

Design & Access Statement
January 2021

NEW RESIDENTIAL DEVELOPMENT
for Burmor Construction (on behalf of Lion Investment Group Ltd.)
at Barbers Drove North, Crowland, Lincs.

DT ARCHITECTS

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1.0 Introduction

This Design & Access Statement relates to the proposal for a new residential development at Barbers Drove North in Crowland. The site is currently a substantial residential plot which accommodates a single two storey dwelling, together with a field with fencing which is being used as a horse paddock. This statement serves to accompany this Full Planning application.



figure 1 : extent & location of application site in Crowland, base image taken from Google Maps UK

The site and buildings are currently owned and occupied by the site owner Mr & Mrs McPartlin. This application has been instructed by Burmor Construction on behalf of Lion Investment Group Ltd. (the Applicant) who are purchasing the land (subject to Planning) from Mr & Mrs McPartlin. The Applicant is seeking permission to provide a residential development for 41 no. new units.

The Town and Country Planning Use Class is currently D3 Dwellinghouses. The proposed use will remain as D3 Dwellinghouses, albeit with multiple units.

The Applicant intends on developing the land to provide 41 market sale homes, which will be a mix of one, two, three and four bedroom properties, to support the local housing need. The development will provide new pedestrian connectivity, together with on-site open space.

2.0 Size & Scale

The residential development area is approximately 1.3928 hectares (3.44 acres).

The housing incorporates a range of unit types which are detached, semi-detached, terraced and apartment maisonettes.

The houses are sized to accord with the Pre-application advice which stated the following:

...built to the former Housing Corporation Design and Quality standards which for this development would be at least:

1 beds 2 person	*45sqm*
2 beds 4 person	*67sqm*
3 bed 5 person	*82sqm*
4 bed 6 person	*95sqm*

It should be noted that the house type designs for this development often exceed these standards, offering good quality accommodation predominantly aimed at families. Each dwelling has its own private garden space* as well as parking in line with the Council's standards.

* Please note that the two apartment maisonettes have modest garden space, but are still considered reasonable sizes for units of this type and size.

The size and scale of the development is inherently of residential form and scale, avoiding long imposing terraces or inhuman scale. This helps the site integrate itself within the broader residential context, befitting of the residential area.

The sizes, bed spaces and quantities of housing can be found on the site plan drawing.



figure 2 : view showing range of units, including 1.5, 2 & 2.5 storey dwellings

3.0 Proposals & Design

3.1 Context Precedence

The immediate context, which is typically residential, is varied and therefore offers no consistent precedent. Barbers Drove North is a varied street of residential units, ranging from modest sized bungalows to executive two storey houses. Peterborough Road which is connected to Barbers Drove North to the east, is similar in nature to Barbers Drove North, which is of varied architectural style and scale. The same can be said for Thorney Road which is located to the north-east of the site, which also accommodates the Crowland Fire Station.



figure 4 : view along Peterborough Road at Barbers Drove North junction



figure 3 : view along Barbers Drove North



figure 5 : view along Thorney Road

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3.2 Materials & Appearance

The materials for the proposed development are in keeping with a housing scheme, albeit with some modern inclusions to provide an architectural uplift to this development which is highly visible due to its location adjacent to James Road.

The elevations are predominantly clad in buff and red facing brickwork, which aligns well with the surrounding area. However, black composite cladding boards (timber effect), together with dark grey windows, fascias, soffits and fascias, provide a modern interpretation of the traditional housing design approach. Due to the context of the site, which doesn't refer to any particular architectural styling, it is considered that this new development will fit well with the surrounding area and will provide a positive contribution to the town of Crowland.



figure 6 : typical house design and materials palette

3.3 Form & Layout

The form of the site has been carefully designed to maximise the aesthetics of the site and create an open central space to give a sense of place with open green space at the heart of the site. The layout comprises of a main spine road which is accessed off James Road in a relatively central position to the site. The spine road curves to the north-east providing access to the north of the site. A junction off the spine road provides access to the parcel of land to the south-west of the site. The houses are positioned to provide frontage along the on-site access road(s) with uplifted units in key parts of the site to offer feature frontages and elevations along the main views and over the public open spaces.

The main public open space is positioned centrally on the site, offering a pleasant setting for the new housing. In addition, a further public open space is provided to the north-east corner of the site which gives a positive approach to the site when accessing via the footpath connecting the new development to the wider area of Crowland.



figure 7 : extract from site plan showing public open space positions

Careful consideration has been given to the parking placement around the site, with the parking being kept at the side of the houses wherever possible to minimise the impact from vehicles being parked in front of houses. In the instances where vehicles are parked in front of the houses, these areas are well landscaped to reduce the impact of the cars.

In order to respond to the surrounding area, larger more spacious chalet bungalows are provided to the south-west corner of the site, which relates to Barbers Drove North where more bungalow style units are present. The remaining units are predominantly two storeys, with the occasional 2.5 storey units being provided centrally on the site where there is minimal impact on the existing surrounding housing.



figure 8 : extract from site plan showing spacious chalets to the south-west corner

3.4 Landscaping

Existing Site Trees

A Tree Survey, Arboricultural Implications Assessment Report and Arboricultural Method Statement have been produced by Caroline Hall Arboriculture consultant, which assesses the existing site trees and the likely impact of the proposed residential development. The report is submitted with this planning application.

Proposed Landscaping

The landscaped areas around the site have been well considered to allow for a desirable and aesthetically pleasing development.

The principle public open space is central providing a pleasant setting and spacious feel to the new development.

As referred to previously, car parking is provided to the side of the houses where possible. However, where parking is provided in front of the houses, they are limited in number and where there are more than 2 parking bays, a strip of landscaping is provided to break up large extents of parking.

Site boundaries that are part of the Urban Realm will be lined and softened with landscaping.

The main spine road addresses the roadsides with landscaping and front gardens to soften the hard landscaping and housing.



figure 9 : view of central open space, showing well landscaped frontages

4.0 Access

4.1 Vehicular Access

Vehicular access is available via a single entry point off James Road. This access point was deemed to be acceptable to Highways at Pre-application stage and this position has been developed by the Project Engineer following discussions with Highways. The spine road which leads to 'dead ends' at both extents of the site incorporates turning heads for refuse and emergency vehicles. The main access point leads to an adopted road, from which small private roads/ driveways spur off.

4.2 Safety Measures

Traffic calming measures are provided from the use of turns in the road together with gentle curves and table tops, limiting speed yet maintaining pedestrian visibility.

4.3 Pedestrian Access

Pedestrian accessibility is very good across the site. A new footpath connects the site to the existing footpath at the end of Thorney Road, then provided throughout the site, connecting all of the new dwellings to the greater footpath network.

Pedestrian routes are provided across the site which are provided on drawing no. 2483_AL0208.

4.4 Parking Arrangements

Pre-application advice stated the following:

Car parking standards in the emerging local plan are 2 spaces for dwellings with up to 3 bedrooms and 3 spaces for dwellings with 4 or more bedrooms. A garage can count as one space if it is 2.6m x 5.6m internal width, with an additional 1m at the end to park cycles.

The parking provision for this new development is in accordance with the above requirement, as follows:

plot	no. of beds	parking spaces	garage	total
01	3	02	01	03
02	3	02	-	02
03	3	02	-	02
04	3	02	-	02
05	3	02	-	02
06	3	02	-	02
07	3	02	-	02
08	3	02	-	02
09	3	02	-	02
10	3	02	-	02
11	3	01	01	02
12	3	01	01	02
13	1	02	-	02
14	1	02	-	02
15	2	02	-	02
16	2	02	-	02
17	2	02	-	02
18	3	02	-	02
19	3	02	-	02

20	3	02	-	02
21	3	02	-	02
22	3	02	-	02
23	4	02	01	03
24	4	02	01	03
25	3	02	-	02
26	3	02	-	02
27	3	02	01	03
28	4	02	01	03
29	4	02	01	03
30	3	02	-	03
31	3	02	-	02
32	3	02	-	02
33	3 / 4	02	01	03
34	3 / 4	02	02	04
35	3 / 4	02	02	04
36	3	02	-	02
37	3	02	-	02
38	3	02	01	03
39	3	02	-	02
40	3	02	01	03
41	3	02	-	02

5.0 Local Requirements Summary

Pre-application advice received on the 19th January 2019 (ref: PE-00480-18) requested (in addition to the application form and plans) the following would be required:

5.1 Design & Access Statement

Information contained in this document.

5.2 Affordable Housing Statement

A Viability Assessment is submitted with this application.

5.3 Flood Risk Assessment

A Flood Risk Assessment is submitted with this application.

5.4 Foul Sewage & Surface Water Drainage

A Foul Sewage & Surface Water Drainage Strategy is submitted with this application.

5.5 Contaminated Land Assessment

A Ground Investigation is submitted with this application.

5.6 Archaeological Assessment

An Archaeological Report is submitted with this application.