
REDWALD ROAD, RENDLESHAM

DESIGN & ACCESS STATEMENT
CHRISTCHURCH PROPERTY LIMITED
SEPTEMBER 2020

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Pegasus
Group

The logo for Pegasus Group, featuring the company name in a sans-serif font above a stylized red and white graphic element.

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D&A

DESIGN & ACCESS STATEMENT

This document is associated with an outline planning application for residential development on an allocated site (SCLP12.63) east of Redwald Road, Rendlesham, Suffolk.

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SUMMARY





REDWALD ROAD

01 / INTRODUCTION

- 1.1 This design and access statement has been prepared by Pegasus Group on behalf of Christchurch Property Company Limited, and the wider consultant team, to accompany the outline application for the residential development of Redwald Road, Rendlesham.
- 1.2 The proposal comprises up to 75 homes with car parking, public open space, provision for allotments and associated infrastructure and access on an allocated 3.97 hectare site at Redwald Road, Rendlesham.
- 1.3 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), which requires certain applications to be accompanied by a Design and Access Statement. The DMPO also states the following requirements:
- “(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement (“a design and access statement”) about:
- (a) the design principles and concepts that have been applied to the development; and
- (b) how issues relating to access to the development have been dealt with.
- (3) A design and access statement must:
- (a) explain the design principles and concepts that have been applied to the development;
- (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
- (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- (e) explain how specific issues which might affect access to the development have been addressed.”
- 1.4 The purpose of this Design and Access Statement is:
- “...to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.”
- (Para. 029, PPG, Reference ID: 14-029-20140306)
- 1.5 This document achieves this within the following sections:
- **Section 1:** Introduction. Outlines the purpose of this document;
 - **Section 2:** Context. Considers the site and its surroundings in terms of the local physical, historical and social setting, as well as the technical and physical context;
 - **Section 3:** Planning Policy. Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy;
 - **Section 4:** Design Parameters and Proposals. Presentation of the key design proposals including the Uses, Built form and Identity, Movement, Nature and Public Space, Homes and buildings, Resources and Lifespan; and
 - **Section 5:** Summary.
- 1.6 This statement should be read in conjunction with the Outline Planning Application and its accompanying supporting documents.



02 / ASSESSMENT

THE SITE & CONTEXT

- 2.1 The site comprises a broadly triangular parcel of land to the north-eastern edge of the village of Rendlesham, Suffolk.
- 2.2 The settlement of Rendlesham lies to the north west of the former U.S. Airforce Bentwaters now known as Bentwaters Parks. The Bentwaters Cold War Museum is located on the site, there are offices and warehouses, and the site is also used for television and film making.
- 2.3 The town sits at the westernmost extents of the Suffolk Coast & Heaths Area of Outstanding Beauty (AONB).
- 2.4 Rendlesham's housing stock has undergone a series of extensions since the 1960s. Most notably, the housing built over the past 25+ years following the ceasing of RAF Bentwaters as an USAF airbase in 1993.
- 2.5 Examples of the historic military built form remain at Bentwaters Parks, however much of the base's ancillary building stock was demolished and replaced by modern housing developments alongside a number of public buildings and a district centre with a small food store.
- 2.6 The A1152 forms a clearly defined south eastern boundary to the settlement and runs parallel to the boundary of the AONB.
- 2.7 The site is located to the east of Redwald Road, which stems from and relates to an area comprising of arable fields and blocks of deciduous woodland of varying age and maturity.
- 2.8 The site is bordered by the tree-lined B1069 road along the south eastern boundary, while the western boundary is defined by Redwald Road and the band of semi-mature tree planting.
- 2.9 The north and north east of the site are enclosed by adjacent mature woodland, Ash Covert, which is under the same ownership as the allocated land.



LOCAL FACILITIES

- 2.10 The site is located to the north of Woodbridge Road (B1069) and the east of Redwald Road, to the immediate east of Rendlesham. Rendlesham is located approximately 19km northeast of Ipswich and 20km north of Felixstowe. The nearest bus stop to the site is located on Redwald Road, adjacent to Spencer Road, approximately 300m (approximately four minutes walking distance) west of the centre of the site. This bus stop is served by the 65 bus route, which operates four daily services to and from Ipswich. The four return services from Ipswich terminate at this location. The 915 school bus service to Farlingaye High School also operates from this bus stop.
- 2.11 The nearest railway station to the site is Wickham Market Station, which is located approximately 4km (approximately 48 minutes walking distance / 12 minutes cycling distance) north of the proposed site access via Ivy Lodge Road and is served by Abellio Greater Anglia services between Lowestoft and Ipswich. Hourly services operate from the station in each direction on Monday to Saturdays, which is reduced to services every two hours on Sundays. Facilities at Wickham Market Station include car parking for 50 vehicles and cycle parking for six cycles.
- 2.12 In the immediate vicinity of the site, there is a footway on Redwald Road from the B1069 / A1152 roundabout to the bus stops. Additional footways are available on Acer Road connecting the roundabout with the centre of Rendlesham. The proposals allow for the provision of additional footways on Redwald Road and Woodbridge Road which will connect the site with the existing footway network and the centre of Rendlesham.
- 2.13 There are a number of services and amenities located within Rendlesham, all of which are within an appropriate walking distance of the site. These include a Post Office, Community Centre, GP Surgery, Pharmacy and Dental Surgery.
- 2.14 Rendlesham Community Primary School is located approximately 1.2 km (approximately 15 minutes walking / four minutes cycle distance) from the proposed site access on Woodbridge Road.
- 2.15 As previously noted, Farlingaye High School, which is the nearest secondary school to the site, is accessible from the site via the 915 school bus service.
- 2.16 The site is therefore considered to benefit from a relatively good level of accessibility, with opportunities for non-car based travel to and from the site.
1. Bentwaters Park
 2. Rendlesham Village Centre - Village Store / Hairdresser / Cafe
 3. Rendlesham Community Primary School
 4. Rendlesham Community Centre
 5. Rendlesham Mews Business Centre
 6. Rendlesham Park Surgery
 7. Rendlesham Surgery / Dental Practice



SITE SUSTAINABILITY (FIG.2)

NATIONAL POLICY CONTEXT

3.1 The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (February 2019) and National Design Guide (October 2019).

NATIONAL PLANNING POLICY FRAMEWORK

3.2 Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government’s planning policies and how these should be applied. The NPPF states at Paragraph 8 that the planning system has 3 interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development. The three key objectives are:

- A social objective;
- An economic objective; and
- An environmental objective.

3.3 There is a presumption in favour of sustainable development, as set out at Paragraph 11. Section 9: Promoting sustainable transport (para. 102) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

“...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”

[Para. 102(e) NPPF 2019]

3.4 The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected

of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving well-designed places. The contribution that good design makes to sustainable development is set out in paragraph 124, as follows:

“The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...”

[Para. 124, NPPF 2019]

3.5 The NPPF is also clear at paragraphs 125 and 126 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.

3.6 Paragraph 127 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

“a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

PLANNING PRACTICE GUIDANCE

3.7 The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The Design: Process and tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality; and
- Effective community engagement on design.

3.8 Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

“Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage”

(para. 001, PPG, ID: 26-001-20191001, October 2019)

NATIONAL DESIGN GUIDE

3.9 The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in September 2019 further reinforces the way in which the design process can be used to ensure the delivery of quality places:

“In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.”

(Para. 13, NDG 2019)

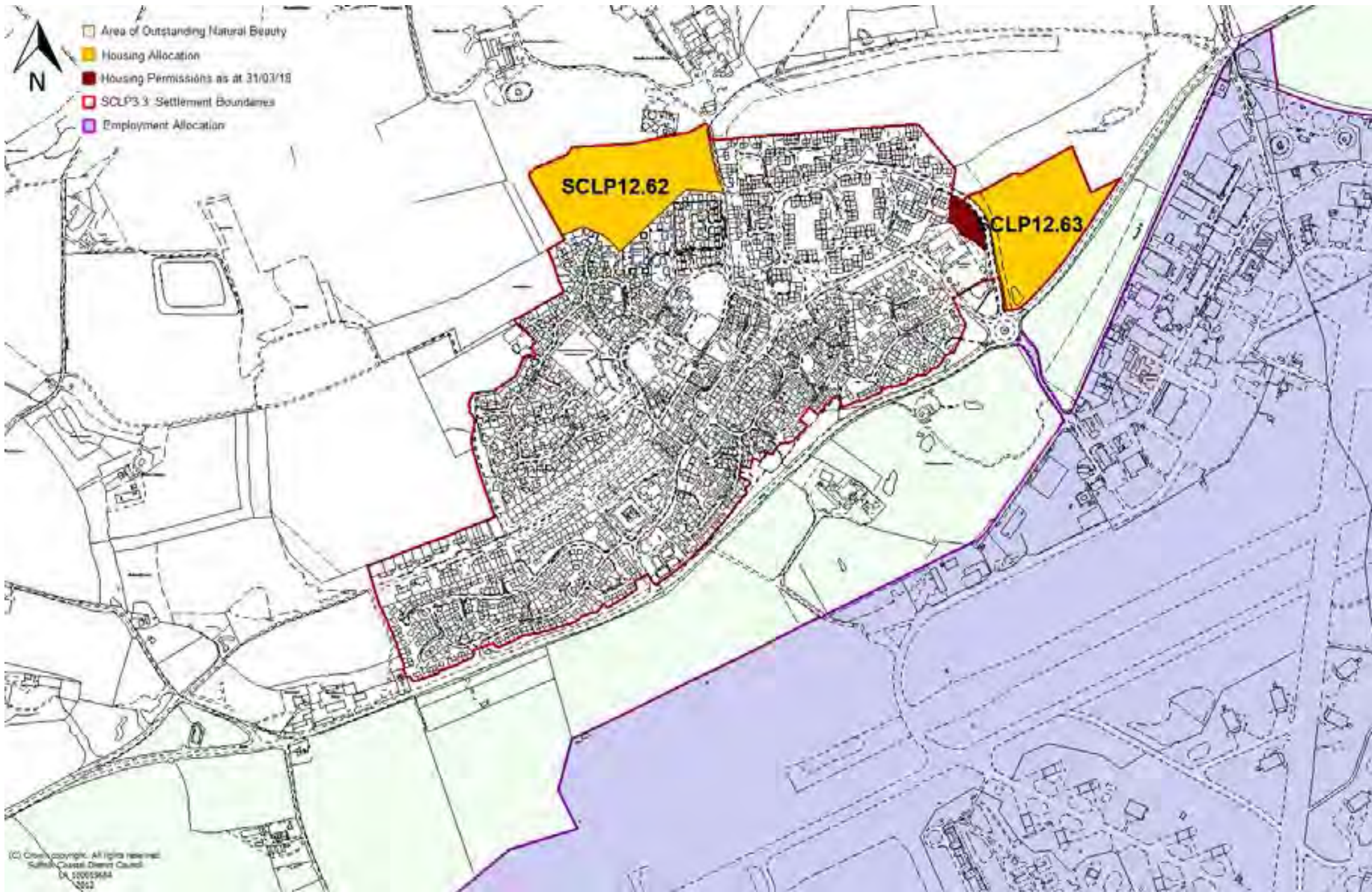
3.10 The NDG outlines and illustrates the Governments priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.

3.11 The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:

- To create physical character;
- To help to nurture and sustain a sense of community; and
- To positively addresses environmental issues affecting climate.

3.12 Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:

- Manual for Streets 1 & 2 (Department of Transport/Department for Communities and Local Government, 2007/2010); and
- Building for a Healthy Life (Homes England, July 2020) is the latest edition, and new name for Building for Life 12 (BFL12) written in partnership with NHS England, NHS Improvement and MHCLG.



DISTRICT & LOCAL POLICY CONTEXT

- 3.13 The site is currently allocated for residential development in the Suffolk Coastal Local Plan (Jan 2019) as site SCLP 12.63, land east of Redwald Road, Rendlesham
- 3.14 A smaller, infill bungalow scheme lies adjacent to the western site boundary facing Redwald Road that is currently being constructed by New Homes (Suffolk) Ltd.
- 3.15 The Rendlesham Neighbourhood Plan (RNP) which was 'made' in March 2015 sets out considerations for developers in the area to integrate into their proposals.
- 3.16 The RNP Chapter 10 lists objectives 3. to 3f in relation to new housing with particular regard to design, density, typology and access.
- 3.17 These objectives will inform the detailed design and layout of homes, whilst establishing design and vision parameters contained within this document.
- 3.18 Chapter 11 and Policy RNPP3 requires new residential development to incorporate towards the identified local need for allotments, orchards and growing spaces.
- 3.19 Open space associated with proposed development on the site will accommodate these complementary community uses.
- 3.20 Paragraph 11.07 of the RNP highlights the limited number of public rights of way accessible from the village. It is proposed that a number of walking routes will be created by public rights of way through and across adjacent land under the same ownership as the allocated site.
- 3.21 A number of considerations associated with the site's allocation criteria and their impact on the resulting site design are outlined and illustrated on the plan opposite. The responses to these criteria adjacent have formed the basis for evolving the overarching design concept for the site.



-  Site boundary
-  Approved residential application (DC/16/0793/FUL)
-  Existing woodland
-  Notable vegetative screening function
-  Potential woodland extension
-  Consideration to be given to root protection
-  Listed buildings (Ivy Lodge)
-  Bus stops - 65 & 656 Aldeburgh-Woodbridge-Ipswich
-  Sensitive edge. Appropriate design response to be considered at the interface.
-  Potential developable area (approx. 5.6ha - northern parcel, approx. 2.6ha - southern parcel)
-  Potential Public Open Space
-  Suggested pedestrian / cycle routes to district centre
-  Potential pedestrian network
-  Potential pedestrian connectivity
-  Potential site entrance
-  Potential vehicular connectivity
-  Existing watercourses
-  Buried high voltage electricity main
-  Foul (rising main) sewers with 3m easement either side







Policy SCLP12.63: Land East of Redwald Road, Rendlesham

- a) The design, layout, mix and type of housing proposed is compatible with the housing and transport objectives set out in the 'made' Rendlesham Neighbourhood Plan;
- b) Provision of affordable housing;
- c) Provision of footways to site frontage along Redwald Road, with a pedestrian crossing point.
- d) Provision towards meeting identified local need for allotments, orchards and growing spaces;
- e) Explore the potential to provide a public house or similar licenced venue, on site as part of the development, in line with priorities identified in the Rendlesham Neighbourhood Plan;
- f) Provision of a biodiversity survey and, if necessary, provide appropriate mitigation;
- g) A Landscape and Visual Impact Assessment will be required, with regard to impact on the setting of the AONB;
- h) Trees bordering the B1069 should be retained:
- i) An archaeological assessment will be required;
- j) The development will need to demonstrate there is adequate capacity in the foul sewerage network or that capacity can be made available;
- k) Provision of a site-specific Flood Risk Assessment;
- l) Evidence is required to demonstrate there is adequate provision for treatment at the Water Recycling Centre or that this can be provided; and
- m) As required, to increase the capacity of the surface water network in accordance with the water management hierarchy.

In addition, the air quality impacts of traffic from cumulative development at Melton crossroads and the Air Quality Management Area declared in Woodbridge will need to be investigated in the form of an Air Quality Assessment, together with a mitigation appraisal.

- ▶ a). The design, mix and density of housing will be appropriate for the needs of the Rendlesham area. The development will ensure safe and logical vehicular access from the B1069. To accord with objectives 3 and 4 of the Neighbourhood Plan and through public rights of way, the development will open up and formalise the existing footpath network through Ash Covert to enhance pedestrian links with the wider footpath network south towards walking routes in the Rendlesham forest.
- ▶ b). The development will contribute 33% of the total proposed homes as Affordable.
- ▶ c). The development will acknowledge the opportunity to create and improve pedestrian linkages to the Rendlesham district centre, village green and primary school via a new roadside footway on the eastern side of Redwald Road are carried forward.
- ▶ d). Proposed ecologically orientated public open spaces throughout the development with integrated community orchards, growing spaces new allotments to be rented and tended by residents of the development and the wider Rendlesham parish.
- ▶ e). It is not considered that a public house would be viable at this location and also being part of a residential allocation.
- ▶ f). A biodiversity enhancement and protection strategy will be implemented as part of a bio-diversity survey. This will ensure that habitats and water bodies within the site are protected and have a potential to provide an overall 10% net bio-diversity gain.
- ▶ g). Proposals will consider recommendations of Landscape and Visual Mitigation and enhancement strategy from a LVIA. A summary is provided on page 18 of this document.
- ▶ h). Mature trees and vegetation that define and enclose the site will be retained
- ▶ i). The development proposals will acknowledge any recommendations as a result of an Archaeological assessment. A summary is provided on page 18.
- ▶ j). An overarching drainage strategy including mitigation measures and a flood risk assessment will be submitted as part of the planning application. This will also apply to points l) & m) to evidence capacity at the waste water recycling centre and provide a SUDS / surface water management strategy. A summary is provided on page 18 of this document.

-  Site access
-  Perimeter block
-  Footpath
-  Allotments



04 / DESIGN PARAMETERS AND PROPOSALS

PARAMETERS PLAN

- 4.1 The parameters plan is designed to establish a framework for the development of the site. It determines the areas of the site that can be developed, the areas ascribed as green infrastructure and the site area required for access & movement.
- 4.2 Considerations have been taken into account to ensure that the site is developed as sustainable and logical extension to the village of Rendlesham.
- 4.3 In accordance with objective 3 of the RNP the development is formed by a series of perimeter blocks of housing that address areas of open space and key edges of the site.
- 4.4 Vehicular access will be through the form of a Ghost Island Right Turn junction positioned on the B106. A summary is provided on page 17 of this document.
- 4.5 A 50m stand off from the existing pond in the south west of the site to any built development will be as a habitat protection for existing wildlife.
- 4.6 A network of footpaths provide internal connectivity, wider permeability and amenity for residents.
- 4.7 Allotments, an orchard and community growing spaces for vegetables and flowers will be accommodated within areas of open space on site.



LANDSCAPE CHARACTER & VIEWS

- 4.8 The Landscape and Visual Assessment concludes that the proposal would result in a change to the character of the immediate site from agricultural to residential use, however views of this effect are limited to the close proximity owing to the urban fringe location and the filtering effect of vegetation in the landscape. The proposal responds sympathetically to the existing settlement pattern and the wider landscape context, and has been designed to minimise visual intrusion.

ARCHAEOLOGY

- 4.9 There are a number of designated heritage assets within the vicinity of the site and whilst there will be no direct impacts upon any of these assets, the potential for indirect impacts from the proposed development upon the setting of these assets will be considered.
- 4.10 Based on current evidence, the study site is considered to have a moderate theoretical archaeological potential for activity dating from the Iron Age through to the Medieval periods. A low to moderate archaeological potential has been identified for the Neolithic and Bronze Age and a low archaeological potential is considered for all other periods of past human activity.

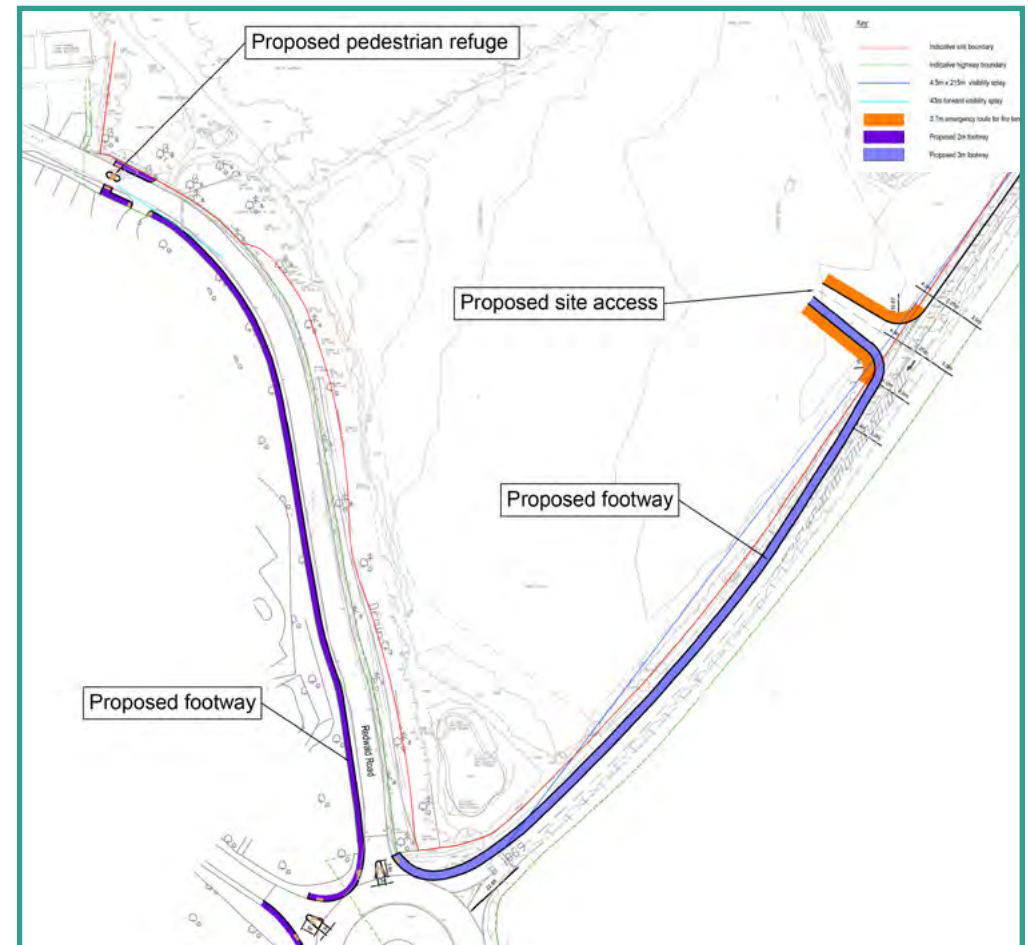
SURFACE & FOUL WATER DRAINAGE

- 4.11 An indicative drainage strategy has been prepared that aims to maximise the amount of surface water that is to be drained locally through provision of Sustainable Urban Drainage Systems (SuDS) integrated within areas of open space. Surface water from the developed site will be designed to mimic the existing drainage arrangements on site so that the flood risk to the site and to areas off-site is not increased.
- 4.12 In accordance with the drainage hierarchy and SuDS guidance, it is proposed to use infiltration devices such as soakaways where ground conditions allow, in conjunction with permeable paving, swales, and detention basins to cumulatively attenuate up to and including the 1 in 100 year (plus climate change) rainfall event on site prior to controlled discharge off-site.
- 4.13 Two (rising main) foul sewers are located within the western part of the site, parallel and close to the site boundary. These sewers connect to the Sewage Treatment Works to the west of the site.

ACCESS

- 4.14 The proposals allow for the provision of additional footways on Redwald Road and Woodbridge Road which will connect the site with the existing footway network and the centre of Rendlesham.
- 4.15 Vehicular access to the site is from a proposed ghost island / right turn junction on the B1069 to the south east of the site.
- 4.16 With adequate proposed footpath links from the site, and a new footway to the eastern edge of Redwald Road, future residents of the development will have access to existing bus stops on Redwald Road.

Site Access (Pell Frischmann)



MOVEMENT

- 4.17 The major vehicular movement routes are shown on the Access and Movement Parameter Plan (presented opposite) and aim to aid the creation of a legible development, setting out a clear hierarchy of streets.
- 4.18 The primary movement route will run through the centre of the site.
- 4.19 Secondary vehicular movement routes through the site will be accessed off the primary movement route and provide routes to the various residential parcels of the new development. They will provide direct access to properties. Footways and street tree planting will be provided on either side of the primary and secondary movement routes.

PEDESTRIAN AND CYCLE MOVEMENT

- 4.20 Pedestrian access to the development will be provided from the proposed vehicular access point, and 2 no. additional points of access located around the boundaries of the site, which link with the existing permissive footpath network within the surrounding woodland.



KEY

-  PRIMARY ROUTE
-  SECONDARY ROUTE
-  PRIVATE DRIVES
-  PROPOSED FOOPATH

MOVEMENT

- 1 Site entrance (off B1049)
- 2 Existing trees/woodland
- 3 Existing Pond.
- 4 Visitor parking
- 5 Community Allotments
- 6 Proposed new footpath
- 7 Location of Infiltration Basin
- 8 Parking for community allotments
- 9 Potential Position of foul pump station
- 10 Pedestrian links to existing woodland
- 11 Proposed community orchard



INDICATIVE MASTERPLAN

- 4.21 The indicative masterplan is designed to create a community with a sensitive relationship to the town edge and surrounding countryside/woodland setting, with an outwardly facing housing layout that is safe and easily-navigated.
- 4.22 The proposals retain existing trees and vegetation surrounding the site and stands off from the existing pond, forming the basis for a landscape corridor between the proposed development and Redwald Road, leading to potential network of footpaths in Ash Covert to the North.
- 4.23 The indicative masterplan confirms how the identified design parameters are achieved, and will support this outline application. Detailed matters including scale, appearance, landscaping and layout will be reserved for future consideration at reserved matters stage following the outcome of this outline application.
- 4.24 The design proposals set out in this section demonstrate how the scheme is intended to be laid out and demonstrate how spaces will function.

ACCOMMODATION SCHEDULE						
OPEN MARKET						
Name	Beds	Storey Height	Area (SQFT)	Number	Total SQFT	1 Bed %
House Type 1	1	1	520	4	2080	8%
				4		8%
Name	Beds	Storey Height	Area (SQFT)	Number	Total SQFT	2 Bed %
House Type 2	2	2	711	16	11376	32%
				16		32%
Name	Beds	Storey Height	Area (SQFT)	Number	Total SQFT	3 Bed %
House Type 3	3	2	917	3	2751	6%
House Type 4	3	2	863	2	1726	4%
House Type 5	3	2	1058	6	6348	12%
House Type 6	3	2	776	2	1552	4%
				13		26%
Name	Beds	Storey Height	Area (SQFT)	Number	Total SQFT	4 Bed %
House Type 7	4	2	1440	3	4320	6%
House Type 8	4	2	1225	7	8575	14%
House Type 9	4	2	1267	2	2534	4%
House Type 10	4	2	1121	5	5605	10%
				17		34%
TOTAL:				50	46867	100%
AFFORDABLE						
Name	Beds	Storey Height	Area (SQFT)	Number	Total SQFT	1 Bed %
House Type 1	1	1	520	8	4160	32%
Name	Beds	Storey Height	Area (SQFT)	Number	Total SQFT	2 Bed %
House Type 2	2	2	711	11	7821	44%
Name	Beds	Storey Height	Area (SQFT)	Number	Total SQFT	3 Bed %
House Type 3	3	2	863	5	4315	20%
Name	Beds	Storey Height	Area (SQFT)	Number	Total SQFT	4 Bed %
House Type 6	4	2	1440	1	1440	4%
TOTAL:				25	17736	100%
GRAND TOTAL:				75	64603	



USE & AMOUNT

- 4.25 The layout proposes up to 75 dwellings. 50 (66.7%) of these would be open market and 25 (33.3%) would be affordable homes with a mixed tenure of social rent and shared equity properties shown on the adjacent indicative schedule of accommodation.
- 4.26 A variety of terraced, semi detached and detached homes will be accommodated on the site, reflecting the scale, pattern and density of development seen within Rendlesham.
- 4.27 The dwellings will have a mixture of modern living plan forms, with a traditional palette of Architectural detailing and materials drawing from the surroundings and the Suffolk vernacular to add interest and variety.
- 4.28 This should enable homes to be used to enclose and define spaces, building a series of perimeter frontages that will structure the layout and combine with the proposed landscaping to create an attractive and usable public realm.
- 4.29 Affordable homes will be 'tenure blind' and shown across the site to ensure a continuity of delivery in line with open market sales.
- 4.30 A number of retirement properties will be accommodated on the site, in the form of bungalows or maisonettes.
- 4.31 The ascribed development zone and indicative housing layout achieves a low density of 24 dwellings per hectare, which equates broadly with the density of modern housing developments seen in Rendlesham. The delivery of well-designed accessible and inclusive public spaces will offer residents spaces to socialise and engage with each other, encouraging interaction and opportunities to benefit from healthy lifestyle choices.



ELEVATION CHARACTER & DETAIL

Proposed elevational treatments and details will be simple and robust and in keeping with those seen throughout the locality and the wider Suffolk area.

Window openings should be formed with sculptural brick arches or flat gauged heads and horizontal brick cills.

Additional details such as differing pitched entrance porches and eaves treatments can create a varied and interesting streetscape.

The occasional use of tile hanging and facing render to highlight and mark elevation features is consistent with good urban design practice.

POTENTIAL MATERIAL PALETTE

A simple material variety will complement the Architectural detailing of the house styles.

Homes will be predominantly brick built, potentially using a number of red-multi bricks.

Split or full flint infill plots should be used to vary the material appearance of certain elevations.

Rendered plots will provide attractive and contrasting markers for turning corners, or creating a feature from a front gable extrusion. Suffolk Pink render will be used occasionally as a colour contrast.

Roofing materials will vary, with differing materials marking character zones or creating a contrasting roofscape.

BOUNDARY TREATMENTS

The Architectural approach employed in the built form will continue through to the enclosures and boundary treatments proposed.

Creating areas of open, yet defensible space to the frontages of properties will be achieved by the use of landscaping or low level fencing.

Where rear property boundaries are adjacent public areas, such as where a house turns a corner, 1.8m high brick walling, detailed appropriately, could be used.

LANDSCAPE PROPOSALS

- 4.32 Landscape design is a key component for creating a successful development at Redwald Road, Rendlesham. The proposed multi-functional green infrastructure is an integral part of the scheme and creates a strong landscape structure across the site, focussed around the retention and enhancement of existing landscape assets wherever possible.
- 4.33 The delivery of the new green infrastructure and accessible public open space has been a driving factor in the creation of new routes and spaces within the masterplan, and the landscape helps to further define the public and private space whilst adding colour, water and seasonal interest to the residential environment.
- 4.34 Successful public spaces help create more attractive places to live and provide safer routes for users. From an ecological perspective the delivery of green spaces alongside development can increase flood protection and sustainable drainage, as well as providing better microclimates and enhancing biodiversity.
- 4.35 Proposed allotments will allow plot holders to experience the seasons, witness the behaviour of birds, insects and other animals and gain an understanding of the eco-system. In 2018 the UK Government produced a 25yr Environmental Plan, which acknowledges that connecting people to their environment will also improve their health and well-being.
- 4.36 If managed properly, an allotment can produce enough food to supplement a family's weekly shop, with fresh fruit and vegetables over the year. In a survey of National Allotment Society members nearly every person said their love of allotment gardening comes from the fresh air, home grown produce, healthy lifestyle and like-minded people this activity offers

CREATING A SAFE PLACE TO LIVE

- 4.37 One of the design objectives of the National Planning Policy Framework (NPPF) states that developments should:







“...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and fear of crime, do not undermine the quality of life or community cohesion and resilience”

(Para. 127 (f), NPPF 2019)

- 4.38 The design proposals for the land east of Redwald Road are based on an understanding of best practice guidance and reference has been made to the relevant documents including “Safer Places: The Planning System” and “Manual for Streets as well as ACPO “New Homes” guidance.
- 4.39 Well-designed public lighting increases the opportunity for surveillance at night and will be integrated into future reserved matters applications.
- 4.40 Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.
- 4.41 In forming the design proposals, the following key attributes have been included:
- Buildings have been generally orientated back to back to ensure rear gardens are enclosed and protected, providing private rear amenity space for all dwellings;
 - Public open spaces are well overlooked by the surrounding built form;
 - Natural surveillance is promoted wherever possible; and
 - Architectural details which promote natural surveillance and the active overlooking of spaces are to be included in the future detailed design of dwellings, not only through window positioning, but also through the use of bay windows in key locations, offering further angles of natural surveillance.



KEY

-  PUBLIC OPEN SPACE
-  PROPOSED TREES
-  SUDS
-  PROPOSED FOOTPATH
-  ALLOTMENTS
-  EXISTING POND

PROPOSED ALLOTMENTS



LANDSCAPING PROPOSALS



05 / SUMMARY

- 5.1 This Design and Access Statement has set out a clear explanation of the design process which has included a comprehensive and thorough assessment of the site and its immediate context, and the development of a clear set of principles to guide the design of the site.
- 5.2 The development of land east of Redwald Road, Rendlesham provides a unique opportunity to create a new neighbourhood, building on the legacy and distinctive character of the site. Creating housing choice and provide areas of truly accessible public open space, whilst improving public access across the site and the wider pedestrian network.
- 5.3 The allocated site at Redwald Road, Rendlesham will be a highly desirable place to live for the 21st century and beyond, reflecting the desirable elements of the local vernacular. The proposals respect the local character but also move the community towards a more sustainable future, through a significant increase in housing choice. Development will accord with the principles of high-quality design and best practice to create a townscape that is both varied, and yet sympathetic to its environment. The aim is to achieve a development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing community.
- 5.4 The development proposals will offer the following main benefits:
- Build an integrated, sustainable community with a sensitive relationship to the existing settlement and wooded countryside surroundings.
 - Extend pedestrian connections through and alongside the development that provide recreation routes for the development, the village and that link to the surrounding countryside;
 - Add a development that is well connected, readily understood and easily navigated, promoted through a layout that is efficient, safe and user-friendly to the village of Rendlesham;
 - Create a bio-diverse landscape and amenity open space structure that preserves areas of existing habitat;
 - Provide a range of dwelling sizes, types and tenures including a number of retirement properties that offer an accessible and acceptable choice of lifestyles and
 - Promote the objectives of sustainable development and the Rendlesham Neighbourhood Plan through layout, design and the provision of allotments, orchards and communal growing spaces.

REDWALD ROAD, RENDLESHAM

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