

22 March 2018

Greater Norwich Local Plan Team

Dear Sirs

Consultation response: Redenhall with Harleston

I would be grateful if you would take the following comments on the allocations proposals for **Redenhall with Harleston** into account when developing the Plan. There is a second file attached to this submission - a PDF file entitled GNLDP Ian Carstairs Harleston 2.

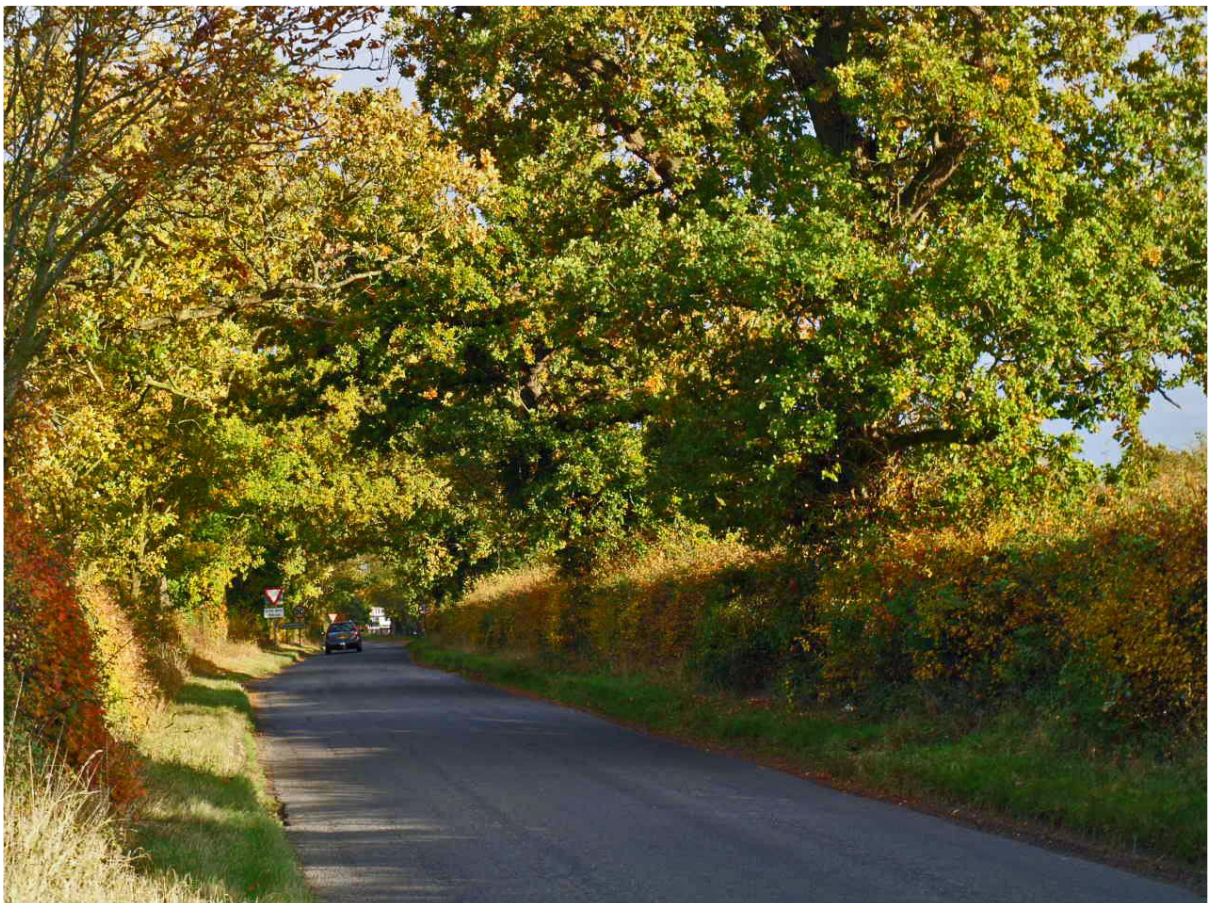
General

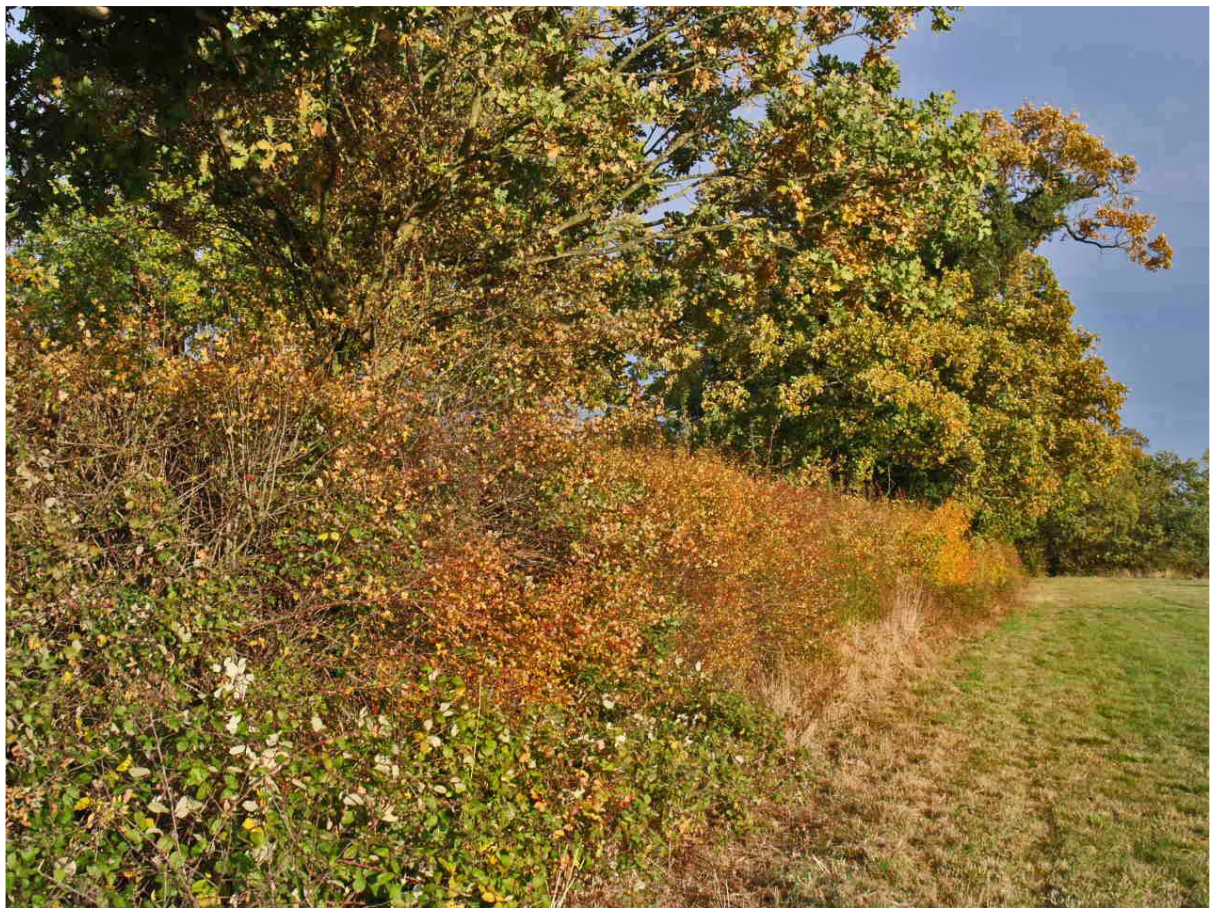
1. While it is recognised that government stipulates the need for significant additional housing, it is also important to recognise that Harleston is struggling to cope with the scale of traffic and demand for parking within its historic layout, as it seeks to attract more visitors to enhance its economic prospects.
2. It is pleasing to note that the Town Council is working with South Norfolk Council and Norfolk County Council (Highways) to seek a better balance in the relationship between people and traffic. In a historic town with little scope to improve the situation, further additional housing beyond existing allocations at this time will inevitably exacerbate these problems. The data to support this comment is available as part of the SNC/NCC and Town Council funded study which is currently seeking to address these issues.

3. The ongoing Traffic study should be taken into account when deciding whether it is sensible to add further to the existing allocations, the impact of which have yet to be felt and which will further frustrate finding a solution to improve the visitor and resident experience in the centre of town.

GNLP0209 – Rushall road

4. With a line of mature oak trees and fine hedges, the northern boundary of this site provides a lovely entrance to the town. It would be a great pity to destroy this quality by massing densely-built properties in and close to it.
5. The image below shows the approach to the town with the proposal site to the right. The second image shows the inner side of the tree/hedge line.



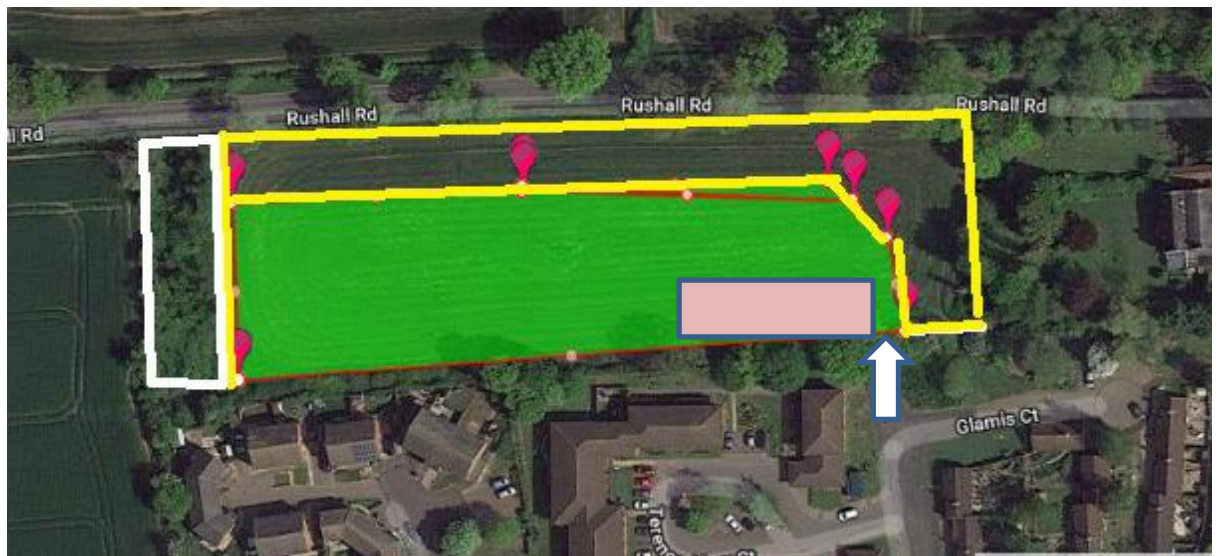


6. Without cutting down the trees, visibility splays onto Rushall Road for highways safety cannot be achieved. A previous application for exiting onto Rushall Road was refused on these highways grounds.
7. Importantly, the site was the subject of extensive work to provide an exciting public amenity for the community. This was supported by officers and local South Norfolk Councillors from Diss and Harleston through the Neighbourhood Boards work, but was subsequently turned down at the last minute by other parts of South Norfolk Council despite having followed approved procedures under the neighbourhood board scheme. The attached document below and the associated PDF file made from a power point presentation validate this. The commentary delivered with the power point explained the qualities and community benefits, especially its accessibility from the High School without crossing the main road.

8. To mass houses on this site does not fit well with existing allocation plans as stated in the proposals. It would urbanise unacceptably a remaining attractive approach to the town which would be visually turned from the appearance of a rural to an urban community and diminishing the visitor perception.

An imaginative compromise

9. A sensible compromise is therefore proposed, which would protect and enhance the environment and visual amenity of this approach to the town, while providing much-needed additional housing.
10. The site should be accepted for a hybrid use between small scale privately-owned retirement residences or social housing, possibly single-storey, fitting well with the neighbouring Terence Airey Court social housing. This could be accessed from the southern boundary from existing residential roads. A good example of similar quality arrangements is to be found in the Malthouse Court retirement complex in the town.
11. Harleston has a proportionally large older population. This age group has much less need for vehicles and thus lessens the demand for roads, garages and parking in association with a property, as is well demonstrated in the Malthouse complex, where there is an amount of communal parking near the entrance. The overall size of the Malthouse court complex excluding entrance road is about 0.4 ha. Similarly a split site at Rushall Road, could maximise the use of the space for properties. The area available for housing at Ruslall Road on a split site as suggested would be about 0.56 ha for housing utilising foot access and communal parking rather than roadway access).



Indicative: Green (0.56 ha) = area for housing development (including car parking (pink)), yellow (0.29 ha) = community environmental area. . White (0.12 ha) = pre-existing environmental area from earlier housing scheme (not available for proposal). Such an arrangement would provide attractive housing, minimising wastage of land for roads and car parking; protect the setting of the listed building to the east; protect the character of the approach to the town and deliver an exemplar community environmental feature.

12. Most new occupants of this much-needed type of housing would of course be vacating another property, usually larger, which would then be released for other occupants.
13. To achieve the above the site should be split longitudinally with a sufficient strip between the line of trees on Rushall road and the new buildings. This area can then be designated for beneficial community/educational/environment use.
14. Such an imaginative approach would be an exemplar for South Norfolk Council, whose vision for the Market Town's Initiative has found great favour with and commitment from the Harleston community. It would be a clear and demonstrable signal to councils everywhere of SNC's leading commitment to combining and harmonising social, economic

and environmental considerations. At present, there is no environmental component in the proposals put forward. This would remedy this situation in a very attractive way.

GMLP0263 - Apollo

15. As mentioned above Harleston has very limited parking. Investigations to seek to improve the situation carried out as part of the above-mentioned Roads and Traffic study reveal that there are virtually no places where this can be addressed, as the community seeks to enhance the economic and social prospects of the town. The Apollo car park is the only available space which could readily add capacity especially for the much needed longer-stay parking for employees in the town's businesses.
16. It is suggested that c.0.26ha of the car parking area of this proposal be not accepted for housing, but that it be designated such that purchase of it by the local authority should be considered, preferably by private treaty or if necessary compulsory purchase. Only the footprint of the existing buildings and out to the boundary behind it and to the road in front of it should be included for housing development. This would then be a very acceptable place for new housing as it is in easy walking distance to town for shopping.
17. If this opportunity is missed, there is no other acceptable place where significant additional parking can be created in close proximity to the town centre. As the plan embraces a strategic look at the needs of the community I would suggest that this bears careful consideration in principle.



Green = Area for new housing. Yellow = suggested for longer-stay car parking

I hope you will find these comment helpful.

Yours faithfully

Ian Carstairs

Redenhall with Harleston Community Orchard/ Environmental Area

Introduction

1. Representatives of the Harleston Community seek to explore the potential to lease or purchase land in Rushall Road, Harleston for management as a community environment area (a composite of some or all of a woodland/orchard/ meadow/rare plants and wetland).
2. The land comprising c.1.15ha *2.8 acres*, is owned by South Norfolk Council on behalf of the residents of South Norfolk (see aerial photograph and land holding map Appendix 1).
3. This proposal offers a unique opportunity for a partnership project of great public benefit and potential for community engagement through the environment. The quality of the setting within the land, with its large mature hedges and a row of fine standard oak trees offers a delightful sense of countryside close into the town with easy and safe access for enjoyment and learning.

Background

4. During 2010 the Harleston Community conducted a Town Plan 'Have your Say' initiative. Among other things respondents highlighted the desire for a community woodland and other environmental/open space/wildlife/ issues. The need to protect the setting of the town was also given a very a high priority.
5. As part of the Greater Norwich Core Strategy, Local Development Framework Site specific allocations, in November 2010 Redenhall with Harleston Town Council identified this secure field, lying outside the proposed development boundary, but with ready and safe access, as being suitable to deliver a community woodland/environmental initiative. In addition, sympathetic management would help to enhance and protect the setting of the town on approach along the Rushall Road. A copy of the Town Council's response map showing the land in question, which formed part of its submission is at Appendix 2.
6. In August 2011, Margot Harbour (Town Clerk. Redenhall with Harlelston Town Council), Mikey Bentley, [title] South Norfolk Council and Ian Carstairs, Neighbourhood Board Member and Chairman of the Town Plan Have Your Say Initiative met to discuss the potential for working in partnership to explore the possibility of advancing this initiative. It was agreed that IanC would discuss the matter with Portfolio Holder Cllr Martin Wilby to gain his views on the way forward. Cllr Wilby suggested this introductory paper be submitted as an initial Project Proposal for the 1 November meeting of the Board

Next Steps - support sought

7. The support of the Neighbourhood Board is sought for the production of a specific project proposal to be considered by relevant officers and subsequent presentation to councillors. The study would consider:

- a. The Land
- b. Tenure
- c. Access and accessibility
- d. Public benefit
 - i. Social (inclusion)
 - ii. Environmental
 - iii. Educational
 - iv. Inter-community links
- e. Future management framework - sustainability
- f. Costs and funding
- g. Project delivery

Capacity to deliver

- 8. Voluntary Skills and expertise to support delivery of the study and to advance a project if approved are available or accesible within the Harleston Community.

Critical Path

- 9. If the proposal to produce a detailed study enjoys the support of the Neighbourhood Board, the following are suggested as the steps to be taken:
 - a. Brief Redenhall with Harleton Town Council (*Verbal November meeting IanC*)
 - b. Prepare Study with relevant community/SNC officers/advisers (*IanC/Mikey Bentley/Margot Harbour*)
 - c. Gain approval of relevant SNC decision-making committee/officers
 - d. Form vesting management Group
 - e. Implement initiative.

Target timescale

10. Target timescale: Project Study Report - end December

Ends IC 23 September 2011.

Ian Carstairs: Redenhall with Harleton Neighbourhood Board Member

Appendix 1



Green = Rushall Road Field : Project proposal site

Red = Secondary school - pale blue line from shows access without crossing main road

Yellow = Recreation Ground. Blue line from Rec indicates access but aim is that this is sustainable initiative with general non-car focus to it.

Pink= sheltered housing

MAP: TM2483

Rushall Road and Adjacent
SNC Land.

Scale 1:2960



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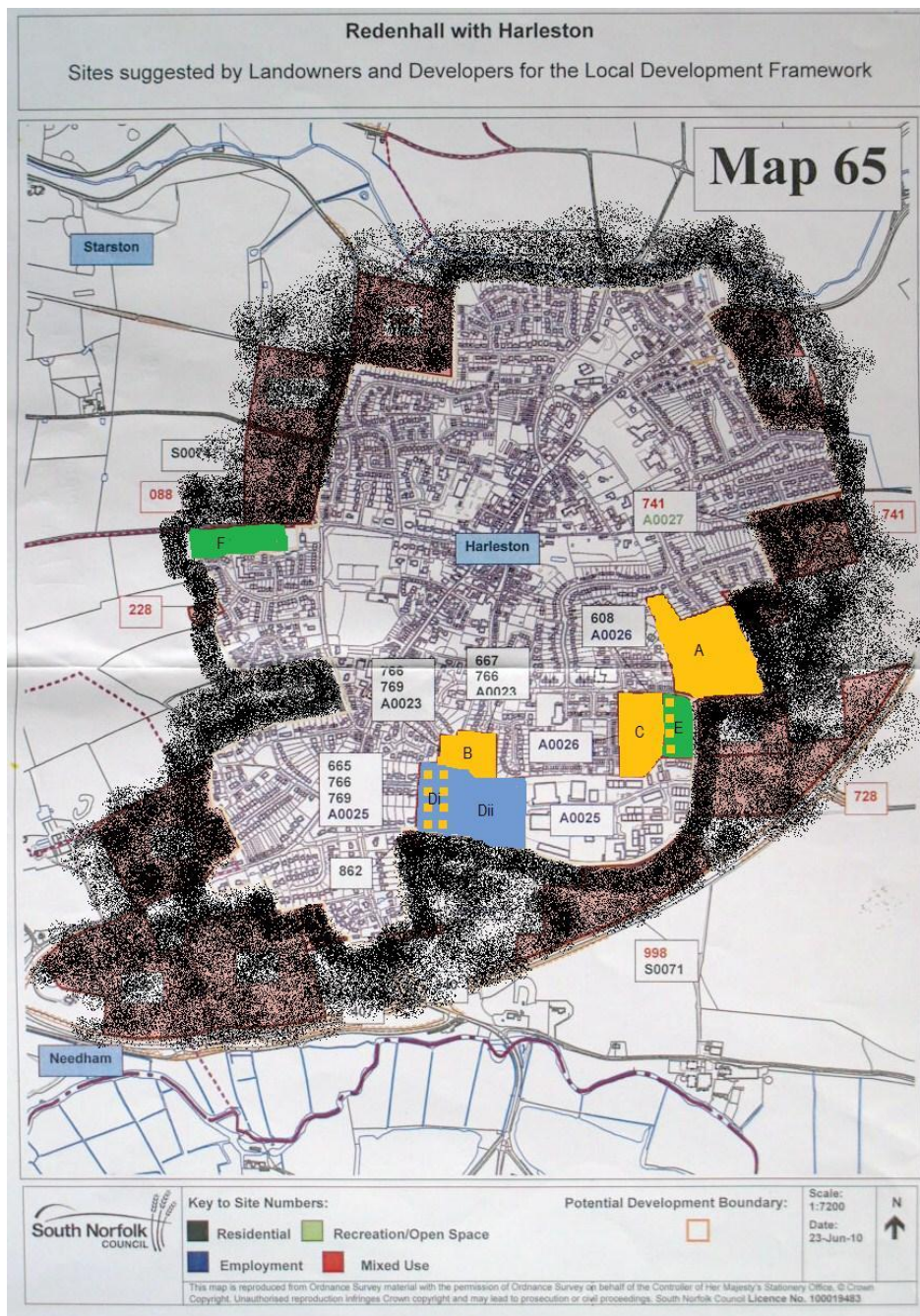
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South Norfolk Council ownership

Appendix 2



Accompanying commentary - Extract from full Response Submission November 2010

Parcel F [See map] 'There is great desire for community open space to benefit the environment. This would make an ideal community orchard, pond and nature area - there are existing quality hedges and trees. This is outside the development boundary but provides an ideal location for enjoyment of the transition between town and country in a way nowhere else in town offers. There will be cultural and social inclusion benefits/community events - eg wassailing events - as it will bring the area of Terence Airey Court more into the community and could provide easy access without

crossing main roads for the senior school/ nature area. It is ideal to provide many community benefits. Negotiations should be opened to achieve this aim.'

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