

3. Design Development

3.1. Concept Development

The concept set out in the outline planning application (indicated opposite) was to set development around the marsh, rising from the lowest buildings in the south upto the tallest buildings in the north, onto the River Wensum. It incorporated dense terraces of housing in the May Gurney site, mews type fingers of development extending towards the marsh in the middle and blocks of development in the north. The concept incorporated a flood channel running South to North from the marsh to the River Wensum and to create floodable swales between fingers of development.

In developing the reserved matters application the original concept was revisited and alternative approaches considered. These were presented to the council in 2022 and are indicated opposite.

Since the outline application was consented in 2013 NCC developed the East Norwich Strategic Regeneration Area. This indicated an alternative layout without the need for the flood flow channel and this was tested through flood modelling by the council.

Alternatives were explored with the aim to better integrate the parking, improve the access to the north east of the site and to create a better mix of units and spaces, as well as meet current policies.

The alternative plan 01 and 02 opposite (and on the following pages) explored arrangements in which the coach drop off area is reconfigured, the Wensum Edge and The Views are more continuous and the May Gurney site is less dominated by long lines of terraces. In 01 a secondary road was proposed with housing

backing onto the marsh. In 02 the flood channel was changed to a park and the housing (in the Views) was arranged into clusters to create home zones.

Subsequent flood modelling by JBA indicated that the removal of the flood channel could increase flood levels off site and therefore needed to be reinstated. The council also asked that the development is more closely aligned with the Development Areas indicated in the Outline Consent. Therefore, alternative 03 which forms the basis of this reserved matters application includes a blue/green corridor connecting the Marsh and River Wensum. The May Gurney site is reconfigured as are the Views and Wensum to meet the stated aims and to create an attractive high quality and sustainable development.



Concept sketch from OPA



Alternative Plan 01



Alternative Plan 02

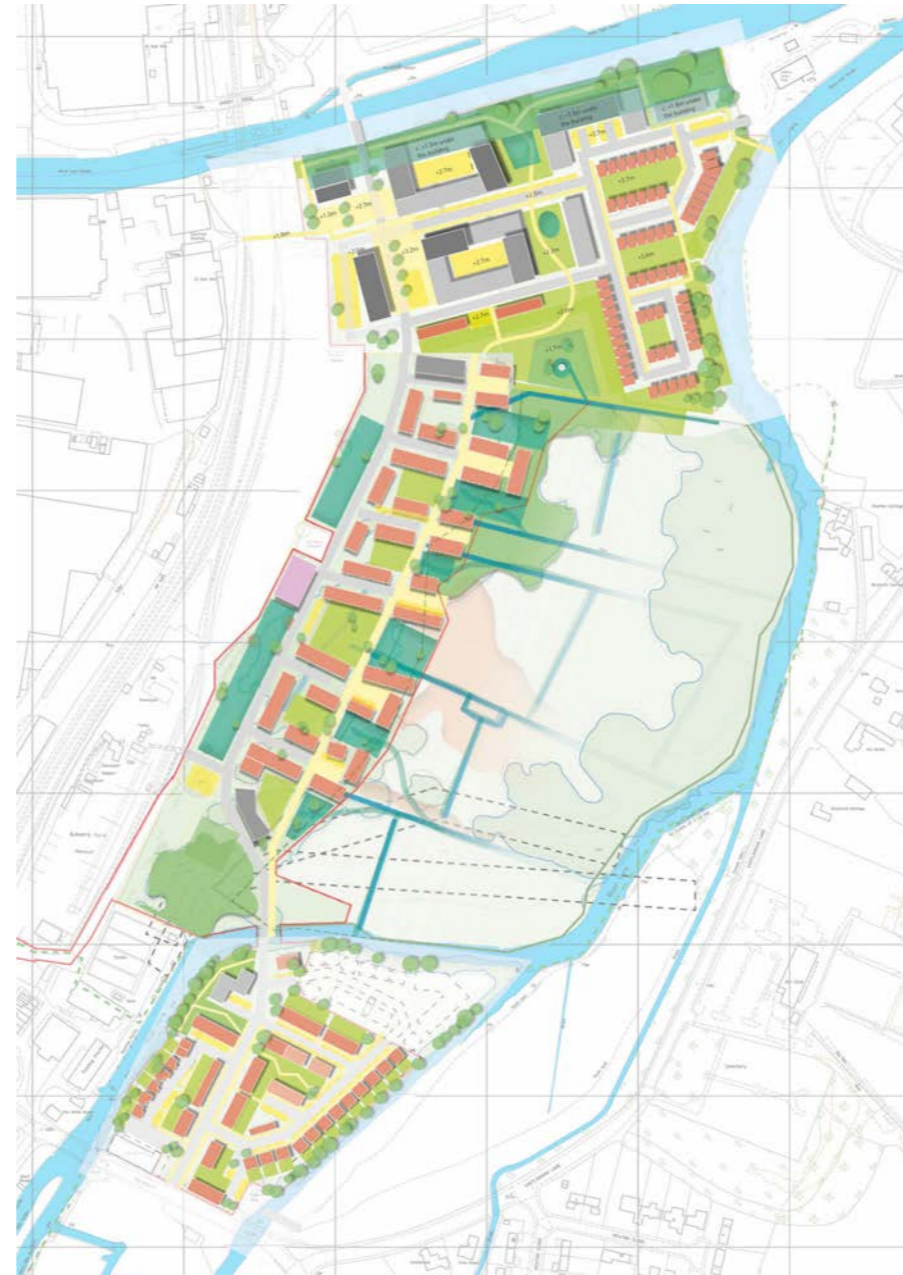


Alternative Plan 03 (preferred)

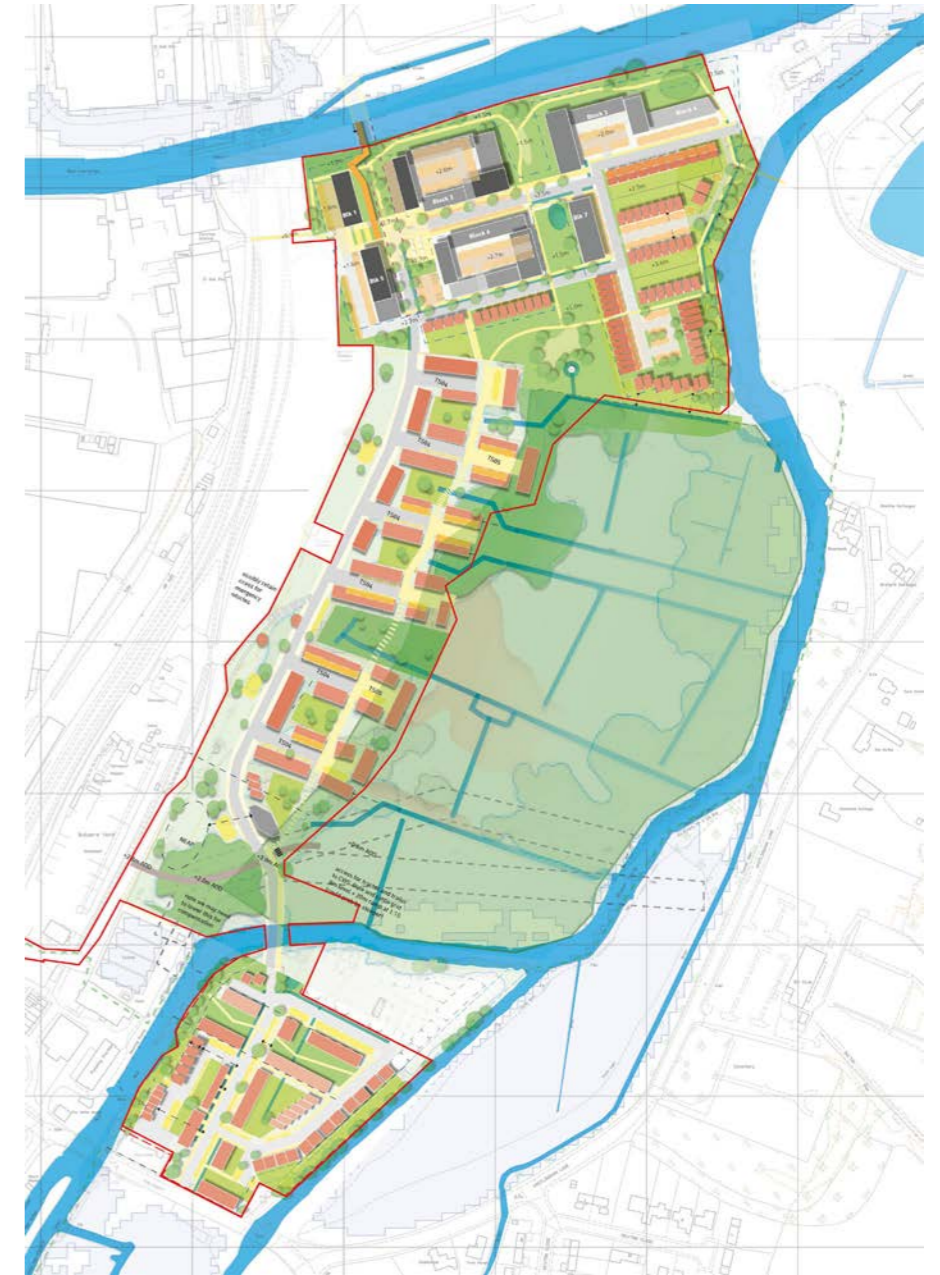
3.2. Design Development



Design proposal presented to the LPA, 18th Nov 2022



Design proposal presented to the LPA, 9th Dec 2022



Design proposal submitted with Design Code, 28th Feb 2022

The plans above indicate proposals as presented to the council during pre-application discussion meetings. The plan on the right indicates the plan originally submitted with the Design Code application. This was further refined / revised based on feedback from the councils, the statutory consultees and public

consultation. Further information regarding the consultation is provided in the statement of community involvement. Key comments that were addressed include - reducing the number of dwellings in the May Gurney, providing more space for planting, reducing car parking in the mews streets and

reproviding some spaces in the landscape buffer, increasing the space between Blocks 1 & 2 to create more room for a future all modes bridge. Further details of the plan are set out in the Design and Access Statement.

3.3. Design Development

The Reserved Matters Application (RMA) has been developed closely in coordination with a comprehensive expert team, in liaison with the local authority and the statutory consultees.

During the development, meetings were held with various local organisations where the scheme was presented.

Response to proposals within ENSRA

As ENSRA has been developed by the Local Authority (LA) and with some public consultation the Design Team (DT) have reviewed some of the proposals to see how they may or may not benefit the development of the reserved matters application. Note that some points are also discussed in the response to the consultation with the LA section.

Many principles of ENSRA are already captured within the Outline Planning Consent (OPC) and in this RMA:

- a sequence of spaces...from city to The Broads
- a diverse new quarter
- promote healthy streets and healthy living principles;
- a low car use environment
- low-carbon shared heating
- regeneration of the river corridor
- create 'room for the river'

Access

Access from the west under the railway bridge may be possible with changes planned for Carrow Works. This E-W route is considered to be of high importance to the East Norwich plan. Therefore, cycle and footways have been added to the RMA to

allow greater connectivity from the west to east. The riverside footpath has been extended back to the underpass and through to a future crossing point over the Yare. Furthermore the riverside path has been designed to be accessible and the path upgraded to be a shared cycle/footway.

Features

The proposals show development without the N-S flow channel from the OPC, this is reviewed in the following pages.

The illustrative masterplan indicates a small leisure marina in the NW of the site, between the rail and new bridge. This would create a difficult (possibly dangerous) access onto a constrained navigation route and therefore not something that explored within the RMA.

Plans indicate the east to west route with buildings closely bordering the River Wensum through the Carrow Works and Deal Ground. The illustrations appear to indicate a mix of flats and houses in this area, however the illustrative masterplan refers to 'higher density riverside apartment(s)' with 'opportunities for mixed uses and housing types' to the south. The area schedules appears to indicate that the river front buildings would be tall, high density and flatted.



Illustrative axonometric, ENSRA SPD



Illustrative masterplan, ENSRA SPD



CHARACTER AREAS — DESIGN PRINCIPLES, ENSRA SPD

Response to consultation

Feedback from the Local Authority, stakeholders, experts, local groups and public consultees has informed the current plans. A summary of relevant comments and response is given below.

Use

Members of the South Norfolk LPA and local consultees raised concerns about locating the shop on Bracondale and recommended relocating this further into the site. The design team (DT) agreed and relocated the shop.

Consultees indicated that they would like to see some community space. A unit with scope for a community facility has been provided within Block 1, allowing access to the river.

Access

Highways indicated that there should be potential for a bus service to use the road spine road network. The design team introduced a loop road within the north of the Wensum and increased the road width to the appropriate standards.

The LPA raised some concern regarding the kink in the E-W road through to the yacht club. Whilst

An E-W cycle route was explored alongside the road but this would have pushed the blocks north decreasing the river front. The DT also felt that a foot and cycleway along the riverside would be more appealing/attractive. During public consultation this was generally supported.

The HA indicated that the future all modes bridge would need to have sufficient space for a 2m footway on either side + a 2m cycleway. Whilst this has been provided in all iterations Block 2 has been further set back to provide greater clearance to the bridge.

Highways / Parking

Highways asked that all adopted roads have a 2m footway alongside in line with current policy. This would mean a change to the approved spine road, however, the design team agreed to seek to accommodate this. They also asked cycleways to be 2m and shared cycle/footways to be 3m.

Within 'The Views' the LPA indicated that they would prefer to see less car parking spaces on the street. The design team reconfigured the plans to create a car free zone at the end of each mews. This has the benefit of improving the visibility along the cycle route over the OPA plan.

The LPA indicated that the number of town houses with integral garages should not be significant within the development. All town houses were changed such that parking spaces would be provided on the ground.

The LPA raised concerns regarding the quantum of parking within the main square. Modifications and clarifications have been made.

Flood and SuDS

The LLFA asked to allow for 45% increase in precipitation. This has been accommodated.

The LLFA indicated that they expect parking to be above the 1 in 100+CC flood level. The design has been changed to meet this. However, the DT feel that placemaking should be prioritised over car parking design and would seek to review/modify this with the LPA and LLFA, if acceptable.

All forms of flooding are considered in the FRA.

A great deal of consideration has been given to SuDS to provide a solution that does not rely on pumping, unlike the OPC. This has been particularly challenging given that there is very little height between the maximum ground level c. 4m AOD and the discharge level for the outflow of c. 1.6m AOD. This has resulted in a highly integrated plan where in the SuDS features are integral to the open space and outlook. Details of the SuDS is provided in the SWMP and FRA.

Character / Design

Concerns were raised by local residents regarding the view of the development and the visual impact from Whitlingham Lane. The design team reconfigured the plan to create more space for planting and reducing the number and size of homes facing the River and Whitlingham Lane.

South Norfolk LPA suggested that the buffer space to the front

of homes be increased to allow more space for plants. This was incorporated. Queries were raised regarding the boundaries to the houses in Wensum Edge onto the low lying areas and this is also addressed.

LPA commented on the suitability of deck access, however, the DT note that this approach is supported in the industry and justified this on various grounds including fire safety, overheating and daylight.

Residents and LPAs asked to see other traditional materials in use. Therefore, slate and flint were added to the material palette.

Residents indicated that they would like a rural open character at the entrance to the site. The buildings previously proposed immediately to the east of Oak House (the former Post Office/ cottages) on Bracondale has been replaced by a pocket orchard. The buildings to the opposite side have been designed to a similar scale and with space for planting.

The LPA indicated that Block 3/4 could better relate to the corner of the site. The most easterly buildings have been changed to 3/4 storey houses and a gap created between Block 3 to increase permeability. It should be noted that these buildings are intentionally set back from the river edge to preserve the trees and create more openness towards the broads.

Some consultees advised that they would like better access to the riverside. A riverside path was added on the east and the west in the May Gurney site.



Masterplan, Reserved Matters Submission, June 2023