

TROWSE WITH NEWTON

1. Settlement characteristics

Development in Trowse has historically been concentrated on The Street and White Horse Lane. The settlement was developed during the latter part of the nineteenth century as a model village of workers' terraced cottages and associated social and community facilities, which were provided by the Colman family. The village is still dominated by these terraces. The historic core and part of the setting of the village is now a large Conservation Area.

The village is set on the lower part of the eastern slope of the Yare Valley. The wooded area of Crown Point forms an important backdrop to the eastern edge of the village. The southern part is situated on the slopes of the valley sides and abuts open agricultural land. To the west, the land falls within the floodplain of the Yare Valley. Newer development on The Street has been sympathetic to this character. Newer estate scale development in the village has been located in unobtrusive locations (such as off Whitlingham Lane) so as not to have an adverse effect on the historic character of the village core or its river setting. This has left the modal village relatively untouched.

Two important spaces exist. Trowse Common which contributes to the setting of the terraces on White Horse Lane, and secondly the area north west of Whitlingham Lane which lies in the Broads Authority Area, separating the village from the commercial uses to the north, and the city of Norwich itself.

Detached from the main village is a scatter of dwellings on Whitlingham Lane. Any consolidation of development in this area would adversely affect its very rural character. Overall the village is attractively situated and contains a good range of facilities.

In the past the village suffered from very heavy traffic flows using the old A146 road. This has now been removed by the construction of the A146 Trowse Bypass, which passes south of the village and joins the A47 Norwich Southern Bypass at a major junction to the south east.

Policies and proposals (see Inset Map 55)

2. Development Limit

The Development Limit has been drawn to include the existing development and the proposed allocation, and to limit the incursion of development into the Yare Valley and surrounding designated areas of protected landscape (see policies ENV 3 and 6).

Within the Development Limit, further residential development will be considered in line with policy HOU 4. Outside the Development Limit, proposals for any new development will be assessed against policy ENV 8 and other more specific Local Plan policies where appropriate.

3. Housing

Trowse is adjacent to Norwich and within easy reach of its city centre. The village is therefore identified as a main location for development within the context of policy ENV 7.

The Norwich Area Local Plan allocated a 4.2 hectare site for housing development to the south of The Street/ Loddon Road/ Kirby Road. A development brief for the site was prepared jointly by the Council and the landowner's agents and published in October 1997. The landowner has also published a "Master Plan" for the site to form a context for its development. The allocation is therefore retained as a viable proposition which has received the landowner's support.

The site comprises two distinct areas, i.e. the Dairy Meadow (0.8 ha.) to the north of Loddon Road and the ex-Norwich City F.C. training ground (3.4 ha.). A further area required for planting along the southern and eastern boundaries adds some 0.9 ha. and a further 0.75 ha. will be required beyond the allocation for community uses, to be linked to the existing sports hall. All of the land is within the same ownership.

To reflect the environmental sensitivity of the site in relation to the village Conservation Area and the surrounding landscape, the Council considers that a lower than usual housing development density would be appropriate (in relation to which, a figure of some fifteen dwellings per hectare has been indicated in the past). The development brief assesses the site's constraints and sets out its design, landscape and amenity considerations. Arising from this, the developer will be required to provide for the following:

a) Affordable housing

The Council will seek the provision of affordable housing to total some 15% of the total housing as proposed by the agreed development brief. (The Council has subsequently proposed higher levels of affordable housing elsewhere). While a survey prior to the production of the development brief showed a demand for up to ten units, the need will require review when development is proposed.

b) Recreational open space

The development brief requires the on-site provision of children's play space of some 1200m², of which one third should be hard surfaced and the remainder informal grassed areas. Three items of play equipment should also be provided. Off-site, the brief provides for some 2550m² of adult/older children's space, or the extension of existing facilities, or an agreed financial contribution made where this is not possible. The open space provisions should be reviewed however in relation to the actual development proposed.

The land owner has indicated a willingness to locate a replacement sports playing pitch on adjacent land to the south, as shown by the development brief and the Master Plan. Such provision by the developer could be considered to form the adult/older children open space provisions.

c) Traffic and public transport

To improve the safety of pedestrians and cyclists, on-site roads should be designed to a 20mph standard and the developer will be required to finance the implementation of an off-site 20mph zone to include The Street (from its junction with White Horse Lane to Loddon Road/ Kirby Road) and Loddon Road. To encourage the use of public transport, the development should allow for public transport access to within 400 metres of every dwelling. The developer will be required to fund the provision of the necessary bus stops and their maintenance for the following fifteen years. No public transport subsidy is being sought, but liaison with the appropriate bus companies should take place regarding services provision. Overall, provisions should generally be in accordance with the “Norfolk Residential Design Guide” (February 1998).

d) Footpath and cycle links

The developer will be required to provide for convenient, safe and attractive pedestrian and cycle links, both within the site and off-site to maximise practicable opportunities for users to walk and cycle to the village centre, public transport and other community facilities. Such links should be in accordance with the “Norfolk Residential Design Guide” (February 1998).

e) Community facilities

- Education: The local primary school is at capacity. The developer will be required to contribute towards new or improved school provisions deemed necessary to accommodate the increased numbers of pupils arising from the new development.
- Leisure Facilities: The sports hall adjacent to the allocation will remain. It includes a hall available for public use. The site owners support the potential community use of the sports hall. The developer will be required to provide for a site of 0.75 hectares for community facilities linked to the sports hall.
- The developer will also be required to contribute to the improvement of community facilities to meet the additional needs arising from the development. Following consultations with local community representatives, this could take the form of contributions to either the enhancement of the sports hall for a wider range of public leisure uses or the upgrading of the existing “Manor Rooms”.
- Mini-recycling Centre: The development brief requires the reservation of a suitable site of 8x8 metres to be equipped and laid out by the District Council.

A site of 4.2 hectares is therefore allocated for housing development to the south of The Street/ Loddon Road/ Kirby Road by policy TRO 1, to be developed in accordance with the published development brief and the Master Plan. Policy TRO 1 also summarises the main developer requirements as shown below.

Policy TRO 1: ~~Housing allocation south of The Street, Trowse~~

~~4.2 hectares of land to the south of The Street/ Loddon Road/ Kirby Road is allocated for residential development. The developer will be expected to provide for:~~

Adult/older children's open space

- ~~i) Adult / older children open space at a minimum level of 2000 sq. m. plus an extra 42.5 sq. m. for every unit over 50, either adjacent to the development, as an extension to existing facilities, or by way of an agreed equivalent financial contribution.~~

Affordable housing

- ~~ii) Affordable housing subject to an up to date local needs survey.~~

Bus facilities

- ~~iii) Public transport access to within 400m of every dwelling.
iv) The funding of the provision of the necessary bus stops, infrastructure and their maintenance.~~

Children's playspace

- ~~v) On-site children's playspace of a minimum size of 1000 sq. m. plus 17.5 sq. m. for each additional dwelling over 50, to include a minimum of three items of play equipment.~~

Community facilities

- ~~vi) Funding for the improvement of village community facilities required to meet additional needs arising from the development.
vii) A site of 0.75 hectares for community facilities linked to the adjacent sports hall.~~

Educational facilities

- ~~viii) Financial contributions towards the alterations or extensions necessary to accommodate pupils from the development at the village primary school to be confirmed by the local education authority within the Plan period.~~

Footpath and cycle links

- ~~ix) Convenient, safe and attractive pedestrian and cycle links within the site and off-site to maximise such users' access to the village centre, public transport and community facilities.~~

(Continued...)

(Policy TRO 1 continued)

Road access

- x) ~~Funding for the implementation of an off-site 20mph zone to include The Street (from its junction with White Horse Lane to Loddon Road/ Kirby Road).~~

Waste facilities

- xi) ~~Facilities on-site for the storage, collection and recycling of waste likely to be generated by the development.~~

Attention: Please note that Local Plan policy TRO 1 has been discontinued since 28th September 2007 as part of the 'saved policy' process, because the scheme has been completed.

