

Greater Norwich
Development Partnership

**Greater Norwich
Employment Sites and
Premises Study**

Appendix 3: Rest of
Norwich City

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Premises Study**

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Norwich City

May 2008

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Job number

Job title	Greater Norwich Employment Sites and Premises Study	Job number
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Document title	Appendix 3: Rest of Norwich City	File reference
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Document ref

Revision	Date	Filename	Report on Norwich Sites 12.02.08 version 2.doc		
Draft 1	30/05/08	Description	First draft		
			Prepared by	Checked by	Approved by
		Name	Christopher Tunnell		
		Signature			
Final Report	01/05/08	Filename	Final Report		
		Description			
			Prepared by	Checked by	Approved by
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		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			
		Signature			
		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			
		Signature			

Issue Document Verification with Document

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Overview

All existing designated sites within the city have been reviewed. The general findings are similar to previous surveys - that they are characterised in general by modern buildings with a good standard of landscaping and suitable access provision for modern industry.

The city industrial estates date from the 1950s onwards and have been developed and redeveloped almost continuously. Occupancy is very high and redevelopment is now the main form of new provision. The estates are still the main locations for industry in the Greater Norwich area and enjoy good access, but mainly by car. There are also a small number of strategically significant single user sites which include significant investment, notably the Laurence Scott site.

Our recommendation is that the primary employment areas of Norwich, which should be subject to maximum protection for B class employment uses are:

- Sweet Briar Road
- Bowthorpe Employment Area
- Hall Road (including the remaining former livestock market land and former abattoir sites)
- Norwich Airport Estates (including the Vulcan Road estate)
- Mason Road/Mile Cross Area
- Whiffler Road Estate
- Europa Way
- Guardian Road (including the employment uses on the former Bowthorpe schools site adjacent)
- Bayer Crop Science (including current vacant land holdings)
- Kerrison Road/Hardy Road Gothic Works.

We have also identified a number of mixed use employment areas including

- City Trading estate
- Northumberland Street
- Drayton Road Estate and City Care site
- Deal Ground
- Utilities site
- Carrow Works
- County Hall

Existing Designated sites reviewed

Current 2004 local plan policy (EMP4) defines prime employment areas as

- Sweet Briar Road
- Bowthorpe Employment Area
- Hall Road/Bessemer Road (including Norwich Business Park and White Lodge Estate)
- Airport Industrial Estate (including Icen Office Park)

Within these areas development within Use Classes B1, B2 and B8 will be permitted, except in the case of office development within Class B1, which will be permitted where it could not be accommodated in the city centre. Development will also not be permitted on sites adjoining residential areas, where uses will be limited to those which will not be significantly detrimental to the amenities of adjoining residents.

In addition, the prime employment area policy will also apply to the allocated areas at Deal Ground (Trowse) and the Livestock Market Hall Road. Since 2004 part of the Livestock Market has been developed as a B&Q store and car park, but the Deal Ground remains undeveloped.

Policy EMP5 also defines a range of mixed use employment areas in addition to the Prime Employment Areas, including

- Vulcan Road/Fifers Lane Industrial Estate
- Mason Road/Mile Cross Lane Area
- Whiffler Road Industrial Estate
- City Trading Estate
- Northumberland Street Area
- Europa Way, Bracondale
- Drayton Road/Citycare Depot Area
- Guardian Road Industrial Area
- Abattoir, Old Hall Road, recently developed with warehouse/industrial units.

A number of employment sites are occupied primarily by single large employers which were important firms, employing considerable numbers of people. The main objective of the 2004 Plan was to maintain their position and provide for any appropriate level of expansion which is feasible within their sites. Policy EMP7 states that 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.

This policy applies to:

- Carrow Works
- NJP (New Jarrold Printing), Barrack Street (Included in Appendix 1 on Norwich City Centre Sites)
- Bayer Cropscience,
- Sweet Briar Road
- Smurfit Sheetfeeding, Whitefriars (included with Appendix 1 included in Appendix 1 on Norwich City Centre sites)

Each is reviewed below.

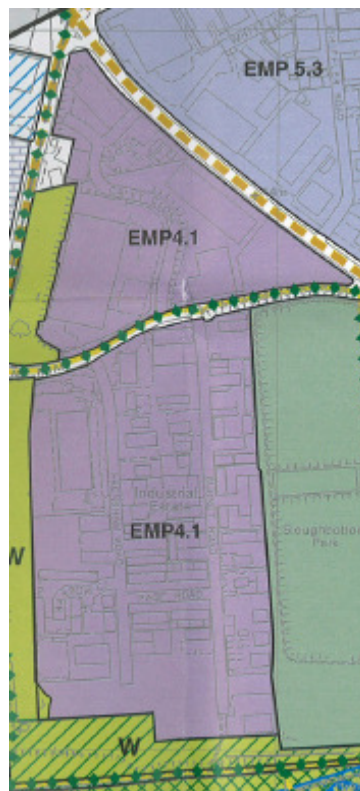
1 Sweetbriar Road

1.1 Brief Description

Sweet Briar Industrial Estate is an established estate located in the Mile Cross area of Norwich to the northwest of the City Centre. Access to the estate is from the A140 outer ring road.

The estate accommodates a range of mixed industrial, warehouse units with some office use, served by two main spine roads (Frensham Road and Burnett Road) leading to numerous small feeder roads into the estate itself.

Figure 1: Extract from Norwich City Council Local Plan: Sweet Briar Road



1.2 Site Area

The estate has a site area of approximately 52 hectares and is bounded by the immediate main road networks and open land used for recreational purposes and allotments. A pro-gram of the site area is attached.

1.3 Floor Space

The total floor space of the current buildings on the estate is approximately 44000 sq m with a split between office and industrial users of approximately 15%:85%.

1.4 Summary of Age of Building

The age of the buildings on the estate range from the 1970s to recently completed new build. The units are built in a variety of styles, ranging from brick under corrugated asbestos roofs to modern brick and profile sheet steel clad units.

The general condition of the units ranges from poor to new. A number of the buildings are showing considerable wear and tear. See attached photographs.

1.5 Occupancy Levels

There are presently 10 vacant units, representing approximately 2% of the overall floor space on the estate. The units are currently occupied under B1, B2 and sui generis planning uses with some associated D1 and minor A1 uses.

1.6 Constraints/Suitability

The estate has its main access off the Norwich outer ring road (A140). On site general accessibility varies from fair to good with a range in quality of turning areas. Parking availability is reasonable.

1.7 Public Transport Access

Sweetbriar Industrial Estate is not directly served by bus routes.

1.8 Conclusion

The Sweetbriar Industrial Estate continues to be a major employment site of strategic importance. New developments have recently been completed to the south of the estate, off Frensham Road.





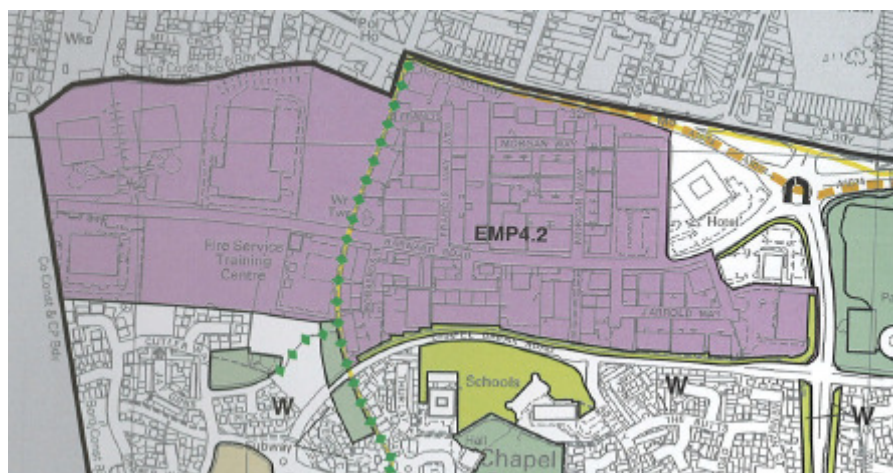


2 Bowthorpe Employment Area

2.1 Brief Description

The Bowthorpe Employment Area in the Bowthorpe area of Norwich, some 5 miles from the City centre. Access to the estate is from the A1074 Dereham Road, which provides direct access to the A47 Norwich southern by-pass, approximately 1.5 miles to the west of the site.

Figure 2: Extract from Norwich City Council Local Plan: Bowthorpe Employment Area



The estate accommodates a range of mixed industrial and office use units, served by a main spine road (Barnard Road) serving feeder roads into the estate itself.

Although the estate includes a bowling alley, (for which there are proposals for hotel development) the site is largely in Class B employment use. The decision to allow the tenpin bowling leisure use on this Employment Area site (in 1992) took account of the need for further leisure opportunities for local people, the scarcity of sites for leisure uses requiring large floor areas and the employment created by the leisure use.

The Bowthorpe Employment Area is part of the major development of the wider Bowthorpe Area and was intended to provide employment and business opportunities, primarily for light industrial and warehouse use, to serve the new development of the 3 villages of Bowthorpe and established residential areas in the vicinity. Most of the Employment Area has now been developed, although there is vacant land/premises available for redevelopment.

2.2 Site Area

The estate is bounded by the A1074 Dereham Road and residential development. It has an area of approximately 32 hectares.

2.3 Floor Space

The total floor space of the current buildings on the estate is approximately 68,000 sq m with a split between office and industrial use of approximately 20%: 80%.

2.4 Summary of Age of Building

Buildings on the estate range from 1970s units to more contemporary, modern units. The buildings are in a variety of styles ranging from brick under corrugated asbestos roofs, to more modern brick units with profile steel sheet upper wall and roofed units.

The general condition of the units can be described as good. See attached photographs.

2.5 Occupancy Levels

At the time of survey there was 1 vacant unit, representing approximately 1% of the overall floor space on the estate. The units are currently occupied under B1, B2, B8 and some sui generis planning uses. However, it is understood that vacancy rates have been higher, particularly in some of the groups of smaller units such as Charles Watling Way.

2.6 Constraints/Suitability

The estate has main access from the A1074 Dereham Road. On site, general access is good with good turning areas for vehicles. General parking availability is good.

2.7 Public Transport

The site is relatively well served by bus routes. The number 5 Konect bus service passes nearby the site, with a bus stop close to the Bowthorpe Roundabout. The service runs between Queens Rd – Dereham Road to the City Centre every 15 minutes. Eastern Counties also runs bus services 16 (Costessey – Old Catton), 19 and 20 (Heartsease – City Centre – Costessey) which serve the Bowthorpe roundabout stop, every 10-15 minutes.

2.8 Conclusion

The Bowthorpe employment area remains a strategically important employment site, providing significant employment to the west of the City. The estate is well established with generally good quality units that meet market requirements and which are currently occupied by mostly medium sized regional business users. There is some vacant development land east of Kettle Foods.

In our view, changes of use away from B-class uses are not justified. There is, in addition, no obvious case for release of land for uses such as hotels as the site continues to be a viable and strategically important employment site.





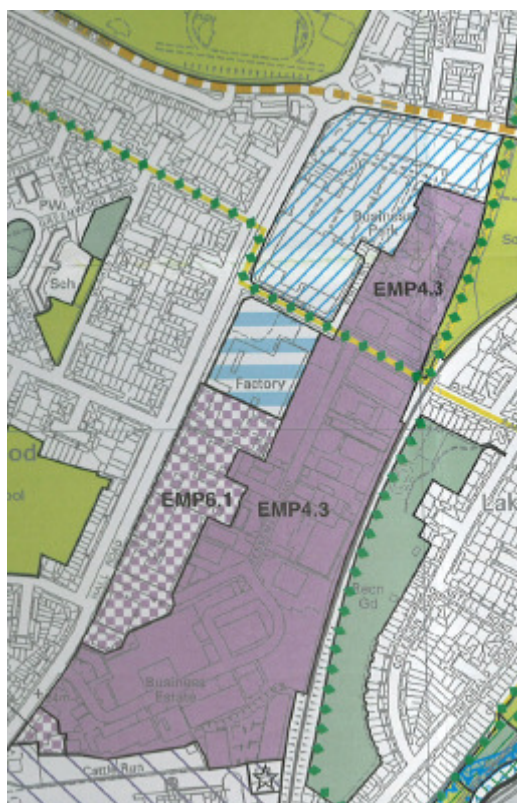


3 Hall Road

3.1 Brief Description

Hall Road is a large traditional industrial estate having a series of separate smaller and more recent developments within it. The area encompasses White Lodge Business Park, but also includes a second self-contained 1980s built office park (the Norwich Business Park) to the north off Whiting Road and a separate disconnected zone – chiefly of motor trade uses - to the south of the Livestock Market site. The Hall Road frontage has a concentration of car sales uses which is recognised by a separate allocation for this purpose in the Local Plan.

Figure 3: Extract from Norwich City Council Local Plan: Hall Road



To fill a significant gap in district centre provision, an allocation for a new district shopping centre is made on the former Bally site at the junction of Hall Road and Sandy Lane for which there are emerging major redevelopment proposals. Whilst this and the car sales area are not technically part of the employment area for planning purposes, they are functionally indistinguishable from it and their future redevelopment will influence what happens within it.

The site is easily accessed off the A140 Ipswich Road, with the Norwich A47 southern bypass approximately 1½ miles south. The main access to the majority of the estate is via the main spine road, Bessemer Road. Generally the site has good access to the major markets of the south and is close to the prime residential areas of the “golden triangle” broadly referring to the areas between the Ipswich and Newmarket Roads.

The estate comprises of a range of style of office, industrial and distribution units, served by a main spine road with small feeder roads into parts of the estate.

3.2 Site Area

The entire estate has a site area of approximately 68 hectares and is predominantly bounded by residential development. A pro-map of the site area is attached.

3.3 Floor Space

The total floor space of the current buildings on the estate is approximately 64000 sq m with a split between office and industrial use of approximately 15%: 85%.

3.4 Summary of Age of Building

The age of the buildings on the estate ranges from 1950s construction to present day. The general condition of the units varies, with a variety of construction styles from brick under flat roofs to modern brick and profile steel sheet panel clad sheds. A number of the buildings show wear and tear. See attached photographs.

3.5 Occupancy Levels

There are presently 4 vacant units, as well as large B8 use unit located on the corner off Hall Road and Bessemer Road, representing approximately 3% of the overall floor space on the estate. The units are currently occupied under B1, B2, B8 and sui generis planning uses.

3.6 Constraints/Suitability

The estate has main access from Bessemer Road and Hall Road, a short distance from the A140 Ipswich/Norwich road. On site access is fairly good, and there are some good turning areas for vehicles. Car parking availability is limited in areas.

3.7 Public Transport

Hall Road is served by the Eastern Counties bus service numbers 17 and 17A, on the Blofield Heath – City Centre – South Tuckswold route. The service runs every 15 minutes at peak times, and every 30 minutes off-peak.

3.8 Conclusion

Hall Road continues to be a major employment site of strategic importance.

The Estate is well established with a range of poor to good quality and modern built units, which are occupied by both small and large, nationally recognised business users, including John Lewis and Virgin as well as high level business services. Access is very good.

We judge that it has very significant potential for further major employment development and refurbishment for high quality business park use.

There is likely to be pressure from adjoining large format retail uses at the Hall Road Retail Park and activities on the proposed new District Centre site to encroach further into the employment area proper. Some of these pressures could be deflected into the redevelopment of the Hall Road frontage, currently occupied by mostly rather dated car showrooms.

In theory the site has potential for rail access, but this is very unlikely to be taken up given the mix of future uses and the institutional and financial challenges of rail-related development. Current rail freight movements to Norwich mostly comprise aggregates from Leicestershire.









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Hall Road

4 Norwich Airport Industrial Estate

4.1 Brief Description

Norwich Airport Industrial Estate is a large estate located to the south and east of Norwich International Airport which is situated on the northern outskirts of Norwich City. Main access to the estate is off Fifers Lane which leads in from the A140 Cromer to Norwich road.

The estate was developed between 1967 and 1979 for mixed light and general industrial use. Accordingly, the estate comprises of a range and style of mixed industrial and office units, served by a main spine road (Hurricane Way) leading to a number of feeder roads into the estate (Spitfire Road, Anson Way, Liberator Road, Javelin Road, Meteor Close). Two redevelopment sites at Hurricane Way which appear as new employment allocations in the Local Plan (EMP12) fall outside (but adjacent to) the existing estate boundary. These are important development opportunities. There is a high level of dependence on large single company occupier which appears to have around 12 separate premises on the estate, equivalent to about a third of the available capacity.

There is synergy derived from the association between the Airport and the Industrial Estate. In the past this has led to the development of a call centre for the Airport on former Industrial Estate land.

The Estate is owned jointly by Norfolk County Council and Norwich City Council but is administered largely by Norwich City Council.

Figure 4: Extract from Norwich City Council Local Plan: Airport Industrial Estate



4.2 Site Area

The estate has a site area of approximately 48 hectares and is bounded by Norwich Airport and a small amount of residential development and MOD property. The estate is also near to the Vulcan Road Industrial Estate and Fifers Lane Trading Estate. A pro-map of the site area is attached.

4.3 Floor Space

The total floor space of the current buildings on the estate is approximately 120000 sq m, with a split between office and industrial use of approximately 10%: 90%.

4.4 Summary of Age of Building

The age of the buildings on the estate ranges from 1940s to date, with a wide variety of construction styles ranging from basic prefabricated single storey units to modern industrial units.

The general condition of the units is variable, ranging from poor to good condition. A number of the buildings show wear and tear. See attached photographs.

4.5 Occupancy Levels

There are a number of vacant units, representing approximately 5% of the overall floor space on the estate. The units are currently occupied under B1, B2, B8 and sui generis planning uses with some D1 use. A further 2 hectares of land is also available.

4.6 Constraints/Suitability

The estate's main access is off Fifers Lane and is a short distance from the junction of the A140 Norwich to Cromer Road. On site general accessibility varies and turning areas for vehicles is fairly good. Availability of parking varies throughout the Estate.

4.7 Public Transport

Norwich Airport Industrial Estate is served directly by the Eastern Counties bus services 9 and 9A, on the Lakenham – City Centre – Ives Road route. The buses run every 20 minutes and stop at Hurricane Way.

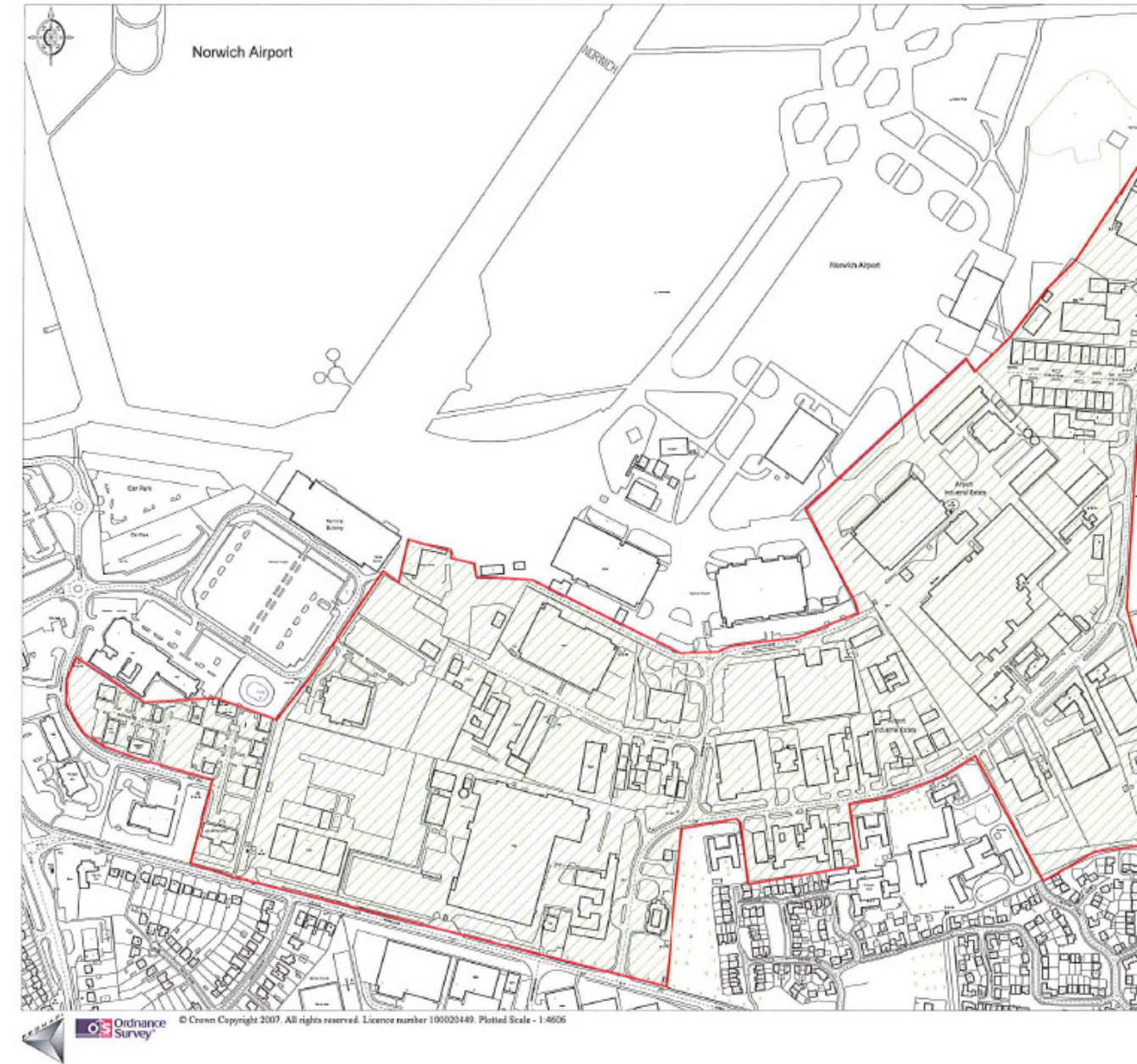
4.8 Conclusion

The Norwich Airport Industrial Estate is an established strategic site with a range of quality units, which are occupied by small business users, but also companies who are known nationwide. It includes some surplus capacity and further capacity is likely to be achieved through market redevelopment – a well established trend on the estate. In our view only if whole areas of the estate fall into long term vacancy should consideration be given to other than B class uses. It is one of the most important employment areas within Norwich.









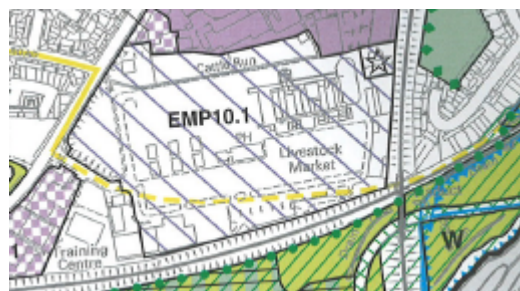
5 Norwich Livestock Market

5.1 Brief Description

The subject site is a site that was previously Norwich Livestock Market located off Hall Road, Norwich approximately 2 mile south of the city centre. Hall Road leads into the A140 Ipswich road.

There is a new B&Q unit here with a large car parking facility. There are seven other business units on the site. It is served by good road access with excellent parking areas. The Livestock market was formerly owned by the city council. There is further good quality land available for redevelopment, including the land shown below.

Figure 5: Extract from Norwich City Council Local Plan: Livestock Market, Hall Road



5.2 Site Area

The estate has a site area of approximately 15.5 hectares and is bounded by road network and residential development (this area includes the retail unit and car park).

5.3 Floor Space

The floor space has been difficult to estimate on this site, however, we would approximate at 6000 sq m excluding retail floor space.

5.4 Summary of Age of Building

The older buildings at the back of the site date from the early 1960s and 70s, the B and Q unit is brand new, having been completed in 2007.

5.5 Occupancy Levels

There are currently no vacant units.

5.6 Constraints/Suitability

The unit has main access from adopted public roads. On site general access is very good, with good turning areas. General parking availability is excellent. The remainder of the site is intended for high-quality business park development, reflecting its original allocation in the Local Plan and also has outline planning permission for business uses as an intended second phase of development.

5.7 Public Transport

Hall Road is served by the Eastern Counties bus service numbers 17 and 17A, on the Blofield Heath – City Centre – South Tuckswood route. The service runs every 15 minutes at peak times, and every 30 minutes off-peak.

5.8 Conclusion

The Livestock Market is an established site with generally a good quality building, occupied by few companies. A large part of the site has been developed for a B&Q retail warehouse and the remainder of the site is intended for business park use, for which it is well suited. The site is however likely to be under pressure for retail uses, given the higher values that might be obtained for the remaining land. Given the natural boundaries of the site including the rail line and a former landfill site, there is no scope to extend the allocation.



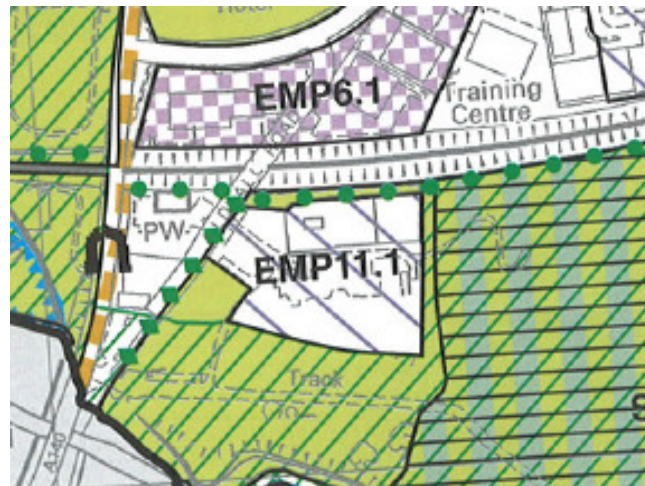


6 Old Hall Road – Former Abattoir Site

6.1 Brief Description

The site is the former Harford Abattoir site on the south east side of Old Hall Road, to the west of Lakenham Common. It is bordered to the north by the Norwich to Wymondham railway line. Access is from the new Hall Road is via a single track, but adequate road bridge over the rail line.

Figure 6: Extract from Norwich City Council Local Plan: Abattoir, Old Hall Road



6.2 Site Area

The site is about 1.7 hectares

6.3 Floor Space

The site has been recently developed and comprises one large industrial unit of about 5500 sq. m., together with six smaller units of 300 sq. m. each on the site.

The large unit was initially intended for occupation by Autowrappers formerly on the Whiffler Road estate, for the design and manufacture of machinery to wrap food products. However, Autowrappers subsequently decided to relocate their Norwich operations to Beccles, Suffolk. The smaller units on the northern part of the site are speculative.



6.4 Summary of age and condition of Buildings

The low profile buildings are of a simple design, with profile steel colour clad elevations and grey coloured profile steel roofs.



6.5 Occupancy Levels

At the time of survey all buildings were vacant, but appeared to have been completed fairly recently.

6.6 Constraints/Suitability

The high quality buildings are suitable for a range of industrial uses.

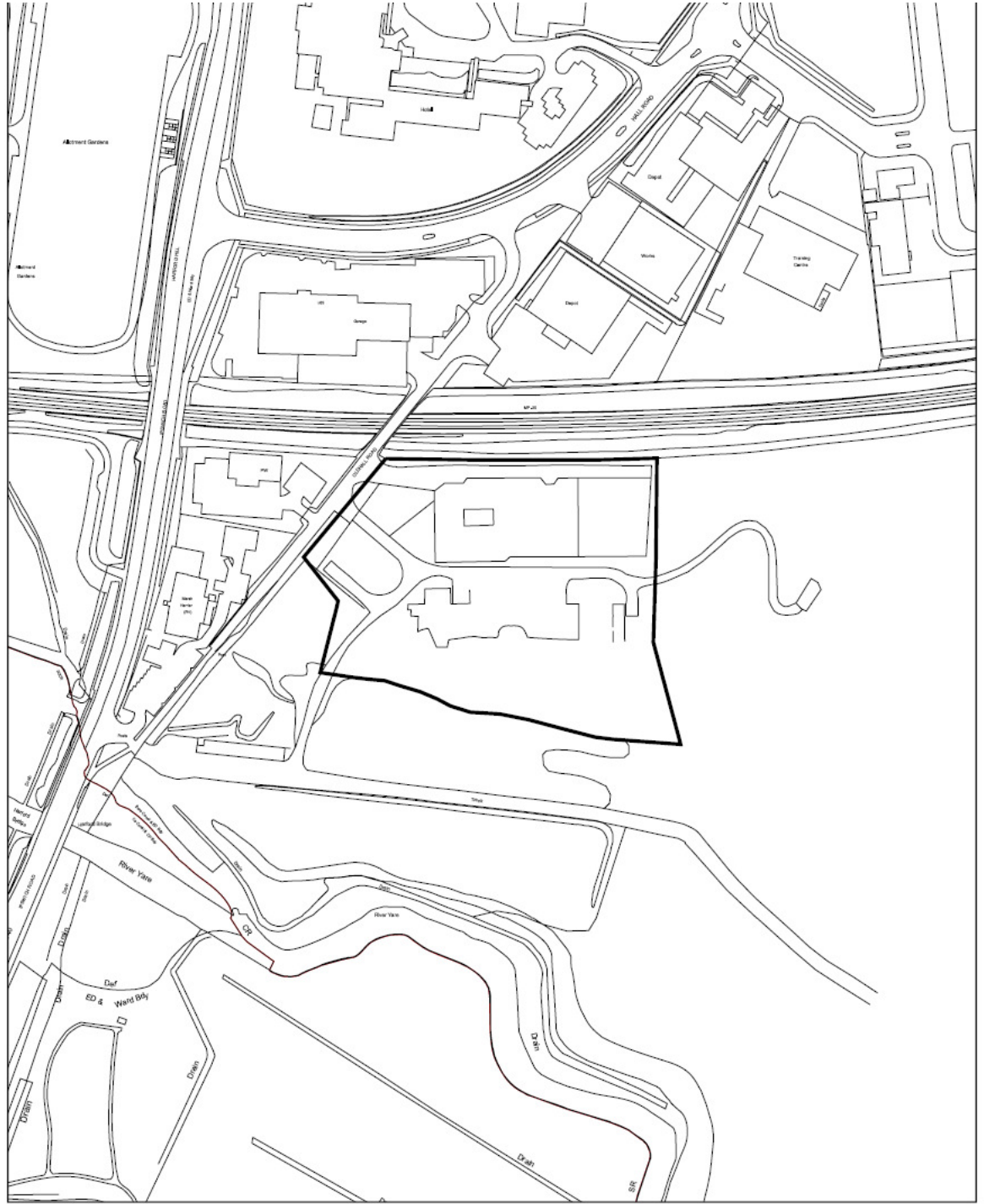
6.7 Public Transport

Hall Road is served by the Eastern Counties bus service numbers 17 and 17A, on the Blofield Heath – City Centre – South Tuckswood route. The service runs every 15 minutes at peak times, and every 30 minutes off-peak.

6.8 Conclusion

A good quality modern development, likely to find occupiers in the near future and of strategic importance.





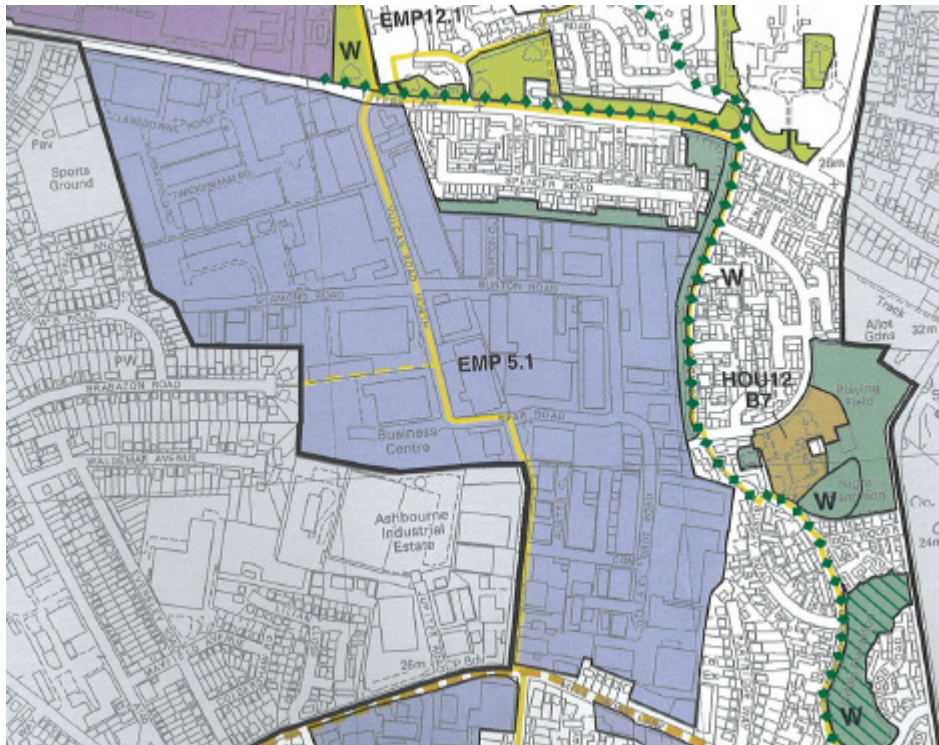
7 Vulcan Road/Fifers Lane

7.1 Brief Description

The Vulcan Road Industrial Estate is an established estate close to Norwich Airport. Vulcan Road serves as the main spine roads into this extensive estate leading north to Fifers Lane with access to the A140 Cromer/Norwich road and south to the Norwich outer ring road, Mile Cross Lane, A1042.

The estate accommodates a range of mixed industrial and warehouse units, served by a main spine road with numerous feeder roads into the estate.

Figure 7: Extract from Norwich City Council Local Plan: Vulcan Road/ Fifers Lane



7.2 Site Area

The estate has a site area of approximately 92 hectares and is bounded by a mix of residential development and other estates. The Fifers Lane Trading Estate immediately adjoins the Vulcan Road Estate to the west with Norwich Airport Estate to the north side of Fifers Lane. A pro-map of the site area is attached.

7.3 Floor Space

The total floor space of the current buildings on the estate is approximately 155000 sq m with a split between office and industrial use of approximately 5%: 95%.

7.4 Summary of Age of Building

The age of the buildings on the estate ranges from terraced brick under corrugated asbestos roofed units dating from the 1950's through to modern industrial sheds.

The general condition of the units varies, ranging from poor to good. A number of the buildings show obsolescence in the nature of their construction and materials which were generally showing signs of wear. See attached photographs.

7.5 Occupancy Levels

There are presently 4 vacant units, representing approximately 2% of the overall floor space on the estate. The units are currently occupied under B1, B2, B8 and sui generis planning uses with some A1 retail planning uses.

7.6 Constraints/Suitability

The estate has good main access from Fifers Lane and the Norwich outer ring road, although these become congested during peak times. On site, general access is variable in respect of the quality of turning areas and parking availability.

7.7 Public Transport

Vulcan Road Industrial Estate is served directly by the Eastern Counties bus services 9 and 9A, on the Lakenham – City Centre – Ives Road route. The buses run every 20 minutes and stop at the First Garage on Vulcan Road.

7.8 Conclusion

Vulcan Road is an important established estate occupied by large local and nationally recognised businesses. Our judgement is that it is of strategic importance and deserves designation as a prime employment area equivalent to that of the airport estate or as part of a wider airport employment area.







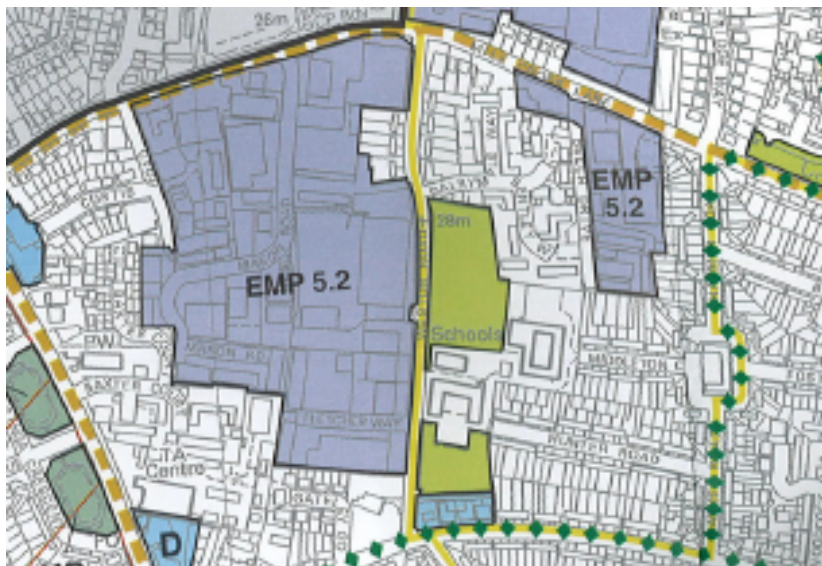
8 Mason Road/Mile Cross Area

8.1 Brief Description

This is an established series of estates located off Mile Cross Lane area to the north of the City Centre. Access is off Mile Cross Lane and Weston Road with a majority of the estate situated to the western side of Weston Road. Part of the estate is served by Fletcher Way.

Beech Drive/Renson Close comprise a separate smaller industrial estate to the east, isolated from the remainder of the area by residential development (the Dalrymple Way estate) on what was once an industrial site.

Figure 8: Extract from Norwich City Council Local Plan: Mason Road/ Mile Cross Lane Area



South of Woodcock Road is a further part of the estate accessed via Armingham Close, although Armingham Close is not actually designated as part of the Employment Area currently. It is allocated for potential redevelopment in association with the adjoining Aylsham Road district shopping centre. The frontage onto Woodcock Road is residential.

The estate comprises of a wide range of types industrial units.

8.2 Site Area

The estate has a site area of approximately 32 hectares and is bounded by residential development and schools. A pro-map of the site area is attached.

8.3 Floor Space

The total floor space of the current buildings on the estate is approximately 32000 sq m with a split between office and industrial use of approximately 10%: 90%.

8.4 Summary of Age of Building

The age of the buildings on the estate ranges from the 1950s to date with a variety of construction styles ranging from brick under

corrugated asbestos roofs to larger modern industrial/warehouse sheds.

The general condition of the units can be described as variable, ranging from poor to good. A number of the buildings are showing signs of wear and tear. See attached photographs.

8.5 Occupancy Levels

There are no vacant units on site. Many of the units are currently occupied under B1, B2, B8 and sui generis planning uses with some A1 use.

8.6 Constraints/Suitability

The estate has main access off Weston Road which leads south off the Norwich outer ring road. On site, general accessibility varies from fair to good with some good vehicle turning areas. General parking availability is limited.

8.7 Public Transport

First Eastern Counties bus route number 16 (Costessey – Old Catton) runs near to the site, although it is a short walk from the bus stop at Fiddlewood Road although this involves crossing a busy road. The nearest service 16 stop on the south side of the ring road on Catton Grove Road. The buses run every 15 minutes. Services 26 and 27 pass along Aylsham Road close to the western edge of the estate.

8.8 Conclusion

The estate is well established, with a range of poor to good quality units, which are occupied mostly by small to medium sized local business users. Vacancy is negligible, the site is attractive to users and it is likely to undergo redevelopment for other employment uses. There is no real scope for expansion beyond existing boundaries. The site is of strategic importance and should be designated as a primary employment site.







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Mason Road/Mile Cross

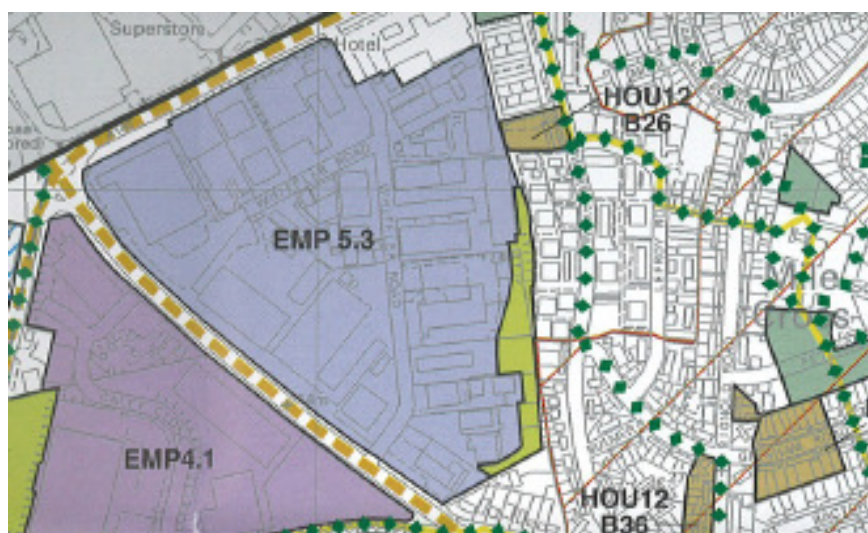
9 Whiffler Road

9.1 Brief Description

Whiffler Road is an established estate located in the Mile Cross area of Norwich and is situated off the Norwich outer ring road, opposite to the Norwich Sports Village. Access to the estate is either off Boundary Road (A140) or Drayton Road (A1067) to the south.

The estate comprises of a range of mixed industrial, retail and sui generis units served by a spine road with small feeder roads into parts of the estate. The estate accommodates several repair workshops associated with main car dealers.

Figure 9: Extract from Norwich City Council Local Plan: Whiffler Road Industrial Estate



9.2 Site Area

The estate has a site area of approximately 59 hectares and is bounded by road network and residential development. A pro-map of the site area is attached.

9.3 Floor Space

The total floor space of the current buildings on the estate is approximately 64000 sq m with a split between office and industrial use of approximately 15%: 85%.

9.4 Summary of Age of Building

The age of the buildings on the estate ranges from the 1960s to date. There is a variety of construction styles ranging from brick under corrugated asbestos roof terrace units to modern retail units.

The general condition of the units is variable - ranging from poor to good. A number of the buildings show general wear and tear. See attached photographs.

9.5 Occupancy Levels

There is presently 1 large vacant site/premise on the corner of Boundary Road and Drayton Road of around 2.2 hectares. This was the former Autowrappers site, pictured below, view from within the estate. This vacant site has been subject to a number of proposals for retail use including a DIY store with some small industrial units on part of the remainder site. The site is commercially attractive for retailing because of its prominent frontage onto the ring road (Boundary Road) and Drayton Road, opposite an Asda. Nevertheless, it is also a good, viable employment site.



Other units are currently occupied under B1, B2 and sui generis planning uses with a small amount of B8 use.

9.6 Constraints/Suitability

The estate has good, main access from the Norwich outer ring road and main road networks nearby. On site, general accessibility varies from poor to fair with reasonable vehicle turning areas. Parking availability is limited.

9.7 Public Transport

Whiffler Road Industrial Estate is served by 2 separate bus routes run by Eastern Counties, although the bus stops are a short walk from the site. Bus routes 28 (City Centre – Drayton – Thorpe Marriott) and 9 (Ives Road – City Centre – Lakenham). Both routes run every 15-20 minutes.

9.8 Conclusion

The Estate is an established one with a range of poor to modern quality units, which are occupied by a range of small to nationwide businesses with a considerable number of car sales outlets (sui generis). There is a risk that vacant Autowrappers site will be lost to retail or car showroom uses largely as a result of current saved policy towards mixed use employment areas that allows retail uses in certain circumstances. However, more importantly, the

Replacement Local Plan's shopping policies reflect national guidance, requiring prospective retail developers to demonstrate need and capacity for the development, that no detrimental impact on existing centres would occur, that it was accessible by a choice of modes of transport and that it could not be accommodated on a more sequentially suitable site (the City centre, edge of centre, or a district/local centre). Potentially the Autowrappers site is an important and valuable employment site in a context in which there is only limited employment land capacity within the city. It therefore deserves designation as a primary employment site.





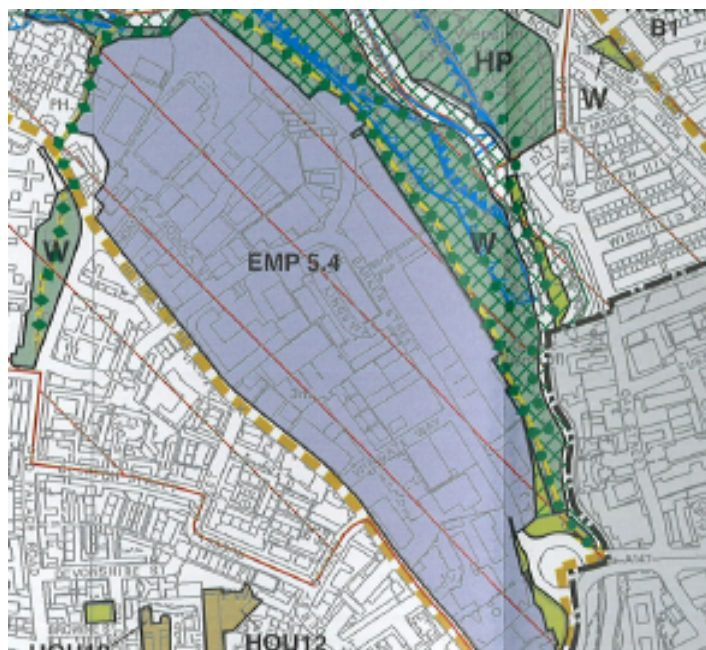


10 City Trading Estate

10.1 Brief Description

The City Trading Estate is an established estate, on the former City station site, located in the Heigham Street Area of Norwich situated off the A147. It is also within walking distance of the city centre.

Figure 10: Extract from Norwich City Council Local Plan: City Trading Estate



The City Trading Estate comprises a range of mixed industrial and office units which are served by a spine road with small feeder roads into parts of the estate. The site also has a large proportion of car sales units.

There is scope for expansion of the allocation onto the Cushions timber yard on Heigham Street/Barn Road, if this should become available.

10.2 Site Area

The estate has a site area of approximately 46 hectares and is bounded by a road network, retail and residential development.

10.3 Floor Space

The total floor space of the current buildings on the estate is approximately 66000 sq m with a split between office and industrial use of approximately 20%: 80%.

10.4 Summary of Age of Building

The age of the buildings on the estate ranges from the 1960s to date with a variety of construction styles ranging from brick under corrugated asbestos roof terrace units to modern retail units.

The general condition of the units ranges from poor to good. A number of the buildings show wear and tear. See attached photographs.

10.5 Occupancy Levels

There is presently 1 vacant unit, representing approximately 1% of the overall floor space on the estate. The units are currently occupied under B1, B2 and sui generis planning uses with a small amount of B8 use.

10.6 Constraints/Suitability

The estate has main access from the Norwich inner ring road and main road networks nearby. On site, general access varies from fair to good with reasonable turning areas. General parking availability is limited.

10.7 Public Transport

The Eastern Counties number 28 bus route (City Centre – Drayton – Thorpe Marriott) serves Heigham Street. This service runs every 15 minutes.

10.8 Conclusion

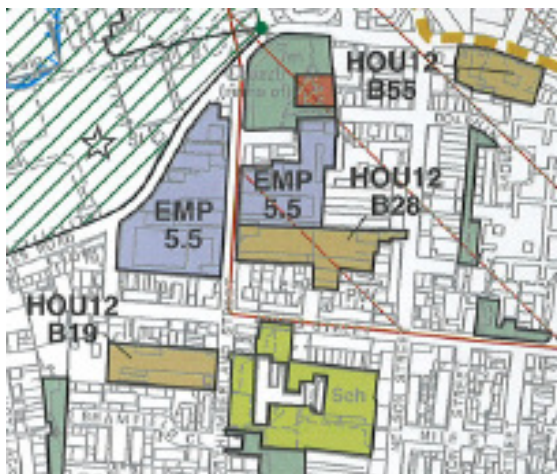
The City Trading Estate is an established one with a range of poor to good quality units, which are occupied by a range of small to nationwide business users with a considerable number of car sales outlets (sui generis). It fulfils an important role in providing space for the particular mix of users within reach of the city centre.

11 Northumberland Street/Waterworks Road

11.1 Brief Description

The Waterworks Road Industrial Estate is a small estate located in the Heigham area of Norwich approximately two miles to the West of Norwich city centre. The main road link to the estate is via Heigham Street or Dereham Road. The site straddles Northumberland Street which provides the main immediate access.

Figure 11: Extract from Norwich City Council Local Plan:
Northumberland Street Area



The estate has a variety of designs and ages of buildings and there is a scrap metal yard in the central part. The buildings to the east side of the site are in the process of being demolished. The site immediately adjoins residential areas.

11.2 Site Area

The estate has a site area of approximately 4.2 hectares and is bounded by road network and residential development.

11.3 Floor Space

The total floor space of the current buildings on the estate is approximately 6600 sq m with a split between office and industrial use of approximately 10%: 90%.

11.4 Summary of Age of Building

The age of the buildings ranges from the 1950s to the 1990s, with a variety of building styles ranging from small single storey units, to a large factory unit to the east. The older buildings are mostly reinforced concrete framed, in fairly poor to reasonable condition. The units to the south west are 1980s and 1990s steel

framed buildings with some brick and steel buildings to the south side.

11.5 Occupancy Levels

There is presently 1 vacant unit (which is currently being renovated), representing approximately 2% of the overall floor space on the estate. The units are currently occupied under B1, B2 and sui generis planning uses with a small amount of B8 use.

11.6 Constraints/Suitability

The estate has main access from nearby roads. On site general access is quite good, with good turning areas for vehicles. General parking availability is good, although the parking surfaces are in generally fairly poor condition.

11.7 Sustainable Transport

The site is not directly served by public transport, but the First Eastern Counties bus routes 16 (Costessey – Old Catton), 19, 20 (Heartsease – City Centre – Costessey) 21 and 22 (University – Sprowston) stops at Dereham Road/ Bowthorpe Road. These buses all run every 15 to 20 minutes.

Located close to residential areas and streets the site can be accessed by walk or cycle modes

11.8 Conclusion

The Northumberland Street Industrial Estate is an established site with many of the buildings showing wear and tear. There are some modern but basic buildings to the south west of the site, together with an area to the east, where buildings are in the process of being demolished. This area is suitable for further employment development, although this needs to take account of the residential context. The site could be adapted over time to small businesses uses or a small office park, but lacks prominence and access. Given wider gentrification of the Heigham area, it is more likely to be under pressure for residential development, but should be considered in a context in which there is only limited employment land capacity within the city.



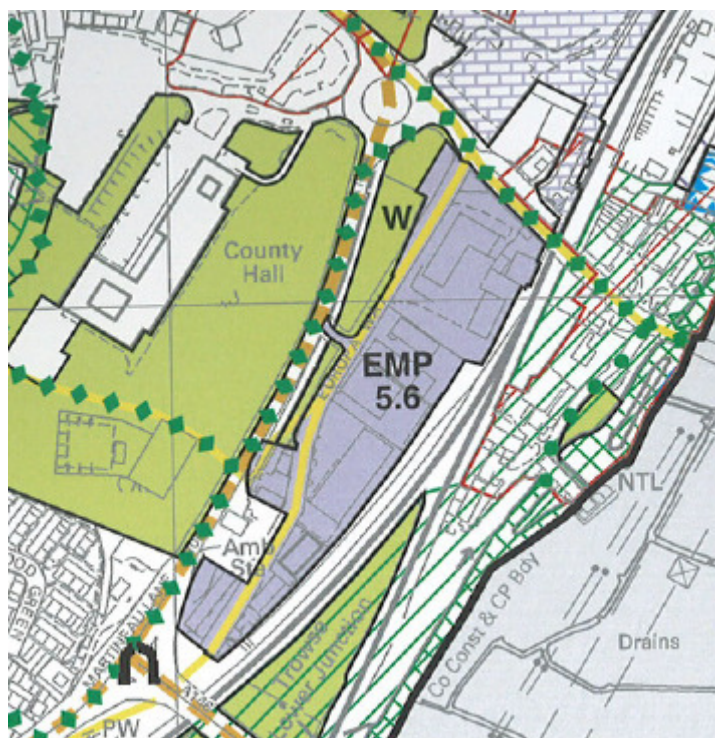


12 Europa Way Industrial Estate

12.1 Brief Description

Europa Way is a small established estate located opposite County Hall with an entrance on Martineau Lane, part of the Norwich outer ring road and an exit onto the southern section of Bracondale. The site is also bounded by the Norwich-London rail line to the south west

Figure 12: Extract from Norwich City Council Local Plan: Europa Way, Bracondale



12.2 Site Area

Europa Way, Bracondale has an approximate area of 3.9 hectares. The total floor space of the current buildings on the estate totals approximately 3105 sq.m with a split between office and industrial users as approximately 80%: 20%.

12.3 Summary of Age of Building

The age of the buildings on the main part of the estate range from c.1900 brick buildings with slated roofs, 1950s framed buildings clad with asbestos cement sheeting, to 1980s framed buildings with brick façade to the lower areas and cladding above first floor level.

The general condition of these units can be described as good.

12.4 Occupancy Levels

There are no units vacant on the main part of the site. The units are currently occupied under class B2 with some ancillary office use.

12.5 Constraints/Suitability

The estate has its main access from Martineau Lane and Bracondale. On site, general access is good.

12.6 Public Transport Access

The 58 Norwich-Bungay bus service passes through Trowse and has an approximately half hour service, and is potentially served from County Hall services. The site is also reasonable well located for cycling and walking to the residential areas of Lakenham and Bracondale. The site is also within walking distance of the Riverside area via King Street and Carrow Road

12.7 Conclusion

The existing estate is an established one with good quality units and as such should be designated as a primary employment location. On site parking is good. The site is unlikely to be under threat from other uses, but may be at risk of creeping towards retail uses as an evolution of existing trade counters. The tight boundaries imposed by the roads and rail line mean that there is no realistic scope for expansion

13 Drayton Road/CityCare

13.1 Brief Description

This comprises two separate areas. The first an established Drayton Road estate located on Drayton Road and Havers Road, north west of the City Centre with access from Drayton Road, the second the current City Care depot accessed off Mile Cross Road. The two sites are close to one another, but separated by Mile Cross Road and some relatively recent housing. The future of the City Care site (used as a waste disposal depot by City Care) is dependent upon circumstances at the end of the City Care contract in 2010. It is included here as it offers potential expansion space if protected for employment uses.

Figure 13: Extract from Norwich City Council Local Plan: Drayton Road/ Citycare Depot Area



Both areas comprise several large office units and several warehouses.





13.2 Site Area

The Drayton Road estate has a site area of approximately 1.5 hectares and the City Care site about 4.4 ha. A pro-map of the site area is attached.

13.3 Floor Space

The total floor space of the current buildings on the Drayton Road estate totals approximately 10500 sq.m. It is assumed that the City Care site would be redeveloped.

13.4 Summary of Age of Building

The general condition of the units can be described as fair to quite good. See attached photographs.

13.5 Occupancy Levels

There are no units vacant in the western part of the site which is wholly operated by CityCare. The site currently appears to be occupied under class B2 with ancillary office usage. In the Drayton Road/Havers Road area there are no vacant units in either part. There is also a Wickes store (A1 retail use) within the employment area.

13.6 Constraints/Suitability

To the east of the site is a rather dated Wickes DIY store and to the West is recent housing development. The estate has its main access from Drayton Road. On site, general access is good. The site is a good employment site, providing local employment. The main constraint is the small size of the area and the surrounding non employment uses. It would suit redevelopment for smaller employment units. Most of the other former industrial sites in this area have been redeveloped for housing including Start Rite (the adjoining former "Esdelle Works" site) and the recent Havers Road – Mile Cross Road housing, as well as for expansion of the Mile Cross District Centre (Lidl store) and pressures for redevelopment of this site could be similar.

The City Care site offers a good opportunity for business use, perhaps for smaller units. Much will depend on the extent to which

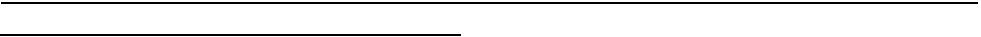
the current owners wish to maximise site value. A mixed use scheme might be a more realistic option.

13.7 Public Transport Access

Routes 28 City Centre to Thorpe Marriott and 29 City Centre to Taverham pass via the Drayton Road/Mile Cross Road roundabout providing good public transport access.

13.8 Conclusion

The site provides important employment provision in this part of the city. However, the existing Drayton Road estate is rather small and the future of the City Care site uncertain. In view of surrounding uses, the site is probably best designated as a mixed use employment area.



14 Guardian Road

14.1 Brief Description

Guardian Road is a medium sized established estate located in the West Earlham area of Norwich approximately one mile to the west of Norwich city centre. The main road link to the unit is the outer Ring Road called Guardian Road at this point.

Figure 14: Extract from Norwich City Council Local Plan: Guardian Road Industrial Area



The site adjoins the former Bowthorpe School site, which has had some recent development of employment units as part of a mixed use scheme. This development is accessed from a new spine road being constructed to serve the whole site of the former Bowthorpe schools site and as a result can be seen as independent from the current Guardian Road estate, but it is a matter of judgement as to whether the new units should made part of a wider Guardian Road allocation in the future.

14.2 Site Area

The existing estate has a site area of approximately 2.1 hectares and is bounded by road network and residential development. A Google Earth image of the site is attached. The development on the former Bowthorpe School site adds approximately a further 0.72 hectares. The latter is now developed with no scope for further expansion, due to neighbouring development proposals.

14.3 Floor Space

The total floor space of the current buildings on the existing Guardian Road estate is approximately 9500 sq m with a split between office and industrial use of approximately 15%: 85%.

Development on the neighbouring former school site consists of 14 small light industrial units ranging from 98 to 199 square metres and a two-storey employment centre, providing managed B1 office space of 1,452 square metres.

14.4 Summary of Age of Building

The buildings on the east side of the Guardian Road estate range in age from 1950s to the 1980s, with a variety of styles ranging from single storey starter units to a three storey office unit. The older buildings are in fairly poor to reasonable condition, with most being of poor design and construction.

The buildings on the former school site have been constructed since 2003. The proposed Employment Centre is at the northern end of the site overlooking playing fields and a running track and would provide accommodation for businesses. The building would be 2 storeys in height providing flexible office space with shared facilities including management suite, reception and exhibition space, meeting suites, kitchenette, car and cycle parking. Attention has been paid to energy efficient design within the employment centre by orienting the building to the south and designing the fenestration so as to maximise natural daylight penetration to the internal workspace from the rooflights.

To the south of the Employment Centre the 14 small single storey are of a modern, appropriate design.

14.5 Occupancy Levels

On Guardian Road there are presently 5 vacant units, representing approximately 6% of the overall floor space on the estate. The units are currently occupied under B1, B2 and sui generis planning uses with a small amount of B8 use.

On the school site, most units appear to be in use.

14.6 Constraints/Suitability

The estate has main access from nearby main roads. On site general access is good for the range of current uses, with reasonable (but not generous) turning areas for vehicles. General parking availability is also adequate.

14.7 Public Transport

The site is not directly served by public transport but it is possible to walk to Bowthorpe Road which is served by services 21 and 22 (University-West Earlham-Sprowston, or at a greater distance to the Dereham Road bus services (19/20) and the Earlham Road ones (26/27).

14.8 Conclusion

The Guardian Road Industrial Estate is an established site of strategic importance and as such deserved designation as a primary employment site. The estate provides accommodation for a variety of industrial/commercial uses with adequate parking, access adequate for the variety of users. Parking is also limited and designed to provide provision for warehouse/industrial development only. The site has scope for redevelopment for similar uses, but needs to carefully consider the feasibility of any future uses that attract increased traffic and servicing requirements. This is because

of the potential parking and servicing space and the detrimental impact on vehicle and pedestrian safety.

The last photos below showing recently completed buildings are on the Bowthorpe school site.





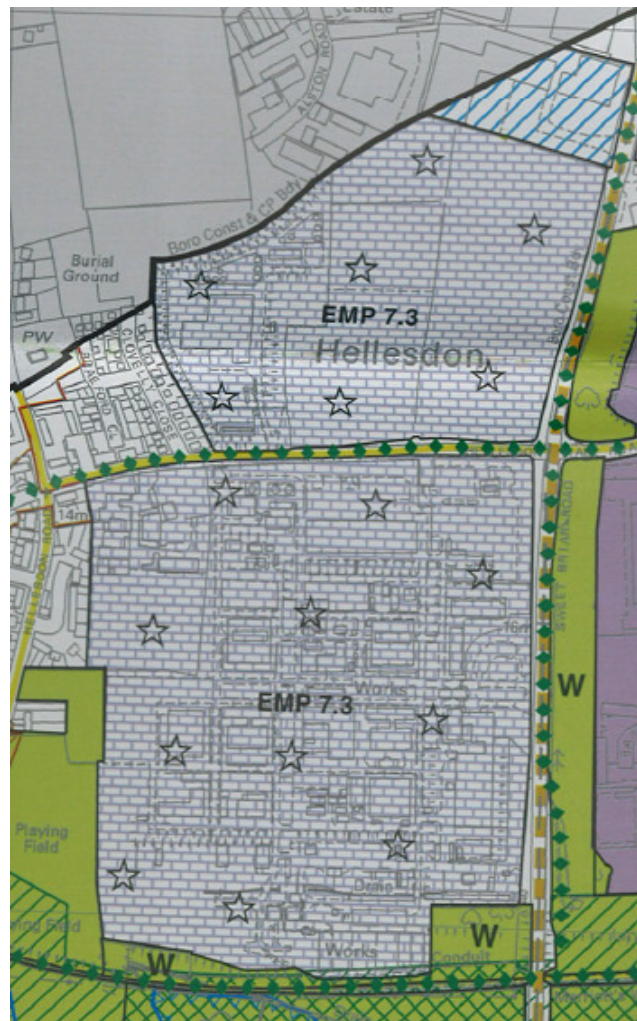
15 Bayer Crop Science

15.1 Brief Description

Bayer is located in the Sweet Briar Road area of Norwich approximately three miles to the Northwest of Norwich city centre. The main road communication to the estate is the A140 outer ring road.

The site is occupied by a single industrial user and consists of a variety of designs and ages of buildings. There is also land with development potential north of Hellesdon Hall Road and at Hill House Farm, both of which fall within Bayer's landholding. The land to the north has been the subject of sporadic interest to release it for other uses. The site is subject to the controls of the Health and Safety Executive, because of the nature of materials used and processes operated. Currently the presence of a notifiable hazardous installation on the main chemical works site makes any development here (other than very low density employment uses) unacceptable.

Figure 15: Extract from Norwich City Council Local Plan: Bayer Crop Science



The operation has evolved through a number of ownerships in its history as part of wider corporate and mergers activity, but each owner has invested in the site.

15.2 Site Area

The main site is approximately 24 hectares and is bounded by road network and residential estates.

15.3 Floor Space

The total floor space of the current buildings on the estate is approximately 27000 sq.m with a split between office and industrial use of approximately 10%: 90%.

15.4 Summary of Age of Building

The age of the buildings ranges from the 1950s to the 1970s, with a variety of architecture ranging from reinforced concrete framed industrial buildings to the west of the site, with a modern reception/gate house building at the main access area in the east of the site. There are reinforced concrete framed 1960s ancillary office buildings to the east side of the site. The buildings all appear to be in generally good condition and the site is well landscaped.

15.5 Occupancy Levels

There are no vacancies on this site, as it is privately owned by Bayer Crop Science. The development intentions of Bayer are unknown, but the site is longstanding and includes significant historic investment which would make relocation unviable.

15.6 Constraints/Suitability

The site has main access from public roads. On site general access is good, with good turning areas for vehicles. General parking availability is good throughout the site.

15.7 Public Transport

The nearest frequent service is the 28 bus route along the Drayton Road. Hourly service 29 (Norwich-Taverham) serves the site directly, running along Hellesdon Hall Road to Hellesdon Village, past its north entrance.

Although stops are around 1 km away the Eastern Counties bus service numbers 21 and 22 (University – Sprowston), 16 (Costessey – Old Catton), 19 and 20 (Heartease – City Centre – Costessey) serve nearby the site, stopping at Dereham Road / Bowthorpe Road. These services run every 10-20 minutes.

15.8 Conclusion

The Bayer Cropscience site including current vacant land is an established primary employment site and although many of the buildings are of an older style and form of construction, they appear to be well maintained and in good condition. There is no reason to think that the existing use will not continue. On this basis we judge that it is unlikely that any of the surplus land will be available or attractive for development other than by Bayer.

Should Bayer close or relocate, it is likely that the site would involve quite complex decommissioning and possible decontamination process. However, the sites north of Hellesdon Hall Road and at Hill House Farm would be available.

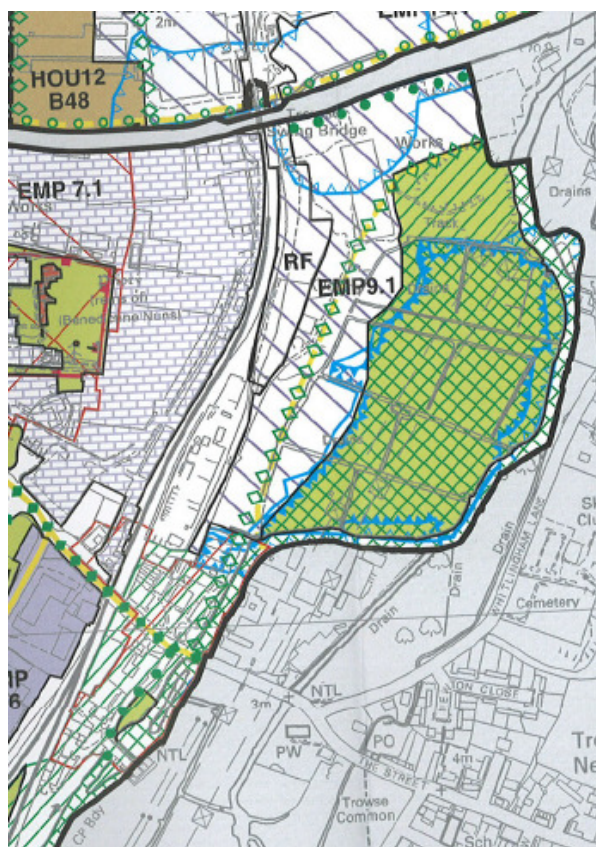


16 16 Deal Ground

16.1 Brief Description

This is a proposal site in the 2004 Local Plan and comprises land between the rivers Wensum and Yare and bounded to the east by the Norwich-London and Norwich-Ely railway approach to Norwich Station. The site is currently difficult to access and requires access to the site involves crossing the railway or one of the river or perhaps more realistically from South Norfolk District Council area via the Street, Trowse just to the south west of the County Hall ring road roundabout.

Figure 16: Extract from Norwich City Council Local Plan: Deal Ground, Trowse



There is an existing aggregates rail depot on the eastern boundary of the site. The site has been considered for railfreight use. However, the site is also to the East of Carrow works (Colmans) and an application for a concrete batching plant was refused following an appeal in 1997 which suggested that such a use was incompatible with Colmans.

16.2 Site Area

The site area is 8.2 hectares.

16.3 Floor Space

The site is currently mostly vacant with some limited storage uses.

16.4 Summary of Age of Building

There are two warehousing/industrial buildings on the site visible from the air. It has not been possible to access the site. All existing buildings are assumed to be redundant in terms of future use.

16.5 Occupancy Levels

Non applicable

16.6 Constraints/Suitability

The site (together with the Utilities site – site 17 below) has been subject to a series of feasibility studies, the most recent of which is outlined below. In combination these sites comprise 20 hectares of vacant, underused brownfield land. The Deal Ground is allocated in the Local Plan for a mix of employment use and housing, possibly developed in association with a marina. It should be noted that there is no requirement for a marina in the Local Plan policy for the Deal Ground – there is only a passing suggestion in the supporting text that the housing element *could* be developed alongside a marina. The site straddles the Local Plan areas of both Norwich City council and The Broads Authority. An Initial Options Assessment (October 2007) sets out a preferred development option for the site (having examined four in total), which is mixed-use development with or without a biomass plant on the Utilities site. However, the Assessment identifies a number of key areas around which there is considerable uncertainty – including flood risk, contamination, access and financial viability – that could impact on the delivery of the proposed options. The assessment recommends that further studies are required to give greater certainty around these key constraints and to inform, test, and refine viability. A dedicated project manager has been employed to manage these further studies in order to support and guide the completion of the evidence base for a robust, deliverable and viable supplementary planning document (SPD), to be delivered by late 2008.

The preferred option (the 'Final Hybrid Option') for the site is for a fairly dense, mixed-use community with 800,000 sq ft of office and professional services employment space. This is based on PWC economic analysis that suggested the site could accommodate a maximum of 800,000 sq ft of employment related development if phased over a 10 year period. The option also outlines where employment uses should be located – at the rear of the site, as a buffer, with industrial uses behind. Retail uses to the maximum of 20,494 sq ft are included within this option and the proposed access option is for a bridge over the River Wensum.

Viability analysis, measured in terms of direct financial costs and in terms of 'jobs created' as a result of the development, was carried out for each of the four initial options. This process revealed that site development costs were very similar, regardless of the type of scheme and that viability will be dependent on achieving a relatively large total of floorspace development. Furthermore, the analysis

showed that residential uses would be more viable than office use, yet the proportion of affordable housing (30%) on the site means that residential is only slightly more viable than office space. Further viability analysis also highlighted 'subsidy gaps', where public money would be required to make the scheme viable. Three particular factors stood out as particularly limiting:

- The capacity of the site to take development is unusually limited by flood, transport and environmental restrictions
- The greater site constraints impose high fixed costs – particularly for decontamination and access provision.
- Norwich City Council's desire to remain within existing planning policy places strict limits to which the mix of uses can be varied to enhance the values/ return on development.

The requirement for public subsidy is therefore substantial and that despite the potential case it may not be possible to raise such a high amount. It is not considered acceptable by the City Council that there be any increase to the proposed amount of developed floorspace on the site, yet the scheme could be modified in a number of ways; for example, an increase in commercial space may help increase values, yet this is highly dependent on market demand, accessibility and a change in local plan policy. In conclusion, until these constraints are overcome, development of the Deal Ground and Utilities Site remains an aspiration.

16.7 Public Transport

Unsurprisingly the site is not served by public transport. Eventual accessibility can be improved as part of the development possibly through the use of pedestrian and cycleways.

16.8 Conclusion

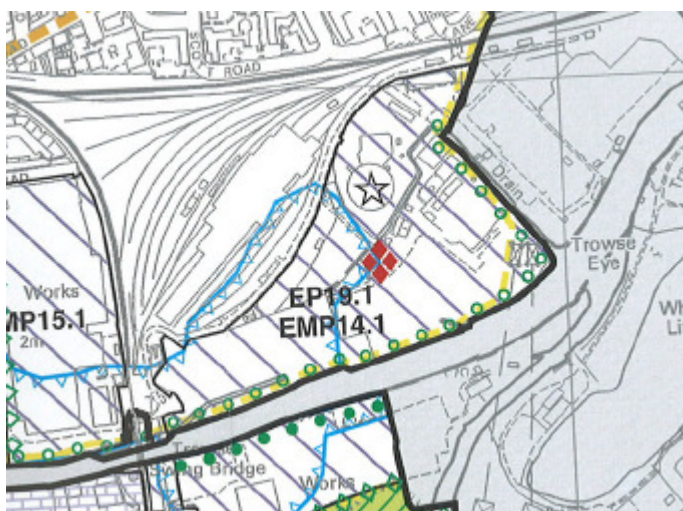
This is a challenging site that is likely to require public subsidy to achieve development. It is strategically significant in a Norwich City context because of the absence of development sites of this kind within the city boundaries. It is suited to mixed use development.

17 Former Utilities Site

17.1 Brief Description

The Utilities Site is opposite the Deal Ground on the north bank of the River Wensum and next to the railway. Norwich Power Station once stood on this site and part is still in use for gas and electricity supply services including an operational gasholder. The site straddles the Local Plan areas of both Norwich City council and The Broads Authority.

Figure 17: Extract from Norwich City Council Local Plan: Former Utilities Site



The area of land is relatively inaccessible being accessed only from Hardy Road via a very low rail bridge next to the river and Cremorne Lane which crosses the railway on a single track bridge which is unsuitable for general traffic.

17.2 Site Area

The site falling within Norwich is 6.9 hectares as allocated in the 2004 Local Plan. It extends further to the north and east into the Broads authority area.

17.3 Floor Space

The site is vacant aside from some utilities infrastructure.

17.4 Summary of Age of Building

Not applicable

17.5 Occupancy Levels

Limited to the gas infrastructure.

17.6 Constraints/Suitability

See Deal site above for feasibility assessment. The site is likely to be contaminated like most former gas works.

17.7 Public Transport

Additional bridges are required to provide access to the site. Potentially the site could be linked into cycle networks and have improved pedestrian access. The site is ideal for river access.

17.8 Conclusion

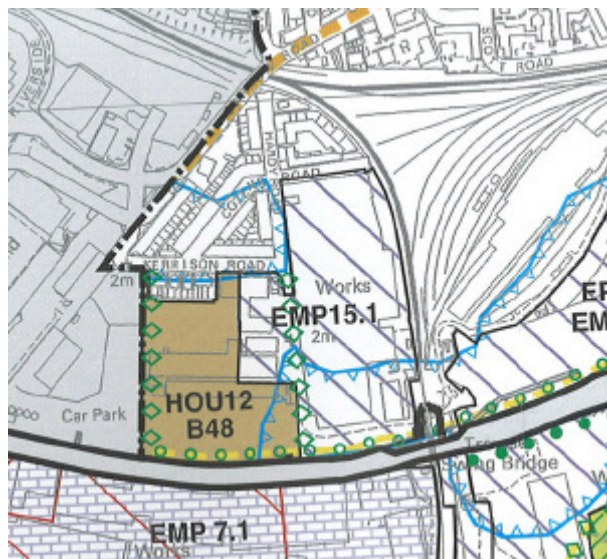
As for the Deal site this is a difficult, contaminated and sensitive site which is tightly constrained but strategically important to the City of Norwich. It would be suited to temporary soft end uses if mixed use development could not be achieved in the short to medium term.

18 Kerrison Road/Hardy Road

18.1 Brief Description

This site comprises the Gothic Works at Hardy Road and various ancillary buildings occupied by ATB Laurence Scott.

Figure 18: Extract from Norwich City Council Local Plan: Kerrison Road/Hardy Road (former Laurence Scott and Electromotors Site and adjoining land)



Laurence Scott are one of the UK's oldest electrical machinery manufacturers, starting operations in 1883 with William Harding Scott's dynamo, built to be supplied to Colman's. The new Gothic Works in Hardy Road was opened in 1896, exclusively devoted to the manufacture of motors and generators. LS still occupies the site at Hardy Road and the site provides employment for up to 250 people.

The company develops and manufactures top of the range high voltage electric motors, principally for the oil and gas industry. The company's unique products have made it a world leader in its niche markets, and it is highly profitable. Following a change of ownership in 2005, the existing management had boosted its sales in 2006 by more than 40%, from GBP 9.2 million to approx. GBP 13 million, but unresolved cash flow problems forced the company to call in administrators on 8 May, 2007. With existing orders worth approx. GBP 17 million and the support of ATB Group, a significant increase in sales and earnings can be expected in the future.

Laurence Scott & Electromotors was purchased by ATB's British subsidiary, ATB Morley. This company was taken over by the ATB Group in 2004, and is among the world's leading manufacturers of electric motors for the coal mining industry. ATB Morley is based in Leeds, UK, and employs 138 people.

The Vienna-listed ATB Austria Antriebstechnik Group, headquartered in Spielberg, Austria, is one of the world's leading

manufacturers of electrical drive systems for industrial applications and appliances.





The 2004 Local Plan anticipated the closure of the works which has clearly proved to be premature. It suggested that the future development of the site should offset any job losses caused by the closure of Laurence Scott by promoting a substantial element of new high quality employment, especially given the overall shortage of readily developable land in Norwich City and in this locality generally. There are current proposals for mixed use redevelopment of the site with a minimal employment content.

18.2 Site Area

The site area is 4.21 hectares.

18.3 Floor Space

This is estimated to be 2,500 square metres based on external observation.

18.4 Summary of Age of Building

The site is in single occupation.

18.5 Occupancy Levels

This is unknown, the site is now believed to accommodate 100 – 150 jobs.

18.6 Constraints/Suitability

The site at present has only one vehicular access, shown in photos above, via the junction of Carrow Road and Kerrison Road. Significant intensification of use on the site would require improvements to current access arrangements. There is however scope to improve access from Carrow Road and to use the site to improve access into the Utilities site.

The historic investment in the site and skilled workforce are the principal assets of the operation. Given the strategic importance of the operation the site should be protected by policy for these existing employment uses.

18.7 Public Transport

The site is not directly served by bus routes, although is about 10 minutes walk from Norwich Station.

18.8 Conclusion

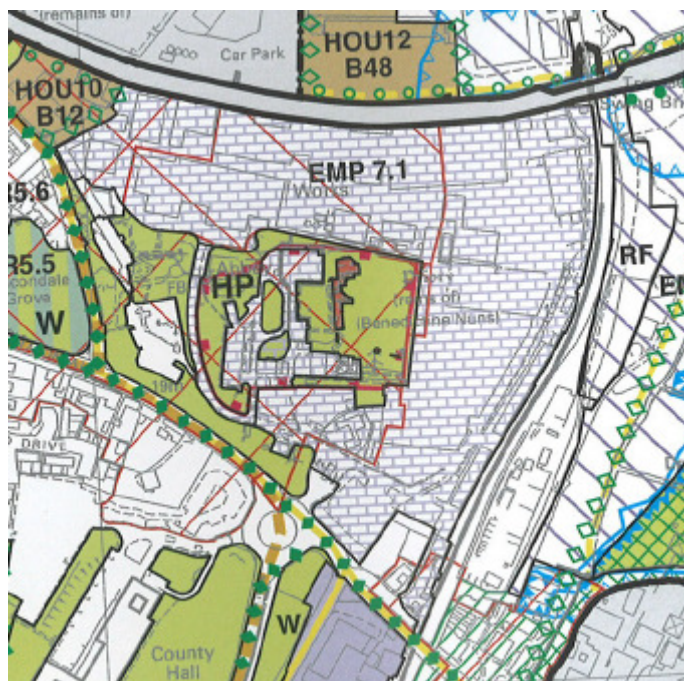
This site is one of Norwich's most important primary strategic employment sites.

19 Other Sites

19.1 Carrow Works

Carrow works are located at the far end of King Street and the bottom end of Bracondale.

Figure 19: Extract from Norwich City Council Local Plan: Carrow Works



Colman's Carrow works moved here in 1858, and by 1900 were occupying 10 hectares. Approximately half that site is still in operation for both the mustard and Robinson drinks manufacturing and research and development operations. The site contains a number of listed buildings and the remains of the former Carrow Priory, including Carrow Abbey.

In the last few years the north west end of the works has been redeveloped for housing, largely in accordance with the local plan.

The 2004 Plan envisages retention of the of the remaining areas of the works in employment uses should the site no longer be required by either of the current occupiers, although there is no evidence that this was likely then or now.

Our conclusion is that the remaining part of the site could be suited for mixed employment uses.

19.2 County Hall

County Hall stands on the former site of Bracondale Lodge. Built in 1966 it is a typical steel-framed office tower of the period with a lower two and three storey block extending north east. The building was built as the headquarters of Norfolk County Council which still occupies the site.

The main building also housed the County Police headquarters, which has relocated to Wymondham Gateway 11 Park in the last 5 years. In recent years a new Archive centre has been built in the grounds.

Norfolk County Council could be affected by local government reorganisation. In theory the buildings could be re-occupied temporarily or permanently by a successor authority. However, by modern standards the building could be considered as inefficient and uneconomic to refurbish. Combined with its limited architectural merit, there is probably a case for redevelopment.

Our judgement is that the site could provide a valuable mixed use employment site within the City, incorporating the archive centre. The potential development site could be 5 hectares or slightly more.