

# 10. Uses

# 10.1. Uses Strategy

The masterplan is a residential led development with a dining quarter and a local centre.

The dining quarter is to be located around the public square, River Wensum bridge and riverside. Additional commercial units are to be provided in this location to create a local centre.

Some shop units are to be created on the edge of the site along Bracondale, to support local residents and attract passing trade.

Leisure moorings and a de-masting spot are to be located along the edge of the River Wensum.

A total of 670 dwellings is proposed incorporating 273 houses, 72 duplexes and 325 apartments as detailed on the following pages.

## WENSUM EDGE

- Apartments & duplexes (80%)
- Houses (20%)
- Public Square & Local Centre
- Leisure/moorings
- Dining Quarter



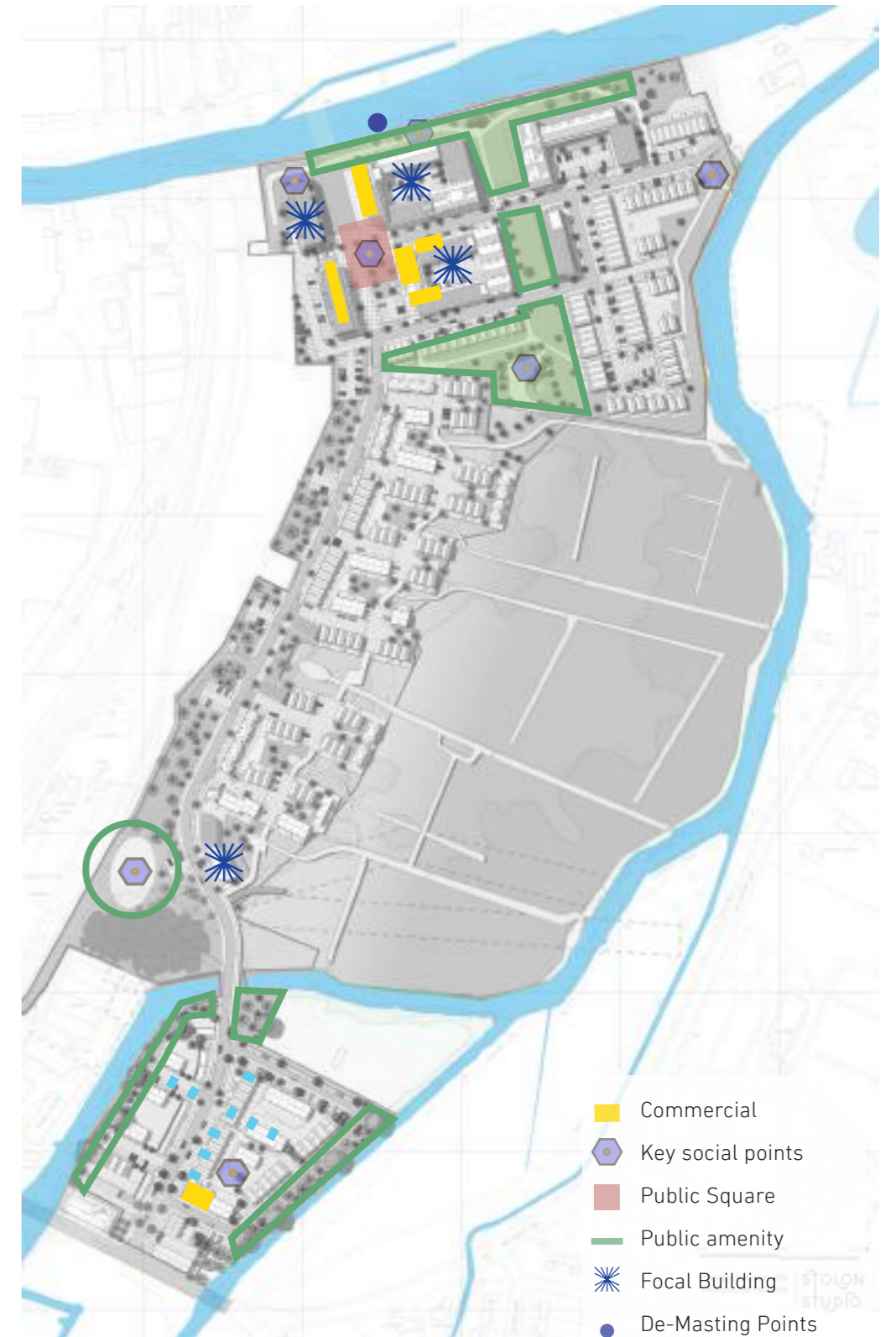
## THE VIEWS

- Houses (95%)
- Apartments (5%)
- Mews, shared streets
- Outdoor marsh landscape and walks



## YARE EDGE

- Houses (95%)
- Apartments (5%)
- Local Shops



# 10.2. Housing Mix

Proposed housing mix as indicated below and opposite and on the accompanying drawings

## Yare Edge (Area 1) - 72 units

- 69 houses
- 3 apartments

## The Views (Area 2/3) - 147 units

- 124 houses
- 23 apartments / duplexes

## Wensum Edge (Area 4) - 450 units

- 80 houses
- 370 apartments / duplexes

Total: 669 homes of which

- 103 are 1 bedroom
- 227 are 2 bedroom
- 269 are 3 bedroom
- 48 are 4 bedroom
- 22 are 5 bedroom

The total no. of parking spaces required for the residential accommodation based on the below provision = 567

Parking space / unit:

- 0.5 spaces / 1-2 bed flat
- 1 space / 3 bed flat
- 1 space / duplex
- 1 space / 2-3 bed house
- 1.5 spaces / 4+ bed house (note: variation in YE)
- 2 spaces / 5+ bed house (note: variation in YE)

The total number of spaces provided is 640. This would leave 73 spaces available for visitors, and for staff for the commercial units.

### 11/07/2023

Apartments	Area (sqm)	Total Units	NIA	%
1 bed flat	53	103	5,459	32%
2 bed flat	75	135	10,125	42%
3 bed flat	98	86	8,428	27%
4 bed flat	105	0	0	0%
<b>Total</b>	<b>#REF!</b>	<b>324</b>	<b>24,012</b>	<b>100%</b>
Visitor parking 10%				
Duplexes	Area	Total Units	NIA	%
2 bed duplex	86	33	2,838	46%
3 bed duplex	111	35	3,885	49%
4 bed duplex	124	4	496	6%
<b>Total</b>	<b>#REF!</b>	<b>72</b>	<b>7,219</b>	<b>100%</b>
Visitor parking 10%				
Houses	Area	Total Units	NIA	%
2 bed house	86	59	5,074	22%
3 bed house	111	148	16,428	54%
4 bed house	124	44	5,456	16%
5 bed house	130	22	2,860	8%
<b>Total</b>	<b>41%</b>	<b>273</b>	<b>29,818</b>	<b>100%</b>
Visitor parking 10%				
TOTAL exc visitors		<b>669</b>	<b>61,049</b>	<b>657,131</b>

Visitor parking 10%

Commercial

Summary	Target	No.	%
Flats	335	<b>324</b>	48%
Duplexes	60	<b>72</b>	11%
Houses	275	<b>273</b>	41%
<b>Total</b>	<b>670</b>	<b>669</b>	<b>100%</b>

	Target	No.	%
1 bedroom	95	103	15%
2 bedroom	205	227	34%
3 bedroom	300	269	40%
4 bedroom	60	48	7%
5 bedroom	10	22	3%

### May Gurney

No. of Units	%	Parking ratio	No. of spaces
2	67%	1	2
1	33%	1	1
0	0%	3	0
0	0%	3	0
<b>3</b>	<b>100%</b>		<b>3</b>
<b>0.3</b>			
No. of Units	%	Parking ratio	No. of spaces
0	0%	1	0
0	0%	2	0
0	0%	2	0
<b>0</b>	<b>0%</b>		<b>0</b>
<b>0</b>			
No. of Units	%	Parking ratio	No. of spaces
31	45%	1	31
28	41%	1.5	42
10	14%	2	20
0	0%	2	0
<b>69</b>	<b>100%</b>		<b>93</b>
<b>9.3</b>			
<b>72</b>		1.33	<b>96</b>

inc 10%  
spaces on site  
**118**

171

### The Views

No. of Units	%	Parking ratio	No. of spaces
5	29%	0.5	2.5
8	47%	0.5	4
4	24%	1	4
0	0%	1	0
<b>17</b>	<b>100%</b>		<b>10.5</b>
<b>1.05</b>			
No. of Units	%	Parking ratio	No. of spaces
4	67%	1	4
2	33%	1	2
0	0%	1	0
<b>6</b>	<b>100%</b>		<b>6</b>
<b>0.6</b>			
No. of Units	%	Parking ratio	No. of spaces
28	23%	1	28
71	57%	1	71
25	20%	1.5	37.5
0	0%	2	0
<b>124</b>	<b>100%</b>		<b>136.5</b>
<b>13.65</b>			
<b>147</b>		1.04	<b>153</b>

inc 10%  
spaces on site  
**176**

### Wensum Edge

No. of Units	%	Parking ratio	No. of spaces
96	32%	0	0
126	41%	0.5	63
82	27%	1	82
0	0%	1	0
<b>304</b>	<b>100%</b>		<b>145</b>
<b>14.5</b>			
No. of Units	%	Parking ratio	No. of spaces
29	44%	1	29
33	50%	1	33
4	6%	1	4
<b>66</b>	<b>100%</b>		<b>66</b>
<b>6.6</b>			
No. of Units	%	Parking ratio	No. of spaces
0	0%	1	0
49	61%	1	49
9	11%	1.5	13.5
22	28%	2	44
<b>80</b>	<b>100%</b>		<b>106.5</b>
<b>10.65</b>			
<b>450</b>		0.71	<b>318</b>

inc 10%  
spaces on site  
**346**

1811

total residential parking required **567**  
total parking remaining **73**

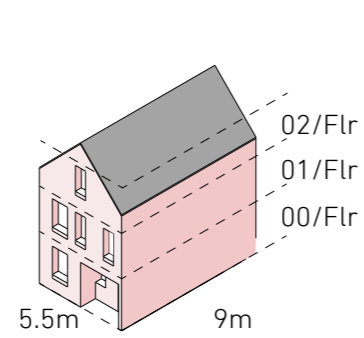
# 10.3. House Types

A number of house types have been used to create a range of unit sizes and character (see also the identity section).

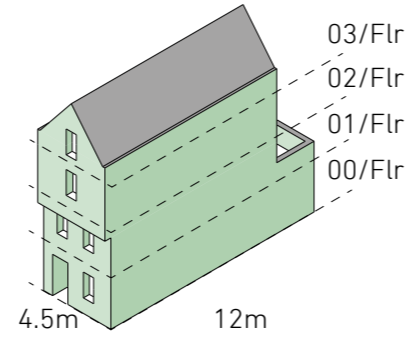
A range of different unit and tenure types helps to create a network of diverse and resilient communities where people are able to find the right kind of home for their particular needs.

The majority of the units are terraced, however, these are mostly arranged in small groups.

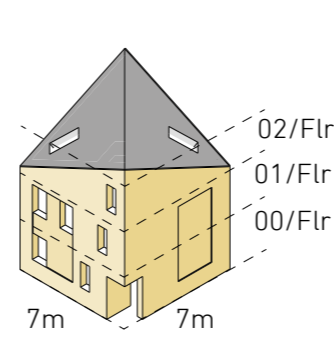
## Wensum Edge



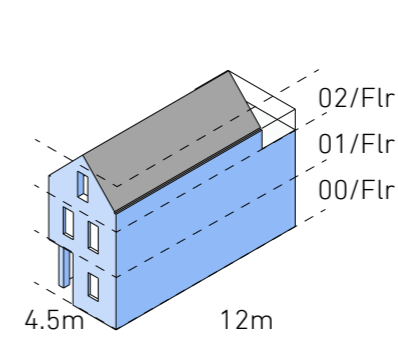
3 bed 5 person



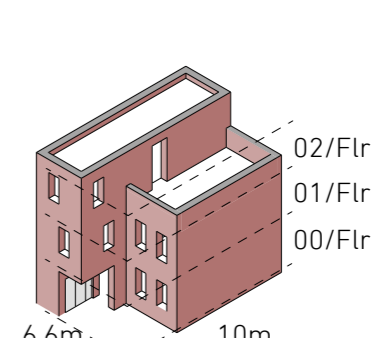
5 bed 7 person



4 bed 6 person

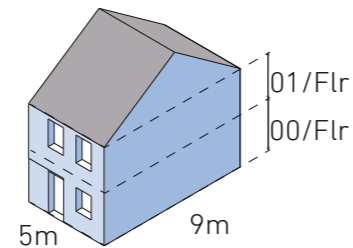


3 bed 6 person

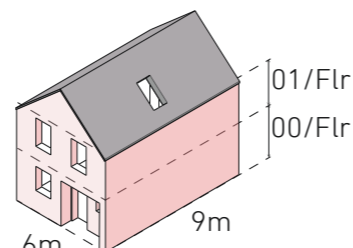


3 bed 4 person

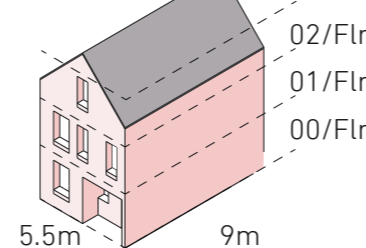
## The Views



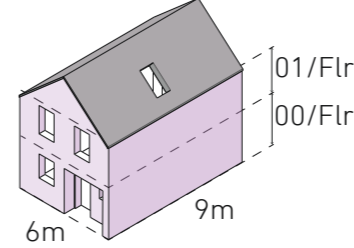
2 bed 3 person  
HT A



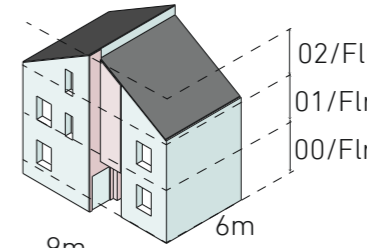
3 bed 4 person  
HT B



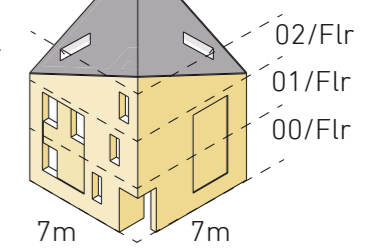
3 bed 5 person  
HT H



3 bed 4 person  
HT O

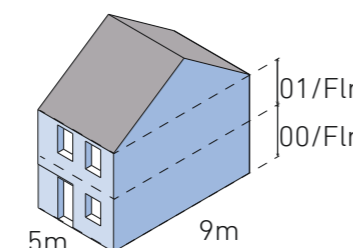


4 bed 6 person  
HT D

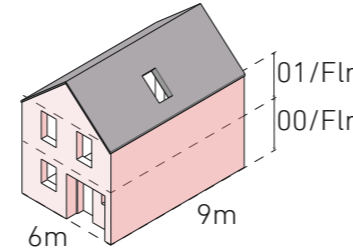


4 bed 6 person  
HT G

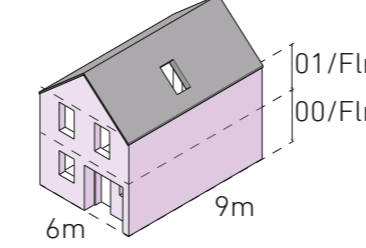
## Yare Edge



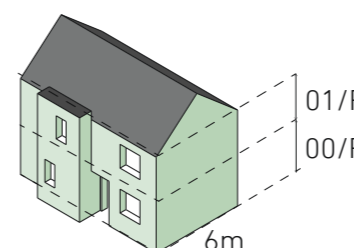
2 bed 3 person  
HT A



3 bed 4 person  
HT B



3 bed 4 person  
HT O



4 bed 6 person  
HT N

House Types (note: colours are to distinguish types and do not have any other significance)

# 10.4. House Types



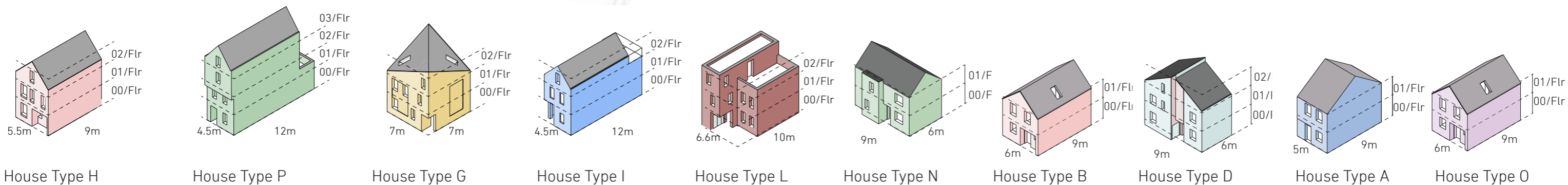
Yare Edge

The Views

Wensum Edge

**Unit Type Key**

- House Type A
- House Type B
- House Type D
- House Type G
- House Type H 2s
- House Type H 3s
- House Type I
- House Type L
- House Type N
- House Type O
- House Type P



House Type H

House Type P

House Type G

House Type I

House Type L

House Type N

House Type B

House Type D

House Type A

House Type O

# 10.5. Dining Quarter

## Dining Quarter

A good dining quarter should offer a diverse range of high-quality dining options in a vibrant and attractive setting.

The new dining quarter should be located in an area of high footfall and natural desire lines, to ensure that it is readily accessible. This may be central within the development area or located adjacent to a preferred vista. It would also benefit from being adjacent to visitor parking spaces. The wider catchment of East Norwich sites may indicate that the more central area is to the North and West of the site. The most practicable location for the Dining Quarter is close to the Spine Road, the Wensum Bridge and near to the river front.

The masterplan locates the Dining Quarter within the former bus waiting square and extends to meet the river. This would form a public square. The square

could perform the following functions within the development:

**Community gathering space:** The public square can serve as a central gathering spot for residents of the development. This can help foster a sense of community and encourage social interaction among neighbours.

**Increase the walkability of the scheme:** The location of the public square in the centre of a development could encourage people to walk rather than drive, promoting a more pedestrian-friendly environment.

**Focal point:** The location of the public square and dining quarter at the intersection of many different movement routes creates a destination focal point at the heart of the development. This helps to create a sense of place and identity.



Roter Mann, Tallinn



Sovereign Square, Leeds



Tasinge Square, Copenhagen



The Strand, Liverpool



Ruskin Square, Croydon



Tasinge Square, Copenhagen



Takutai Square, Auckland



Agora Court, Kidbrooke



Tasinge Square, Copenhagen

# Dining Quarter

## Dining Quarter

The dining area should include different sized units to attract a range of potential occupiers. They are likely to be best located on the ground to provide level access and a visible street presence. They may also include units over two floors, such that occupiers can create different spaces and offers.

Outdoor space for alfresco dining should be considered. This may be located onto the street or areas of public open space, such as park and river edge. Where this is elevated above flood-able areas, guardings should be

designed to maintain visual connectivity with public open space. Potential for solar orientation as well as external shading should be considered.

The streets within the dining quarter should be level and well-lit. Restaurant units should be located near to transport links and away from sensitive habitat including receptors such as bats.

The dining quarter could be identified by different surface treatments, materials or architectural detailing - see also identity and public spaces.



Dining Quarter



Cotton Mill Row Apartments: Commercial use below residential apartments



Location of Dining Quarter



Dining Quarter- Footbridge, marsh and commercial units

Dining Quarter- Public square and commercial units

# 10.6. Community

## Commercial and community uses

The public square acts as a local centre and as such must be as accessible as possible for the majority of the development's residents. Given that almost 70% of the site's 670 homes are located within the Wensum Edge, the location of the public square here is most practical.

The local square will provide for a variety of local needs through the inclusion of a local grocery store of a size suited to the scale of the development. A communal facility. Given the sites adjacency to the Wensum River this could have a leisure function i.e. a canoe/boating club.

The provision of riverside moorings and a de-masting platform help to strengthen the relationship of the community with the river. Ideally these riverside moorings should be fixed along the quayside, which is

possible given that the tidal variations of The Wensum are not significant.



Utrecht canal side regeneration, OKRA





# 10.7. Riverside

The riverside is a key piece of local infrastructure which should shape the character and feel of the local area. In order to maximise the potential of the riverside, provision should be made wherever possible to facilitate interaction between residents, the general public and the river itself. This could take a number of different forms including, developing amenities such as parks, trails, and marinas along the river to attract visitors and provide opportunities for local businesses to thrive.

There may be the opportunity to provide for a communal facility such as a boating or canoe club adjacent to the riverside. A community facility such as this would fulfil two key functions, facilitating cohesion between residents and the river itself.

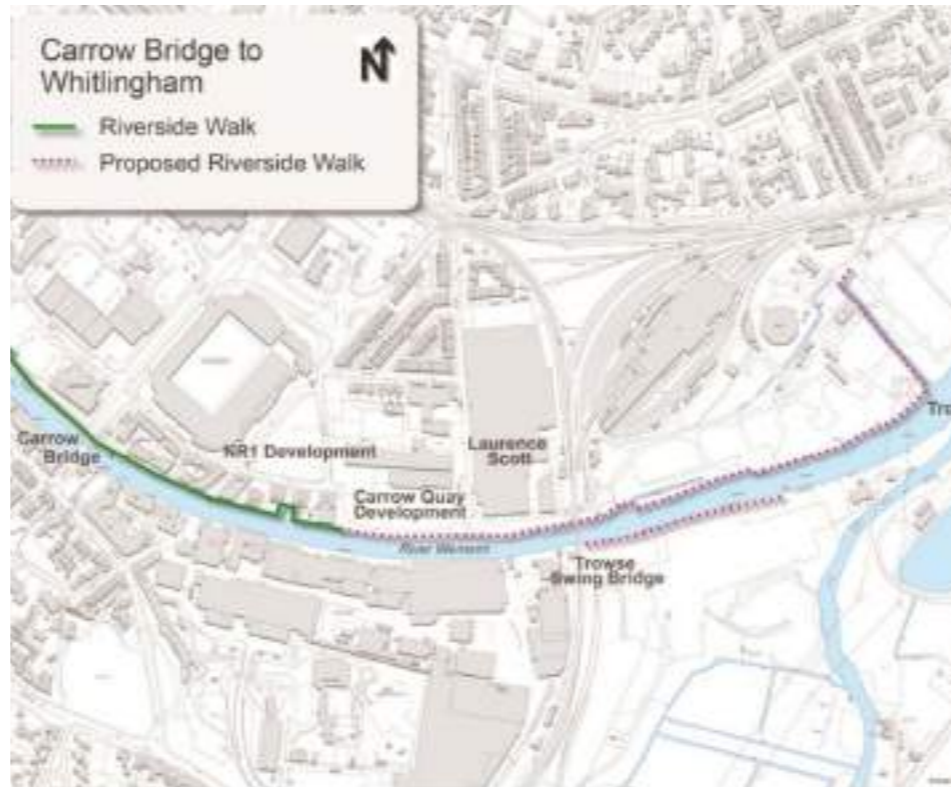
The river corridor provides a variety of ecosystem services, such as habitat for wildlife, and flood control. Preserving and restoring nature along

the riverside helps maintain healthy ecosystems which in turn benefit the general well-being and health of residents.

Details of the proposals are provided on the next page.



Precedents for Moorings and riverside walks

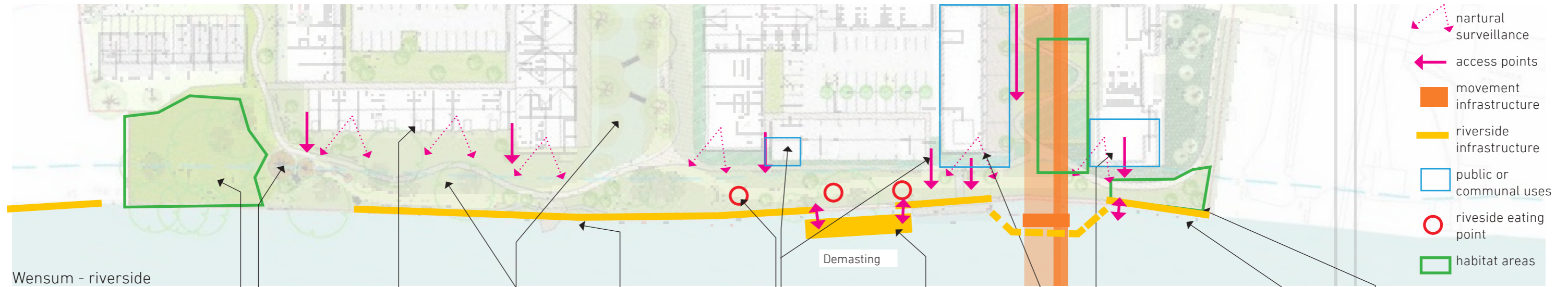


River Wensum Strategy: draft for adoption 2018



Precedents for Moorings and riverside walks

# Riverside activity



Riverside habitat and important trees



Balconies overlooking the waterfront (also on 1st floor and above on all blocks)



Fixed riverside moorings



Floating demasting pontoon



Community facility (hall / cafe) and deck



Marsh habitat strip, preserved



Play as you go



Landscape park



Outdoor eating area (note located opposite parking to avoid nuisance neighbour)



Shared terrace within Block 2 + access to riverside



Restaurant dining and terraces within Block 2



Floating pontoon / moorings possibly as part of the bridge fender

## 10.8. Leisure Moorings

### Leisure Moorings

*'Reserved matters shall include a scheme to facilitate the water based leisure and recreational use of the river frontage, including the provision of moorings and de-masting facilities'*

The 2018 River Wensum Strategy document produced by The River Wensum Strategy partnership (RWSP) states:

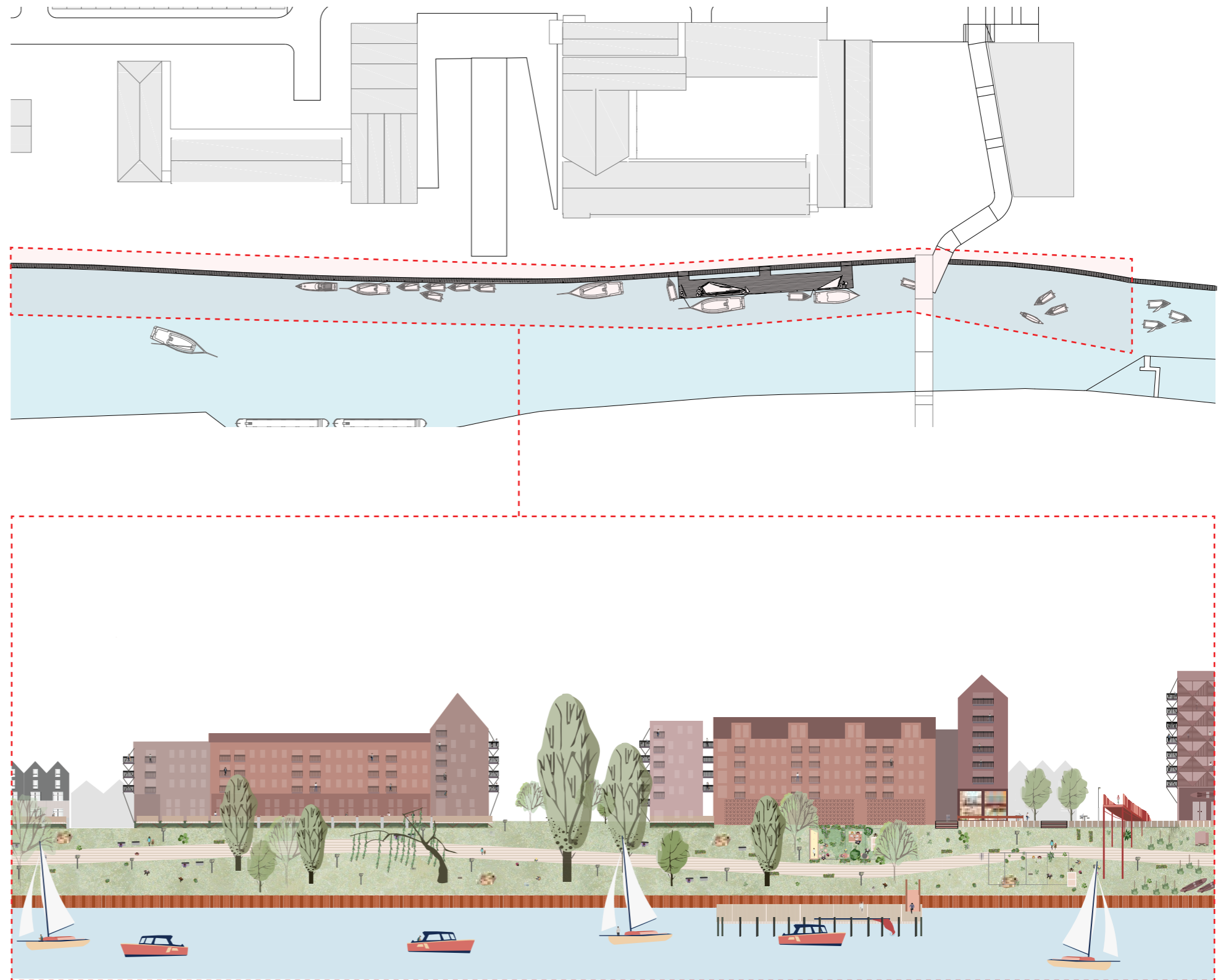
*If there is to be a resurgence of boating activity on the Wensum there is a need for the provision of new mooring facilities in the strategy area. A number of factors have to be taken into account when considering developing new mooring facilities. These include the available river width and depth, the height of the existing banks, the current use of banks and how the bank opposite the proposed mooring site is being used. The design of new moorings facilities should address safety and management issues.*

The provision of leisure moorings along the River Wensum should both help facilitate a dialogue between residents and the river and also animate the riverside, making The Wensum Edge into a 'destination' location.

Ideally these riverside moorings would be easily accessible to residents as well as the general public allowing them to engage directly with the river. Given that the tidal variation at this point of The Wensum is not significant these moorings could be fixed along the quayside adjacent to the existing sheet pilings rather than on pontoon bridges.

The de-masting facility has been located prior to the bridge and opposite Block 2. New timber decking will be provided over the top of the existing concrete pile capping to create a new quayside and moorings.

*See also drawings*



Leisure Moorings and de-masting facility located along The Wensum Edge