

1. INTRODUCTION

Welcome to Our Exhibition

Richborough Estates would like to welcome you to this public consultation event offering information about our proposals for new housing on land off Mundesley Road and Acorn Road.

Richborough Estates is a land promotion company which seeks to engage with communities in consultation events such as this to make sure that key stakeholders are involved wherever possible.

Housebuilders often require ‘oven ready’ land to supplement their long-term strategic options. Richborough work hand in hand with landowners to satisfy these short-term land requirements by promoting land through the planning process.

Sharing our emerging proposals for development at North Walsham with you community is an important part of the process. We would like to hear your views and will consider all comments and feedback that we receive before we finalise our proposals and submit an outline planning application next year.

In order to provide as much information to you as is possible – and gather it from you, our technical team are present at today’s event to answer your questions and discuss any concerns.

What is Being Proposed?

The following boards show the research and technical appraisal work that we have undertaken so far to ensure that we understand the site and its context. These studies inform our current proposals for;

- Up to 300 new homes;
- The potential provision of land for a new community-focused building;
- Public access to a significant area of new informal open space along Little London Road;
- New equipped children’s play area(s);
- Vehicular access to the site from Mundesley Road and Acorn Road.

Why Do We Need More Homes?

- The level of population and hence the number of households is increasing all the time;
- As people are living longer, housing pressures increase;
- More homes are needed so that younger people aren’t forced to move away from the town and also to accommodate new comers;
- Throughout or lives, we need to ‘trade up’ or ‘trade down’ to bigger or smaller houses depending on our circumstances; and
- There is a need for both open market and “affordable housing” in the area.

Where is the Site?

The site is located at the northern edge of North Walsham and is approximately 1.3km (0.8 miles) from the centre of town, which equates to a walk of about 15 minutes.

Identified by the red line on the below plan, the site measures approximately 14.5 hectares (36 acres) and is defined by;

- existing houses along Swafield Rise, Acorn Road and Wharton Drive in the south;
- Mundesley Road and the disused railway cutting that forms part of The Paston Way to the west;
- Little London Road in the north; and
- the route of public footpath FP11 and an existing field boundary to the east.



Extent of the site

2. ABOUT THE SITE AND ITS SURROUNDINGS

Our team of planning, design, engineering and environmental specialists have undertaken initial study work to gain an understanding of the site and the surrounding area. Their work is summarised here.

Appraisal of the Site and the Context

Panoramic view of the site from the northern end of Mundesley Road



Footpath link to Mayfield Way



Acorn Road



Swafield Rise



Western edge of the site: Railway cutting



Eastern edge of the site: Public footpath FP11



Southern edge of the site: Little London Road



Landscape Character

The site comprises a large field, currently used for agricultural purposes. It is relatively enclosed, located against the existing settlement edge which provides an urbanising influence. The edges are defined by mature tree and hedgerow vegetation to the north, east and west and a mixture of residential boundary treatments to the south. The land within the site is gently sloping with the highest point towards the west at 34m AOD (Above Ordnance Datum) and the lowest points towards the east at 21m AOD. These slopes define a bowl formation in the central northern part of the site.

Visual Amenity

The majority of views to, across and from the site are localised with some glimpsed views of the site from the wider open landscape north of the site, where permitted by gaps in vegetation. Retention and enhancement of this vegetation, especially along the northern, eastern and western edges will aid the assimilation of development on the site into the settled edge and prevent new development becoming a dominant feature in the view from the open landscape to the north. Visual receptors including nearby residents, users of the public rights of way and the adjoining highways are mostly localised and amenity has already been influenced by the surrounding land use.

Heritage

Using historic mapping, we have identified a historic hedgerow pattern across the site that previously divided it into three separate enclosures but which have been removed to accommodate modern farming techniques.

Ecology

The railway cutting alongside the west boundary of the site is designated as the Paston Way and Knapton Cutting County Wildlife Site, and is mostly of value for its wooded habitats and as a corridor across the landscape. The field is of low ecological value, with surveys not recording the presence of species such as skylarks and brown hares. Within the hedgerows a small number of breeding species were recorded, the most significant being dunnoek, bullfinch and song thrush and possibly yellowhammer. These are widespread species that have declined in recent years.

Surveys for bats recorded low numbers of five foraging species around the boundary of the site. It is not thought that roosts are present in the hedgerow trees. The rare barbastelle bat was recorded within the railway cutting but not the site itself.

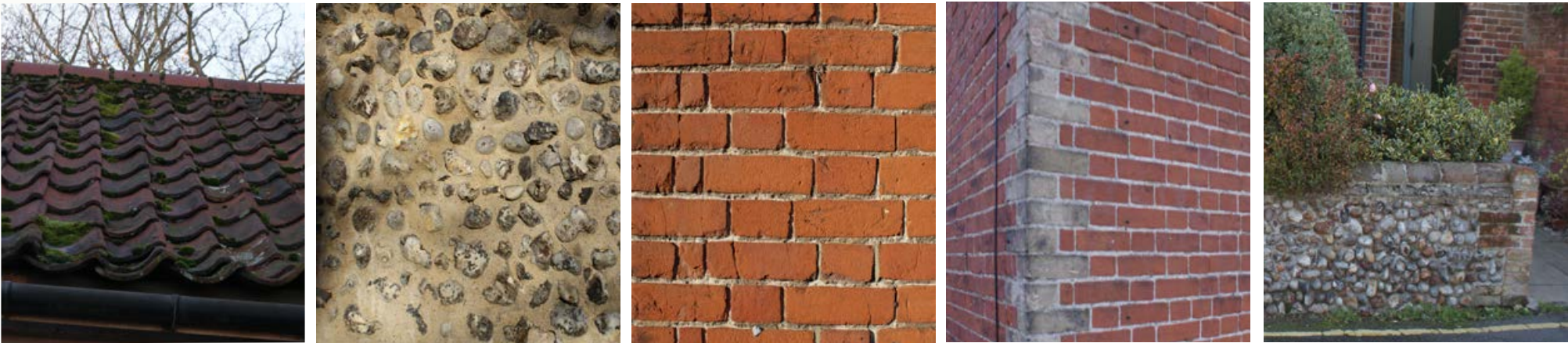
Many other species of possible interest are concluded to be absent, either following direct surveys (such as reptiles) or based on the low suitability of the habitat. Species of importance that are likely to be present are those that are widespread but known to be declining, such as hedgehogs.

Proposed areas of public open space as part of emerging development proposals will provide opportunities for new habitat areas for many species that are currently not present on the site, or restricted to the field margins. To reduce the potential impacts on the adjacent County Wildlife Site it is proposed that development should be set-back from the west boundary.

3. ABOUT THE SITE AND ITS SURROUNDINGS

Appraisal of Local Character

Local Materials and Detailing



The North Walsham Vernacular



Access and Movement

Two points of vehicular access to serve the site are proposed. The primary access is anticipated to be via Mundesley Road, with the road being diverted into the site, while still providing access to existing properties and walking routes.



Mundesley Road



Acorn Road

A second access is proposed via an extension of Acorn Road, which is already constructed to modern estate road standards. The apportionment of new homes and the layout of new streets will aim to minimise the impact of development on these existing routes.

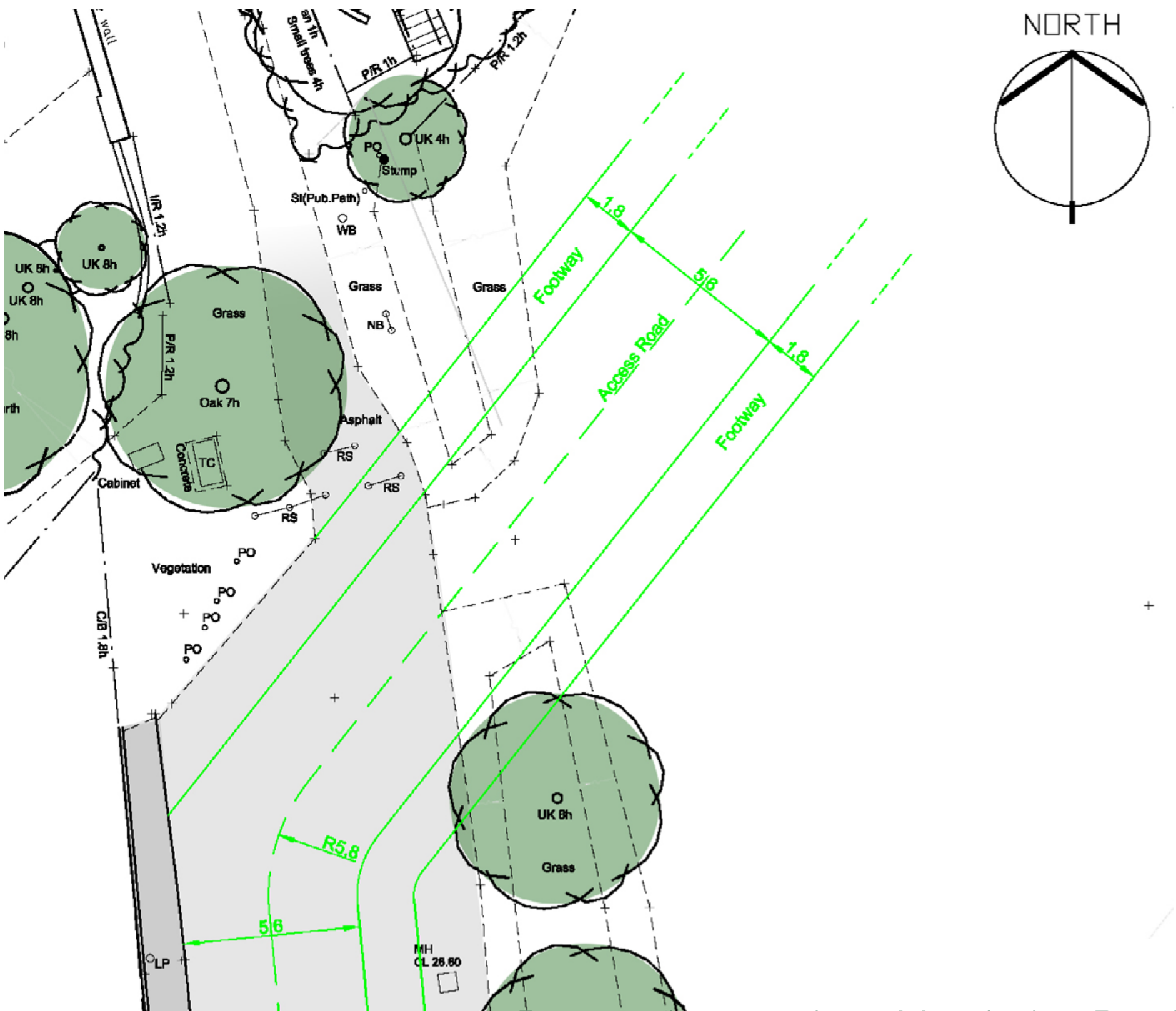
Both points of access will be designed to the appropriate standards and include provision for pedestrians, cyclists and motorised vehicles. Larger vehicles for refuse collection and deliveries will also be accommodated, as will buses if it appropriate to do so.

The site is very well located for access to existing local services, facilities and public transport being situated close to the town centre and railway station.

Detailed transport analysis is currently being undertaken. Our proposals will then be assessed and localised highways improvements will be proposed as appropriate.

The existing public footpaths and The Paston Way offer excellent opportunities for our proposals to further enhance public access to new facilities and open space and also to formalise routes that are already used by the existing community.

A Travel Plan will be produced in connection with the proposed development to reduce the overall impact of the scheme in terms of vehicular traffic and encourage the use of more sustainable modes of travel.



Proposed access from Mundesley Road



Proposed access from Acorn Road

4. ABOUT THE SITE AND ITS SURROUNDINGS

Flooding and Drainage

Our studies indicate that the site conditions are suited to soakaway drainage for both dwellings and roads. Therefore surface water runoff from the roadways is likely to be drained to a series of infiltration basins situated in the lower northern parts of the site, sympathetically incorporated into the public open space. It is anticipated that runoff from roof areas and private driveways of new homes will be directed to individual cellular soakaways positioned within rear gardens.

Foul drainage will be designed to drain under gravity to a pumping station positioned in the northern part of the site, appropriately positioned away from dwellings to avoid issues of odour and noise. It will subsequently pump flows back through the development to a connection to the Anglian Water network within Acorn Road. Anglian Water have been consulted and have confirmed that capacity is available for this connection.

Services and Utilities

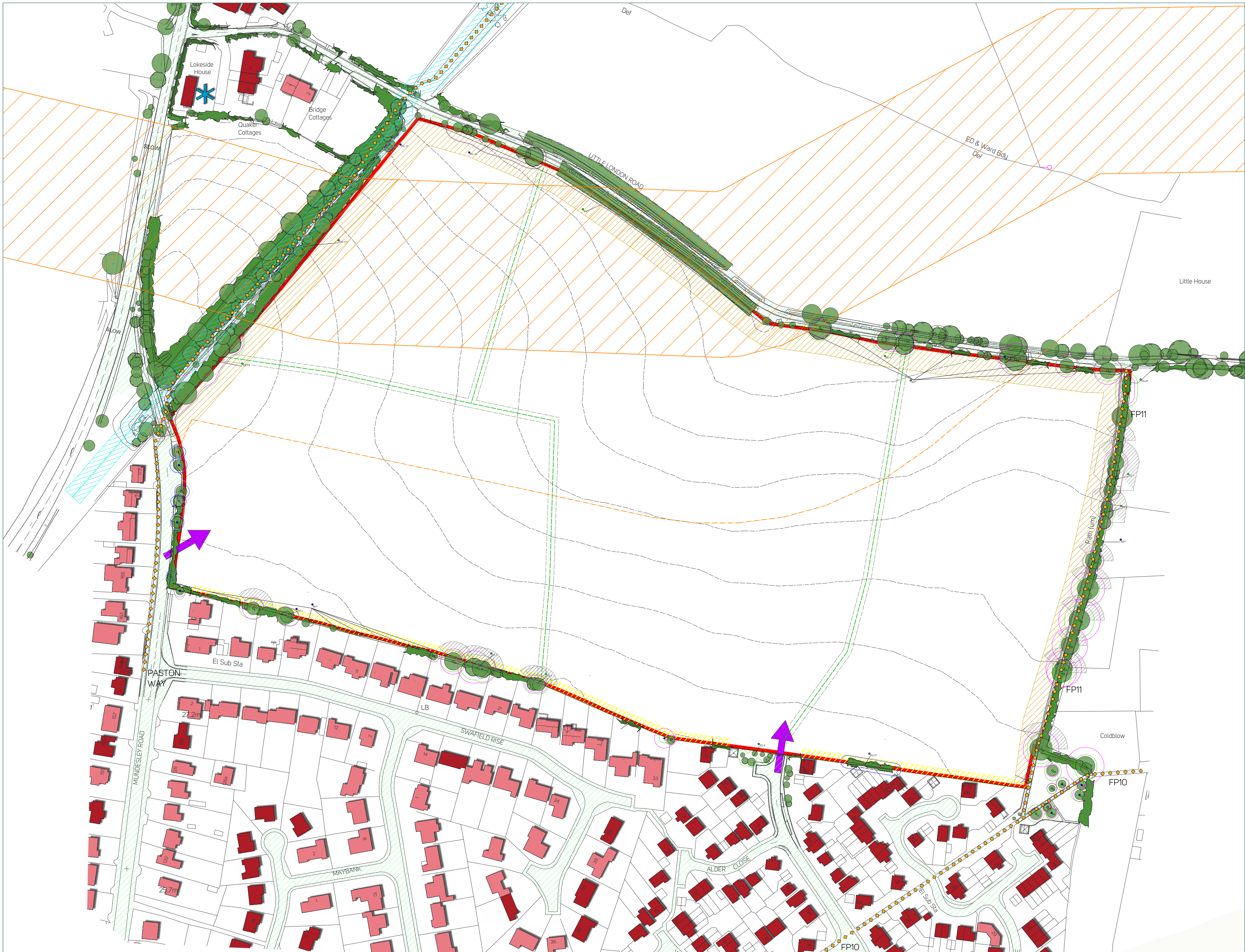
Our research and correspondence with the various statutory undertakers confirms that, subject to appropriate network upgrades in some cases, capacity is available in the local utility networks for the development, including telecoms, gas and electricity and waste water.

We have identified a gas condensate pipeline which passes beneath the disused railway line along the western boundary of the site. This has a total easement of 12.0m (6.0m either side of the centreline), however given the width of the railway cutting this will not have any impacts on our proposals, nor will the development cause any detriment to the line.

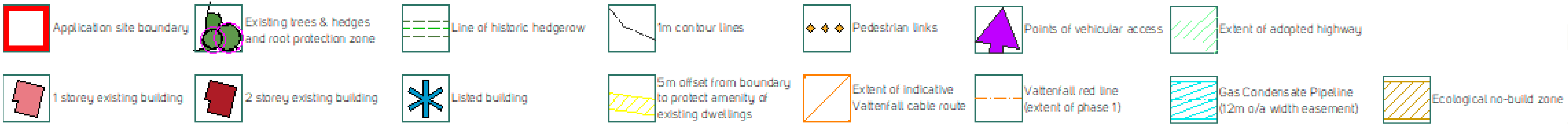
We are also aware of the Vattenfall off-shore wind-farm scheme which includes the proposed definition of a corridor across the northern part of the site for underground power cables.

Summary of Known Constraints

The plan opposite summarises the constraints identified by our studies to date, as presented on the preceding boards.



Combined Constraints Plan



5. OUR PROPOSALS

The research and technical appraisal work that we have undertaken so far and summarised on the preceding boards gives us a good understanding of the physical, technical and political context. Our emerging proposals are based upon this.

Our proposals will ultimately form an Outline Planning Application that will be submitted to North Norfolk District Council. If approved, this will establish the principle of development in this location and the parameters against which future Reserved Matters Applications (detailed design) must be set.

We currently anticipate that our application will have all matters reserved, except access. This means that detailed information will be submitted showing the precise form of the two new vehicular access points, whilst other elements such as the exact number and size of homes, their appearance and the exact form of the layout will be determined at a later time. North Norfolk District Council can however, impose conditions on a planning application approval to ensure that important aspects of our work are retained in future detailed designs, should they see a benefit in doing so.

Our Concept

- 1. Green corridors along the route of historic hedgerows will provide visual and physical connections to the open countryside to the north.
- 2. Three development zones broken up by the green corridors, set back from Little London Road and responding to the existing "bowl" topography.
- 3. Primary vehicular access formed as a continuation of Mundesley Road; the street defined to ensure a vista along it to the open space in the north.
- 4. Secondary vehicular access from Acorn Road experiences a similar vista along a green corridor to open space in the north.
- 5. "Arrival" nodes close to both of the new vehicular access points offer early opportunities to transition and create character.
- 6. Primary Street connects the two vehicular access points, but can be delivered in phases and potentially designed to accommodate buses.
- 7. "The Lane" could be an enclosed shared surface street with organic building line and varied building height, taking inspiration from streets in the town centre.
- 8. Whilst most of the open space is concentrated in the north to form a new meaningful and usable community asset, incidental open spaces would also occur within the development zones to provide relief and act as legible place-making features.



Concept Plan



6. OUR PROPOSALS

The emerging parameters plan (opposite) begins to establish a set of rules that future detailed designs could be required to follow.

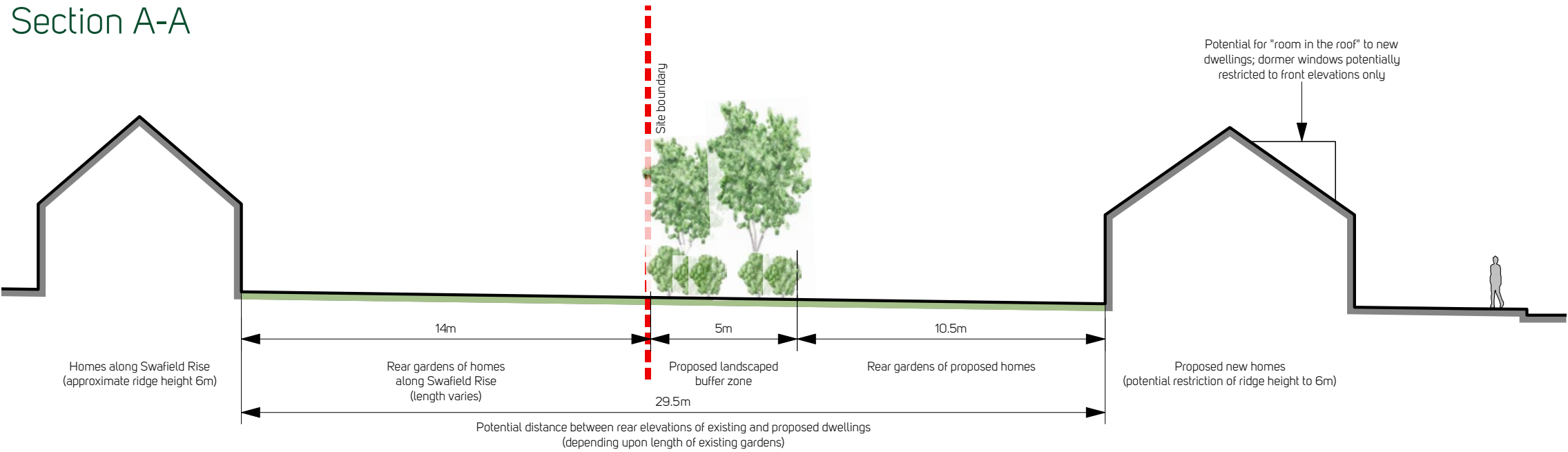
The precise number of homes that we define in our application is to be confirmed. However, planning policy does require the provision of affordable housing and that “development optimises the density of the site in a manner that protects or enhances the character of the area”. In North Walsham, North Norfolk District Council has policy that requires new housing development to achieve densities of “not less than 40 dwellings per hectare”.

The Existing Adjacent Neighbourhood

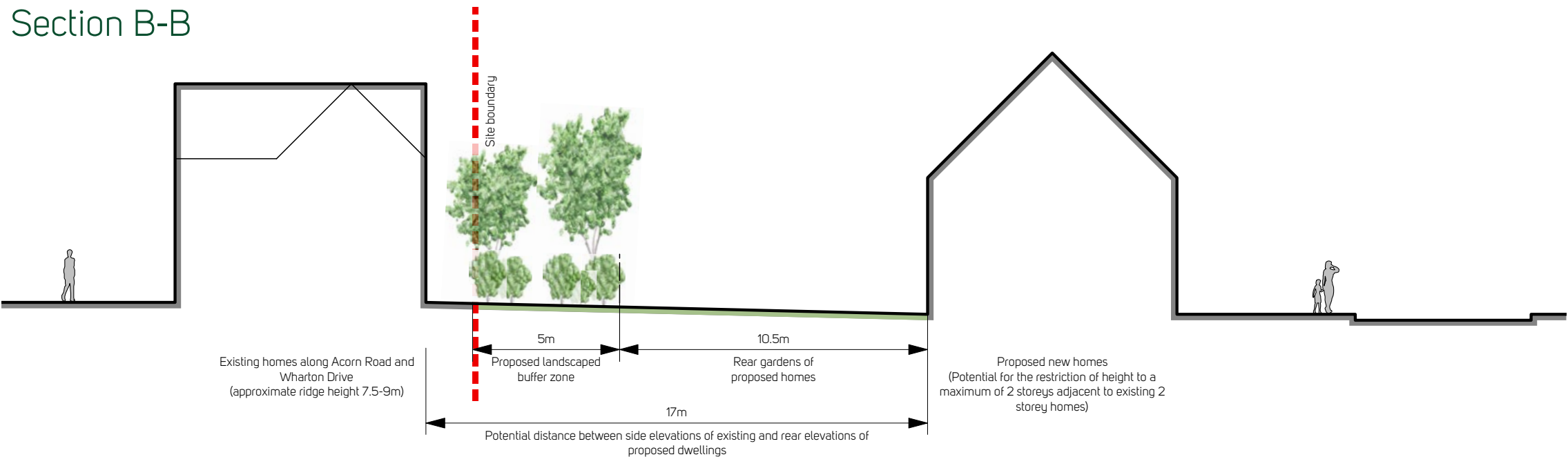
The southern boundary of the site is defined by rear and side boundaries of existing one and two storey homes. Local planning policy requires a minimum separation distance between dwellings of 21m (back to back) or 12m (back to side). We are proposing the creation of a 5m wide planted “green buffer zone” along the boundary that, when added to rear gardens of new houses will ensure that the separation distances achieved exceed policy requirements.

We are also exploring the potential of restricting building heights of new homes adjacent to the southern boundary, particularly against existing bungalows.

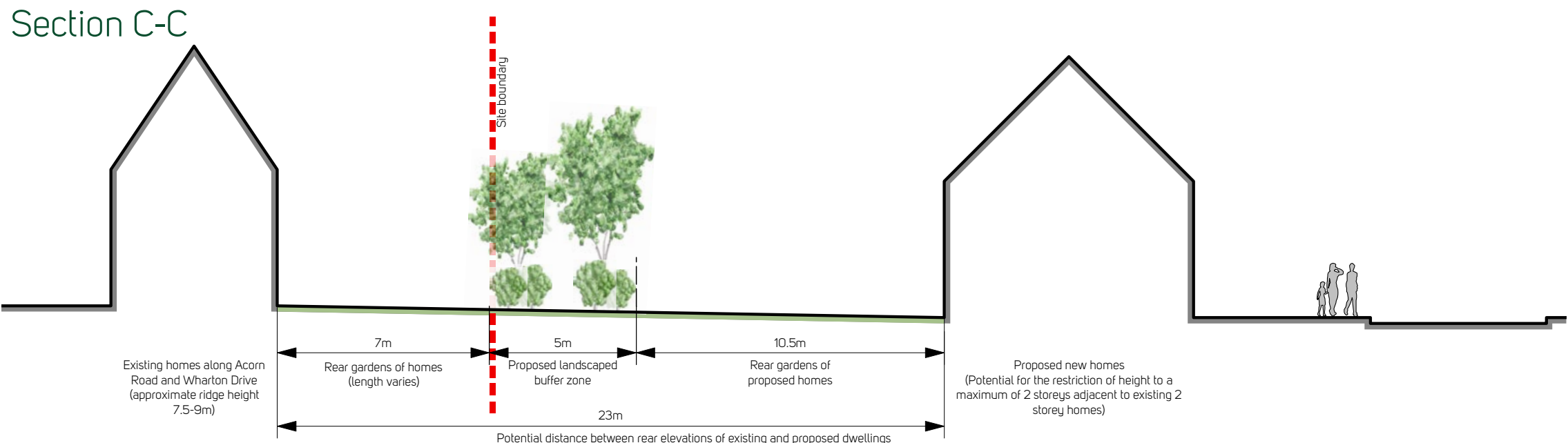
Section A-A



Section B-B



Section C-C



Emerging Parameters Plan



- Application site boundary
- Existing trees & hedges and root protection zone
- Proposed planting
- 1m contour lines
- Existing pedestrian routes (public footpaths)
- Proposed new pedestrian routes
- 5m offset from boundary to protect amenity of existing dwellings
- Extent of indicative Vattenfall cable route
- Vattenfall red line (extent of phase 1)
- Public Open space (5.78ha)
- Phase 1 residential development (4.90ha)
- Phase 2 residential development (2.97ha)
- Potential area of lower building heights and bungalows
- Potential location of community-focused building
- Potential location of play area for older children
- Potential location of play space for younger children
- Vehicular access points
- Indicative route of primary streets (Infrastructure = 0.75ha)
- Indicative route of secondary streets

7. OUR PROPOSALS

Our illustrative layout shows how development could be brought forward in accordance with the emerging parameters plan. Your input today will provide useful local knowledge and be carefully considered as we prepare to make a planning application.



- Key
- Application site boundary
 - Existing trees & hedges and root protection zone
 - Proposed planting
 - 1m contour lines
 - Existing pedestrian routes (public footpaths)
 - Proposed new pedestrian routes
 - Public Open space
 - Residential development
 - Indicative built form
 - Extent of 1 acre plot for community-focused building
 - Indicative streets
 - Potential use of feature materials in street

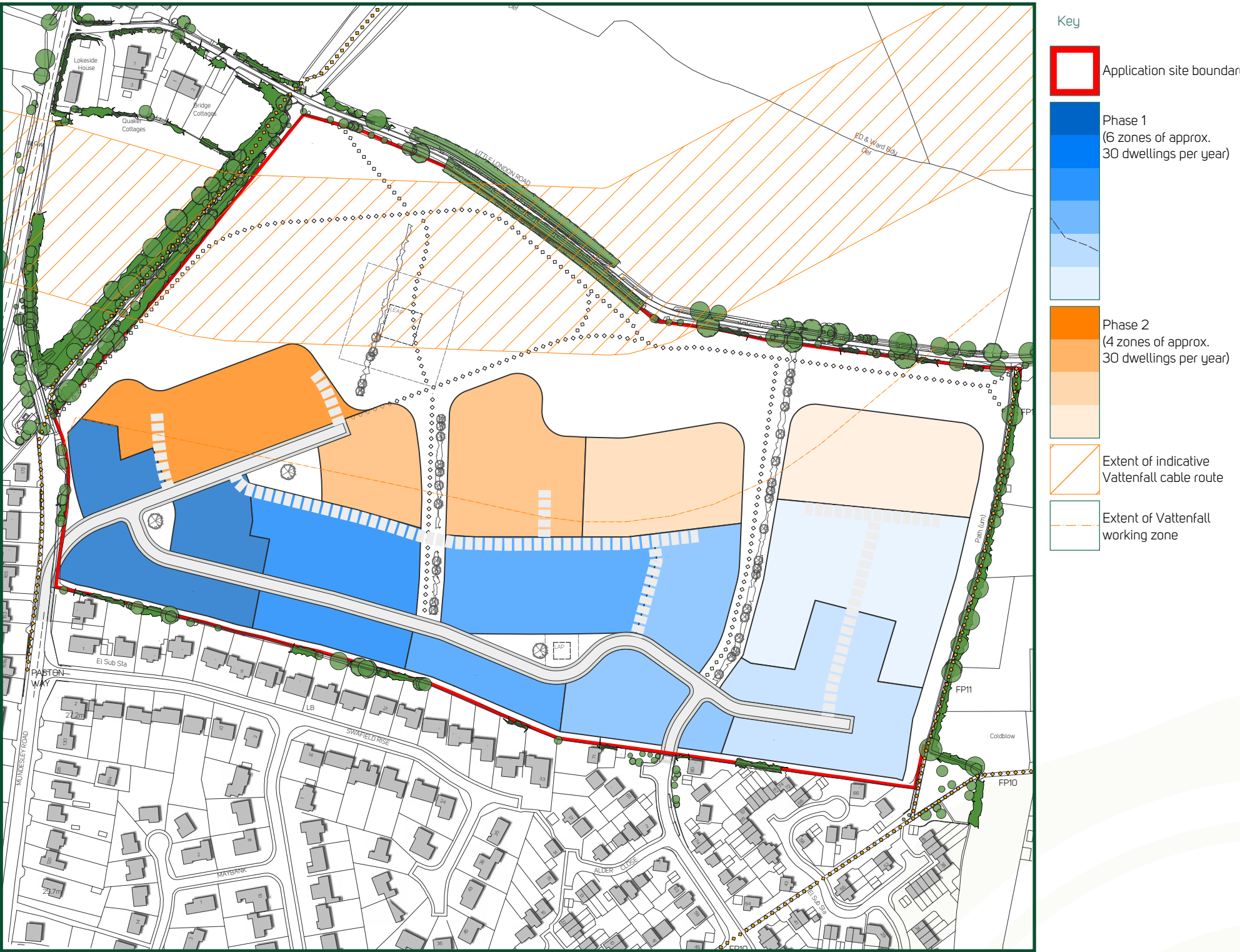
Emerging Illustrative Layout

On-site Community-use Building

We are currently consulting with local service providers to identify any opportunities for the provision of new services that would be of benefit to the new and existing community. The illustrative layout currently identifies potential sites for a new doctors surgery and pharmacy, should the need be identified.

Anticipated Development Phasing

The indicative construction programme presented for the offshore windfarm is for the completion of the onshore element by 2026. Assuming a build rate of approximately 30 homes per year, there is enough available land beyond the extent of the working zone for the windfarm for 6 years' worth of development (approximately 190 homes). The remaining development land identified within the windfarm working zone can then deliver new homes upon completion of the onshore windfarm works, in a seamless fashion.



- Key
- Application site boundary
 - Phase 1 (6 zones of approx. 30 dwellings per year)
 - Phase 2 (4 zones of approx. 30 dwellings per year)
 - Extent of indicative Vattenfall cable route
 - Extent of Vattenfall working zone

Indicative Phasing Plan

8. OUR PROPOSALS



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Key

- Application site boundary
- Existing trees & hedges and root protection zone
- Proposed planting
- 1m contour lines
- Existing pedestrian routes (public footpaths)
- Proposed new pedestrian routes
- Public Open space
- Residential development
- Indicative built form
- Extent of 1 acre plot for community-focused building
- Indicative streets
- Potential use of feature materials in street

Next Steps

Feedback forms are provided in the hall. You may either complete one whilst you are here and post it in the feedback box, or take one away and complete it at your leisure.

You are also welcome to take additional copies for friends and neighbours who haven't been able to attend today's event.

Thank you for your time today.