlets associated with petrol filling stations and located outside an existing defined centre will only be permitted where it is for the sale of convenience goods items and does not exceed 200 square metres (net retail floorspace).**

Retail Warehouses

- 7.56 During the 1970s and 1980s the sporadic siting of retail warehouse units was allowed to develop, particularly in the City's industrial estates and along main road frontages. The 1995 adopted Local Plan contained policies to be more selective, in allowing for the decentralisation of certain types of retailing only and focusing such development on a few retail warehouse parks, rather than in free-standing locations.
- 7.57 Supplementary Planning Guidance was adopted for the whole of the Norwich Policy Area in 1995 to ensure that a common policy applied to such units, restricting them to use for the purchase of bulky goods, which are generally collected and taken away by the customer. The guidance provided a clear definition of such development. However, policy SHO3 now requires that new development is assessed in relation to

the need for that development and edge or out-of-centre development should only, therefore, be permitted for that use for which a need is shown which cannot be located within a defined centre.

- 7.58 There are now four main retail warehouse parks located around Norwich. These are at Hall Road/Barrett Road (south of the City but within the boundary of Norwich); Sweet Briar Road (west of the City and straddling the boundary with Broadland District); Salhouse Road (north east of the City and just in Broadland District); Longwater Retail Park (to the west and some 4 miles from the City Centre and wholly in South Norfolk). None of these relate to any existing centres and none can be said to be satisfactorily located in relation to access by public transport or modes other than the private car. Some of them operate under conditions which are more generous than the restrictions to bulky goods retailing which have been applied more recently. It should be made clear that these warehouses are not appropriately located for any further relaxation of conditions under Norfolk Structure Plan policies and Supplementary Planning Guidance adopted jointly by the Norwich Policy Area authorities.
- 7.59 None of these locations satisfies the sequential test for sustainable locations for more general retail uses under Structure Plan policies. Nor do most of the free-standing retail warehouses satisfy that test. It is therefore important to ensure that those within the City do not change their nature, to supplant better located, more sustainable retail centres and developments. Under policy SHO1 it is clear that there is no general need for further retail warehouse development in the current plan period. Indeed at present there is a surplus of such units with some vacant and on the market for a considerable period. Consequently the conversion of existing buildings to general retail activity or to bulky goods retailing will continue to be resisted. Subdivision into smaller unit sizes may be appropriate within the overall retail strategy, subject to a minimum size of 1000 square metres gross and the existing bulky goods restriction. Subdivision below this size will not be permitted as such units can be found within the City Centre (or some District Centres) and would thus unnecessarily detract from their vitality.

[Related to Resource Objectives : Quality of Life (iii); Diverse and Competitive Economy (ii)]

SHO18 **Proposals for the removal of planning conditions restricting the use of the retail warehouse parks identified on the Proposals Map to the sale of bulky goods or to their present conditions of use will not be permitted.**

Proposals for the use of freestanding retail warehouses under more appropriate planning conditions, for employment or for other appropriate purposes will be permitted.

Development proposals which include the subdivision of existing retail warehouse premises will only be permitted where the minimum size of each unit is 1000 square metres gross and the use may be restricted to the sale of bulky goods.

Markets

- 7.60 Since Saxon times Norwich has been a flourishing market town and in the mediaeval period when Norwich was the second city in England, the Norwich markets sold goods from all over Europe. In 1341 Edward III granted to the Norwich Corporation the power to control all markets and fairs within six and two-thirds miles of the Norwich Provision Market. This market, thus protected, grew and continues to play an important part in the retail attraction of the Centre and for tourism more generally.
- 7.61 Recently Capital Challenge money has been used for a Feasibility Study into the possibility of refurbishing the market to provide a more attractive environment. A design competition was used to encourage innovative ideas. The policy for the market therefore allows for its continued operation, but looks forward to its refurbishment. For this purpose, the market includes Gentleman's Walk, Guildhall Hill and Hay Hill, which were included in the study.

[Related to Resource Objectives: Quality of Life (iii); Identity (ii); Cultural Resources (iii); Diverse and Competitive Economy (ii) and (iii)]

SHO19 **The Norwich Provision Market will be supported and enhanced as the principal open air market for the area and as an attraction for visitors and shoppers. In the market and the immediately surrounding area, the pedestrianised streets will be encouraged as the location for outdoor street activities, including seating for cafes and restaurants and areas for musical and other entertainment and events.**

- 7.62 Other markets have existed from time to time on a small scale – with occasional, exceptional events on a larger scale such as the French Market now held twice yearly. Policy SHO20 recognises that, in an historic city such as Norwich, there is scope for smaller specialist markets selling crafts or tourist goods in the City Centre, alongside the traditional Provision Market in the heart of the retail centre.

[Related to Resource Objectives: Quality of Life (iii); Cultural Resources (iii); Diverse and Competitive Economy (ii)]

SHO20 **Additional small scale markets, selling speciality goods, will be permitted within the City Centre, particularly where this would encourage the retention and development of local craft skills, including the sale of local farmers' produce and where they are appropriately sited for pedestrian safety, without creating congestion or problems of pedestrian circulation.**

Additional development of large markets, particularly open air and Sunday markets, will not be permitted.

Food and Drink Uses

- 7.63 There has been a rapid expansion of food and drink outlets, especially in the City Centre over the last few years. This can be traced to the Centre's enhanced visitor attraction including its evening economy, together with a tendency for people to spend more time (and money) on their shopping trips, extending them into a variety of other activities on the one trip. Historically this was very much the pattern of activities within a major city such as Norwich. In mediaeval times Norwich boasted a public house for every day of the year within the City Walls, while by the 1870s there were seven major breweries in the City and a dozen smaller ones. It was an integral part of the function of the market town to provide for the food and drink needs of the visitors to the town.
- 7.64 Pubs are thus a key element in the City's heritage, although the marked decline during the middle and latter part of the 20th century did lead to the loss of several historic public houses. The adopted Local Plan therefore contained a policy seeking to protect the key historic public houses from potential changes of use or redevelopment. This policy is retained as SHO21, although it is acknowledged that the situation has changed and the main threat now is from growing competition from modern 'theme' pubs and the much larger capacities in some of the new pubs which have opened. For this reason changes of use will be accepted, provided the new use retains the historic form of the pub and some degree of public access. A list of the historic public houses which are protected by the policy is contained in Appendix 13 of the Plan. In addition this policy is extended to give some protection to public houses in residential areas, where these are the only one remaining to serve an area of at least 3,000 population.

[Related to Resource Objectives : Identity (ii); Cultural Resources (ii) and (iii)]

SHO21 The historic public houses (listed in Appendix 13) will be protected in their existing use, wherever possible. If a change of use is proposed, the Council will seek to ensure that:

- (i) the viability of the use as a public house is assessed before any change of use is permitted; and**
- (ii) alternative uses will only be accepted if they retain the historic character of the building and allow for some public access; and that**
- (iii) internal and external fixtures and fittings which contribute to its historic character are retained and proposed extensions, signs and advertising materials respect the historic character of the building.**

In addition a public house in a residential area will be retained in that use, if it is the only remaining one serving a substantial residential population.

- 7.65 Within the same class of uses, restaurants and cafes are normally acceptable within the City Centre, provided the policies concerning the changes of use within identified retail frontages (SHO10 and SHO11) are observed. Policy HOU16 regarding the loss

of residential uses may also be relevant. However, the main concern is that hot food takeaway outlets are not always appropriate in the areas where traffic is not permitted or no parking is available. They also need to be located appropriately elsewhere, to allow for the impact of traffic stopping to utilise the outlet and the effects of noise and disturbance upon the occupants of adjoining dwellings. As restaurants and cafés can normally change to takeaways without the need for planning permission, planning conditions will be used to prevent this in unacceptable locations. The Council will also encourage operators to take responsibility for cleaning up external areas outside their outlet.

[Related to Resource Objectives: Quality of Life (i); Cultural Resources (iii)]

SHO22 **Proposals for uses within the food and drink class (A3) will be permitted within retail areas and the Leisure Area subject to policies SHO10, SHO11, SHO15, and HOU16. Development proposals which include the taking away of hot food will only be permitted where they:**

- (i) do not give rise to unacceptable environmental effects, which could not be overcome by the imposition of conditions;**
- (ii) are subject to conditions restricting the hours of opening to protect the amenity of surrounding occupants and the area generally;**
- (iii) would not be detrimental to highway safety;**
- (iv) contribute appropriately to provision of public facilities in the area (including litter bins and public toilets).**

Proposals for other uses in this class (A3) will be restricted to avoid their change of use to hot food takeaway purposes unless these criteria are satisfied.

Chapter Eight

HOUSING

INTRODUCTION

Strategic Context

8.1 In March 2000 the government published revised advice on planning for housing in Planning Policy Guidance Note 3 (PPG3). It emphasises that everyone should have the opportunity of a decent home and, so far as possible, a choice of housing. It aims for the housing requirements of the whole community to be met with wider housing choice and a better mix of size, type and location of housing.

8.2 Sustainable development is a key theme in the advice. This is to be achieved in housing development primarily through the introduction of a sequential test considering sites in the following order and with phased release of sites to reflect this order:

- a) urban brownfield sites;
- b) sites on the edge of the urban area;
- c) areas beyond the urban area but with good public transport accessibility.

The Norfolk Structure Plan also reflects these principles. The Urban White Paper provides support for this approach and for measures which will assist in bringing brownfield sites forward for development.

8.3 Norwich is the major urban growth opportunity within Norfolk and the great majority of the plan area is thus in one of the first categories – urban or edge of urban area – and will therefore take priority in the sequential test. In the City Council's view, the objectives of this Plan (with its sustainable development emphasis) and of the current government advice in PPG3 mean that housing development within the Norwich urban area should be maximised. Thus, if the City exceeds its target requirements under the Structure Plan, the rate and location of development in the surrounding parts of the Norwich Policy Area should be limited, rather than constraining the allocation in the City.

8.4 The City Council has followed this approach in order to achieve the maximum potential housing allocation in the urban area. It has undertaken a Housing Capacity Study, which was published in September 2000 and was the subject of consultation. This looked widely, but realistically, at potential sites which may come forward for housing development over the 11-year period to the end date of this Plan. It included a review of opportunities for conversion of existing offices in the centre of Norwich. The Study and the consultation response formed the basis for the allocation of most sites for housing development in this Plan. The Capacity Study was updated (2002) to reflect the additional sites, which were included in the Second Deposit Version of the Plan and to take account of the government guidance on preparing Urban Capacity Studies in considering other potential sources of housing supply. The figures in the plan have now been updated to April 2004 (the latest Housing Land Monitor before adoption).

8.5 Housing is also recognised in this Plan as a key element in achieving the regeneration of the City, particularly the inner areas and City Centre. New development can contribute effectively in this role and stimulate an appropriate mix of uses. The quality of such development is, therefore, vital to the overall renaissance of the City and to maintaining the quality and attractiveness of its built environment.

Sustainability Objectives

- 8.6 The provision of housing and its maintenance and improvement relate primarily to the National Sustainable Development objective of social progress to meet the needs of everyone. In terms of the Local Plan Objectives this relates to sustainable long-term regeneration (SOBJ2), a healthy environment (SOBJ4) and equality of opportunity (SOBJ5).

Main Issues Arising from Consultation

- 8.7 The main comments on housing issues in the consultation stage (1999) related to the individual sites. With regard to the general comments on housing issues, the main ones were:
- questioning the use of high proportions for fallout of sites not being implemented over the Plan period;
 - points regarding whether the sites proposed would be genuinely available to developers;
 - the need to ensure development maintains a good quality environment and adequate open space within the urban area;
 - support for the identification of brownfield sites, but some of them have constraints, which need to be fully investigated;
 - support for provision of affordable housing, though concern from developers that some sites may be less profitable as a result;
 - concern about concentration of social housing in some areas, especially in the City Centre – more of a mix sought;
 - comments both in favour of and against car-free housing;
 - concern that developer requirements should be consistent with government advice.
- 8.8 A number of comments were made about the sites identified in the subsequent consultation on the Housing Capacity Study. The overall response was favourable to the concept of the study and the methodology used. In particular, it was welcomed as showing the potential for urban brownfield sites to contribute substantially to the housing supply for the City over the next ten years.

NEED FOR NEW HOUSING

Origins and Strategic Background

- 8.9 Norwich was the first city in East Anglia to experience major growth in industrial employment and thus to develop affordable housing for workers in the form of small terraced streets and later (in the early 20th century) of large Council estates. The result today is that the City retains one of the highest percentages of Council owned dwellings in the Eastern Region at 29%, despite the effects of two decades of ‘Right to Buy’ sales. In addition, there are considerable areas of privately owned terraced housing dating from the late 19th or early 20th century. Both these sectors of the market are now in need of major improvements, although some areas have already experienced significant investment to upgrade their housing stock (both Council and private).
- 8.10 The total quantity of housing required during the Plan period is set by the Norfolk Structure Plan based upon projections of population change, migration to the County,

future household structure and policy assumptions in the Plan. One of the main determinants of household growth in the City itself is the reduction in average household size from 2.22 persons per household in 1993 to 2.03 by 2011. For the City as a whole this means that, without any substantial increase in population over the period, significant numbers of new dwellings are required.

- 8.11 Another factor taken into account in setting the Structure Plan requirement is the greater accessibility of housing in the Norwich Policy Area (and especially within the City) to the jobs and services which people require. The Structure Plan therefore adjusted the projection of past trends to take account of sustainable development principles and to direct some 1,500 more households to the Norwich Policy Area (the 'policy based adjustment'). The Plan did not allocate any of this additional growth to Norwich itself – it was all allocated to the South Norfolk part of the Policy Area. However, it is consistent with the principle of the "policy-based adjustment" for the City to take more of the Policy Area allocation, if that is possible. This will assist the Urban White Paper objective "to relieve pressure for development in the countryside."
- 8.12 The resulting allocation to the City is a requirement (Structure Plan policy H1) to identify provision for a further 7,400 new dwellings in the City over the period 1993 to 2011 – equivalent to 410 per annum. Table 8.2 below sets out how this will be achieved through this Plan – indeed more than achieved.

Local Issues in Norwich

- 8.13 The Urban White Paper acknowledges that no two places are the same and, therefore, policies need to be adapted to local circumstances. It is difficult to be certain which sites will come forward for housing development in the urban area, where there are difficult problems and issues to be resolved. However, the rate of development in Norwich has recently shown a marked upward shift with more sites under development now than at any time since the 1980s. Completion rates doubled in the year to June 2001 and again over the period to April 2004 (Housing Land Availability Report 2004). Allowance is made for the difficulties of bringing some sites forward through the 'Fallout Rate', which allows for some allocated and committed sites not being taken up for development over the Plan period. However, historic rates of development are not a good guide to the present situation. Monitoring of the rate of development will therefore be important, not only in terms of new house building, but also for conversions, mix of uses and assumptions about density in order to test the assumptions of the Urban Capacity Study.
- 8.14 The need for new housing is not solely a matter of technical projections. Norwich still has a homelessness problem. The numbers of people accepted as being homeless and in priority need has increased again significantly since 2000. The most significant problem is obtaining long-term support for homeless people once their immediate housing problems have been resolved, but there has been a recent increase in the use of temporary accommodation for homeless people, which is unsatisfactory as a general approach to the problem. The Housing Needs Survey (December 2000) demonstrates the scale of households who are inadequately housed at present and need affordable housing (paragraphs 8.21 to 8.25 below).

CITY-WIDE HOUSING POLICIES

General Approach to Housing Development

- 8.15 The government's current advice in PPG3 (2000) does not necessarily seek to maintain a five-year supply of housing sites above all other objectives. It makes it clear that it is at least as important to monitor housing provision for the choice offered in terms of size, type and tenure in relation to the needs which are to be met. Hence, policy HOU1 seeks provision of an appropriate range of types of housing, with a mix on most substantial sites. The requirement in the Structure Plan for housing in Norwich does not meet the full needs of the City for future housing – much of that need is anticipated to be provided in the adjoining Districts of Broadland and South Norfolk. If the City can provide for more of this need, however, then that would be advantageous, both in terms of provision close to the source of need and in terms of sustainable development locations.
- 8.16 The previous adopted Local Plan was able to rely to a large extent on the major allocated greenfield site at Bowthorpe, a large backlog of undeveloped commitments and an expectation of unidentified sites coming forward at a rate of some 120 per annum. There were, as a consequence, very few new allocations for housing development in that plan. This approach has had to be changed radically in this review. It is now assumed that
- a) significant numbers of new allocated sites will be necessary and desirable;
 - b) unidentified 'windfall or infill sites' will be somewhat reduced as a consequence;
 - c) a more specific approach will be necessary to achieve an appropriate mix of uses on sites, where considered appropriate, and a quality of design to support the regeneration objectives of the Plan.
- 8.17 Consequently this Plan gives much greater attention to the detail of new housing allocations, than in the adopted Local Plan. This detail will need to be carefully monitored. Guidance from the (then) DETR on housing capacity studies suggests that the potential for future windfall sites arising should be assessed in detail and will probably lead to an increase in such sites coming forward, particularly in urban areas. Table 8.2 below therefore reflects the revised Urban Capacity Study (2002) in assessing these categories of supply, which equate to the Structure Plan allowance at approx. 100 dwellings per annum. There are new tax benefits for property owners in converting vacant property and other factors in the housing market point to an increase in conversions to flats and bedsits. The revised Urban Capacity Study goes into more detail on the breakdown of different types of capacity for new housing.
- 8.18 This Local Plan is based on the availability of land for new housing at April 2004 (the annual Housing Land Availability Monitor produced by the City Council). Table 8.1 below shows the position reached at that date in relation to the Structure Plan requirement, taking account of any new Local Plan housing allocations introduced by published Modifications between April 2004 and formal adoption of the Plan in November 2004. Table 8.2 below (left hand column) shows that, not counting sites which may have been considered through planning applications by the Council, land for an additional 3,899 dwellings is made available by this Plan (lines (e) to (n) in Table 8.2). From this figure an allowance must be made for sites which may not come forward for development during the plan period (the 'Fallout Rate'). A graduated rate is allowed for fallout – from only 10% for those sites which have progressed to a full

TABLE 8.1**HOUSING LAND REQUIREMENT, APRIL 2004****Dwellings**

Total requirement (1993 – 2011)	7,400
New Dwellings Completed (to April 2004)	3,933
Remaining requirement	3,467

TABLE 8.2**LOCAL PLAN HOUSING SUPPLY**

Current Supply:	Dwellings	Fallout	Contribution
a) Full planning permission	2,983	-298 (10%)	2,685
b) Outline planning permission	330	-50 (15%)	280
Sub-total	3,313	-348	2,965
Allowance for Other Sites (from Urban Capacity Study – not identified in policies below)			
e) Subdivision of houses	(10 per ann.)		73
f) Flats over Shops	(10 per ann.)		72
g) Intensification	(45 per ann.)		326
h) Conversion of commercial buildings	(20 per ann.)		145
i) Review of allocations of other uses	(30 per ann.)		218
Sub-total			834
Local Plan Allocations (net of permitted sites)			
j) Policy HOU8 (remaining)	1,040	- 104 (10%)	936
k) Policy HOU9	799	-160 (20%)	639
l) Policy HOU10	130	-26(20%)	104
m) Policy HOU11	219	-44 (20%)	175
n) Policy HOU12	877	-175 (20%)	702
Sub-total	3,065	-509	2,556
TOTAL SUPPLY	7,212	-857	6,355

planning permission, to 20% where sites have been allocated, but no permission has been granted. This allows a generous margin for sites which may not come forward during the Plan period. The Plan more than achieves the requirement in the Norfolk Structure Plan (nearly 3,000 extra dwellings) with existing commitments now roughly equal to that requirement. Table 8.2 below is supported by more detailed analysis at Appendix 6.

- 8.19 Policy HOU1 provides for a total of 7,200 new dwellings, including commitments, over the whole Plan period. Of these, some 1,150 are derived from the calculations in the Urban Capacity Study (equivalent to the old 'windfall' assumption) (see Table 8.2). The housing land requirement and land supply calculations in Tables 8.1 and 8.2 reflect the situation at April 2004 and take account of new housing development approved and built since the base date of the Local Plan (mid 2001). The total allowance for unidentified sites over the remainder of the Plan period is reduced accordingly. Appendix 6 provides an explanation of the calculations in the Tables.
- 8.20 Policy HOU1 also includes a target of 66% of housing development to be provided on previously developed sites. The figures for the development detailed above show that in terms of land area, brownfield (or previously developed) sites constitute 66.6% of the area allocated or permitted. However, when translated into dwellings the Plan assumes that 75.5% of dwellings will actually be developed on brownfield land (including conversions and other estimated figures from the Urban Capacity Study assessments). Figure 8.1 shows the breakdown for each element of the land supply.

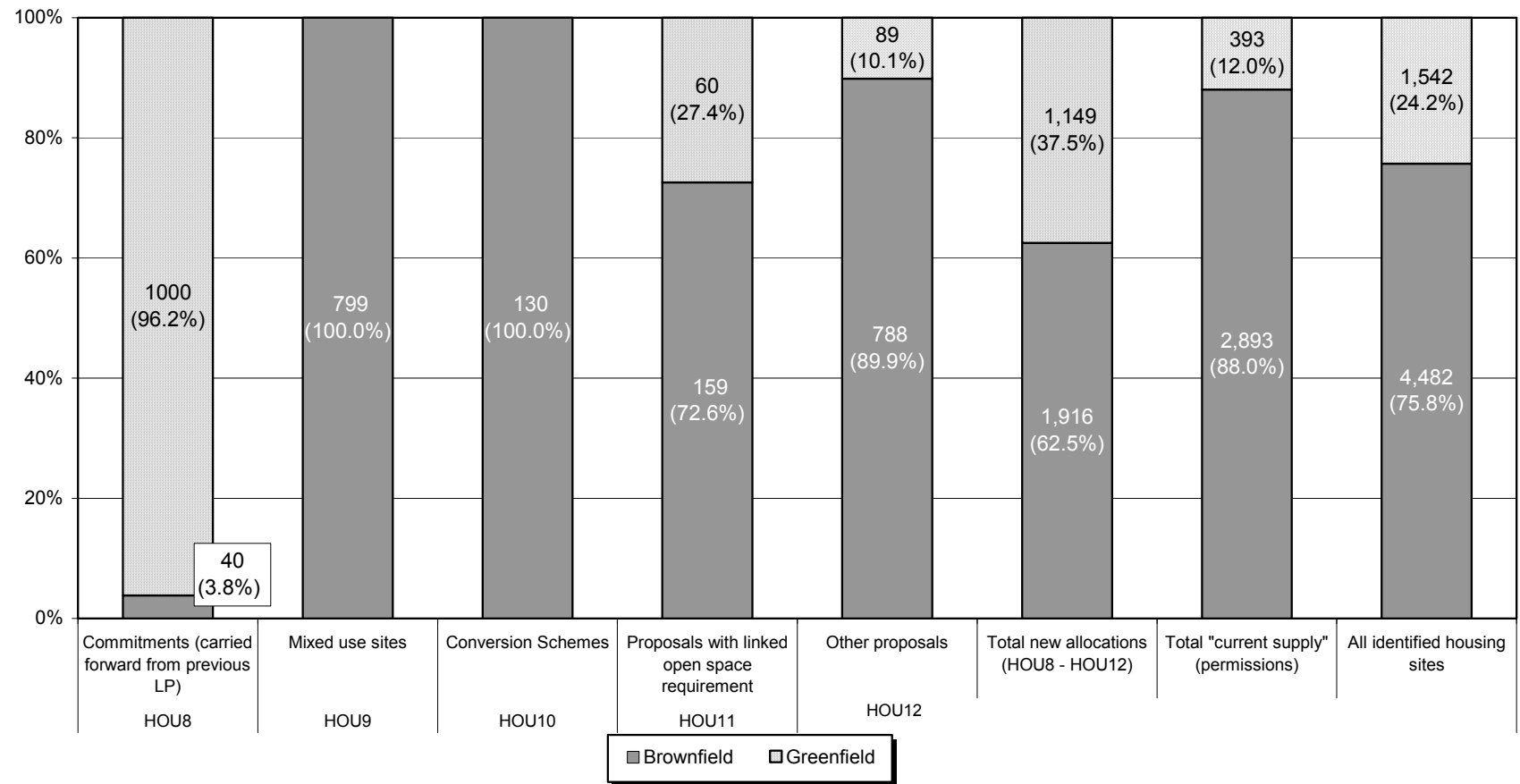
[Relates to Resource Objectives: Quality of Life (ii)]

HOU1	<p>The City Council will seek the provision of new housing to meet the needs of local people and to include a choice of type, size, tenure and location of dwellings appropriate to the range of needs identified. Provision is made for a total of 7,200 new dwellings for the period mid 2001 to mid 2011 (after allowing for sites which may not be developed). Of these around 1,150 are expected to be on unidentified sites and 66% on previously developed sites.</p> <p>The Council will monitor housing development on a regular basis to ensure that policies are being implemented in a consistent manner and will take steps to bring forward additional sites or to amend proposals, if needs and Structure Plan requirements are not being met.</p>
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Mixed Development in City Centre

- 8.21 The Review has confirmed that it is important to maintain the previous policy of obtaining a mix of uses, including housing, in most developments in the City Centre. This remains a strategic objective of the Plan and has been successful over some 25 years in reversing the loss of population from the Centre. An exception has been identified for those areas where late night activities of a busy 24-hour City are concentrated (defined under policy AEC1). Otherwise appropriate sites are those of sufficient size to accommodate more than one use and where there are no

**Fig. 8.1 Analysis of Local Plan Housing Commitments and Allocations
(Dwellings on Brownfield and Greenfield Sites)**



environmental or amenity problems which would preclude housing. This includes commercial sites for offices or retail development.

- 8.22 Many of the sites identified as allocations under policies HOU8 and HOU9 include provision for an appropriate mix of uses. In these cases this policy will also work the other way round – housing development alone is not generally appropriate and there should be an element of other use within these sites. Larger schemes will be expected to include a mixture of types and sizes of dwellings. Particularly in the Centre, the Council will wish to ensure that housing includes some family homes, as well as provision for the smaller single and two person households, which are undoubtedly required to meet the kind of need identified by population projections. This policy could be assisted by the announcement in the Urban White Paper of an English Cities Fund to support investment in mixed-use developments in urban areas.

[Relates to Resource Objectives: Land Resources (ii); Quality of Life (i), (iii) and (iv)]

HOU2	All appropriate development sites in the City Centre will be expected to include a mix of uses including housing. As an exception to this policy it will not be appropriate to include housing within developments which include late night activities or which are sited within or adjacent to the Late Night Activities Zone (see policy AEC1).
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Meeting Needs for Affordable Housing

- 8.23 The Housing Needs Survey (2000) demonstrates that there is a need for affordable housing within the City in general and in each main sector of the City. This is a material planning consideration in determining what kind of mix of housing types should be provided on development sites. The survey demonstrates that the priority need is for further social rented housing to be provided, although it recognises a limited role for shared ownership arrangements, which offer people entry to the owner-occupied market, if their income levels allow in future. The Circular 6/98 definition of affordable housing also includes low cost market housing, although the Housing Needs Survey demonstrated that this form of affordable housing would not satisfy any of the need identified at that time. The potential role of low cost market housing will be reviewed in the future if the more urgent needs of low-income households have been substantially met.
- 8.24 Provision to meet the need for affordable housing will continue to be made through the sale of Council-owned land to social housing providers, as well as through other measures to encourage the conversion of vacant housing units and large dwellings into flats (see policies HOU15 and HOU19). Suitable sites are where housing is appropriate and the Council either has an interest or influence to achieve affordable housing through other partners.
- 8.25 Policy HOU3 is a general one supporting and promoting the Housing Strategy of the Council in meeting the housing needs of the City. It is important to recognise that the needs for affordable housing cannot be met solely through provision within private developments under policy HOU4. Indeed some needs for affordable housing have other dimensions – such as disability or incapacity of the household members, requiring special types of provision. Council owned land is an important resource in

this respect and will be used strategically to support the Housing Strategy and ensure that the housing provided is affordable and meets the priority needs identified. A recent example is the support given to the provision of a new Night Shelter/ move-on hostel facility to meet the needs of the homeless and encourage 'rough sleepers' off the streets. Other proposals on Council owned sites are included in the site allocations under policies HOU8 to HOU12. The Council will also support schemes involving the purchase of existing properties by registered social landlords to meet specific needs.

[Relates to Resource Objectives: Quality of Life (ii)]

- | | |
|-------------|---|
| HOU3 | <p>The development of affordable housing on suitable sites and as part of a suitable mix of housing types will be promoted and permitted through:</p> <ul style="list-style-type: none"> (i) appropriate schemes on sites sold to registered social landlords; (ii) replacement of outdated dwellings or those which cannot be economically repaired or refurbished; (iii) direct provision by social housing providers, supported where appropriate by grants and, where possible by cross-subsidy arrangements from other developments; (iv) support for schemes to provide for the special needs of elderly people, disabled people, and others with particular requirements. |
|-------------|---|

Affordable Housing Within Private Development

- 8.26 The needs for affordable housing cannot all be satisfied through policy HOU3. It is necessary to seek an element of housing on private development sites to be affordable and this is consistent with the Council's Housing Strategy (2000-2003) in its emphasis on partnership working. It also relates to that Strategy in terms of seeking a social mix of housing within neighbourhoods.
- 8.27 The Housing Needs Survey, carried out for the Council in Autumn 2000, concluded that there was a backlog of need for affordable housing, which could reasonably be satisfied over a five year period. This backlog amounted to 880 dwellings (or 176 per annum) over and above the normal rate of social housing provision. (For this Plan we take that normal rate to be 100 per annum, although this has fluctuated considerably over recent years). That gives a total requirement over 5 years of 1,380 dwellings, some of which will be supplied by schemes, which are already approved and under construction. Because most of that period has elapsed before the plan can fully impact on affordable housing, the target reflects a longer period of 8 years over which meeting the need is seen as more feasible.
- 8.28 The Department of Environment, Transport and the Regions has published guidance on Housing Needs Surveys (DETR July 2000), which was followed by the Norwich survey. This survey showed that there were 3309 households living in unsuitable housing and who needed to move home to solve their housing problems. Of these households some 63.2% would be unable to rent or buy in the market, giving a need

for affordable housing of 2091 dwellings. The definition of affordable housing need in the Housing Needs Survey 2000, was:

“a household living in unsuitable housing which is unable to afford appropriate private sector housing EITHER because it does not have a deposit equivalent to 5% of the price of a suitable home and has a gross household income less than one third of its mortgage requirement OR because the rental for privately rented accommodation to meet its needs would be more than 30% of its net household income.”

This will be updated by future Housing Needs Assessments.

- 8.29 On this basis policy HOU4 seeks an element of affordable housing on all housing sites above a threshold. The threshold is defined as that from the Circular 6/98 guidance – 25 dwellings, or 1 hectare. In the City Centre sites are being developed (or proposed for development) at much higher densities than this guidance assumes. It will usually be appropriate, therefore, to use the actual number of dwellings in the City Centre, rather than site size. The overall target is to remove the backlog over an 8-year period which produces a target of 1580 dwellings.
- 8.30 The definition of affordable housing in the Circular and in Policy HOU4 is wide. The affordable housing to be provided should meet the greatest practicable amount of the identified need. For this purpose, the survey showed that affordable rented housing would meet the greatest need and that shared ownership could meet only a very small proportion of the affordable housing need and should therefore be limited in provision. Low cost market housing was shown to meet none of the affordable housing need in Norwich, unless high subsidies were assumed. The Housing Needs Survey showed that this would need to be of the order of 50% discount at that time (but price increases since that time will tend to increase that rate).
- 8.31 In order to meet the targets identified, negotiation with developers for the element of social housing sought will be based on 30% as the target with a maximum of 5% of the total as shared ownership. The remaining 25% of the total would normally be affordable rented accommodation. This will be kept under review through further Housing Needs Assessments and revised Supplementary Planning Guidance from time to time. Negotiations on the level of affordable housing and on the mix of size and type of dwellings will take account of site size, suitability and the economics of provision. Targets for individual sites are set out for sites over 40 dwellings in Appendix 5, as such sites can be assessed against known site constraints. Supplementary Planning Guidance is produced and will be updated regularly to guide the application of this policy. If the target to provide for housing needs is achieved, then the basis for the policy (i.e. the Housing Needs Survey) will be reviewed and will no longer be applied, if no outstanding needs are shown.
- 8.32 In relation to other policies for housing, the affordable housing policy (HOU4) will apply to sites, which may come forward under policies HOU13 or HOU14 as well as allocated sites. The City Council supports the objective of PPG 3 to provide a social mix of types of housing, avoiding segregation of affordable housing – and this should apply to all sites, including any which are acquired by social housing providers. The minimum market priced housing will be adjudged against the most up to date information, including the latest Housing Needs Assessment. To further social integration, the distribution of affordable units within the site should avoid concentrations of over 25 affordable dwellings in one part of the site and locations within the site which have poor accessibility to local facilities.

HOU4

An element of affordable housing will be sought by negotiation on all housing development sites of 25 dwellings or more or, if the number of dwellings is not specified, where the site is at least 1 hectare in size (including those sites where a mix of uses is proposed).

In negotiating for this element, the Council will take account of the site size, suitability and economics of provision.

The affordable dwellings will be made available by means which ensure that they meet the needs of households lacking their own housing or living in housing which is inadequate or unsuitable and who are unlikely to be able to meet their needs in the housing market without substantial assistance to be able to afford the minimum market priced housing. The Council will seek to be satisfied that the benefit of affordability will enable successive occupiers to enjoy secure low cost accommodation in perpetuity, or for that benefit to be transferred to another property (or household) within the City, in the event of the sale of the dwelling.

The affordable housing element will include a range of size and type of dwelling. Distribution of affordable units within the site will depend upon the layout of the development and the scale of affordable housing to be included. The overall target for the City is 1,580 affordable dwellings to be provided in the period 2001-2008 (or such extended period as is necessary). Targets for individual sites for the amount of affordable housing are included in Appendix 5 and will provide the basis for negotiations.

Accessibility and Special Needs

8.33

In fulfilling the aims and objectives of this Plan and of the Council's Housing Strategy, it is important that provision is made for those who have particular needs. Since the Adoption of the 1995 Local Plan, the Building Regulations (Part M) have been revised to include provision for all dwellings to be constructed so that they are accessible for disabled people visiting the house or flat. It is no longer appropriate, therefore, for the Plan to include such a policy. Nevertheless, for the significant proportion of people, who become dependent upon a wheelchair through their lifetime, such provision is inadequate, as their homes require other adaptations to accommodate their needs or they have to move to more specialist accommodation. This Plan therefore retains that relevant policy (HOU5 below) to seek to cater for

such needs by ensuring that a proportion of dwellings are adaptable to the needs of disabled people.

- 8.34 24% of households in Norwich (1991 Census) included a person with a limiting long-term illness, many of whom have impaired mobility and will require a wheelchair at some stage in their lives. Policy HOU5 is therefore aimed at increasing the availability of housing in the private sector (as well as the public sector) which can be built or readily adapted to meet such needs. Clearly this would only apply to dwellings which are externally suitable for such needs – without steeply sloping access and not upper floor flats, for example. Supplementary Planning Guidance advises on how adaptability can be built in at minimal additional cost to the developer and specifies the proportion of dwellings and size of sites, to which the policy will apply. The proportion to be provided would be a matter for negotiation with developers, and would depend upon the sizes and types of dwellings, any exceptional costs of development and any conditions that would render the development unsuitable for disabled people to occupy.

[Relates to Resource Objectives: Quality of Life (ii); Sustainable Accessibility (ii)]

HOU5	A proportion of new dwellings on larger residential sites will be sought by negotiation to be designed for wheelchair access throughout or to be easily adaptable for wheelchair users or for other people with special needs.
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Other Requirements for Housing Developments

- 8.35 Policy HOU6 seeks to co-ordinate a range of requirements that will need to be satisfied by housing developments within the City. It includes requirements specified by the County Council and other agencies.
- 8.36 In many cases other policies in the Local Plan spell out the circumstances and the manner in which these contributions may be required and how they will be applied. Other requirements will be subject of Supplementary Planning Guidance to explain their application. It should be noted that there may be additional requirements relating to a particular site and its surroundings, which are necessary to ensure that the development is capable of being undertaken or will meet certain other standards such as access or soil quality. There are also matters relating to the design of dwellings or layout of sites (e.g. energy efficiency under policy EP18), which are not specified here. There may also be general requirements for statutory undertakers or similar services, which are not specified here. The provision in HOU6 for enhanced library services will not apply to sites within walking distance of the City Centre (400 metres), where the new Forum opened in 2001. In other areas this requirement will arise for sites over 1 hectare (or 40 dwellings) and the County Council has set out its justification and the way in which it will be applied in Supplementary Planning Guidance. Negotiations of these contributions will take account of other exceptional costs associated with the development, in particular any due to contamination or demolition on brownfield sites. In all cases the guidance in Annex B to Circular 1/97 concerning what is necessary, relevant to planning, directly related to the proposed development, fairly and reasonably related in scale and kind to the proposed development and reasonable in all other respects will apply, so that contributions will only be sought where the development generates the particular requirement. Any

financial contributions will be held by the City Council in an earmarked fund and expenditure from that will be monitored and reported regularly (annually). Moneys not used by the end of the agreed period will be returned to the developer.

[Relates to Resource Objectives: Quality of Life (ii) and (iv); Sustainable Accessibility (i) and (ii); Cultural resources (i) and (iii)]

HOU6

Housing developments within the City will be expected to contribute to meeting the following needs for community, recreational and other local facilities, as specified by the relevant policies and subject to the scale of contribution being fairly and reasonably related in scale and kind to the proposed development and negotiations taking account of any exceptional costs associated with the particular site:

- (i) affordable housing as sought by policy HOU4;**
- (ii) accessible dwellings as sought by policy HOU5;**
- (iii) children's equipped play space as sought by policy SR7;**
- (iv) public recreational open space (on larger sites) as specified by policy SR4;**
- (v) enhanced public transport accessibility and pedestrian and cycle access routes (policies TRA11, TRA14, TRA15 and TRA16);**
- (vi) education provision for the area (depending on the availability of vacant places at existing schools);**
- (vii) childcare facilities and early years provision as sought by policy AEC7;**
- (viii) enhanced library service (outside the City Centre);**
- (ix) a community centre or provision for community facilities, if these are lacking in the area;**
- (x) highway or footway works to enhance road and pedestrian safety (including safe routes to schools);**
- (xi) archaeological requirements (as specified in policies HBE2 to HBE5);**
- (xii) landscaping of the site, including enhanced landscaping where any green links adjoin or are within the site and appropriate tree planting (in accordance with policies NE4, NE9 and SR12).**

THE LOCATION OF NEW HOUSING

The Locational Principles for New Housing Development

- 8.37 Government guidance and the Norfolk Structure Plan now require sites for housing development to be evaluated by a sequential approach to give priority to sites which are easily accessible to jobs and services. In addition draft guidance on good practice has suggested that phasing of the release of sites should also be used. In general, those sites within the City are likely to satisfy the criteria of any sequential tests (including those in the Structure Plan). Nevertheless, additional sites coming forward (as well as those allocated) should be subject to assessment under these tests – not least in order to demonstrate their priority for development in relation to more rural sites elsewhere in the Policy Area. Developers proposing housing development on sites over 20 dwellings, which are not allocated in this Plan, will be expected to demonstrate why the site concerned should be released ahead of other sites, as phased in accordance with this policy. The threshold of 20 dwellings has been accepted as the appropriate threshold the Norwich Policy Area authorities.
- 8.38 Policy HOU7 implements Structure Plan policy N13. It does not, however, include the lowest priority category in that policy, which refers to sites in other settlements close to the built-up area. This category of site does not occur within the City boundary.
- 8.39 With regard to phasing of the release and development of sites, the Norwich Policy Area authorities intend to develop joint Supplementary Planning Guidance on how this can be implemented in a coordinated manner across the whole Policy Area, subject to appropriate policy backing for this being included in the new Regional Spatial Strategy. This approach to phasing will require regular monitoring to ensure that completion rates are being met and that the order of preference of sites (set out in HOU7) is being followed. Annual monitoring statements will set out a) completions and b) permissions by location. It is envisaged that the monitoring will take place on a financial year basis, to be published in the autumn of the same year. Three of the largest sites are proposed to be treated as strategic sites, in order to allow for the level of infrastructure investment and site clearance etc. involved. Development of these sites should be brought forward as soon as practicable and phased over a period to allow a reasonable rate of development.

[Relates to Resource Objectives: Land Resources (ii); Sustainable Accessibility (ii); Quality of Life (iii)]

HOU7	Sites for new housing development (both those allocated in this Plan and any new sites brought forward for more than 20 dwellings) will be released in a phased manner in accordance with the following order of preference: A. sites in the City Centre; B. previously developed sites located elsewhere within the built-up area, which are capable of being well served by public transport and will be within walking distance of the City Centre or a District Centre;
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- C. previously developed sites elsewhere within or on the edge of the built-up area having (or demonstrated to be capable of being provided with) good cycle and pedestrian links to local shopping, employment and community facilities;
- D. sites in other locations and including greenfield sites.

The release of sites by grant of planning permission will not be permitted until the date indicated in Appendix 5 (which forms part of this policy), unless monitoring of the rate of development and land availability reveal that a change in timing is justified.

Exceptions will be made for the following strategic sites, which will be brought forward as soon as possible and their development will be phased over a longer period, as appropriate to the development:

- all sites within the Bowthorpe area under policy HOU8
- Norfolk and Norwich Hospital site (HOU9 B15)
- Bowthorpe Road (part of former Bowthorpe School) (HOU11 B16)

Confirmation of Housing Development Commitments

- 8.40 The allocations identified in policy HOU8 represent those sites which already had permission at the time of Second Deposit and had all been the subject of consultation through the Housing Capacity Study or were granted permission since. In that study sites were assessed for their accessibility and appropriateness under the sequential test. The number of dwellings specified in the policy represents in most cases the number (or a near approximation) of dwellings permitted on the site. In a few cases the Urban Capacity Study (2002 version) considers that this number should be increased in accordance with government advice on densities and that is reflected here. This increase is therefore shown as an addition in Table 8.2 above, as it represents an increase on the number of dwellings permitted. There is no longer any intent to develop the sites in Bowthorpe in strict accord with the historic (1974) Bowthorpe Master Plan, to which reference was made in the adopted Local Plan, but these sites are included by reason of that (out of date) permission. For sites over 1 hectare (or 40 dwellings) a Planning Brief will be prepared in consultation with interested parties including the local community.

[Relates to Resource Objectives: Land Resources (ii) and (iii); Water (i); Biodiversity (ii); Identity (i); Sustainable Accessibility (i)]

HOU8

The following sites, which have a valid permission for housing development or were allocated in the previous adopted Local Plan, are confirmed for housing (or for housing as part of mixed use) development. If a revised scheme is submitted, the density (or mix) of development is expected to

achieve at least the number of dwellings specified against each site, unless there are overriding reasons for a different mix of uses or density to be applied:

- **Muspole Street (0.34 ha) 40 dwellings [HOU8 C9]**
- **Barnham Close/Draper Way, Chapel Break (1.93 ha) 75 dwellings [HOU8 C28]**
- **Three Score (phase 2) (24.4ha) 1000 dwellings [HOU8 C30]**
- **Bishy Barnabee Way, Three Score, Bowthorpe (5.14ha) 190 dwellings [HOU8 C39]**
- **Land adjacent Cremorne House, Cremorne Lane (0.41ha) 20 dwellings [HOU8 C40]**
- **1 – 5 Thorpe Road (0.25 ha) 40 dwellings [HOU8 A45]**

Housing Allocations – Mixed Use Sites

- 8.41 As emphasised in policy HOU2, the City Council believes that many of the identified sites should incorporate a mix of uses, rather than just new housing. It is particularly important that larger schemes include provision for appropriate employment and community facilities within the scheme, so far as possible and practicable. This policy will also contribute to ensuring that the City Centre and other centres will have an enhanced vitality as a result of development, including in the evenings and at weekends.
- 8.42 The allocations in Policy HOU9 have previously been subject to consultation in the Housing Capacity Study (2000) and have each been assessed for their accessibility and appropriateness under the sequential test. Each of them is intended to be developed as a mixed (or multiple) use site. For most of these sites a Planning Brief will be prepared to illustrate how the mix of uses can be achieved and can contribute to an effective social and economic vitality for the area. Appendix 5 provides an outline of the requirements identified for each site.
- 8.43 Whilst this policy gives a general indication of the proposed mix of uses, other Plan policies will apply to the non-housing uses on the sites. The penultimate sentence of the main policy emphasises that the developments are intended to be integrated in design – it will not be acceptable to produce proposals for a housing scheme on part of the site, leaving the remainder of the site for some unspecified future use. Specific sites are the subject of other Local Plan policies – notably the site at Botolph Street/Pitt Street/Edward Street (CC7), the Bus Station site (CC10), Norfolk and Norwich Hospital site (AEC5) and the Norwich Community Hospital site (AEC4). In each case these policies give additional guidance on the mix of uses and the way in which development should be carried out.

HOU9

The following sites are allocated for a mixed use development, which shall include housing. The housing element will be expected to achieve at least the number of dwellings specified for each site in the policy. Any scheme proposed for these sites should include the specified mix of uses or demonstrate why an alternative mix is appropriate to fulfilling sustainable development objectives. The mix of uses should be designed as an integrated part of the overall scheme:

- **Pottergate/Fishers Lane (0.44ha)**
50 dwellings in mix with light industry or distribution uses. [HOU9 A3]
- **10-34 Ber Street (0.36ha)**
30 dwellings in mix with retail, office (A2 or B1), or leisure uses [HOU9 A4]
- **60-70 Ber Street (0.19ha)** 15 dwellings in mix with office or leisure uses [HOU9 A5]
- **Hobrough Lane/King Street (0.46 ha)** 35 dwellings in mix with retail, restaurants and bars and office or light industry (B1) uses. (see policy CC12) [HOU9 A12]
- **Reads Flour Mill/Cannon Wharf, King Street (0.7 ha)** 70 dwellings in mix with restaurants and bars (see policy CC11) [HOU9 A13]
- **Land at Mountergate (1.58 ha)**
80 dwellings in a mix with car parking, leisure and employment uses (see policy CC9) [HOU9 A15]
- **Busseys Garage, Quayside/Palace Street (0.69 ha)**
45 dwellings in mix with leisure use and restaurants and bars or office and light industry (B1) (see policy CC5) [HOU9 A17]
- **Anglia Square/Pitt Street/Edward Street (2.19 ha)** 80 dwellings in mix with retail, leisure, hotel and offices or light industry (B1) uses (see policy CC7) [HOU9 A22]
- **St Crispins Road/Chatham Street (0.52 ha)**
20 dwellings in mix of uses with small scale office (B1) or service uses to St Crispins Road frontage [HOU9 A24]
- **Bus Station Site, Surrey Street (1.34 ha)**
70 dwellings in mix with hotel, office and leisure

uses (see policy CC10) [HOU9 A35]

- **Baltic Wharf, Mountergate (0.51 ha) 100 dwellings in mix with leisure, restaurant and office (B1) uses (see policy CC9) [HOU9 A40]**
- **Norwich City Football Club, Kerrison Road (2.65 ha) 120 dwellings in mix with leisure use, car park and employment use and hotel (see policy CC14) [HOU9 A42]**
- **Whitefriars/Barrack Street (1.82 ha) 25 dwellings in mix with office and car parking (see policy CC8) [HOU9 A46]**
- **Greyfriars Road/Rose Lane (0.64 ha) 55 dwellings in mix with office or commercial development (see policy EMP16.2) [HOU9 A47]**
- **Hi Tech House, Blackfriars Street (0.25 ha) 20 dwellings in mix with office development [HOU9 A48]**
- **Bowthorpe Road (south part of former Bowthorpe School site) (5.85 ha) to include provision of employment and light industrial units and 150 dwellings [see HOU11 B16]**
- **Bertram Books site at Rosary Road (0.97 ha) 40 dwellings in mix with employment or commercial use (A2 or B1 classes) [HOU9 B39]**
- **St Anne's Wharf/King Street (2.11 ha) 120 dwellings as part of mixed use scheme with employment and retail uses and restaurants/ bars (see policy CC11) [HOU9 C32]**

Housing Allocations – Potential Conversions

- 8.44 This Local Plan includes certain sites where existing buildings have the potential for conversion to flats or dwellings. In general it is more sustainable for existing structures to be used or adapted for new purposes if at all possible. The emphasis of this policy is therefore in favour of such conversion, before redevelopment is considered, in accordance with policy EP18.
- 8.45 The sites identified were considered in the Housing Capacity Study published in July 2000 but with subsequent additions to reflect potential closures of County Council old people's homes in the City. In the cases of Reads Flour Mill and Paper Mills Yard the emphasis on conversion is partial – in each case it is the buildings of historic interest on the site, which it is intended to retain, if possible. Policy EP18 will apply to other sites which may come forward for housing use, where substantial buildings or buildings of historic interest can thus be retained within the site. Other detailed requirements for each site are set out in Appendix 5.

[Relates to Resource Objectives: Land (ii) and (iii); Other Natural Resources (ii); Quality of Life (i); Sustainable Accessibility (i)]

- HOU10** The following sites are allocated for conversion of existing buildings to housing use. The feasibility of this will need to be thoroughly investigated. Only if developers can show that there are overriding reasons why conversion or adaptation of the existing buildings on site is not feasible, then redevelopment for housing use will be acceptable. In some cases additional infill development may be acceptable, provided it is contractually linked to the refurbishment/conversion of the existing buildings. Any scheme for conversion or redevelopment will ensure that the impact on the occupiers of neighbouring dwellings is minimised:
- Reads Flour Mill, King Street (0.7 ha) [see HOU9 A13] - part conversion only
 - Duke's Court, Duke Street (Former EEB Offices) (0.84 ha) [HOU10 A21]
 - Gildengate House, Anglia Square (0.08 ha) [HOU10 A39]
 - Paper Mills Yard, King Street (0.9 ha) [HOU10 B12] – part conversion of historic buildings only
 - Foulger's Opening, Ber Street (0.3 ha) [HOU10 B44]
 - Alderman Clarke House, Haslips Close (0.18 ha) [HOU10 B46]
 - Heartsease House, Munnings Road (0.33 ha) [HOU10 B47]

Housing Allocations – Linked Open Space Proposals

- 8.46 The sites included in Policy HOU11 are allocated for housing on the specific basis that their development can assist in providing or retaining in public use a necessary open space to serve the neighbourhood.
- 8.47 These proposal sites have been carefully considered in order to identify ways of meeting local deficiencies of open space and to meet the needs of the occupiers. In most cases they represent some loss of previously protected 'Urban Greenspace' in order to achieve the community benefit of public open space. In each case account has been taken of the supply of open space in the vicinity. The proposal for development of parts of the sites will only be acceptable if the open space benefits are achieved and the remaining open space will be strongly protected under policy SR3. In some cases where the open space area can be identified and defined now, this is included on the Proposals Map as proposed Open Space under policy SR5. In other cases the open space will be defined within the design of the development and, once created, will be subject to the protection of policy SR3 as publicly accessible open space. For most of these sites a Planning Brief will be prepared.

8.48 Policy HOU11 requires the layout of the open space element as a charge on the developer of the housing. A Planning Obligation will therefore be required to ensure that this is achieved. The management of the open space will also need to be addressed in the development proposals. This will also provide a contribution to maintenance costs for a 15-year period thereafter under policy SR4. It is accepted that, in these cases, the density of development is a factor to be considered in relation to the costs of laying out and maintenance of the open space and therefore the figures given are indicative of the appropriate density of development. Detailed requirements for each site are set out in Appendix 5.

[Relates to Resource Objectives: Land (ii), Sustainable Accessibility (i); Other Natural Resources (ii); Quality of Life (i)]

- HOU11**
- The following sites are allocated for housing development, subject to agreement being reached with the developers to make available and lay out public open space within the site or on the specified adjoining land and provide for its maintenance in accordance with policy SR4. The number of dwellings specified in the policy is indicative of the density to be achieved, but will be considered in relation to the negotiation to achieve the open space requirement at the time when an application is submitted. Submitted schemes should include a comprehensive design of the housing and open space areas:
- Former Civil Service Sports Ground, Wentworth Green (4.27 ha) to include laying out an area of public recreational open space of at least 2.0 ha in addition to retaining the tree belts to the north east and north west and provision of 70 dwellings. [HOU11 B11]
 - Bowthorpe Road (south part of former Bowthorpe School) (5.85 ha) to provide a neighbourhood park and recreation facility on adjoining land to the north of the former school site of at least 8.5 ha and 150 dwellings with employment and light industrial units [HOU11 B16]
 - Norwich Community Hospital Site, Bowthorpe Road (3.1 ha) to provide open space of in the region of 0.8 ha within the site and 75 dwellings. [HOU11 B17]
 - Elizabeth Fry Road/Kinghorn Road (3.9 ha) 156 dwellings (redevelopment) to provide open space of at least 0.2 ha within the site [HOU11 B31]

Housing Allocations – Other

- 8.49 Policy HOU12 concludes the list of allocations of housing sites. These sites have also been the subject of consultation through the Housing Capacity Study or through the Deposit Version of the Plan and publication of objections thereto and have each been assessed for their accessibility and appropriateness under the Structure Plan sequential test. Each of them is allocated for housing development. For the larger sites a Planning Brief will be prepared to illustrate how the development should be achieved and to set out more fully the requirements on developers. However, Appendix 5 provides the list of relevant requirements, as far as can be specified at this stage, based on relevant policies in this Replacement Local Plan.

[Relates to Resource Objectives: Land (ii) and (iii); Water (i); Quality of Life (iv); Sustainable Accessibility (i)]

HOU12 The following sites are allocated for housing development. The density of development in each case is expected to achieve the number of dwellings specified in the policy as a minimum unless there are overriding reasons for a different density being applied:

- Egyptian Road/Bishop Bridge Road (0.6 ha)
30 dwellings [HOU12 A9]
- Friars Quay/Colegate (Former Wilsons Glaziers)
(0.13 ha) 15 dwellings [HOU12 A19]
- Unicorn Yard/New Mills Car Parks, Oak Street
(1.27 ha) 75 dwellings [HOU12 A25]
- Adj. Great Hall, Oak Street (0.31 ha)
25 dwellings [HOU12 A28]
- 145-161 Oak Street (0.38 ha)
30 dwellings [HOU12 A29]
- Gas Works site, Bishop Bridge Road (0.4 ha)
15 dwellings [HOU12 A32]
- 84 - 104 Ber Street (0.24 ha)
25 dwellings [HOU12 A34]
- Land at Lower Clarence Road (1 ha) 45 dwellings
[HOU12 A43]
- St Luke's Court, Aylsham Road (0.31 ha)
20 dwellings [HOU12 B1]
- Harmers Site, Havers Road, Mile Cross (2.6 ha)
100 dwellings [HOU12 B2]
- Land adjoining Lime Kiln Mews, Drayton Road
(0.44 ha) 25 dwellings [HOU12 B3]

- **81 – 93 Drayton Road (0.48 ha)**
25 dwellings [HOU12 B4]
- **Waterloo Road/Magpie Road (0.36 ha)**
10 dwellings [HOU12 B5]
- **Bussey Road, Fiddlewood (1.09 ha)**
45 dwellings [HOU12 B7]
- **Rear of 138 Hall Road (0.22 ha)**
10 dwellings [HOU12 B13]
- **Land at George Pope Road (0.21 ha)**
15 dwellings [HOU12 B14]
- **120 – 130 Northumberland Street (0.55 ha)**
30 dwellings [HOU12 B19]
- **Haslips Close (0.30 ha)**
20 dwellings [HOU12 B20]
- **Bullard Road/Palmer Road (0.38 ha)**
12 dwellings [HOU12 B22]
- **Land at Bowers Avenue, Mile Cross (0.26ha)**
10 dwellings [HOU12 B26]
- **Land at Armes Street and**
165-175 Northumberland Street (0.63 ha)
30 dwellings [HOU12 B28]
- **Land at rear of 523/527 Earlham Road (1.56ha) 40**
dwellings [HOU12 B30]
- **Elizabeth Fry Road/Bacon Road (2.18 ha)**
80 dwellings (redevelopment) [HOU12 B32]
- **Cadge Road/Earlham Green Lane (0.76ha)**
30 dwellings (redevelopment) [HOU12 B34]
- **Gresham Road/Bignold Road (0.79ha)**
30 dwellings (redevelopment) [HOU12 B35]
- **Bignold Road/Margaret Paston Avenue (0.47ha)**
20 dwellings (redevelopment) [HOU12 B36]
- **The Loke/Dereham Road (2.15ha)**
65 dwellings [HOU12 B37]
- **Anthony Drive/Sprowston Road (0.93ha)**
40 dwellings [HOU12 B38]
- **Site at Kerrison Road (2.36ha)**
100 dwellings (see policy CC13) [HOU12 B48]
- **Start Rite factory site, Mousehold Lane (0.87ha)**
35 dwellings [HOU12 B52]

- **Start Rite factory site, Crome Road (2.29 ha)
80 dwellings [HOU12 B54]**
- **231-243 Heigham Street (0.36 ha)
25 dwellings [HOU12 B55]**
- **Duff Morgan Garage, 3 Earlham Road (0.2 ha)
20 dwellings [HOU12 B57]**
- **Box And Barrel Works, Bishop Bridge Road
(0.42ha) 30 dwellings [HOU12 C31]**
- **Fishergate/Hansard Lane (0.44ha)
40 dwellings [HOU12 C35]**

Housing Development: Other Proposals

- 8.50 In addition, further sites are likely to come forward, which have not been allocated in the Local Plan. These are allowed for in Table 8.2 above. Policy HOU13 considers the appropriateness of such new housing development.
- 8.51 The policy applies the criteria of PPG3 (2000) and the Norfolk Structure Plan to such housing proposals, as well as applying basic criteria concerning design, access and residential amenity. The density criterion (ii) seeks to apply the guidance in PPG3 to the Norwich situation. In general housing development in the City Centre has achieved very high densities in recent years, whilst in some other parts of the City, development has been permitted which maintained much lower density. Generally, however, the policy will seek to increase densities in a manner consistent with the character of the neighbourhood and with a high quality design for the site. In certain circumstances high density development with a high standard of design may not require private garden space – hence the reference in Criterion (iii) to inclusion of public amenity space as an alternative. Poor design that would lead to development which would appear cramped or conflict with neighbourhood amenity and character will not be acceptable. Higher density may be assisted by reducing car parking provision below the normal standards (or to zero in some cases). This is considered in the Transport Chapter (policies TRA6 and TRA9).
- 8.52 Criterion (iv) seeks to apply the standards used in the Urban Capacity Study to new sites which may come forward. It also relates to Structure Plan policy N13, which refers to ‘being well-served by public transport’. Since public transport accessibility in Norwich effectively means a bus route serving the City Centre, this is the criterion used in the policy. The reference to an adequate contribution to enhancement of facilities is appropriate to larger scale developments. The developer’s willingness to contribute in this way must be taken into account and used effectively, where feasible. Criterion (vii) recognises that in some areas housing development may assist in achieving other objectives, such as regeneration of historic buildings. Such enabling development should be taken into consideration alongside the difficulties often presented by such sites.
- 8.53 The final sentence of the policy applies the sequential approach of policy HOU7, which phases development of sites according to sustainability criteria. The detailed implementation of this clause in the policy is intended to be the subject of

[Relates to Resource Objectives: Land Resources (ii); Quality of Life (i), (ii) and (iv); Sustainable Accessibility (ii), Identity (i)]

HOU13 Proposals for new housing on other sites will be assessed against the following criteria:

- (i) appropriate arrangements must be made for suitable vehicular access, layout and design;
- (ii) a density equivalent to or higher than the density of bedspaces in the surrounding area should be achieved and normally at least 40 dwellings (net density) per hectare;
- (iii) provision of private garden or public amenity space around the dwellings;
- (iv) good accessibility for pedestrians and for people with disabilities to local shops, employment areas, a District Centre or convenience store, a bus route serving the City Centre, or a contribution to an appropriate enhancement of these facilities;
- (v) no detrimental impact on the character and amenity of the surrounding area, including particularly retaining the amenity benefits of any urban greenspace or publicly accessible open space (under policy SR3);
- (vi) providing a range of types and sizes of housing including affordable housing (where policy HOU4 applies) with a mix of types throughout the site;
- (vii) any benefits associated with the development in enabling regeneration of historic or other buildings in the vicinity

In relation to proposals for greenfield sites on the edge of Norwich's built-up area, sites will only be accepted when other development in the urban area cannot meet the overall requirements of Norwich. The release of any land will be phased in accordance with policy HOU7.

Sites with Longer Term Potential

- 8.54 In consulting on the Housing Capacity Study, several sites were included, which are currently still occupied by commercial businesses. Where these occupiers gave no support for their redevelopment during the Plan period and there is no other policy issue requiring redevelopment to be considered, they fall into a 'reserved category', which is not counted towards the present Local Plan supply of housing land. The same factors may apply in other cases where employment or other uses fall within predominantly residential areas of the City.

- 8.55 Redevelopment of these larger sites for housing would be of positive benefit and relate well to their surroundings. Policy HOU14 encourages this for other similar sites, where an employment use ceases and the site is surrounded by residential uses. It does not apply to areas identified or reserved for employment purposes in this Local Plan. However, because of the nature of their existing uses, there is no certainty that such sites will be brought forward during the Plan period. For that reason this is a general policy giving guidance on future use. However, where an employment use has ceased, it would generally be appropriate, if feasible, to seek to retain a smaller element of employment development within the redevelopment scheme, giving a mixed use development.

[Relates to Resource Objectives: Land (ii)]

HOU14	<p>In the event of the present use ceasing, where employment uses (or other non-conforming uses) lie within a predominantly residential area, redevelopment for residential use will be permitted, subject, if feasible, to retention of a smaller element of employment use within a mixed use scheme and subject to the phasing provision of policy HOU7. In particular this applies to the following sites:</p> <ul style="list-style-type: none"> ▪ Southwell Road/Brazengate Car Park (1.36 ha) ▪ Norwich Community Hospital Laundry, Bowthorpe Road (0.56 ha)
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Conversion of Buildings

- 8.56 The City Council wishes to encourage conversion of vacant buildings, or parts of buildings to residential use. This will be particularly important in the City Centre and District and Local Centres above shops and other commercial uses. It also applies, however, to buildings elsewhere in the City, where residential use is appropriate in relation to environmental and amenity criteria. The other criteria are similar to those for conversion of premises to multiple occupation (policy HOU18), although in this instance the policy is for any conversion to residential use. An allowance is made in the Urban Capacity Study (and Table 8.2) because it is anticipated that this policy will be backed by some additional resources from grants and/or tax concessions to promote such conversions.

[Relates to Resource Objectives: Land (ii); Other Natural Resources (ii); Quality of Life (i); Diverse and Competitive Economy (iv)]

HOU15	<p>Conversion of vacant or underused parts of buildings to residential use will be permitted, subject to:</p> <ul style="list-style-type: none"> (i) not being within the areas defined as prime employment areas (policy EMP4) or the Late Night Activities Zone (policy AEC1); (ii) the retention of an adequate supply of office and commercial premises, especially in the City Centre, including a range of types and sizes;
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- (iii) meeting the amenity and environmental requirements of policies, including in relation to any protected species;
- (iv) the site being accessible to local shops, community facilities and public transport;
- (v) provision of satisfactory defensible open space adjoining the property with appropriately located bin storage, cycle storage and drying areas;
- (vi) adequate separation, including sound-proofing in accordance with policy EP10.

CHANGES WITHIN THE RESIDENTIAL STOCK

Existing Housing

- 8.57 The vast majority of housing need is met by the use of the existing housing stock. It is important to ensure that this stock is available and suitable to meet as much of this need as possible. In addition it must be maintained and improved over time, otherwise it ceases to be attractive and may fall vacant, due to low demand. Norwich does not (at present) experience the situation where there are significant areas or sections of the housing stock which are suffering low demand, although there are small areas of Council housing, which are less easy to let, because of their particular size and environment.
- 8.58 Housing investment in the older stock of dwellings will be encouraged, including measures to improve the quality and environment of the existing housing stock. In particular, owners and landlords will be encouraged to improve energy conservation in their properties to reduce heat loss and provide more effective heating. To date the Council has not found it appropriate to designate Housing Renewal Areas to provide for area-wide assistance. Nevertheless other forms of grant are available to owners and landlords to encourage energy conservation measures, for example, and these have been targeted at areas or groups of occupants with particular problems.
- 8.59 Whilst this approach will not generally impinge on land use or development issues, nevertheless there are occasions – for example, where other uses are proposed in association with dwellings, or redevelopment of dwellings is proposed – when measures to improve existing dwellings could be relevant. The Council will seek to ensure that, in such circumstances, investment is also put into existing domestic property in the same ownership, in order to prevent its loss or it being left unused for a lengthy period.

Loss of Residential Accommodation

- 8.60 The loss of housing accommodation to other uses will generally be resisted. Policy HOU16 will apply where a proposal involves the complete loss of a housing unit (or units) from the site, or where there would be a significant reduction in the numbers of units upon conversion to another use. The policy allows for circumstances where redevelopment would be necessary or beneficial to provide or enhance community facilities or other benefits to the area.

[Relates to Resource Objectives: Land (ii); Cultural Resources (iii); Diverse and Competitive Economy (iv)]

- HOU16** **The redevelopment or change of use of dwellings to other uses will not be permitted unless the proposal can be demonstrated to provide:**
- (i) an overriding community gain of facilities serving local people which cannot be achieved in any other way; or**
 - (ii) a clear conservation or regeneration purpose benefiting the character or economy of the area.**

Conversion of Small Terraced Houses to Multiple Occupation

- 8.61 One way in which the existing stock of houses can be adapted to meet changing needs is by conversion or adaptation to smaller units. The rise in house prices, the increasing numbers of single-person households, the number of students living in the City (as distinct from living in purpose built student accommodation) has lead to increased demand for flats, bedsits and other forms of houses in multiple occupation (HMOs). Whilst acknowledging that this provides an essential source of housing for such households, there can be harmful effects on the character of an area and the amenity of other residents who occupy family housing. Such effects include increased noise and disturbance, caused by more intensive use and accommodation occupied mainly by young people; problems of litter and waste removal, where there is limited access to the rear of properties; parking problems caused by increased demand in areas designed for much lower car ownership levels.
- 8.62 The problems of multiple occupation are most severe in areas of smaller terraced housing, where there is usually only a small amount of space around the house or for on-street car parking. In addition in these small houses there is limited space to avoid problems of noise or neighbour nuisance. Hence policy HOU17 will not permit conversion of such properties to multiple occupation (flats or bedsits).

[Relates to Resource Objectives: Quality of Life (i)]

- HOU17** **Conversion of two-storey terraced houses into flats, bedsits or other types of houses in multiple occupation will not be permitted.**

Construction of/Conversion to houses in Multiple Occupation

- 8.63 Policy HOU18 applies to other parts of the City, where HOU17 does not rule out conversion. It deals with proposals for new flats and bedsits and with conversions of existing larger houses to multiple occupation. Planning policy is not concerned with the detailed internal layout of HMOs, as this will be controlled under other legislation. However, it is important that development of this kind takes account of the effect on the surrounding area, particularly where it has an established residential character. That effect will be both in terms of increased density of use of the area, its streets and facilities, but also changes in the visual appearance. The particular site

also needs to be evaluated for its suitability, including the relationship with the immediate neighbouring properties and the access onto the street.

- 8.64 Criterion (iii) seeks to ensure that new or converted HMOs have sufficient amenity space to meet the requirements of residents, including a small outdoor area for seating and play, as well as storage for outdoor equipment. Finally criterion (iv) seeks to control overall density within an area – in this case primarily because of its impact on facilities. Additionally attention is drawn to policies HBE8 and HBE9 (regarding Listed Buildings and Conservation Areas) which will need to be complied with, where conversion involves a Listed Building or is in a Conservation Area.

[Relates to Resource Objectives: Land (ii), Quality of Life (i) and (ii)]

HOU18 Construction of new flats or bedsits and conversion of existing larger houses to multiple occupation (excluding those subject to policy HOU17) will be considered according to the following criteria:

- (i) the effect on the character of the area, if it is an established residential area; and**
- (ii) the suitability of the site, its environment and access for occupation by multiple households; and**
- (iii) provision of satisfactory defensible open space adjoining the property with appropriately located bin storage, cycle storage and drying areas; and**
- (iv) the density of bedspaces and HMOs within the property, and in the surrounding area, the variety of sizes and types of units created and the impact of this on the environment.**

Residential or Group Homes and Institutions

- 8.65 The Council has welcomed the principle of ‘Care in the Community’ and the development of more special care establishments to meet those needs for the elderly and mentally ill. Policy HOU3 includes support for such schemes. It is important to identify the right location for such accommodation, however, in order to allow for the maximum level of independent living which the residents can achieve and ensure good accessibility for visitors, as well as maintaining an appropriate environment for neighbouring residents. Such institutional provision does not count towards the total housing requirement for the City and for that reason, as well as its character, is not necessarily acceptable on sites identified for housing development.

- 8.66 The policy applies to residential and nursing homes and other forms of communal establishments with residential care or support on site. In terms of general location, it is important that the effect on the character of the area is assessed and that such non-residential and institutional uses do not over-dominate particular streets in residential areas. ‘Established Residential Areas’ are defined as groups of streets wherein over 90% of properties were designed as dwellings and remain predominantly in such use. The 20% proportion is a broad measure of the degree to which residential use remains predominant, derived from the previous adopted Local Plan policy. The impact on the

particular property is also important and it will not normally be appropriate for such institutions to be extended out of proportion to the size of the rest of the buildings in the street. The other criteria are essential to provide for a satisfactory and functioning environment for such a home.

[Relates to Resource Objectives: Quality of Life (i), (ii) and (iv); Identity (ii)]

- HOU19** **Proposals for the development of residential institutions or group homes will be considered according to the following criteria:**
- (i) the effect on the character of the area and, where that is an established residential area, no more than 20% of the buildings in the continuous street frontage should be in such institutional or other non-residential use;**
 - (ii) the loss of land identified for other uses (including housing development);**
 - (iii) the conversion can be satisfactorily achieved and, in the case of a listed building, building of local interest or in a conservation area, without damage to the visual appearance and historic or architectural interest in the building;**
 - (iv) the retention of sufficient open and defensible amenity space around the property for use by residents and visitors;**
 - (v) the availability of good accessibility to local public transport and community facilities;**
 - (vi) the achievement of a satisfactory access, parking and servicing layout.**

OTHER RELATED ISSUES

Sites for Travellers and Showground Operators

8.67 The Council provides a site at Swanton Road for travellers, while the site at Hooper Lane is owned by the Showman's Guild. These two sites are intended to meet the needs of the two groups of travelling people and have generally proved satisfactory for that purpose in recent years.

[Relates to Resource Objectives: Land (ii), Quality of Life (ii)]

- HOU20** **The Council will continue to reserve the site at Swanton Road for travellers, and the site at Hooper Lane (off Sprowston Road) for travelling showground operators as identified on the Proposals Map.**

Chapter Nine

ARTS, ENTERTAINMENT AND COMMUNITY

INTRODUCTION

- 9.1 The Government believes that ‘the opportunity to experience art is fundamental to people’s quality of life’ (Department of Culture Media and Sport (DCMS) Web site Introduction) and is committed to helping create the climate for the industry to flourish, both economically and artistically. The DCMS recognise that ‘The arts can contribute to neighbourhood renewal and make a real difference to health, crime, employment and education in deprived communities’ (DCMS ‘The Arts in Society’, 1999). A particular focus for the government’s arts policy is on ensuring that access to the arts is for the many and not the few, and reaffirms that ‘Regeneration programmes and culture and leisure policies must cater for the needs of the community and its individuals’ (DCMS ‘The Arts in Society’ 1999).
- 9.2 The Cultural Round Table is developing a Local Cultural Strategy for Norwich that will embrace DCMS policy aims and objectives for the arts and culture, particularly those relating to community access and social inclusion. It will be developed through partnership with the community, public agencies and the private sector and will provide a framework within which the City’s arts and cultural resources will be developed. Other aspects of local cultural activity e.g. heritage, sport, play and recreation, together with amusement arcades, are dealt with in different chapters of this Plan.
- 9.3 Within the context of the Local Plan, arts and entertainment facilities include theatres, art centres, music venues, exhibition galleries, cinemas and nightclubs. Community facilities are those that serve health, educational, care and spiritual purposes. It is also important to recognise the strong economic and social interrelationships between cultural facilities and the local service industries e.g. cafés, restaurants, pubs, hotels, retailing etc.
- 9.4 The cultural sector is one of the fastest growing sectors of the economy. A characteristic of arts and entertainment facilities is the provision of services outside of daylight hours and the positive impact they have on the local evening economy; issues which are considered in the City Centre chapter of this Plan. For this reason and because of the role they play in promoting social wellbeing and ‘life’ of the community, arts and entertainment facilities are often used to underpin larger mixed-use developments. With specific regard to Norwich, this is of particular importance to the regeneration of the City Centre.
- 9.5 Norwich has historically served as an important cultural centre for Norfolk and beyond and, as a consequence, its cultural infrastructure is relatively well developed. The City now has the opportunity to further enhance its role as a local and regional centre of cultural excellence and in doing so may consider what other appropriate arts and entertainment developments will be necessary to serve the needs of future audiences.

Sustainability Objective

- 9.6 The overriding sustainability objective for this chapter is social progress. The development of and access to facilities is central to the concept of social inclusion and the well-being of the community. The Plan’s objectives relating to this Chapter are SOBJ1 (promotion of the regional centre) and SOBJ3 (enhancing the City’s assets). Policies in the Development Plan can make a direct impact in assisting the successful implementation of these objectives by promoting development in

sustainable locations and seeking to work towards an equality of access for all sections of the community.

Main Issues Arising from Consultation

- 9.7 The consultation on Issues for the Local Plan Review identified a number of areas for policy review on arts, entertainment and community matters. These included:
- the importance of a site for a swimming pool in the City Centre;
 - support for the sequential approach to sites for leisure facilities;
 - a wish for a site to be identified for a concert hall and conference/exhibition centre;
 - concern for the future of smaller museums;
 - the need for consideration of leisure facilities for younger people and for the needs of older people.

THE PROMOTION OF ARTS AND ENTERTAINMENT

Cultural Attractions

- 9.8 It is a function of the City Council to promote the development of 'Culture' in its widest sense, of which arts and entertainment play an integrally important element. The Local Culture Strategy will assist in prioritising objectives that the Council can pursue through its own initiatives and by working in partnership with the private sector and other public agencies to meet the needs of the local population and visitors.
- 9.9 The City has a diverse range of arts, entertainment and other cultural facilities including museums, art centres, galleries, cinemas and theatres. Most are located within the City Centre, which has remained the cultural focus for the region. New developments such as the extension to Norwich Castle to house new gallery space, the new Forum and two multiscreen cinemas have further enhanced the cultural focus of the centre. The City Council gives direct support to many of these and wishes to encourage the further sustainable development of such facilities to increase their use by a wider cross-section of City residents.
- 9.10 There remain particular identified deficiencies in arts and cultural provision in Norwich. A series of studies and reports by independent consultants have identified a specific need for a multi-purpose venue (seating upwards of 1200) suitable for orchestral concerts, exhibitions and other arts and entertainment uses, and have demonstrated that such a development is technically feasible. The City Council would support and encourage such a facility, and the development of this and other cultural attractions in the City will be promoted and facilitated where consistent with other Local Plan policies, including where appropriate, their provision as part of other developments.

Public Art

- 9.11 Public art contributes to the sense of place and space around buildings, enhancing the environment and to stimulating people's sense of identity and appreciation of their surroundings. The City Council will actively promote a policy for 'Art in Public Places' and will encourage developers to commission artists and craftspeople to produce original art, craftworks and designs as part of their schemes. The Council

has adopted a 'Commitment to Art' that will give greater emphasis to a partnership approach between developers, the Council and other agencies.

- 9.12 A priority for the Council is the inclusion of art and craftworks in large development schemes that involve the creation of publicly accessible buildings and spaces. The Council will seek under policy HBE12 in particular to ensure that selected art or craftworks are of a high quality, are appropriate to their location and are integral to the overall scheme. Works might include freestanding artworks, designs for paving and walls, original furniture, stained and engraved glass, lighting or textiles for example. The positive contribution that such works can make to the quality of the scheme can be taken into account in determining planning applications.

LOCATIONAL CONSIDERATIONS FOR ARTS AND ENTERTAINMENT FACILITIES

Sequential Approach

- 9.13 The City Centre is the focus for many activities and remains the historic centre of cultural life. PPG6 and PPG13 set out the Government objective to sustain and enhance the vitality and viability of such centres and to focus development, especially major travel generating activities, to facilitate competition and maximise the opportunity to use means of transport other than the car. However, PPG6 also recognises that in order to fit into local circumstances, developers will need to be flexible about the format, design and scale.
- 9.14 Government guidance specifies that the sequential approach should be adopted for leisure and entertainment uses which attract a lot of people. Such an approach means that in site selection, first preference should be for town centre sites where suitable sites and/or buildings are available, followed by edge of centre and District and Local Centres and only then in other locations which are accessible by a choice of means of transport. In addition, the Council considers that these out of centre locations should be targeted on existing community foci to provide a synergy or critical mass to enhance local vitality, viability and opportunities for public transport access. The definition of what constitutes a 'major travel generating activity' is set out in the Plan Glossary.
- 9.15 Development of sites in the Centre also assists in minimising the adverse effects on amenity and the environment that these activities would generate in other areas of the City. However, even within the Centre, some areas may be more suited for such activities than others. Thus, even for developments within the defined Leisure Area, an impact assessment may be required to ensure that the overall strategy for the Centre, set out in the relevant policies within the development plan, is not undermined. Policy AEC1 sets out locational criteria within the Centre for assessing proposals to minimise any adverse effects. The Leisure Area on the Proposals Map is defined in relation to the location of existing uses of this kind and excludes areas where such uses would conflict with nearby residential properties. A Late Night Activities Zone is also defined under this policy, within which activities such as nightclubs and entertainment facilities can be provided without limitation to normal opening hours. This zone is intended to exclude conflicts with residential premises in the area – and further residential development within the area will be excluded under policy HOU2. (Further discussion of this area is in the City Centre chapter, sub-area 9).

- 9.16 There may be exceptions where for historic or cultural reasons, it would be more appropriate to locate a major travel generating facility out of the City Centre such as in a park or in an historic building. There may also be proposals that are designed for purely local community use whereby a City Centre location would not be appropriate. A sequential approach will still be required at the local level however to ensure that the most sustainable location is chosen to meet the local community's needs. The Council will prepare Supplementary Planning Guidance on the strategic approach to the consideration of leisure development.
- 9.17 Developers of such major facilities impose additional pressures upon public facilities in the area concerned. Therefore the policy also provides for them to contribute to enhancement of such facilities, or provision of them where they are absent and where consistent with the principles of Circular 1/97.

[Relates to Resource Objectives: Quality of Life (i), (ii) and (iii); Sustainable Accessibility (i) and (ii); Identity (ii); Cultural Resources (ii)]

AEC1 **Proposals for the development of new facilities for art or entertainment activities, which would generate major traffic volumes, and their extension or replacement, will be permitted within the defined Leisure Area of the City Centre or in locations which have easy and attractive pedestrian access from these areas and are not separated from them by a major orbital traffic route.**

New edge-of-centre development will only be permitted where there is no significant detrimental impact (including cumulative) on the City Centre.

Proposals outside these locations will only be permitted where a need has been demonstrated and where:

- (i) there are clear historic or cultural reasons for a location elsewhere, and,**
- (ii) adequate highway safety provisions are incorporated, where there would be a significant increase in traffic, and,**
- (iii) a high level of accessibility on foot, by cycle and by public transport is available for the catchment population, and,**
- (iv) there is no significant detrimental effect on the amenities of residents and the character of the area, and,**
- (v) provision is made for use by target groups such as women, people on low incomes and people with disabilities, and,**
- (vi) there is no significant detrimental impact (including cumulative) on the City Centre.**

The Council will seek contributions from developments within or close to the Leisure Area to

enhance public facilities, including public toilet provision, litter bins, seating, signing, lighting and noise control measures and pedestrian area layout. Control will be exercised on hours of opening, but in the Late Night Activity Zone, late night entertainment activities can be accepted, subject to detailed assessment in each case.

Local Community Facilities

- 9.18 The presence of a good range of community facilities is essential for attractive and sustainable residential neighbourhoods. For those sectors of the population without access to a car, for elderly people and parents with children, easily accessible provision is also essential. The Local Plan process can help to ensure that new facilities are provided in association with new development. This will be particularly important in Bowthorpe, where the original Masterplan made provision for various facilities. The one remaining issue is the provision of a library for the Bowthorpe area and a site is retained (having been previously identified in the adopted Local Plan). The Community Forums can also play an important role in identifying need within the local area. Local shops are considered in the retail chapter.

[Relates to Resource Objectives: Quality of Life (i) and (iii); Sustainable Accessibility (ii); Cultural Resources (iii)]

AEC2	Development proposals for local community facilities including meeting rooms, a post office, doctors and dental surgery, place of worship and library will be permitted;
	<ul style="list-style-type: none"> (i) within the City Centre, defined District or Local Centres to ensure easy access for all residents, or (ii) where need exists and no suitable available site exists within the centre then on the edge of that centre, or (iii) where need exists and no suitable available site exists within the centre or on the edge of that centre, then where a high level of accessibility on foot, by cycle and by public transport is available for the catchment population.

COMMUNITY ACTIVITIES

Change of Use and Development

- 9.19 The City Council will resist the change of use or loss of buildings and land that currently provide a community or public service use and for which a practicable need can be demonstrated. This includes places of worship, public meeting halls, health or local authority sites or premises. In addition, the Council will assist local community

groups to find premises by identifying sites and buildings when required. The change of use of shops to community uses in local or district centres is permissible under the provisions of policy SHO15.

[Relates to Resource Objectives: Quality of life (iii), Cultural Resources (iii)]

AEC3 **Development proposals leading to the loss or change of use of buildings in community use will only be permitted where it can be demonstrated that it is no longer suited for that use and that there is no viable alternative community use.**

HEALTH FACILITIES

Acute Services

- 9.20 The two Acute Hospitals in Norwich closed when the new hospital at Colney opened in Autumn 2001. Both sites have been evaluated for redevelopment and are proposed for mixed development schemes. The Norfolk and Norwich Hospital site is subject to an approved Brief covering the mix of uses proposed and the form and design of development on the site and has commenced construction.
- 9.21 In determining that the hospital would move out of Norwich to Colney, there was considerable concern expressed (including by the City Council) that public access to health facilities should be provided at a high level. In part, this is proposed to be achieved by good public transport links to the new hospital site. In addition the Health Authority has recognised the need for reorganisation of the Intermediate Care Services across Norfolk, covering specialist rehabilitation services, day treatment and therapy centres and the specialist orthopaedic rehabilitation service.

Intermediate Care Services

- 9.22 It is understood that the main facility for these services will be at the Norwich Community Hospital site, eventually requiring the redevelopment of most of the site.
- 9.23 The details of how this provision will be made will be the subject of a Planning Brief. It will be important to maintain the housing proposal in order to provide a satisfactory mix of uses on the site, together with open space (on part of the present car park site) to provide additional space to meet the community's needs. The Proposals Map shows a notional site for the Intermediate Care facility, which is understood to be adequate in size. The actual location may be varied within the Norwich Community Hospital site.

[Relates to Resource Objectives: Cultural Resources (iii)]

AEC4 As part of the redevelopment of the Norwich Community hospital site, provision will be made for intermediate care services for the Norwich area, in addition to the housing development proposed in policy HOU9. A site of 1.5ha is reserved on the Proposals Map for health care use [Site AEC4.1].

Primary Health Services

- 9.24 The primary care services have been reorganised with the new Primary Care Trust taking over responsibility for the organisation and co-ordination of general practitioners and community health services. In Norwich there have been concerns in the past about the number of practices which are single practitioner premises with very limited or no community health services attached. The City Council would favour greater co-ordination of these services in accessible locations.
- 9.25 Proposals have been agreed by the Norwich Primary Care Trust for a new Health Centre to replace three existing practice premises. This will be located in the redevelopment of the Norfolk and Norwich Hospital site on the Wessex Street frontage.

[Relates to Resource Objectives: Cultural Resources (iii)]

AEC5 A site of 0.3ha is reserved for a health centre within the redevelopment of the Norfolk and Norwich Hospital site [Site AEC5.1]. Access to the proposed health centre will be from Wessex Street/Chapelfield Road.

- 9.26 No other sites have been identified at this time. Further rationalisation by the Primary Care Group should ensure that proposals are appropriately located to serve the community. In particular the City Council would welcome proposals to address the needs of the increased population who will be living in the City Centre area by 2011.

Healthy Living

- 9.27 The City Council is keen to promote measures to assist in the improvement of the health of the general population. The Health Improvement Plan for Norfolk has been developed in co-operation with the Health Authority and other partners. One proposal in this plan, which has been developed through a bid to the New Opportunities Fund, is the concept of a Healthy Living Network for Norwich. At present the proposals are for a network of facilities co-ordinated through a small office in the centre of Norwich. There are no development proposals, therefore, arising from the proposal. Other proposals in the Plan will help to promote a healthy environment and healthier ways of living. In particular the Sport and Recreation Chapter is relevant to this aspect.

SERVICES FOR CHILDREN

Schools

- 9.28 The provision of sites and buildings for educational purposes is the responsibility of the Norfolk County Council as education authority. In general, school rolls are falling as the population profile of the City ages. However, there are areas within the City that are experiencing rapid growth, particularly Bowthorpe and the City Centre. The County Council has requested that land is made available for the provision of educational facilities at Bowthorpe, to accommodate the rise in school age children through the development of Three Score neighbourhood. Developers will need to contribute to this new school (rather than to improvements to existing schools) in relation to sites in Three Score (sites C30 and C39). In other areas, larger residential developments may require additional school space to expand capacity at existing establishments or/ and to enhance facilities, which could also be used by the wider community. This latter point is covered by a 'Planning Obligation agreement' between the City and County Councils. If the need arises, the City Council will work with the County Council to identify additional educational sites within the City.

[Relates to Resource Objectives: Labour Market (i)]

AEC6	Land is allocated and reserved for educational purposes at Bowthorpe to meet the needs of the Three Score community [Site AEC6.1 – 2.0ha]. The Council will seek contributions to the development costs of the school from the developers of the Three Score area.
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Childcare Provision

- 9.29 The provision of childcare facilities stems from different needs; of prime importance are the needs of children themselves in terms of a safe and stimulating environment that benefits child development. Other important benefits include enabling more people to take up employment and training opportunities and to use shops and other facilities. Crèches, nurseries, after school clubs and play schemes all contribute towards these needs. The City Council already provides many of these services and can also promote the provision of facilities within new developments.
- 9.30 The need for new facilities will be assessed against existing provision within the locality, proximity to existing employment foci and opportunities for publicly funded schemes. Childcare provision will be sought in association with and adjacent to larger development proposals, particularly within the City Centre, as opportunities arise. Policy HOU6 seeks contributions to childcare from new residential development.
- 9.31 Whilst opportunities may now be available for Early Years Centres and other facilities for children through the New Opportunities Fund, Central Government and Norfolk County Council should still be encouraged to devote more resources to nursery provision and after school care as required. The City Council will seek to establish good practice as an employer and to give advice on the kind of provision that can be made in new developments. It may also seek to enter into partnerships with other employers and community groups.

[Relates to Resource Objectives: Quality of Life (ii) and (iv); Cultural Resources (iii)]

AEC7 **Development proposals for new childcare provision will be permitted where their location maximises local community access.**

Major publicly accessible development proposals will only be permitted where appropriate provision is made within the development for childcare facilities.

ENTERTAINMENT FACILITIES

Site For Fair

9.32 Historically, Norwich has been a focus for the siting of Fairs. As Local Plan and Government policies have gradually resulted in the City Centre providing a stronger and increasingly diverse focus for the local and wider community, pressure has grown to identify a permanent site for a facility which enhances the attraction of the Centre whilst minimising the adverse effects and temporary disruption to adjoining activities which may occur. The City Council will work with all interested parties to identify a permanent site for the location of travelling fairs within Norwich.

Chapter Ten

SPORT AND RECREATION

INTRODUCTION

- 10.1 The provision of open space for passive activities, sport and associated recreational facilities is of vital importance in enhancing social well-being, health and amenity values within the City as well as, in many instances, also providing sites of ecological and wildlife value.
- 10.2 Government policy in PPG17 (Sport and Recreation) acknowledges the concern felt that open spaces with recreational value should be protected from development. Revised guidance has recently been issued in draft form. It continues to emphasise that participation in sport and recreational activities can help improve the individual's health and sense of well-being and provide an important social and economic role. The draft guidance also clarifies that intensive sport and recreation facilities should be located in readily accessible locations, preferably the City Centre. This accords with the sequential test in PPG6, which is referred to. For other less intensive sport and recreation uses, it is nevertheless important that sites should be accessible to the users by a choice of means of transport if possible and PPG13 applies.
- 10.3 Recognition and adoption of such an holistic approach to the community's needs requires that a wide range of open spaces and recreational facilities are provided and protected. The quantity, diversity and distribution as well as the ability to access facilities is especially vital to ensure that less mobile groups such as the young and elderly as well as target groups such as the low waged are not disadvantaged or excluded from recreational opportunities.
- 10.4 This chapter focuses primarily on 'managed' areas of open space within the City, the primary purpose of which is in providing sport and recreational opportunities. However, there is in many respects an interrelationship with the more 'natural' areas, wildlife and biodiversity issues which form the focus of the 'Natural Environment' chapter. The Department of Culture Media and Sport (DCMS) defines 'Culture' as embracing sport and recreation with arts and entertainment, but this Plan includes the latter aspects in Chapter 9.

Sustainability Objective

- 10.5 The ability to access open space for sport and passive recreation enhances the social well-being and health of the local community. This reflects the Government's sustainability objective of social progress and satisfying the needs and expectations of all sections of the community. The provision of such space also assists in meeting the objective of effective protection of the environment, since it retains land in an undeveloped state, providing opportunities for habitat creation and environmental enhancements. The relevant Local Plan objectives are the protection and enhancement of the City's assets (SOBJ3) and the securing of a healthy environment (SOBJ4).

Main Issues Arising from Consultation

- 10.6 The consultation during April to June 1999 provided some indications of public views on the subject of this Chapter. The main issues raised were as follows:
- Some confusion over how the open space standard might be revised
 - Concern about potential reduction in public open space
 - Support for the provision of play facilities, but identification of problems of the quality and maintenance of equipment

- Green corridors should be created, giving linear paths for walkers, cyclists as well as for wildlife
- The opportunities to establish open spaces along the Yare and Wensum valleys should be taken.

PROTECTION OF OPEN SPACE

Definition of Open Space

- 10.7 Open spaces range from those which provide for passive recreation and conservation (Informal Open Space) to those for active pursuits and sports (Formal Open Space). It also includes areas of water within the City such as rivers and lakes. Whilst most open space is owned and managed by the City Council, the private sector and other public bodies such as the County Council and UEA also perform an important role in local provision.
- 10.8 The Local Plan recognises two basic types of open space – Publicly Accessible Recreational Open Space (PAROS) and Urban Greenspace (UGS). Publicly Accessible Open Space constitutes areas with unrestricted public access to informal and formal recreational use, Urban Greenspace has amenity value and may have either limited public access (such as private sports grounds), or no public access, (such as areas of farmland or public utility land). Both types of open space perform an important role in the environmental quality and general amenity of the City and should therefore generally be retained and protected from development.
- 10.9 The Council recognises the particularly important role and function that recreational spaces provide even in their unused state, as wildlife and ecological opportunities, green wedges and for their visual amenity for nearby residents. Likewise, public and private sports grounds can perform a similar range of functions when not used for formal sports activity, providing additional opportunities for passive recreation, where open space is deficient in the area.

Open Space Standards

- 10.10 Planning Policy Guidance 17 (Sport and Recreation) states that the level of open space provision should be based on local circumstances, although it suggests the National Playing Field Association's (NPFA) 'Six Acre Standard' as a guide. This standard splits provision into 4 acres (1.6 hectares) per thousand population for formal sporting provision (e.g. pitches and sports) and 2 acres (0.8 hectares) per thousand for play areas and casual or informal space within housing areas.
- 10.11 The Council has received a consultant's report on a 'Playing Pitch Assessment and Open Space Strategy for the Norwich Policy Area', which emphasises the importance of protecting the public playing pitches in the City because of the shortage of such pitches (measured against the NPFA standard). The standard in policy SR1 has therefore been adapted to reflect the approach recommended. This seeks to ensure that at least the present provision of formal open space and children's play space is maintained, while seeking to move towards the NPFA standard as a target. The Strategy shows that there is a substantial shortfall of sports pitch provision in Norwich. However to this needs to be added the playing pitches of UEA, which although in South Norfolk District, serve a student population largely resident in the City. It is estimated that a total of 85.32 hectares exists in formal playing pitch provision across the City at present

- 10.12 The standard for other sporting and recreational facilities covers tennis courts, bowling greens, pitch and putt courses and other formal recreational sites, which are not defined as sports pitches. This is also measured across the whole City, as it is anticipated that most users would travel some distance to such facilities. Informal open space is also important and particularly that which is used by local residents and children. Norwich is well-endowed with the larger open spaces of Mousehold Heath, the river valleys, Lion Wood etc. and these are strongly protected and expected to remain as important lungs for the City. The standard in policy SR1 (iii) therefore relates to children's play areas, amenity space and parkland not used for formal sports provision and other public open spaces and is set at 0.5 hectares per 1000 population in each sector of the City (as defined on Figure 10.1). This will protect the importance of such informal spaces to accommodate and provide for local community needs, without requiring people to cross major physical barriers such as main roads. However, this 'minimum' can and should be complemented or exceeded in many instances through the dual use potential of many sports pitches which are available for passive recreation when not in use for formal games.
- 10.13 Areas such as Mousehold Heath, river valley marshes, graveyards and certain other nature conservation sites have been excluded from the adopted standard because, although providing limited opportunities for passive recreation, their use for recreation is incidental to, and may conflict with their primary purpose.
- 10.14 The adoption of the NPFA 1.6 hectare (4 acre) standard as a target during the plan period for formal sports provision recognises the important role that formal provision can play in the long term recreational needs of the community. Whilst demand assessments for formal sports activity can provide a 'snapshot' to guide provision, demand for certain activities and sport in general may fluctuate between seasons and over years and, once developed, such sites can no longer contribute to future needs. Evidence from Sport England suggests that demand for sport will grow as increased participation rates for women and older people, together with sport promotion amongst younger people, are boosting activity rates. Moreover, in recognising such fluctuations in demand for sporting activities, the standard also enables flexibility in provision of space for newly emerging formal activities such as skateboarding.
- 10.15 At the present time, there is a deficiency of formal open space within the City. Formal Open Space includes land used for sport and available for hire by the general youth or adult public on a regular basis, whether in public or private ownership. It excludes private golf courses, Norwich City Football Club and school playing fields unavailable or unsuited for regular youth and adult hire. The deficiency of formal open space has been exacerbated by financial cutbacks which have forced the Council to 'mothball' certain facilities until additional expenditure is available for upkeep.

[Relates to Resource Objectives: Quality of life (iv); Cultural Resources (i)]

SR1 **The following minimum standards should be applied as overall targets in assessing development involving existing or proposed open space:**

(i) **0.8 hectare of outdoor sports pitches per 1000 population across the City;**
(ii) **A further 0.4 hectares per 1000 population of other sporting and recreational facilities across the City;**

(iii) A further 0.5 hectares per 1000 population of children's play and public amenity open space within each sector of the City (as defined on Figure 10.1).

In addition through identifying private facilities for 'dual use' (policy SR6), through additional provision associated with housing developments (policies SR5 and HOU11) and further provision, the target is to raise the standards over the plan period to 1.2 hectares of sports pitches plus 0.4 hectares of other sporting and recreational facilities and 0.8 hectares of children's play and amenity open space per 1000 population respectively.

Access to Recreational Open Space

- 10.16 In recognition of the City's low car ownership rates, the needs of the less mobile such as the young and elderly, the Plan's objective of reducing dependency on private car use, as well as related issues of improved health and opportunities for social interaction, policy SR2 seeks to ensure that all of the community has easy access to local recreational facilities. The City has therefore been divided into nineteen 'sectors' (see Figure 10.1) as a basis for assessment and to enable local provision for a variety of recreational spaces to be accessed without the need to cross major physical barriers such as primary roads or the river.
- 10.17 The standard and distances set out in policy SR2 refer to a range of play and informal activities between 5 minutes (younger children's play) to 15 minutes walk (community park). These are comparable with and derived from the National Playing Fields Association's definitions of LEAPS (local equipped area for play) and NEAPS (neighbourhood equipped area for play) although extended to accommodate provision of open, informal recreational space. Provision at a lower level (LAPs; local area for play) has not been included in the policy but would also be sought as appropriate opportunities arose in development proposals, primarily as incidental space around larger residential schemes, subject to future maintenance agreements being established.
- 10.18 Policy SR2 also recognises the need for an equitable distribution of space and facilities through the setting of maximum walking distances to a range of activities within sectors. This will ensure ease of access for all residents, even in sectors where the minimum standard is exceeded.
- 10.19 There is also a growing recognition of the importance of variety in the type of provision of open space including 'natural areas'. Such sites provide the opportunity for diversity in a child's physical and social development, are an educational and ecological resource and provide the 'countryside on our doorstep', especially for the less mobile.

[Relates to Resource Objectives: Biodiversity (i) and (ii); Quality of Life (ii) and (iv); Identity (i); Cultural Resources (i)]

- SR2** **The following levels of open space shall be maintained or provided within each sector (as identified in Fig. 10.1)**
- (i) An equipped younger children's play space within a 240 metres radius (400 metres walking distance) of residential properties; and**
 - (ii) Local informal open space areas and equipped play space for older children within a 480 metres radius (800 metres walking distance) of residential properties; and**
 - (iii) A designated nature conservation site with public access and/or site for natural play in excess of 0.2 hectares**
- and on a city- wide basis***
- (iv) A neighbourhood/community park providing informal recreational opportunities and provision for formal recreation and/or youth activities within a 600 metres radius (1 kilometre walking distance) of residential properties; and**
 - (v) A designated nature conservation site with public access and /or site for natural play in excess of 2 hectares within a 600 metres radius (1 kilometre walking distance) of residential properties**

Retention of Existing Sports Grounds and Public Open Space

10.20 It is necessary to recognise that recreational needs evolve over time. For example, the development of covered and 'all weather' facilities to complement outdoor provision and enable more intensive use may also be acceptable under policy SR3. Likewise, it may be appropriate in exceptional circumstances to allow development on small areas of private open space in order to enable public access to the remainder. However, whilst in these circumstances indoor leisure uses may have been approved on open space sites and thus excluded from the Proposals Map notation, if this use ceases, reuse of the land and buildings will still be assessed under policies SR1, SR2 and SR3.

10.21 Whilst development proposals will be considered in the context of policy SR3, any scheme will also need to be assessed to ensure that there is no conflict with other Local Plan policies such as the effect of development on the overall character of an area or on nature conservation sites. There will also need to be extensive consultation on such proposals to ensure that the local community is fully aware and involved in the decision.

- 10.22 The open space areas applicable to these policies are identified on the Proposals Map. Private domestic gardens and land under 0.1 hectares (0.2 acres) have not been identified (under 0.05 hectares in the City Centre). Development within these smaller areas will also be considered in the context of other Local Plan policies, including particularly policies SR1 and SR2 and other policies relating to the amenity value of urban land.

[Relates to Resource Objectives: Land Resources (ii); Biodiversity Resources (i) and (ii); Quality of Life (iv); Identity (i); Cultural Resources (i)]

SR3 Development leading to the loss of existing sports pitches, sporting or recreational facilities or children's play areas will not be permitted unless

- (i) An alternative facility of equivalent sporting or recreational value is provided and
- (ii) There is no overriding amenity or biodiversity interest that would be lost or damaged.

Proposals for development within other areas of publicly accessible recreational open space or urban greenspace (as shown on the Proposals Map) will not be permitted if there is an overriding amenity or biodiversity interest in retaining the site in its existing open form.

Where there is no overriding amenity or biodiversity interest, proposals for development on publicly accessible recreational open space or urban greenspace (whether on sports pitches, children's play areas or not) will be evaluated for their contribution to the amenity of the local community, to biodiversity, to a qualitative improvement to any remaining open space and (if involving the loss of open space) their contribution to the standards in policies SR1 and SR2. Such proposals will also be permitted where they involve an indoor leisure use, for which a demand has been identified, if that use cannot be located within a more sustainable location and development would not result in a significant detrimental impact on existing or proposed leisure facilities that are in a more sustainable location.

THE PROVISION OF NEW OPEN SPACE

Open Space in New Development

- 10.23 Provision of open space within the City is not well distributed. The older Victorian areas were developed to high densities and are particularly deficient in provision. Although provision in the suburbs tends to be to a higher level, distribution tends to be towards the edge of the urban area and is not always well related to the resident

population (with the notable exception of Mousehold Heath which extends towards the edge of the City Centre).

- 10.24 To tackle the problems of deficiency and distribution in meeting the needs of the local community, the City Council considers that the future provision of open space should be properly co-ordinated with proposals for larger scale residential development. Policy SR4 will therefore apply to sites over 1 hectare (or 40 dwellings) in the Outer Area and 0.5 hectare (or 25 dwellings) in the City Centre. In either situation the calculation will be based on the number of dwellings unless this is not specified. The smaller threshold has been applied within the Centre because of the cumulative effect of smaller residential developments coming forward in this area and consequential demands for and upon open space, in addition to demands for open space brought about from visitors to the Centre. This policy does not apply to those sites identified under policies HOU11 or SR5, which have their own open space area specifically identified in the policies.
- 10.25 The provision of publicly accessible recreational open space within new developments will be calculated from the net developable site area after first discounting land which would not be considered suitable for general and safe use by the public, such as significant landscaped buffer strips adjoining a major or distributor road.
- 10.26 The actual area of open space will be calculated pro rata on the basis of half of the target for recreational open space sought in policy SR1 (i.e. 0.8 hectare per 1000 population). This in turn equates to a requirement of 24 square metres per dwelling on the basis of 12 square metres per person and average occupancy rates of 2.0 persons per dwelling within the City (Norfolk Structure Plan projections to 2011). Details of implementation will be set out in supplementary guidance and will accord with the principles of Circular 1/97.
- 10.27 The open space thus provided will be available for use by the general public and will exclude any requirements for highway verge, landscaped buffers, small incidental spaces or other areas regarded as unsuitable or unsafe for public access for general recreational purposes. The design of such space should cater for relevant specific requirements of different age groups, likely to occupy the proposed development, taking account of such provision as may already exist in the area and any deficiencies in the area. This may include provision specifically for young people – such as skateboard facilities or a shelter within the open space. In that case, the design will need to ensure that their needs do not impinge on other users of the open space.
- 10.28 In exceptional circumstances the City Council may propose that on site provision is not appropriate because of proximity to other facilities or possibilities to amalgamate land elsewhere into a bigger site, providing a fuller range of facilities for example. A commuted sum may then be appropriate as an alternative.
- 10.29 In sectors where provision is above minimum standards provision will still be required, in order to serve the needs of that development but its design will take account of local availability of different types of open space.

[Relates to Resource Objectives: Biodiversity Resources (i) and (ii); Quality of life (ii) and (iv); Identity (i); Cultural Resources (i)]

SR4	Provision for open space to serve residential developments in excess of 40 dwellings or 1 hectare
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(or 25 dwellings or 0.5 hectare within the City centre), will be sought in order to provide *either*:

- Landscaped and publicly accessible recreational open space to an agreed design and at least to the Council's minimum standards of 24 sq. m. per dwelling, up to a maximum of 20% net site coverage and the payment of an agreed sum to the City Council to cover future maintenance of this space;

Or, (if the Council does not require provision on site):

- Equivalent provision or associated facilities and maintenance within that sector to be secured by a legal agreement.

Site Specific Open Space Allocations

10.30 The sites listed below are either historic allocations for open space, requirements arising as a result of housing development set out in the housing chapter of the Plan or proposed to be implemented through other opportunities such as Single Regeneration Budget funding. They are required to serve the increased population that will result from the adjoining residential development and provide for general public use for recreational purposes. In some instances the additional space is required as a 'trade off' for the loss of existing open space. Provision of the open space on these sites will still need to meet other requirements such as equipped play and maintenance sums. Likewise, implementation on these sites does not negate the requirements for additional provision in that sector for other residential proposals falling under policy SR4. The design of the open spaces will be the subject of a brief prepared by the Council, taking account of the needs of the development and the type of existing provision in the area. The Council will also use the 2002 Playing Pitch Strategy for the Norwich Policy Area to assess what kinds of sporting and open space provision are most appropriate. Consultation to involve the local community in the design of such open space will be essential.

10.31 The minimum required amount of open space is specified in policy SR5. If this area is not identified on the Proposals Map specifically, then its location and form will be designed as part of the overall layout of the housing (or other development) on the site.

[Relates to Resource Objectives: Biodiversity Resources (i) and (ii); Quality of life (ii) and (iv); Sustainable Accessibility (i); Identity (i); Cultural Resources (i)]

SR5 Provision of publicly accessible recreational open space, to provide a range of functions, will be required as part of or associated with adjacent development at:

- Old Bowthorpe Park (3.6 hectares) [SR5.1]
- Bowthorpe Southern Park (31.6 hectares) [SR5.2]
- Lakenham Common (17.4 hectares) [SR5.3]

- **Former Bowthorpe School site (min 8.5 hectares) [SR5.4]**
- **Bracondale Pit (1.22 hectares) [SR5.5]**
- **Paper Mills Yard (0.17 hectares) [SR5.6]**
- **Hobrough Lane, off King Street (0.2 hectares) [SR5.7]**

Provision of publicly accessible recreational open space will also be required as part of the development of the following residential developments (see policy HOU11):

- **Norwich Community Hospital (in the region of 0.8 hectares) [see HOU9 B17]**
- **Former Civil Service Sports Ground (2 hectares) [see HOU11 B11]**
- **Elizabeth Fry Road, (min. 0.2 hectares) [see HOU11 B31]**

Provision for future maintenance of this space will be covered by a legal agreement.

Dual Use of Open Space and Recreational Facilities

- 10.32 Increased use of existing resources contributes to sustainable development by reducing the need for additional facilities and the potential loss of scarce resources such as open space. The use of school and other public grounds and buildings, along with private sports grounds, can make a crucial contribution to the overall provision of recreational facilities. Use of these facilities also provides other direct benefits in strengthening the linkages between these establishments and the local community. Development of new or extended facilities (including indoor recreation facilities) will normally be expected to make provision for their use by the general public, and/or local community and target groups. Specific provision needs to be made for groups such as women with children, people on low incomes, elderly people and those with disabilities. Such dual use provision will help overcome the shortfalls in provision of recreational space as well as other facilities and assist in promoting social inclusion. The adequacy of such provision will be assessed in relation to a Playing Pitch Strategy for the Norwich Policy Area.

[Relates to Resource Objectives: Land Resources (ii); Quality of life (ii) and (iv); Cultural Resources (i)]

SR6 Public access to existing recreational facilities in educational, governmental as well as in private establishments on a dual use basis will be sought where development proposals providing for significantly extended or revised recreational facilities are proposed.

New recreation facilities (indoor or outdoor) will only be permitted where adequate provision is made for their use by the general public, including the local community and specific appropriate provision is

made for groups with difficulties accessing recreational facilities.

Children's Equipped Playspace

- 10.33 The City Council recognises the importance of play and interactive opportunities for a child's physical and social development and is committed to improving the equipped play provision throughout the City. New housing developments put an additional strain on existing play facilities whilst in certain areas, new housing may be located a considerable distance from play equipment, thus potentially restricting access and encouraging car use by parents and carers.
- 10.34 The Council will seek to address the deficiencies in both distribution and quality of equipped playspace (in relation to its standards) so that all residents have good access to a range of equipped play facilities. Whilst the Council will continue to seek to improve provision through its own resources, equipped play facilities will also be required to serve all new housing developments over 10 child bed spaces, calculated after first discounting all first bedroom spaces and dwellings designed for elderly people. Depending on the type and extent of any deficiencies in the area, it may not be necessary to provide facilities on site and the Council may decide that a commuted payment in lieu of play provision is preferable for a particular site. Any such commuted payment will be held in a separate fund by the Council for the provision of equipped play facilities in the area. Negotiations relating to provision of children's play facilities will take account of the principles set out in Circular 1/97. Maintenance costs for on site provision will be covered by contributions from developers to the City Council through a legal agreement. Full details of the Council's standards and the calculation of commuted payments are set out in Supplementary Planning Guidance which will be regularly monitored and kept up to date ('Open Space and Play Provision' 2004)
- 10.35 The land requirement for equipped play space can be included within the requirements for onsite provision of open space under policy SR5, where applicable.

[Relates to Resource Objectives: Quality of life (ii) and (iv); Cultural Resources (i)]

SR7 Provision for children's equipped play facilities will be sought in housing schemes containing 10 or more child bed spaces to at least the Council's minimum standards (Calculation of the required area should be made in accordance with the Council's standard of 7.5 sq. metres per child bedspace).

Off site provision of facilities may be preferred where this would assist the layout and design of the site or there are more accessible locations nearby which can accommodate the needs for equipped play or provide a wider range of play opportunities than one individual site could be expected to provide. A commuted sum towards provision on another site within the sector will then be sought, to be used either on a new site reserved for that purpose, or by enhancing an existing equipped play area.

OTHER OUTDOOR RECREATIONAL RESOURCES

Historic Parks

- 10.36 Norwich has a number of important public parks and private open spaces of historic significance. Structure Plan policies ENV3 and N6 recognise the need to safeguard the historic landscape of certain parks within the countryside and these policies would particularly apply to Earlham Park. However, there are also important urban parks that are significant in the history of the development of such parks and retain much of their original design, as recognised by the Norfolk Gardens Trust. The historic value of Eaton, Heigham, Waterloo and Wensum parks have been recognised through the allocation of a £4 million heritage lottery grant for refurbishment. The following public parks are therefore identified as historic parks for the purpose of policy SR8:

Eaton Park
Heigham Park
Waterloo Park
Wensum Park
Mile Cross Gardens
Sewell Park
Earlham Park
Chapelfield Gardens
Gildencroft
James Stuart Gardens
Ketts Heights
Castle Gardens/Mound
The Rosary
Norwich Cemetery

- 10.37 The following private open spaces are also protected under policy SR8 in order to conserve their historic importance:

Plantation Gardens
Carrow House and Abbey grounds
The Crescent
Newmarket Terrace
Lakenham Waterworks/Recreation Ground
The Wilderness

- 10.38 The first five public parks on this list were all designed by Sandys-Winsch in the 1930s and form a group with particular historic design value. Together with Plantation Gardens, Rosary Cemetery and Norwich Cemetery these six have been included on the English Heritage National Register of Historic Parks and Gardens. Chapelfield Gardens and Earlham Park are being considered as candidates for possible future inclusion.

[Relates to Resource Objectives: Land Resources (ii); Biodiversity Resources (i) and (ii); Quality of Life (iv); Identity (i) and (ii); Cultural Resources (i)]

SR8

The character and historic form of the historic parks and gardens (as shown on the Proposals Map) will be protected from any developments that would adversely affect their character.

Development in or adjoining these locations will only permitted if it:

- (i) Assists their conservation, while retaining their historic form, or**
- (ii) Increases community use and enhances biodiversity, while not adversely affecting their character.**

Allotments

- 10.39 Allotments provide a popular form of recreational pursuit, a source of healthy food production and healthy exercise. They are managed according to the Council's Allotment Policy. They also provide an important environmental resource in a built up area, provided there is a demand for them and they are well maintained. Allotment sites are therefore protected for such use in accordance with the Allotments Act (1950). Proposals for the use of allotment sites (which are defined on the Proposals Map) should therefore be assessed against the need for the site for the purpose of growing produce or flowers or shrubs and the availability of any alternative local provision.

[Relates to Resource Objectives: Land Resources (i) and (ii); Biodiversity (I) and (ii); Quality of life (iv); Cultural Resources (iii)]

SR9

Development leading to the loss of existing allotments will not be permitted. Planning permission will only be granted for such development for other uses where:

- (i) An assessment of the long term need for the site has been carried out and, if necessary,**
- (ii) Alternative provision of a similar standard is available within the area.**

Water Recreation

- 10.40 Water recreation within the City is guided by the River Valley Strategy, a document produced by the City Council in partnership with adjoining Districts, the County Council and other public bodies. The Strategy seeks to ensure a consistent and co-ordinated approach to enhancing the rivers and their valleys as an asset for all, through a sustainable development and management plan. The recreational use of the rivers in Norwich is covered in policy TVA3, which also deals with moorings and slipways for boats.
- 10.41 Two major water-based recreational opportunities have arisen in South Norfolk through the extraction of gravel at Bawburgh/Colney to the west and Whitlingham to the east of the City. At Whitlingham, a large water and land-based centre is proposed including a golf course, country park and water based recreational centre including a major rowing course. This is wholly covered in policy LEI 15 of South Norfolk District Plan, being outside the City boundary.

- 10.42 Planning Guidelines were jointly produced in 1986 by the City, South Norfolk and Norfolk County Councils for this Bawburgh/Colney area. A range of uses including sailing, rowing, board sailing, cycling and angling are proposed on the eastern lake with the western lake being left for nature conservation benefit. These guidelines are endorsed by policy LEI 14 of South Norfolk District Plan.
- 10.43 Within the City, access to Bawburgh/Colney lies through the adjoining Bowthorpe Southern Park, another area having undergone gravel extraction. The City Council, through collaboration with the County Council, landowners and other adjoining authorities will ensure that, subject to environmental considerations, opportunities for water and land based recreation is properly co-ordinated across the administrative boundaries. The City Council will also seek to ensure that ecological and wildlife habitats are incorporated in future restoration and enhancement proposals for the Bowthorpe Southern Park.

[Relates to Resource Objectives: Water (i); Biodiversity Resources (ii); Quality of life (iv); Identity (i); Cultural Resources (i)]

SR10 Recreational facilities, public access and linkages to and from the Bowthorpe Southern Park will be sought from local developers

Development proposals for access and recreation facilities within the area will be permitted where they do not conflict with landscape and nature conservation objectives.

The Footpath and Cycling Network

- 10.44 The creation of the Riverside walk alongside the River Wensum through Norwich has been a long term aim of the City Council. Extensive stretches of the river have the benefit of public access for pedestrians and where appropriate, cyclists, which has been achieved either directly or indirectly by the City Council on land in its ownership or as a result of redevelopment. There are also stretches of the Walk which have been completed by agreement without full public rights of way and such agreements can be provided for in policy SR11. The Walk and cycle network will be extended incrementally as development opportunities occur.
- 10.45 The Yare Valley Walk follows the southern fringe of the City and provides public access to large areas of unspoilt countryside. Public access is restricted where private land extends to the River. A continuous public access route has been established from Bowthorpe in the west to Ipswich Road in the south and segments have been created elsewhere. In the long term it is proposed to complete this route to the west and east to provide a continuous route between the Bawburgh/Colney and Whitlingham recreational areas for pedestrians and, where appropriate, cyclists, with a linkage to the Wensum Riverside Walk. As far as practicable the Wensum Riverside and Yare Valley Walks will be made accessible for all.

SR11 **Where redevelopment or other changes are proposed along the river frontage, the completion of the Wensum Riverside and Yare Valley Walks will be sought by safeguarding land for the riverside walks and (as appropriate) cycle paths as defined on the Proposals Map.**

The Council will seek agreement with the developer, or where appropriate, landowner, to secure the implementation of the appropriate stretch of Riverside Walk and public access to it.

Green Links

10.46 The Yare Valley forms a continuous environmental corridor around the southern half of the City; other corridors, notably the Wensum Valley and Mousehold Heath, form important green wedges into the urban area. These corridors, together with other green areas such as open spaces, cemeteries and woodland cannot be sustained in isolation and need to be enhanced for two main reasons:

- (i) Firstly, from a biodiversity perspective, it is necessary to encourage and allow the migration of wildlife through the urban area, thus preventing habitats and communities from becoming cut off.
- (ii) Secondly, by promoting the ‘green image’ of the City and enhancing the quality of life for City residents, it is important to provide safe access for pedestrians and cyclists between different parts of the network and particularly between the river valleys, wooded areas and other areas of open space. Such routes along the strategic road network also provide an attractive entrance to the City as well as helping to filter out pollutants and providing a physical barrier or buffer against motorised vehicular use.

10.47 Policy SR12 is aimed at providing and enhancing the network of green links throughout the City, fulfilling both functions. These functions are not mutually exclusive, and certain links adequately serve both roles, although there are large stretches where significant enhancement would extend the ‘green network’ around the City.

10.48 Where a development proposal adjoins such a link or an area identified as river valley, open space, woodland or other green area on the Proposals Map, or within the potential wooded areas indicated on Supplementary Plan SR2, maximum practicable provision for extensive landscaping will be expected to be made to enhance the environment of the City, increase the overall amenity for residents and visitors and facilitate the movement of wildlife. In addition, where a development proposal would link two green areas or cross an identified green link, public access may also be sought. Such landscaping should normally be designed with native trees and shrubs (in accordance with policy NE9).

10.49 The City Council has produced Supplementary Planning Guidance Green Links and Riverside Walks 2004 to enhance the green link network through development

proposals. This should be referred to and schemes developed to accord with the guidance.

[Relates to Resource Objectives: Biodiversity (i) and (ii); Quality of life (iv); Identity (i); Sustainable Accessibility (ii); Cultural Resources (i)]

- SR12** **The City Council will seek to use development opportunities to ensure that open spaces, including river valleys, woodland and wooded slopes, are, as far as possible, connected through a network of green links. Where development is permitted in locations within or adjoining such a linkage or adjoining an area of open space as defined on the Proposals Map, maximum practicable provision will be made for:**
- (i) The safeguarding and enhancement of natural features of importance and wildlife habitats, and**
 - (ii) For new planting using native species, if practicable, and, where appropriate,**
 - (iii) Enhanced public access,**
 - (iv) The opportunity to extend the Green Links network where appropriate**

INDOOR SPORT AND ASSOCIATED RECREATION FACILITIES

Recreational Needs of the City

- 10.50 There is recognition through the Regional Planning Guidance for East Anglia and the Norfolk County Structure Plan, that Norwich is deficient in sports facilities. This is also borne out by public requests to the Council's Sports section and past work on the City Council's Leisure Strategy (1993).
- 10.51 The City Council's primary role is to meet the needs of all local people, but the City's historic role as the regional centre creates demand from a much wider area. The size of this regional catchment makes larger facilities viable, and these benefit local people as well as those who live outside the City. Consistent with policy SR13 and the sequential approach, larger scale developments/major traffic generating activities will generally need to locate within the City Centre. The Council recognises the need for additional sporting provision and has promoted the Riverside swimming pool, new gym/ sports hall at Bowthorpe School, a five-a-side facility at Bowthorpe, as well as supporting the expansion of the UEA Sports Park. Particular needs are recognised for netball and indoor cricket facilities, as well as provision for skateboarders. Other sporting facilities will need to be assessed against the criteria in policy SR13 and the results of the Playing Pitch Strategy 2002. An assessment of need for the type of sporting provision will normally be required, unless the Playing

Pitch Strategy has provided this for the particular activity, and development will be expected to provide appropriately for community use under policy SR6.

Locational Considerations for Indoor Sport and Associated Recreational Facilities

- 10.52 For many activities, such as indoor tennis, it is likely that only one such facility, at most, will be economically viable in the Norwich area, whilst other activities, such as a swimming pool, are likely to generate a significant number of users. PPG 17 recognises the importance of locating potentially major travel generating activities within centres to maximise opportunities to reduce private car use, and enhance the vitality and viability of the Centre. The City Council considers that public and private activities which potentially generate over 100 peak hour traffic movements or over 1000 during a 24 hour day are regarded as a 'major travel generating' activity and should normally seek a location within the Centre.
- 10.53 Developers should be flexible in the scale and form of their proposal to enable development to fully utilise opportunities for reusing sites, enhancing the Centre and promoting more sustainable transport modes. The Council is also concerned that certain constituent elements of out of centre facilities may undermine the viability of activities in more sustainable locations. An example would be the effect of incremental expansion of swimming water space on provision at Riverside. Where such concerns arise, the Council will require a separate need and impact assessment for certain particular elements of the proposal.

[Relates to Resource Objectives: Quality of Life (iii) and (iv); Sustainable Accessibility (i) and (ii); Cultural Resources (i)]

SR13 Subject to identified need, proposals for the development, improvement and extension of major traffic generating facilities for sport and recreation activities will be permitted, provided that a sequential site selection has been undertaken and has demonstrated that no site is available in a more accessible location in the following order of priorities:

- a) City Centre
- b) District centres or sub regional sports centres
- c) Sites which form an existing focus for community activities and are, or can be made, easily accessible by sustainable modes of transport
- d) Other locations within the urban area.

Locations outside of this order of preference for major traffic generating activities will also be permitted if:

- (i) There is an identified need for such a facility; and
- (ii) The proposal is predominantly for outdoor sport or recreation activities; and/or
- (iii) There are overriding community, amenity and noise reasons for an out of centre location; and, in any case,

(iv) There is no significant impact on existing facilities within defined centres or existing community foci.

DESIGN AND AMENITY CONSIDERATIONS

10.54 Whilst the City Council is keen to encourage enhanced sport and recreational facilities, it is concerned to ensure that locational decisions do not conflict with amenity and other planning considerations in order to work towards overall sustainability.

[Relates to Resource Objectives: Quality of life (i) and (ii); Identity (iii)]

- SR14 All proposals for open space and recreational activities must ensure that:**
- (i) Adequate highway improvements are made where there is a substantial increase in traffic generation and peak use does not conflict with other operational uses**
 - (ii) Suitable on site servicing, cycle and car parking is provided**
 - (iii) There is minimal detrimental effect on the amenities of residents in nearby properties**
 - (iv) There is minimal detrimental effect on the character and environment of the surrounding area**

Chapter Eleven

TRANSPORTATION AND ACCESSIBILITY

INTRODUCTION

- 11.1 Transport and traffic management are probably the most difficult and challenging issues facing the City. Norwich's economic prosperity depends upon large numbers of people from the surrounding areas being able to get into the City Centre for work, for shopping and for leisure or tourist visits. The preferred form of transport for such journeys for most people would currently be the car. However, the City's compact urban form, its mediaeval street pattern, the retailing success of the pedestrianised retail area, the need to protect residents from traffic intrusion, congestion and pollution, together with national transport policies, mean that alternative forms of transport need to be made at least as attractive as the car for many journeys. Norwich's compact form provides considerable scope for this 'modal shift' towards sustainable forms of transport to be possible.
- 11.2 The City Council, in association with the County Council, transport providers, local business and local communities has been working to improve accessibility for everyone around the City, as well as wider accessibility to Norfolk, the rest of the UK and Europe. Over the last ten years, the Norwich southern bypass, and the Wymondham bypass have opened, as has the A14 route to the Midlands. The dualling of the Attleborough to Roudham Heath section of the A11 is now complete and there is now a commitment to dual the entire length of the A11 to Norwich. Improvements to rail services have also been made, including a twice hourly frequency of service to London. A direct rail service to Cambridge has commenced in autumn 2002.
- 11.3 There needs, therefore, to be a continued emphasis on making effective use of all of the transport infrastructure. This chapter sets out the ways in which new development will integrate with overall transport strategies for the Norwich Area. The aim is to provide for the needs of the City's population and businesses and exert real pressure for change, as the demand for travel will continue to grow as the City's prosperity increases. The Plan therefore needs to find solutions, which cater for the growth in demand without increasing congestion and pollution.

Sustainability Objectives

- 11.4 Transport is a major user of finite resources, particularly land and fossil fuels. Within a relatively dense urban area like Norwich, inefficient use of these precious resources has a negative impact. Improvements in technology in recent years have meant that there has been a real reduction in some atmospheric pollutants, but carbon dioxide (CO₂) (which is the major greenhouse gas), levels of noise and the amount of land used for the movement and parking of vehicles continue to rise. Consequently the main Strategic Objective for Transport is to promote the well connected City (SOBJ6), but this needs to be matched by ensuring resources are used in a sustainable manner (SOBJ8).
- 11.5 If current trends continue, traffic levels in Norwich will increase by around 30% by 2016. The impact of this on the quality of life and the economy of the City would be significant. However, past rates of change do not limit what is achievable, because they reflect a time when the issue of greenhouse gases was not recognised. The changes in lifestyle resulting from more efficient and sustainable use of transport will have social benefits too, enabling the 30% of households without access to a car to enjoy much greater opportunity to access social, cultural and employment opportunities.

Main Issues Arising from Consultation

- 11.6 The consultation on the Issues in April 1999 threw up a wide range of matters relating to transportation. In addition these were followed up in consultation on the City Centre Transport Plan in Autumn 2000.
- 11.7 In responding on the issues, individuals and groups reflected a variety of concerns, both local and national. In listing those concerns here, we have highlighted those that have already been considered in the City Centre Transport Plan (CCTP). The main issues raised in the consultation were:
- Various concerns and solutions to the problem of bus interchange (a CCTP issue);
 - Desire to accommodate car trips to the City Centre so far as possible for the benefit of business (a CCTP issue)
 - Attention should be given to the needs of pedestrians as a matter of priority;
 - Concern about the pace of change in traffic planning, in terms of the effects on congestion, assumptions about diversion of trips, publicity for changes, and enforcement capability (CCTP issues in the main);
 - Cheap and reliable public transport is essential to provision of accessibility for development;
 - Support for safer residential environments throughout the City with Home Zones, speed restrictions and other traffic management measures;
 - Parking standards should be set as maximum levels and reduced for main accessible areas;
 - Need for a high quality cycle network for the City, which is safe and attractive for more cyclists.

THE NATIONAL AND REGIONAL CONTEXT

Government Policies

- 11.8 In 1998, the Government published a white paper 'A New Deal for Transport: Better for everyone'. This white paper has paved the way for significant changes in legislation and policy guidance. A number of 'daughter documents' have also been published, detailing changes in specific areas, including public transport, Trunk Roads and road user charging.
- 11.9 Planning Policy Guidance note 13 (PPG13) on Transport was published in March 2001, tying transport policy more closely with other national policy guidance. This PPG places particular emphasis on promoting developments which have minimal reliance on private motor transport and on encouraging walking, cycling and public transport in locations and for journeys where these are valid alternatives to the car. This leads to increased emphasis on urban regeneration and mixed-use development in government policy. This Plan closely follows the advice contained within the PPG.
- 11.10 The City's significance as the regional capital means that high quality strategic links are vital. The relevant proposals in the government's road trunk road improvement programme include the completion of the dualling of the A11 between Norwich and the A14 and enhancements to the A47, including some bypasses between Norwich and Peterborough. These enhanced strategic links will improve the attractiveness of the City, as a location for employment, services and leisure facilities, through enhanced accessibility.

- 11.11 Efficient road, public transport and cycle links to the County, together with air links the rest of the UK, Europe and beyond are essential to support and enhance the local economy and to counter perceptions of peripherality. Many of these strategic links are not under the control of the City Council, but the Council will continue to lobby and support other organisations to encourage speedy implementation. In particular the City Council will continue to support the early implementation of the strategic East-West rail link, improvements to the A11 and A47 (to the east and west of Norwich) and further development of Norwich Airport.

Norwich Airport Development

- 11.12 The airport has a particularly important role in the economy of the City as well as the Eastern Region, acting as a focus for significant employment expansion, and providing international transport links. In 'The Future of Aviation', the government's consultation document on air transport policy, it is clear that the government expects that regional airports will have an increasing role in providing for the growth of air transport demand. In 1999 a study of airports in the South and East of England commenced. The outcome of the study sets the long term context for the future role and development of Norwich Airport. A brief or Area Action Plan will be prepared in order to reflect the government policy for the long-term development of the Airport. Since part of the Airport is in Broadland District, this Brief (or plan) will need to be approved by both planning authorities. It is also expected that increasing emphasis will be placed on access to airports by all modes of transport. Ensuring that Norwich Airport is easily accessible to all will enable the airport to build on its role and, as services expand, the need for local people to travel further afield by surface modes to access other airports will reduce.

[Relates to Resource objectives: Air (i) and (ii); Other Natural Resources (i); Sustainable Accessibility (i); Quality of Life (i) and (iv); Diverse and Competitive Economy (i), (ii) and (iii); Labour Market Resources (ii)]

TRA1 **Norwich Airport will continue to develop as a regional airport of significant importance to the local economy. Proposals for the growth of the Airport will be assessed against:**

- **consistency with the national airports policy;**
- **the environmental impact of its development, including any significant increase in aircraft movements;**
- **the diversification and integration of modes of surface access, in order to encourage travellers to use other modes than the private car to access the Airport.**

The Airport will be promoted as the location of a significant transport interchange with improvements to surface access.

- 11.13 The future pattern of development of Norwich Airport will have significant land use implications. The operational needs of the Airport and needs for other related development will be assessed in preparing the Brief (or plan) for the longer-term

development of the Airport. It is important to ensure that its future operational efficiency is safeguarded to allow for development that needs to be accommodated. The Airport boundary is therefore shown on the Proposals Map and the land within it is reserved for that purpose together with such other development as is necessary to the Airport's function. It is within this operational area (together with the equivalent area in Broadland) that the Airport is permitted to exercise its rights under Part 18 of the Town and Country Planning General Permitted Development Order (1995). If development for non-operational purposes is sought, in particular for uses which may be related to the airport function, but not strictly part of the operational requirements of the airport, then these will have to be considered in relation to the long-term needs and proposals for Airport development.

[Relates to Resource objectives: Land Resources (ii); Quality of Life (i); Identity (i); Diverse and Competitive Economy (i); Land Supply (i)]

TRA2 **Within the Airport boundary defined on the Proposals Map operational development for Airport purposes and for the purpose of transport interchange with other modes of travel will be acceptable. Proposals for non-operational uses, related to the Airport's function will be assessed against:**

- (i) the long term operational development needs of the Airport;**
- (ii) the environmental impact of any proposal, including the potential impact of airport activities and development on the proposed use.**

RELATIONSHIP WITH OTHER LOCAL POLICIES

The Norwich Area Transport Strategy

11.14 The Norwich Area Transport Strategy (NATS) was reviewed in 2004 and is a joint strategy with Norfolk County Council, in discussion with Broadland and South Norfolk District Councils. The Strategy provides the detailed policy background to transport within the Norwich Area and the framework for the transportation investment programme detailed in the Local Transport Plan and its principles are reflected in Structure Plan transport policies for the Norwich area. The strategy seeks to cater for growth in travel demand, whilst maintaining or improving the quality of the built environment and supporting the economic growth of the area by accommodating the growth in demand for trips by means other than the private car.

11.15 The Local Transport Plan details transportation improvements that are proposed by the City and County Councils together with a programme of implementation. Whilst much of the programme involves improvements to existing infrastructure, new development will present additional opportunities to provide new links to help to improve the pedestrian and cycling environments, public transport, and provide opportunities for new occupiers to take advantage of the more sustainable modes of transport. Improvements to the major road network (including junction

improvements) to enhance vehicle accessibility are an important part of this balanced strategy.

- 11.16 The City Council will continue to support the aims of the adopted NATS and will promote the strategy through opportunities brought about by new development, the investment programme of the Local Transport Plan, and other opportunities as they arise. NATS and the Local Transport Plan give considerable emphasis to measures to promote a shift of modal choice from the car to walking, cycling and public transport. This will include a variety of methods, primarily aimed at improving the attractiveness of those alternative modes. As regards the implications for development proposals, policy TRA3 sets out the range of measures which may be appropriate to achieve a modal shift, according to different circumstances, while policies TRA10 and TRA11 deal with what funding will be expected to be contributed according to the size and nature of particular proposals. The investment in facilities and the general environment for pedestrians, cyclists and bus users will assist these objectives. Policies TRA13, TRA14, TRA15, TRA16 and TRA19 provide more details of the measures to be taken under policy TRA3. In addition the general location of development should reflect these principles, wherever possible, not just by providing for such modes of travel, but by positively making it easy to use them. Thus developers should consider positive measures to make accessibility on foot or to bus stops as easy as possible.

[Relates to Resource Objectives: Air (i) and (ii); Other Natural Resources (i); Quality of life (i) and (iv); Diverse and Competitive Economy (i)]

TRA3	<p>A modal shift from car to walking, cycling and public transport will be sought as part of development proposals through the following measures, some or all of which may also be sought under the policies TRA10 and TRA11, where they apply:</p> <ul style="list-style-type: none"> (i) enhancing the pedestrian environment and the identified cycle routes to provide a network that is coherent, direct, safe and convenient; (ii) requiring the provision of well-located and secure cycle parking in all development and in commercial development, the provision of on-site showering and personal storage facilities; (iii) maintaining and improving existing facilities, including measures to improve pedestrian and cycle priority, road safety and personal security; (iv) provision for longer distance cycle routes, either on or off road; (v) locating development to minimise the need for travel; (vi) ensuring development is designed and laid out to maximise accessibility to local services on foot and by cycle, with pedestrian access to public transport stops; (vii) improving access for public transport services within the City, including bus priority measures; (viii) supporting community and other innovative partnership approaches to public transport provision within the City and beyond;
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- (ix) supporting the continued development of the Park and Ride service in the City;
- (x) the development of high quality public transport interchanges.

Reducing the need to travel – Norfolk Structure Plan

- 11.17 The Norfolk Structure Plan seeks to encourage development within urban areas and the larger market towns as locations that offer the best balance between housing, jobs and services locally. The City Council supports this approach, but even within the urban area of Norwich, accessibility to various services varies considerably. The City Council will encourage higher density developments on sites, which have good access to a wide range of services and modes of transport. To help facilitate this, the Council anticipates that low levels of car parking will be provided on highly accessible sites and that developers, employers and residents will actively seek transport solutions to reduce the need both to own and to use private cars. A prime advantage of this approach is that it promotes access to the goods and services that people need, without the requirement for extensive travel.

[Relates to Resource Objectives: Land Resources (ii); Air (i) and (ii); Other Natural resources (i); Quality of Life (i) and (iv); Sustainable Accessibility (i) and (ii)]

TRA4 Development densities and design forms will be sought that minimise the amount of land used for the movement and storage of vehicles within locations of high transport accessibility.

- 11.18 Within the urban area, there are a number of locations that need to be accessible to large numbers of people. The City Centre provides a sub-regional focus for cultural and shopping activity, as well as being a major employment centre (see Chapters 5, 7 and 9), whilst the area around the University of East Anglia is becoming a major centre for education, technology, health and recreation. Norwich Airport is expected to expand its services, reducing the need to travel to international airports elsewhere in the country. Although outside the City Council boundary, new developments at Broadland Business Park also raise similar demands. Each of these locations will generate significant amounts of new journeys. These four centres in particular, therefore, need to be seen as major focal points for cycling and pedestrian routes from the most local areas, and for high quality public transport interchange facilities with fully integrated services from around the County under policy TRA16. This approach is fully consistent with PPG11, which states that “public transport accessibility criteria for sub-regionally significant levels or types of development” will be set out in development plans. Such an approach will make it much easier for businesses and organisations located in those areas to promote green transport solutions and the City Council will seek partnership arrangements to encourage such solutions.
- 11.19 The County Council has undertaken a study of the Southwest Sector of the Norwich area, to deal with the implications of development at UEA, Norwich Research Park and the new Norfolk and Norwich Hospital. It has developed measures to deal with the increasing volumes of traffic in the area, and new proposals for access to the Hospital and Research Park. The City Council will press for the County Council to carry out similar studies in relation to access to the Airport, once the national policies

for airport development are clarified. The Council will work with organisations in these areas and in the City Centre to facilitate changes, which improve accessibility and enable modal choice.

NEW DEVELOPMENT AND TRANSPORT

- 11.20 No matter how well located, all developments have a transport impact, and it has been increasingly accepted in government guidance that the consequences of developments should be addressed by the development itself and not fall to the general taxpayer. For many years the City Council has required developers to pay the full cost of improvements to the highway network adjacent, as well as all works within the site, which are required as a direct consequence of the development itself. Examples include new road junctions, pedestrian crossings and links to the cycle network.

Designing New Development

- 11.21 Well located and designed developments, with appropriate links to local services and public transport can reduce overall levels of travel, where journeys to and from the site replace existing journeys which are less sustainable. In most cases, however, there will be additional journeys associated with development proposals and these have to be safely accommodated on the highway network. To minimise the impact, the City Council will look to developers to maximise the potential benefits from new pedestrian and cycle links through their sites, together with facilities for access to public transport.
- 11.22 It is part of the NATS strategy that increase in travel demand within the City should be met by means other than the private car, so that there is no increase in traffic levels within the City. It is, therefore, necessary to ensure that there is no net increase in vehicular traffic as a consequence of any new development. The City Council will, therefore, expect developers to look seriously at including off site works which promote walking, cycling and public transport use in their development proposals, as well as ensuring that vehicular access is safe and appropriate in design. Additionally they will be expected to contribute directly to the overall transport programme in the City in proportion to the scale and type of the development proposed (see policy TRA11).
- 11.23 Design and layout significantly affects the way that people respond to the environment around them. To minimise the adverse effects of new development it is important that they are designed with the needs of all users of the site in mind. In much of the City and within many new developments the street is not only there to provide opportunities for movement to and within the site, but is often the principle public space which provides a setting and general amenity for the development. With this in mind, the Council will encourage developers to adopt a 'Streets for People' approach, whereby appropriate levels of vehicular movement are accommodated but do not dominate. Developers will be expected to adopt this approach not only within the adoptable highway, but also within the public spaces that provide the setting for the development. It will be considered further in Supplementary Planning Guidance on design issues (see policy HBE 12).

Social Exclusion and Special Needs

- 11.24 Many sections of the community do not have full access to facilities owing to a lack of personal mobility. This is true of many people within the City who do not have access to a car, and additionally, those whose mobility is restricted by disability, as a consequence of old age, or the need to carry heavy shopping or use a pushchair. For these groups, the opportunity to walk and cycle is limited, and public transport can be inaccessible. There is still a need to take particular account of the needs of those who are, or would be excluded from activities or services that are taken for granted by most people, and this is a key element of the NATS strategy. In addition public transport accessibility will be promoted through the concessionary bus fares scheme.

[Relates to Resource Objectives: Identity (ii) and (iii); Quality of Life (i)]

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| TRA5 | Developments will be designed such that: <ul style="list-style-type: none">▪ necessary vehicle movement, together with parking and servicing areas do not dominate, but form part of an overall design approach relating to the whole of the built environment,▪ they benefit all users and provide a positive and attractive setting to the development.▪ account is taken of the special needs of disabled people and other groups with particular mobility requirements.▪ maximum use is made of shared spaces and surfaces in locations where overall vehicle movements are low.▪ use is made of innovative design solutions that respect the character of the City. |
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Parking Provision in New Development

- 11.25 Proper provision for necessary vehicle movement and parking will be required. The Council will ensure that adequate space is available for vehicles to manoeuvre safely and at an appropriate speed. In accordance with the guidance in PPG13 and Structure Plan policies T3 and N10, maximum parking standards are contained in the schedule to Appendix 4. In addition, to ensure that full provision for cycle parking is available to meet the targets for travel by bicycle minimum standards for cycle parking are also provided. To minimise private vehicle movement within the City, further reductions in the level of car parking may be permitted, where this is consistent with the location and accessibility of the site.

[Relates to Resource Objectives: Land Resources (ii); Air (i) and (ii); Other Natural Resources (i); Quality of Life (iv); Sustainable Accessibility (i); Identity (iii)]

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| TRA6 | Developers will provide no more car parking spaces than the maximum allowed for in the parking standards contained within Appendix 4. |
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[Relates to Resource Objectives: Air (i) and (ii); Other Natural Resources (i); Quality of Life (iv); Sustainable Accessibility (i)]

TRA7 **Developers will provide cycle parking to at least the levels contained within the standards in Appendix 4. In developments where car parking provision is below the maximum standards permitted, additional cycle parking will be required on a pro-rata basis.**

Provision for Servicing

11.26 Servicing is also an essential element of all developments, and service vehicles need space to wait, whilst undertaking necessary operations on the site. The precise requirements will obviously depend on the nature of the development, its scale and location, and the likely needs of the occupier.

[Relates to Resource Objectives: Quality of Life (i); Diverse and Competitive Economy (i)]

TRA8 **Developers will be expected to demonstrate that adequate provision for servicing has been made for any proposed development. Whilst servicing on street may be appropriate in historic areas, or where servicing requirements and local traffic movement are low, if necessary on a time restricted basis, developers will be expected to demonstrate that standing and turning areas for service vehicles and other essential visitors that the development is likely to attract, (including refuse vehicles, fire tenders, and coaches where appropriate) have been catered for. Accessibility to business and other premises for service vehicles must be maintained. Guidance is contained in the parking standards in Appendix 4.**

Car Free Housing

11.27 Car free housing is designed to give residents a pleasant living environment, without intrusion from motor vehicles, except where these are needed for direct servicing of the estate. Living in a car free area is a positive lifestyle choice, and does not mean that residents' cars are parked on the periphery of the estate, or in nearby side streets. Car free developments have the advantage that nearly all the space that would have been used for vehicle movement and parking can be used for a more productive purpose, to improve the quality of life of residents. Building 'car free' may also be the solution on some difficult brownfield sites, where restricted access would otherwise prevent development. It is important to ensure that such an approach can be demonstrated and tested in order to encourage a range of developments of this type to come forward. The most accessible site for non-car users is the Bus Station site. Therefore policy CC10 requires car free development to be designed on that site (or to limit cars to car club users only).

[Relates to Resource Objectives: Land Resources (ii); Air (i) and (ii); Other Natural resources (i); Quality of Life (i), (iii) and (iv); Sustainable Accessibility (i) and (ii); Identity (iii)]

- TRA9** **Car free housing developments will be permitted in locations of high accessibility, and where 24 hour on-street parking controls are in force, provided that:**
- (i) the reduction in car parking space is used to contribute to enhanced design and especially to open space;**
 - (ii) adequate arrangements for alternative transport modes are made, including (where appropriate) the setting up of and provision of parking for 'car clubs'. Where appropriate, this will include the re-allocation of on-street parking spaces to provide car collection points;**
 - (iii) appropriate management arrangements will be applied, to ensure spaces are reserved for their purpose;**
 - (iv) provision is made for disabled drivers, who may wish to live in the area;**
 - (v) provision is made for visitors to the site.**

Car Clubs

11.28 Car clubs are relatively new to the UK, with only a few small schemes in operation (at summer 2004). Whether run by a non profit-making organisation, or as a commercial scheme, the club offers members a choice of well-maintained vehicles, which is much cheaper for many people than running a private car, and is more flexible too, as a chosen vehicle is more suited to a particular journey. Experience on the continent has shown that drivers who give up their cars in favour of a car club reduce the distance that they drive by 65%, as they will use other modes of transport more frequently. On the other hand, car clubs have the advantage that people who would not normally own a car can also obtain easy access to a vehicle, when needed. The setting up of car clubs within new developments will be encouraged as part of a wider strategy to reduce car dependency, and within existing residential areas where the local community is supportive. Following a successful bid to the European Union under the CIVITAS initiative, the Council is anticipating that a car club will soon be operational within Norwich. Developers will be encouraged to participate in the expansion of this scheme.

Design and Transport Requirements beyond Development Site Boundaries

11.29 The implications of new development on the highway system will clearly be important in assessing whether improvements need to be made. With much increased emphasis being placed on the need to ensure that new development is highly accessible to non-car based users, much needs to be done across the City to improve the facilities available. It is reasonable to expect new developments to contribute towards transport infrastructure improvements and be designed in such a way as to minimise the impact that they have on existing infrastructure and the environment. Policy TRA10 is concerned to ensure that adequate vehicular and non-vehicular access is achieved to development sites and relates to measures (which may be within

or near the site) required to make the site physically accessible to all appropriate modes of transport. Policy TRA11 provides for contributions (either financial or in kind) towards enhancements beyond the development site. Other policies within this chapter (notably some sections of policies TRA3, TRA15, TRA16 and TRA25) give guidance as to how this contribution may be used in relation to off site works. In this context, the vehicle generation of any proposed development should be assessed and reduced as far as practicable, thus minimising the need for major highway works to be constructed.

[Relates to Resource Objectives: Quality of Life (i) and (iv); Sustainable Accessibility (I) and (ii); Diverse and Competitive Economy (i)]

TRA10	Developers will be expected to pay the cost for all improvements that are primarily required directly as a consequence of their proposals. These direct improvements will include all works (including the implementation or variation of Traffic Regulation Orders) that are needed to provide adequate pedestrian, cycle and vehicular access to the site and access to local public transport.
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11.30 All significant new developments throughout the City will therefore be expected to make some contribution to general transport improvements, and the additional revenue raised will be used to enhance the existing transport programme within the City and the Park and Ride programme. Payments will relate to the overall scale and type of development, and the trip generation of the site. This is so that developments are not subject to a perverse inducement to locate in less accessible locations and, where developments are able to locate in those less accessible areas, that they make additional contributions that help to counteract the additional car journeys that they would generate.

11.31 The Council recognises that any such contributions need to relate to the scale and type of development, in order that they are proportional, in that developers should only be expected to support that element of the overall transport programme that is needed to address the consequences of the development itself. Additionally, experience has shown that it is to the benefit of both the Council and the developer, if the scale of contributions expected is clear from the start and simple to calculate. Appendix 4 contains details of the threshold levels at which policy TRA11 will apply and Supplementary Planning Guidance is available, which sets out the details of how the policy will be applied and any contribution used. Negotiations relating to contributions towards transportation infrastructure will take account of the principles set out in Circular 1/97.

[Relates to Resource Objectives: Air (i) and (ii); Other Natural Resources (i); Quality of Life (iv); Sustainable Accessibility (i) and (ii); Diverse and Competitive Economy (i)]

TRA11	All significant new developments within the City will provide support for the City-wide transport infrastructure improvement programme to mitigate the wider impact of the development through a contribution, subject to the guidelines in (and
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specifically the threshold levels for size of development in the final column of) the schedule of Standards for Transportation Requirements in Appendix 4.

Travel Plans

- 11.32 Travel Plans are a package of initiatives introduced by a business or organisation to reduce car use. They can incorporate measures to address different transport needs, including:
- Commuter journeys
 - Customer access
 - Business travel
 - Fleet management
- 11.33 Travel Plans are an important element of an integrated transport policy. Providing alternatives to the car is only one element of a strategy, and cannot be successful unless individuals and organisations play their part in disseminating information, and encouraging change. Travel Plans have been shown to have significant benefits for employers and employees, reducing costs, and improving well being. All government departments are required to have Travel Plans, and both the City and the County Council have introduced them, along with other major employees within the City.
- 11.34 Such plans will also have a major part to play in accommodating the transport needs of new developments, and will, therefore, be an integral part of any development proposal with significant transport impact. In accordance with government policy, the City Council will expect all major new developments, and expansion of existing sites to be supported by a travel plan. This will include offices, factories, leisure uses, health and education. Housing developers will be expected to ensure that a choice of transport modes is available from their developments (under policy HOU7).

[Relates to Resource Objectives: Air (i) and (ii); Other Natural Resources (i); Quality of Life (iv); Sustainable accessibility (i) and (ii); Diverse and Competitive Economy (i).]

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| TRA12 | <p>Travel Plans will be required as an integral part of new development proposals over the threshold levels detailed in the schedule of Standards in Appendix 4, in order to cater for the transport demand of the development in the least environmentally damaging way and to provide information and advice and, if appropriate, to identify off-site works to improve accessibility. Travel Plans will include</p> <ul style="list-style-type: none">• a background statement, detailing the site and anticipated transport demand;• the elements of travel that the plan is addressing (e.g. commuter journeys, fleet management);• the objectives to increase, or decrease use of a particular mode of transport; |
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- **proposed actions for achieving the objectives;**
- **targets against which the effectiveness of each measure can be reviewed;**
- **arrangements for monitoring;**
- **arrangements for promotion of the plan, and dissemination of information.**

IMPROVING TRANSPORT INFRASTRUCTURE

Integrated Transport

- 11.35 A fully integrated transport system means that it is easy to choose the best form of transport for each part of a journey, and easy to make the transition between one form of transport and another. A simple example is the Park and Ride system, which integrates the use of private cars for the rural part of a journey with public transport within the urban area. Although this chapter looks at individual modes of transport in turn, a key element of transport policy is to ensure that it is easy to switch between different modes of transport. Such an approach works on many levels: ensuring that pedestrian access to local bus stops is of high quality, or that easy access is available between the bus or car and train and between rural and urban public transport services. Many facilities that make a fully integrated transport system a reality are not within the control of the Council, and it is important therefore that all local Councils, transport service providers, businesses and developers work together to bring about changes which will make such a system a reality.

[Relates to Resource Objectives: Air (i) and (ii); Other Natural Resources (i); Quality of Life (iii); Sustainable Accessibility (i) and (ii); Diverse and Competitive Economy (i)]

TRA13 **Developments will take account of the need to improve access to and integration between different modes of transport. Major transport interchanges will be developed in the City Centre at Norwich Railway Station and Norwich Bus Station and along the 'green transport spine' and also at Norwich Airport and the University of East Anglia.**

- 11.36 An integrated transport system can only work effectively if all modes of transport have adequate resources, and in any case many journeys will continue to rely principally on a single form of transport. It is therefore important that, whichever mode of transport is chosen, facilities are adequately resourced and are of good quality. As the City is already largely built up, and land resources in particular are limited, it is important that the allocation of resources is balanced such that all road users have reasonable and safe access to the services they need. Particular priority needs to be given to modes of transport that have minimal effect on the local and global environment. In some locations this will mean changing the current balance to advantage one mode of transport over another.

Travel on Foot

- 11.37 Walking is the most common form of transport, and the pedestrian environment not only provides for travel on foot, it is also often a social environment. There are extensive pedestrian facilities across the City, but these could be of much better quality and, in some locations, desirable pedestrian links are missing which make a potentially short journey on foot a longer car journey instead. Pedestrians are also vulnerable, and the pedestrian environment is intruded upon by inappropriate use by other road users. Pavements are often used as car parking areas or cycle routes and walking close to high-speed traffic is uncomfortable. For all but the very shortest journeys, there is a need to cross roads, where there is significant potential for conflict with vehicular traffic. All these factors increase the perception that the pedestrian environment is unsafe. This discourages people from walking, thus increasing reliance on the car, or limiting people's mobility.

[Relates to Resource Objectives: Quality of Life (iv); Sustainable Accessibility (I) and (ii)]

- TRA14 The quality of the existing pedestrian environment will be enhanced by:**
- **designing solutions to transport and parking problems which keep pavements and other pedestrian routes free from obstructions and inappropriate use by other road users;**
 - **installing dropped kerbs, to make the pedestrian environment as accessible as possible to all;**
 - **the development of a network of safe (and signed) pedestrian routes, which link residential areas with work, school, shopping and leisure destinations, as well as recreational walks to create a pedestrian environment that is, and is perceived to be, safe and accessible to all.**

- 11.38 The Council will also continue to support enforcement initiatives to reduce the inappropriate use of footways, as well as encouraging walking through the implementation of programmes such as 'Safer and Healthier Routes to School', and Travel Plans. The Council will also continue with its programmes of improving pedestrian crossing facilities, widening pavements, and extending the extent of pedestrian priority areas, as well as targeted 'Transport Action Plans' including traffic calming measures in residential areas.

Travel by Cycle

- 11.39 Cycling is a highly flexible form of transport for short to medium length journeys and, whilst significant improvements have been made in local areas, the cycling environment varies considerably across the City. As cycling is particularly appropriate for medium length journeys, it is important that a coherent network of cycle routes is available across the urban area, and beyond. This will help not only to promote cycling as a healthy, efficient and environmentally friendly form of transport, but also reduce conflict between cyclists and other road users. The Strategic Cycle Network provides the base for the remaining initiatives. This network includes a section of the national cycle network, which will be diverted from the

current route via Bracondale to the east of the City Centre along the river to Whitlingham as opportunities occur. The strategic cycle network is shown on the Proposals Map, though some of it remains as proposed routes, where there is an intention to develop them in future but no route exists yet on the ground. The provision of such proposed sections will be achieved either as development brings forward the sites involved on the routes, or when money becomes available for such provision to enhance routes to serve development in the vicinity.

[Relates to Resource Objectives: Air (i) and (ii); Other Natural Resources (i); Quality of Life (iv); Sustainable Accessibility (i); Cultural Resources (i); Diverse and Competitive Economy (i)]

TRA15 **The quality of the cycling environment will be enhanced by the completion of the strategic cycle network throughout the urban area through area wide strategies, other transport programmes, and development proposals. Measures will include in appropriate locations:**

- (i) **cycle routes which enhance direct access to local facilities;**
- (ii) **traffic calming where strategic cycle routes share the carriageway with vehicles on minor roads;**
- (iii) **the inclusion of cycle priority measures at junctions where the cycle network coincides with major vehicular routes;**
- (iv) **the installation of 'Toucan' pedestrian/ cycle crossing facilities where strategic cycle routes cross major roads;**
- (v) **designated on and off road cycle lanes designed and constructed to minimise conflict with other road users and to be coherent, direct, attractive and safe;**
- (vi) **signing of the strategic cycle network.**

11.40 The strategic cycle network is not, however, the only improvement that the Council intends to promote. As a general principle, cycling should be accommodated on road, by the management of vehicle speed, and maximising safety. The Council is implementing a targeted approach to traffic management, and one of the primary aims of these schemes is to enhance the cycling environment across the City. Policy TRA25 covers the implications of this strategy for development.

11.41 The Council will also support initiatives, which encourage cycling as part of the solution to transport needs, such as 'safe routes to school', 'Travel Plans' and the use of bus lanes by cyclists.

Travel by Public Transport

11.42 Although many public transport facilities have improved in the City in recent years, there is still a great deal to be done to ensure that the public transport system is efficient, reliable, and frequent and that it offers an attractive alternative to the car. A quality public transport system is essential to the economy and environment of a

modern City and to achieving the objectives of this Plan and, for a significant majority of people, improving public transport is a major priority. The City Council is not a provider of public transport services and the County Council has responsibility for their co-ordination. Nevertheless, through working in partnership with other organisations, and by progressing infrastructure improvements within the City, the Council does have a significant role to play. Issues relating to the redevelopment of the bus station site are specifically covered in Policy CC10.

- 11.43 The City Council will also support local rail partnerships to improve the rail services to the City and continue working with the County Council to encourage the improvement of public transport information and the implementation of Quality Bus Partnerships.

[Relates to Resource Objectives: Air (i) and (ii); Other Natural resources (i); Quality of Life (iii); Sustainable Accessibility (i) and (ii); Diverse and Competitive Economy (i) and (iii)]

TRA16 The efficiency and attractiveness of public transport services will be improved by

- (i) bus priority measures on defined bus corridors, and local improvements on bus routes within the urban area;
- (ii) provision of a bus station for long distance and other services and the upgrading of transport interchanges at Castle Meadow, St Stephens Street, and Thorpe Railway Station with appropriate public facilities;
- (iii) facilitating the development of the waterbus from the City Centre to Postwick.

Developers will be required to take account of, and where appropriate enhance these facilities.

Light Rail Transit and other guided systems

- 11.44 The City Council recognises that there is considerable public support for the re-introduction of trams or a similar guided transit system. The Council would support moves to introduce a light rail transit system within the Norwich Area should realistic opportunities for funding appropriate feasibility studies and implementation become available. The viability of any Light Rail system will be reviewed through the Norwich Area Transport Strategy and the Regional Transport Strategy could progress this issue further. It would be the County Council, as the Transport Authority who would take the lead in initiating and progressing any proposal. As there are no proposals at the current time, there is no opportunity to safeguard any land or routes for such a system, and there are therefore no policies contained within this plan.

Freight and Servicing Infrastructure

- 11.45 The movement of freight is essential to the economic well being of the City. Goods need to be moved in and out of the area, but this can have significant adverse effects, particularly in historic or residential areas. The flexibility of road based freight movement, and the need to service premises across the city will mean that road based

freight services are likely to continue to dominate in the Norwich area. The City Council, in partnership with the County Council and the Road Freight industry will investigate the potential for Quality Freight Partnerships within the Norwich area.

- 11.46 This does not, of course, mean that alternatives, such as rail and water based freight movement, should not play a significant part. Development of the Port at Yarmouth may increase the potential for freight movement by river. There would be a need, however, for a new turning basin to be defined to the East of Carrow Bridge. Opportunities may arise at the Deal Ground site or at the former Power Station site, which are both close to the confluence of the Yare and Wensum Rivers.
- 11.47 Development of the Deal Ground site (see policy EMP9) provides for a rail freight transfer depot to be included, and this is expected to be additional to the existing facility at Riverside. It is also important that other opportunities to maximise the potential for road/rail transfer or direct rail delivery are recognised.
- 11.48 The opportunity for Quality Freight Partnerships in these areas will also be investigated in association with the County Council.

[Relates to Resource Objectives: Diverse and Competitive Economy (i), (iii) and (iv)]

TRA17 **Opportunities for the development of a turning basin, and associated docking facilities east of Carrow Bridge will be sought, if the opportunity arises, as part of proposals for sites in that area**

Travel by Car

- 11.49 Even with significantly improved pedestrian and cycle environments and public transport, travel by car will still be essential for many journeys. The overall aim of the transportation strategy is to reduce the amount of travel by car, with a consequential reduction in congestion, but this does not mean that facilities for car drivers cannot be improved in quality. Most roads within the City are not designed for high levels of traffic movement and many of those that are pass through residential areas. The Council believes, however, that most car journeys should be on those roads (the major road network) which are designed to take significant vehicular flows and which can provide a quality driving environment, whilst minimising the impact of traffic in other areas. In order to support this function, new access to the major road network will be restricted, wherever possible, and junction and other improvements on these routes will form part of wider transport infrastructure improvements.

[Relates to Resource Objectives: Quality of Life (i); Diverse and Competitive Economy (i) and (ii)]

TRA18 **The major road network, as defined on the Proposals Map, will provide for the principal element of private vehicle movement within the City. New access directly to the major road network will not be permitted unless there is no practical alternative.**

- 11.50 Car drivers from beyond the City boundaries will also have the benefit of improving park and ride services. There are at present 6 park and ride sites – at the Airport, Postwick, Harford, Sprowston, Costessey and Cringleford (open March 2005). The remaining proposed site at, Trowse is programmed for development in the next 5 years. The Airport site, being the only one in the City boundary, is protected under this plan, although there have been suggestions that it may be moved to an alternative site to allow for further Airport parking to be provided. The policy TRA19 takes account of this possibility. With increasing integration of public transport services, fewer drivers will need to enter the urban area, and the need for long stay parking, particularly within the City Centre will decrease. This will allow more effective use of existing parking areas, either for short/ medium stay use, or redevelopment. The Park and Ride programme is a priority for the Transport strategies outlined in NATS and the Local Transport Plan. This includes the development of further sites, and associated bus priority measures

[Relates to Resource Objectives: Air (i) and (ii); Other Natural Resources (i); Quality of Life (iii); Sustainable Accessibility (i); Identity (ii); Diverse and Competitive Economy (i)]

TRA19 **The Park and Ride site at the Airport is reserved for that purpose [TRA19.1, 3.32 ha]. However, if in the future the development of the Airport (under policy TRA1) requires this site to be used for Airport purposes, an alternative site with good access to the A140 and appropriate bus routeing, must be provided before such development takes place.**

Parking Facilities

- 11.51 Public long stay parking for City Centre uses will increasingly be met through provision at Park and Ride sites. Public off street spaces within the City Centre will not therefore be increased over 1995 levels (10,002 spaces including those committed at that date at Riverside and those at Brazengate, both now considered within the City Centre), whilst tariffs will increasingly favour short or medium stay use. Additional long stay parking provision will not be permitted within the centre, and new short or medium stay provision will only be permitted, even as part of development proposals, where this represents a rationalisation and replacement of existing provision. The policy TRA 21 derives directly from NATS assessments of transport strategy for the City Centre and will therefore be considered as part of the current review of NATS.

[Relates to Resource Objectives: Land Resources (ii); Air (i) and (ii); Other Natural Resources (i); Quality of Life (iii); Sustainable Accessibility (i); Identity (ii); Diverse and Competitive Economy (i)]

TRA20 **Additional long stay parking in the City Centre will not be permitted. The redevelopment for other uses of long stay car parking sites within the City Centre will be permitted, subject to other planning requirements and the continued implementation of the Park and Ride programme.**

[Relates to Resource Objectives: Quality of Life (iii)]

TRA21 **Public off street parking provided in association with development in the City Centre will be subject to agreement on tariff levels which favour short or medium stay use. Any new short or medium stay provision within the City Centre (whether associated with development proposals or not), shall not result in public parking provision within the centre exceeding 1995 levels (10,002 spaces).**

A Quality Environment for Drivers

11.52 Adequate information is important to reduce wasted journey time. Concentrating on principle routes for vehicular movement means that information on routes, and the availability of parking can be provided easily, and helps drivers make informed choices. Over the plan period, the Council anticipates that a variable message sign system (VMS) will be installed within the City Centre to provide information on the availability of parking spaces. In time, this will be extended to incorporate Park and Ride and other driver information.

11.53 The Council is also committed to ensuring that high quality car parking facilities are available, and will continue to promote enhancements to public car parks to ensure that they are safe, secure and pleasant to use with good information available for visitors. In partnership with other car park operators and the County Council, the City Council will seek to install variable message signing and information systems to help drivers make best use of facilities available and reduce wasted journey time. Any new public car parking facility will be expected to participate in the scheme

[Relates to Resource Objectives: Air (i) and (ii); Other Natural resources (i); Quality of Life (iii)]

TRA22 **New developments within the City Centre which includes off street public car parking facilities will be expected to contribute towards and participate in a variable message signing and information system that helps drivers to make best use of facilities available.**

Provision for Alternative Fuels

11.54 Vehicles that use fuels, which have less impact on the environment than petrol and diesel, are likely to become increasingly common, as technology advances and such fuels becomes less expensive. The City Council is obviously not in a position to influence the introduction of such vehicles, but changes in public infrastructure may be required to enable them to be used.

[Relates to Resource Objectives: Air (i) and (ii); Other Natural resources (i)]

TRA23 **Necessary changes will be sought as part of development proposals to enable the introduction of**

new technology to reduce the reliance on fossil fuels where such changes are not detrimental to the historic character of the City, or to amenity. In particular new developments of fuel stations or large car parks will be considered as locations for facilities for recharging battery-operated vehicles.

STREETS FOR PEOPLE

Improving Transport and the Environment in the City Centre

11.55 Government policy now places much greater emphasis on the role of town centres, and the pressure of traffic on the City Centre of Norwich is likely to rise. It is therefore important that the City responds to this pressure, and that solutions are found to accommodate the need for increasing trips to and from the City centre, whilst maintaining and, preferably, enhancing the City's unique character. The City and County Councils have prepared a strategy for the City centre, which has been subject to extensive public consultation and the Norwich Highways Agency Committee has now adopted the principles. The strategy is based on practical considerations of all transport users and extensive public research to ensure that the strategy reflects the desires and needs of the local population. It is needed not only to address the increasing pressure on the City centre, but also the decision not to progress with the completion of the Inner Ring Road. Further traffic management measures, which may include the exclusion of extraneous through traffic from the City centre, will be considered following implementation of the first five years of the programme

[Relates to Resource Objectives: Air (i); Quality of life (i), (iii) and (iv); Identity (ii); Sustainable Accessibility (ii); Diverse and Competitive Economy (i)]

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| TRA24 | <p>Developments within the City Centre will take account of the need to:</p> <ul style="list-style-type: none">(i) improve safety and convenience of pedestrians and cyclists, both to and within the City centre;(ii) improve operating conditions for public transport with a focus on the Green Transport Spine shown on the Proposals Map;(iii) reduce the intrusion of motor vehicles, with particular regard to noise pollution and air quality, having particular regard for the historic fabric and heritage of the City;(iv) maintain access for shops, businesses and homes;(v) extend and enhance areas of pedestrian priority;(vi) enhance the major road network. |
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Improving Transport and the Environment in the Outer areas of Norwich

- 11.56 Since 1989, the City Council has had a programme of environmental improvement works in the outer area of the City, based on the principle of addressing transport needs and the consequences of vehicular traffic on an area-by-area basis. In common with many other transport projects, implementation of the schemes has not been as quick as was originally envisaged, but the concept has been popular and the demand for environmental traffic management schemes, particularly in residential areas, is high. The programme and approach is continually reviewed to take greater account of the needs and desires of local communities and the strategic needs of the population of the City as a whole.

[Relates to Resource Objectives: Quality of Life (i) and (iv); Sustainable Accessibility (ii)]

TRA25	<p>Developments within primarily residential areas will support the implementation of Area Transport Action Plans to:</p> <ul style="list-style-type: none"> (i) reduce traffic speeds and impact, without displacing the problem to other residential streets, or to sensitive areas, implementing 20mph zones in appropriate locations, and creating opportunities for the development of 'Home Zones'; (ii) enhance provision for local journeys to be made on foot or by cycle; (iii) enhance pedestrian access to local public transport stops, and where appropriate, introduce bus priority measures on appropriate local routes; (iv) maintain vehicular access to all residential and business premises; (v) enhance the major road network; (vi) reflect the desires, aims and ideas of the local community.
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- 11.57 Priorities for allocating resources to the transport action plans will be determined by the Council based on a weighting system, and will be kept under review. Where developer contributions are obtained, they will be used as part of an enhanced programme within that area, where the timing of the Action Plan allows. In circumstances where an Action Plan is unlikely to be implemented within a period of 5 years, agreed enhancements close to the site will implemented.

Controlled Parking Zones

- 11.58 With the completion of the City Centre Controlled Parking Zone in 2000-2001, the central parts of the City, including a high proportion of the inner suburbs now have up to date on street parking management, with the benefit of Residents Permit Parking in most areas (Figure 11.2 shows the areas covered at present, though this will be reviewed). The City Council has undertaken the enforcement of on street parking controls since February 2002 and this should ensure that existing on street provision

benefits those who need it most, in particular local residents and businesses. Historically pressure on street facilities, particularly in or near the City centre, has been significantly in excess of the available supply and this has led to difficulties for businesses needing to service business premises and for residents who legitimately wish to park close to their homes.

- 11.59 The City Council will continue to review the extent and scope of the controlled parking zones within the urban area primarily considering the safety and mobility of all road users, taking account of the priorities of the Norwich Area Transport Strategy, with remaining available on street kerbside space allocated according to the following hierarchy:
- (i) kerbside space required for the successful operation of public transport services and on street provision for cycle parking
 - (ii) servicing for local businesses and, in primarily residential areas, the needs of local residents, taking account of the need of disabled drivers.
 - (iii) in the City centre, the need for taxi ranks and motor cycle parking
 - (iv) short or medium stay parking provision

PAYING FOR TRANSPORT IMPROVEMENTS

- 11.60 Developers will be expected to contribute towards the cost of transport infrastructure improvements within the City under policies TRA10 and TRA11. Further details are contained within the section of this chapter relating to new developments and in Appendix 4. Supplementary Planning Guidance has been produced and will be kept up to date. However, such contributions only form a part of the overall investment in transport infrastructure within the City.
- 11.61 The Local Transport Plan provides the major part of transport investment. By arrangement, the City Council submits bids to the County Council for transport infrastructure improvements, which are assessed in the light of the County's own priorities, and anticipated levels of funding to produce the Local Transport Plan. It is this Local Transport Plan, produced by the County Council that acts as the basis for obtaining the majority of public funding for improvements within the City and elsewhere in the County.
- 11.62 Some funding is, however, achieved through charging for on street parking within the City Centre and the Council has taken over enforcement of parking controls from the Police. Income from either the charges or enforcement must be used as additional funding to improve transport within the Norwich area.
- 11.63 It is possible, through agreement and partnership with other agencies and organisations to achieve greater investment than can be achieved using only these resources. The Council will continue to work in partnership in this way to maximise the effectiveness of both public investment, and contributions received from developers.

DESIGNING STREETSCAPE

Streetscape and Visual Quality

11.64 Streets and road within the City provide not only the means of moving from one place to another, but also form a large proportion of the public spaces within the City. Sensitive use of appropriate materials for the construction of these areas, careful lighting and signing, together with careful management, improves the quality of the public realm. The proposed Urban Design Guide will include details relating to these issues.

11.65 The range of materials, which can be used for the construction of roads, footways and pedestrian areas, has increased dramatically over recent years, but many of these new materials do not suit the special character of the City. A limited range of materials that is sufficiently flexible to reflect the individual character of specific streets and places will be used to ensure that the quality of the public realm can be maintained.

[Relates to Resource Objectives: Identity (ii) and (iii)]

TRA26	Roads, footways and pedestrian and cycle ways will be constructed from a palette of materials chosen to reflect the special character of the City. The use of natural materials within high profile historic areas within the City Centre will be required, with the use of high quality man-made alternatives elsewhere.
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Signing and Lining

11.66 Traffic signs and lines on the carriageway have a significant impact on the street scene. The Council has to work within the law with respect to street signing, but much can, and has been done to minimise the intrusion of traffic signing.

[Relates to Resource Objectives: Identity (ii) and (iii)]

TRA27	The quality of urban streetscape will be enhanced by <ul style="list-style-type: none">(i) Minimising unnecessary signage, and keeping the size of signs to a minimum;(ii) Combining, where possible, signage into a single, comprehensible arrangement;(iii) Siting necessary signage on walls and existing street furniture where possible;(iv) the use of less intrusive solutions to signing and lining within sensitive areas;(v) the signing of cycle and footpath links.
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Lighting

- 11.67 Lighting can significantly affect the safety and appearance of transport infrastructure as well as being important for the quality of the built environment. Policy HBE16 covers these important issues and should be referred to by developers.

Chapter Twelve

CITY CENTRE

INTRODUCTION

- 12.1 A number of policies in the preceding Chapters of the Plan deal with aspects of the future of the City Centre. This Chapter is intended to draw these together to provide a view of how the centre should develop over the period to 2011. It also deals with some specific local issues arising only in the centre of Norwich. It recognises the key importance of the City Centre for the economic and sustainability objectives of this plan as well as the overall economic and social functioning of the City and much of its hinterland.
- 12.2 The City Centre is the most accessible focus in Norfolk for a range of activities, which attract large numbers of people. PPG6 (Town Centres and Retail Development), PPG13 (Transport) and the Regional Planning Guidance have now recognised the importance of protecting this unique position and its role as a regional centre, as well as seeking ways to enhance these functions.
- 12.3 In preparing the consultation on Issues for the Local Plan Review in April 1999, the Council set out some draft objectives for the Centre. These remain relevant and were not, in the main, contradicted by the comments received:
- “To promote and enhance Norwich City Centre as a sustainable, safe, vibrant and attractive centre of the highest quality, providing an accessible focus for a wide range of commercial, residential, cultural, leisure and retail activities, which are essential to the community, whilst respecting its historic fabric and heritage and reflecting its importance as a regional centre and major visitor destination.”**

Sustainability Objectives

- 12.4 This Chapter covers a wide range of subject material and could therefore be said to relate to nearly all the Strategic Objectives of the Plan. However, certain objectives are more particularly relevant to its purposes and policies. These relevant Objectives are:
- SOBJ1 - a dynamic regional centre
 - SOBJ2 – sustainable regeneration
 - SOBJ3 - protection and enhancement of the City’s assets
 - SOBJ4 – healthy and safe environment
 - SOBJ8 – involving people in change

Historical Background

- 12.5 The City Centre has a very strong identity and a history stretching back 1000 years. It is defined principally as the mediaeval walled City, which was one of the largest enclosed urban centres in Europe at the time of the construction of the walls. The centre’s importance today is reflected by its diversity of activity, its attraction for people from a very wide catchment and its vibrant character, as well as accommodating a population of 6,171 people (2001 Census). It also maintains a surprisingly green aspect in many parts of the Centre with parks and wooded ridges penetrating well inside the Inner Ring Road. The City Centre is defined as the area of the City Centre Inset of the Proposals Map.
- 12.6 In mediaeval times there were up to an estimated 30,000 people living in the City, the great majority being within the City Walls. The City Centre retained a high level of population until the late 19th century, when suburban expansion began to replace its

dense housing. Slum clearance measures, together with the effects of World War II, reduced that residential population to around 3,000 in the early 1960s. Since about 1975 the population of the Centre has once again begun to increase, with more emphasis by the Council on providing new homes in the City Centre.

- 12.7 In 1992 a new City Centre Conservation Area was defined to take in the whole of the area within the old City Walls. This Conservation Area is one where only minor boundary changes have been considered in the recent review.
- 12.8 The Centre of Norwich has long been a centre for trade and commerce with influence throughout the Eastern Region. It contains the major headquarters of international firms based in Norwich, such as Norwich Union, as well as the main visitor attractions of the City (see Chapter 6). Its modern commercial functions have been able to be accommodated within a protected historic environment. Increasingly the traffic implications of the centre's varied functions have also come to be an issue, requiring much increased control over the volume of traffic in the Centre, in order to enable it to function. These matters are all reflected in earlier Chapters.
- 12.9 Norwich now has a City Centre Manager, appointed to co-ordinate the needs, services and future prospects of the commercial centre. She is responsible to a City Centre Management Board, representing a partnership between the Council, businesses operating in the Centre and other interests. This requires a degree of co-operation and partnership working between the various interests involved.
- 12.10 As part of the Council's initiative to enhance community participation in the City's affairs, a City Centre Residents' Forum was established in 1999 and has had significant inputs both to this plan and to the development of a Community Plan for the area. In addition it is intended to produce a City Centre Strategy, building on such existing partnerships.

Definition of the Centre

- 12.11 The boundary of the City Centre Inset Map has been amended in this Replacement Local Plan. This was the subject of consultation in the Issues Report and received broadly favourable responses. It still broadly contains the area within the City Walls. Changes have deleted two areas which are outside those walls –
- Deletion of the area of residential streets to the east of the River Wensum between Barrack Street and Foundry Bridge.
 - Deletion of an area of terraced housing adjoining Brazengate car park, which does not fulfil a City Centre purpose.
- 12.12 The definition of the Inset Map area does *not* mean that the sequential test for different types of City Centre development applies to the whole area within that boundary. Different definitions are applied to different uses, according to the areas at present occupied by such uses within the centre. This is dealt with in paragraphs 12.20 - 12.22. The plan at Figure 12.1 shows the subdivisions of the centre, which are the basis of the descriptions and policy development in this Chapter. The policies outlined in the rest of the Plan apply in the Centre as much as anywhere else in the City. This Chapter is intended to add specific details to their interpretation, rather than detract from their intent.

Main Issues Arising From Consultation

- 12.13 Consultation took place between April and June 1999 on the Issues report for the Local Plan Review. There were a number of issues discussed in the report and the response received by the Council focused on a few of these (some 110 comments were received on City Centre issues).
- 12.14 The main comments (in summary) received were as follows:
- The need to set out a vision of the centre as a lively and sustainable place for a mix of uses
 - Support for the idea of distinctive quarters of the City Centre for promotional purposes
 - To encourage linked trips to the centre, especially by visitors to the surrounding area
 - To encourage the ‘evening economy’ to extend the liveliness of the centre, but ensure it does not detract from residents’ amenity
 - Welcome a strategy for the retention of green spaces in the centre for the benefit of all – need to look at identifying additional spaces to serve future residents’ needs.
 - Specific concerns about redevelopment sites in parts of the centre, notably the Nestle site.
 - Concern by business about the future accessibility of the centre.

A VISION OF THE CITY CENTRE

- 12.15 Accepting the first of the comments from the Issues consultation, this Chapter seeks to provide a vision of how the City Centre should function – particularly (but not exclusively) focusing on those aspects, which have a bearing on land use policy.
- 12.16 The vision for the City Centre is for it to be an attractive focus for the range of activities which require access for significant numbers of people. That focus will be attractive in terms of the whole experience of the Centre for everyone, including those who live there. This will include
- The quality of the services available;
 - The range of services and the relationship between them;
 - The increase in the population of the centre with a range of accommodation for all groups;
 - The accessibility of the services and facilities to everyone, according to their needs or wishes, and in particular to enable residents to enjoy a normal life in the Centre;
 - The attraction of the centre to a wide number of visitors, thus enabling those services to enhance their provision and ensure that transport use is the most efficient possible;
 - An enhanced sense of place and liveliness of the Centre;
 - The ease of movement for people within the Centre.
- 12.17 The Centre remains by far the most accessible location in Norfolk and it is the preferred location for a whole range of activities under the policies of this Plan. In terms of accessibility within the centre, it means that the appropriate mix of car, public transport and cycle/ pedestrian accessibility has to be found. The car cannot be excluded, as that mode of transport is essential for many people, especially those coming from further afield, but it must not be allowed to dominate the Centre’s

environment to the detriment of movement for people within the centre. This Vision will also have implications for other agencies, which would be the subject of a wider City Centre Strategy. Under the City Centre Transport Plan, which has recently been adopted by the City and County Councils (see policy TRA24 of this plan in particular), priority will be given to the improvement of the pedestrian environment and the movement of public transport through the centre.

- 12.18 In addition it will be important in this context that the City Centre retains the sense of having a special heritage and sense of place. The plan aims to restore an aspect of that heritage by the encouragement of further residential use in the centre, to re-establish the historic pattern of the Centre as a place to live. Of course that also fulfils other objectives in terms of reducing people's need to travel to work, shop and play.

MAIN POLICY IMPLICATIONS OF THIS PLAN

- 12.19 One of the main purposes of this Chapter is to bring together and apply effectively the range of policies in this Plan to Norwich City Centre. The centre has a complex structure and different policies are appropriate to different parts of the Centre. This section sets out to which parts of the Centre different policies apply.

Major Retail Development

- 12.20 Major retail development within or on the edge of the City Centre is controlled by policy SHO3, which sets out the sequential test as provided for by PPG6. The City Centre for the purpose of this policy is the Retail Area defined on the Proposals Map – incorporating the Primary Retail area and the defined Secondary Retail Areas of Pottergate/St John Maddermarket, St Benedicts, Upper St Giles, east London Street, Elm Hill/Wensum Street, Riverside and additionally the Brazengate site of Sainsbury's foodstore. This is indicated on Figure 12.2. A significant scale of retail development is also proposed at Anglia Square, which forms a separate Large District Centre and is therefore dealt with separately in hierarchical terms.

Major Leisure Development

- 12.21 In a similar way, major leisure development is encouraged within the City Centre under policy AEC1. The centre is defined for leisure development purposes as the Leisure Area on the Proposals Map. It includes a large area extending from Theatre Street and Bethel Street to Riverside (shown on Figure 12.2). Within this area there is a specific identified area where late night leisure uses can be accepted.

Commercial Office Development

- 12.22 Major office development is also subject to the guidance in PPG6. Whilst there has been little significant office development in recent years in the City Centre, proposals may be brought forward during the plan period. Major office development will be encouraged anywhere within the City Centre, although the defined Commercial Office sub-area is the key part of the centre at present. Three sites for possible office development are identified in Policy EMP16. Other sites within the centre may also be appropriate.

Housing Development

- 12.23 In general terms policy HOU2 continues to encourage the development of housing within the City Centre. This is envisaged as being part of mixed use schemes in many instances. In particular, the developers of schemes relating to shops and commercial premises will be expected in future to look carefully at the potential use of upper floors for this purpose and include this wherever possible. This is now supported by measures in the Urban White Paper.
- 12.24 The housing allocations in Chapter 8 include many sites in the City Centre, which offer a wide range of types of site and potentially of different types of accommodation. The City Council will be keen to ensure that this variety is realised in practice. There should be no assumption that flats will be acceptable on all City Centre sites – family housing is also needed and facilities for such families will need to be developed as well. In addition affordable housing is very important in the Centre, although the Council will be keen to avoid the development of large undifferentiated areas of social housing.

CHANGE AND ADJUSTMENT

- 12.25 The City Centre is a dynamic area of constant change. Economic conditions are constantly being re-evaluated and this leads to the changing character of parts of the City Centre. When Castle Mall opened, there was much concern expressed that the Centre could not accommodate the scale of change involved. Norwich has shown itself to be far more resilient than such comments suggested. The recent boom in the housing market and development interest in new sites within the Centre has also shown that changes, which seemed impossible a few years ago, can be created and encouraged, by persistent policy approaches, provided those have the backing of national and regional bodies as well as the City Council.
- 12.26 Change, however, is bound to take place. Boundaries between different parts of the centre will need adjustment and uses will become dominant that were previously insignificant. The Local Plan cannot predict accurately all the directions which these changes will take. It has to provide for flexibility through reactive policies as well as proactive ones designed to seize current opportunities. Those reactive policies should not provide unnecessary constraints to change. The rest of this Chapter looks at a number of sub-areas of the City Centre (see plan at Figure 12.1), defined generally by their present character. It assesses how they may change and what policies are relevant to those changes.

POLICY SUB-AREAS

Sub-Area 1 - St Stephens/Market Place Area

- 12.27 The St Stephens/Market Place area is the busiest part of the City and economically the core of its business activity. It attracts the most visitors of any part of the City Centre. It is defined functionally as the area where the main retail business of the centre is conducted. The Proposals Map also shows part of the area to be within the Leisure Area of the centre, allowing for a variety of attractions to be developed here.

- 12.28 The history of the area is as the commercial heart of the City, represented by numerous coaching yards and former hotels with historic street frontages in many areas. Its heritage is represented by the small scale of plots and narrow streets in many parts of the area, especially Back of the Inns and Royal Arcade. However change has occurred, including bomb and fire damage and many shops have been substantially modernised, with some blocks of property being totally redeveloped to serve their function better. The area is therefore characterised by differing scales of building form in different streets. Castle Mall provides the most recent addition to the St Stephens/Market Place area's character, which has proved very successful, both commercially and in visual and design terms.
- 12.29 The Plan's vision for this area is *to maintain its prime economic importance for shopping and enhance its links with the rest of the City Centre*, where possible. The scale and design of development should reflect and support the busy character of the area and the existing variations of scale and style within it.
- 12.30 Movement is a key aspect of planning for this area – and the area is characterised by its bustling busy streets by day. The area is mainly pedestrianised, although there are certain key vehicular streets running through it. The City Centre Transport Plan gives priority to the needs of pedestrians in this area and enables unnecessary through traffic to be removed from the area. It also designates a Green Transport Spine running from St Stephens Street via Castle Meadow to Prince of Wales Road. Development will not be expected to make provision for parking or vehicular access other than on-street servicing (in accordance with the parking standards in Appendix 4 for the 'central shopping core and pedestrian area') and major schemes will be expected to make enhanced provision for pedestrian circulation in the vicinity (see policy TRA14).
- 12.31 This Plan anticipates that the 'business' of the streets will be extended into the evenings, to encourage better use of the Centre and thus to enhance security for pedestrians in the evening hours. The Council will encourage longer opening hours for shops in the Primary Retail Area, as well as generally encouraging residential use – although there are parts of the Primary Retail Area where this is less likely because of the historic pattern of development.
- 12.32 Changes in the St Stephens/Market Place area are expected mainly as a response to economic changes. The development of the Chapelfield site will be the major change in the area and may well have knock-on effects on the pattern of retailing elsewhere in the Centre.
- 12.33 However the Council recognises that the St Stephens/Market Place area is not a homogenous area – there are significant differences within it, which are reflected in the different retail frontage zones defined on the Proposals Map. These zones are the units within which the percentage aspect of policy SHO10 and SHO11 will be applied. The following describes each frontage zone within the primary retail sub-area.
- 12.34 *The Gentleman's Walk/Market area* - contains at its core the Provision Market (including Hay Hill as an extension thereto) as well as Brigg Street, with large stores such as Debenhams and the former Marks and Spencer. This frontage zone is the subject of policy SHO19 (the refurbishment of the market). This scheme may also encourage some evening uses, especially cafes and restaurants around the market area to enhance the sense of place. Leisure uses are also accepted in this area as it is part of the Leisure Area (policy AEC1). Residential use on the upper floors of the commercial buildings would be encouraged (policy HOU15). Such dwellings will,

however, of necessity, have no provision for cars to be parked close to the dwelling – they will effectively be required to be car-free housing (see policy TRA9).

- 12.35 'North of Market Place' - tight bustling streets together with some large stores such as Jarrolds, Habitat, Boots. It should remain primarily retail in function under policy SHO10. Some residential use on upper floors may be acceptable (policy HOU15), but many buildings are already used extensively for retail purposes at all levels, or have offices or restaurants in the upper floors. No major changes are envisaged here.
- 12.36 Castle Meadow – increasingly the focus of movements as a bus interchange location, requiring new types of service use to focus here. A specific policy is therefore proposed to encourage this change. It allows for changes of use to services or to residential, although this will need to be car-free, because of restrictions in the area.

[Relates to **Resource Objectives: Quality of Life (iii); Sustainable Accessibility (ii); Diverse and Competitive Economy (i) and (iii)**]

CC1 **Changes of use in the Castle Meadow frontage zone to cafes, restaurants, information centres and travel agencies and the provision of services for passengers will be permitted. Residential use of upper floors will also be permitted on the basis that there will be no provision for cars.**

- 12.37 'West of the Castle' - the historic area around Back of the Inns, White Lion Street, including the restored Royal Arcade. It has narrow streets and all (except the small part of Castle Meadow, which is included) are pedestrianised. This frontage zone is probably the least appropriate part of the retail centre to accommodate other uses satisfactorily. It should therefore continue to be primarily a retail area.
- 12.38 Castle Mall - the most modern part of the St Stephens/Market Place area, operating as one managed centre. Inside the Mall, Level 4 (Timberhill entrance level), which provides the restaurant area and the entrance to the new multiplex cinema, is not controlled by policy SHO10. Nor is Level 3 (St. John's Gallery and Barbican Gallery). The remaining levels are controlled, in order to maintain their primary retail function and it is not anticipated that this will change.
- 12.39 Timberhill/Westlegate area – a mixed area but one with a high rate of pedestrian movement to Castle Mall and John Lewis' store. It includes the Westlegate redevelopment site (see policy SHO6) and an area on Red Lion Street/Westlegate, which is defined as a frontage where non-retail uses will be permitted.
- 12.40 St Stephen's Street - fairly modern shops with offices above. It includes significant larger stores such as the Co-op department store, BHS, Boots, and Marks and Spencer. The present Woolworths store is being redeveloped to provide the entrance route to the new Chapelfield development and this will create a very different shopping environment in this frontage zone. In addition the Green Transport Spine proposal (policy TRA13) will involve the removal of most general traffic from St Stephen's Street and help to create a much more attractive environment for shoppers. This frontage zone is not generally appropriate for residential uses.
- 12.41 Chapelfield - the form of the retail element within the Chapelfield development is included in the Primary Retail Area and shown as an inset to the City Centre Inset

Map. The Council granted a full planning permission in October 2001, accepting the principle of this development, and the development has now commenced. The Chapelfield development is therefore a commitment, which is being implemented. However, there are two matters which remain to be considered. One relates to the frontages within the development, which will be treated in the same way as Castle Mall – the main retail levels will be subject to policy SHO10. The other issue concerns the area of the Chantry Car Park, for which no permission has been granted at this stage and which is therefore subject to policy CC2 below.

[Relates to **Resource Objectives: Land Resources (ii); Quality of Life (iii); Sustainable Accessibility (ii); Identity (iii); Diverse and Competitive Economy (iii) and (iv)**]

CC2	The Chantry Car Park site, Theatre Street [Site CC2.1 – 0.24ha], if redevelopment is proposed, will be approved for a mixture of retail, leisure and/or restaurant uses with residential use above and replacement car parking. Proposals should provide a strong and well designed pedestrian and cycle link to the Chapelfield site to the south and be carefully related to the design of the Chapelfield development
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- 12.42 There are opportunities for retail development to expand into surrounding areas under policy SHO3. However, these are physically limited. A particular opportunity lies at the bottom of Ber Street on the opposite side of the road from John Lewis. This site is identified for housing development under policy HOU9 A4 but that could form part of a mix of uses including retail development.

Sub-Area 2 - Cultural and Civic Centre

- 12.43 This area lies to the west of the St Stephens/Market Place area and includes Chapelfield Gardens, Theatre Street and Bethel Street. Historically it was first developed as the Norman “Magna Croft” (Mancroft) – the new town overlooking the older Saxon settlement by the river.
- 12.44 The area already includes a significant number of major cultural, civic and leisure facilities with the Theatre Royal, Assembly House, the Forum and City Hall. It is therefore characterised by buildings of a grand scale with civic functions serving the whole City. The new Forum adds to that range of facilities and enhances the tourism attraction of this part of the City Centre.
- 12.45 The Plan’s vision for this area is that it will *develop its function as the civic and cultural heart of the City*. A key aspect of its development will be provision of attractive spaces around the primary buildings in the area to enhance their grand scale and enable movement around and between them.
- 12.46 Access to the area is from the Inner Ring Road by car and public transport. Pedestrian access, however, needs improvement. This will be assisted by Chapelfield development extending to Theatre Street and creating new links to the south, as well as by the refurbishment of the Market Place, which should provide for improved circulation.
- 12.47 For the purposes of PPG6 the area does not count as part of the retail centre, but is an important element in the existing Leisure Area and thus would be a location where

additional leisure and cultural developments would be welcomed. The area is appropriate for services for visitors under policy AEC1, since it has become a key destination, now that the Forum is open and includes the Tourist Information Centre. Therefore policy CC3 also supports a hotel and food and drink uses in the area.

[Relates to Resource Objectives: Quality of Life (iii); Cultural Resources (ii); Diverse and Competitive Economy (ii) and (iii)]

CC3 **The Cultural and Civic area will be appropriate for development of further leisure and cultural facilities and a hotel. Uses should relate well to the existing major facilities in the area and provide for pedestrian movement between them. Related food and drink uses (class A3) will also be permitted.**

- 12.48 Within the area lies Chapelfield Gardens, which is protected under policies SR3 and SR8 as public open space and provides the largest public recreation area in the Centre.

Sub Area 3 - St Benedict's/Pottergate Area

- 12.49 This area lies on the western edge of the City Centre mostly to the north of St Giles Street. The area is predominantly residential with some commercial development interspersed among it, although it also contains Secondary Retail Areas at Upper St Giles and along St Benedict's Street.
- 12.50 The area has important historical associations which should be retained and enhanced. They include such features as New Mills pumping station, Strangers' Hall and the former Anchor brewery, as well as the characteristic narrow streets, back alleyways, mediaeval churches and small burgage plots of most of the area.
- 12.51 The Plan's vision for the area is to *retain its domestic scale and character, while enhancing the quality of the main streets*. The Council would therefore encourage residential development of some of the 'gap sites' and redevelopment or conversion of existing buildings as other commercial premises become vacant. The centre of the area (along Pottergate) is seen as particularly appropriate for this treatment since it has recently had traffic calming measures applied, which have supported the domestic scale and feeling of the area.
- 12.52 At present there is an absence of green space within this area and it is proposed that, as housing redevelopment takes place, planning obligations money will be used to lay out green spaces at appropriate sites, including at Pottergate as part of the housing development there.
- 12.53 Upper St Giles represents a Secondary Retail Area, where there is a predominance of small specialist retail units, as well as residential use at upper floor levels. Policy SHO11 applies and gives detailed guidance on the level of non-retail use permissible. The policy also supports the objective of maintaining the area's particular specialist retail character with small shop units and encourages residential conversion of upper floors.
- 12.54 The main part of St Giles Street included in this area has very few shops on it and therefore the main issue is to find appropriate uses for some of the large office

buildings (e.g. Telephone House). There is no specific land use policy which applies here, but the policies relating to Listed Buildings and Conservation Areas are important (policies HBE8 and HBE9). Generally, however, housing is the most appropriate use.

- 12.55 St Benedict's Street has a distinctive character of its own, which has been transformed over several years. It contains the Norwich Arts Centre, housed in a former mediaeval church building. It has numerous restaurants and café-bars, particularly towards its eastern end. It also has a number of specialist art, music and antique shops in the street and other mediaeval churches such as St Margaret's, which need investment to maintain them.
- 12.56 The Council would wish to see this character maintained and developed, if possible (in line with the Pottergate/St Benedict's Area Guidelines). This is, therefore, a location where flexibility is appropriate under policy SHO11 to allow more restaurants, bars, cafes, arts venues etc. In addition, given the residential character of many of the streets off St Benedict's, it would be appropriate in some cases for shops or commercial frontages to be converted to residential use at ground floor level. Leisure uses are also appropriate in the St Benedict's area, as it is within the Leisure Area. Within St. Benedict's Street proposals for amalgamating shop units will not generally be approved, in order to maintain the character of the street.
- 12.57 The main change site in this area is expected to be Barn Road car park at the western end of St Benedict's Street. This is a key gateway site to the City Centre and should be seen to provide an opportunity for a high quality design (in accordance with policy HBE14). It is an appropriate site for a high travel generating development, as it is highly accessible to all modes of transport. The car park can be reprovided on upper floors on the north side of the site, while other parts of the site could accommodate housing. A developer will need to show that the scheme for this site provides a strong design and functional contribution to the benefit of the whole of St Benedict's Street. Any retail development would be subject to the size limit imposed by policy SHO7 (i.e. 500 sq. metres).

[Relates to Resource Objectives: Land Resources (ii); Quality of Life (iii); Identity (iii); Diverse and Competitive Economy (ii) and (iv)]

CC4 **The Barn Road car park [Site CC4.1 – 0.42ha] will be redeveloped for a mixed use development. Leisure, commercial office and small scale retail uses are appropriate on the lower levels, while multi-storey car parking should be provided on the north side of the site to replace the present number of spaces. Residential use will also be appropriate facing St Swithins Road. The development must be designed to provide a scheme appropriate to a 'gateway site', to relate to the City Wall (on its western side) and to relate closely to St Benedict's Street, particularly for pedestrian movement.**

- 12.58 The Westwick Street area has different characteristics with more commercial activities. The Cathedral Retail Park, developed in the late 1980s, owes more in design and concept to an extensive, car-based location. However, it does fulfil a useful function as a location for such firms as 'Toys R Us', which are restricted

because they cannot justify an out-of-centre location. The Westwick Street car park is expected to remain as open land and could, in the longer term, provide a useful riverside recreational and children's play space to serve some of the additional needs of residents, arising from residential development in the Pottergate/St Benedict's Area (and north of the river).

Sub Area 4 - North Centre/St Andrews Area

- 12.59 This area lies south of River Wensum, between it and the St Stephens/ Market Place area. It represents a transition zone on the north side of the centre, including some ancillary uses, such as the St Andrews multi-storey car park, which serve the Retail Centre of the City. It also contains important historic areas around the St Andrews and Blackfriars Halls and the Elm Hill area, which are key centres for the Visitor Attraction Area (see policy TVA4).
- 12.60 The Plan's intention is that this area should perform *an enhanced economic role, with a more coherent character and design approach, whilst giving more prominence to the main historic attractions of the area*. Offices and commercial uses would be particularly appropriate on some of the 'gap' sites in the west of the area, while redevelopment of some of the less attractive modern infill buildings would be encouraged. Elm Hill is clearly at the heart of the visitor attraction area. To the east the heritage of the area must be given priority and there are opportunities especially along Quayside, to enhance its character and attractiveness.
- 12.61 Movement patterns tend to be dominated by people passing through the area from north to south. In addition there is the multi-storey car park off Duke Street, which feeds a large number of pedestrians through the area and into the Primary Retail area to the south. This is being redeveloped because of structural problems, but will incorporate a similar number of replacement parking spaces which are needed to serve the northern side of the Centre.
- 12.62 The area around the east end of Pottergate and St John Maddermarket is now identified as the Secondary Retail Area of Pottergate/St John Maddermarket. Policy SHO11 applies and seeks to encourage the retention of the small scale, specialist character of the area. It will be important in this area to retain a significant proportion of retailing in the frontages comprised in the Secondary Retail Area (except for St John Maddermarket, where non-retail uses are accepted).
- 12.63 The Princes Street/Elm Hill area is identified as an area of standing archaeological remains (see policy HBE2). This and the adjoining area around Queen Street are also identified as priority areas for visitor attraction (policy TVA4), lying between the Cathedral and Castle. In this context, any development in this part of the area will need to take particular account of the historic form and appearance of the area and the need for pedestrian access for visitors.
- 12.64 The eastern end of London Street has always been identified as a Secondary Retail Area and is retained as such in the Replacement Local Plan. Policy SHO11 applies in this part of the street.
- 12.65 The area of Elm Hill and Wensum Street is also a Secondary Retail Area, to which SHO10 applies, but with special emphasis here on its role as a Visitor Attraction Area. Elm Hill already has residential occupation on the ground floor of many premises. The character of these shopping streets therefore needs protection, although visitor related uses will be encouraged.

- 12.66 Finally the area extends to the east of Wensum Street along Quayside. This area is subject to current redevelopment proposals. It has a particular historic role, being the area of mediaeval quays along the River Wensum. There is an important visitor attraction opportunity along the river frontage of Quayside. Policy CC5 deals with the form of development on the main change site – the Busseys Garage site. Housing is expected to form a significant part of any redevelopment here, but there are opportunities for other uses as well.

[Relates to Resource Objectives: Land resources (ii); Quality of Life (iii); Identity (iii); Cultural Resources (ii); Diverse and Competitive Economy (ii) and (iv)]

CC5 **The Busseys Garage site [Site CC5.1 – 0.7ha] is proposed for a mixed use redevelopment including housing. Other uses may include food and drink outlets along the river frontage, leisure uses, visitor attractions and commercial offices. Consideration should be given to the results of an archaeological assessment to determine the layout of the site and the design of the development will be required to give particular attention to the river frontage.**

Sub Area 5 - Anglia Square/St Augustine's/St Crispins

- 12.67 This area is one which was largely redeveloped at the time when the Inner Ring Road was built in the 1970s (and since). It contains a concentration of modern office buildings as well as the Large District Centre of Anglia Square. St Augustine's Street and Magdalen Street are radial routes retaining their historic forms running North-South with small plot sizes, except where redevelopment has taken place (e.g. the Anglia Television studios)
- 12.68 At present the area presents an unattractive mixture of styles and functions of buildings with many derelict sites and buildings and many others which are poorly maintained. The area is, however, an important local centre with high accessibility especially by buses, since all routes to the north of the City pass through Magdalen Street.
- 12.69 The Plan envisages that over the next ten years the area will be *regenerated as a centre for employment, shopping, and leisure uses and services*. The scale of change is difficult to predict – although there will need to be significant redevelopment of areas currently derelict anyway. It is, however, possible, that at some stage a more radical solution will be sought to the future of Anglia Square itself. This is not specifically something that the Council would encourage at this stage, but it must bear in mind that the issue may arise because of its form and the vacancy of much of the office space within it at present.
- 12.70 Magdalen Street and St Augustine's have been identified as priority areas for regeneration of the historic character of the area. The Heritage Economic Regeneration Scheme (HERS) for the area gives priority to these two streets (although only that part of Magdalen Street north of the Inner Ring Road is included within the scheme boundary) and it will be important in any redevelopment to take account of the historic character of the area with its small grain and domestic scale.

- 12.71 The frontage on Magdalen Street to the south of Anglia Square should retain its mainly retail character under policy SHO11, in order to maintain its link to the remainder of the City Centre. The frontages to the north on both Magdalen Street and St Augustine's Street are accepted as locations for non-retail uses, including residential conversions, although it will be important to retain the small scale, historic character of these streets.
- 12.72 The scale of current office vacancies suggests that not all these buildings can be retained in that use in the future. Policy HOU10 therefore proposes that some of the office blocks should be considered for conversion to flats and policy CC7 allows the vacant Sovereign House to be converted to flats or a hotel.
- 12.73 The Employment Chapter (policy EMP16) identifies the redevelopment site between Botolph Street and Pitt Street as appropriate for major office development. Office development would also be acceptable as replacement for existing offices at St Mary's House, St Crispin's House and Sovereign House. Other sites within the area could accommodate offices at a smaller scale as part of mixed use redevelopment, where larger office development is impractical due to traffic and environmental constraints and the proximity of adjacent residential occupiers. In view of the need for coordinated and managed development of a number of sites a new Planning Brief is intended to be prepared for the most significant area covered by policy CC6, which reflects the range of uses that may be incorporated and the main factors to be taken into account.

[Relates to Resource Objectives: Quality of Life (iii)]

CC6 Anglia Square with Magdalen Street and St Augustine's Street is designated as a Large District Centre, serving the needs of a wide area to the north of the City.

Anglia Square itself (within the precinct) and the adjoining and southern parts of Magdalen Street will remain predominantly retail in use. Changes to other uses will be permitted in accordance with policy SHO11. Residential use at ground floor level will not be permitted here.

Magdalen Street North and St Augustine's Street are frontages within which other uses will be permitted including residential at ground floor level.

- 12.74 The main change site in the area is therefore the largely vacant sites adjoining Anglia Square (including the former Broadside warehouse site). Policy CC7 defines the mix of uses appropriate for this site. Policy HOU9 A22 provides for an allocation for 80 dwellings within the mix of uses, while policy SHO5 defines the nature of retail development on the site. The City Council would also support a more comprehensive scheme which took in parts of the upper floors of Anglia Square and redesigned the layout of that 1970's development. Uses would be similar and should replace the current retail floorspace volume, if this were to be considered.

[Relates to Resource Objectives: Land Resources (ii); Quality of Life (i) and (iii); Diverse and Competitive Economy (ii) and (iv)]

CC7

The area adjoining Anglia Square, at Botolph Street/Pitt Street/Edward Street [Site CC7.1 – 2.19ha] will be redeveloped for a mix of uses, which must include residential development to at least the minimum density specified in policy HOU9, retail development, open space, car parking and other commercial office or leisure uses. The refurbishment of Sovereign House should be planned as part of the scheme, allowing for its conversion to housing* or a hotel, which may include an element of retained commercial office use. Leisure, B1 and restaurant or other hot food uses may also be appropriate.

The form of development should provide for:

- (i) A comprehensive scheme to include all the vacant land and buildings in the area;
- (ii) Retail units (or other major public attractions) designed to create an attractive pedestrian route between Anglia Square and St Augustine's Street, subject to the limits identified in policy SHO5;
- (iii) The form, scale and grain of development to the north of Botolph Street/ Anglia Square to reflect the historic form of development here and the adjoining scale of development to the north and to include a substantial element of new housing;
- (iv) Retail development to provide an appropriate extension of the Anglia Square area but incorporating some small units (below 500 sq. metres) and not including bulky goods retailing;
- (v) Suitable open space as part of the redevelopment.

Permission will be granted subject to an appropriate phasing scheme, to ensure that the different elements are brought forward in an appropriate and co-ordinated manner.

*NB no allowance is made for such conversion to flats in the total allocation under policy HOU9 A22.

Sub Area 6 - Rest of 'Norwich Over the Water'

- 12.75 The remaining area to the north of the River Wensum and surrounding the commercial hub of Anglia Square/St Crispins/St Augustine's has a very different character. It is characterised by a more traditional form of development, with a variety of uses but many historic associations. The whole area was the subject of a

major conservation project in the late 1970s, which has assisted in enhancing the quality of the area and maintaining its historic character (in the main).

- 12.76 Along the river in the south part of the area there are alternating areas of modern housing and older employment sites. The massive Norvic Shoe factory was converted in the 1980s to offices and flats. Factories at Fishergate and on Oak Street have begun to be redeveloped for housing and the housing allocations in this plan encourage the extension of that process. The scale of development here is therefore changing from the historic pattern, which was characterised by large scale uses, which tended to block access to the river. Access to the river is now a requirement under policy SR11.
- 12.77 Movement patterns are varied, although there are significant radial routes crossing the area from north to south (both traffic routes and cycle and pedestrian routes) as well as the Inner Ring Road crossing the area from east to west. Consequently the environment tends to be dominated by traffic – often congested. Opportunities should be taken to enhance segregated pedestrian and cycle movement wherever possible within this pattern and to resolve some of the worst congestion points (e.g. St Augustine's Street).
- 12.78 The Plan's vision for the area is to *enhance its residential character, although recognising the importance of maintaining the mix of uses*. *Regeneration of the local shopping streets* of Magdalen Street and St Augustine's Street will be important (see section above on Anglia Square), including the use of HERS grants. Activities generating large amounts of traffic should generally be resisted in order to reduce the dominance of traffic in the area.
- 12.79 To the north of the Inner Ring Road the area is characterised by larger areas of housing, except along Oak Street. The Oak Street area north of the Inner Ring Road is expected to remain mixed in character, but the plan identifies several sites for housing development where this would help to tidy up the area and enable the opening up of the riverside walk along the River Wensum.
- 12.80 There are a number of other change sites in the area, but none of these involve major mixed use development – reference should be made to policy HOU12. Open space will need to be provided (under policy SR4) to serve these new housing schemes, although the existing Gildencroft open space could be enhanced to provide for use by residents of the area. The location for such provision has been considered and appropriate sites will be identified within one or more of the housing allocation sites (see Appendix 5).

Sub Area 7 - Barrack Street/Whitefriars area

- 12.81 This area is exceptional, in that it consists primarily of a large industrial site, although part of the site to the east has recently been redeveloped for leisure use and a further site is identified as a housing proposal (policy HOU12 A18). The Jarrolds printing works is identified as a single employer site under policy EMP7 but part of the site is now identified as surplus to their requirements and, therefore, it is necessary to define the sort of mix of uses and planning requirements which apply to its redevelopment.
- 12.82 The Plan anticipates retention of this major employer, but recognises that there will be further rationalisation, which creates a significant opportunity for a riverside development. The importance of providing for the riverside walk (policy SR11) is stressed in relation to such a development, as is the importance of achieving a new

pedestrian and cycle route from Barrack Street to the City Centre via a new bridge over the River Wensum at this point.

- 12.83 The Whitefriars/Barrack Street site offers an important opportunity for an office development in the City Centre, which would be well related to the Inner Ring Road for access and to the Law Courts and Probation Service for legal services and related office firms. In addition it will be important that housing is provided within the scheme to encourage sustainability and easy access for people from home to jobs. The site previously contained two areas of urban greenspace, which have become used for car parking in recent years, but should be reprovided as part of the public area along the Riverside Walk here. The proposed development can be served by a multi-storey car park on the site, which would allow for visitors to the historic cathedral precinct to use it and cross the river via the new bridge, thus removing congestion from the road approaches to the centre. This car park should be subject to the policies of NATS and Local Plan policies TRA6 and TRA21. It should be noted that part of the site is liable to flooding and the riverside open space may assist in mitigating this in relation to policy EP12 of the plan. There may also be contamination on site and policy EP1 will need to be satisfied.

[Relates to Resource Objectives: Land (ii), Water (i), Quality of Life (iii) and (iv), Sustainable Accessibility (i).]

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| CC8 | <p>The site at Whitefriars/Barrack Street [Site CC8.1 – 3.1ha] will be permitted for a mixed use development of offices, housing and a multi-storey car park provided that the following criteria are satisfied:</p> <ul style="list-style-type: none"> (i) A townscape appraisal is submitted showing how the development will enhance and be visually sympathetic to its surroundings; (ii) The site is connected by a new pedestrian and cycle route from Barrack Street via a new bridge to the St Helens Wharf site on the south bank of the River Wensum; (iii) Provision of landscaped open space of at least 0.3 hectare fronting onto the river; (iv) Provision of the section of Riverside Walk between St James Mill and Barrack Street; (v) A green travel plan to be produced for the whole site (including the present printing works); (vi) The multi-storey car park is controlled to provide operational parking for existing or new development and, if appropriate, short and medium stay visitor parking to replace provision elsewhere in the City Centre. |
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Sub Area 8 - Cathedral Precinct/Great Hospital

- 12.84 This area is the part of the Centre which retains most fully its historic character. It still has the appearance and texture of an enclosed cathedral quarter, with open spaces, houses, the oldest public house in Norwich and many other features. Under policy HBE2 virtually the whole of the area is identified as being of archaeological

priority for the preservation of the standing remains. The importance of the area for the attraction of visitors is also recognised in policy TVA4, where the Cathedral is identified as one of the key visitor attraction areas in the City.

- 12.85 The scale of building typifies the area's character – the massive structure of the Cathedral totally dominant, while most of the rest of the area is domestic in scale. The area is also important for its green aspect, including the open spaces within the cathedral grounds, the Norwich School playing fields and the Riverside walk, set in an extensive green environment on this part of its course. These aspects will be protected under policies in the Natural Environment Chapter and also by the fact that much of the green areas are within the 'functional floodplain' and therefore subject to policy EP11.
- 12.86 The Plan's vision is to *retain this character of the area, while enhancing the provision for visitors*. In that context the proposed new Visitor Centre adjoining the Cathedral will be particularly significant and its development is supported by policy TVA4 .
- 12.87 Within and immediately to the south of the Cathedral Precinct, there are some commercial office uses – most of them originally based in the larger houses of the precinct, but several of which have been extended with modern office buildings. This commercial office use is in character generally, but the scale of any future development of this kind within the precinct would have to be small, because of the impact of additional traffic being drawn into what is a quiet and largely unsuitable environment for it.

Sub Area 9 - Prince of Wales Road/Tombland

- 12.88 The Prince of Wales Road/Tombland area is a long narrow area running east from the main retail area to the railway station and the Riverside development. It has always been a mixed use, transitional area, though with a predominance of commercial office and service uses. This has been transformed in recent years with a strong night-life emphasis in the area with restaurants, cafés, hot-food take-away establishments, night clubs and other leisure facilities.
- 12.89 Historically the area was developed as a gateway to the City Centre from the Station. Prince of Wales Road includes some significant mid-Victorian terraced houses and more modern developments, while Tombland is a grand square as well as a setting for the entrance to the Cathedral precinct. At the west end of the area there are a series of grand commercial buildings around Agricultural Hall Plain – the Barclays Banking Hall, the Royal Hotel, Agricultural Hall, and the former Crown Bank (occupied by Anglia Television).
- 12.90 Movement through the area is focused on the east-west route into the Centre along Prince of Wales Road. This is now proposed to become part of the 'Green Public Transport Spine', although this will not mean any change here to the general vehicular use of the highway.
- 12.91 The Plan's vision for this area over the next ten years seeks to *maintain and enhance the lively atmosphere of the area with its leisure and related activities, as a growing contributor to the economy of the City*. Future expansion of this activity will need to be carefully controlled to those locations where it is appropriate and will not cause too much additional nuisance.

- 12.92 In general, therefore, this area is seen as appropriate for leisure and commercial activities to consolidate their position in the area. It is defined as part of the Leisure Area under policy AEC1. However, the Local Plan has to make a fine judgement about where it is appropriate for the more intrusive and noisy uses to be established. Therefore a Late Night Activity Zone is defined on the Proposals Map (under policy AEC1), outside which controls will be applied to limit the opening hours of premises. Office development is encouraged by policy EMP16, although a mix of offices with housing may also be appropriate.
- 12.93 There are other possible change sites in the area, notably at Mountergate, where the Old Fishmarket site, Sovereign Cars and Baltic Wharf are identified as a potential redevelopment area. This adjoins the key St Anne's Wharf site on King Street.
- 12.94 This location is appropriate for a mix of uses in accordance with policy HOU9. It is surrounded by a mixed commercial area. Any redevelopment of this site will need to be appropriately related to the adjoining uses, but a leisure use may be particularly appropriate. It is also identified for housing, although this would depend on the nature of any proposed leisure activity on site. Employment uses may also be appropriate.

[Relates to Resource Objectives: Land Resources (ii); Quality of Life (i) and (iii); Cultural Resources (ii); Diverse and Competitive Economy (ii) and (iv)]

CC9 **The area on Mountergate including the former Rose Lane car park [Site CC9.1 – 1.58 ha] will be redeveloped for a mix of uses including leisure, housing, restaurants or hot food uses and employment (B1 or A2 use classes). The leisure uses will be restricted to those requiring daytime and evening activity only. Provision will be made for the Riverside Walk on the Baltic Wharf site.**

Sub Area 10 - Commercial Office Area

- 12.95 This area lies to the south of the St Stephens/ Market Place area extending from Rose Lane in the north to Queens Road in the south. It is a densely developed area with numerous office blocks, including the main headquarters offices of Norwich Union, Marsh and Anglia TV. In addition there are pockets of housing and, on the edge of the retail area, the occasional shop unit, public house etc. The historical character of the area was mixed, with considerable domestic scale building but redevelopment means that many of the buildings are now modern and large in scale.
- 12.96 The Plan seeks to maintain this area as the main office employment centre of the City. This objective is a key one in maintaining the City's status as the Regional capital. In addition the Plan envisages some diversification into related service uses and in that context recognises the possible expansion of shopping uses on the edge of the Primary Retail Area.
- 12.97 The main policy for the area is, therefore, expressed in policy EMP16, which states that permission for major office development will be granted. It also earmarks one site in this sub-area for possible future office development – at Greyfriars Road/Rose Lane. This site provides for development under the sequential test for major office development requirements, but may also be appropriate for a mixed use development with housing on the upper floors above a commercial use.

- 12.98 An important aspect of the policy for this area is to ensure that the commercial offices here are able to obtain the services they require. This would range from appropriate smaller scale premises available for service and convenience retail needs to parking available for short-stay business clients.
- 12.99 The main change sites in the area are likely to be those on Ber Street. Two of the sites identified as potential housing sites are within this area and have potential for a mixed use scheme with office use or other appropriate uses. In addition, it is understood that Archant Print are likely at some stage to vacate their building on Rouen Road and this site is identified as a potential hotel site (see policy TVA5), since it would be in a prime location to serve business customers visiting employers in the area. New housing development at Cattle Market Street opposite Castle Mall includes provision of the key footpath link between Castle Mall and King Street/Riverside.
- 12.100 The bus station site is another for which significant changes are under way. The County Council has taken over the site and is developing a new bus station on it. The bus station will serve the needs of long-distance coach travellers and provide an interchange for some important urban routes. In addition facilities for interchange between bus and train journeys are needed at the station.
- 12.101 In order to provide an appropriate and consistent design solution, a comprehensive redevelopment scheme has been put forward for the whole of the bus station site and incorporating the Territorial Army centre on All Saints Green. This will enable a joint highway scheme to be pursued in order to reduce vehicle access movements and safety problems on All Saints Green.
- 12.102 The redevelopment of the bus station site should provide for a range of activities. These include residential use in accordance with policy HOU9 A35. They may also include office development (consistent with policy EMP16), a replacement bus station, a hotel (consistent with policy TVA5) and leisure uses (see policy AEC1). Proposals should also incorporate interpretative measures and a landscaped walkway along the alignment of the City Wall. Since this is one of the most accessible sites anywhere in Norwich by non-car modes of transport, it is appropriate for this site to be developed on the basis of minimising car use in accordance with policy TRA9. This will also assist in minimising problems due to the difficult traffic conditions around the site. It is therefore proposed that the residential component of the scheme be designed for car-free occupation, or if adequately provided for, usage of shared car club vehicles only.

[Relates to Resource Objectives: Land Resources (ii); Quality of Life (iii); Sustainable Accessibility (i); Diverse and Competitive Economy (ii) and (iv)]

CC10 **Redevelopment of the bus station and adjacent land (as shown on the Proposals Map) [Site CC10.1 – 1.4ha] will be permitted for a mix of uses, including residential. The residential element of the scheme shall provide parking only for essential visitors, disabled drivers and, if appropriate arrangements for their management are agreed, for car collection points for a car club in accordance with policy TRA9. Any scheme will provide for adequate replacement public transport facilities to include, either within the site or elsewhere within the City Centre, at least:**

- (i) **A replacement coach/ bus station for long distance services;**
- (ii) **A new layover facility for buses close to the City Centre and a facility for interchange with rail services at the station;**
- (iii) **Improved facilities for passengers including public toilets and information facilities;**
- (iv) **Environmental improvements related to bus facilities.**

Sub Area 11 - King Street Area

- 12.103 The King Street area was identified as a Strategic Development Initiative Area in the 1995 Local Plan. It remains a priority area for regeneration, although a start has been made in improving the environment. The importance of the pedestrian/cycle bridges linking this area to Riverside cannot be emphasised too much. This will transform the orientation of King Street and accentuate the links between this area and the main retail centre.
- 12.104 King Street itself is on an historic alignment, being an important focus of mediaeval development in Norwich. Its importance in mediaeval Norwich is reflected in the presence of the Music House, Dragon Hall and several mediaeval churches. Howard House and other historic houses reflect the area's continuing importance through the centuries. However, the late-Victorian period and early part of the 20th century saw a decline and the development of various industrial activities, which destroyed much of the continuity of the area with its heritage.
- 12.105 Movement through the area has always been concentrated on the King Street axis, although historically there were a series of yards and streets running down to the riverside quays. The intention to provide two new pedestrian river bridges will help to refocus this aspect and create dominant axes of movement for pedestrians from Riverside into the area and towards the Primary Retail Area.
- 12.106 The Plan looks forward to *the regeneration of the area with a restoration of its place as a key part of the heritage of the City*. It is expected to remain an area where there is a *mix of commercial, employment, residential and small retail uses, but with much clearer focus of visitor attractions on King Street itself*. Elsewhere residential use is expected to predominate.
- 12.107 There is already a group of media related industries, music and arts studios in the area and the City Council would hope to encourage businesses in the cultural field to develop a cluster of such activities in the area. The reorientation of the area is likely to promote increased interest in restaurants, cafes, public houses and other services in the area around the main pedestrian link to Riverside. Policy CC11 provides a general statement for the regeneration of the whole area. The King Street Strategy (adopted in 1997) remains the guide to the implementation of the policy, although this will be reviewed. Policy CC12 focuses on the middle section of King Street, where the new pedestrian route will cross the street.

[Relates to Resource Objectives: Land Resources (ii); Quality of Life (iii); Sustainable Accessibility (ii); Identity (ii); Cultural Resources (iii); Diverse and Competitive Economy (ii), (iii) and (iv)]

CC11 **The King Street area will be a priority area for regeneration to provide a focus for cultural industries, other employment uses, tourism, housing, restaurants, cafes and public houses and other services. Redevelopment schemes in the area will be required to pay particular attention to the heritage of the area and especially to the creation of a Riverside walk along the River Wensum. Their design and layout should also reflect the importance of Dragon Hall as a key heritage centre and visitor attraction in the area as well as providing for high quality landscaping. Moorings for boats will be provided on the river frontage. Heritage interpretation measures (under policy TVA8) will be particularly important in any redevelopment scheme in the area and should relate to Dragon Hall as the key heritage attraction.**

Retail and leisure development will be permitted in the area on a small scale, principally for speciality shopping and outlets related to visitor attractions. Such development will be principally in the area identified around St Anne's Wharf. Pedestrian accessibility and safety will be improved, in particular by creating routes to and from the two bridges which will be constructed to link the area to Riverside.

12.108 The most significant change sites in the area are those around St Anne's Wharf, including the former brewery site, which lies between King Street and Rouen Road. This area has a high priority for the regeneration of the whole area, as it forms the key pedestrian link between Riverside and the City Centre. It is therefore the most appropriate part of King Street to accommodate shopping and visitor services as well as housing. Redevelopment is now underway on the former Brewery site west of King Street and policy CC12 applies to the remaining two key sites involved – sites identified as HOU9 C32 and HOU9 A12. These are expected to realise significant numbers of housing units under policy HOU9, but it is important that they also achieve a mixture of uses and a high standard of design appropriate to this location adjacent to a key river crossing and at a strategic gateway site. This may include commercial uses (with particular reference to the cultural industries referred to in policy CC11), small-scale shopping development primarily to serve the needs of visitors and residents to this part of the City and leisure uses. Retail development is controlled by policy SHO4. Since it is essential for open space to be provided to serve the area generally, a site has been identified within the area at Hobrough Lane. This site is intended to be laid out using the proceeds of commuted sums for open space and children's play deriving from a number of development sites in the area.

12.109 The St Anne's Wharf site includes the important listed Howard House, which is identified as a Building at Risk. The proposed scheme should therefore seek to

incorporate the reuse of Howard House as well as protecting the setting of Dragon Hall, which adjoins the site to the south-east.

[Relates to Resource Objectives: Land Resources (ii); Quality of Life (iii); Cultural Resources (ii); Diverse and Competitive Economy (ii) and (iv)]

CC12 **The sites at St Anne's Wharf and adjoining it (as defined on the Proposals Map) [Site CC12.1 – 2.57ha] will be redeveloped for a mix of uses to include housing, open space of at least 0.2 hectare and retail development. In addition the provision of studios and workshops associated with cultural industries will particularly be sought. Facilities and services for visitors to the area should also be provided, together with the pedestrian link from Riverside via the new bridge.**

Sub Areas 12 - Riverside

- 12.110 Riverside was the key Strategic Development Initiative Area in the 1995 adopted Plan. It has now been granted permission for a Masterplan scheme now virtually complete. Historically the area was an industrial complex with the engineering works of Boulton and Paul and the railway sidings adjoining the station. The development includes retail, leisure, housing, employment uses and a swimming pool.
- 12.111 The retail area is the core of the Riverside development and contains several major attractors, including a major foodstore. The development is controlled to allow city centre type uses, albeit in large buildings, more usually associated with out-of-town retail parks. Nevertheless, bulky goods retailing is largely excluded by condition. On this basis Koblenz Avenue – the main distributor around the north and east of the site, forming part of the Inner Ring Road – is the limit of city centre retailing on this side of the City and policy SHO3 precludes retail development extending further away from the centre beyond this major orbital route
- 12.112 The Plan envisages the completion of the overall scheme at Riverside and its effective integration into the rest of the City Centre in the next few years. The final stages of development are the recently completed Riverside Swimming Centre at the south-eastern corner of the site and an approved housing scheme on land adjacent. Norwich Yacht Station is now proposed to be refurbished and extended on its existing site north of Foundry Bridge, although there remains provision in the Plan for additional facilities here adjoining the swimming pool (see policy TVA3). It is important to ensure that the whole development is completed by the provision of the pedestrian and cycle bridge across the River Wensum to Old Barge Yard. This is a requirement on the developers of the Riverside site. The second bridge at Cannon Wharf has been provided using SRB funding but policy CC13 reserves the site needed for construction of the bridge between the main leisure area of Riverside and St Anne's Wharf.

[Relates to Resource Objectives: Quality of Life (iii); Sustainable Accessibility (ii); Diverse and Competitive Economy (i)]

CC13 **A pedestrian/cycle bridge between Riverside and Old Barge Yard (King Street) will be provided as part of the Riverside development scheme (as identified on the Proposals Map).**

- 12.113 The Football Club is also included in this sub-area, as a major recreation facility in its own right. The redevelopment of land to the south and south-west of the ground, which is mainly in use for car parking at present, has been granted planning permission for a hotel (see policy TVA5), with ancillary leisure uses and housing, now under construction. Along the river frontage in this location, mooring facilities should be provided for Broads boats (see policy TVA3). Leisure facilities, food and drink uses and other visitor services would be appropriately related to this. Also because of the absence of community facilities and open space in this part of the City, these would need to be provided on site as part of the redevelopment.

[Relates to Resource Objectives: Land Resources (ii); Cultural Resources (i), (ii) and (iii)); Diverse and Competitive Economy (ii) and (iv)]

CC14 **The land adjoining the Football Club (as defined on the Proposals Map) [Site CC14.1 – 3.8ha] will be redeveloped for a mix of uses including leisure facilities, hotel, housing and food and drink outlets. The developer of the site will be required to provide for a Riverside Walk and moorings on the river for Broads cruisers and other boats. The development (together with that at Kerrison Road, HOU12 B48) will be required to include provision for community facilities and open space.**

Sub Area 13 - Thorpe Road and Station

- 12.114 The Thorpe Road area is another area which is transitional between the City Centre and the adjoining suburbs. It is an important gateway area to the Centre, for all modes of arrival in Norwich – by train, road (from the east) and by river. The rail station has recently been upgraded and now presents a magnificent and attractive focus for the area, when crossing Foundry Bridge.
- 12.115 Historically the area was developed with large Victorian villas along Thorpe Road with much more functional uses backing onto the railway station. The large buildings on Thorpe Road have mostly become offices (or been replaced by modern office buildings), but some are now proposed to be redeveloped as houses or flats. In addition some of the houses have been converted to hotels or guest houses and this is an appropriate mixed use area for that kind of use.
- 12.116 The Plan envisages this continuing to be a mixed commercial and residential area. The main changes are likely to arise in the backland area on Clarence Road, where there are opportunities for redevelopment for housing, recognised in policy HOU12 A43 and in proposal HOU8 A45. The area is not appropriate for general retail or

leisure development. However, there would be possibilities for further office development.

Sub Area 14 - South Central Area

- 12.117 The area to the south of the centre between Rouen Road and Queens Road is primarily residential and contains the buildings and extensive grounds of Notre Dame School. There are also some commercial premises along Ber Street. The area has an attractive green quality, because it straddles the ridge to the south of Rouen Road, which is well treed.
- 12.118 The scale and character of the area remains largely domestic, although with some larger scale buildings in Queens Road/Bracondale area. Movement through the area is mainly radial to and from the Primary Retail Area, a direction which is accentuated by the physical constraint of the ridge.
- 12.119 The Plan's vision is for the area to *retain that character and in particular to keep its green appearance*. Policy NE2 provides for this wooded ridge to be maintained as a woodland area. However, there is a need for further open space related to the housing proposals contained in this plan and this will need to be identified as part of these proposed developments.
- 12.120 Policies seek to maintain the residential character of this area, whilst allowing for some mixed use development along Ber Street. Opportunities to create routes across the area should be utilised.

Chapter Thirteen

IMPLEMENTATION AND MONITORING

IMPLEMENTING THE STRATEGY

- 13.1 This Plan sets out the strategic framework for development over the period 2001 to 2011. Its vision and objectives will only be successfully achieved by close collaboration and partnership with a variety of different agencies. The role of the local authority in direct implementation of development is constrained by financial controls and by the other priorities which are required to be met. Therefore, it is anticipated that a wide range of other agencies will play their part in direct implementation. These include the local community, which will have an important input at each stage, developers and their agents and private investors, who ensure that most development takes place. The private sector will thus play a full role in addressing the issues identified in the Local Plan and in implementing its policies and proposals.
- 13.2 Whilst the local planning authority has a key role in making decisions based on the Plan's policies and proposals, such decisions may be challenged and there are decisions made in other contexts which will influence the implementation of the Plan. The County Council, for example, is responsible for decisions on minerals and waste disposal applications and strategic transportation proposals. Appeals will be determined by Inspectors, who themselves will need to interpret the Plan's policies. Certain applications for development will be 'called in' for decision by the Secretary of State and who will also use the Local plan as the basis for aspects of such decisions.
- 13.3 For all these reasons most policies in this Replacement Local Plan are prefaced in inclusive ways – to encompass the full range of decision makers. The City Council is referred to occasionally in policies where it clearly has the primary role in implementing a policy for other reasons.
- 13.4 Implementation of the Plan will also need to take account of a wide range of factors and constraints. There is always, therefore, uncertainty in the way in which proposals are implemented, the timing of work commencing and even whether the Plan's proposals are implemented at all. The City Council, for this reason, has an added responsibility to act as an advocate for the Plan and its objectives and as an enabler, finding ways in which the proposals and objectives of the Plan can be realised.
- 13.5 The government has brought forward proposals to modernise the planning system and the Planning and Compulsory Purchase Act was passed before this plan was adopted, coming into operation in September 2004. Changes to the development plan system replace local plans with Local Development Frameworks. Transitional arrangements provide that this local plan can be 'saved' as part of the development plan for at least three years after its adoption, before it should be replaced by the various local development documents making up the new local development framework for Norwich.

Enabling Development

- 13.6 The policies in the Plan clearly establish a philosophy of managed and targeted change. The process of carrying this philosophy into practice needs to be one in which a variety of groups are enabled to play their individual roles. The process needs to be very sensitive to the needs and wishes of local people and the environment in which they live and work. Strategic Objective SOBJ8 (in Chapter 1) seeks to involve

people in the process of decision making on the Plan. Few policies in the Plan relate directly to this objective, but it will be very important in carrying through the implementation of these policies, as well as in the actual process of getting approval of the Plan. The Community Power Forums are important reference points for the input of local people. They will be consulted on decisions affecting their areas and regular information will be made available to them to remind them of the Plan and how implementation is progressing in relation to its objectives.

- 13.7 A priority of the Plan is to achieve continued regeneration of the social and economic life of the City. In this context the City Council will negotiate with and seek to facilitate the requirements of developers, who are working to this objective, in order to achieve a viable and practical solution to problems that may arise in some circumstances. Assistance to development can be made available from a variety of sources. The City Council has previously been successful in negotiating for funding under the Single Regeneration Budget (in three phases), under Capital Challenge, under European projects, from English Heritage and from the various National Lottery funds. Several of these funding sources are revising their criteria or organisation, but the Council will continue to bid to enhance its own efforts to regenerate the City and the agencies concerned will therefore also be important in achieving the implementation of this Plan.
- 13.8 The City Council will also be an enabler in other ways. The Urban White Paper (November 2000) pointed to ways in which regeneration of urban areas can be assisted by involvement of voluntary agencies and Regional Economic Development Agencies, by the use of powers available to local authorities, including in some cases, compulsory purchase powers for land which is not being brought forward by the owners. Such powers would not be relied on in the first instance, but could be helpful to make sure that appropriate sites are brought forward in the urban area, rather than relying on greenfield, rural sites.

Specific Initiatives

- 13.9 The Council places particular priority on progressing the key proposals in the Plan. In particular it will monitor progress on the key proposals and seek to ensure that the relevant measures are carried through. This will involve the following specific initiatives to promote development through:
- Supplementary Planning Guidance on certain City-wide issues;
 - the production of a site and/or design Brief;
 - small area studies;
 - assessment of detailed traffic issues;
 - guidance on planning obligations and monitoring of how the financial contributions are used;
 - in appropriate cases, seeking grant support for infrastructure works;
 - liaising with other agencies to ensure constraints can be overcome in an appropriate manner (e.g. Environment Agency on flood risk issues)
 - as a last resort, to use its legal powers to ensure that the sites are assembled and other constraints to development are removed.

MONITORING CHANGE

- 13.10 The experience of the way development takes place and the rate of change will be fed back into the development process. Information is important in this feedback

mechanism. The City Council needs information from developers and private landowners in order to assess the progress of the development process in each case and whether there is a need to intervene at any stage in the process. It also needs information from other agencies to understand how constraints such as flood risk will be interpreted.

- 13.11 In turn the other agencies and the local community need information on the progress on the Plan's policies and proposals, in order to be able to understand the Council's responses and concerns.
- 13.12 Planning Policy Guidance Note 12 (PPG12), Development Plans, requires local planning authorities to monitor and keep under review matters which affect the development of their area. The Council has already established a series of monitoring reports. It intends to bring together statistical and other information in an annual monitoring report. This will include information about planning applications, appeals, other agencies responses to proposals and any other relevant information relating to land use change and the policy background.
- 13.13 The approach to monitoring will reflect both quantitative and qualitative change – i.e. the statistical measures of change and the information relating to the quality and type of development. In particular there is a need to express monitoring reports in terms of
- Whether the policies are still appropriate to the Plan's aims and objectives
 - Whether the policies are actually being implemented or what the constraints are to doing so;
 - Whether the basic assumption behind the policies remain valid;
 - Whether the forecast rates of development are occurring;
 - Whether the policies are effective in achieving their objectives or if not why not.
- 13.14 Targets are also useful in monitoring the progress of a plan. Key targets are outlined in Appendix 15 to the plan. Appendix 2 contains a list of existing Supplementary Planning Guidance and site Briefs. These will need to be updated to reflect the new Local Plan and brought in line with the requirements of the new local development framework system.

The Approach to Plan Review

- 13.15 As a result of such monitoring, changes to the Plan may be necessary. The Plan is not intended to be a rigid document, but a framework for managing change. It has to balance flexibility with the need to maintain the integrity of the overall strategy. Its implementation, therefore, must allow for revised assumptions and approaches.
- 13.16 Planning applications for development which would be contrary to the plan are required to be advertised as departures. If the Council is minded to approve such applications and they involve major development, then they must be referred to the Secretary of State, who may decide to 'call in' the application for his determination.
- 13.17 When a pattern of variation from the policies of the Plan emerges, the Council will need to consider whether the policy needs to be altered, either to make it stronger in its application or to reflect the reality that it cannot be implemented. In addition the annual monitor will show where policies or proposals are being negated by other constraints, or changed attitudes, or events beyond the Plan's control.

- 13.18 The Council will seek to adjust the Plan by means of revised documents under the new Planning and Compulsory Purchase Act rather than bring forward a full review until the Plan is clearly out of date across a range of policies.

APPENDICES

APPENDIX 1

SUSTAINABLE DEVELOPMENT: RESOURCE GOALS AND OBJECTIVES

This Appendix sets out the Resource Goals and Objectives discussed in Chapter 1 and used throughout the Plan. They are also the basis of the Sustainability Appraisal which has been carried out (and is published separately for this adopted version of the Plan). The goals and objectives are set to reflect the capability of the land use planning system to achieve such objectives.

THE PHYSICAL ENVIRONMENT

<u>RESOURCE GOAL</u>	<u>RESOURCE OBJECTIVES</u>
<p>LAND: To sustain and optimise the City's land resource by protecting areas of undeveloped land in recognition of its finite quantity, through prioritising development on previously developed, derelict and underused land.</p>	<p>i) <u>Geology and soils</u>: To protect and ensure sustainable use of the life supporting capacity of soils and geological features that are of particular scientific and economic value.</p> <p>ii) <u>Efficient and appropriate use of the land resource</u>: As far as is practicable, to protect the City's areas of undeveloped land from development, prioritising the appropriate and sustainable re-use of previously developed land.</p> <p>iii) <u>Land Quality</u>: Where appropriate, to seek to restore the life supporting capacity and appearance of land as part of development, through remediation measures such as decontamination.</p>
<p>AIR: To bring about a reduction in emissions of atmospheric pollutants with known human health and/or environmental impacts, including pollutants that contribute to climatic disturbances and global warming.</p>	<p>i) <u>Local Air Quality</u>: To manage development in a way that helps to prevent a deterioration in local air quality through a variety of measures such as promoting development in locations that reduces the need for private car use, the creation of 'Homezones' and creating traffic free areas.</p> <p>ii) <u>Global Climate</u>: To take positive steps to minimise the City's impact on the global climate by for example, reducing vehicle emissions, promoting energy efficiency and conservation and planting trees to absorb and help counteract emissions that contribute to climate change.</p>

<p>WATER: To protect and sustain the City's water resources, both above and below ground</p>	<p>i) <u>Surface waters:</u> To safeguard the City's surface water features (including the Rivers and valleys of the Yare and Wensum) from development and uses that may, directly or indirectly, lead to a deterioration in water quality, and/or a significant and/or irreversible reduction in water levels.</p> <p>ii) <u>Groundwater:</u> To manage development and land use so that groundwater resources are safeguarded against deterioration in quality and/or a reduction in level and yield.</p>
<p>BIODIVERSITY: To sustain and enhance the City's biodiversity, by appropriate protection for species of flora and fauna living in, or migrating to/from the City, and by protecting existing and, where appropriate, creating new wildlife habitats.</p>	<p>i) <u>Species protection:</u> To raise awareness and meet the requirements of protection afforded to certain species of flora and fauna through law and, as far as is practicable, to take steps to increase opportunities for all wildlife species.</p> <p>ii) <u>Habitat protection:</u> To afford an appropriate level of protection to sites of nature conservation interest and, as far as is practicable, to avoid the loss or deterioration of, and promote appropriate enhancement of, any area or feature that is seen to be important for wildlife.</p>
<p>OTHER NATURAL RESOURCES: To promote the efficient and sustainable use of natural resources within the City, through the reuse/recycling of waste materials and products, promoting energy efficiency measures, and exploiting opportunities for the use of renewable energy resources.</p>	<p>i) <u>Energy Resources:</u> To reduce the consumption of fossil fuel energy, for example by reducing the reliance on the private car, by encouraging energy efficiency in design and by promoting the development of renewable energy sources</p> <p>ii) <u>Non-Energy Resources:</u> To ensure that all non-energy resources are managed and used in a way that is sustainable, for example by promoting recycling of materials and the use of renewable materials.</p>

THE SOCIAL ENVIRONMENT

RESOURCE GOALS	RESOURCE OBJECTIVES
<p>QUALITY OF LIFE: To ensure that the City's development provides for a high standard of amenity, promotes social wellbeing and enhances the public perception and image of the city.</p>	<p>i) <u>Amenity</u>: To ensure that development does not have an unacceptable impact upon people through poor visual environment, noise, smell or disturbance for example;</p> <p>ii) <u>Social inclusion</u>: To ensure that development contributes towards equality of opportunity for local residents through measures such as the provision of social housing and subsidised access to facilities for target groups;</p> <p>iii) <u>Vitality, viability and diversity</u>: To promote a 'healthy' and prosperous city centre and other defined centres, which provide a strong focus for facilities to enhance the quality of life for all city residents.</p> <p>(iv) <u>Health and social development</u>: To ensure that development contributes towards a healthier living environment through, for example, managing air pollution and providing easy access to recreational spaces and public facilities.</p>
<p>SUSTAINABLE ACCESSIBILITY: To ensure equality of access and opportunity for movement of people by a choice of transport modes, whilst minimising negative effects on the city environment.</p>	<p>i) <u>Reduce reliance on the private car</u>: Shape development patterns to focus on accessible locations to help to promote public transport, walking and cycling;</p> <p>ii) <u>Universal accessibility</u>: To provide equal opportunity for all residents, regardless of age or disability, to be able to move freely around the City without undue hazard.</p>

<p>IDENTITY: To safeguard and enhance the unique character and landscape setting of the City.</p>	<p>i) <u>Landscape setting</u>: To protect and enhance the historic landscape character of the city provided by the river valleys, Mousehold Heath and many woodland and other natural areas which give a green image and setting for the City.</p> <p>ii) <u>Historic distinctiveness</u>: To protect and enhance the historic fabric of the City to retain its character and distinctiveness.</p> <p>iii) <u>Good design</u>: To develop high quality design in order to promote the City's future identity and distinctiveness.</p>
<p>CULTURAL RESOURCES: To meet the needs of the local population and to serve as a regional focus for recreational, artistic and leisure opportunities.</p>	<p>i) <u>Sport and recreational</u>: To provide for open space and equipped play facilities to contribute towards the health, exercise and social interaction of city residents.</p> <p>ii) <u>Art and entertainment</u>: To continue the development of arts and entertainment facilities to meet the growing leisure needs of city residents and the wider regional area.</p> <p>iii) <u>Community facilities</u>: To cater for community needs, including spiritual, health and leisure, in order to ensure an holistic approach is taken to the overall wellbeing of the residents.</p>

THE ECONOMIC ENVIRONMENT

RESOURCE GOAL	RESOURCE OBJECTIVE
<p>A DIVERSE AND COMPETITIVE ECONOMY: To encourage initiatives that promote Norwich's economic prosperity through competitiveness and diversity.</p>	<p>i) <u>Good infrastructure</u>: To promote improvements to the infrastructure linkages within Norwich and externally through development and enhancement of the airport, road and rail links.</p> <p>ii) <u>Economic diversity</u>: To ensure that opportunities exist for a diverse economic base within the City.</p> <p>iii) <u>A regional capital and European city</u>: To encourage initiatives that promote the regional and European importance of the City.</p> <p>iv) <u>Economic regeneration</u>: To improve the physical environment and job opportunities through initiatives, such as the regeneration of economically deprived areas.</p>
<p>LAND SUPPLY: To provide and protect a supply of land within the City, sufficient to cater for the retention and growth of employment opportunities throughout the Plan period.</p>	<p>i) <u>Protection of existing employment sites</u>: To ensure that areas of existing employment use are maintained for that purpose to contribute to a variety of employment and allow for expansion where possible.</p> <p>ii) <u>Provision of new employment sites</u>: To identify, promote and protect for employment purposes, sufficient land for the economic growth of the city.</p>
<p>THE LABOUR MARKET: To provide opportunities for lifelong learning for all residents to raise the skills base and support the needs of existing and new businesses.</p>	<p>i) <u>Educational skills</u>: To ensure that the expansion of Norwich's educational foci can be accommodated within existing environmental constraints.</p> <p>ii) <u>Technological development</u>: To support measures that encourage the development of modern technology and communications and their use by business.</p>

APPENDIX 2

[This Appendix forms part of the Local Plan and should be read with it]

LIST OF SUPPLEMENTARY PLANNING GUIDANCE

Supplementary Planning Guidance - existing

Nature Conservation Sites in Norwich	1992
Norwich Area Shopping Policies (Joint SPG)	1995
Opening Hours for Hot Food Takeaways (revised)	January 1996
Green Links and Corridors	September 2004
Accessible and Special Needs Housing (revised)	January 1996
Energy Efficiency in Design	July 1997
Trees and Development	December 1997
Environmental and Heritage Strategy Interpretation	February 1998
Open Space and Children's Play	September 2004
Affordable Housing (revised)	September 2002
Houses in Multiple Occupation	September 2004
Mousehold Study (revised)	March 2001
Flood Risk and Development (draft for consultation)	April 2004
Overview of Cultural Development	September 2002
Biodiversity and Development (Joint SPG for Norfolk)	September 2004
Transport Contributions from Development	December 2002

Supplementary Planning Guidance (Proposed)

Urban Forest Strategy	(Policy NE3)
Urban Design Guide	(Policies NE9, HBE12 to 17)
Local List of Buildings of Conservation Merit	(Policy HBE8)
Corridors of Vision	(Policy HBE13)
Predominant Uses in Employment Areas	(Policies EMP4 to 8)
Design of Extensions, Shopfronts and Signs	(Policy HBE17)
Employment Areas – Predominant uses	(Policies EMP4 to 8)

Area Guidelines (subject to revision)

Oak Street Area Guidelines	March 1994
Quayside Planning Guidelines	September 1994
King Street Strategy	March 1997
St Benedicts/Pottergate Area Plan	October 1998

Area Guidelines (proposed)

Conservation Area Assessments	(Policy HBE8)
Anglia Square Guidelines	(Policies CC6 and CC7)

Site Briefs (relevant, subject to revision)

Sites in Fishergate Planning Brief	November 1993
Egyptian Road Planning Brief	September 1995
Fiddlewood (Bussey Road) Planning Brief	October 1997

Former Bowthorpe School Site Planning Brief
Concrete Block Houses East of Colman Road

November 1998
June 2000

APPENDIX 4

[This Appendix forms part of the Local Plan and should be read with it]

STANDARDS FOR TRANSPORTATION REQUIREMENTS WITHIN NEW DEVELOPMENTS

THE APPLICATION OF THE STANDARDS

These standards apply to all development for which planning permission is sought. They reflect the advice contained within PPG13 and are intended to give guidance to developers, businesses, and members of the public on the implementation of the Local Plan policies.

The standards provide the necessary detail to interpret Local Plan parking policies (particularly Policies TRA6, TRA7, and TRA8) and provide brief advice on the extent of transportation improvements that may be required as part of any new development (policy TRA11). They are intended to ensure that all development provides for an acceptable level of cycle parking, servicing and car parking and makes adequate provision for movement to and from the site. All standards relate to gross floor area unless otherwise stated.

Advice on site specific works that are necessary to facilitate access to the development are not included (see policy TRA10) and these must be considered. Consistency with these standards is not in itself, therefore, sufficient to demonstrate that a given proposal is acceptable either in transportation or planning terms.

Norwich City Centre has one of the largest surviving mediaeval street layouts in the UK and thus has very specific parking and access requirements. These are reflected within this Appendix. Additionally, transportation requirements have been adjusted to suit the particular location and function of proposed developments. The areas and locations to which the individual standards apply can be found on the proposals map.

The Role of Design

The City Council has always emphasised the importance of good design in all submitted planning applications, including the need for suitable landscaping. Car Parking and servicing areas are rarely attractive visually and should be designed to minimise their impact on the immediate townscape and landscape in accordance with Local Plan policies TRA5, TRA26, HBE12, HBE19 and NE9.

Provision for People with Disabilities

Many sections of the community do not have full access to the facilities that they need owing to a lack of personal mobility. Whilst improvements in the built environment help to reduce this exclusion, and public transport is becoming increasingly accessible, some members of the community would be unable to gain access to facilities, and maintain a reasonable degree of independence without the use of a car. Therefore a minimum specific car parking requirement is included within these standards (usually 5%) for disabled people/ drivers. Where car parking at less than the maximum level is proposed, *the number of spaces for disabled drivers should be calculated as if the maximum level had been provided*

These car parking spaces should be larger than the usual sized space to enable a wheelchair user to transfer easily to and from a car, and thus should have minimum dimensions of 5m x 3.6m. (An alternative layout, with shared additional space between two standard sized parking spaces may be acceptable - see diagram 4d.)

These parking spaces should be located close to an accessible entrance. The entrance should ideally be under cover, clearly signed and not more than 50 metres from the designated parking spaces.

Cycle Parking

The City Council actively supports cycling, and research has shown (MAP research 1999) that inadequate cycle parking is one of the major blocks to increased cycle usage. Therefore, cycle parking to at least the levels contained within the standards will be required within all developments. The standards are intended to provide for increased cycle usage, and will, therefore, appear a little high if compared to current cycle use. They do, however, reflect the targets contained in the Norwich Area Transportation Strategy.

The cycle parking standards have been divided into two categories, dependent upon the expected duration of anticipated cycle parking:

- Short Term: Stands which are easily accessible, visible and normally adjacent to (certainly within 25 metres of) a main entrance to a building. These stands are aimed principally at visitors to the premises whose visit is likely to be of short duration. Covered protection from rain is desirable, particularly where visitors are likely to remain at the premises for some time.
- Long Term: Stands having good weather protection and excellent security, e.g. locked shed or enclosure, etc. These facilities should be well lit and conveniently located for access to the premises. These are for long term users of the premises, for example, members of staff in the case of business premises, or residents of housing developments.

The 'Sheffield' design of cycle stand is preferred (see diagram 1a), as it provides two cycle parking spaces per stand, and does not damage the cycles. Other types of cycle stand will be considered on their merits.

Car Parking

In accordance with Government policy, the parking standards that form part of the transportation requirements for site development are *maximum* standards, which should not be exceeded. Within the City Centre operational car parking only is permitted, and the standards are consistent with those that have been applied for many years. These take account of the high levels of accessibility that the City Centre enjoys by all transport modes, and the need to reduce overall levels of traffic within this historic area. Operational parking is to facilitate necessary movement of visitors to and from the site throughout the working day and is not for the long-term storage of vehicles.

Application of the standards outside the City Centre

Outside the City Centre, developments should contain all of their associated parking (including cycle parking) and servicing requirements within the curtilage of the site and enable vehicular access and egress in forward gear.

The standards detail specific parking and servicing requirements for each Use Class category. These should be regarded as the figure normally required for a typical Use Class category and should be accommodated within the development curtilage.

The Council will accept lower levels of car parking provision than the standards permit, but will need to be assured that the transportation consequences of the development will be addressed, whilst minimising adverse effects in the locality. Most commercial developments will therefore need to be supported by a Travel Plan (under policy TRA12), whilst residential developers will need to show that every effort has been made to ensure that local facilities and public transport are accessible (under policy HOU13).

Developments, particularly those that have high levels of trip generation, should be sited and designed to maximise access by all modes of transport and will, therefore, be expected to support appropriate transportation measures off site. Those developments which have limited levels of access, particularly by non car modes, will be expected to support proportionately more measures to deal with the consequences of their proposals.

Application of the Standards within the City Centre

Standardised parking and servicing solutions are rarely suited to sites within the City Centre, and the standards recognise this by minimising on site transportation requirements

Cycle parking, and where applicable servicing and parking areas should be contained within the curtilage of the site. Vehicular access and egress should ideally be achieved in a forward gear, although this may not be necessary in quieter streets. In busy locations, where sites are constrained or where conservation of the City's heritage is important, it may be inappropriate to provide for vehicles within the site. Alternative arrangements will be considered in these cases (see policy TRA9 in particular).

Such alternative provision may include on street provision of facilities such as cycle racks, or changes to on street waiting arrangements. In locations where servicing can only take place from the public highway developers are advised to consult the Transportation section of Planning Services at an early stage, to enable the traffic management implications of any likely 'on-street' servicing to be fully explored.

CONTRIBUTIONS TOWARDS TRANSPORT INFRASTRUCTURE

The policies reflect an increasing realisation that the cost of inefficient use of transport infrastructure is too high in both environmental and financial terms. New advice in PPG 13 states that, whilst new developments should provide capital to support transportation improvements, it is inappropriate to require payments specifically in lieu of parking space provision. Additionally, the Council is concerned that in requiring contributions from developers, development in less sustainable locations should not be encouraged.

The Council will, therefore seek contributions towards transport infrastructure improvements, the scope of which are outlined in policy TRA11 and within Supplementary Planning Guidance (SPG) which interprets that policy. These financial contributions will be in addition to any costs that are incurred as a direct consequence of the development itself (see policy TRA10), and will relate to the scale, location and type of development. SPG will be updated from time to time to relate such payments to the transport programme.

It is the Council's intention that any contribution will be used to enhance existing programmes, not to replace them. The SPG outlines the areas of transport infrastructure improvements that will be supported by particular developments.

Payment of the Developer Contribution

Contributions will be by way of a section 106 agreement with the City Council. Half the agreed sum should be paid on commencement of construction and the remaining half on first occupation of the development. If the development does not involve construction the full payment should be made on occupation. Allowances for inflation will form part of the agreement.

Obligation of the City Council

The City Council, in accordance with policy TRA11, will retain all payments in a separate fund reserved for the provision of transportation infrastructure and improvements to public transport within the Norwich Area. The City Council will ensure that:

- Payment is no greater than is necessary for achieving these purposes;
- Payments relate fairly to the scale, location and type of development;
- Payment will be used solely to support transportation improvements and use of individual developer contributions can be traced;
- The fund will be interest bearing and accounts will be regularly published.

In addition, the Council may agree that the contribution is used for a particular project, or within a specific geographical area. Where agreement is reached that a particular payment will be used for a specific project this will be provided within a reasonable time, although it may be necessary to await the accumulation of funds to help provide finance, for example, for a new whole car park for park and ride. However, where contributions are used for a specific purpose, it is not the intention that any particular improvement will be exclusively for users of a particular development but will form part of the larger transport system available to all.

Design and layout of Parking and Servicing Facilities

Basic layout and size requirements for cycle and vehicle parking are contained within the standards. On urban sites, it is usually necessary to adjust standard arrangements to suit the site characteristics, so this information is provided as guidance only. Details of the preferred cycle stand arrangements are shown in diagram 1a and 1b. Basic requirements for service vehicles are shown in diagram 2a and 2b for rigid vehicles, and in diagram 3a and 3b for articulated vehicles.

It is assumed that car-parking layouts will be designed to make the most efficient use of available land, and include suitable landscaping. Diagrammatic examples of some possible parking arrangements are included as diagrams 4a – 4c. Parking for disabled people is shown in diagram 4d, and an arrangement for private driveways, including on site turning is shown in diagram 4e.

Diagram 1a
Cycle Parking - Minimum Dimensions
"Sheffield" Type Cycle Stand

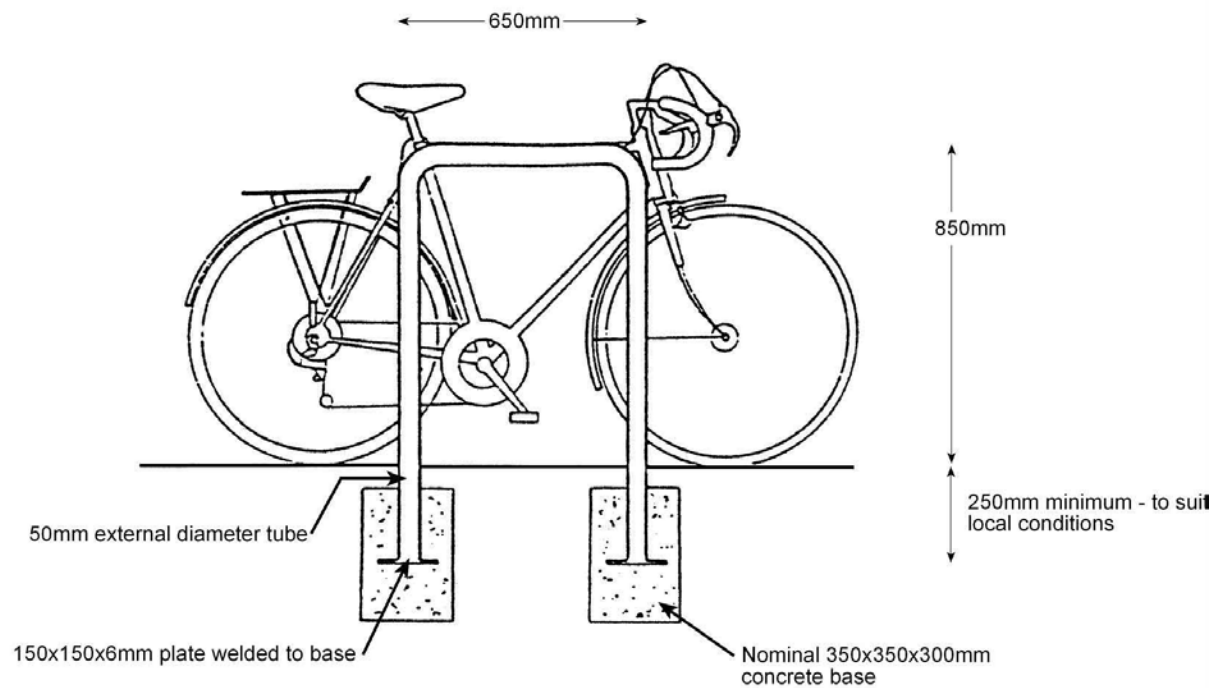
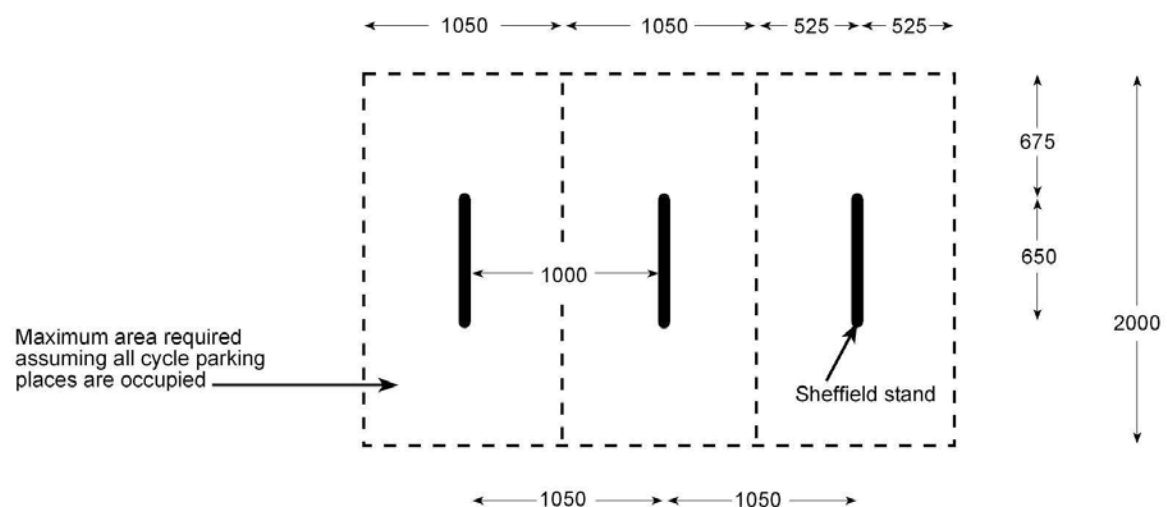


Diagram 1b
Minimum Dimensions
for 90° Angled Parking



Rigid Wheelbase Vehicles

Diagram 2a
Minimum Parking Space

Length 11 metres x 2.6 metres width.
Minimum standing space required is
13 metres x 3.5 metres width (45 sq.m.)

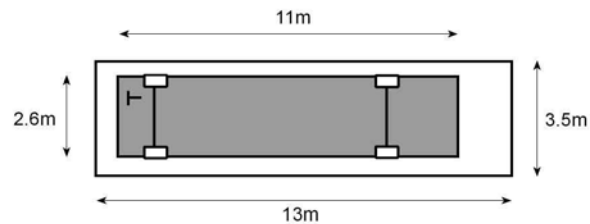
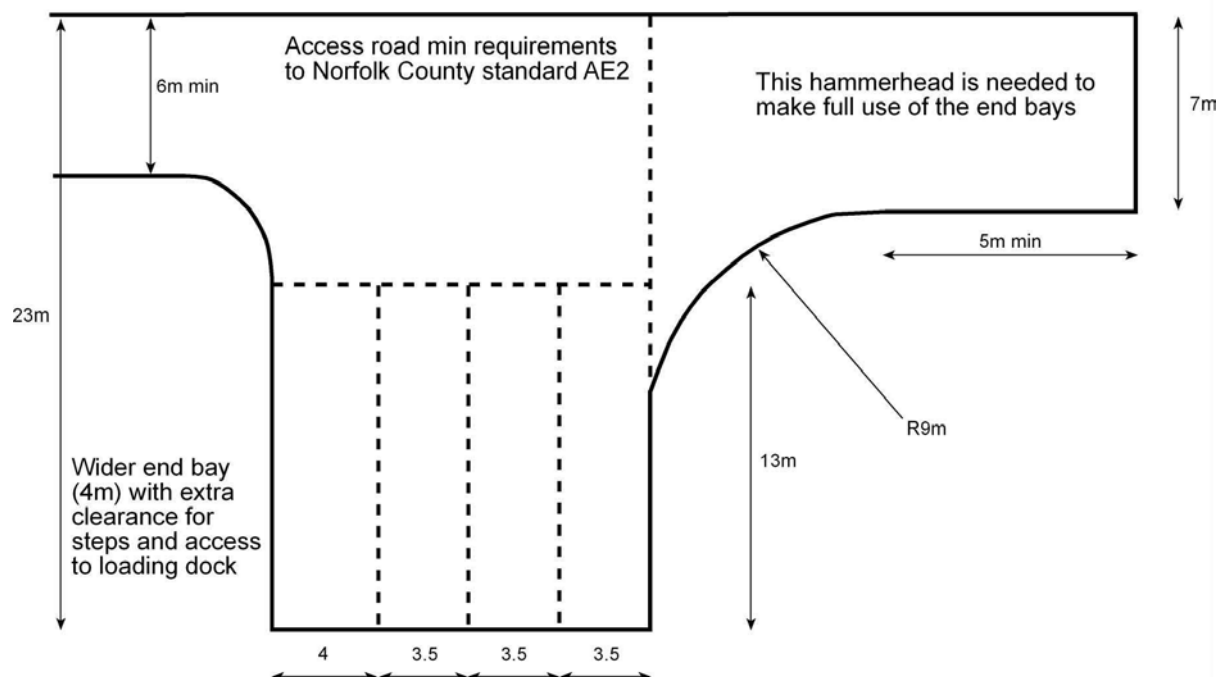


Diagram 2b
Delivery Service Spaces



Articulated Vehicles

Diagram 3a
Minimum Parking Space

Length 15.5 metres x 2.6 metres width.
Minimum space required is
17 metres x 3.5 metres width (60 sq.m.)

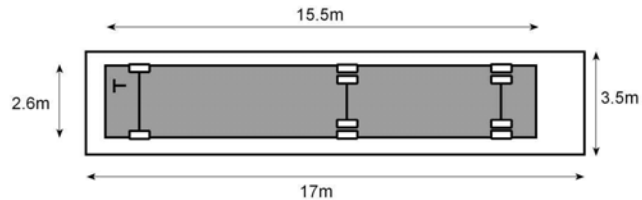


Diagram 3b
Delivery Service Spaces

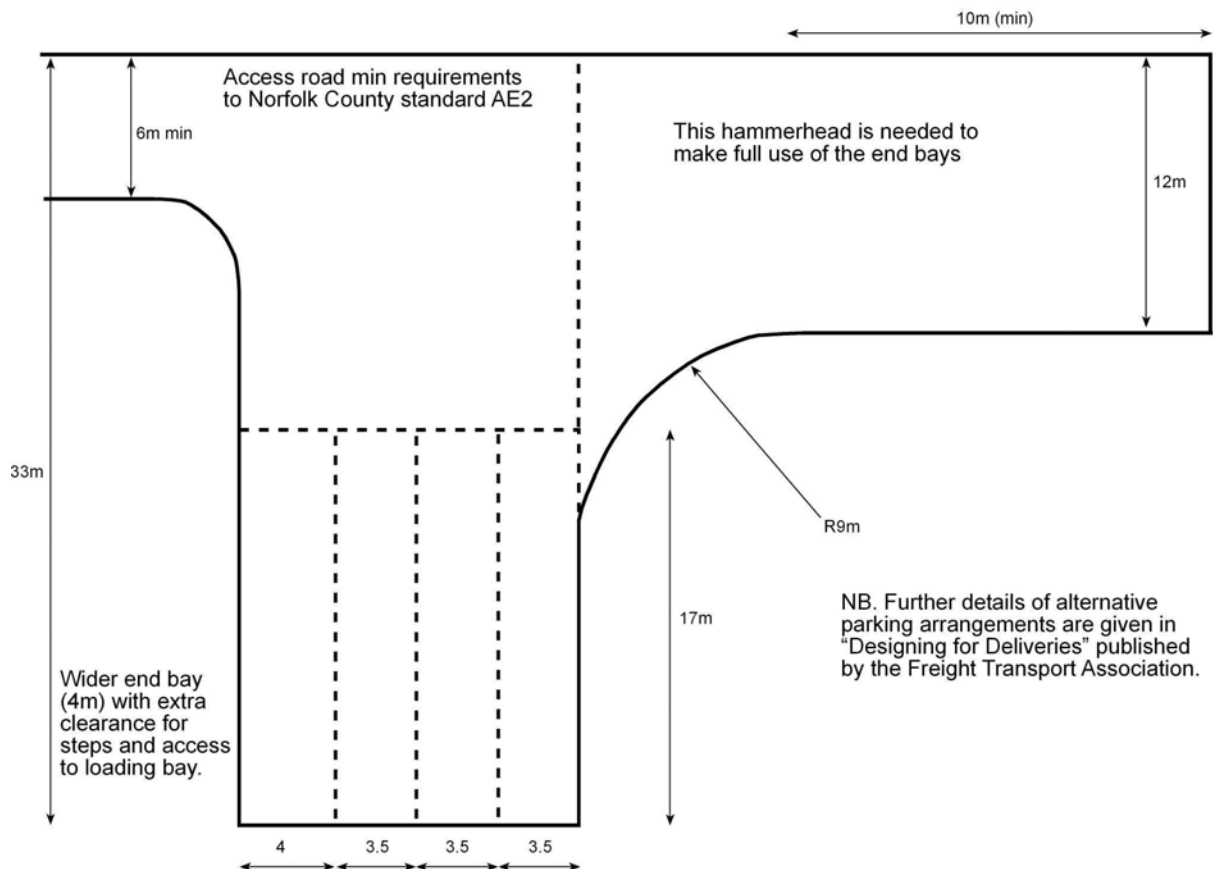


Diagram 4
Car Parking Spaces
Minimum Dimensions

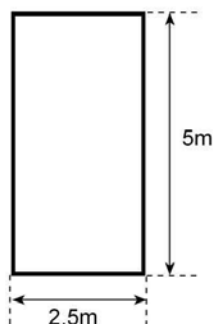


Diagram 4a
Two Way Flow

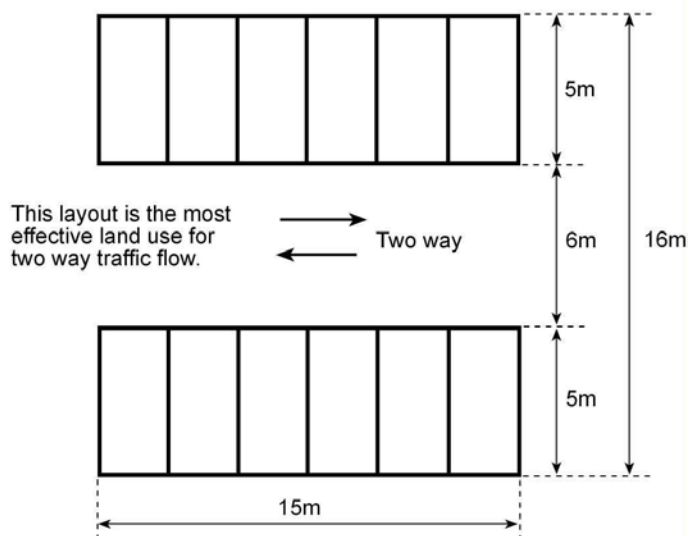


Diagram 4b
One Way Flow
30° Angled Parking

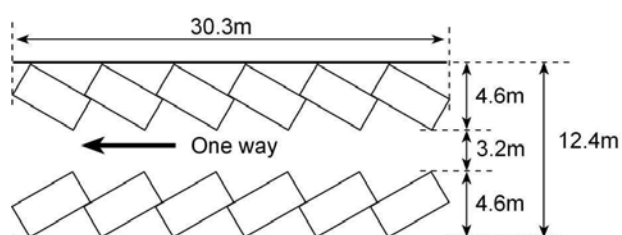


Diagram 4c
One Way Flow
45° Angled Parking

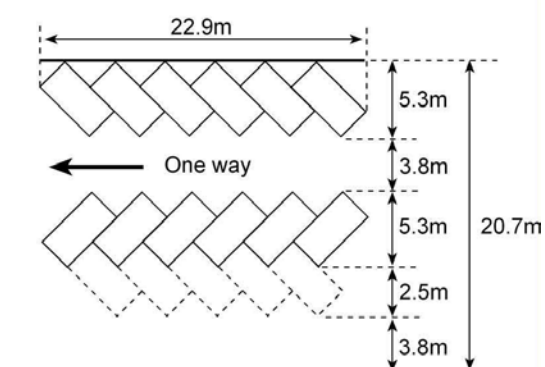


Diagram 4d
Disabled Persons Vehicles
Minimum Dimensions

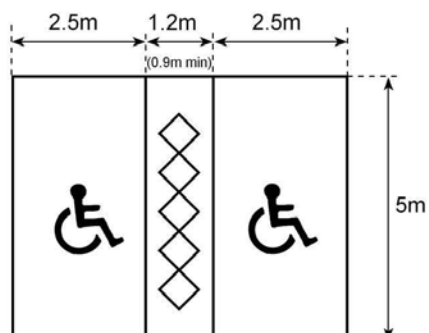
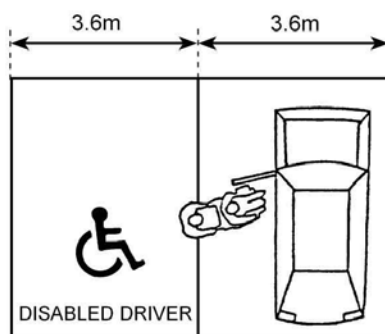
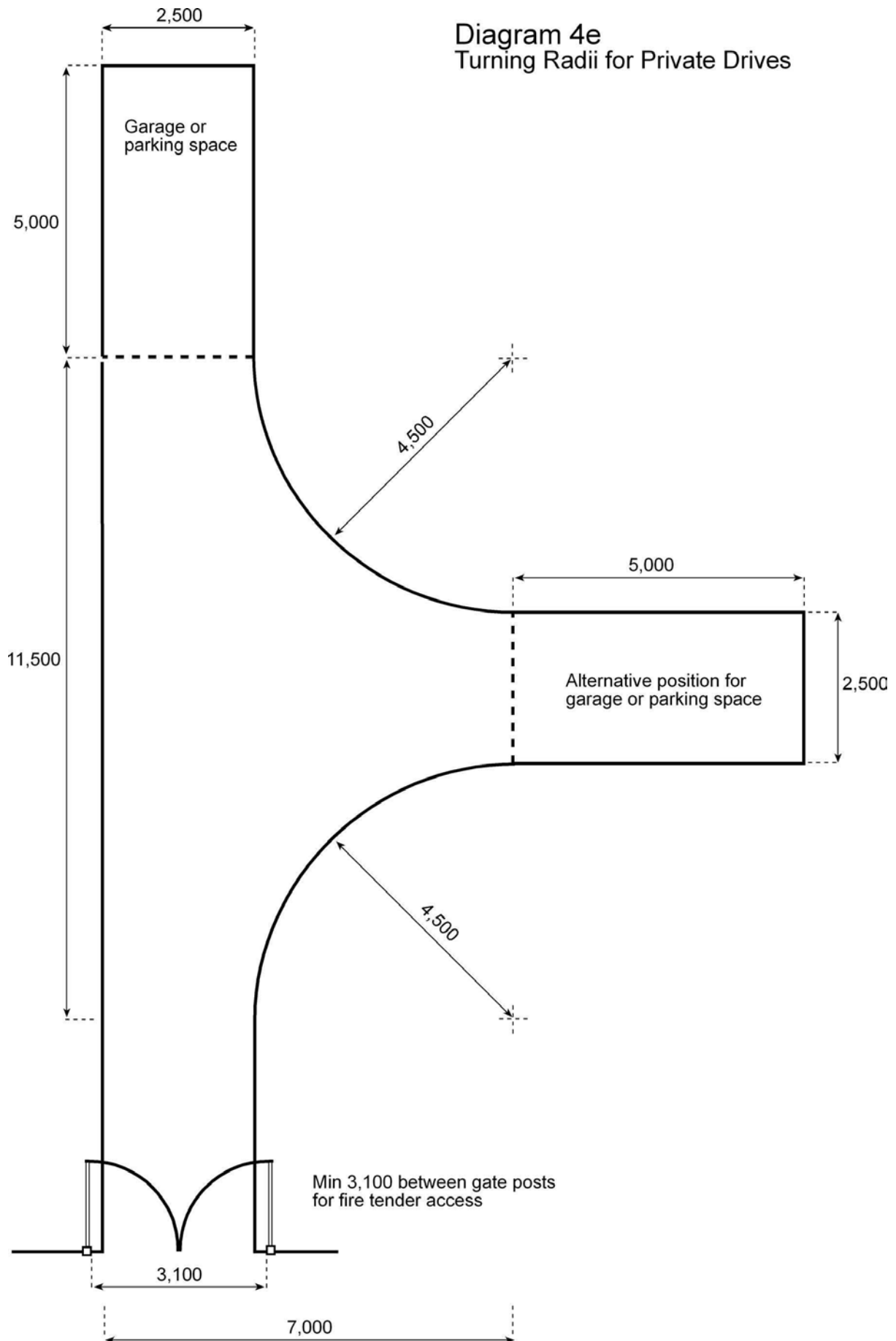










Diagram 4e
Turning Radii for Private Drives



Section 1






Shops, High Street Offices and Restaurants (Use Class A1, A2 and A3)



Location	 Cycle parking standards (minimum)	 Car Parking Standards (maximum)	Servicing Requirements	Off site requirements
Central Retail and Leisure Areas.	<p>Staff. One covered and secure cycle parking space per 100m²</p> <p>Customers: Where possible, the provision of one cycle space per 50m² within the shopping area will normally be required.</p>	Car parking is not normally permitted in this area	Servicing will normally be permitted on street for smaller stores (under 1000m ²). Developments over 1000m ² will normally require off street service bays capable of handling likely service vehicle generation, including provision for articulated vehicles.	Contributions towards elements of the City Centre Transport Plan and a Travel plan will normally be required for developments of over 500m ² gfa
Elsewhere in the City Centre	<p>Staff. One covered and secure cycle parking space per 100m²</p> <p>Customers: One cycle space per 50m² adjacent to principal entrances</p>	<p>Customer car parking will only be permitted where this replaces <i>pro-rata</i> identified public parking spaces in the City Centre and is subject to agreements which ensure full public access and short stay tariffs. (see policy TRA21)</p> <p> 5% of total.</p> <p>Parent and Child spaces: 5% of total.</p> <p> 3% of total</p>	Servicing may be permitted on street where safe and practicable. Otherwise a bay capable of holding a rigid 11m vehicle required. Developments over 1000m ² will normally require off street service bays capable of handling likely service vehicle generation, including provision for articulated vehicles.	Contributions towards elements of the City Centre Transport Plan and a Travel plan will normally be required for developments of over 500m ² gfa

In or adjacent to existing District and Local shopping centres as defined on the Proposals Map	<p>Staff: One covered and secure cycle parking space per 100m²</p> <p>Customers: One cycle space per 50m² (or part) adjacent to principal entrances</p>	<p>One parking space per 20m² gfa</p> <p> 5% of total</p> <p>Parent and Child spaces: 5% of total.</p> <p> one per 500m²</p>	A bay capable of holding a rigid 11m vehicle normally required. Developments over 1000m ² require standing for an articulated vehicle for every 2000m ² or part.	For developments of over 500m ² gfa a Travel plan and contributions towards local improvements for pedestrian and cycle access and safety will normally be required as part of a local Transport Action Plan (see policy TRA25). Stores over 2000m ² will be expected to support local public transport infrastructure improvements
Elsewhere in the urban area	<p>Staff: One covered and secure cycle parking space per 100m²</p> <p>Customers: One cycle space per 50 m² (or part) adjacent to principal entrances</p>	<p>One parking space per 20m²</p> <p> 5% of total</p> <p>Parent and Child spaces: 5% of total.</p> <p> one per 500m²</p>	A bay capable of holding a rigid 11m vehicle normally required. Developments over 1000m ² require standing for an articulated vehicle for every 2000m ² or part.	Stores over 200m ² a Travel plan and contributions towards local improvements for pedestrian and cycle access and safety will normally be required as part of a local Transport Action Plan (see policy TRA25). All proposals over 500m ² will additionally provide significant support to City-wide infrastructure improvements to reduce car dependency and to mitigate car use at the site.

Section 2






Offices, High Tech and research units. (Part Use Class B1)



Location	 Cycle parking standards (minimum)	 Car Parking Standards (maximum)	Servicing Requirements	Off site Requirements
City Centre	<p>Staff: One covered and secure cycle parking space per 35m²</p> <p>Customers: One cycle space per 500 m² (or part) adjacent to principal entrances</p>	<p>Operational parking only is permitted. One operational parking space per 200m².</p> <p> One space per 600m²</p>	Units over 1000m ² should have standing adjacent to a service bay for an 11m rigid vehicle unless servicing is permitted from the street.	<p>A Travel plan will normally be required as part of the development proposals over 500m².</p> <p>Contributions towards the City Centre Transport Plan, including the park and ride service will be required for all developments over 200m²</p>
In existing or proposed employment locations outside the City Centre as defined by policies EMP4, EMP5, EMP7 and EMP8 to EMP15.	<p>Staff: One covered and secure cycle parking space per 50m²</p> <p>Customers: One cycle space per 500 m² (or part) adjacent to principal entrances</p>	<p>One parking space per 35m² (includes staff and visitors)</p> <p> 5% of total</p> <p> one per 500m²</p>	Units should have standing for an 11m rigid vehicle associated with a service bay. Units over 2000m ² should provide an additional bay to accommodate an articulated vehicle	<p>A Travel plan will normally be required as part of the development proposals over 500m².</p> <p>Contributions towards local improvements for pedestrian and cycle access and safety and city-wide infrastructure will normally be required for developments over 200m²</p>

Elsewhere in the urban area	<p>Staff: One covered and secure cycle parking space per 50m²</p> <p>Customers: One cycle space per 500 m² (or part) adjacent to principal entrances</p>	<p>One parking space per 35m² (includes staff and visitors)</p> <p> 5% of total</p> <p> one per 500m²</p>	<p>Units should have standing for an 11m rigid vehicle associated with a service bay. Units over 2000m² should provide an additional bay to accommodate an articulated vehicle</p>	<p>A Travel plan will normally be required as part of the development proposals over 500m². Contributions towards local improvements for pedestrian and cycle access and safety and public transport infrastructure will normally be required, and additional contributions to provide significant support to City-wide infrastructure improvements to reduce car dependency to mitigate car use at the site.</p>
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Section 3





Industrial and Warehousing units. (Use Classes B2 and B8, and part B1).

Location	 Cycle parking standards (minimum)	 Car Parking Standards (maximum)	Servicing Requirements	Off site Requirements
City Centre	<p>Staff: One covered and secure cycle parking space per 50m²</p> <p>Customers: One cycle space per 500 m² (or part) adjacent to principal entrances</p>	<p>Operational parking only is permitted. One operational parking space per 200m²</p> <p> One space per 600m²</p>	One service bay is required per 2000m ² or part. All units should have standing adjacent to a service bay for an 11m rigid vehicle. Units over 500m ² should accommodate an articulated vehicle.	A Travel plan will normally be required as part of development proposals over 1000m ² . Contributions towards the City Centre Transport Plan, including the park and ride service will be required for developments over 200m ²
In existing or proposed employment locations outside the City Centre as defined by policies EMP4, EMP5, EMP7 and EMP8 to EMP15.	<p>Staff: One covered and secure cycle parking space per 75m²</p> <p>Customers: One cycle spaces per 500 m² (or part) adjacent to principal entrances</p>	<p>One parking space per 50m² (includes staff and visitors)</p> <p> 5% of total</p> <p> one per 1500m²</p>	One service bay is required per 1000m ² or part. All Units should have standing for an 11m rigid vehicle associated with a service bay. Units over 500m ² should accommodate an articulated vehicle.	A Travel plan will normally be required as part of development proposals over 1000m ² . Contributions towards local improvements for pedestrian and cycle access and safety and public transport infrastructure will be required for developments over 200m ²

Elsewhere in the urban area	<p>Staff: One covered and secure cycle parking space per 75m²</p> <p>Customers: One cycle space per 500 m² (or part) adjacent to principal entrances</p>	<p>One parking space per 50m² (includes staff and visitors)</p> <p> 5% of total</p> <p> one per 1500m²</p>	<p>Units should have standing for an 11m rigid vehicle associated with a service bay. Units over 500m² should provide an additional bay to accommodate an articulated vehicle</p>	<p>A Travel plan will normally be required as part of development proposals over 1000m². Contributions towards local improvements for pedestrian and cycle access and safety and public transport infrastructure will normally be required, and additional contributions to provide significant support to City-wide infrastructure improvements to reduce car dependency to mitigate car use at the site infrastructure will be required for developments over 200m².</p>
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Section 4

Hotels and Guesthouses. (Use Class C1)

Location	 Cycle parking standards (minimum)	 Car Parking Standards (maximum)	Servicing Requirements	Off site Requirements
<p>All locations.</p> <p><i>For restaurants and function rooms generally open to members of the public rather than to staying guests , consult A3 standards</i></p>	<p>Staff: One covered and secure cycle parking space per ten bedrooms</p> <p>Customers: One covered and secure cycle parking space per 4 bedrooms and one cycle space per 15 bedrooms adjacent to principal entrance</p>	<p>3 spaces for every 4 bedrooms</p> <p> 5% of total</p> <p> one per 25 bedrooms</p>	<p>All units should have standing adjacent to a service bay for an 11m rigid vehicle, unless servicing is permitted from the street.</p>	<p>A Travel plan will normally be required as part of the development proposals for all developments of over 50 bedspaces.</p>



Section 5

Hospitals, Residential Care Homes and Residential Training Centres (Use Class C2).

Location	 Cycle parking standards (minimum)	 Car Parking Standards (maximum)	Servicing Requirements	Off site Requirements
City Centre	Staff: One covered and secure cycle storage space per 5 bed-spaces Visitors: One cycle space per 10 beds adjacent to principal entrances	Only operational car parking is permitted in this area. One operational parking space per 50 beds capable of standing an ambulance or minibus.  one space (minimum) per 200 beds	A bay capable of holding a rigid 11m vehicle normally required.	A Travel Plan will normally be required for units of 50 bedspaces or more detailing measures to encourage minimal use of private cars by both staff and visitors to the site. Operators must therefore expect to locate in areas which have, or can be made to have high levels of accessibility by non-car modes, and particularly public transport
Elsewhere in the Urban area	Staff: One covered and secure cycle storage space per 10 bed-spaces Visitors: One cycle space per 10 beds adjacent to principal entrances	Staff: One space per 10 bed spaces Visitors: One space per 10 bed spaces  5% of total (one space minimum)  one per 100 bed spaces	Standing space for ambulance or minibus. A bay capable of holding a rigid 11m vehicle normally required	

Section 6





Housing (Use Class C3).

Location	 Cycle parking standards (minimum)	 Car Parking Standards (maximum)	Servicing Requirements	Off site Requirements
Central shopping core and pedestrian area	One covered and secure cycle storage space or shed per dwelling. Cycle parking for visitors is required in the vicinity.	Car Parking is not normally permitted in this area. Refer to policy TRA9 (car free housing)	Access for emergency services, removal lorries, refuse vehicles will be necessary.	Contributions towards the City Centre Transport Plan, and in particular environmental improvements in the locality will normally be required for all developments of 10 units and over
Elsewhere in the City Centre	One covered and secure cycle storage space or shed per dwelling. Cycle parking for visitors is required in the vicinity.	1 and 2 bed units: 1 space per dwelling 3+ bed units: 1.25 spaces per unit (All units can have one space, one in four can have two spaces)	Access for emergency services, removal lorries, refuse vehicles will be necessary.	Contributions towards the City Centre Transport Plan, and in particular environmental improvements in the locality will normally be required for all developments of 10 units and over

Elsewhere in the urban area	<p>One covered and secure cycle storage space or shed per dwelling.</p> <p>Cycle parking for visitors is required in the vicinity.</p>	<p>1 and 2 bed units: 1 space per dwelling</p> <p>3+ bed units: 2 spaces per dwelling.</p> <p>On average, developments should average 1.5 parking spaces per unit or fewer.</p>	Access for emergency services, removal lorries, refuse vehicles will be necessary.	Contributions to local enhancement of the pedestrian and cycling environment will normally be required through the local transport action plan for all developments of 10 units and over
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Section 7

Health Centres and Surgeries (Part Use Class D1).

Location	 Cycle parking standards (minimum)	 Car Parking Standards (maximum)	Servicing Requirements	Off site Requirements
City Centre	<p>Staff: One covered and secure cycle storage space per consulting room</p> <p>Visitors: One cycle space per consulting room adjacent to principal entrances</p>	<p>Only operational car parking is permitted in this area. Staff and Visitors - two operational parking spaces per consulting room</p> <p> One space per 7 consulting rooms (min. one space).</p>	<p>Provision for the dropping off and collection of patients</p> <p>Standing space for ambulance, minibus or a rigid 11m vehicle normally required (may be provided on street dependent on circumstances).</p>	<p>A Travel Plan will normally be required for premises with more than three practitioners detailing measures to encourage minimal use of private cars by both staff and visitors to the site. Operators must therefore expect to locate in areas which have, or can be made to have high levels of accessibility by non-car modes, and particularly public transport</p>
Elsewhere in the Urban area	<p>Staff: One covered and secure cycle storage space per 2 consulting rooms</p> <p>Visitors: One cycle space per consulting room adjacent to principal entrances</p>	<p>Staff: One space per 2 consulting rooms</p> <p>Visitors: Three spaces per two consulting rooms</p> <p> 5% of total (min one space)</p>	<p>Standing space for ambulance, minibus or a rigid 11m vehicle normally required</p>	





Section 8

Nursery Schools, Day Nurseries and Day-care Centres (Part Use Class D1).

Location	 Cycle parking standards (minimum)	 Car Parking Standards (maximum)	Servicing Requirements	Off site Requirements
City Centre	<p>Staff: One covered and secure cycle storage space per 50m²</p> <p>Visitors: one cycle space adjacent to principal entrances per consulting room.</p>	<p>Only operational car parking is permitted in this area. One operational parking space per 200m².</p> <p> One space per 600m² (min. one space).</p>	<p>Standing space for ambulance, minibus or a rigid 11m vehicle normally required (may be provided on street dependent on circumstances).</p> <p>Provision for the dropping off and collection of day-visitors</p>	<p>A Travel Plan will normally be required detailing measures to encourage minimal use of private cars by both staff and visitors to the site for premises likely to cater for more than 50 pupils/day visitors. Operators must therefore expect to locate in areas which have, or can be made to have high levels of accessibility by non-car modes, and particularly public transport</p>
Elsewhere in the Urban area	<p>Staff: One covered and secure cycle storage space per 50m²</p> <p>Visitors: one cycle space adjacent to principal entrances per consulting room.</p>	<p>Staff and visitors: One space per 35m²</p> <p> 5% of total (min one space)</p>	<p>Standing space for ambulance or minibus. A bay capable of holding a rigid 11m vehicle normally required.</p> <p>Provision for the dropping off and collection of day-visitors.</p>	





Section 9

Buildings for Assembly and Leisure (Use Class D2).

Location	 Cycle parking standards (minimum)	 Car Parking Standards (maximum)	Servicing Requirements	Off site Requirements
City Centre	Staff: One covered and secure cycle parking space per 100m ² Customers: One cycle space per 50m ² adjacent to principal entrances	Only operational car parking is permitted in this area  One space per 500m ² . One space minimum	One operational parking space per 400m ² . Servicing may be permitted on street where safe and practicable. Otherwise a minimum bay capable of holding a rigid 11m vehicle required.	A Travel Plan will normally be required detailing measures to encourage minimal use of private cars by both staff and visitors to the site for developments intended to cater for more than 50 users at a time. Operators must therefore expect to locate in areas, which have, or can be made to have high levels of accessibility by non-car modes, and particularly public transport. For developments of over 500m ² gfa contributions towards local improvements for pedestrian and cycle access and safety will normally be required
Elsewhere in the Urban area	Staff: One covered and secure cycle parking space per 100m ² Customers: One cycle space per 50m ² adjacent to principal entrances	One space per 25m ²  5% of total. One space minimum	A minimum bay capable of holding a rigid 11m vehicle required. Developments over 1000m ² will normally require standing for an articulated vehicle. On major routes vehicles will be expected to turn within the site	





Section 9a

Playing Fields and Sports Pitches and Outdoor Courts





Location	 Cycle parking standards (minimum)	 Car Parking Standards (maximum)	Servicing Requirements	Off site requirements
City Centre	Use unlikely to be acceptable in this area			
Elsewhere the City	Staff: One covered and secure cycle parking space per pitch Customers: One cycle space per 1000m ² pitch area adjacent to principal entrance to the site. For associated buildings see section 9	One space per 500m ² of pitch area  5% of total. One space minimum  5% of total For associated buildings, see section 9.	Each proposal will be treated on its merits.	Contributions towards local improvements for pedestrian and cycle access will normally be required

Section 10

Educational Establishments (Part Use Class D1)

Location	 Cycle parking standards (minimum)	 Car Parking Standards (maximum)	Servicing Requirements	Off site Requirements
City Centre	<p>Staff and Students: Ten secure and covered cycle stands per classroom</p> <p>Visitors: Two cycle spaces adjacent to the main entrance(s)</p>	<p>Only operational car parking is permitted in this area. One operational parking space per 200m² for visitors and deliveries.</p> <p> One space (minimum) per 10 classrooms</p>	Space should be provided within the site for service vehicles, although this could be a hard surfaced area principally for other uses	<p>A Travel Plan will normally be required detailing measures to encourage minimal use of private cars by both staff and students, for establishments likely to exceed 50 students. Particular regard should be given to safe routes to the site, particularly where the establishment caters for young children. Provision of identified off site works will normally be required.</p>
Elsewhere in the Urban area	<p>Staff and Students: Ten secure and covered cycle stands per classroom</p> <p>Visitors: Two cycle spaces adjacent to the main entrance(s)</p>	<p>Staff: One space per two classrooms</p> <p>Visitors: 1 space per 10 classrooms, adjacent to main entrance</p> <p> 5% of total. One space minimum.</p>	Space should be provided within the site for service vehicles, although this could be a hard surfaced area principally for other uses	

Section 11 Petrol Filling Stations

Location	 Cycle parking standards (minimum)	 Car Parking Standards (maximum)	Servicing Requirements	Off site requirements
Central shopping core and pedestrian area	This use is not appropriate in the Central Shopping Core			
Elsewhere in the City Centre	<p>Staff: One covered and secure cycle parking space per 50m² of kiosk/shop</p> <p>Customers: One cycle stand (2 spaces) per 100m² of Kiosk/shop adjacent to principal entrances (not required for filling stations selling only petrol)</p>	Car Parking is not normally permitted in this area	Tankers must be able to turn within the site	Contributions towards elements of the City Centre Transport Plan will normally be required
Elsewhere in the urban area	<p>Staff: One covered and secure cycle parking space per 50m² Kiosk/shop</p> <p>Customers: One cycle spaces per 50m² (or part) adjacent to principal entrance to kiosk/shop (not required for filling stations selling only petrol)</p>	<p>One parking space per 20m² of Kiosk/shop</p> <p> one space (minimum)</p> <p> one space</p>	Tankers must be able to turn within the site	Contributions towards local improvements for pedestrian and cycle access and safety will normally be required as part of a local Transport Action Plan

APPENDIX 5

[This Appendix forms part of the Local Plan and should be read with it]

IMPLEMENTATION OF PLAN PROPOSALS

This Appendix provides details of how each of the Plan's proposals will be implemented, the relevant policies and any known constraints which have been taken into account. The policies are those relating to the development proposed in the Plan – if another scheme with a different mix of uses on the site is brought forward then other policies may apply.

The following policies **apply throughout the City** (and are therefore not identified separately against each site):

NE3 Tree protection
NE9 Comprehensive landscaping scheme

HBE12 High quality of design
HBE16 Design of lighting schemes
HBE17 Alterations and extensions
HBE18 Street furniture - design
HBE19 Design for safety and security

EP7 Prevention of noise pollution
EP10 Noise protection between different uses
EP15 Separation of foul and surface water sewers
EP16 Water conservation and sustainable drainage systems
EP17 Protection of watercourses from pollution
EP18 Energy efficiency in new development
EP20 Sustainable use of materials
EP22 High standard of amenity for residential occupiers

EMP1 Small scale business development
EMP17 High technology communications networks

HOU7 Phasing of new housing development
HOU13 Proposals for new housing development on other sites
HOU19 Residential institutions - criteria

SR1 Minimum standards for open space
SR2 Accessible local open space facilities
SR6 Dual use of open space and recreational facilities
SR14 Criteria for sports development

TRA3 Modal shift measures in support of NATS
TRA4 Denser development in locations of high accessibility
TRA5 Design for vehicle movement and special needs
TRA6 Parking standards - maxima
TRA7 Cycle Parking Standards
TRA8 Servicing provision
TRA10 Contribution by developers to works required for access to the site
TRA13 Integrated transport strategy and interchange facilities
TRA14 Enhancement of the pedestrian environment and safe pedestrian routes
TRA23 Alternative fuels and provision for appropriate technology
TRA26 Design and materials in streetscape

Site Specific Policies

Ref: CC4.1

Area: 0.42ha

Site: Barn Road Car Park

Greenfield/ brownfield: Brown

Primary policy (proposal): Major mixed use development

Mix of Uses Proposed: Leisure, office, small-scale retail and housing with car parking

Implementation by: Private sector + City Council (owner)

Constraints identified: Traffic noise (Inner Ring Road), Possible contamination.

Policies/requirements:

NE4 Street trees to be provided

HBE14 Gateway site

SR12 Green Links Network

HBE8 Conservation Area

TRA15 Cycle Route

SR3 Urban Green Space

Multi Storey car park to be provided on north of site to replace existing number of parking spaces

Phasing/ timing of development: 2007

HBE3-5 Archaeological Investigation

SR7 Equipped play space to serve housing

HBE10 City Walls

EP13 Flood risk to other sites

TRA18 Major Road Network

HOU2 Mix of uses including housing

Ref: CC5.1 (+ HOU9 A17)

Area: 0.69 hectares

Site: Busseys Garage, Quayside

Greenfield/ brownfield: Brown

Primary policy (proposal): Mixed use development (including housing)

Mix of Uses Proposed: Housing (45 dwellings) in mix with leisure use and restaurants and bars or office and light industry (B1)

Implementation by: Private sector

Constraints identified: Highway improvements, Flood risk, Possible contamination, Demolition, Archaeologically important site

Policies/requirements:

NE4 Street trees to be provided

SR 4 Provision of open space

HBE3-5 Archaeological Investigation

HOU5 Accessible housing

HOU9 A17 Minimum density of housing

EP13 Flood risk to other sites

TRA15 Cycle Route

EP14 Protection of Groundwater Source

TVA3 Waterborne Tourism and River Moorings

Phasing/ timing of development: 2004

HOU4 Affordable housing Target = 10

SR 7 Equipped children's play

SR11 Riverside Walks

HOU6 Requirements for housing devel.

EP12 Flood risk in developed urban areas

HBE8 Conservation Area

HBE6 Mediaeval Street pattern

HOU7 Phasing of housing development

**Ref: CC7.1 (+ HOU9 A22/
EMP16.1/ SHO5.1)**

Area: 2.19 hectares

*Site: Botolph Street/Pitt Street/Edward Street,
Anglia Square*

Greenfield/brownfield: Brown

Primary policy (proposal): Mixed use development (including housing)

Mix of Uses Proposed: 80 dwellings in a mix with retail, and car parking, open space, possibly with commercial offices, hotel and/or leisure uses.

Implementation by: Private Sector

Constraints identified: Highway improvements, Demolition, Adjacent to residential area, Traffic Noise, Air Quality

Policies/ requirements:

NE4 Street trees to be provided

HOU5 Accessible housing

HOU4 Affordable housing Target = 20

HOU6 Requirements for housing devel.

SR 4 Open space
HBE3-5 Archaeological Investigation
TRA15 Cycle routes
TRA18 Major Road Network
SHO5.1 Retail development at Anglia Sq.
EP14 Protection of Groundwater Source
HOU7 Phasing of housing development

Phasing/ timing of development: 2004

Phasing of development: 2004

Phasing of development: 2007

Ref: CC10.1 (+ HOU9 A35)

Site: Bus Station site

Area: 1.4 hectares

Greenfield/ brownfield: Brown

Primary policy (proposal): Mixed use development (including housing) and replacement bus facilities

Mix of Uses Proposed: 70 dwellings in mix with office, hotel and leisure uses

Implementation by: Private Sector

Constraints identified: Proximity to Inner Ring Road, Possible contamination

Policies/ requirements:

NE4 Street trees to be provided

HOU4 Affordable housing Target = 15

HOU5 Accessible housing

HOU9 Minimum density of housing

SR 7 Equipped children's play space

HBE3-5 Archaeological Investigation

HBE9 Listed buildings

HBE14 Gateway site

SR12 Green Links Network

CC10 Provision of replacement bus station.

TRA15 Cycle Routes

TRA9 Car free housing.

TRA18 Major Road Network

HBE10 City Walls

TVA5.1 Hotel Site

HBE8 Conservation Area

HOU6 Requirements for housing developments

EP14 Protection of Ground Water Source

HOU7 Phasing of housing development

Replacement bus station, improved layover facilities for buses and interchange facilities at station, improved passenger facilities, environmental improvements in centre.

Phasing of development: 2004

Ref: CC12.1 (+ HOU9 A12/

Site: Sites at St Anne's Wharf, King Street

HOU9 C32/ SHO7.1/ SR5.7)

Area: 2.57 hectares

Greenfield/ brownfield: Brown

Primary policy (proposal): Mixed use housing and commercial development (35 dwellings [A12] + 120 dwellings [C32]) = 155 dwellings in total

Mix of Uses Proposed: Mixed use scheme with housing, small scale retail, commercial units, food and drink and tourist uses and open space.

Implementation by: Private Sector

Constraints identified: Pedestrian and cycle access to bridge to be constructed, Archaeological remains, Possible contamination, Vacant buildings, sloping site, Access improvements required, open space to be laid out.

Policies/ requirements:

CC12/ HOU2 Mix with housing

HOU8 and 9 Minimum density of housing

SHO4 Limits on retail development

NE4 Street trees to be provided

HOU4 Affordable housing Targets = 7 + 30

HOU5 Accessible housing

SR7 Equipped children's play space

SR11 Riverside Walks

SR13 Green Links network

HBE3-5 Archaeological Investigation

HBE9 Listed buildings

HBE14 Gateways to city

TVA4 Visitor attraction area

EP13 Flood risk elsewhere

HBE8 Conservation Area

HOU6 Requirements for housing

HOU7 Phasing of housing development

developments

EP14 Protection of Ground Water Sources.

SR5.7 Provision of open space of 0.2 ha.

Provision of studios and workshops associated with media industries sought, pedestrian link to new bridge to Riverside required

Phasing/ timing of development: 2004

Ref: CC14.1 (+ HOU9 A42
/TVA5.2)

Site: Land adj. Norwich City FC, Kerrison
Road

Area: 3.8 hectares

Greenfield/ brownfield: Brown

Primary policy (proposal): Mixed use development (120 dwellings)

Mix of Uses Proposed: Housing in mix with leisure use, car park, and employment with hotel.

Implementation by: Private Sector

Constraints identified: Flood risk, Possible contamination, Football club car parking, Access constraints (particularly on match days).

Policies/ requirements:

NE4 Street trees to be provided

HOU5 Accessible housing

SR 4 Open space

SR 11 Riverside Walk

EP12 Flood risk in previously developed areas

TVA5 Hotel with conference and/or exhibition centre, if feasible.

HOU7 Phasing of housing development

Phasing/ timing of development: 2001

HOU4 Affordable housing Target = 30

HOU9 Minimum density of housing

SR 7 Equipped children's play space

HBE14 Gateways to City

AEC1 Leisure Area of centre

TRA18 Major Road Network

HOU6 Requirements for housing developments

Ref: **EP19.1 (+ EMP14.1)**

Site: **Cremorne Lane**

Area: 6.87 hectares

Greenfield/ brownfield: Brown

Primary policy (proposal): Renewable energy development (biomass power station) and/or employment use (B1, B2 and B8) and/ or other use associated with river frontage and site's surroundings.

Mix of Uses Proposed: Possible – see policy EMP14, employment or other uses

Implementation by: Private or public sector.

Constraints identified: Possible contamination; flood risk; access unsuitable for any large or heavy vehicles; design to respect river frontage

Policies/ requirements:

SR12 Riverside Walk

EP12 Flood risk in previously developed areas

EMP14 Cremorne Lane redevelopment and conditions

EP3 HSE Consultation Site

TRA15 Cycle Routes

SR11 Riverside Walk

Land to be reserved for bridge over Wensum.

EP14 Protection of Ground Water Source

Phasing/ timing of development: 2004

Ref: **EMP9.1**

Site: **Deal Ground, Bracondale, Trowse**

Area: 8.2 hectares

Greenfield/ brownfield: Brownfield

Primary policy (proposal): Employment development

Mix of Uses Proposed: B1, B2 and B8 uses, possibly with rail freight terminal.

Implementation by: Private sector (+ Railtrack, if rail access included)

Constraints identified: Past tipping; contamination (treated); removal of derelict buildings; flood risk; adjacent to nature conservation site

Policies/ requirements: EMP9 Area to be reserved for rail freight use + High standard of landscaping to east, new vehicular access road /cycle and pedestrian routes to be provided by developer, reserve land for bridge over Wensum, reserve site for slipway and moorings, comprehensive scheme required.

SR11 Riverside Walk

NE8 Management of wildlife

SR1 Green Links

HBE14 Gateways to city

EP12 Flood risk in previously developed areas

TRA15 Cycle Route

EMP8 Employment Development

EMP4 Prime Employment Areas

EP11 Functional Flood Plain

EP13 Flood risk elsewhere

EP14 Protection of Ground Water Source

TVA3 Waterborne Tourism and River Moorings

Phasing/ timing of development: 2004

Ref: EMP10.1 **Site: Livestock Market, Hall Road**
Area: 9.7 ha **Greenfield/ brownfield:** Brown
Primary policy (proposal): Employment development
Mix of Uses Proposed: B1, and B8 high quality business park uses, motor vehicle sales on Hall Road frontage
Implementation by: Private sector + City Council (owner)
Constraints identified: Relocation of current uses; access to be maintained to premises at rear, comprehensive scheme.
Policies/ requirements:
NE4 Street trees to be provided EMP8 Employment Development
EMP3 Supply of new small business units EMP4 Prime Employment areas
TRA15 Cycle Route EP3 HSE Consultation Zone
EMP6 Motor car showrooms EP14 Protection of Ground Water Source.
Phasing/ timing of development: 2004

Ref: EMP11.1 **Site: Former Abattoir, Old Hall Road**
Area: 1.6ha **Greenfield/ brownfield:** Brown
Primary policy (proposal): Employment development (including possible relocated livestock market)
Mix of Uses Proposed: B1, B2 and B8 uses and/or livestock market
Implementation by: Private sector + City Council (owner)
Constraints identified: Previously tipped (inert waste?); road access must be improved ; adjoins nature conservation site/ river valley – landscaped buffer to south and east
Policies/ requirements:
EMP11 Landscaping requirements SR11 Riverside walk
HBE14 Gateway site SR12 Green Links
NE8 Management of wildlife
Phasing/ timing of development: 2004

Ref: EMP12.1 and 12.2 **Site: Sites at Hurricane Way (2)**
Area: 0.3ha and 2.0 ha. **Greenfield/brownfield:** brown
Primary policy (proposal): Employment development
Mix of Uses Proposed: B1, B2 uses. Predominantly small ‘starter’ units.
Implementation by: Private sector + City Council (owner)
Constraints identified: Derelict buildings on site, development must not be detrimental to amenities of adjoining residential areas to south.
Policies/ requirements:
EMP3 small business units SR12 Green Links
EMP8 Employment Development TRA15 Cycle Route
EP8/9noise sensitive uses not appropriate
Phasing/ timing of development: 2001

Ref: EMP13.1 **Site: Guardian Road Employment Area**
Area: 2.1ha **Greenfield/ brownfield:** Brown
Primary policy (proposal): Employment development
Mix of Uses Proposed: Employment units (B1, B2 and B8) and small business units.
Implementation by: Private sector
Constraints identified: demolition or refurbishment of units;
Policies/ requirements:
NE4 Street trees to be provided EMP3/13 small business units to be included.
EMP5 General Employment Areas TRA18 Major Road Network
Phasing/ timing of development: 2007

Ref: EMP15.1 **Site: Laurence Scott Electromotors Area**
Area: 4.21ha *Greenfield/ brownfield:* Brown
Primary policy (proposal): Employment development
Mix of Uses Proposed: Employment units (B1, B2 and B8), leisure uses, housing (up to 1.5 hectares)
Implementation by: Private sector
Constraints identified: demolition or refurbishment of units; noise from adjacent uses and rail bridge
Policies/ requirements:
NE4 Street trees to be provided EMP3 small business units to be included.
EMP15 Mix of uses, enhanced access, pedestrian/cycle route, reservation of land for access to
Utilities site.
HOU4 affordable housing HOU6 developer requirements
SR4 open space SR7 Children's play
AEC1 Major leisure development TRA15 Cycle Network
SR12 Green Links Network
Phasing/ timing of development: 2007

Ref: EMP16.1 (+ HOU9 A22 and A24) Site: Botolph Street/ Pitt Street/
See Site CC7.1 (Botolph Street/ Pitt Street) and site HOU9 A24 for St Crispins Road)

Ref: EMP16.2 (+HOU9 A47) **Site: Greyfriars Road/Rose Lane**
Area: 0.64 ha. *Greenfield/ brownfield:* Brown
Primary policy (proposal): Office development in mix with housing.
Mix of Uses Proposed: Yes
Implementation by: Private sector
Constraints identified: Possible contamination; access constraints; possible additional land could be included; archaeological interest, noise constraint from surrounding uses.
Policies/ requirements:
EMP16 scale of buildings HBE3-5 Archaeological Investigation
TRA16 Travel plans HBE8 Conservation Area
HBE19 disabled access and security. EP14 Protection of Ground Water Source.
HOU4 Affordable housing HOU5 Accessible housing
SR4 Open space provision SR7 Children's equipped play
HOU6 Housing requirements HOU7 Phasing of housing development
Phasing/ timing of development: 2004

Ref: EMP16.3 **Site: Whitefriars/Barrack Street (Part of NJP/Jarrolds)**
See ref CC8

Ref: TVA5.1 (+CC10.1) **Site: Bus Station, Surrey Street**
See ref CC10.1

Ref: TVA5.2 (+ CC14.1) **Site: Norwich City FC, Carrow Road/Kerrison Road See ref CC14.1**

Ref: TVA5.3 **Site: Archant Print (Prospect House), Rouen Road**
Area: 0.9 hectares **Greenfield/ brownfield:** Brown

Primary policy (proposal): Hotel

Mix of Uses Proposed: Housing, if appropriate

Implementation by: Private sector

Constraints identified: Adapt existing building if feasible (policy EP20); present use

Policies/ requirements:

HBE3 – 5 Archaeology – if redeveloped

TRA15 Cycle Routes

HOU2 Mix of uses including housing

HBE8 Conservation Area

EP14 Protection of Ground Water Source

Phasing/ timing of development: 2007

SR12 Green Links Network

NE4 Street trees – if redeveloped

Ref: TVA5.4 **Site: Former Start Rite factory site, Duke Street**
Area: 0.3 hectares **Greenfield/ brownfield:** Brown

Primary policy (proposal): Hotel and housing development (45 dwellings)

Mix of Uses Proposed: Yes with housing and offices

Implementation by: Private sector

Constraints identified: Flood risk

Policies/ requirements:

HOU2 Mix of uses including housing

HOU5 Accessible housing

SR4 Open space provision

SR11 Riverside Walk

HBE3– 5 Archaeological investigation

EP12 Flood risk in previously developed area

EP14 Protection of Ground Water Source

Phasing/ timing of development: 2001

HOU4 Affordable housing

HOU8 Minimum density of housing

SR7 Children's equipped play

TVA4 Visitor attraction area

NE4 Street trees to be provided

HBE8 Conservation Area

HOU7 Phasing of housing development

Ref: TVA5.5 **Site: Former Sovereign House, Anglia Square**
See ref CC7.1

Ref: SHO4.1 (+ CC12) **Site: King Street/ St Anne's Wharf**
See Ref CC12.1

Ref: SHO5.1 (+ CC7) **Site: Land at Botolph Street/ Pitt Street/ Edward Street**
See Ref CC7.1

Ref: SHO6.1 **Site: Westlegate/Timberhill**
Area: 0.13 hectares **Greenfield/ brownfield:** Brown

Primary policy (proposal): Retail development

Mix of Uses Proposed: None

Implementation by: Private sector

Constraints identified: Vacant buildings; access

Policies/ requirements:

HBE3-5 Archaeological Investigation

HBE9 Listed Building and setting

SHO6 Limits on retail development; creation of pedestrian route

SHO3 Primary Retail area
HBE8 Conservation Area
Phasing/ timing of development: 2007

SHO10 Changes in use of retail frontages
EP14 Protection of Ground Water Source

Ref: **HOU8 C9** *Site:* **Muspole Street**
Area: 0.34 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development (40 dwellings)
Mix of Uses Proposed: No
Implementation by: Private sector
Constraints identified: Possible contamination; vacant/ underused buildings, access constraints
Policies/ requirements:
HOU4 Affordable housing Target = 10 HOU5 Accessible housing
TRA9 Car free housing SR 4 Open Space provision
SR7 Commuted sum for play space to serve development HBE3-5 Archaeological Investigation
TVA4 Visitor attraction area HOU8 Minimum density of housing
HBE8 Conservation Area HOU6 Requirements for housing developments
EP14 Protection of Ground Water Source. HOU7 Phasing of housing development
EP13 Flood risk to others
Phasing/ timing of development: 2007

Ref: **HOU8 C28** *Site:* **Barnham Close/Draper Way, Chapel Break**
Area: 1.93 hectares *Greenfield/ brownfield:* Green
Primary policy (proposal): Housing development (75 dwellings)
Mix of Uses Proposed: No
Implementation by: Private Sector
Constraints identified: Road access, Specific site issues related to pedestrian and cycle access
Policies/ requirements:
NE4 Street trees HOU4 Affordable housing Target = 23
HOU5 Accessible housing HOU8 Minimum density of housing
SR 4 Provision of open space SR7 Children's play space
HOU6 Requirements for housing developments HOU7 Phasing of housing development
Phasing/ timing of development: 2001 (Strategic Site)

Ref: **HOU8 C30** *Site:* **Three Score (phase 2)**
Area: 24.4 hectares *Greenfield/ brownfield:* Green
Primary policy (proposal): Housing development (1000 dwellings)
Mix of Uses Proposed: No
Implementation by: Public and Private Sectors
Constraints identified: Road access, Specific site issues related to pedestrian and cycle access
Policies/ requirements:
NE4 Street trees to be provided SR 5 Contribution to laying out allocated open space
HOU4 Affordable housing Target = 300 SR7 Children's play space
HOU5 Accessible housing NE7/8 Wildlife management
HOU6/ AEC6 Contribution to provision of new school and community facilities HOU8 Minimum density of housing
TRA15 Cycle Routes EP14 Protection of Ground Water Source
SR12 Green Links EP12 Flood risk
Infrastructure and highway works to be provided by the developer in accordance with the Development Brief . HOU7 Phasing of housing development
Phasing/ timing of development: 2001 (Strategic Site)

Ref: HOU8 C39 **Site: Bisby Barnabee Way, Three Score**
Area: 5.14 hectares **Greenfield/ brownfield:** Green
Primary policy (proposal): Housing development (190 dwellings)
Mix of Uses Proposed: No
Implementation by: Public and Private Sectors
Constraints identified: Road access, Specific issues related to pedestrian and cycle access
Policies/ requirements:
NE4 Street trees to be provided HOU4 Affordable housing Target = 57
HOU5 Accessible housing HOU8 Minimum density of housing
SR 5 Contribution to laying out allocated open space to serve new development SR7 Children's play space
HOU7 Phasing of housing development HOU6/ AEC6 Contribution to new school and community facilities
Phasing/ timing of development: 2001 (Strategic Site)

Ref: HOU8 C40 **Site: Land adj. Cremorne House, off Cremorne Lane**
Area: 0.41 hectares **Greenfield/ brownfield:** Brown
Primary policy (proposal): Housing development (20 dwellings)
Mix of Uses Proposed: No
Implementation by: Private Sector
Constraints identified: Storm water/sewer pipe possibly runs across the site. Highway access.
Policies/ requirements:
NE4 Street trees to be provided HOU6 Requirements for housing developments
SR7 Children's play space EP13 Flood Risk to other sites
HOU8 Minimum density of housing EP14 Protection of Ground Water Source
Phasing/ timing of development: 2004

Ref: HOU8 A45 **Site: 1-5 Thorpe Road**
Area: 0.25 hectares **Greenfield/Brownfield:** Brown
Primary policy (proposal): Housing development (40 dwellings)
Mix of uses proposed: No
Implementation: Private Sector
Constraints: Highway access
Policies/ requirements:
HBE8 Conservation Area TRA18 Major Road network
SR3 Urban Greenspace HOU6 Requirements for housing develops
HOU4 Affordable Housing Target = 12 HOU5 Accessible housing
SR4 Provision of open space to serve development SR7 Children's play space
HOU8 Minimum density of housing EP14 Protection of Ground Water Source
HOU7 Phasing of housing development
Phasing of development: 2001

Ref: HOU9 A3 **Site: Pottergate/ Fishers Lane**
Area: 0.44 hectares **Greenfield/brownfield:** Brown
Primary Policy (proposal): Housing development (50 dwellings)
Mix of Uses Proposed: Yes – commercial to rear of St Giles
Implementation by: Private Sector
Constraints Identified: Part of site (0.13 ha) has planning permission for development of 19 dwellings, Road access, Demolition, Sewers across site, Ground conditions, Ownership

Policies/Requirements:

HBE3-5 Archaeological Investigation
HBE8 Conservation Area
HOU4 Affordable housing Target = 12

HOU5 Accessible housing
HOU6 Requirements for housing developments

EP2 Testing for ground conditions
Phasing/ Timing of development: 2007

HOU9 Minimum density of housing
NE4 Street trees to be provided
SR 4 Provision of open space to serve new development
SR 7 Children's play space
TRA9 Car free housing
EP14 Protection of Ground Water Source.
HOU7 Phasing of housing development

Ref: HOU9 A4

Site: 10 – 34 Ber Street

Area: 0.36 hectares

Greenfield/brownfield: Brown

Primary Policy (proposal): Housing development (30 dwellings)

Mix of Uses Proposed: Housing with retail, office (A2 or B1), or leisure uses

Implementation by: Private Sector

Constraints Identified: Road access, Highway improvements, Demolition, Chalk workings in area; Archant Print car park.

Policies/Requirements:

EP2 Testing for ground conditions
EP14 Protection of Groundwater Source
HBE3-5 Archaeological Investigation

NE4 Street trees to be provided
HOU5 Accessible housing
SR 4 Provision of open space to serve new development
HOU4 Affordable housing Target = 12
SR 7 Children's play space
TRA9 Car free housing

HBE8 Conservation Area
HOU7 Phasing of housing development
HOU6 Requirements for housing developments
Phasing/timing of development: 2007

Ref: HOU9 A5

Site: 60 - 70 Ber Street

Area: 0.19 hectares

Greenfield/brownfield: Brown

Primary Policy (proposal): Housing development (15 dwellings)

Mix of Uses Proposed: Housing with office (A2 or B1), or leisure uses

Implementation by: Private Sector

Constraints Identified: Demolition, Possible former chalk workings on site, Highway improvements.

Policies/Requirements:

HBE3-5 Archaeological Investigation
HBE8 Conservation Area
HOU4 Affordable housing Target = 10
HOU5 Accessible housing
HOU6 Requirements for housing developments
HOU9 Minimum density of housing
EP2 Testing for ground conditions

EP14 Protection of Groundwater Source
NE4 Street trees to be provided
SR 4 Provision of open space to serve new development
HOU7 Phasing of housing development
SR 7 Children's play space
SR12 Green links network

TRA9 Car free housing

Phasing/timing of development: 2004

Ref: HOU9 A12
See Ref CC12.1

Site: Hobrough Lane/King Street

Ref: HOU9 A13

Site: Read's Flour Mill/ Cannon Wharf, King Street

Area: 0.7 hectares

Greenfield/ brownfield: Brown

Primary policy (proposal): Housing development

Mix of Uses Proposed: Housing (70 dwellings) in mix with restaurants and bars

Implementation by: Private Sector

Constraints identified: Possible contamination, Demolition/conversion, Highway improvements to King Street.

Policies/ requirements:

HOU4 Affordable housing Target = 10

HOU5 Accessible housing

HOU6 Requirements for housing developments

SR4 Provision of open space

SR7 Equipped children's play space

HBE3-5 Archaeological Investigation

SR11 Riverside Walks

HOU9 Minimum density of housing

EP13 Flood risk downstream

EP14 Protection of Ground Water Source.

HBE9 Listed buildings

HBE14 Gateways to City

TVA4 Visitor attraction area

NE4 Street trees to be provided

HOU7 Phasing of housing development

TVA3 Waterborne Tourism + River Moorings

HBE8 Conservation Area

Phasing/ timing of development: 2001

Ref: HOU9 A15 (+ CC9)

Site: Land at Moutergate

See ref. CC9.1

Ref: HOU9 A17 (+ CC5)

Site: Busseys Garage, Quayside/Palace Street

See ref. CC5.1

Ref: HOU9 A22 (+ CC8/EMP16.1)

Site: Anglia Square/Pitt Street/Edward Street

See ref. CC7.1

Ref: HOU9 A24 (+EMP16.1)

Site: St Crispin's Road, Chatham Street

Area: 0.52 hectares

Greenfield/ brownfield: Brown

Primary policy (proposal): Mixed development including housing

Mix of Uses Proposed: 20 dwellings in mix of uses with small scale office (B1) or service uses to St Crispin's Road frontage.

Implementation by: Private and public sector (City Council owned)

Constraints identified: Adjacent to residential area, Traffic Noise, Air Quality, Relocation of present user, access improvements.

Policies/ requirements:

NE4 Street trees to be provided

SR7 Children's play space

HBE3-5 Archaeological Investigation

EP14 Protection of Ground Water Source.

HBE8 Conservation Area

HOU4 Affordable housing

HOU9 Minimum density of housing

EP9 Design to deflect noise from Inner Ring Road

HOU5 Accessible Housing

HOU7 Phasing of housing development

EP13 Flood risk downstream

HOU6 Requirements for housing developments

Phasing/ timing of development: 2007

Ref: HOU9 A35 (+ CC10)

Site: Bus Station site, Surrey Street

See ref. CC10.1

Ref: HOU9 A40 (+ CC9)
See Ref: CC9.1

Site: Baltic House, Mountergate

Ref: HOU9 A42 (+ CC14)
See ref. CC14.1

Site: Norwich City FC, Kerrison Road

Ref: HOU9 A46
See policy CC8

Site: Whitefriars, Barrack Street

Ref: HOU9 A47
See policy EMP16.2

Site: Greyfriars Road/ Rose Lane

Ref: HOU9 A48

Site: Hi-Tech House, Blackfriars Street

Area: 0.25 hectare

Greenfield/brownfield: Brown

Primary Policy (proposal): Housing development (20 dwellings)

Mix of Uses Proposed: Housing with offices (A2 or B1)

Implementation by: Private Sector

Constraints Identified: Demolition, Contamination (asbestos in building; poss. additional contamination from previous use), Highway improvements

Policies/Requirements:

EP14 Protection of Groundwater Source

HOU9 Minimum density of housing

HBE3-5 Archaeological Investigation

NE4 Street trees to be provided

HBE8 Conservation Area

SR7 Children's play space

HOU6 Requirements for housing
Developments

TRA9 Car free housing

HOU7 Phasing of housing development

Phasing/timing of development: 2004

Ref: HOU9 B39

Site: Bertram Books, Rosary Road

Area: 0.97 hectares

Greenfield/Brownfield: Brown

Primary policy (proposal): Housing development (40 dwellings)

Mix of Uses Proposed: Housing in a mix with employment or commercial use (A2 or B1 classes)

Implementation by: Private Sector

Constraints identified: Site levels, Access

Policies/requirements:

HBE8 Conservation Area

SR4 Open space provision

HOU4 Affordable housing Target – 12

HOU5 Accessible housing

HOU6 Contribution to community facilities

HOU9 Minimum density of housing

HOU7 Phasing of housing development

Phasing/timing of development: 2004

Ref: HOU9 C32
See ref. CC12.1

Site: St Anne's Wharf, King Street

Ref: HOU10 A21

Site: Duke's Court, Duke Street (former EEB offices)

Area: 0.84 hectares

Greenfield/ brownfield: Brown

Primary policy (proposal): Housing conversion (70 dwellings)

Mix of Uses Proposed: Housing with possible commercial uses.

Implementation by: Private sector

Constraints identified: Road access, Flood risk, Possible contamination, Traffic noise.

Policies/ requirements:

NE4 Street trees to be provided

HOU4 Affordable housing Target = 20

HOU5 Accessible housing

HOU6 Requirements for housing developments

HOU7 Phasing of housing development

SR4 Open space

SR12 Green Links network

SR7 Children's Play space

HBE3-5 Archaeological Investigation

EP12 Flood risk in previously developed areas

TRA9 Car free housing

HBE8 Conservation Area

Phasing/ timing of development: 2001

Ref: HOU10 A39

Site: Gildengate House, Anglia Square

Area: 0.08 hectares

Greenfield/ brownfield: Brown

Primary policy (proposal): Housing conversion (50 dwellings)

Mix of Uses Proposed: No

Implementation by: Private Sector/ Student housing agency

Constraints identified: Conversion, Access constraints and integration with surrounding shopping development.

Policies/ requirements:

HOU4 Affordable housing Target = 15

HOU5 Accessible housing

SR4 Open space

SR7 Children's play space

HBE3-5 Archaeological Investigation

TRA9 Car free housing

HBE8 Conservation Area

HOU6 Requirements for housing developments

HOU7 Phasing of housing development

Phasing/ timing of development: 2004

Ref: HOU10 B12

Site: Paper Mills Yard, King Street

Area: 0.90 hectares

Greenfield/ brownfield: Brown

Primary policy (proposal): Housing development (60 dwellings)

Mix of Uses Proposed: Yes, possibly

Implementation by: Private Sector

Constraints identified: Demolition of part, Access improvements, Groundwater source protection, Possible contamination, Listed buildings to be retained.

Policies/ requirements:

HOU4 Affordable housing Target = 12

HOU5 Accessible housing

SR5 Allocated open space area to be laid out

SR7 Children's equipped play space

SR11 Riverside Walk

HBE3-5 Archaeological Investigation

HBE9 Listed buildings

HBE14 Gateways to the City

HOU6 Education contribution

HBE8 Conservation Area

SR12 Green Links

TRA18 Major Roads Network

EP13 Flood risk to others

HOU6 Requirements for housing developments

HOU7 Phasing of housing development

Phasing/ timing of development: 2001

Ref: HOU10 B44 **Site: Foulgers Opening, Ber Street**
Area: 0.3 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development or use (30 dwellings)
Mix of Uses Proposed: No
Implementation by: Public and/or private developer (Council owned)
Constraints identified: Conversion/Redevelopment, Sloping site.
Policies/ requirements:
HOU10 Conversion preferred. SR7 Children's play space
HOU4 Affordable housing HOU6 Requirements for housing developments
HOU7 Phasing of housing development
Phasing/ timing of development: 2001

Ref: HOU10 B46 **Site: Alderman Clarke House, Haslips Close**
Area: 0.18 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development or use (25 dwellings)
Mix of Uses Proposed: No
Implementation by: Private or public sector (Council owned)
Constraints identified: Conversion/Redevelopment
Policies/ requirements:
HOU4 Affordable housing HOU10 Conversion preferred
SR7 Children's play space HOU6 Requirements for housing developments
HOU7 Phasing of housing development
Phasing/ timing of development: Dependent on County Council disposal decision

Ref: HOU10 B47 **Site: Heartsease House, Munnings Road**
Area: 0.33 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development or use (25 dwellings)
Mix of Uses Proposed: No
Implementation by: Private or public sector (Council owned)
Constraints identified: Conversion/Redevelopment
Policies/ requirements:
HOU10 Conversion preferred SR7 Children's play space
HOU4 Affordable housing HOU6 Requirements for housing developments
HOU7 Phasing of housing development
Phasing/ timing of development: Dependent on County Council disposal decision

Ref: HOU11 B11 **Site: Former Civil Service Sports Ground, Wentworth Green**
Area: 4.27 hectares *Greenfield/ brownfield:* Mixed
Primary policy (proposal): Housing development (70 dwellings)
Mix of Uses Proposed: No
Implementation by: Private Sector
Constraints identified: Road access, Pedestrian links to existing footpaths, Possible highway improvements, Drainage issues.
Policies/ requirements:
HOU11/ SR5 Laying out of an area of public recreational open space of at least 2 hectares in addition to retaining the tree belts to the north east and north west.
HOU4 Affordable housing Target = 20 HOU5 Accessible housing
SR7 Children's equipped play space HOU6 Possible education contribution
HOU7 Phasing of housing development
Phasing/ timing of development: 2004

Ref: HOU11 B16

Site: Bowthorpe Road (south part of former Bowthorpe School)

Area: 5.85 hectares

Greenfield/ brownfield: Mixed

Primary policy (proposal): Housing development (150 dwellings)

Mix of Uses Proposed: Housing , community, employment, light industrial units and limited retail.

Implementation by: Private and Public sectors

Constraints identified: Highway improvements, pedestrian and cycle crossings, Street Tree protection.

Policies/ requirements:

HOU11/ SR5 Retention of allocated public open space and laying out thereof

EMP5 Policy for Employment Areas

NE4 Street trees to be provided

HOU4 Affordable housing Target = 45

HOU5 Accessible housing

HOU6 Requirements for housing devel.

HOU7 Phasing of housing development

SR7 Children's play space

TRA15 Cycle routes

SR12 Green links network

Provide a neighbourhood park and recreation facility on adjoining land to the north of the school site of at least 8.5 hectares.

Phasing/ timing of development: Strategic Site (2001 onwards)

Ref: HOU11 B17

Site: Norwich Community Hospital, Bowthorpe Road

Area: 3.1 hectares

Greenfield/ brownfield: Brown

Primary policy (proposal): Housing development (75 dwellings)

Mix of Uses Proposed: Mix with health facility on 1.65 hectares (see policy AEC6)

Implementation by: Public and private sector (NHS ownership)

Constraints identified: Pedestrian link to Woodlands Park, Highway improvements, Demolition, Part of site (1.65 ha) to be retained by the Primary Care Trust.

Policies/ requirements:

HOU11/SR5 Provision of allocated open space and laying out thereof (in the region of 0.8 ha. depending upon site layout)

NE4 Street trees to be provided

HOU4 Affordable housing. Target = 20

HOU5 Accessible housing

SR5 Allocation of specific open space

SR7 Children's play space

HOU6 Requirements for housing develops

HOU9 Minimum density of housing

HOU7 Phasing of housing development

SR12 Green Links network

TRA15 Cycle Network

Phasing/ timing of development: 2007

Ref: HOU11 B31

Site: Elizabeth Fry Road/ Kinghorn Road

Area: 3.9 hectares

Greenfield/ brownfield: Brown

Primary policy (proposal): Housing development (156 dwellings)

Mix of Uses Proposed: Housing , with open space

Implementation by: Private and Public sectors

Constraints identified: Removal of concrete block houses, Street Tree protection, ground conditions.

Policies/ requirements:

HOU11/ SR5 Provision of allocated public open space and laying out thereof (0.2 hectares)

NE4 Street trees to be provided

SR7 Children's play space

HOU4 Affordable housing Target = 47.

SR12 Green links network

HOU5 Accessible housing

HOU6 Requirements for housing development

HOU7 Phasing of housing development

Revised Planning Brief available

Phasing/ timing of development: 2001

Ref: HOU12 A9 **Site: Egyptian Road/ Bishop Bridge Road**
Area: 0.6 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development (30 dwellings)
Mix of Uses Proposed: No
Implementation by: Private Sector
Constraints identified: Road, pedestrian and cycle access, Groundwater source protection, Possible contamination.
Policies/ requirements:
NE4 Street trees to be provided HOU12 Minimum density of housing
HOU4 Affordable housing SR7 Children's play space
HOU5 Accessible housing HOU6 Requirements for housing devel.
HOU7 Phasing of housing development TRA18 Major road network
EP14 Protection of Ground Water Source
Phasing/ timing of development: 2007

Ref: HOU12 A19 **Site: Friars Quay/ Colegate (former Wilson's Glaziers)**
Area: 0.13 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development (15 dwellings)
Mix of Uses Proposed: No
Implementation by: Private Sector
Constraints identified: Road access, Demolition.
Policies/ requirements:
HOU12 Minimum density of housing
HBE3-5 Archaeological Investigation HBE8 Conservation Area
TVA4 Visitor attraction area TRA9 Car free housing
TRA15 Cycle routes HOU6 Requirements for housing developments
EP13 Flood risk to others EP14 Protection of Ground Water Source.
Phasing/ timing of development: 2004

Ref: HOU12 A25 **Site: Unicorn Yard/ New Mills Car Parks, Oak Street**
Area: 1.27 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development (75 dwellings)
Mix of Uses Proposed: No
Implementation by: Private Sector
Constraints identified: Possible contaminated ground, Noise from adjacent factories.
Policies/ requirements:
NE4 Street trees to be provided HOU4 Affordable housing Target = 12
HOU5 Accessible housing HBE3-5 Archaeological Investigation
SR5 Open space SR7 Children's play space
SR11 Riverside Walks HBE8 Conservation Area
HOU6 Requirements for housing developments HOU12 Minimum density of housing
EP13 Flood risk to others EP14 Protection of Ground Water Source.
HOU7 Phasing of housing development TVA3 Waterborne Tourism + River Moorings
Phasing/ timing of development: 2001

Ref: HOU12 A28 **Site: Adj Great Hall, Oak Street**
Area: 0.31 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development (25 dwellings)

Mix of Uses Proposed: No
Implementation by: Private Sector
Constraints identified: Road, Cycle and Pedestrian access, Highway Improvements, Flood risk, Possible contamination, Demolition
Policies/ requirements:
 HOU12 Minimum density of housing
 HOU5 Accessible housing
 HBE3-5 Archaeological Investigation
 SR11 Riverside Walks
 HBE9 Listed building to be retained
 EP14 Protection of Ground Water Source.
Phasing/ timing of development: 2007

Ref: **HOU12 A29** *Site:* **145 – 161 Oak Street**
Area: 0.38 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development (30 dwellings)
Mix of Uses Proposed: No
Implementation by: Private Sector
Constraints identified: Road, Cycle and Pedestrian access, Possible contamination, Demolition
Policies/ requirements:
 NE4 Street trees to be provided
 HOU4 Affordable housing
 HOU12 Minimum density of housing
 HBE3-5 Archaeological Investigation
 EP13 Flood risk to others
 HOU6 Requirements for housing development
 HOU7 Phasing of housing development
 Landscaped open space as setting for the City Wall
Phasing/ timing of development: 2007

Ref: **HOU12 A32** *Site:* **Gas Works Site, Bishop Bridge Road**
Area: 0.4 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development (15 dwellings)
Mix of Uses Proposed: No
Implementation by: Private Sector
Constraints identified: Road, Cycle and Pedestrian access via adjoining site, Likely contamination, Demolition of gas holder.
Policies/ requirements:
 NE2 Protection of woodlands
 EP3 HSE Consultation Zone
 SR7 Children's equipped play space
 EP1 Contaminated Land
Phasing/ timing of development: 2007

Ref: **HOU12 A34** *Site:* **84-104 Ber Street**
Area: 0.24 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development (25 dwellings)
Mix of Uses Proposed: No
Implementation by: Private Sector
Constraints identified: Possible contamination (former petrol filling station), Demolition, ground conditions.

Policies/ requirements:

HOU4 Affordable housing

HOU5 Accessible housing

SR7 Children's equipped play space

EP1 Contaminated land

HOU6 Requirements for housing development

EP14 Protection of Ground Water Source.

HOU7 Phasing of housing development

HOU12 Minimum density of housing

HBE3-5 Archaeological Investigation

EP2 Investigation of ground conditions

HBE8 Conservation Area

Phasing/ timing of development: 2007

Ref: HOU12 A43

Site: Land at Lower Clarence Road

Area: 1 hectare

Greenfield/Brownfield: Brown

Primary policy (proposal): Housing development (45 dwellings)

Mix of uses proposed: No

Implementation by: Housing Association or private sector

Constraints: Noise from railway, steep slope on southern boundary

Policies / requirements:

HOU4 Affordable housing (Target = 13)

NE4 Street trees

HOU5 Accessible housing

HOU12 Minimum density of housing

HOU6 Requirements for housing development

SR4 Open space

HOU7 Phasing of housing development

SR7 Children's play space

Phasing of development: 2007

Ref: HOU12 B1

Site: St Luke's Court, Aylsham Road

Area: 0.31 hectares

Greenfield/ brownfield: Mixed

Primary policy (proposal): Housing development (20 dwellings)

Mix of Uses Proposed: No

Implementation by: Housing Association or private developer

Constraints identified: Road access (steep slope)

Policies/ requirements:

HOU4 Affordable housing

HOU12 Minimum density of housing

HOU5 Accessible housing

HOU6 Requirements for housing devel.

SR7 Children's play space

HOU7 Phasing of housing development

HBE3 Area of main archaeological interest

Phasing/ timing of development: 2004

Ref: HOU12 B2

Site: Harmers Site, Havers Road

Area: 2.6 hectares

Greenfield/ brownfield: Brown

Primary policy (proposal): Housing development (100 dwellings)

Mix of Uses Proposed: No

Implementation by: Private sector

Constraints identified: Road, Cycle and Pedestrian access improvements, , Possible contamination (industrial use and past tipping).

Policies/ requirements:

NE4 Street trees to be provided

HOU4 Affordable housing Target = 30

HOU5 Accessible housing

SR4 Open space provision

SR7 Children's equipped play space

SR12 Green links network

HOU6 Requirements for housing development

HOU12 Minimum density of housing

EP1 Former tipped sites

EP13 Flood risk to others

TRA15 Cycle routes

HOU7 Phasing of housing development

TRA18 Major roads network

Layout 0.3 hectares of open space within the housing development.

Phasing/ timing of development: 2001

Ref: HOU12 B3 **Site: Land adjoining Lime Kiln Mews, Drayton Road**
Area: 0.44 hectares **Greenfield/ brownfield:** Brown
Primary policy (proposal): Housing development (25 dwellings)
Mix of Uses Proposed: No
Implementation by: Private sector
Constraints identified: Road access, Ground conditions,
Policies/ requirements:
NE4 Street trees to be provided HOU12 Minimum density of housing
HOU4 Affordable housing SR7 Children's equipped play space
HOU5 Accessible housing SR12 Green links network
EP13 Flood risk to others HOU6 requirements for housing developments
HOU7 Phasing of housing development
Phasing/ timing of development: 2004

Ref: HOU12 B4 **Site: 81-93 Drayton Road**
Area: 0.48 hectares **Greenfield/ brownfield:** Brown
Primary policy (proposal): Housing development (25 dwellings)
Mix of Uses Proposed: No
Implementation by: Private sector
Constraints identified: Road, cycle and pedestrian access, Possible contaminated land, Demolition.
Policies/ requirements:
NE4 Street trees to be provided HOU6 requirements for housing developments
HOU4 Affordable housing HOU12 Minimum density of housing
HOU5 Accessible housing SR7 Children's play space
HOU7 Phasing of housing development
Phasing/ timing of development: 2007

Ref: HOU12 B5 **Site: Waterloo Road/ Magpie Road**
Area: 0.36 hectares **Greenfield/ brownfield:** Mixed
Primary policy (proposal): Housing development (10 dwellings)
Mix of Uses Proposed: 10 dwellings and garages
Implementation by: Private and public sector (City Council owned land)
Constraints identified: Road access and highway improvements, Possible contaminated ground.
Policies/ requirements:
HOU12 Minimum density HOU6 Requirements for housing development
NE4 Street trees to be provided HBE3 Area of main archaeological interest
EP14 Protection of Ground Water Source.
Phasing/ timing of development: 2007

Ref: HOU12 B7 **Site: Bussey Road, Fiddlewood**
Area: 1.09 hectares **Greenfield/ brownfield:** Mixed
Primary policy (proposal): Housing development (45 dwellings)
Mix of Uses Proposed: No
Implementation by: Private and public sectors (Council owned)
Constraints identified: Road access, Brief adopted
Policies/ requirements:
NE4 Street trees to be provided HOU4 Affordable housing Target = 12.
HOU5 Accessible housing HOU6 Requirements for housing development
HOU12 Minimum density of housing SR4 Open space

SR7 Children's equipped play space
TRA15 Cycle route
Phasing/ timing of development: 2004

SR12 Green Links network
HOU7 Phasing of housing development

Ref: **HOU12 B13** *Site:* **Rear of 138 Hall Road**
Area: 0.22 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development (10 dwellings)
Mix of Uses Proposed: No
Implementation by: Public or private sector (County Council owned)
Constraints identified: Road access, Possible contaminated ground
Policies/ requirements:
HOU12 Minimum density of housing HOU6 Requirements for housing development
NE4 Street trees EP14 Protection of Ground Water Source.
Phasing/ timing of development: 2007

Ref: **HOU12 B14** *Site:* **Land at George Pope Road**
Area: 0.21 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development (15 dwellings)
Mix of Uses Proposed: No
Implementation by: Public or private sector (Council owned)
Constraints identified: Road, cycle and pedestrian access, Relocate garages
Policies/ requirements:
HOU12 Minimum density of housing NE4 Street trees
HOU6 Requirements for housing development
Phasing/ timing of development: 2004

Ref: **HOU12 B19** *Site:* **120 – 130 Northumberland Street**
Area: 0.55 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development (30 dwellings)
Mix of Uses Proposed: No
Implementation by: Private sector
Constraints identified: Road, cycle and pedestrian access, Possible contamination
Policies/ requirements:
NE4 Street trees to be provided HOU4 Affordable housing
HOU5 Accessible housing HOU6 Requirements for housing development
HOU12 Minimum density of housing SR7 Children's play space
HOU7 Phasing of housing development
Phasing/ timing of development: 2007

Ref: **HOU12 B20** *Site:* **Haslips Close**
Area: 0.30 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development (20 dwellings)
Mix of Uses Proposed: No
Implementation by: Private or public sector (Council owned)
Constraints identified: Road, cycle and pedestrian access, Possible contamination, Demolition,
Policies/ requirements:
HOU12 Minimum density of housing HOU4 Affordable housing Target = 12
HOU5 Accessible housing
SR4 Provision of open space SR7 Provision of children's equipped playspace
EP14 Protection of Ground Water Source. EP13 Flood risk to others

HOU6 Requirements for housing development NE4 Street trees
HOU7 Phasing of housing development
Phasing/ timing of development: 2001

Ref: **HOU12 B22** *Site:* **Bullard Road/ Palmer Road**
Area: 0.38 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development (12 dwellings)
Mix of Uses Proposed: No
Implementation by: Private/Public sectors
Constraints identified: Road access
Policies/ requirements:
NE4 Street trees to be provided HOU12 Minimum density of housing
HOU6 Requirements for housing development
Phasing/ timing of development: 2004

Ref: **HOU12 B26** *Site:* **Land at Bowers Avenue, Mile Cross**
Area: 0.27 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development (10 dwellings)
Mix of Uses Proposed: No
Implementation by: Public and/or private sectors (City Council owned)
Constraints identified: Road access, Previous chalk workings in area
Policies/ requirements:
NE4 Street trees to be provided HOU6 Requirements for housing development
SR12 Green Links network
HOU12 Minimum density of housing TRA15 Cycle routes
EP2 Tests for stability of land
Phasing/ timing of development: 2001

Ref: **HOU12 B28** *Site:* **Land at Armes Street/ 165-175 Northumberland Street**
Area: 0.63 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development (30 dwellings)
Mix of Uses Proposed: No
Implementation by: Private/public (part City council owned)
Constraints identified: Road access, Industry adjacent, Possible contaminated ground, Relocation of present uses.
Policies/ requirements:
NE4 Street trees to be provided HOU4 Affordable housing
HOU5 Accessible housing HOU6 Requirements for housing development
SR7 Children's play space SR12 Green Links network
HOU12 Minimum density of housing HBE3 Area of main archaeological interest
HOU7 Phasing of housing development NE8 Biodiversity Interest
Phasing/ timing of development: 2007

Ref: **HOU12 B30** *Site:* **Land at rear of 523/527 Earlham Road**
Area: 1.56 hectares *Greenfield/ brownfield:* Brown
Primary policy (proposal): Housing development (40 dwellings)
Mix of Uses Proposed: No
Implementation by: Private sector
Constraints identified: Road access, Backland site

Policies/ requirements:

HOU4 Affordable housing Target = 12

SR4 Open space provision

HOU12 Minimum density of housing

NE8 Biodiversity interest.

Phasing/ timing of development: 2007

HOU5 Accessible housing

SR7 Children's play space

HOU6 Requirements for housing development

HOU7 Phasing of housing development

Ref: **HOU12 B32**

Area: 2.18 hectares

Site: **Elizabeth Fry Road/ Bacon Road**

Greenfield/ brownfield: Brown

Primary policy (proposal): Housing development (80 dwellings - redevelopment)

Mix of Uses Proposed: No

Implementation by: Housing Association or private sector

Constraints identified: Highway trees, Demolition

Policies/ requirements:

HOU4 Affordable housing Target = 24

SR5 Open space allocation

SR12 Green Links network

HOU6 Requirements for housing development

HOU7 Phasing of housing development

Phasing/ timing of development: 2001

HOU5 Accessible housing

SR7 Children's play space

HOU12 Minimum density of housing

TRA15 Cycle routes

Ref: **HOU12 B34**

Area: 0.76 hectares

Site: **Cadge Road/ Earlham Green Lane**

Greenfield/ brownfield: Brown

Primary policy (proposal): Housing development (30 dwellings - redevelopment)

Mix of Uses Proposed: No

Implementation by: Private/public

Constraints identified: Highway trees, Demolition

Policies/ requirements:

NE4 Street trees to be provided

HOU12 Minimum density of housing

HOU4 Affordable housing

HOU6 Requirements for housing development

HOU7 Phasing of housing development

Phasing/ timing of development: 2001

SR7 Children's play space

SR12 Green Links network

HOU5 Accessible housing

SR4 Provision of open space

Ref: **HOU12 B35**

Area: 0.79 hectares

Site: **Gresham Road/ Bignold Road**

Greenfield/ brownfield: Brown

Primary policy (proposal): Housing development (30 dwellings - redevelopment)

Mix of Uses Proposed: No

Implementation by: Private/public (City Council owned)

Constraints identified: Conservation Area, Demolition

Policies/ requirements:

NE4 Street trees to be provided

HOU5 Accessible housing

SR4 Open space to serve the development

SR7 Children's equipped play space

HBE8 Conservation Area

Phasing/ timing of development: 2004

HOU4 Affordable housing

SR12 Green Links network

HOU6 Requirements for housing development

HOU7 Phasing of housing development

Ref: HOU12 B36 **Site: Bignold Road/ Margaret Paston Avenue**
Area: 0.47 hectares **Greenfield/ brownfield:** Brown
Primary policy (proposal): Housing development (20 dwellings - redevelopment)
Mix of Uses Proposed: No
Implementation by: Private/public (City Council owned)
Constraints identified: Conservation Area, Demolition
Policies/ requirements:
NE4 Street trees to be provided HOU4 Affordable housing
HOU5 Accessible housing HOU12 Minimum density of housing
SR12 Green Links network SR4 Open space to serve the development
TRA15 Cycle route SR7 Children's equipped play space
HOU6 Requirements for housing development HBE8 Conservation Area
Phasing/ timing of development: 2004

Ref: HOU12 B37 **Site: The Loke/ Dereham Road**
Area: 2.15 hectares **Greenfield/ brownfield:** Mixed
Primary policy (proposal): Housing development (65 dwellings)
Mix of Uses Proposed: No
Implementation by: Private/public (City Council owned)
Constraints identified: Access improvements, LV cable across site, Sloping land, Former chalk workings, Open space
Policies/ requirements:
NE4 Street trees to be provided HOU4 Affordable housing Target = 15
HOU5 Accessible housing HOU12 Minimum density of housing
SR4 Open space to serve the development SR7 Children's play space
HOU6 Requirements for housing development SR12 Green Links
HOU7 Phasing of housing development
Phasing/ timing of development: 2004, but the southern part of the site (The Loke) shall only be permitted for development when a replacement provision for the multi-use games area is made.

Ref: HOU12 B38 **Site: Anthony Drive/ Sprowston Road**
Area: 0.93 hectares **Greenfield/ brownfield:** Mixed
Primary policy (proposal): Housing development (40 dwellings)
Mix of Uses Proposed: Yes, possibly retail to part of frontage
Implementation by: Private Sector
Constraints identified: Road, pedestrian and cycle access (may require improvements to junctions on Sprowston Road), Sewer crosses site, Former brick pits.
Policies/ requirements:
NE4 Street trees to be provided HOU4 Affordable housing
HOU5 Accessible housing SR4 Open space to serve the development
SR7 Children's play space HOU6 Requirements for housing contributions
HOU7 Phasing of housing development EP2 Testing for ground conditions
HOU12 Minimum density of housing TRA18 Major road network
Phasing/ timing of development: 2001

Ref: HOU12 B48 (was HOU9 B48) **Site: Site at Kerrison Road**
Area: 2.36 hectares **Greenfield/brownfield:** Brown
Primary Policy (proposal): Housing development (100 dwellings)
Mix of Uses proposed: No
Implementation by: Private Sector

Constraints identified: Road access, Flood risk, Demolition, Possible contamination, Play area to be relocated

Policies/requirements:

NE4 Street trees to be provided	HOU4 Affordable housing (target = 24)
HOU5 Accessible housing	SR4 Open space to serve the development
SR7 Children's play space	HOU12 Minimum density of housing
HOU6 Requirements for housing developments	EP12 Flood risk
HBE14 Gateways policy	SR11 Riverside Walk
SR12 Green Links	TRA15 Cycle route
EP14 Protection of Ground Water Sources	HOU7 Phasing of housing development

Phasing/ timing of development: 2001

Ref: **HOU12 B52**

Site: **Start-Rite factory site, Mousehold Lane**

Area: 0.87 hectare

Greenfield/brownfield: Brown

Primary Policy (proposal): Housing development (35 dwellings)

Mix of Uses proposed: Housing (a small commercial development on the Mousehold Lane frontage may be acceptable)

Implementation by: Private Sector

Constraints identified: Road access, Demolition, Possible contamination, Noise disturbance from Outer Ring Road traffic

Policies/requirements:

NE4 Street trees to be provided	HOU4 Affordable housing
HOU5 Accessible housing	SR4 Open space to serve the development
SR7 Children's play space	HOU12 Minimum density of housing
HOU6 Requirements for housing developments	SR12 Green Links
HOU7 Phasing of housing development	TRA18 Major road network

Phasing/ timing of development: 2004

Ref: **HOU12 B54**

Site: **Start-Rite factory at Crome Road**

Area: 2.29 hectares

Greenfield/brownfield: Brown

Primary Policy (proposal): Housing development (80 dwellings)

Mix of Uses proposed: No

Implementation by: Private Sector

Constraints identified: Road access, Demolition, Possible contamination

Policies/requirements:

NE4 Street trees to be provided	HOU4 Affordable housing (target = 24)
HOU5 Accessible housing	
SR7 Children's play space	HOU12 Minimum density of housing
HOU6 Requirements for housing development	HOU7 Phasing of housing development
SR4 Open space to serve the development and to compensate for any loss of open land at the front and rear of the site.	

Phasing/ timing of development: 2004

Ref: **HOU12 B55**

Site: **231-243 Heigham Street**

Area: 0.36 hectares

Greenfield/brownfield: Brown

Primary Policy (proposal): Housing development (25 dwellings)

Mix of Uses proposed: No

Implementation by: Private Sector

Constraints identified: Need to co-ordinate different ownerships.

Policies/requirements:

HOU4 Affordable housing	HOU5 Accessible housing
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SR7 Children's play space	HOU12 Minimum density of housing
HOU6 Requirements for housing developments	SR12 Green Links
EP14 Protection of Ground Water Sources	HOU7 Phasing of housing development
HBE3-5 Archaeological Investigation	EP13 Flood risk to others
TRA18 Major road network	

Phasing/ timing of development: 2004

Ref: HOU12 B57	Site: Duff Morgan Garage, Earlham Road
<i>Area:</i> 0.23 hectares	<i>Greenfield/brownfield:</i> Brown
<i>Primary Policy (proposal):</i> Housing development (20 dwellings)	
<i>Mix of Uses proposed:</i> No	
<i>Implementation by:</i> Private Sector	
<i>Constraints identified:</i> Demolition, Possible contamination, Adjacent to Air Quality Management Area, Noise from Inner Ring Road	
<i>Policies/requirements:</i>	
EP6 Air Quality Management Areas.	SR7 Children's play space
HOU12 Minimum density of housing	HOU6 Requirements for housing developments
HBE14 Gateways policy	EP14 Protection of Ground Water Sources
HBE8 Conservation Area	TRA18 Major road network
EP4 Testing for ground conditions	
Retention of the built form at the corner of Unthank Road and Earlham Road.	
<i>Phasing/ timing of development:</i> 2004	

Ref: HOU12 C31	Site: Box and Barrel Works, Bishop Bridge Road
<i>Area:</i> 0.42 hectares	<i>Greenfield/brownfield:</i> Brown
<i>Primary Policy (proposal):</i> Housing development (30 dwellings)	
<i>Mix of Uses proposed:</i> No	
<i>Implementation by:</i> Private Sector	
<i>Constraints identified:</i> Road access (shared with adjacent site), Possible contamination	
<i>Policies/requirements:</i>	
NE4 Street trees to be provided	HOU4 Affordable housing
HOU5 Accessible housing	SR7 Children's play space
HOU12 Minimum density of housing	HOU6 Requirements for housing developments
EP14 Protection of Ground Water Sources	HOU7 Phasing of housing development
<i>Phasing/ timing of development:</i> 2004	

Ref: HOU12 C35	Site: Fishergate/ Hansard Lane
<i>Area:</i> 0.44 hectares	<i>Greenfield/ brownfield:</i> Brown
<i>Primary policy (proposal):</i> Housing development (40 dwellings)	
<i>Mix of Uses Proposed:</i> No	
<i>Implementation by:</i> Private sector	
<i>Constraints identified:</i> Road, cycle and pedestrian access, Flood risk, Possible contamination, Demolition	
<i>Policies/ requirements:</i>	
NE4 Street trees to be provided	HOU4 Affordable housing Target = 10
HOU5 Accessible housing	HOU12 Minimum density of housing
SR4 Open space to serve the development	SR7 Children's play space
SR11 Riverside Walk	EP12 Flood risk in previously developed areas
HBE3-5 Archaeological Investigation	
HBE8 Conservation Area	HOU6 Requirements for housing developments
HOU7 Phasing of housing development	
<i>Phasing/ timing of development:</i> 2007	

Ref: AEC4.1 **Site: Norwich Community Hospital, Bowthorpe Road**
Area: 1.5ha **Greenfield/ brownfield: Brown**
Primary policy (proposal): Intermediate care health facility
Mix of Uses Proposed: Housing on remainder of site (see HOU11 B17)
Implementation by: Public sector (Health service/ Primary Care Trust)
Constraints identified: Demolition or conversion of buildings; shared access
Policies/ requirements:
NE4 Highway trees to be provided SR4 Open space in specific areas
HOU11 B17 – housing development of remaining site area
EP2 Ground condition survey TRA15 Cycle route
SR12 Green links
Phasing/ timing of development: 2004

Ref: AEC5.1 **Site: Wessex Street (N&N Hospital site)**
Area: 0.3ha. **Greenfield/ brownfield: Brown**
Primary policy (proposal): New Health Centre (GP's)
Mix of Uses Proposed: None (Housing site under development)
Implementation by: Public sector (Health Service/ Primary Care Trust)
Constraints identified: Demolition; Wessex Street to be closed and amended access to be provided from Inner Ring Road (see HOU9).
Policies/ requirements:
AEC5 Primary Health Care facility SR12 Green links
HBE14 Gateway site TRA15 Cycle route
Phasing/ timing of development: 2001

Ref: AEC6.1 **Site: Three Score, Bowthorpe**
Area: 2.0ha. **Greenfield/ brownfield: Green**
Primary policy (proposal): First School
Mix of Uses Proposed: No
Implementation by: Public sector (County Council function)
Constraints identified: Dependent upon other housing developments in area and need identified at time.
Policies/ requirements:
HOU8 C29, C30 Housing development at Three Score
TRA14/ 15 Safe routes to school on foot and cycle
Phasing/ timing of development: 2007

Ref: SR5.1 **Site: Old Bowthorpe Park**
Area: 3.6ha. **Greenfield/ brownfield: Green**
Primary policy (proposal): Publicly accessible recreational open space
Mix of Uses Proposed: None
Implementation by: Public/ private sector
Constraints identified: Dependent upon housing development
Policies/ requirements:
HOU8 C29, C30 Housing development at Three Score HBE9 Listed Building
HBE8 Conservation Area SR12 Green links
Phasing/ timing of development: 2004/2007

Ref: SR5.2 **Site: Bowthorpe Southern Park**
Area: 31.6 ha. *Greenfield/ brownfield:* Green
Primary policy (proposal): Publicly accessible recreational open space
Mix of Uses Proposed: None
Implementation by: Public / private sector
Constraints identified: Flood risk; access to Bawburgh/Colney Lakes to be provided
Policies/ requirements:
 NE1 River valley NE8 Wildlife Management
 EP11 Functional Flood Plain
 SR11 Riverside Walk SR12 Green Links
 HOU8 C30 - Housing development at Three Score
 TRA15 Cycle route SR10 Bowthorpe Southern Park policy
 SR3 Urban greenspace and open space SR5 Proposed public recreational open space
Phasing/ timing of development: 2004/2007

Ref: SR5.3 **Site: Lakenham Common, off Old Hall Road**
Area: 17.4 ha *Greenfield/ brownfield:* Green
Primary policy (proposal): Publicly accessible recreational open space
Mix of Uses Proposed: None
Implementation by: City Council
Constraints identified: Former tip – leachate and contamination
Policies/ requirements:
 EP1 Contaminated land SR11 Riverside Walk
 EP2 Former tip sites SR12 Green Links network
 NE7/8 Wildlife Management SR5 Proposed public recreational open space
 NE1 River valley, Mousehold and green wedges
Phasing/ timing of development: Depends on removal of contamination

Ref: SR5.4 **Site: Former Bowthorpe School site (north side), Guardian Road**
Area: min 8.5 ha. *Greenfield/ brownfield:* Green
Primary policy (proposal): Publicly accessible recreational open space
Mix of Uses Proposed: Possible indoor leisure centre as part of proposals
Implementation by: Private sector and public (County Council as owner)
Constraints identified: Ground conditions; access through housing development.
Policies/ requirements:
 HOU11 B16 housing development, dependent upon open space provision
 SR12 Green Links network
 SR5 Proposed public recreational open space
Phasing/ timing of development: 2004

Ref: SR5.5 **Site: Bracondale Pit, Bracondale**
Area: 1.22ha. *Greenfield/ brownfield:* Green
Primary policy (proposal): Publicly accessible recreational open space
Mix of Uses Proposed: None
Implementation by: Private/ public sector
Constraints identified: None
Policies/ requirements:
 NE2 Woodland retention NE1 River valley, Mousehold and green wedges
 NE8 Wildlife Management HBE3 Area of Main Archaeological Interest
 HBE8 Conservation Area TRA18 Major road network

SR12 Green links
SR5 Proposed public recreational open space
Phasing/ timing of development: 2004

SR3 Urban greenspace and open space

Ref: **SR5.6**

Site: **Paper Mills Yard**

Area: 0.17ha.

Greenfield/ brownfield: Green

Primary policy (proposal): Publicly accessible recreational open space

Mix of Uses Proposed: None

Implementation by: Private sector

Constraints identified: Flood risk, Dependent upon housing development adjoining; adjoins City Walls.

Policies/ requirements:

HBE1 Ancient Monument

NE8 Wildlife Management

HBE14 Gateway site

SR11 Riverside Walk

HOU10 B12 Housing development adjoining

SR12 Green Links

TRA18 Major road network

TVA4 Visitor attraction area

HBE8 Conservation Area

HBE3 Area of Main Archaeological Interest

Phasing/ timing of development: 2001

Ref: **SR5.7**

Site: **Hobrough Lane, off King Street**

Area: 0.2 ha.

Greenfield/ brownfield: Brown

Primary policy (proposal): Publicly accessible recreational open space

Mix of Uses Proposed: None

Implementation by: Private/ public sector

Constraints identified: Removal of present uses; need to purchase site for open space

Policies/ requirements:

HBE3 Area of Main Archaeological Interest

CC11 King Street Strategy

HBE8 Conservation Area

CC12 St Anne's Wharf and adjoining sites

SR3 Urban greenspace and open space

EP12 Flood Risk area.

SR5 Proposed public recreational open space

Phasing/ timing of development: 2004 (as part of mixed use redevelopment)

APPENDIX 6

HOUSING LAND PROVISION – BACKGROUND

1. This Appendix explains the background to Tables 8.1 and 8.2 in the Housing Chapter. The Tables relate to a base date of 1st April 2004, which is the survey date of the latest Housing Land Availability Monitor for Norwich.
2. Table 8.1 deals with the Structure Plan requirement and deducts total completions up to the base date (April 2004) from the figure in Structure Plan policy H1 to give a requirement for housing development in the City of 3,467 dwellings over the remaining Replacement Local Plan period.
3. Table 8.2 provides details of how the supply of housing land would achieve that total. Each element of the supply is subject to an estimate of ‘fallout’ – this allows for the fact that some identified sites may not come forward for a variety of reasons. Fallout is estimated at **10%** on sites with a valid full permission for housing development; **15%** on sites with an outline permission or previous allocation; and **20%** on other sites allocated by this Plan. These ‘fallout’ allowances have been reduced marginally from those in the City Council’s Housing Capacity Study (2000) because
 - a) DETR and others commented that the fallout allowances suggested in that Study were rather too high
 - b) the deletion of doubtful sites from the Capacity Study means that those now identified can be given a greater degree of confidence.

Current Supply of Land

4. Sites with full planning permission and those with outline permission as at April 2004 are taken directly from the 2004 Housing Land Monitor and include all sites, regardless of size.

Allowance for Other Sites

5. This is a category which makes provision for other sites which may come forward under policies HOU7 or HOU13, but are not identified as formal allocations in the Plan. The figure has been assessed through the Urban Capacity Study, 2002 and is therefore considered under the following headings, as suggested in PPG3 and the Good Practice Guide on Urban Capacity Studies.
 - a) Subdivision of existing dwellings – this covers the net effect of subdivision of houses to flats/ bedsits etc. and any changes in the reverse direction (e.g. flats to houses). The net effect is assessed in the Urban Capacity Study as a net gain of 100 units over the plan period (10 per annum).
 - b) Flats over shops – this covers the conversion of premises above shops (not in residential use) to dwellings. The Urban Capacity Study estimates this as a gain of 100 over the plan period (10 per annum).
 - c) Intensification – this covers various ways in which additional housing is developed in residential areas – infill development. It does not include commercial sites. The Urban Capacity Study estimates this at 450 over the plan period (or 45 per annum).

- d) Conversion of Commercial Premises – this covers the use of existing commercial premises as dwellings. In the main it is anticipated this will allow for office conversions. The Urban Capacity Study estimates this at a net gain of 200 over the plan period (20 per annum).
- e) Review of other allocations – this category covers a range of issues. An allowance is necessary for redevelopment on sites which have not been allocated in the Local Plan (or have been allocated for another use) and were previously in another use. The Urban Capacity Study estimates this as a gain of 300 over the plan period. (30 per annum)

Local Plan Allocations

- 6. Previously allocated sites (from the 1995 Local Plan) are all reviewed and where they are retained as allocations, revised densities and layouts are considered. Hence they are dealt with under the relevant policy of this Replacement Plan (HOU8 primarily). The remaining data in the Table represents the addition of the housing numbers identified for each site to provide a minimum supply figure.
- 7. **Policy HOU8** identifies previous housing commitments and significant new housing sites which have yet to be taken up for development. The 1,040 dwellings quoted represents the minimum number of dwellings expected to be built on those sites which have yet to gain planning permission, these being sites C9 and C30 below. The remaining four sites allocated under Policy HOU8 (C28, C39, C40 and A45) were subject to a valid, unimplemented planning permission for housing development at April 2004 and are therefore included in the “current supply” figure in the first part of Table 8.2. The following table shows the actual dwelling numbers expected to be delivered from the HOU8 allocation sites after taking account of these more recent permissions. It can be seen that an additional 47 dwellings can be provided from those sites compared with the minimum site allocation figure.

<u>Site Ref</u>	Permitted dwellings (April 2004)	Other committed dwellings (April 2004)	HOU8 dwellings	Net Change
C9 Muspole Street	0	40	40	0
C28 Barnham Close/Draper Way, Chapel Break	80	0	75	+5
C30 Three Score Phase 2	0	1000	1000	0
C39 Bishy Barnebee Way, Three Score	236	0	190	+46
C40 Land at Cremorne House, Cremorne Lane	19	0	20	-1
A45 1-5 Thorpe Road	37	0	40	-3
Totals	372	1,040	1,365	+47

- 8. The increases outlined above arise from the consideration of density in the Housing Capacity Study and from changes which have occurred since then.
- 9. Under **policy HOU9** the number of dwellings is taken from the allocation (which represents a minimum number) for each site, less any which have already been counted in the permissions total. (Sites permitted by April 2004 include Pottergate/ Fishers Lane (part only of A3), Busseys Garage (part only of A17), Baltic House (part only of A40) and Norwich City FC

(A42). It should be noted that there is therefore potential for the figures for allocation sites to increase when permissions are granted.

10. Under **policy HOU10** the following allowances are made for conversions of the buildings on the sites concerned. The policy does allow for circumstances where redevelopment may be permitted instead of conversion. Hence it is possible that alternative figures may be achieved in practice. In that event, the figure is likely to represent a reduction in overall numbers of dwellings (because conversion is generally assumed to be for flats, whereas redevelopment may provide for a mix of houses and flats):

Site	Dwellings assumed
A13 Read's Flour Mill/ Cannon Wharf, King St.	[In HOU9]
A21 Duke's Court, Duke Street (Former EEB offices)	[permission granted]
A39 Gildengate House, Anglia Square	50
B12 Paper Mills Yard, King Street	[permission granted]
B44 Foulgers Opening, Ber Street	30
B46 Alderman Clarke House, Haslips Close	25
B47 Heartsease House, Munnings Road	25
Total	130

11. The remaining policies, **HOU11 and HOU12** are straightforward and use the minimum figure for provision, as contained in the policy. There is therefore scope for the numbers to increase above these figures contained in the policy. Again, however, sites where permission had been granted by April 2004 are deleted from the total. This includes Bowthorpe School site (HOU11 B16), Elizabeth Fry Road/Kinghorn Road (part of HOU11 B31), Unicorn Yard/ New Mills Car Park (part of HOU12 A25), Harmers Site, Havers Road (HOU12 B2), Haslips Close/Devonshire Street (part only of HOU12 B20), Cadge Road/ Gipsy Close (part of HOU12 B34) Gresham Road/ Bignold Road (HOU12 B35), Bignold Road/ Margaret Paston Avenue (part of site HOU12 B36), The Loke/ Dereham Road (part only of site HOU12 B37), Kerrison Road (site HOU12 B48), Duff Morgan Garage, Earlham Road (site HOU12 B57).
12. The total achieved by adding all these policies together is 6,355 new dwellings (after allowing for fallout). As compared with the requirement from Structure Plan policy, this gives an oversupply of some 2,888 dwellings. Depending on how and when these sites are brought forward, it is intended that the phasing policies, referred to in policy HOU7 and Appendix 5, will operate to ensure that the more sustainable sites are brought forward at an early date within the Norwich Policy Area.

APPENDIX 7

SUMMARY OF USE CLASSES

This Appendix lists the Use Classes, which were defined by the Town and Country Planning (Use Classes) Order 1987. Reference should be made to the Town and Country Planning Act 1990 and the General Development Order 1988 for the detailed application of the law.

Use Class	Description	Permitted Changes
A1	Shops (including retail warehouses and stores, dry cleaners, travel agents, hairdressers, post offices, sandwich bars)	Changes within Class A1 only
A2	Financial and Professional services (ie. banks, building societies, estate agents, professional offices)	Change within Class A2 or to A1
A3	Food and Drink (including restaurants, pubs, cafes, hot food takeaways, snack bars)	Change within A3 or to Class A1 and A2
Sui Generis	Motor car showrooms, launderettes, vehicle hire businesses, petrol filling stations	None
B1	Offices and light industry (including research and development) – defined as suitable within a residential area	Change within Class B1 and (if below 235 sq.m.) to Class B8
B2	General industry	Change within B2 or To B1 and B8
B8	Storage and distribution (wholesale, distribution and storage repositories)	Change within Class or to B1
Sui Generis	Special premises registerable under certain legislation	None
C1	Hotels, boarding houses and guest houses	Changes within Class C1 only
C2	Residential institutions (nursing homes, residential schools and colleges, hospitals)	Changes within Class 2 only
C3	Dwelling houses (including small businesses run by the resident, communal housing where individuals share meals)	Changes within Class C3 only
Sui Generis	Hostels	None

D1	Non-residential institutions (including places of worship, health centres, day nurseries, museums, libraries, art galleries, public halls, education and training centres (non-residential))	Changes within Class D1 only
D2	Assembly and leisure (including cinemas, concert halls, sports halls, gymnasiums, indoor sports and leisure uses, bingo halls, casinos, night clubs)	Changes within Class D2 only
Sui Generis	Theatres	None

Notes

Development involving a change of use to a use which is Sui Generis (literally “a class in itself”) will always require planning permission..

The Town and Country Planning (Use Classes) (Amendment) (England) Order 2005, taking effect after adoption of this Local Plan, introduces some important changes to these Use Classes, namely:

- To add internet cafés to the A1 use class;*
- To subdivide the previous use class A3 into three new separate Use Classes: A3 – Restaurants and Bars; A4 – Drinking Establishments and A5 – Hot Food Takeaways;*
- To redefine retail warehouse clubs, night clubs and hostels as Sui Generis uses.*

APPENDIX 8

SITES OF NATURE CONSERVATION INTEREST

[This Appendix forms part of the Local Plan and should be read with it]

Norfolk Wildlife Trust Site Number	Site Name	O.S. Reference	Status
240	River Yare	TG173092	CWS
1444	River Yare	TG176087	CWS
1445	Bluebell Marsh	TG198065	CWS
1446	The Heronry & Violet Grove	TG188077	CWS (part) LNR
1447	UEA Marsh	TG188072	CWS
1448	UEA Butterfly Meadow	TG190072	CWS
1449	UEA Broad	TG195072	CWS
1450	Bowthorpe Riverside	TG176088	CWS
1451	West Earlham Meadow	TG188087	CWS
1452	Marlpit Paddocks	TG199099	CWS
1453	Disused Railway Hellesdon	TG195099	CWS
1454	West of Hellesdon Mill	TG198103	CWS
1455	Carrow Abbey Marsh	TG247073	CWS
1456	Eaton Common	TG207052	CWS LNR
1457	Eaton Street Meadow	TG202059	CWS
1458	Eaton Island	TG205055	CWS
1459	Marston Marshes	TG215055	CWS LNR
1460	Pond at Ryrie Court	TG205068	CWS
1461	Earlham Cemetery	TG210088	CWS
1462	River Wensum	TG198105	CWS LNR (part) SSSI (part) SAC
1463	Lion Wood & Telegraph Plantation	TG250087	CWS (part) LNR
1464	Woodlands Park	TG209093	CWS
1465	Hellesdon Pastures	TG203097	CWS
1466	Mile Cross Meadows	TG210099	CWS
1467	West of Wensum Park	TG223098	CWS
1468	Fiddle Wood	TG227117	CWS
1469	Mousehold Heath	TG244104	CWS LNR
2011	Sycamore Crescent Wood	TG209095	CWS
2012	Bowthorpe Marsh	TG181085	CWS (part) LNR
2013	Twenty Acre & Bunkers Wood	TG190091	CWS
2014	Danby Wood	TG220056	CWS LNR
2015	Eaton Chalk Pit	TG208064	CWS (part) SSSI
2018	County Hall Woodland	TG237070	CWS
	Catton Chalk Pit	TG229109	SSSI
	Sweet Briar Road Meadow	TG208097	SSSI
	St. James Pit	TG242095	SSSI

Abbreviations

CWS = County Wildlife Site

SSSI= Site of Special Scientific Interest

LNR = Local Nature Reserve

SAC = Special Area of Conservation

APPENDIX 9

[This Appendix forms part of the Local Plan and should be read with it]

INFORMAL OPEN SPACE PROVISION BY SECTOR

The Table below sets out the informal open space requirements within each sector of the City alongside the current (February 2003) informal provision (Figure 10.1 shows the sectors). The Appendix also shows the current level of formal provision within the City as a whole.

It can be seen that the standards are close to actual provision in each case. On the other hand the target is well above the present level of provision for sports pitches and informal open space (the targets are set by national standards).

The requirements are calculated on the formula of 0.8 hectares of formal sports pitches per 1000 population, 0.4 hectares per 1000 population for other sporting and recreational facilities and 0.5 hectares per 1000 population for informal children's play and amenity open space (calculated on a sector basis). The targets represent 1.2 hectares formal sports pitches, 0.4 hectares other facilities and 0.8 hectares of childrens' play and amenity open space. (see policy SR1)

These figures will be referred to and assist in the interpretation and decision making for development proposals under policies SR1, SR2 and SR3. However, when assessing development proposals and opportunities it needs to be stressed that these figures are only minimum quantitative standards. Thus, even within sectors of above minimum provision, if development proposals are consistent with other Plan policies, additional public open space may still be required to serve the qualitative needs of that development and to assist overall range and distribution of types of open space within that sector (see policy SR4).

The Council has produced Supplementary Planning Guidance to assist in the interpretation of these figures and implementation of open space policies within the Local Plan.

SECTOR	POPULATION 1991 (Term time)	REQUIREMENT @ 0.5 ha informal children's play/ amenity open space per 1000 population.	PLAN TARGET @ 0.8 ha informal children's play/ amenity open space per 1000 population	ACTUAL PROVISION Informal open space (hectares)	
1	2521	1.26	2.02	1.08	↓
2	3533	1.76	2.83	1.45	↓
3	8024	4.01	6.42	5.06	↑
4	11541	5.77	9.23	8.37	↑
5	6966	3.48	5.57	2.12	↓
6	5490	2.74	4.39	3.32	↑
7	5920	2.96	4.74	2.92	↓
8	8928	4.46	7.14	2.09	↓

SECTOR	POPULATION 1991 (Term time)	REQUIREMENT @ 0.5 ha informal children's play/ amenity open space per 1000 population.	PLAN TARGET @ 0.8 ha informal children's play/ amenity open space per 1000 population	ACTUAL PROVISION Informal open space (hectares)	
9	4974	2.48	3.98	1.55	↓
10	4852	2.43	3.88	0.37	↓
11	5373	2.68	4.30	2.72	↑
12	7744	3.87	6.19	11.42	↑
13	13908	6.95	11.13	3.16	↓
14	5126	2.56	4.10	5.19	↑
15	5458	2.73	4.37	1.41	↓
16	4796	2.39	3.84	3.00	↓
17	8794	4.39	7.04	1.39	↓
18	4827	2.41	3.86	5.06	↑
19	1595	0.79	1.27	0.25	↓
TOTAL	120370	60.18	96.3	61.93	

Key:

↑ = Sector is above minimum requirement

↓ = Sector is below minimum requirement

TOTAL OPEN SPACE CALCULATIONS (City wide)

FORMAL SPORTS PITCHES:	Requirement	= 96.3 ha
	Target	= 144.4 ha
	Actual Provision	= 83.52 ha
FORMAL (OTHER FACILITIES):	Requirement	= 48.1 ha
	Target	= 48.1 ha
	Actual Provision	= 47.39 ha

APPENDIX 10

SCHEDULED ANCIENT MONUMENTS

Monument

Number	Name	Grid ref.
4	Dominican Friary (St Andrews and Blackfriars Halls)	TG231088
5	Norwich Castle	TG23190847
8	Bishop Bridge	TG239089
10	City Walls and Towers	(see Proposals Map Inset)
13	Curat's House, Haymarket	TG229084
14	Old Assembly Rooms and remains of St Mary's College	TG228083
16	St Lawrence's Well, Lower Westwick Street	TG228087
18	Gate of Bridewell, part of 6 St Andrew's Hill	TG231087
26	Old Charnel House, The Close	TG233089
27	The Watergate, The Close	TG238087
28	St Ethelbert Gate	TG234087
29	Erpingham Gate	TG233088
30A	Bishop's Palace gate	TG234090
30B	Bishop Salmon's Porch	TG235090
33	Carrow Abbey (ruined portions)	TG242073
34	Two tumuli, Eaton Heath	TG214060/ TG213060
205	Cringleford Bridge (part in South Norfolk)	TG200059
309	Mediaeval undercroft, 19-21 Bedford Street	TG230086
379	Remains of Bowthorpe Church	TG177090
382	Remains of St Leonard's Priory	TG241088

389	St Bartholomew's Church, Heigham	TG216097
391	Site of St. William's Chapel (Mousehold Heath)	TG246104
402	Norman House, St Martin at Palace Plain	TG23430909
21412	Blockhouse known as Cow Tower	TG23960918

APPENDIX 11

[This Appendix forms part of the Local Plan and should be read with it]

LIST OF CONSERVATION AREAS

	Area (hectares)	Area (acres)	Date Declared	Date(s) of subsequent boundary change(s)		
City Centre ¹	231.7	572.6	3 Feb 1970	6 Nov 1979	6 Oct 1992	18 Sep 2003
Bracondale ²	23.3	57.5	3 Feb 1970	6 Oct 1992	18 Sep 2003	
Newmarket Road	76.1	188.1	3 Feb 1970	7 Jun 1983	6 Oct 1992	18 Sep 2003
Heigham Grove	39.1	96.7	4 Sep 1973	8 Jan 1991	18 Sep 2003	
Thorpe St. Andrew ³	1.3	3.2	1 Mar 1977	-	-	-
Sewell ⁴	8.8	21.7	2 Jan 1979	5 May 1992	18 Sep 2003	
Eaton	13.1	32.4	2 Jan 1979	18 Sep 2003		
Trowse Millgate	3.9	9.7	2 Jan 1979	-	-	-
Earlham	47.2	116.7	2 Oct 1979	-	-	-
Old Lakenham	7.3	17.9	5 Feb 1980	-	-	-
Bowthorpe	6.9	16.9	6 Dec 1983	-	-	-
Mile Cross	66.1	163.3	5 May 1987	-	-	-
Thorpe Hamlet	8.7	21.6	8 Jan 1991	18 Sep 2003	-	-
Thorpe Ridge	60.1	148.5	8 Jan 1991	-	-	-
Unthank and Christchurch	46.4	114.7	5 Nov 1991	18 Sep 2003	-	
Hellesdon Village ³	9.3	23.0	10 Mar 1992	18 Sep 2003	-	-
St Matthews	9.7	24.0	6 Oct 1992	18 Sep 2003	-	-
Total	659.0	1628.5				

¹ The City Centre Conservation Area was extended in October 1992 to cover the whole of the mediaeval City within the walls. The following Conservation Areas originally designated on 3 February 1970 were absorbed into the extended area:

All Saints Green
Bracondale/Finkelgate (part)
King Street
Magdalen Street/Colegate
St. Augustines

A further minor boundary change was made on 18 September 2003.

² Formerly known as Bracondale/Finkelgate

³ Thorpe St. Andrew and Hellesdon Village Conservation Areas extend into Broadland District. The area given represents that portion lying within the City boundary.

⁴ Formerly known as Ash Grove.

APPENDIX 12

[This Appendix forms part of the Local Plan and should be read with it]

LIST OF HOTELS IN NORWICH

This Appendix lists the thirteen hotels in Norwich of 25 bedrooms and over to which Policy TVA7 will apply in the event of a proposal for redevelopment or change of use.

	Bedrooms
(Best Western) Annesley House Hotel , 6 Newmarket Road, Norwich	26
Beeches Hotel , 4-6 Earlham Road, Norwich NR3 3DB	36
Cumberland Hotel , 212-216 Thorpe Road, Norwich NR1 1TJ	27
(Best Western) George Hotel , 10 Arlington Lane, Norwich	40
Holiday Inn , Ipswich Road, Norwich	120
Georgian House Hotel , 32-34 Unthank Road, Norwich NR2 2RB	27
Hilton Hotel , Amsterdam Way, Norwich Airport, Norwich NR6	121
Maids Head Hotel , Wensum Street, Norwich	84
Pearl Continental Hotel , 116 Thorpe Road, Norwich	44
Quality Hotel , 2 Barnard Road, Bowthorpe, Norwich	80
Ramada Hotel , 121-131 Boundary Road, Norwich NR3 2BA	107
Swallow Nelson Hotel , Prince of Wales Road Norwich NR1 1DX	132
Travel Inn , Holt Road, Norwich Airport, Norwich NR6 6JA	40

APPENDIX 13

[This Appendix forms part of the Local Plan and should be read with it]

HISTORIC PUBS IN NORWICH

The following public houses are subject to protection under policy SHO21.

For inclusion in the list as an historic pub, the building must:

- Have an established use as a pub or similar licensed premises (such as a café bar or restaurant – pubs which have closed and been converted for other purposes are not eligible) and;
- Date from before 1939, or if built after that date, be a replacement for an older pub on the same site; and
- Have been in continuous use as licensed premises since at least 1883 (i.e. must appear on the first edition of the large scale Ordnance Survey Maps of Norwich), or if built after that date, have been purpose built as a public house to serve the local community; and
- Be a listed building, a building on the Local List, or, if neither of these, should retain distinctive architectural features which are of particular value in illustrating its history (for example good examples of “brewery” stained glass windows or signage, surviving bowling greens).

Proposals for the change of use of any other licensed premises will be assessed in accordance with the second part of the policy and will not be permitted where they would lead to the loss of the only pub remaining to serve an area of at least 3,000 population.

CITY CENTRE

<u>Pub Name (at November 2004)</u>	<u>Street</u>	<u>Listed Status</u>
Adam and Eve	Bishopgate	Listed Grade II
Berstrete Gates	Ber Street	Not Listed
Bell Hotel	Farmers Avenue	Listed Grade II
Boltz (<i>former Ironmongers Arms</i>)	St John Maddermarket	Listed Grade II
Café Rouge (<i>former Exchange Tavern</i>)	Exchange Street	Listed Grade II
Cat and Fiddle	Magdalen Street	Listed Grade II
Coach and Horses	Bethel Street	Listed Grade II
Catherine Wheel	St. Augustines Street	Listed Grade II
Compleat Angler	Prince of Wales Road	Local Listing (City Centre CA)
Delaney’s (<i>former Festival House</i>)	St Andrews Street	Listed Grade II*
Edith Cavell	Tombland	Local Listing (City Centre CA)
Ferry Boat	King Street	Listed Grade II
Fugitive (<i>since renamed the Lawyer</i>)	Wensum Street	Local List (City Centre CA)
Gardeners Arms (AKA The Murderers)	Timberhill	Listed Grade II
Golden Star	Colegate	Listed Grade II
Hog’s Head (closed)	Queen Street	Listed Grade II
Horse and Dray	Ber Street	Not Listed
Kings (<i>former Nag’s Head</i>)	King Street	Listed Grade II
Kings Head	Magdalen Street	Listed Grade II
Le Rouen	Farmers Avenue	Listed Grade II
Leopard	Bull Close Road	Local Listing (City Centre CA)
Magpie	Magpie Road	Local Listing (City Centre CA)
Maids Head Hotel	Tombland	Listed Grade II

Merchants	Colegate	Local Listing (City Centre CA)
Micawbers	Pottergate	Listed Grade II
Mischief Tavern	Fye Bridge Street	Listed Grade II
Old White Lion (<i>since closed</i>)	Oak Street	Local Listing (City Centre CA)
Marquee (<i>former Shirehall Tavern</i>)	Cattle Market Street	Local Listing (City Centre CA)
Plasterers Arms	Cowgate	Local Listing (City Centre CA)
Plough	St Benedict's Street	Listed Grade II
Pottergate	Pottergate	Not Listed
Henry's (<i>former Lamb Inn</i>)	Orford Place	Listed Grade II
Red Lion	Bishopgate	Not Listed
Red Lion (under refurbishment)	St George's Street	Listed Grade II
Ribs of Beef	Wensum Street	Local Listing (City Centre CA)
Sir Garnet Wolseley	Gentleman's Walk	Listed Grade II
Steam Packet	Crown Road	Listed Grade II
Surrey Tavern	Surrey Street	Listed Grade II
Take 5 (<i>former Louis Marchesi</i>)	Tombland	Listed Grade II*
Ten Bells	St Benedict's Street	Local Listing (City Centre CA)
Vine	Dove Street	Local Listing (City Centre CA)
Walnut Tree Shades	Old Post Office Yard	Listed Grade II
Wig and Pen	St Martin-at-Palace Plain	Listed Grade II
Wild Man	Bedford Street	Local Listing (City Centre CA)
Woolpack	Muspole Street	Listed Grade II

OUTER AREA

<u>Pub Name (at November 2004)</u>	<u>Street</u>	<u>Listed Status</u>
Alexandra Tavern	Stafford Street	Not listed
Artichoke	Magdalen Road	Not Listed
Baker's Arms	St Leonard's Road	Local Listing (Thorpe Hamlet CA)
Belle Vue	St Philip's Road	Not listed
Billy Bluelight (<i>former Freemasons Arms</i>)	Hall Road	Not listed
Black Horse	Earlham Road	Listed Grade II
Bread and Cheese	Adelaide Street	Not Listed
Bridge House	Riverside Road	Listed Grade II
Castle	Spitalfields	Listed Grade II
Cellar House	Eaton Street	Listed Grade II
Champion	Chapelfield Road	Local Listing (Newmarket Road CA)
Coach and Horses	Thorpe Road	Listed Grade II
Coachmakers Arms	St Stephens Road	Listed Grade II
Cock	Long John Hill	Local Listing (Old Lakenham CA)
Cricketers' Rest	Queens Road	Local Listing (Bracondale CA)
Dyers Arms	Lawson Road	Not Listed
Eagle	Newmarket Road	Listed Grade II*
Eaton (<i>former Eaton Cottage</i>)	Unthank Road	Local Listing (Unthank and Christchurch CA)
Fat Cat	Adelaide Street	Not listed
Galley Hills	Drayton Road	Not Listed
Garden House	Pembroke Road	Not listed
Gatehouse	Dereham Road	Not Listed
Gibraltar Gardens	Heigham Street	Listed Grade II
Heartsease	Plumstead Road	Not listed
Jubilee	St. Leonard's Road	Not listed
Kimberley Arms	Trory Street	Local Listing (Heigham Grove CA)

King's Arms	Hall Road	Local Listing (Bracondale CA)
Mad Moose (<i>former Warwick Arms</i>)	Warwick Street	Not listed
Marlpit	Hellesdon Road	Listed Grade II
Mill Tavern	Millers Lane	Not Listed
Perseverance	Adelaide Street	
Red Lion	Eaton Street	Listed Grade II*
Rosary Tavern	Rosary Road	Not listed
Rose	Trinity Street	Not listed
Rose	Queens Road	Local Listing (Bracondale CA)
Rose Valley	Unthank Road	Not listed
Temple Bar (<i>former Tuns</i>)	Unthank Road	Listed Grade II
The Stores (<i>former Provision Stores</i>)	Dereham Road	Not Listed
Trafford Arms	Trafford Road	Not listed
Trowel and Hammer	St. Stephen's Road	Local Listing (Newmarket Road CA)
Unthank Arms	Newmarket Street	Not listed
Whalebone	Magdalen Road	Local Listing (Sewell CA)
York Tavern	Leicester Street	Not listed

APPENDIX 14

GLOSSARY OF TERMS

ACCESSIBLE: Easy to travel to and enter by whatever means of movement is appropriate (including public transport, cycle, on foot or (for buildings) in a wheelchair or with limited mobility).

ADOPT: Formally approve or assume responsibility for.

AFFORDABLE HOUSING: Permanent housing provided for sale or rent at prices below the current market rate, which people in housing need are able to afford. It is usually provided to meet a specific housing need which cannot be met by the housing available on the open market.

AIRPORT OPERATIONAL DEVELOPMENT: Development for purposes which are directly related to the operation the Airport.

ALLOCATED: Identified as a proposal or by application of a policy on the Local Plan Proposals Map (or Inset Map)

AMENITY: Those qualities of life enjoyed by people in particular circumstances which can be influenced by the surrounding environment in which they live or work. Thus “residential amenity” encompasses the basic benefits such as privacy, freedom from noise nuisance, etc. normally expected when living at home.

ANCIENT MONUMENT: See *SCHEDULED ANCIENT MONUMENT*

AQUIFER (EP1 and EP14): Underground layer (stratum) of rock in which water naturally occurs, and from which it can be extracted by means of wells and boreholes.

AREA OF MAIN ARCHAEOLOGICAL INTEREST (AMAI): Area (defined on the Proposals Map), in which most archaeological remains are concentrated or where such remains are suspected to exist.

AREA TRANSPORT ACTION PLAN: Comprehensive, area-wide programme of traffic management measures to address the environmental impact of traffic within a designated area (usually involving the exclusion or control of through traffic).

BACKLAND: Area of land surrounded and enclosed by other buildings and having no frontage or direct means of access onto a highway. (Includes private rear gardens and yards, as well as larger undeveloped areas).

BEDSPACES: The maximum number of full size beds which can be accommodated in the sleeping area of a house (depending on size of rooms; thus a normal three bedroom house with two ‘double rooms’ would have 5 bedspaces, of which 3 would be potential *child bedspaces*). See also *CHILD BEDSPACES*..

BIODIVERSITY: The variety of life on earth or any given part of it.

BIOMASS: Collective term for any combustible animal or plant material which can be burned to generate power.

BROWNFIELD LAND, BROWNFIELD SITE: See *PREVIOUSLY DEVELOPED LAND*.

BUILT ENVIRONMENT: Surroundings which are generally built up and ‘urban’ in character (as opposed to natural or ‘green’ environment).

BUILT UP AREA: Area which is predominantly developed, including open spaces encompassed within the developed area. For Norwich this extends to the adjoining suburban parishes of Hellesdon, Drayton, Taverham, Old Catton, Sprowston, Thorpe St. Andrew, Costessey, Cringleford and Trowse.

BULKY GOODS RETAILING: Retailing involving the sale of durable goods, which are too large to transport on foot (e.g. DIY goods, large white electrical goods, carpets and flat pack furniture) and are usually purchased from a large single level store for that reason.

BUS PRIORITY MEASURES: Changes to the road layout or signing which give priority to buses over other traffic (or sometimes to buses and taxis/cyclists; they include bus-only streets and bus lanes)

BUSINESS (B1) USE: Use for light industry, offices (where the office does not provide a service directly to the visiting public) and research and development (as defined in the *Use Classes Order*), subject to the use being capable of being carried out in a residential area without causing nuisance.

CAPITAL CHALLENGE (SCHEME): Now discontinued pilot scheme of local government capital funding administered by the DETR.

CAR CLUB: Arrangement whereby an organisation (usually non profit-making) maintains a pool of cars or other vehicles available for shared use by its members.

CATCHMENT AREA: Area from which a facility, store or shopping centre draws most of its customers or visitors.

CHILD BEDSPACES: The number of *bedspaces* in new housing development which are potentially available to children (used as a basis to assess the likely demand for children’s playspace arising from a development). Calculated by subtracting the number of bedspaces in one-bedroom dwellings, and dwellings designed solely for elderly people, from the total number of bedspaces in a scheme. See also *BEDSPACES*.

CITY CENTRE: The main commercial area of the City defined as the area shown on the Inset Map to the Proposals Map.

CITY CENTRE SUB-AREA: One of a number of separate “character zones” making up the *City Centre* (shown on Figure 12.1) which are distinguished by their individual form, function and pattern of land uses and activities.

CITY CENTRE TRANSPORT PLAN (CCTP): Detailed plan setting out a programme of transportation investment in Norwich central area over ten years, adopted in Autumn 2000.

COMBINED HEAT AND POWER:

System providing heating for an area or group of buildings, as well as generating electricity, which is transmitted back to the National Grid, when surplus to the requirements of the local network.

COMMITMENTS: Development proposals which are accepted in this Local Plan but already have planning permission or were allocated in the previously adopted City of Norwich Local Plan 1995.

COMMUNITY FACILITIES: See *LOCAL COMMUNITY FACILITIES*.

COMMUNITY PARK: An area of open space in excess of 1.6 hectares (4 acres) which has been formally designated and provides recreational interest and variety, usually including formal and informal uses. The following parks are considered to fall within this definition: Bowthorpe, Chapelfield, Earlam, Eaton, Harford, Heigham, Jubilee, Pilling, Sale Road, Sloughbottom, Waterloo, Wensum

COMMUTED PAYMENT: Payment made by a developer to the local planning authority (usually secured by means of a *Planning Obligation*) to fund provision of a facility needed to serve a development, but to be built or provided elsewhere or in some way other than by the developer.

COMPARISON GOODS: Household or personal items which are more expensive and (often) larger than convenience goods and are usually purchased after comparing alternative models/ types/ styles and price of the item (e.g. clothes, furniture, electrical appliances)

COMPREHENSIVE DEVELOPMENT: Development which ensures that the whole site can be successfully developed, together with any necessary infrastructure improvements, in phases if appropriate, in accordance with Local Plan policies and guidance.

CONSERVATION AREA: Area of particular historic and/or architectural interest which is designated by the local planning authority as being important to conserve and enhance. Special planning controls apply within these areas.

CONTAMINATED LAND: Land identified as having substances in, on or under it, such that:-
a) significant harm is being caused, or there is a significant possibility of such harm being caused, or;
b) pollution of controlled waters is being, or is likely to be, caused.

CONTROLLED PARKING ZONE (CPZ): Zone in which the duration and nature of all parking on the highway is controlled to give priority to parking for residents and local businesses and those visiting them.

CONVENIENCE GOODS: Items bought for everyday needs. Includes food and other groceries, newspapers, drink and tobacco and chemist's goods.

CORRIDORS/CONES OF VISION: Zones defining important views into and out of the City Centre and of particular landmark buildings.

COUNTY WILDLIFE SITE: Wildlife habitat identified and designated as being of particular local interest or importance by Norfolk County Council and the Norfolk Wildlife Trust, but which is not of sufficient national merit to be declared as an SSSI. Includes all the Local Nature Reserves designated in Norwich).

CROSS-SUBSIDY: Financial support within a mixed use development from one element to another.

DENSITY OF HOUSING DEVELOPMENT: A measure of the average concentration of housing within a given area (normally expressed as *n* dwellings per hectare). *Net density* is a more refined measure of the actual area developed for housing purposes and excludes open space, major distributor roads, landscaped strips and primary school sites from the calculation of the developed area.

DERELICT LAND: Land which is so damaged by industrial or other development as to be incapable of beneficial use without treatment. Such land may or may not be *CONTAMINATED*.

DEVELOPMENT: Defined in planning law as “the carrying out of building, engineering, mining or other operations in, on, over, or under land, or the making of a material change of use of any building or land.” (see also *PERMITTED DEVELOPMENT*).

DISCOUNT (FOOD) STORE: Type of smaller *foodstore* (usually between 1000 and 1500 sq.m gross floor area) offering a basic, limited range of food and other convenience goods at heavily discounted prices. Often built to a standardised design.

DISTRICT (SHOPPING) CENTRE: A group of about six closely related retail units forming a centre and containing at least one convenience goods store (normally over 400 sq.m net floorspace) and providing the focus for a range of other facilities and services primarily serving the surrounding area. Special provisions apply to the Anglia Square and Magdalen Street area which, because of its generally larger catchment and broader range of shops, is defined in the Plan as a *LARGE DISTRICT CENTRE*.

DUAL USE: Use of a facility, or open space (e.g. sports pitches, swimming pool) by different groups at different times, which includes some element of opening to the general public.

DURABLE GOODS: Household goods bought on a less regular basis than convenience goods and generally not for consumption (e.g. clothes, DIY goods, furnishings). Includes most (but not all) *Comparison Goods*.

EAST OF ENGLAND DEVELOPMENT AGENCY (EEDA): Government agency created in April 1999 to help further economic regeneration and prosperity in the Eastern Region. EEDA administers a wide range of funding programmes including the *Single Regeneration Budget*.

EMPLOYMENT AREA: Industrial estate or other area (shown on the Proposals Map) which is used primarily for industrial, warehousing, office or other business uses falling within Classes B1, B2 and B8 of the *Use Classes Order*, and/or where such development is proposed.

EMPLOYMENT USE: Use primarily for industrial, warehousing, office or other business uses falling within Classes B1, B2 and B8 of the *Use Classes Order*. Employment use specifically excludes retail, financial or professional services, food and drink and waste disposal.

ENVIRONMENTAL CORRIDOR: One of three major areas of open space within and around the Norwich urban area, which are protected both for recreational purposes and to encourage *biodiversity* and the migration of wildlife. The three environmental corridors defined in this Plan are:

- a) The Yare Valley
- b) The Wensum Valley
- c) Mousehold Heath

ENVIRONMENTAL ASSESSMENT: See *Impact Assessment*

FALLOUT RATE: Term applied in relation to housing development sites in this Plan, representing that proportion of dwellings which are identified for development but which are assumed to remain unbuilt, either because planning permission expires or because other development proposals come forward resulting in a reduced number of dwellings.

FLOOD PLAIN: Low-lying area adjacent to a watercourse or river where water regularly flows in time of flood, or would flow but for the presence of flood defences. The Local Plan distinguishes between the following flood risk areas as defined by the Environment Agency:

- *Functional Flood Plain:* the unobstructed or active area of the flood plain which is subject to a 10% annual probability of flooding (i.e. once in 10 years). (see Policy EP11.)

- *1 in 100 year flood risk area*: Area within the flood plain subject to a 1% annual probability of flooding (i.e. once in 100 years). (see Policy EP12).

FOODSTORE (also CONVENIENCE STORE): Single level, self service store, generally of more than 1,000 sq.m gross floor area, selling mainly food and often other non-food goods, with supporting car parking. *Foodstores* as defined in this Plan encompass both *Supermarkets* (generally under 2,500 sq.m net trading area) and *Superstores* (generally over 2,500 sq.m net trading area) as defined in PPG6.

FORMAL OPEN SPACE: See *OPEN SPACE*.

GATEWAY: One of a number of key locations situated at, and marking the entrance to, the Norwich built up area or to Norwich City Centre. (See Policy HBE14).

GENERAL DEVELOPMENT ORDER (GDO): The Town and Country Planning (General Development) Order, a statutory order which sets out those kinds of development which do not need planning permission (*Permitted Development*). The local planning authority can make a legal order on land or premises (called an *Article 4 Direction*) or attach a condition to a planning permission, requiring permission to be obtained for particular types of development which would otherwise be allowed by the GDO.

GRAMPIAN CONDITION: A type of condition attached to a planning permission which requires the applicant to carry out certain off-site works or fulfil other specific requirements before an approved development can proceed.

GREEN BADGE SCHEME: Local scheme of parking concessions to enhance provision for those with more serious disabilities than would normally qualify for the nationally administered disabled badge scheme (previously orange, now blue badges).

GREEN LINK: Linear feature, enhanced by landscaping, tree planting or other “green” elements, which connects (or is proposed to connect) key areas of open space and maximise access to these areas from other parts of the City. The green link network is intended to provide safe “people friendly” access for pedestrians and cyclists throughout the City and assist the movement of wildlife around the urban area.

GREENFIELD LAND (or SITE): Land which has not previously been built on, including land in use for agriculture or forestry and land in urban areas used for outdoor sport and recreation (including public and private *open space*). Does not include residential garden land.

GREY WATER: Any water that has been used in the home (including dish, shower, sink and laundry water) which can be reused for other purposes.

GROUNDWATER SOURCE PROTECTION AREA: Safeguarded area defined by the Environment Agency around boreholes or sources of groundwater, within which discharges into the ground may affect the quality of the water extracted. See Policy EP14.

GUIDED TRANSIT SYSTEM: Any system of public transport in which vehicles operate on specially constructed trackways, including trams and guided buses (which are designed to operate both on fixed rails and general purpose roads). See also *LIGHT RAIL TRANSIT*.

HERITAGE: The collective value inherited and passed on from one generation to another through representative artefacts or remains; qualities which are worthwhile to preserve for posterity.

HISTORIC PLOT BOUNDARY: Linear feature (such as a wall, fence, hedge, street alignment or building line) which has been established over several generations and which defines or provides

evidence of the original form, character and disposition of building development within an area, thereby contributing to its historic value.

HOME ZONE: Designated residential street or area in which specific measures are applied to reduce the speed of traffic to very low levels, thereby enhancing safety for pedestrians (particularly children), reducing the risk of accidents and improving quality of life for residents.

HOT FOOD TAKEAWAY: Business (falling within Class A3 of the *Use Classes Order 1987*), principally selling hot food for consumption off the premises. *See note following Appendix 7 regarding recent legislative changes affecting these uses.*

HOUSE IN MULTIPLE OCCUPATION (HMO): A house occupied by more than one household, which may or may not be subdivided into flats. It includes bedsits and hostels, but does not include a household of up to 6 people sharing, including eating meals together and sharing other household duties (which counts as a single household for planning purposes).

IMPACT ASSESSMENT: Written statement, required to be submitted by the applicant with certain kinds of planning application, which sets out the anticipated effects of the proposed development. Such statements include full *Environmental Assessments*, (which deal with the full environmental effects of, and are legally required for, major development proposals); *Retail Impact Assessments* (which forecast the impact of new shopping development) and *Travel Demand Assessments* (TDAs) which assess the effect of the development on traffic flows, vehicle movements and travel demand.

INCOMPATIBLE USE: see *NON-CONFORMING USE*

INFILL DEVELOPMENT: Development, usually on a small scale, filling a gap within the urban area, surrounded on at least three sides by existing developed areas, which may or may not have a road frontage.

INFORMAL OPEN SPACE: See *OPEN SPACE*.

INFRASTRUCTURE: The network of services to which it is necessary for most buildings or activities to be connected, or accessible. It includes physical services necessary for development (e.g. gas, electricity and water supply; telephones, sewerage) but also includes networks of roads, public transport routes, footpaths etc.

INTENSIFICATION: Means by which the density of development increases over time – in particular through development of new dwellings within predominantly residential areas on back garden land, disused plots and garage sites. Intensification occurs gradually and generally on the basis of individual sites being brought forward separately from one another.

INTERMEDIATE CARE SERVICES: A range of clinical services provided by the NHS offering patients various kinds of medical care following their discharge from hospital, thereby assisting in their recovery and successful return to the community. Examples include rehabilitation centres, community based NHS beds, day treatment and therapy.

INTERPRETATIVE MEASURES / MATERIALS: Ways of providing information to visitors to enable them to understand and interpret what they can see around them, especially the historical or environmental significance of a building or feature.

LIGHT RAIL TRANSIT: Rail systems using light vehicles (e.g. trams) and their associated infrastructure, which may include segregated track and sections running within the highway or pedestrian areas. See also *GUIDED TRANSIT SYSTEM*.

LISTED BUILDING: A building or structure of special historical and/or architectural interest considered worthy of special protection and included and described in the statutory List of such buildings published by English Heritage. See Policy HBE9.

LOCAL COMMUNITY FACILITIES: Businesses and other essential services available to residents in the immediate area to meet the day-to-day needs of the community. Includes local shops, meeting rooms and community centres, post offices, doctors' and dentists' surgeries, libraries and places of worship.

LOCAL NATURE RESERVE (LNR): Area of botanical or wildlife interest where access and use by local people is encouraged through designation by the local authority.

LOCALLY LISTED BUILDING: Building – usually in a *Conservation Area* – which has been identified by the City Council as having some historic or architectural merit but which is not of sufficient quality to be included in the statutory List.

LOCAL PLANNING CONSIDERATIONS: Aspects of the impact of a development upon its immediate local surroundings, which would be considered in the Council's assessment of a planning application – such as access, parking provision, traffic generation, noise and disturbance and the effect on *amenity*.

LOCAL (CONVENIENCE) SHOP: *Local shops* are defined as retail outlets providing goods or services for local population and of no more than 1000 sq.m net floor area. A *Local Convenience Shop* sells mainly food and other groceries.

LOCAL SHOPPING CENTRE (or GROUP): A group, generally of around six or more shops or services forming a centre of purely local significance.

LOCAL TRANSPORT PLAN (LTP): Detailed statement of policy and programme for transport investment over a five year period, prepared by the local highway authority (for Norwich this is Norfolk County Council).

LOCATION OF HIGH ACCESSIBILITY: Any location which is quickly and easily accessible by all modes of transport.

LONG-STAY PARKING: Car parks or parking spaces where parking is allowed throughout the day and any charges applied are not weighted to discourage such day-long parking.

MAINTENANCE AGREEMENT: Binding legal agreement (usually secured through a *Planning Obligation*) setting out responsibilities for the proper upkeep and maintenance of land, buildings or other facilities for a specified period.

MANAGED WORKSPACE: Arrangement by which a number of individual small business or office units within the same building are managed centrally, with common administration, secretarial, IT and other support services provided by the management company and available to all tenants.

MAJOR HOTEL: A hotel with 25 or more bedrooms.

MAJOR OFFICE DEVELOPMENT: Development of new offices (within class B1 of the Use Classes Order), including extensions to existing premises, which would involve the construction of at least 2,000 square metres gross of office floorspace.

MAJOR SHOPPING DEVELOPMENT: Development of new shops or large retail units (including significant extensions to existing shopping areas), which would result in a significant change in the balance and location of shopping within the centre.

MAJOR TRAVEL GENERATING ACTIVITY: Development, establishment or facility which attracts (or is expected to attract) significant numbers of people and which generates over 100 traffic movements per hour at peak hours or over 1000 during a 24 hour period.

MEDIUM-STAY PARKING: Car parking where parking charges are set to discourage parking all day, but to allow for stays in excess of 2 hours.

MITIGATING MEASURES: Any works or actions required to be carried out by developers to reduce the impact of the development on the surrounding environment or to address particular environmental effects which would otherwise prevent that development.

MODAL CHOICE: The availability of alternative means of transport for people to use when making a journey.

MODAL SHIFT: The act of changing one's preferred means of transport used to make regular journeys (e.g. from car to public transport).

MODE HIERARCHY: Principle of assigning priority, for planning purposes, to different modes (or means) of transport. The greatest priority is given to those means of transport with the least environmental impact.

MONITORING: Regular collection and analysis of relevant information in order to assess the outcome and effectiveness of Local Plan policies and proposals and to identify whether they need to be reviewed or altered.

MULTIPLEX CINEMA: Complex of cinemas with several screens and ancillary facilities.

NEW DEAL FOR COMMUNITIES: Government funding scheme, with strong emphasis on community participation and partnership, aimed at addressing problems in areas suffering high degrees of deprivation and social exclusion. (For Norwich a bid for £35m of New Deal funding has been accepted for the Earlham, Larkman and Marlpit area).

NORWICH AREA TRANSPORT STRATEGY (NATS): Statement of strategic transportation policy for Norwich and surrounding area, adopted in 2004, which has been prepared jointly by the City and County Councils in discussion with Broadland and South Norfolk Councils.

NOISE MANAGEMENT STRATEGY: Scheme agreed between the Norwich Airport Company, Norwich City and Broadland District Councils, which seeks to contain noise problems associated with the operation of Norwich International Airport. It specifies policy on operating hours and on take off and landing of aircraft. (See Policy EP8).

NON-ESSENTIAL CAR USERS: Those people who choose to use a car for making journeys but could use alternative modes of transport.

NON-CONFORMING USE: Industrial or other use situated within a residential area (or an area intended for future housing development) which has, or will have, a harmful effect on residential *amenity* through noise, smell, visual intrusion, traffic generation or air pollution. Sometimes called an *incompatible use*.

OPEN SPACE: The Local Plan recognises the following categories of open space:

Formal Open Space: Any land, whether in public or private ownership, which is used and laid out for specific organised sport and recreation, and is available for hire by the general public on a regular basis. It excludes:

- Private member golf courses;
- Norwich City Football Club; and

- School playing fields unavailable or unsuited for regular adult hire.

Informal Open Space: Any land, whether in public or private ownership, which offers unrestricted access to the general public and is used for recreation which does not require formal organisation (such as children's play, walking, jogging, sitting, picnicking). It excludes:

- Private garden land;
- School playing fields;
- Highway verges, planting belts and any other comparable land where access for recreational use would be unsafe;
- Land where public access is permitted but may be restricted (e.g. farmland with a public footpath running through it) or where public access is permitted within an area designed primarily for another purpose (e.g. a cemetery).
- Land with unlimited public access but laid out for organised sport – see *formal open space*.

Publicly Accessible Recreational Open Space: Any land, whether in public or private ownership, which has unrestricted public access and is used either for formal or informal recreation;

Urban Greenspace: Undeveloped land which has restricted or no public access, but which performs a valuable function within the City because it provides one or more of the following:

- A recreational facility for members of a club or society (includes golf courses, sports pitches and courts);
- An amenity benefit for local residents and others;
- An environmental resource;
- A functional requirement: for example a cemetery.

OPERATIONAL REQUIREMENTS: The requirements of a business or use which are essential for it to function effectively. This usually includes adequate access, servicing space for delivery vehicles, and parking spaces for those employees who need to use their vehicles in the course of their work plus any visitors who would be unable to use nearby public car parks.

OVERTRADING: (In relation to *foodstores* and other shops) Showing a sales performance, normally expressed in £ per square foot, which is consistently higher than the national average for comparable stores operated by the same company.

PARK AND RIDE: Provision of parking areas at the edge of the built up area and linked by frequent bus (or other public transport) services to the City centre.

PEDESTRIAN PRIORITY AREA: The linked network of streets in the City centre from which general traffic is excluded for all or part of the working day and in which pedestrians have priority over vehicular traffic. The area is generally paved and landscaped distinctively to emphasise the pedestrian scale of activity.

PERMITTED DEVELOPMENT: Certain categories of minor development, as specified in the *General Development Order*, which can be carried out without having to first obtain planning permission. See also *GENERAL DEVELOPMENT ORDER*.

PLANNING OBLIGATION: Binding legal agreement made between a developer and the local planning authority under section 106 of the Town and Country Planning Act 1990, to ensure that specific works are carried out, payments made or other actions undertaken which would otherwise be outside the scope of the planning permission. Often called *Section 106 Agreements*.

PRECAUTIONARY PRINCIPLE: The approach to environmental policy and decision-making (recommended in the Rio Declaration of 1992) to be applied in cases where there is a degree of environmental risk but where that risk has not yet been or cannot be precisely calculated. It states

that “Where there are threats of serious or irreversible damage, lack of full scientific certainty shall not be used as a reason for postponing cost-effective measures to prevent environmental degradation”.

PREVIOUSLY DEVELOPED LAND: Any land which is or was occupied by a permanent structure (excluding agricultural and forestry buildings) and associated fixed surface *infrastructure*, including the curtilage of (land attached to) buildings. Often called *Brownfield* land.

PRIMARY RETAIL AREA: That part of the *City Centre* (defined on the City Centre Inset of the Proposals Map) which contains the majority of large multiple stores and major high street retail premises, commanding generally higher rental levels and attracting the largest volume of shoppers.

PRIME EMPLOYMENT AREA: A high quality, well designed *Employment Area* which is used (or identified) predominantly for industrial and warehousing purposes. See Policy EMP4.

PRIVATE OPEN SPACE: See *OPEN SPACE*.

PROTECTED SPECIES: Any species (of wildlife, etc) which, because of its rarity or threatened status, is protected by statutory legislation (the Wildlife and Countryside Act 1981 (as amended) and the Conservation (Natural Habitats Etc) Regulations 1994).

PUBLIC MOORINGS: Areas of the banks of the navigable rivers alongside which any boats are permitted to moor for a certain period. They include short-term moorings in particular where boats are likely to require mooring while bridges in the vicinity are opened to allow them to pass and overnight moorings (including the Yacht Station) where boats can be moored overnight.

PUBLIC OPEN SPACE: See *OPEN SPACE*.

PUBLIC REALM: Term used to describe any part of the external environment which has unrestricted public access at all times (includes public highways, footpaths, pedestrian streets and areas and public open space) as distinct from private land and premises to which the public may have intermittent or no access.

PUBLIC TRANSPORT INTERCHANGE: Accessible location which is a focus for different types of public transport service, enabling people to change easily from one mode of public transport to another (e.g. a bus terminus adjoining or providing a direct link to a railway station).

(PUBLIC) UTILITY: Any organisation which provides essential services and *infrastructure* commonly available to domestic and commercial premises and the occupants of those premises. Includes gas, water and electricity suppliers as well as telephone, cable TV and internet service providers, public transport operators and also local authority services such as street lighting, sewerage, etc.

REDUNDANT CHURCH: Church building no longer required for worship and formally declared redundant by the church authorities (for Anglican churches, the Church Commissioners).

REGISTERED SOCIAL LANDLORD (RSL): Non-profit making organisation (registered with the Housing Corporation) which is empowered to provide housing for rent primarily to those in housing need (i.e. who cannot afford to buy on the open market) and for particular vulnerable groups. Includes Housing Associations and other voluntary groups.

RENEWABLE ENERGY: Any form of energy generated from sources which are non-finite or can be replenished. Includes solar power, wind energy, power generated from waste, *biomass*, etc.

RESIDENTIAL INSTITUTION: Residential establishment, (often providing care or other support) in which residents live communally with catering and housekeeping services provided. Includes nursing homes, residential homes, and hostels, but excludes sheltered and supported housing schemes where the dwellings are self-contained. See Policy HOU19.

See also *SPECIAL CARE ESTABLISHMENT*.

RETAIL FRONTAGE: Total measured length of premises, defined on the City Centre Inset of the Proposals Map, which gives directly onto a shopping street or a walkway in a covered shopping centre, and whose use is controlled by Policies SHO10 and SHO11 of this Local Plan. The *retail frontage* of a building does not normally include entrances giving access to separate self-contained premises occupying basements or upper floors, or entrances to rear service yards and delivery bays.

RETAIL FRONTAGE ZONE (OR *GROUP*): Zone comprising a group of continuous *retail frontages* within shopping streets in a particular part of the Primary or Secondary Retail Area. For the purposes of Policies SHO10 and SHO11, the percentage of non-retail uses within a zone is calculated by reference to the total measured length of retail frontage which falls within that zone.

RETAIL HIERARCHY: The ranking of shopping centres according to their scale, function and catchment area served, and planning new retail developments so that they are located in the centre most appropriate to that scale.

RETAIL WAREHOUSE: Large, single storey, warehouse building (usually over 1000 sq.m gross) for the display and sale of durable (usually *bulky*) goods to the public. May be sited within a centre, in a retail park, or be freestanding.

RETAIL (WAREHOUSE) PARK: Group of three or more *retail warehouses* located together on the same site with shared access and car parking, and often with associated facilities such as drive-in restaurants and petrol filling stations.

RIVERSIDE WALK: Continuous recreational footpath closely following the line of a river.

SCHEDULED ANCIENT MONUMENT: Ancient structure, usually unoccupied, above or below the ground, which is preserved by order of the Secretary of State. Works affecting an Ancient Monument must be approved by the Secretary of State. For a list of the Scheduled Ancient Monuments in Norwich, see Appendix 10.

SECONDARY RETAIL AREAS: Shopping streets and areas within the *City Centre* (defined on the City Centre Inset of the Proposals Map) which generally contain a greater number of smaller shops occupied by independent and specialist retailers, together with a higher proportion of non-retail uses. Rental levels and shopper numbers are usually lower than in the *Primary Retail Area*.

SEQUENTIAL APPROACH/TEST: Principle, adopted by Government planning guidance, of planning new development so as to direct that development to the most accessible locations practicable, and thus to minimise the need to travel. For Norwich the sequential approach has been followed and adapted to most aspects of planning policy covered by this Local Plan.

SHARED OWNERSHIP (or SHARED EQUITY) SCHEME: Arrangement whereby home buyers may pay only part of the initial cost of buying their home to acquire a share in it, but pay rent on the remaining part to the seller (usually a *Registered Social Landlord*) often with an option to purchase the remaining part later.

SHOPMOBILITY SCHEME: Scheme by which motorised wheelchairs are made available for hire to shoppers with disabilities using City centre shops.

SHOPPING CENTRE: Contiguous group of retail units - see *District* and *Local Shopping Centre*.

SHORT-STAY PARKING: Parking areas where the length of stay is limited either by legal restrictions on the maximum length of stay, or by discouraging longer stays through high charges.

SINGLE OCCUPIER EMPLOYMENT SITE: An *Employment Area* which is wholly occupied by a single firm or associated group of companies (e.g. NJP, Britvic Van den Bergh). See Policy EMP7.

SITE BRIEF (also *PLANNING BRIEF, DEVELOPMENT BRIEF*): Document interpreting the Local Plan in more detail and setting out any other relevant considerations in relation to a particular site or sites. May be a means of helping to promote development of a site.

SMALL BUSINESS: Business with fewer than 50 employees.

SMALLER CONVENIENCE STORE: A *foodstore* or other grocery store of generally less than 1200 sq.m gross floor area.

SPECIAL CARE ESTABLISHMENT: A community-based *institutional use* providing a high degree of care and support to vulnerable groups, particularly those with special needs (e.g. former psychiatric patients, those undergoing drug rehabilitation, people with learning difficulties, etc).

SPECIALITY SHOPPING: Shopping development or an existing shopping area designed for small business occupation specialising in selling particular types of goods (e.g. antiques).

STREETSCAPE: The pattern of buildings and spaces (and the architectural elements thereof) which contribute to the special quality, character and appearance of a particular street. See also *TOWNSCAPE*.

STREET FURNITURE: Collective term for permanent structures installed within the highway, footways and pedestrian areas. Includes street lighting columns, signs, seats, litter bins, telephone kiosks, post boxes etc.

SINGLE REGENERATION BUDGET (SRB): Now discontinued scheme of central government funding intended to promote a range of *regeneration* initiatives in local areas over a five year project period, and in which partnership forms a key element. For Norwich there have been successful SRB programmes for Mile Cross and East Norwich.

SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI): Site or area designated as being of national importance because of its wildlife, plants or flower species and/or unusual or typical geological features. SSSIs are identified by English Nature and have protected status under the Wildlife and Countryside Act 1981.

SUPERMARKET, SUPERSTORE: See *FOODSTORE*.

SUPPLEMENTARY PLANNING GUIDANCE (SPG): Guidance published by the City Council to provide further detailed information on how Local Plan policies are to be applied or interpreted. SPG has added weight if the Council has consulted on it widely before adoption (a. SPG has also been prepared by Norfolk County Council to interpret Structure Plan policy, particularly where a consistent policy approach is required over an area covered by more than one local planning authority).

SUSTAINABLE DEVELOPMENT: The most common definition is ‘Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.’ For a Local Plan this means that environmental, economic and social objectives have to be evaluated and achieved in an integrated way, rather than individually.

SUSTAINABLE DRAINAGE SYSTEM (SuDS): Techniques that mimic natural drainage processes to control surface water runoff as close to its origin as possible before it enters a watercourse.

TARIFF STRUCTURE: The structure of differential prices for services, particularly car parking, designed to encourage different lengths of occupancy/use according to the location and nature of the facility. (e.g. see Short Stay Parking)

TIME CONTROLLED SERVICE AREA: Area within which access for delivery vehicles is limited by time of day. (see also *Pedestrian Priority Area*)

TOWNSCAPE: Character and general appearance of buildings and open spaces in a town or city.

TRAFFIC CALMING: A series of related measures taken in an area in order to reduce the intrusive effects of traffic, especially speed. Measures may include speed humps, widened footways or pedestrian crossings, planting of trees and shrubs, speed limits, bends and chicanes etc.

TRAVEL PLAN: A package of initiatives by which an organisation can provide people travelling to and from work and during the course of the working day with good quality travel options. It is aimed at supporting the efficiency of the organisation whilst reducing its impact on the environment and on local travel conditions.

TRAVEL TO WORK AREA (TTWA): Area defined around a major urban centre from which that centre draws the majority of its workforce, i.e. from which most people commute to and from work.

URBAN ARCHAEOLOGICAL DATABASE: A comprehensive computer database describing and classifying archaeological remains and deposits within Norwich. The database has been compiled over a number of years through a research project jointly funded by English Heritage, Norwich City and Norfolk County Councils.

URBAN FRINGE: Area immediately outside an urban area, which may include some semi-urban uses as well as open countryside. Generally suffers signs of pressure for development.

URBAN GREENSPACE: See *OPEN SPACE*.

(URBAN) REGENERATION: Revival of a depressed, run down area of a town or city, usually achieved through positive action by the local authority working in partnership with other agencies to promote investment, new development and related community projects.

USE CLASSES ORDER: The Town and Country Planning (Use Classes) Order, 1987 and its subsequent amendments: a statutory order made under planning legislation, which groups land uses into different categories (called *Use Classes*). See Appendix 7.

VARIABLE MESSAGE SIGN: Type of sign on which the information, message or symbol displayed can be altered, either by electronic or mechanical means. Most commonly used for signs applying a traffic restriction for limited periods only (such as a part time bus gate) and for signs directing road users to car parks where spaces are currently available.

VISITOR ATTRACTION: Any use falling either within Class D1 (d) to (h) or Class D2 of the Town and Country Planning (Use Classes) Order 1987 whose principal purpose is to provide facilities to entertain, educate or inform visiting members of the public.

APPENDIX 15

TARGETS FOR MONITORING

Chapter 13 of the plan sets out the Council's approach to monitoring. Government guidance suggests that this process is better focused if specific targets or indicators of change are monitored on a regular basis. Paragraph 13.12 refers to the production of an annual monitoring report to show what change has occurred since the plan was produced.

The following targets will therefore be used to assess change on some of the key policies of the plan. They only relate to certain key policies – the achievement of many policies would be difficult to measure directly.

<i>Policy</i>	<i>Measure</i>	<i>Quantified Target</i>
NE1	Development contrary to the policy in the river valleys/Mousehold Heath	No development
HBE9	Historic buildings lost by development	No such loss
HBE20	Number of telecommunications installations affecting the designated areas	None in or close to the areas.
EP11/12	Development in the functional floodplain or the 1:100 year flood risk area	None permitted (except in accordance with the policies)
EMP1	Number of new small business units below 500 sq. metres.	5 permitted per annum
EMP4/5	(i) No further loss of employment land or potential sites to other uses	No sites lost
	(ii) Amount of employment development	Floorspace permitted in employment areas
TVA3	Number of developments approved which will provide access or facilities on the river.	2 per annum
TVA5/6	New hotels implemented	1 on each defined hotel site and 2 elsewhere over the plan period
SHO3	Floorspace approved in centre or edge-of-centre sites	Floorspace approved
SHO10/11	Number of frontages falling below the specified percentages	No more than two frontages

<i>Policy</i>	<i>Measure</i>	<i>Quantified Target</i>
HOU1	(i) Completion rate for new dwellings cf. rate required ii)Proportion of development on brownfield sites	Minimum 479 dwellings per annum* At least 66% of all housing development
HOU4	Affordable dwellings completed compared with needs.	At least 210 per annum.
HOU8 to 12	Minimum density achieved on allocated sites	% of completions cf. LP targets
AEC1	Major leisure development in centre or on edge-of-centre sites	None approved out of centre.
SR3	Loss of open space except in circumstances permitted	None permitted
TRA3	Proportion of walking and cycling at each main cordon	Increase percentage from 2001
TRA10/11	Level of contributions negotiated through s106 for transport schemes	£250K per annum.
TRA15	Provision made on cycle network for enhanced facilities	Number of schemes

**Average annual rate in accordance with Structure Plan target to provide 3,467 dwellings over remaining 7¼ years of Plan period.*

APPENDIX 16

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R		Restaurant(s)	SHO9, SHO19, SHO22, HOU9, CC1, CC2, CC7, CC9, CC11, pp. 109, 128-129, 218-219, 222
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