



DESIGN AND ACCESS STATEMENT

PROPOSED 5 No. DWELLINGS

AT

LAND OFF STONEGATE
COWBIT
SPALDING
LINCOLNSHIRE

FOR

LONGSTAFF

Job No. SE-1096

June 2019

Abstract

This Design and Access Statement supports the Outline Planning Application for 5 No. detached dwellings on land off Stonegate, Cowbit, Spalding, Lincolnshire.

Longstaff are committed to a policy of good design and equality.

The aim of this report is to demonstrate how design and access have been considered and incorporated, explaining the design thinking behind the planning application. This design and access statement outlines the provisions made in the design of the new dwellings for inclusion and accessibility whilst achieving a high standard of design.

1. Introduction

This Design and Access Statement supports the Outline Planning Application for 5 No. detached dwellings on land off Stonegate, Cowbit, Spalding, Lincolnshire.

This statement outlines the design proposal for the site and demonstrates how Swann Edwards Architecture Limited has addressed important guidelines from South Holland District Council and Government design criteria.

The impacts of the proposed development on the surrounding area and the contribution it will make to the village of Cowbit, has also been considered.

The village of Cowbit already has a well-established community and with a range of facilities and services within close proximity to the proposed development.

In addition, the village benefits from being a short driving distance from the towns of Spalding and Wisbech and the city of Peterborough.

The site is an old railway yard that is no longer needed and is currently overgrown.

The site sits within Flood Zones 1, 2 and 3 of the Environment Agencies flood map, and a flood risk assessment is attached to the planning application.

The level of accommodation which can be seen on the drawing attached to the proposal and later in this report will create 5No. new dwellings and associated accommodation.

The proposal should be seen as the best use of the site as directed by national government, and we believe is sympathetic to its surrounding neighbours.

To our knowledge, there is no previous planning history on this site.

2. Principle

The Development Plan comprises of the South East Lincolnshire Local Plan (March 2019). The Plan identifies

The site is positioned within the settlement boundary for the settlement as set out in the Inset Map for Cowbit. Policy 1: Spatial Strategy identifies Cowbit as a 'Minor Service Centre'. In such places Policy 1 states that development will be permitted that supports the role as a service centre for the settlement itself. It states that development will *normally* be limited to Allocated and Committed sites and infill.

The site is not positioned on allocated or a Committed site however it does constitute infill development given that it is positioned within the existing built form. The principle of the proposal is therefore supported by Policy 1.

The site is a former railway yard and therefore constitutes previously developed land as per the definition set out in Annex 2 of the NPPF. The effective use of land by reasons of the re-use of brownfield land is supported by paragraph 117 of the NPPF and Strategic Priority 7 of the Local Plan. This adds further support to the principle of the proposal.

3. Design

3.1. Use & Amount

The site is previously developed land (Old railway yard) that is currently overgrown. The site is no longer needed due to rail link closure and is disused and neglected.

The proposed use for this site is residential which fits into the surrounding land use. The addition of new dwellings in this location will enhance the sense of community in this area by introducing a new family who will have the opportunity to be part of a typical rural village community.

The development would also tidy up and bring the existing site back into use.

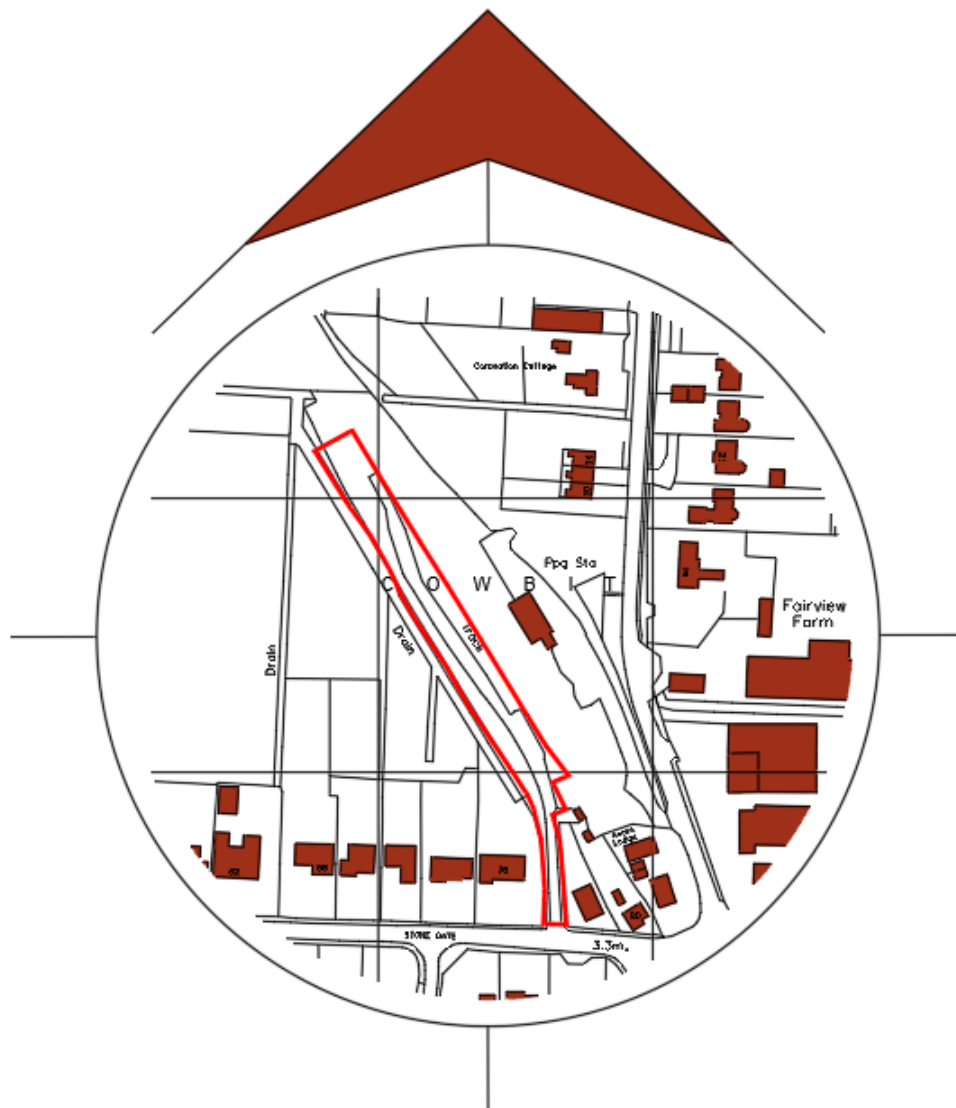


Figure 1: Location Plan

The size, layout and accommodation are driven by the desire to provide good quality, modern living accommodation for the occupants and users of the buildings.

3.2. Layout

The layout of this site exists in so far as the boundaries to all sides are established.

The layout of the proposal derives from the position of the proposal to the neighbouring properties, and all dwellings are to be served via the existing site access.

The scale of the proposal is sympathetic to the site and provides parking and recreation area for the occupants of the new properties.

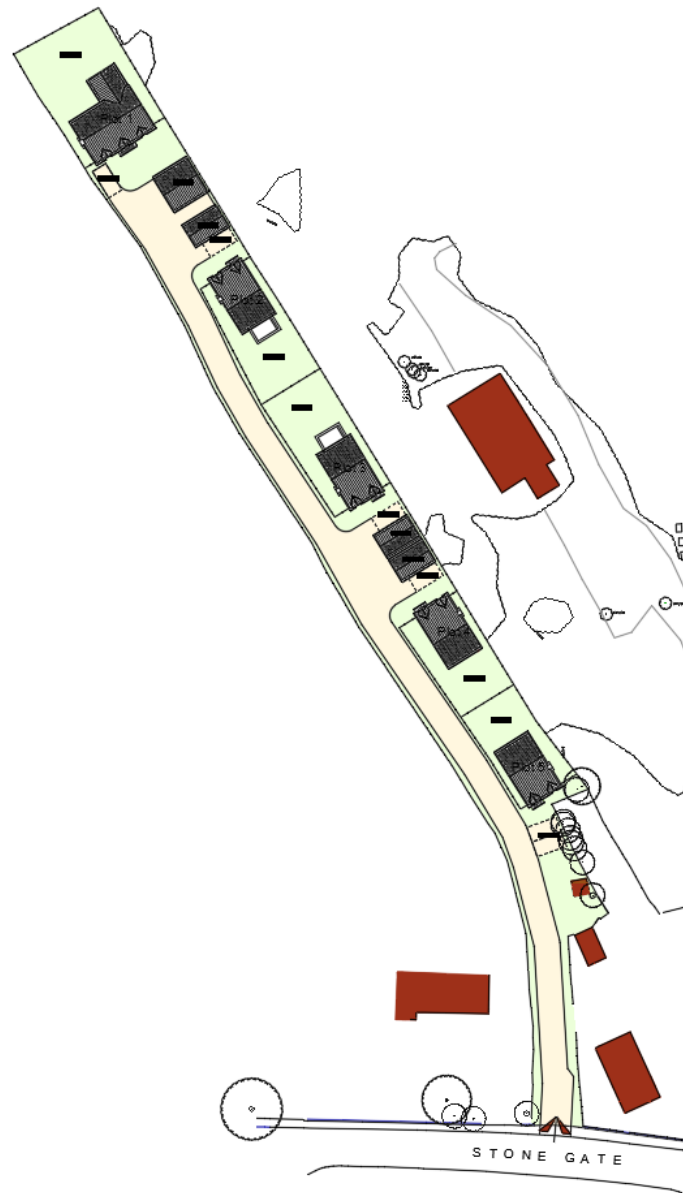


Figure 2: Site Plan

The proposal introduces additional landscaping which will be to the benefit of the visual amenities of the area.



Figure 3: View of site and access from road



Figure 4: View of the site

3.3. Scale

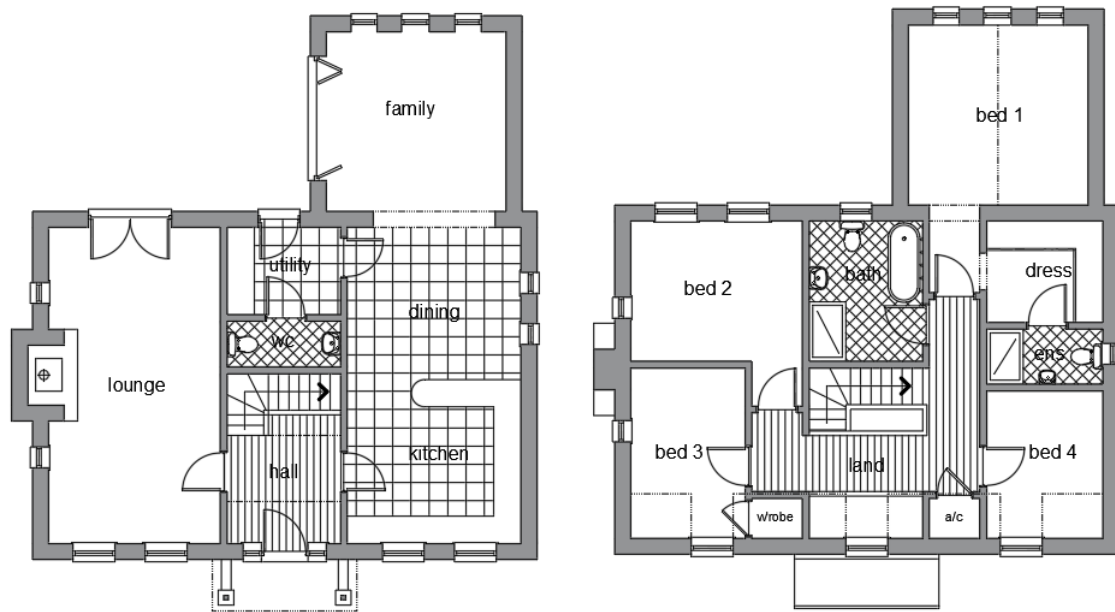


Figure 5: Plot 1 – Proposed Floor Plans

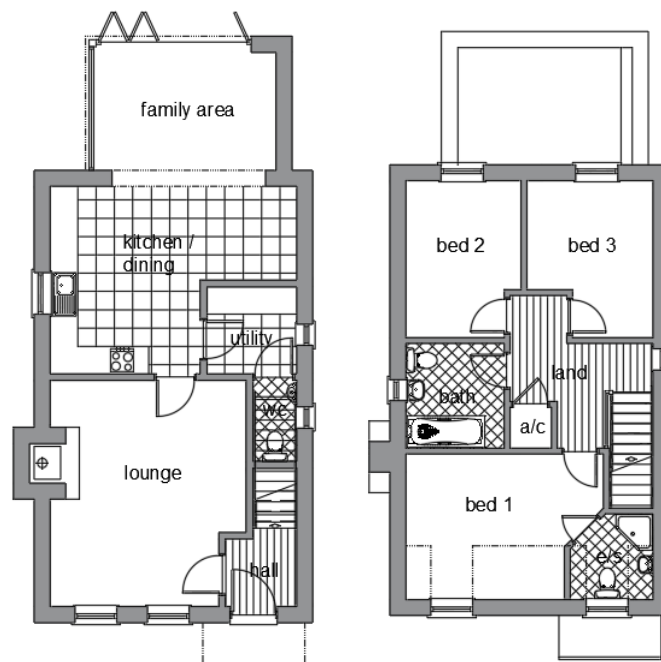


Figure 6: Plots 2 & 3 – Proposed Floor Plans

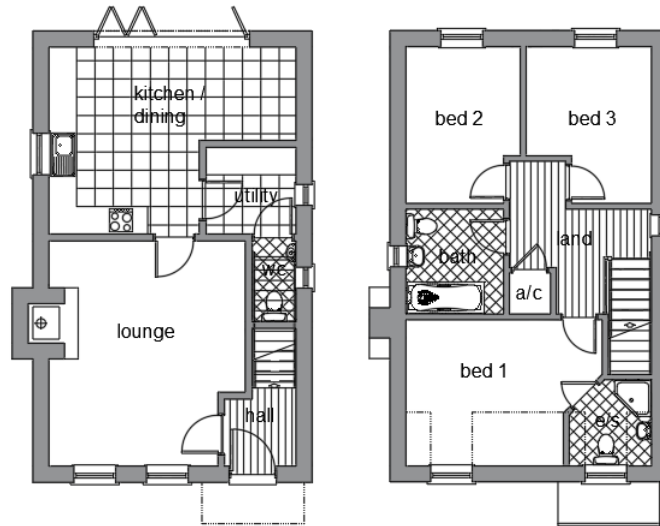


Figure 7: Plots 4 & 5 – Proposed Floor Plans

3.4. Landscaping

The proposed dwellings will include landscaping and a driveway to the front gardens and parking/turning areas with planting to soften the front of the properties. The rear gardens will be levelled and seeded with grass, enclosed with a new 1.8m high timber fence and a patio area for the full enjoyment of the occupants.

This is not agricultural land therefore no food production will be lost as part of this proposal. It will, however, utilise previously developed land which is promoted by the NPPF and it will introduce a number of new dwellings which is more consistent with the surrounding character than the previous use.

3.5. Appearance

The village of Cowbit is very varied in appearance and has no real local vernacular.

There is a mixture of styles and types of dwellings surrounding this site as can be seen in the image to below.



Figure 8: Environment Agency Flood Map

The form of the proposal reflects a more traditional solution as it is felt that it is the most appropriate form given the location of the site, local context and style of the buildings. The new dwellings will incorporate features which will link them to the surrounding buildings. It should be noted that it has a more detailed finish, which will provide a more desirable finish to this part of the village.

3.6. Flood Risk

The site sits within Flood Zones 1, 2 and 3 of the Environment Agencies flood map, and a flood risk assessment is attached to the planning application.

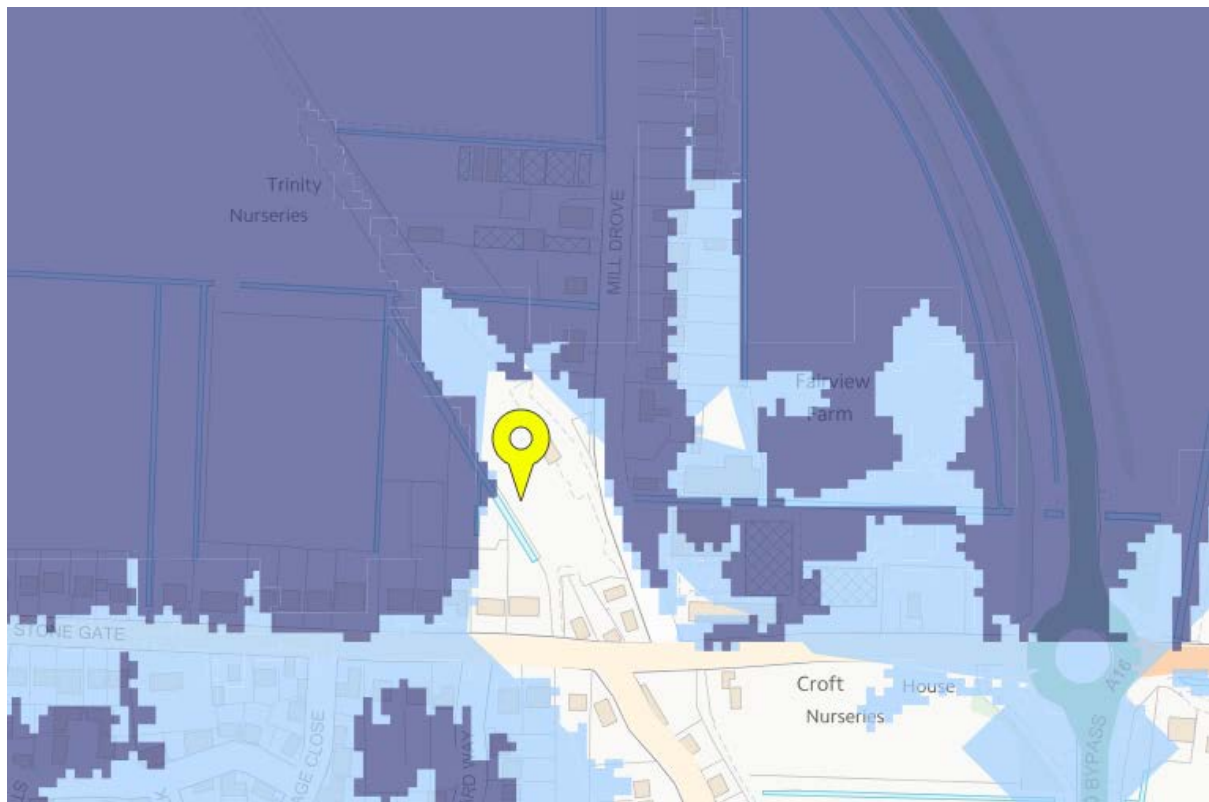


Figure 9: Environment Agency Flood Map

4. Access

4.1. Vehicular and Transport Links

The site benefits being in close proximity to major transport facilities.

Nearby bus stops provide a service to Spalding and Peterborough which have bus and train links to stations in Wisbech, King's Lynn, Ely and London.

By road, the towns of Spalding and Wisbech and the city of Peterborough are short distances away offering shops and services associated with larger market towns and cities.

These public amenities as well as many more are within walking distance from the proposed site of development:

- Village Hall and Playing Field
- Primary School
- Secondary Schools available in Peterborough and Spalding
- Local Shops
- Employment opportunities in Peterborough and Spalding
- Shops associated with larger market towns in Peterborough and Spalding

4.2. Site Access

The proposal will utilise the existing site access point on to Stonegate, so that traffic movements are confined to a single access point to and from Stonegate that was already used for this purpose.

Motor cars will have easy access to the front door of the properties. There are ample parking spaces for the dwellings accessed by a new private driveway. The driveway affords ample space to allow a car to turn on site therefore always accessing Stonegate in a forward motion. Upon alighting a parked vehicle, a hard-surfaced area will lead the occupant or visitor directly to the front doors. The main entrances are visible from the driveway and parking spaces.

4.3. Inclusive Access

The topography of the site is generally level and will comply with Part 'M' of the Building Regulations.

Large front doors with level access thresholds will allow access to the dwellings whilst all doors, including an outward opening door to the WC's, will allow access throughout the ground floors. There will be no changes in floor level on the ground floor allowing easy wheelchair access throughout. Disabled people will not be segregated from any activity which may occur.

Level access is also to be provided to the rear gardens. This is achieved via the walkway around each dwelling and patio areas directly linked to the rear doors. This allows all to enjoy the external spaces of this proposal.

3.4 Fire Appliance Turning

The close proximity of the road allows easy access to the Fire Brigade should the event of a fire take place.