

**Planning Application with Potential Navigation Implications:
Planning Application at Deal Ground, Trowse for Mixed-Use Development**
Report by Head of Development Management

Summary: An application has been submitted for a major mixed use redevelopment of a 14 hectare site on the outskirts of Norwich. The views of the Navigation Committee are sought.

1 Background

- 1.1 The Deal Ground is located to the east of Norwich and comprises approximately 14 hectares of brownfield/previously developed land. It is bounded to the north by the River Wensum just west of its confluence with the River Yare at Trowse Eye, to the east by the River Yare which then bisects the southern 20% of the site, to the south (beyond the River Yare) by The Street at Trowse and to the west by the railway line and the Lafarge depot. A fixed road bridge over the River Yare.
- 1.2 The site's most recently use was for the making of wooden pallets and storage containers, hence 'deal' ground, however had previously been used in association with the Colman's factory. It has been vacant since the mid-1980s.
- 1.3 In December 2010 a planning application was submitted for the redevelopment of the site. A mixed-use redevelopment scheme was proposed, comprising approximately 680 residential units, 1,200 m² of commercial/retail floorspace and 1,210 m² of restaurant space. The development would be located to the western side of the site, with the eastern part of the site, much of which is a County Wildlife Site, to be retained as open space and to provide flood storage capacity. The application also included a marina and moorings on the River Wensum frontage and the provision of a bridge with a 10' soffit height over the River Wensum to provide a pedestrian, cycle and service link to land to the north at the Utilities site.
- 1.4 The application site fell within the areas of three separate Local Planning Authorities and the planning application was accordingly submitted to Norwich City Council, South Norfolk Council and the Broads Authority. The Authority would determine the application for the bridge.
- 1.5 In 2011 there were amendments to the application and the marina element and moorings were removed.
- 1.6 In 2012 there were further amendments to the application and the bridge element was removed. Accordingly, the Broads Authority is no longer a

determining authority for part of the planning application. A report on the amended proposal was considered by the Navigation Committee in September 2012 and members raised concerns about piecemeal consideration of the issues resulting from the removal of the bridge element, plus disappointment at the removal of facilities for boaters and the absence of opportunities to improve recreational access to the water.

- 1.7 In 2012 a separate application was submitted to the Broads Authority for a pedestrian and cycle bridge with a 14' soffit height and this was the subject of a report to the Navigation Committee in February 2013. At that meeting members asked for further information on the arrangements for the operation of the bridge and expressed concern over the absence of de-masting and other moorings; they also advised that a public slipway should be provided to increase recreational opportunities. These comments were forwarded to the applicant for their comments, but no response has been received to date.

2 Development Proposals

- 2.1 The application is in outline only, but sets out the principles of the proposal.
- 2.2 The entire 14 hectare site is divided into three separate areas for development, linked by a spine road which would run on a broadly north-south alignment within the western part of the site. The three separate areas are:
- **Wensum Riverside:** this would be located at the north end of the site, adjacent to the River Wensum and would comprise a range of buildings set broadly in squares along the riverside, with central courtyards and accesses between the blocks. These buildings would be set back approximately 10m from the river frontage and would be 5 – 8 storeys in height. This area would accommodate approximately 400 residential units, plus riverside bars and restaurants. The buildings would be taller at the river frontage in order to create a gateway to the urban area beyond, with car parking in the courtyards and at ground level below the buildings where these are elevated. There would also be some terraced houses of 2/3 storey to the south-east part of the site.
 - **Marsh Reach:** this would be located in the western part of the central area of the site and would comprise terraced housing set along individual roads running perpendicular to the spine road and separated by swales. The buildings would be 2 and 3 storeys in height, of a broadly traditional design and would accommodate approximately 180 units. To the south-east would be an eight storey apartment block, which has been designed to create a landmark in this part of the site, and which would accommodate 24 flats.
 - **May Gurney:** this would be located at the southern end of the site, to the south and east of the River Yare and adjacent to The Street Trowse. It would comprise two-storey buildings set either side of an access road on a north-south alignment. The buildings would comprise commercial and mixed uses on the east side of the main access road frontage, with

housing behind this and on the west side totalling approximately 90 new dwellings. This area would link to the remainder of the application site via a fixed vehicular bridge over the River Yare.

- 2.3 The eastern part of the site, including the County Wildlife Site (CWS), would remain undeveloped although there would be public access.

3 Navigation Issues

- 3.1 It is not considered that the proposals contained in the above application would have a significant direct impact on the navigation of the Broads, however due to the scale of the proposal and its location immediately adjacent to the water the comments of the Navigation Committee are sought.
- 3.2 It is noted that the related proposal for a bridge – which is necessitated by this development – would have a more direct impact and the views of the Navigation Committee will be taken into account in the determination of that application.

4 Conclusions

- 4.1 The redevelopment of the Deal Ground site would result in a significant change to the riverscape here and the views of the Navigation Committee are sought.

Background papers: Planning file BA/2012/0170/NEIGH

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Broads Plan Objectives: LC4.2

Appendices: None