

BAS/KH/17.50

12th December 2017

Mrs Leeann Jackson-Eve
Chairperson Redgrave Parish Council
Wayside Cottage
Cherry Tree Lane
Botesdale
DISS
IP22 1DL

Dear Mrs Jackson-Eve and Redgrave Parish Councillors

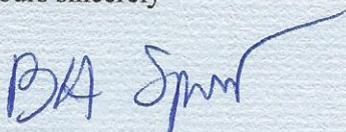
**Re: Proposal for 30 dwellings - Land adjacent to Charters Towers,
The Street, Redgrave, IP22 1RZ**

Further to our submission of a Planning Application – planning reference: DC/17/05663 for the above site, we write to provide you with information relating to the proposed development of 30 new dwellings in Redgrave.

- This is a small scale development of 30 dwellings proposed by longstanding local land owners Mr and Mrs Topham who live in Botesdale.
- The proposal is low density with only 30 units on site and generous open green space central to the scheme, similar to other open greens in the village. Typical density per hectare by developers would place 50 dwellings on a site this size.
- Construction jobs will provide employment to the local community, training for people in traditional skills such as brick laying and carpentry as well as new skills, such as installing renewable energy systems and metal roofing.
- The proposal comprises mixed housing sizes and tenure including 4 affordable flats, 8 affordable shared equity 2 bedroom houses along with 4 self-build houses.
- The development will bring more residents to Redgrave, which will support the continuing existence of the local pub, the community shop and bring more families with young children to attend the local schools.

We invite community members to direct comments on the proposals to Hollins as well as the council for our consideration and review and are willing to present the scheme to the parish council.

Yours sincerely



Barbara Ann Spencer (BSc Arch)

Encs

*C R Tanner FRICS
R Marsh-Feiley BA (Hons)
Dip Arch RIBA*

*Associates:
R J Foulkes MRICS
Matthew Payne ACIAT
J R Tanner BSc (Hons)*

*Planning Consultant:
Stuart P Reid*

HOLLINS

*Architects, Surveyors & Planning Consultants
Framlingham suffolk*

PLANNING STATEMENT

**INCORPORATING
DESIGN & ACCESS STATEMENT AND
HERITAGE STATEMENT
SUSTAINABILITY STATEMENT
INCLUDING TRANSPORT ASSESSMENT
COMMUNITY ENGAGEMENT**

IN SUPPORT OF

AN APPLICATION TO BUILD 30 NEW RESIDENTIAL DWELLINGS

AT

**LAND ADJACENT TO CHARTERS TOWERS
THE STREET
REDGRAVE
DISS
IP22 1RZ**

FOR

MR AND MRS TOPHAM



INTRODUCTION

This Design & Access Statement accompanies an application for Planning Permission for 30 new dwellings on a 1.97 hectare site at the outskirts of the village of Redgrave, near Diss, along the B1113 road. Redgrave village sits near the river Waveney at the southern boundary with Norfolk County, 7 miles from the market town of Diss. The new dwellings comprise a mixture of affordable flats, small two storey dwellings and larger open market detached and semi-detached houses and are designed around two large shared green spaces.

This statement is submitted in conjunction with the submitted plans and documents:

- 17-50-001 Location Plan
- 17-50-002 Existing Block Plan and Topographic Survey
- 17-50-200 Proposed Block Plan
- 17-50-201 Proposed Detail Block Plan
- 17-50-202 Proposed Units A B and C Plans and Elevations
- 17-50-203 Proposed Units D E and F Plans and Elevations
- 17-50-204 Proposed Houses G Plans and Elevations
- 17-50-205 Proposed Site Elevations

USE

Existing: Agricultural field

Proposed: Domestic Dwellings

PRE-APPLICATION ADVICE

A meeting was held in early April with Gemma Walker, senior Planning officer at Babergh Mid Suffolk offices in Needham Market to discuss the proposals. Ms Walker's comments were that the proposal looked acceptable, and her other subsequent comments via email, regarding required reports have been followed through by commissioning Ecology, Ground Investigation and Contamination reports.

HIGHWAYS CONSULTATION

The project Architect, Rob Marsh-Feiley has been in consultation in July 2017 with Martin Egan, Highways Development management Engineer, Endeavour House, Ipswich martin.egan@suffolk.gov.uk regarding the access to the site and the proposals. A preliminary access driveway layout with two road access points and an internal loop was amended to Martin's recommendations. The current proposal shows a single access drive, perpendicular to the B1113, leading to a single looped drive shared by all the new dwellings. The B113 road connects to the A1066 to the north and to the A143 to the south and serves the village of Redgrave only, not connecting to other nearby villages directly. It is not a busy road, even at peak morning and afternoon commuting times.

SITE AND SETTING

The village of Redgrave lies 7 miles west of the Norfolk market town of Diss, in the far northern part of Mid Suffolk District. It is a very small settlement which has developed over time along a linear path along the B1113 road which connects it to the nearby parish of Botesdale to the south and the village of South Lopham to the north, with several large open greens forming part of its historic character.

There are approximately 220 homes in the village, 50 of which are listed and many are thatched. The centre of the village is marked by "The Knoll", an attractive village green with an historic oak tree and a pond, which provides a home to wild ducks and other wildlife. The village green is surrounded by a number of attractive buildings, including the quaint beamed local pub, the Crosskeys, which also marks one of the main bus stops in the village.

HERITAGE

Redgrave history is steeped in arable land farming, particularly hemp production and reeds for thatch, grown in the nearby Redgrave and Lopham Fens which occupy the valley between Diss and Redgrave and are fed by the Waveney and Little Ouse rivers.

Redgrave village is associated with the historic Redgrave Manor, which belonged to the Bury St Edmunds Abbey since 1004, serving as a hunting lodge and monastery. Henry VIII sold it to a prominent family. A prestigious mansion was erected in 1542 and later Capability Brown designed Redgrave Park, featuring a large lake in the 1760's. The manor house itself was dismantled in 1947 to pay estate taxes, and is now operated as a farm.

The Redgrave Conservation Area is outlined in purple on the map shown below. The proposed site falls within the Conservation Area at the northernmost edge. Redgrave has decreased in population over the past 120 years, and the Village Pub and community shop are at risk.

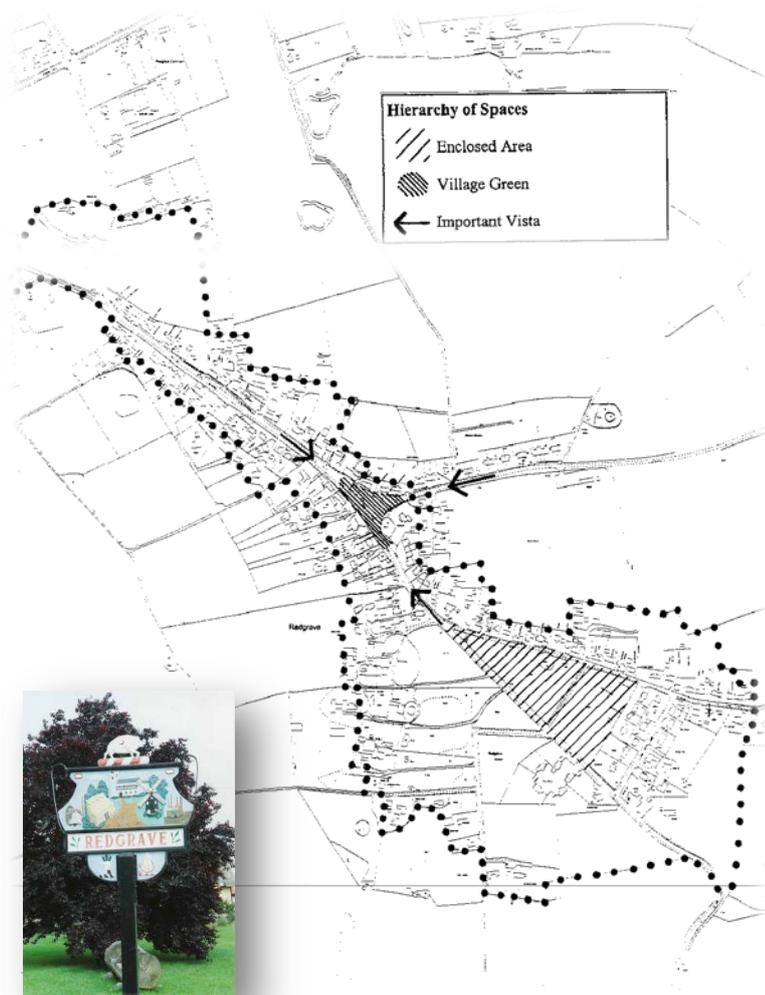


The Conservation Area Appraisal, published in 2008 by MidSuffolk District Council, identifies trees and buildings of particular significance within the Conservation Area, none of which fall within the proposed site boundaries.

THE SITE

HERITAGE

The 1.97 hectare site was formerly used as arable land associated with Pound Farm house directly across the road. The land is now owned separately and it is no longer a useful agricultural or arable site. The existing location of an agricultural access onto The Street is maintained for this scheme as recommended by our Highways consultation.



This hierarchy of space analysis to the left is similar to our own assessment of the village form and led to the proposed site layout using an open green. Note that the “important vistas” are not affected by these proposals.

The introduction of 30 new dwellings at the northern boundary of the Conservation Area will not have a significantly detrimental impact on the setting or Heritage of the Village, and is mitigated by the generous open spaces that are part of the scheme. New residents in the Village will increase the viability of the local pub, community shop and local schools.

Illustration from Conservation Area Appraisal, 2008

TOPOGRAPHY, LANDSCAPE, LAYOUT

Evidence of a small historical gravel pit is visible on the site from the early 20th century. A site investigation report was completed in August 2017, which concludes that the site is not considered subject to contamination as a result of the former gravel pit works. In addition, an ecology report, landscape assessment and surface water drainage strategy report have been completed and are submitted with this application. Boundary hedging and Scots Pine are present at the edges as well as one large Oak tree on the interior of the site, all to be protected and maintained in this scheme. The topography features a gentle slight slope across the central axis of the site, towards the road.

A 1300 sm buffer area is maintained to the south to protect existing rear gardens privacy. This buffer area will be planted with trees and provide a new wildlife corridor.



Aerial photo of site showing boundary in red. The 1300sm area in pale green shows the “buffer area” to protect existing dwellings’ back garden privacy which will also create a wildlife corridor.

The proposed site layout uses an open green space fronting the road and a larger internal “green” as the centrepiece of the new development layout. These spaces provide views into the site, maintaining some of the existing open sense of space. The smaller front green and shared pavement is bounded by new semi detached dwellings, curving into the site along a new pedestrian path from the village.

These are designed to follow the linear path of adjacent houses such as Pine Tree Cottage and lead into the site in an organic way. As one drives into Redgrave from the north along the B1113, they should form a pleasing village entrance with the open space in front of them.

The generous internal green and circular drive layout places the front doors of most dwellings facing the green, well apart from each other. The open green, 0.6 acre in size, is to be planted with trees. In addition a children's play area, fitness equipment or similar shared amenity could be provided as part of the green.



LAYOUT

The site layout is conceived with a small entrance green that opens up to a larger central green with all dwellings facing it.

The front garden allows the linear frontage of houses, typical of the village to lead to a larger open green again typical of some of the many Suffolk villages such as Wortham, Parham, Hoxne and Redgrave itself.

AMOUNT

30 new dwellings, central green of approx. 2,300 sm (half acre), shared open space at front of site around 2000 sm.

Total area of affordable housing: 848 sm

Total area of Market Housing: 2263 including 800sm self-build

Total area of development is 3111 sm

SCALE

The new dwellings are taller than typical dwellings from the 17th to 19th century in Redgrave, reflecting modern space expectations and levels of insulation in the roof. New street fronting properties have lower eaves, however, to mitigate impact and reflect the existing properties along the road.

LANDSCAPING

In addition to the shared central green, each house will have both a front and rear garden. New trees are proposed for the central green and buffer trees where views are impeded into the site from existing dwellings.

The existing large oak tree on site will be retained as a feature near the new affordable flats fronting the main road and suitably protected during construction.

APPEARANCE

The front units have been designed using traditional materials- red bricks, pan tiles and welsh slates, and traditional white joinery for windows and doors- that reflect the palette of materials along the main street. The more internal properties around the large green are designed with a more contemporary palette of materials, predominately rendered walls, slate roofs and glass balcony rails with contemporary self build units at the remote corners featuring vertical timber cladding and metal roofs.

ACCESS

Highways consultation advice has been integrated into this proposal. The access to the site is located in the preferred location. A new bus stop is proposed at the street side of the site, and bicycle shelters are indicated near the doors of the shared dwelling houses.

ENERGY PERFORMANCE

CONSTRUCTION

The proposed dwellings will be built to higher standards than current Building Regulations requirements with 450mm thick walls and incorporating heat recovery mechanical ventilation systems. The site planning includes recycling bins and bicycle storage.

It is intended that the units will perform to meet the German Passivhaus Standards although it is not intended that they are registered on the scheme.

ACCESSIBILITY:

The new dwellings will be accessible in accordance with Building Regulations requirements.

PLANNING POLICY

MSDC has a significant shortfall in its housing land supply and therefore the local plan (Mid Suffolk Core Strategies Reviews stages 2008 & 2012 refers) cannot be relied on in respect to new housing and therefore the national NPPF (2012) should be taken into consideration when determining this application.

The NPPF was published in 2012 and set out the Government's planning policies for the planning system across the country and aims to promote development that can be illustrated to be "sustainable".

Paragraph 7 of the NPPF defines 3 rules of sustainable development. These are:

1. **Economic Role**

Contribution to a strong, responsive and competitive market by ensuring sufficient level of the right type is available in the right place and at the right time to support growth and innovation.

2. **Social Role**

Supporting strong, vibrant and healthy communities by the supply of housing required to meet the needs of present and future generations and by creating a quality built environment and accessible to local services that reflect the need to support its health, social and cultural wellbeing.

3. **Environmental Role**

Contributing to protecting and enhancing our national built and historic environment and helping to improve biodiversity using natural resources prudently, minimising waste and pollution and mitigating climate change by moving to a low carbon economy.

HOUSING LAND SUPPLIES

The LPA has acknowledged that in the latest review of housing land it is still significantly below the NPPF target of a 5 year supply at approx. 3.7 years.

Since the local supply of housing has not been met paragraph 49 of the NPPF states that the relevant local plan policies applicable, namely H10, H7, CS1 and CS2 are no longer up to date or relevant and cannot be relied upon when determining the application.

The NPPF paragraph 14 states that where the relevant local policies are out of date there should be a presumption in favour of sustainable development "unless addressing impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in this framework taken as a whole; or specific policies in this framework indicate development should be restricted".

SUSTAINABLE DEVELOPMENT

ECONOMIC ROLE

The extent of an economic role that a development makes is not defined by the NPPF. The development would generate local jobs for the building trade during construction and the future owners would contribute to the local economy by supporting and using local services within Redgrave and in the wider community.

Page 55 of the NPPF states “in rural areas housing should be located where it will enhance and maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby”.

SOCIAL ROLE

The development will provide a much needed dwellings in a district that has a significant shortfall in its housing supply.

The new dwellings will also provide new homes for families that would contribute and actively participate in the local community.

ENVIRONMENTAL ROLE

In most rural settings within Mid Suffolk there is an inevitable reliance on the use of a car, The distance however to the local services from this site to the centre of Diss is just 7 miles or 10 minutes away by car, or 30 minutes by cycle, with regular bus services that serve (304) to Diss, Stanton and Norwich.

These would give access to all local key service centres and therefore residents would not be totally reliant on the car.

It should also be noted that the NPPF recognises the importance of maximising the use of local sustainable transport networks including encouraging the use of local bus services.

There are a number of recent appeal cases (3952/16) within MSDC where the Inspectors have acknowledged that the reliance on the car in a rural setting such as Mid Suffolk even within a small “sustainable” village is inevitable and would not constitute a significant number of additional extra vehicles using the local road network and therefore would not be detrimental.

New build house developments are able to use natural resources prudently by building in an “ecological responsible” way providing a low carbon house fit for the 21st Century and beyond.

COMMUNITY ENGAGEMENT

Due to the private dwelling use of this proposal, a public consultation with stakeholders such as those undertaken for public buildings or a new school was not pursued. Hard copies of the completed design drawings, the first version of the Design and Access statement have been sent, to the Parish Council of Redgrave and Hollins will liaise with the PC and attend a meeting to present the scheme if desired. It is to be expected that there will be some objections to new houses in an empty field and Hollins welcomes the opportunity to address these, while also having confidence in the quality of design, and in the consultation with Planning, that these proposals fall within current development guidelines.

CONCLUSION

The proposal provides much needed housing for the local area in a pleasing and energy efficient scheme. The layout is low density, with generous open green spaces set aside for the amenity of the future residents and to reference village greens in the locality.

SUSTAINABILITY STATEMENT

INTRODUCTION

The Village of Redgrave is a civil parish in the Mid Suffolk district, currently has approximately 220 houses and is located on the Suffolk/Norfolk border along the B1113 road. Redgrave is approximately 7 miles from the local market towns of Diss, population 7500, and Eye, population 2154. Redgrave and Lopham fens occupy the valley between Redgrave and Diss and are important nature reserves, surrounded by the rivers Waveney and Little Ouse. The nearest village to Redgrave is the shared parish of Botesdale, 0.4 miles away, and South Lopham, 2.4 miles away.

POPULATION

Redgrave's population peaked in 1850 at around 1300, dropped by 1900 to 500 and since 1960s has remained steady around 450, declining again slightly in the last 20 years. This proposal for 30 homes, and an additional proposal for 18 new homes at Hall Lane in 2018 may increase transport opportunities as there is a direct relationship between increase in population and increase in transport and other public services.

LOCAL SHOPS AND EMPLOYMENT

Due to changes in 21st century lifestyle, the local shops have closed. Redgrave now has a community shop which was opened by local villagers after the shops in the village closed. The community shop sells groceries and newspapers at affordable pricing.

The local bus service, 304, to the nearby town of Diss with good connections beyond via rail and bus allows for employment opportunities and access to local amenities such as larger supermarkets, shops and a post office.

Local business Gressingham Foods and the Redgrave Business Centre provides employment and business opportunities for local residents.

COMMUNITY FACILITIES

Redgrave supports the local community by providing a range of facilities through the use of the Amenities Centre, located at the Knoll Green in the centre of the village. There is a large children's playground and sports field. Sports, social clubs and groups all operate from the centre.

Together with the neighbouring village of Wortham, a theatre company puts on shows that are performed locally including the venue at Redgrave Church. Redgrave has two churches, All Saints Church and the Café Church which meets every Sunday in the Amenities Centre as well as St Marys Church which whilst no longer used for services, often plays host to plays, concerts, lectures and exhibitions

"This work is based on data provided through www.VisionofBritain.org.uk and uses historical material which is copyright of the Great Britain Historical GIS Project and the University of Portsmouth".

SCHOOLS

Nearby Primary Schools include St Botolphs VC Primary School (within catchment area), Wortham Primary School and Mellis Primary school whilst local High schools include Hartismere School (within catchment area), Stowmarket High School and Ixworth Free School.

RESTAURANTS AND PUBLIC HOUSES

Redgrave itself is home to the Cross Keys public house which is currently being sold by its present owners. Local residents of Redgrave have recently been campaigning to raise funds to secure the long term future of the pub.

Other local restaurants include The Manor House in nearby Wortham (3 miles) and The White Hart in Roydon (3 miles).

The local town of Diss provides residents with access to numerous, restaurants and public houses.

TRANSPORT ASSESSMENT

Highways Consultation

The project Architect, Rob Marsh-Feiley has been in consultation in July 2017 with Martin Egan, Highways Development management Engineer, Endeavour House, Ipswich martin.egan@suffolk.gov.uk regarding the access to the site and the proposals. A preliminary access driveway layout with two road access points and an internal loop was amended to Martin's recommendations. The current proposal shows a single access drive, perpendicular to the B1113, leading to a single looped drive shared by all the new dwellings.

The B113 road connects to the A1066 to the north and to the A143 to the south and serves the village of Redgrave only, not connecting to other nearby villages directly. It is not a busy road, even at peak morning and afternoon commuting times. The impact of 30 new dwellings can be mitigated by ongoing consultation with Highways to ensure that the visibility splay and access road layout are designed for safety.

Bus Routes

Local bus route 304 runs between Bury St Edmunds, Stanton and Diss, operating several times a day. It is a 34 minute bus ride to Diss station, with half hourly connections directly to Norwich and Liverpool Street Station in London main line rail.

A new bus stop is proposed at the street side of this proposal to facilitate bus use by the new inhabitants. This proposal for 30 new homes, and any other proposals in the near future may increase transport opportunities and bus routes, as there is a direct relationship between increase in population and increase in transport and other public services.

Sustainable Village and Automobiles

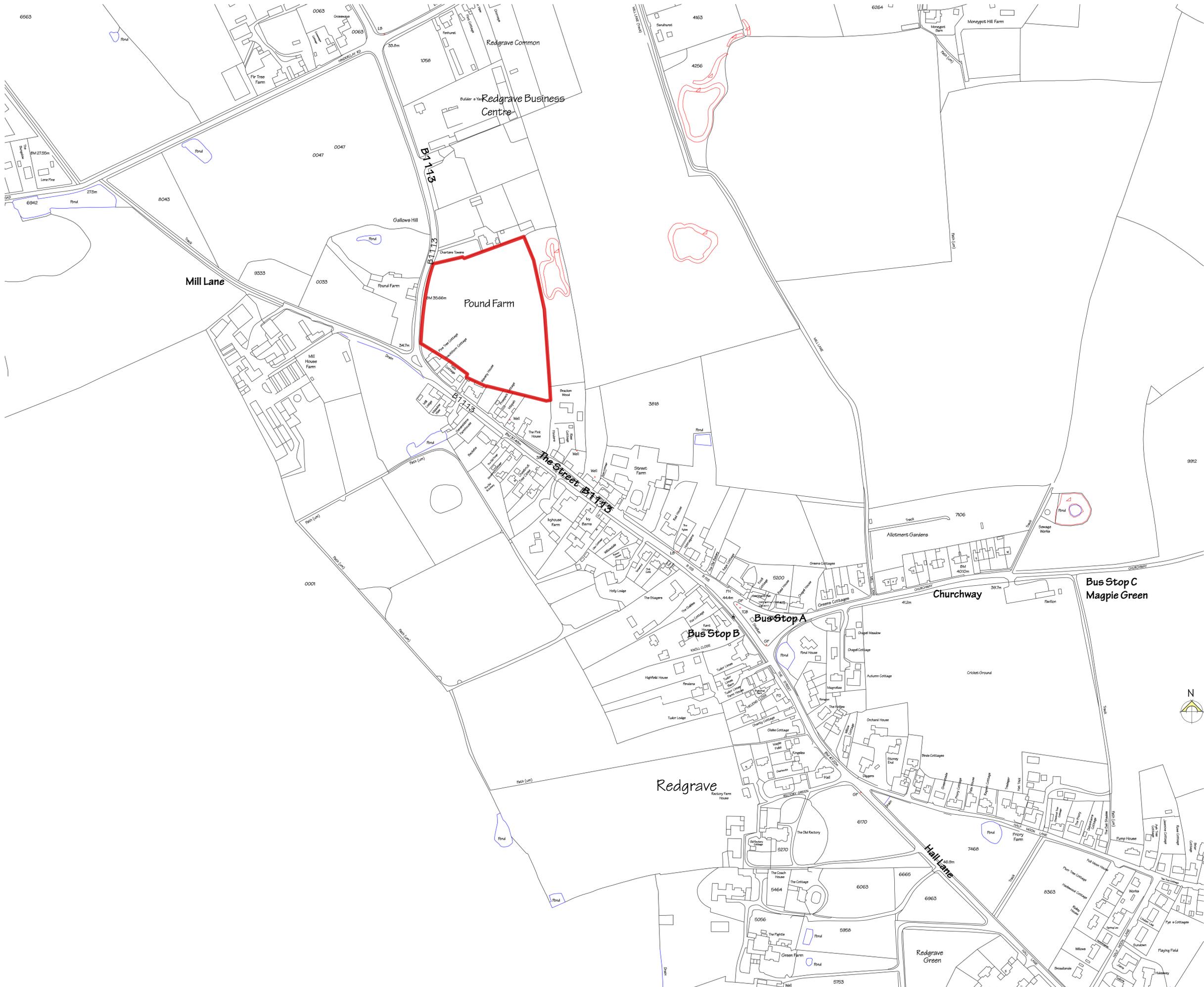
In most rural settings within Mid Suffolk there is an inevitable reliance on the use of a car. The distance to local services from this site to the centre of Diss is just 7 miles or 10 minutes away by car, or 30 minutes by cycle, with regular bus services that serve (304) to Diss, Stanton and Norwich. These would give access to all local key service centres and therefore residents would not be totally reliant on the car.

It should also be noted that the NPPF recognises the importance of maximising the use of local sustainable transport networks including encouraging the use of local bus services.

There are a number of recent appeal cases (3952/16) within MSDC where the Inspectors have acknowledged that the reliance on the car in a rural setting such as Mid Suffolk even within a small “sustainable” village is inevitable and would not constitute a significant number of additional extra vehicles using the local road network and therefore would not be detrimental.

It is highly likely that polluting internal combustion engines powering cars will be replaced by electric and hydrogen technologies, which will vastly reduce the impact of pollution caused by vehicle transport altogether.

New build house developments are able to use natural resources prudently by building in an “ecological responsible” way providing a low carbon house fit for the 21st Century and beyond.



No. Date Revisions
Revisions

HOLLINS

Architects, Surveyors & Planning Consultants

4A Market Hill
Framlingham
Suffolk
IP13 9BA

Telephone 01728 723959
Fax 01728 723947
E-mail all@hollins.co.uk
Website www.hollins.co.uk

Client
Topham

Site
The Street, Redgrave
IP22 1RZ

Project
Residential Development -
Redgrave

Details

Site Location Plan

Scale 1:2000 @ A1 or 1:4000 @ A3

Date 30 August 2017

Drawn by RMF

Job Reference Drawing no. Revision

17-050-001

This drawing is copyright. This drawing must not be scaled. Before commencing any work the contractor must set out and check all dimensions.



- Proposed Housing Unit Types**
- A 3 x 2 Bed Affordable Rented/Shared Equ
 - B 4 x 1 Bed Flats- Affordable rented
 - C 2 x 2 Bed Open Market Houses
 - D 4 x 3 Bed Open Market Houses
 - E 3 x 3 Bed Open Market Houses
 - F 5 x 4 Bed Open Market
 - G 4 x 4 Bed Self Build

Total 30 units

No.	Date	Revisions

HOLLINS

Architects, Surveyors & Planning Consultants

4A Market Hill
Framlingham
Suffolk
IP13 9BA

Telephone 01728 723959
Fax 01728 723947
E-mail all@hollins.co.uk
Website www.hollins.co.uk

Client
Topham

Site
The Street Redgrave
IP22 1RZ

Project
Residential Development - Redgrave

Details
Detail Block Plan

Scale 1250 @ A1 or 1500 @ A3

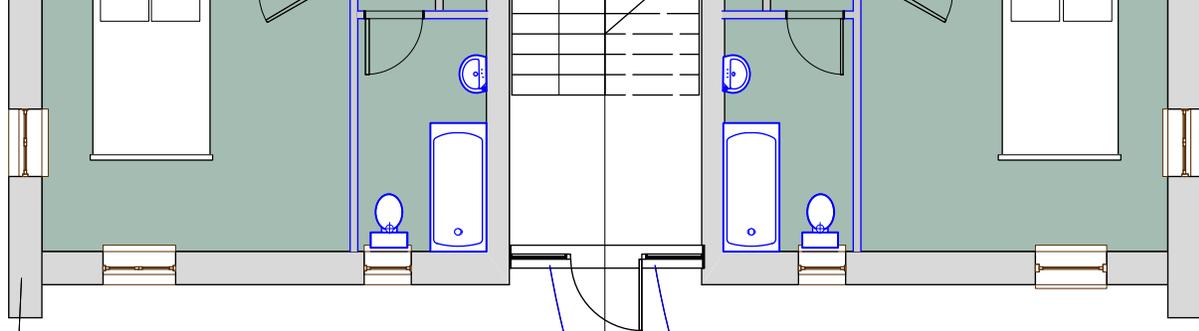
Date 30 August 2017

Drawn by RMF

Job Reference Drawing no. Revision

17-050-201

This drawing is copyright. This drawing must not be scaled. Before commencing any work the contractor must see out and check all dimensions.

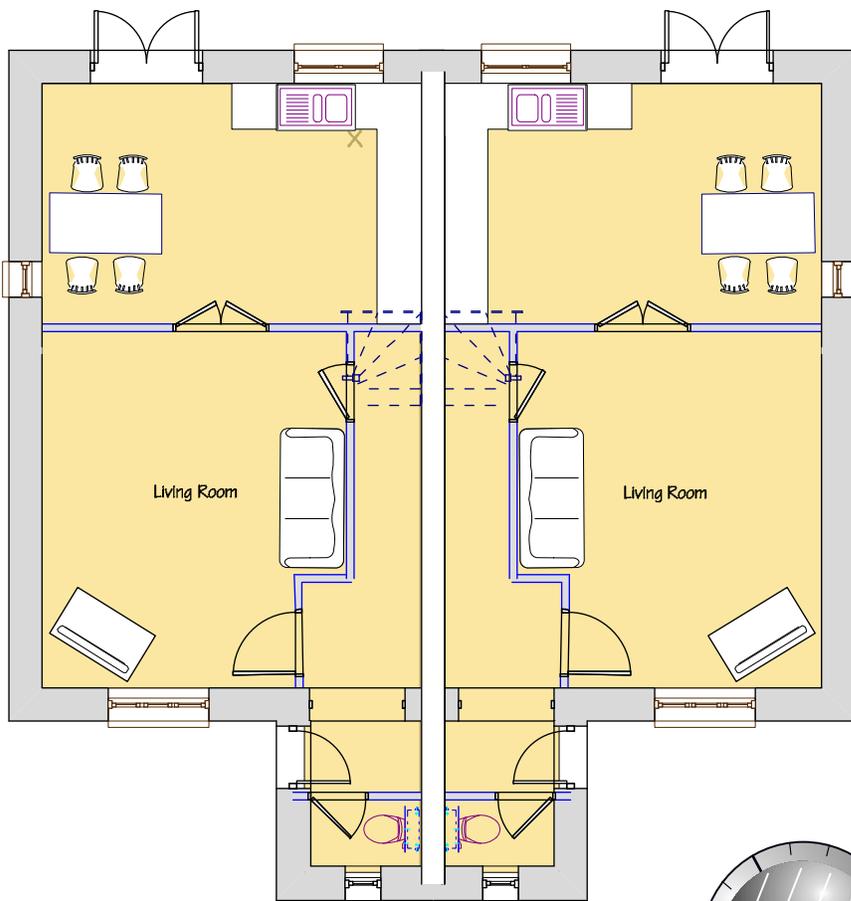


front garden side

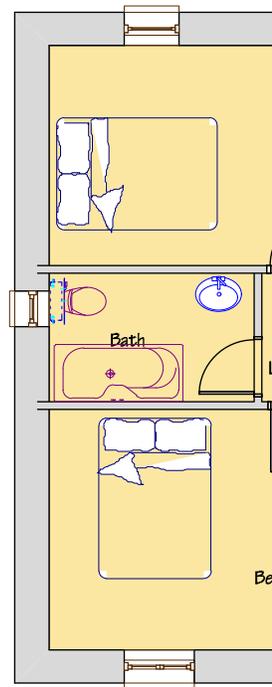
Ground Floor Plan

TYPE C- 2 Units : 12 and 13

2 Bed Semi Detached Open Market Houses
internal area: 85 sq m



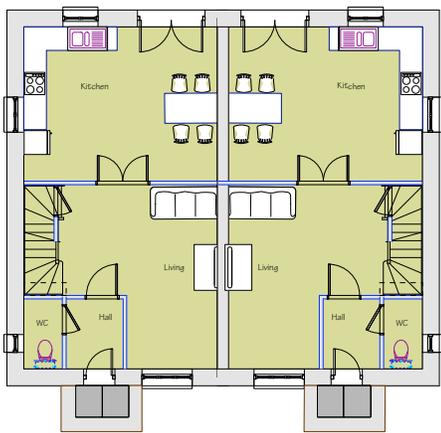
Ground Floor Plans



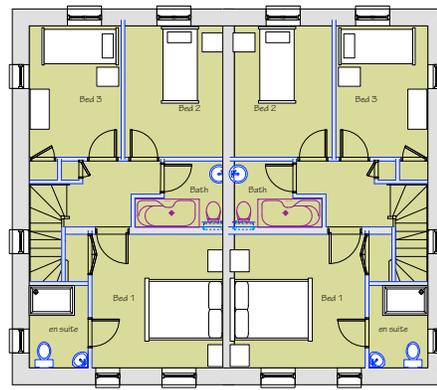
First



30 sq m area



Ground Floor Plan



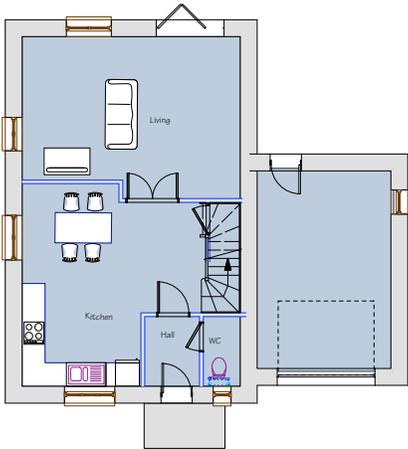
First Floor Plan



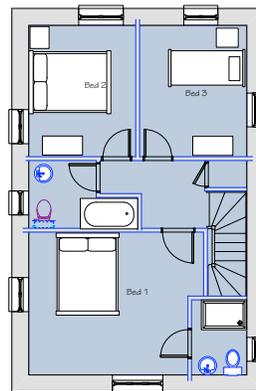
Front

Type E: Units 18, 19 and 25

3 Bedroom Detached Open Market Houses
108 sq m area



Ground Floor Plan



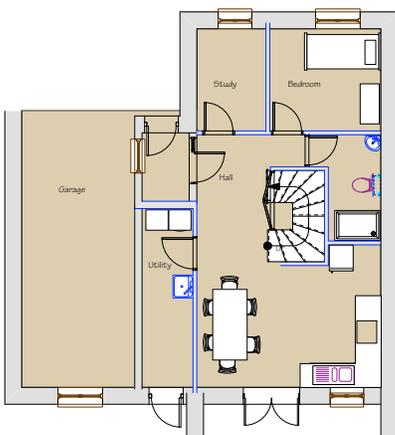
First Floor Plan



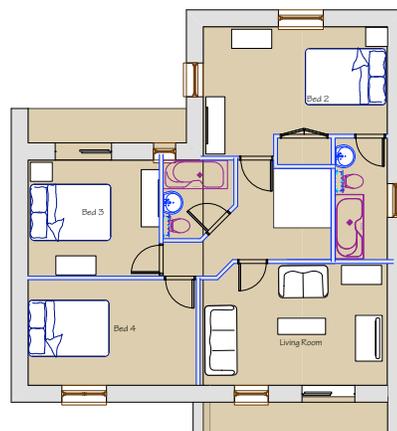
Front

Type F: Units 20, 21, 22, 23 and 24

4 Bedroom Terraced Open Market Houses
117 sm area



Ground Floor Plan



Front



Front Elevation





No. Date Revisions
Revisions

HOLLINS

Architects, Surveyors &
Planning Consultants

4A Market Hill
Framlingham
Suffolk
IP13 9BA

Telephone 01728 723959
Fax 01728 723947
Email info@hollins.co.uk
Website www.hollins.co.uk

Client
Mr and Mrs Topham

Site
The Street Redgrave
IP22 1RZ

Project
Residential Development -
Redgrave

Details
Site Elevations

Scale 1:100 @ A1 or 1:200 @ A3

Date

Drawn by RMF

Job Reference Drawing no. Revision

17-050- 205

This drawing is copyright. This drawing must not be copied, before commencing any work the contractor must set out and check all dimensions.