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Ordnance Survey

Loddon Industrial Park

8.2 East of Low Bungay Road

8.2.1 Brief Description

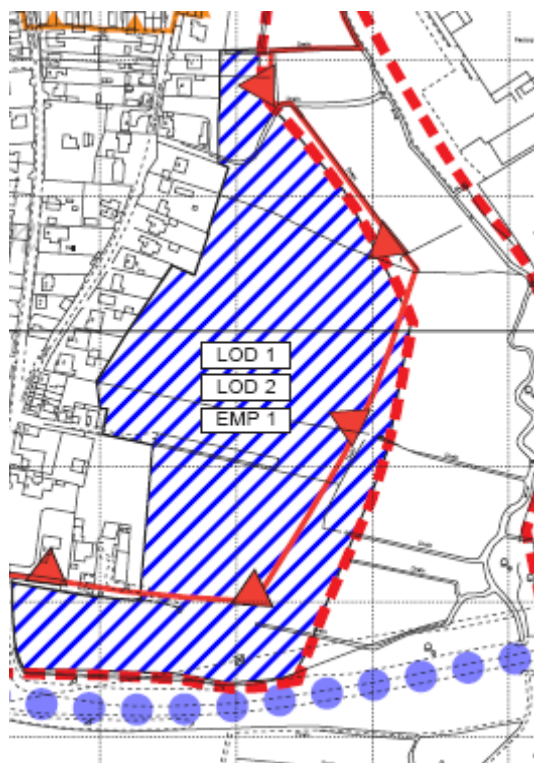
The subject site is situated to the south of Loddon town centre and can be accessed from the A146 at the south of the site. On the western side of the site the land is bounded by housing on both High Bungay Road and Low Bungay Road. To the immediate north and east of the site there are small areas of farmland, further east there is an already established industrial estate on Beccles Road and Little Money Road.(see section 8.1)

The site is predominantly open land though there is a large shed located in the middle of the site.

The Rural Area Local Plan (RALP) allocated 13.7 hectares of land for employment purposes to the east of Low Bungay Road. Some 8.5 hectares of this land received a planning permission for roads and sewers for industrial development, which expired in 1995. The allocation remains undeveloped (albeit the same 8.5 hectares area has been the subject in late 2000 of a further planning application for similar development).

A significant part of the ex-RALP allocation is located within the flood plain of the stream forming much of its eastern boundary. In order to retain the flood storage capacity of the area and the ecological value of the flood plain's grassland, the Plan re-allocates an area of 6.5 hectares, which is outside the flood plain and not subject to potential development constraints.

Figure 9: Employment Land Allocation, east of Low Bungay Road



8.2.2 Site Area

The site has an area of approximately 6.5 hectares.

8.2.3 Constraints/suitability

The south of the site adjoins the A146 and therefore has the potential for good road accessibility. The narrowness of the site, coupled with poor accessibility to the north is the major constraint. To the northwest of the site there is a track down to the site, however

there is no other access to the site which is bounded on the west side by houses and the north and east side by farmland.

The Council considers that the ecological value of the area of flood plain adjacent to the allocation may be impacted upon by the development of the allocation. The developer will be required to contribute towards the management of that area to maintain its ecological value and to reduce the effects of the development. Development of the site would also cut off the existing points of access from High Bungay Road and Low Bungay Road to the area of rough grazing in the flood plain. As separate field access would not be feasible from the A146 and could be subject to agreements with third parties owning land off Beccles Road, the developer will be required to provide for vehicular access from it to the flood plain, to serve the individual land holdings whose access would otherwise be severed by the development proposed.

The allocation may not have a road access off Low Bungay Road. Revised Government road access standards have also meant that the allocation can no longer be adequately served by a road junction on High Bungay Road that would comply with modern standards and safety audit procedures. The County Council has suggested therefore that the allocation should be served by a direct access to the A146, which should incorporate a diversion of High Bungay Road away from its existing junction with the A146. The new arrangements would be at the developer's expense.

8.2.4 Public Transport

The site is served by a variety of nearby bus routes. Loddon town centre is served by the Anglian Bus service number 570 which serves the Haddiscoe – Loddon – Alington – Norwich route, with 4 buses per day. Service 577 serves the Loddon to Beccles? Great Yarmouth via Thurlton route, which runs 4 times a day. Anglian Buses also runs service number 1, which serves the Loddon to Norwich route via Surlingham, yet this service only runs once a day.

8.2.5 Conclusion

This 6.5ha site has a number of constraints, including management of a flood plain and accessibility issues which would need to be overcome by a developer. The site has received planning permission for roads and sewers for industrial development before, in 1995, which expired. Development of the site could be a valuable extension to the existing Loddon Industrial Estate, which is currently reaching capacity and is experiencing in-fill development.



8.3 Junction of Beccles Road and Loddon bypass

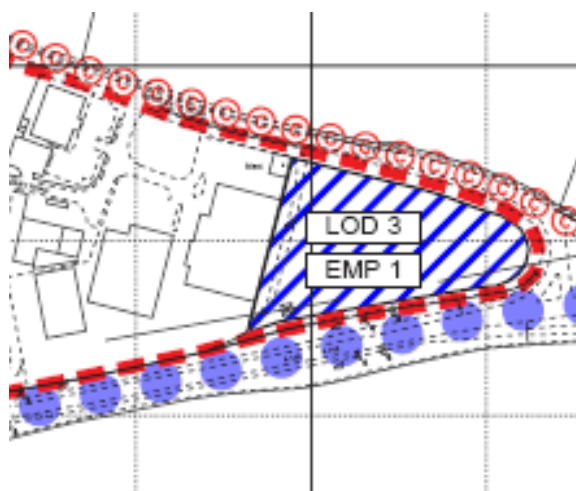
8.3.1 Brief Description

The subject site is located to the southeast of Loddon town centre at the edge of an already established industrial estate on Beccles Road and Little Money Road. The site is bordered by the A146 to the south and east, Beccles Road to the north and the existing industrial estate to the west. The land either side of Beccles Road and the A146 is farmland.

The site is open land.

The site is at the south eastern end of the Loddon Industrial Estate and is designated in the South Norfolk Local Plan as an employment site (EMP1) for a motel/ restaurant (LOD3). Although the site has had planning permissions for light industry, a motel, restaurant and dwelling, these have not been implemented. Bearing in mind its relation to the remainder of the employment area, it is considered that the development of this site for employment purposes would be appropriate, should the proposals for a motel/restaurant prove to be unviable.

Figure 10: Employment Land Allocation at Beccles Road Junction



8.3.2 Site Area

The site has an area of approximately 1 hectare.

8.3.3 Constraints/suitability

The site is very suitable for development as new employment land. The site sits adjacent to an already existing industrial site and its location adjacent to the A146 means that road accessibility is good.

8.3.4 Public Transport

The site is served by a variety of nearby bus routes. Loddon town centre is served by the Anglian Bus service number 570 which serves the Haddiscoe – Loddon – Alington – Norwich route, with 4 buses per day. Service 577 serves the Loddon to Beccles? Great Yarmouth via Thurlton route, which runs 4 times a day. Anglian Buses also runs service number 1, which serves the Loddon to Norwich route via Surlingham, yet this service only runs once a day.

8.3.5 Conclusions

The site is very suitable for development as new employment land.



9 Broadhill Industrial Estate and Tharston Industrial Estate, Chequers Road, Long Stratton

9.1 Brief Description

The subject site is an established estate located on the south western outskirts of Long Stratton, a large village settlement on the A140 Norwich/Ipswich road, 10 miles south of Norwich.

The estate comprises of predominantly 1970s/80s development industrial units with some larger stand-alone B8 units and arrangements of terraces served by forecourts and turning areas. There are also two recent office developments.

The estates are not designated in the South Norfolk Local Plan.

Figure 11: Broadhill and Tharston Industrial Estates



9.2 Site Area

The estate has a site area of approximately 11.50 hectares and is bounded by agricultural land and residential development.

A map of the site area is attached.

9.3 Floor Space

The total floor space of the current buildings on the estate totals approximately 11500 sq m. The split between office and industrial users is approximately 10%: 90%.

9.4 Summary of Age of Building

The age of the buildings on the estate range from 1960s to the 1980s. There are a range of building types on site, yet much of the estate is predominantly brick and plastic coated profile sheet steel walls under profiled dual pitched roofs.

The general condition of the units is fair. See attached photographs.

9.5 Occupancy Levels

There are presently 13 units vacant, representing approximately 20% of the overall floor space on the estate. The units are currently occupied under B1, B2, and sui generis planning uses.

9.6 Constraints/Suitability

The estate has main access off some relatively narrow roads onto a spine road (Wellesley Road), which leads to other roads serving the units. On site general access is fair, with reasonable turning areas. General parking availability is average.

9.7 Public Transport

The site is well served by nearby bus route 18, run by Eastern Counties, on the Old Catton to Long Stratton, via Constitution Hill, City Centre and Ipswich Road route. The buses run every 20 minutes at peak times, and 30 minutes off-peak. The Simmonds Bus route number 118 also serves Long Stratton, on the Diss – Norwich route, but only runs every couple of hours.

9.8 Conclusion

The Broadhill and Tharston Industrial Estate, Long Stratton is an established estate with generally medium quality predominantly smaller industrial units with some new build, the majority of which are mostly occupied by small to medium local business users. Currently, there are quite a few vacant units on this estate. Additional employment land is allocated to the south of the village, off the A140 – see section 10.







10 Ipswich Road, Long Stratton

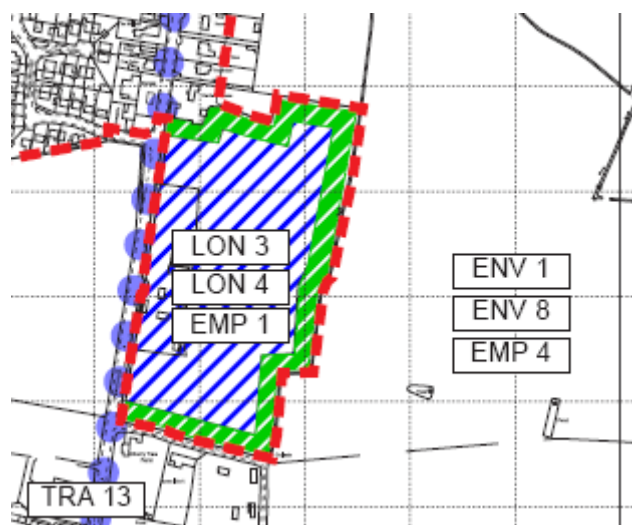
10.1 Brief Description

The subject site is situated to the south of Long Stratton town centre on the east side of the A140. Part of the site is currently in industrial use – a plant hire company exists on site and the remainder of the site is farmland. Plans are to extend the current area to the north, east and south.

Houses located to the north and south of the site and farmland to the east.

The site is designated as an additional employment allocation - LON3 and LON4. This site provides additional employment land in Long Stratton following the success of the Chequers Road site.

Figure 12: Ipswich Road Employment Land Allocation



10.2 Site Area

The site has an area of approximately 5 hectares.

10.3 Constraints/suitability

The site sits adjacent to the A140 and therefore benefits from good road accessibility. It is important to note that there is a small strip of land surrounding the site to the north, east and south, allocated in the local plan for public open space.

10.4 Public Transport

The site is well served by the nearby bus route 18, run by Eastern Counties, on the Old Catton to Long Stratton, via Constitution Hill, City Centre and Ipswich Road route. The buses run every 20 minutes at peak times, and 30 minutes off-peak. The Simmonds bus route number 118 also serves Long Stratton, on the Diss-Norwich route, but only runs every couple of hours.

10.5 Conclusions

This site requires careful boundary treatment because of adjacent residential properties and the need to minimise any impact on adjacent open countryside - a substantial landscape belt has been proposed. Developers of the site will need to provide a new access onto the A140 to the appropriate standard required by the County Council and also achieve a repositioning of the Plant Hire Depot access point onto the main spine road of the new employment area.



11 Norwich Research Park

11.1 Brief Description

The Norwich Research Park (NRP) is occupied by the University of East Anglia, the Norfolk and Norwich University Hospital, and three independent research centres; the John Innes Centre, the Institute of Food Research, and the Sainsbury Laboratory. Other health and life science related businesses also occupy some of the units on the Research Park.

With over 9,000 people the Norwich Research Park has one of Europe’s largest single-site concentrations of research in Health, Food and Environmental Sciences. Over 3000 research scientists are based in the Park which is developing rapidly, with over £400 million invested within the last five years. Norwich Research Park is a 35ha site allocated in the South Norfolk Local Plan for a range of restricted uses within Use Class B1b.

11.2 Site Area

The NRP is set in over 160 hectares of parkland on the outskirts of Norwich. In total, there is over 100,000msqm of laboratory space, with over 8,000sqm of conventional and containment glasshouses and nearly 200msqm of controlled environment suites.

The estate has a site area of approximately 21.8 hectares and is located close to the Norwich Southern By-Pass which gives excellent access to main routes of communication.

A map of the site area is attached.

Figure 13: Norwich Research Park



Figure 1.1 The current extent of Norwich Research Park and additional areas allocated for research and development uses

11.3 Floor Space

The split between office and industrial use is approximately 15%: 85%. Development on the site consists of:

- The Norfolk and Norwich University Hospital (NNUH) which has a single, dense and well-organised design. It consists of a building core with peripheral access roads and parking. It is located to the south-west of sites allocated for new development at NRP, adjacent to Local Plan allocations COL1 and COL4.
- The John Innes Centre (JIC), which has undergone organic growth over time. Its organisation is seemingly ad-hoc, having a range of types and scales of buildings, and lacking clarity of circulation. It is located in the centre of NRP providing the link between existing development and sites allocated for research and development uses.
- The Food Research Centre site has a similar organisational design to the NNUH site. It contains substantial buildings at a lower density. It is set in a 'landscaped' context with a relatively high quality environment. The Food Research Centre is located to the East of the Core Area, adjacent to the B1108 Watton Road. The triangle site to the North is awaiting development and has road and other infrastructure already in place.
- The UEA lies to the East of the River Yare and is connected to the remainder of NRP by a link across the River Yare. The university features a range of building styles and types and includes nationally known buildings such as Lasdun's 'Ziggurats' and Foster's Sainsbury Centre. Environmental quality is generally good with landscapes integrated within development.

11.4 Summary of Age of Building

The age of the buildings on the estate range from the 1960s to the present day, with evidence that a variety of building materials were used in their construction, ranging from concrete frame/panel construction through steel framed and clad engineered structures. The newly constructed Norfolk and Norwich University Hospital opened in 2004.

The general condition of the units can be described as being good and well maintained. See attached photographs.

11.5 Constraints/Suitability

The estate has main access from adopted roads. On site general access is good, with generous parking and turning areas to many of the units. There are various constraints affecting development progress at NRP. These include: agreement on necessary highway improvements (access and B1108 enhancements); willingness of landowners to release the land and a generally slow rate of take up for R&D uses. Furthermore, investment required to provide the appropriate land and infrastructure is estimated to be in the region of £7m.

In terms of viability of development, land at the NRP is allocated as Class B1 Class II (b), which is 'Use for research and development of products and processes...capable of being carried out within a residential area without detriment to the amenity of the area due to noise, vibrations, smell, fumes, smoke, soot, ash, dust or grit' (Town and Country Planning (Use Classes) Order 1987). It is widely acknowledged that developments based purely on research and development use are difficult to establish. Demand for these uses in Norwich, as well as in many other centres in the UK, has been identified as fragile.

The Draft Development Brief SPD (May 2007) recognises that demand for purely research and development facilities is not as strong as that for pure commercial developments. The Brief therefore acknowledges the evolving nature of employment demand and sets out a range of uses that would be acceptable where supplementary to research and development

facilities. To ensure compliance with Local Plan policy COL1, it is important to emphasise that these uses must be *ancillary* to the main research and development use at the site. It is considered quite possible that a major focus for growth may involve health related activity. Local Plan policy COL4 refers to 5ha of land between the Norfolk and Norwich University Hospital and Hethersett Lane which is allocated for hospital and hospital related activities in addition to research and development uses permitted by policy COL1 at NRP.

Examples of appropriate ancillary uses include patient hotels, education and training facilities and residential institutions where they link to the research and development uses on the site. The planning authority will not consider other types of development outside these Use Classes appropriate to NRP, especially Use Class C3: Dwelling house

11.6 Public Transport

The site is well served by public transport:

- 12: Hospital - City Centre - Dussindale Park runs every 15-20 mins.
- 21/ 22: University-Sprowston Via Bowthorpe, West Earlham and the City Centre runs every 15-20 mins.
- 24: Thorpe St Andrew – Norfolk & Norwich Hospital, via Plumstead Road, City Centre and Eaton, runs every 20-30 mins.

11.7 Conclusion

A facility of regional importance, the NRP has an excellent international reputation for its research particularly in the areas of health, food, plant and microbial sciences, environmental sciences, computer and information technologies and chemistry and materials. The main strength of the NRP is the concentration of world-leading scientists coupled with the capability for multidisciplinary research. The Norwich Research Park continues to build on this by attracting new partners to the Park to collaborate in their research and to develop the site.

Many of the existing units are already full, yet there is potential for expansion of the site to meet demand for space. There are various constraint sthat need to be overcome before further development, including the willingness of landowners to release land. Furthermore, investment required to provide the appropriate land and infrastructure is estimated to be in the region of £7m





12 Ayton Road, Wymondham

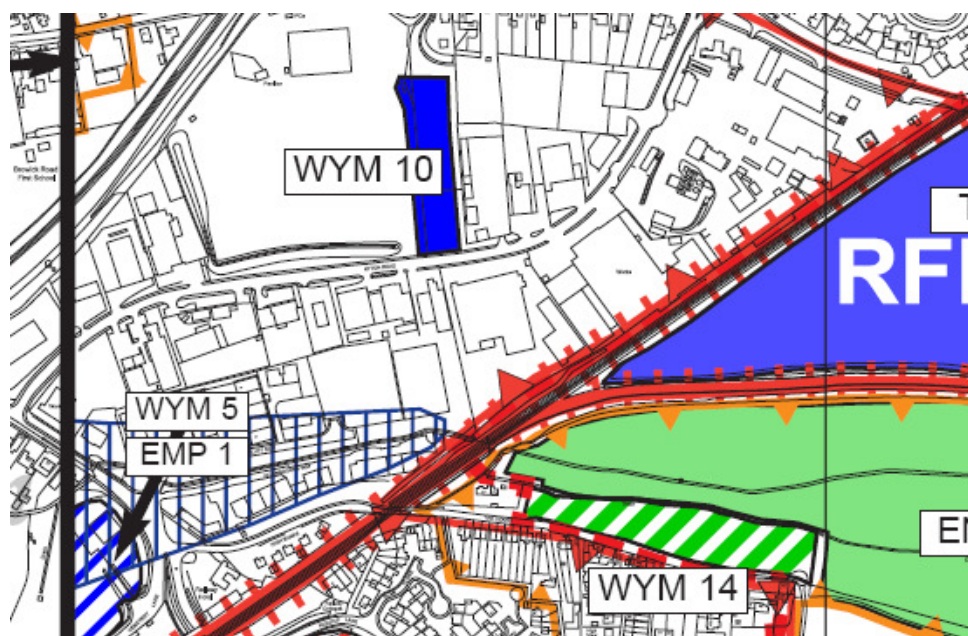
12.1 Brief Description

The subject site is an established industrial estate formed either side of Ayton Road, southeast of Wymondham, a Norfolk market town situated approximately 8 miles south of Norwich accessed by the A11.

The estate comprises of mostly older (1960s) units of varying designs as well as a newer development known as Fitzmaurice Court, which is located to the immediate south of the main part of the estate. Units in Ayton Road have direct access to their own sites, directly off Ayton Road. Properties in Fitzmaurice Court have been developed in a terrace and are served by forecourts with a part hard surfaced and un-surfaced roads leading north off Station Road.

The site is not allocated for employment land in the South Norfolk Local Plan.

Figure 14: Ayton Road Industrial Estate



12.2 Site Area

The estate has a site area of approximately 13 hectares and is bounded by railway line to the south, Station Road and residential development to the north.

A map of the site area is attached.

12.3 Floor Space

The total floor space of the current buildings on the estate totals approximately 29000 sq m. There is a split between office and industrial users of approximately 10%:90%.

12.4 Summary of Age of Building

The age of the buildings on the estate range from 1950s to 1980s, with a variety of building styles ranging from asbestos clad units to modern profile steel sheet clad units.

The general condition of the units can be described as variable - 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.

12.5 Occupancy Levels

There are presently no vacant units. The units are currently occupied mostly under B1 and B2 use with some B8 and sui generis planning uses.

12.6 Constraints/Suitability

The main part of the estate has direct access from Ayton Road. Other areas are from service road leading in from an adopted road. On site general access ranges from poor to fair. Parking availability throughout can be described as fair only.

12.7 Public Transport

The site is fairly well served by the Eastern Counties bus route number 13, which runs between Norwich and Attleborough, via Wymondham, although the service is only hourly. The bus stop on Avenue Road is just opposite the Ayton Road Industrial Estate. The site is fairly near Wymondham town centre, which is served by Eastern Counties bus routes 14 and 14A/B into Norwich City Centre, which run every hour during the day.

12.8 Conclusion

The Ayton Road Industrial Estate is an established estate with a considerable quantity of poor quality units, which are mostly occupied by small to medium sized local business users. The site is fully occupied at present.







13 Gateway 11 Business Park, Wymondham

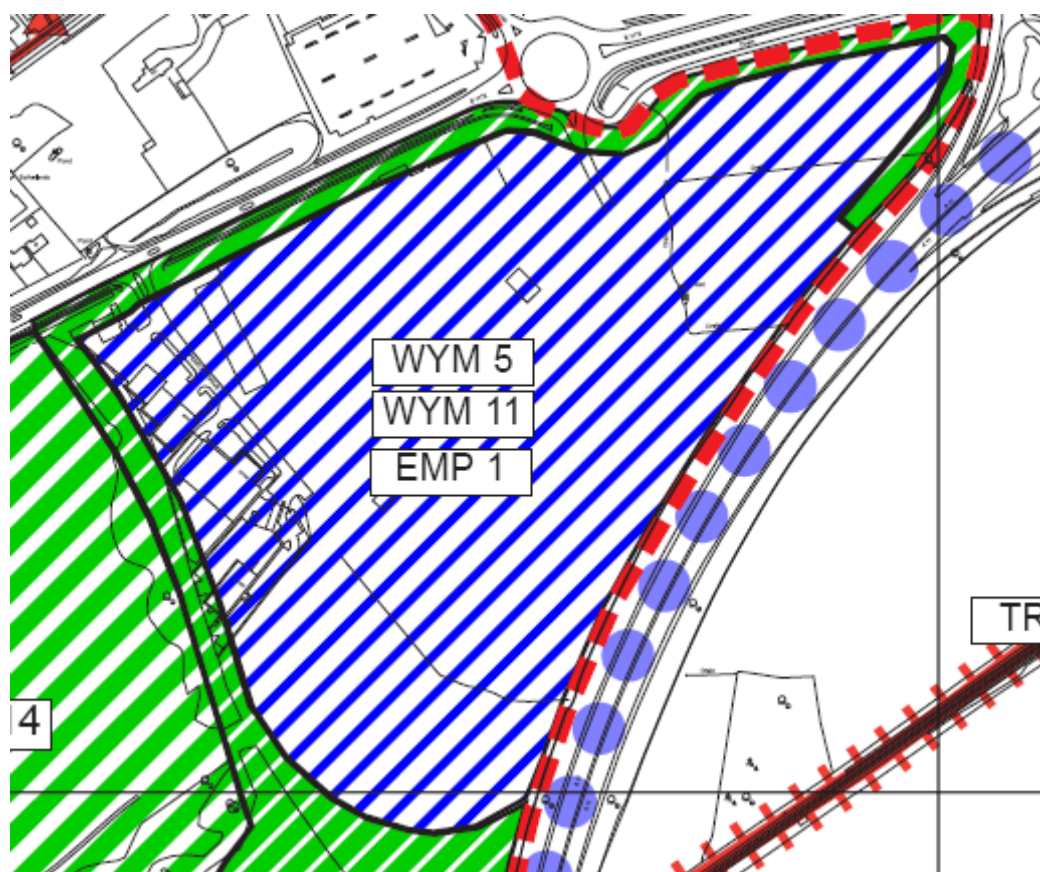
13.1 Brief Description

Gateway 11 has been developed over the last 10 years and there is considerable development ongoing at present. The estate is located to the northeast of Wymondham town centre, a historic market town situated directly off the A11 trunk road approximately 8 miles south of Norwich.

The estate comprises of modern buildings, purpose built for office and distribution uses. Two of the larger occupiers are Norfolk Constabulary, whose headquarters based on the estate, and East Anglian Motor Auctions. The estate is served by two main spine roads; Coppersmith Way and Pensfold Drive. A purpose built stand-alone unit and a range of terrace and forecourts have been built along these two main roads.

The site is allocated for employment land in the South Norfolk Plan (WYM5), as London Road at Harts Farm and is 18.36 hectares. The majority of this land has been developed as Gateway 11 Business Park.

Figure 15: Gateway 11 Business Park Employment Land Allocation



13.2 Site Area

The estate has a site area of 19.5 hectares and is bounded by roads and some residential development to the south.

A map of the site area is attached.

13.3 Floor Space

The total floor space of the current buildings is not currently available as this is a new site. The split between office and industrial use is approximately 30%: 70%.

13.4 Summary of Age of Building

The oldest buildings on the Park are just in excess of 10 years old with ongoing new development on Pensfold Drive. As a consequence the modern buildings are generally in good condition. See attached photographs.

13.5 Occupancy Levels

There are presently a number of smaller terraced and larger stand-alone units currently vacant available to let, ranging in size from 860sq.ft. to 21,454sq.ft., representing approximately 2% of the overall floor space on the estate. The units are currently occupied under B1, B2 and B8 planning uses with some sui generis use.

13.6 Constraints/Suitability

The estate has main access from main roads. On site general access is well laid out, with good turning and parking areas to both general circulation and individual unit areas. There is good access to primary routes and is relatively remote from residential development.

13.7 Public Transport

The site is fairly well served by the Eastern Counties bus route number 15 into Norwich City Centre, which run every hour during the day from Harts Farm Road.

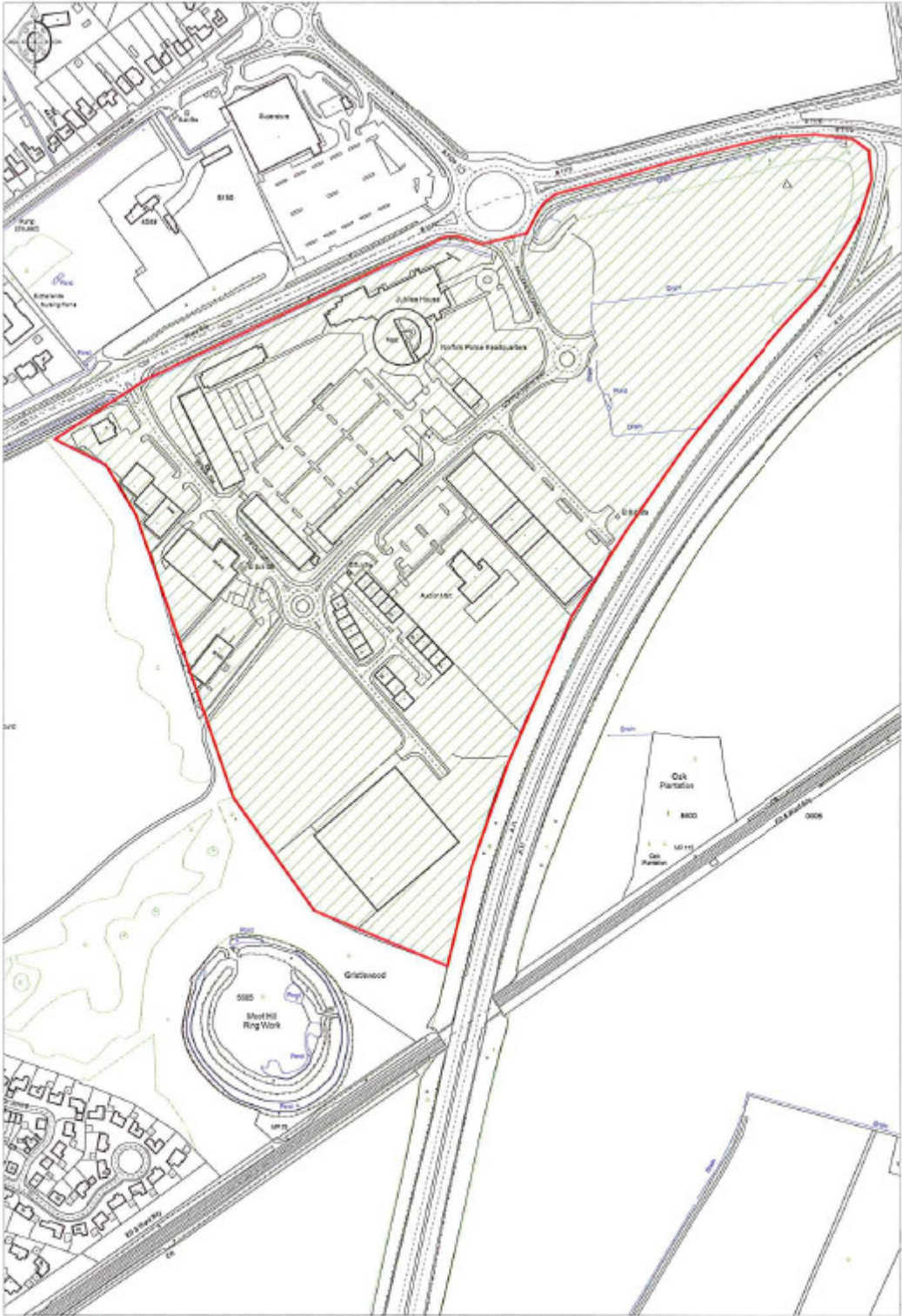
13.8 Conclusion

Gateway 11 Business Park, Wymondham is a relatively recently established estate with ongoing new development comprising of a range of good quality units which are occupied by medium to large local and regional business users. Currently, there are some vacant units on the estate. We estimate that there is very little space for expansion and development on this site.





Pro map outline of Gateway 11 Business Park



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Wymondham Industrial Estate 3

14 Cemetery Lane: Wymondham

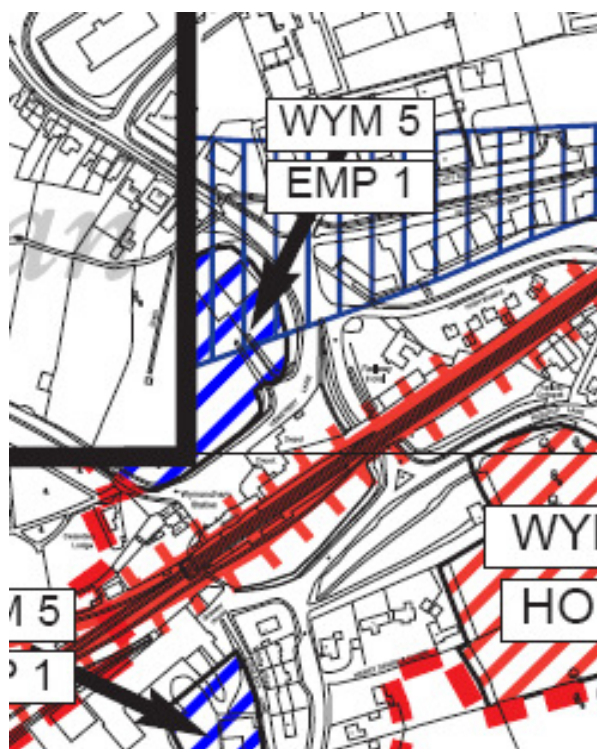
14.1 Brief Description

The subject site is located to the south of Wymondham town centre on Station Road and Cemetery Lane. The site sits adjacent to the train line and Wymondham station is located to the south of the site. There is open space to the west of the site followed by Wymondham Cemetery. There are residential houses to the north of the site.

There is an unoccupied building located to the northeast of the subject site. The remainder of the land is open space.

The site is allocated in the South Norfolk Local Plan as employment land – site WYM 5.v. This adjoins the sensitive environment of the Tiffey valley. Policy WYM5 suggests that this site would be best developed with a mixed use development of housing (max. 50% of site area) and B1 employment uses including offices and small workshops that would reflect the scale of the station buildings and which would complement local tourism and amenity interests.

Figure 16: Cemetery Lane Employment Land Allocation



14.2 Site Area

The site has an area of approximately 1.21 hectares.

14.3 Constraints/suitability

The site is predominantly open and offers a suitable space for new employment purposes. The site offers good rail and road accessibility. The site is located close to Wymondham town centre and therefore benefits from good public transport links and is in close proximity to residential areas. Policy WYM5 stipulates that a 5m wide strip will need to be left between the employment site and the River Tiffey for river maintenance purposes

14.4 Public Transport

Wymondham town centre is served by Eastern Counties bus routes 14 and 14A/B into Norwich city centre, which run every hour during the day. Wymondham has a train station on the line between Norwich and Thetford.

14.5 Conclusions

This site has excellent accessibility and potential for expansion of employment land.

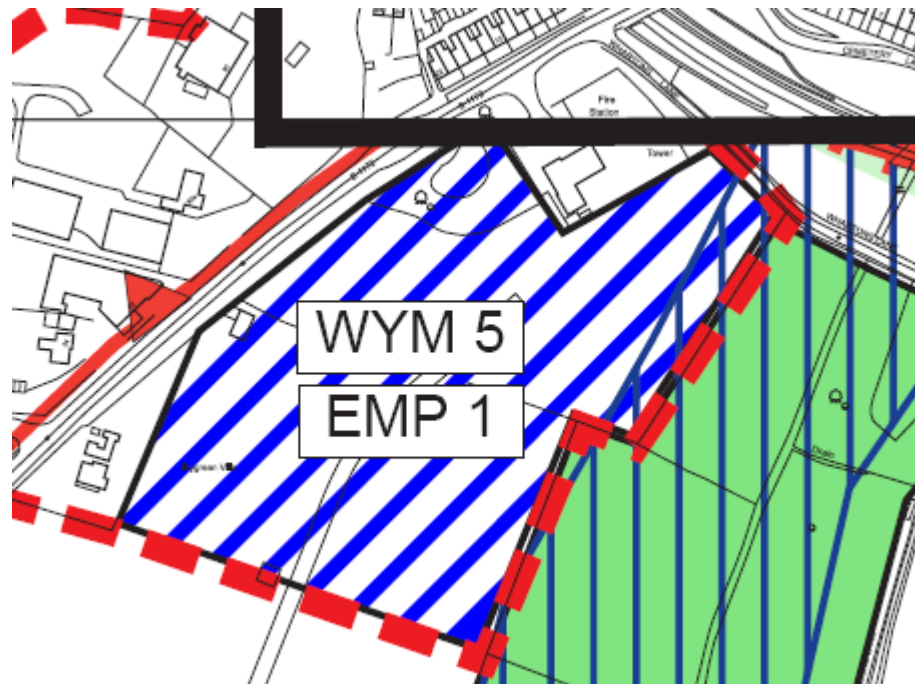
15 Land Adjacent to Ivygreen Villa: Wymondham

15.1 Brief Description

The subject site is located to the southwest of Wymondham town centre adjacent to London Road. The site comprises predominantly of business units with some vacant open land located to the east of the site. The site is surrounded by farmland to the south and east. There is some housing situated to the north of the site located on London Road. There is a fire station located to the northeast of the site, bounded by London Road and Whartons Lane.

The site is allocated in the South Norfolk Plan for employment land. Policy WYM5 describes the site as being to the south east of the former A11 trunk road adjacent to Ivygreen Villa.

Figure 17: Employment Land Allocation Adjacent to Ivygreen Villa



15.2 Site Area

The site has an area of approximately 8.9 hectares.

15.3 Constraints/suitability

The site is predominantly developed by business units making further development suitable for this site within the land allocated for new employment purposes. The site is spacious with suitable parking spaces and room for turning. Furthermore, the site benefits from good road accessibility; London Road connects with the A11 to the south of the subject site.

15.4 Public Transport

Wymondham town centre is served by Eastern Counties bus routes 14 and 14A/B into Norwich city centre, which run every hour during the day. Wymondham has a train station on the line between Norwich and Thetford.

15.5 Conclusions

This site is relatively remote from housing and has good access to the primary route network. Planners told us that there may be a possible extension to this site, southwards. This is dependent on the landowner releasing the land. There may be restrictions to the development of this site – the area to the east of the site is in a flood risk area.



16 Stanleys Lane: Wymondham

16.1 Brief Description

The subject site is located to the south of Wymondham town centre and rail line adjacent to Stanleys Lane. The site is accessed via Philip Ford Way and surrounded by existing business units. The site consists of an existing business unit and an adjoining car park.

The site is allocated as employment land in the South Norfolk Local Plan as outlined in policy WYM5.

Figure 18: Stanleys Lane Employment Land Allocation



16.2 Site Area

The site has an area of approximately 0.7 hectares.

16.3 Constraints/suitability

The surrounding area consists of business units making the site suitable for further development. However further development would reduce parking spaces and room for turning which may affect surrounding businesses.

16.4 Public Transport

The site is fairly well served by the Eastern Counties bus route number 13, which runs between Norwich and Attleborough, via Wymondham, though the service is hourly. Wymondham town centre is served by Eastern Counties bus routes 14 and 14A/B into Norwich city centre, which run every hour during the day. Wymondham has a train station on the line between Norwich and Thetford.

16.5 Conclusion

This site is limited by its small size, but would be a suitable extension to the existing business units on site.

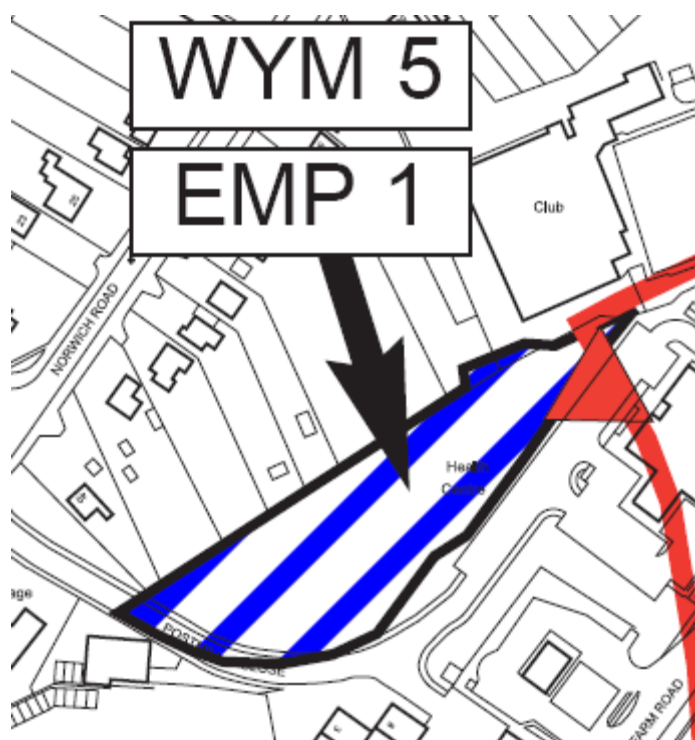
17 Land adjoining the southern boundary of Bridge Industrial Estate - Wymondham

17.1 Brief Description

The subject site is located to the east of Wymondham town centre on the north side of Postmill Close. The site is a small piece of land comprising of a one storey building and adjoining car park to the south and open land to the north. The land is bounded by parking spaces, located on either side of Postmill Close, for the GP surgery situated opposite the site to the east. The west of the site is bounded by the gardens belonging to houses located on Norwich Road

This land is allocated as employment land in the South Norfolk Local Plan.

Figure 19: Land adjoining southern boundary of Bridge Industrial Estate – Employment Land allocation



17.2 Site Area

The site has an area of approximately 1.3 hectares.

17.3 Constraints/suitability

The site is located close to Wymondham town centre and therefore benefits from good public transport links and is in close proximity to residential areas. However, the site does not benefit from good road access; Primrose Close is narrow and already heavily used by users of the GP surgery and Chapelfield Veterinary Partnership.

17.4 Public Transport

Wymondham town centre is served by Eastern Counties bus routes 14 and 14A/B into Norwich city centre, which run every hour during the day. Wymondham has a train station on the line between Norwich and Thetford.

