

Design, Access & Planning Statement

Crease Drove, Crowland

March 2019



BM₃

Partner

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1.0 Introduction

1.1 The Application

This design and access statement is in support of a reserved matters planning application for the redevelopment of the site currently containing a warehouse and packing station (Outline Approval Ref - H02-0554-16). One of the warehouses formerly situated on the site has been cleared. This application is for the development of 50 new dwelling with associated landscaping and parking on the land off Crease Drove, Crowland.

This application is to be made jointly by Partner Construction and Waterloo Housing. These houses will be managed by Waterloo Housing with a range of tenures including Affordable Rent, Shared Ownership and Rent to Buy.

The development is designed specifically for this site and promotes sustainable living.

1.2 Drawing List

The application is accompanied by the following drawings, which have been prepared by BM3 Architecture Ltd.

- 70688_D00 Site Location Plan
- 70688_D01F Site Layout Plan
- 70688_D11A House Type F131
- 70688_D12 House Type F133
- 70688_D13A House Type F113
- 70688_D14A House Type 1B
- 70688_D20A Street Scenes

The following surveys have also been submitted (in addition to those submitted as part of the outline application):

- Ecological Survey
- Phase I Site Appraisal
- Phase II Site Appraisal
- Topographical Survey
- Transport Assessment
- Tree Report

2.0 Planning Statement

2.1 Planning History

On 9th October 2017 an outline planning application (H02-0554-16) was approved for residential development at land at Crease Drive, Crowland.

The site has no apparent material planning history in relation to potential residential development, its history relates predominantly to the recent commercial operations on site.

2.2 Pre-Application Advice

On 12th December 2018, a meeting was held at the South Holland District Council offices with Lucy Buttery to discuss initial proposals. Following this meeting further email correspondence with Ms Buttery has taken place prior to submission of this application.

2.3 Planning Policy

South Holland District Council have produced a new Local Plan jointly with Boston Borough Council and Lincolnshire County Council, which was adopted on 8 March 2019.

The Plan identifies land, and allocates sites, for different types of development, such as housing and employment, in order to meet the area's needs, as well as identifying those areas of land which must be protected from development.

This site is included in the new housing site allocations as Cro043, 'Land East of Crease Drive'. Some relevant policies from the Local Plan include:

[Policy 1: Spatial Strategy](#)

[Policy 2: Development Management](#)

[Policy 3: Design of New Development](#)

[Policy 4: Approach to Flood Risk](#)

[Policy 6: Developer Contributions](#)

[Policy 10: Meeting Assessed Housing Requirements](#)

[Policy 11: Distribution of New Housing](#)

[Policy 17: Providing a Mix of Housing](#)

[Policy 18: Affordable Housing](#)

[Policy 36: Vehicle and Cycle Parking](#)

2.5 Conclusions

This site is allocated in the local plan. The scheme is well designed and sustainable, with excellent access to facilities and amenities. The proposals are for a development that is 100% affordable housing with a mixture of tenures and dwelling sizes, managed by a local RSL.

An outline application was approved in 2017 showing this site as residential development. It is demonstrated that this site is still viable for residential development under national and local planning policy.

Pre-application advice has been sought and the informal comments received have been included and discussed within the proposals submitted.



Fig. 1 Policies Map for Crowland showing Cro043.

3.0 Site Context

3.1 Location

The proposed site is a brownfield site located off Crease Drove in Crowland, approximately nine miles north of Peterborough and eleven miles south of Spalding in the ward of Crowland and Deeping St Nicholas.

3.2 Site description

The application site consists of 1.54 hectares of previously developed brownfield land. The site is occupied by a Warehouse and Packing Station.

The site slopes downwards from the north east corner to the south east dropping around 1.7m. There is an existing shared surface access point to the site from Crease Drove.

There is a small tree situated on the east side of the site as well as a run of trees stretching along the northern, eastern and southern boundary edge.

The site is bound by a residential developments off Aldersland Road to the north and Beccelm Drive to the east. The rest of the site is then predominantly enclosed by agricultural land, found directly to the south and on the opposite side of Crease Drove to the west.

Two main roads, A16 White Post Road and Crowland Road, provide the main routes from the area into Peterborough. These main roads are connected by secondary routes, such as Peterborough Road, with mainly residential areas from this, accessed through roads such as Crease Drove.

Key

- 1. Proposed Site - 1.54 Ha former Warehouse and Packing Station
- 2. Crowland Cranes - Distribution Service
- 3. Fabtech Sheet Metal - Sheet Metal Contractor
- 4. Crease Drove
- 5. Steve Butler Dental Ceramics
- 6. Crowland Community Fire Station
- 7. Trinity Bridge - Historical Landmark
- 8. Crowland Abbey
- 9. Crowland Medical Centre
- 10. Snowden Pavilion and Sports Field



Fig. 2 Birds-eye view of the site

3.3 Local Amenities

Public Transport:

There is a bus stop just a six minute walk away from the site running the InterConnect 37 Service which runs from Peterborough to Spalding.

The site is situated between two train stations, Spalding train station, situated 11 miles to the north, and Peterborough train station located 9 miles to the south, with direct links to major destinations in the region of East Anglia such as Cambridge.

Cambridge Airport is located 48 miles to the south east, with East Midland Airport situated 65 miles to the north west.

Education:

The local primary school is South View Community Primary School situated 0.7 miles away to the north, around a 15 minute walk away. The closest secondary school is Ken Stimpson's Community School located 7 miles to the south-west, approximately 15 minutes by car.

Shops:

There is a cluster of amenities situated 0.5 miles away to the north of the site on North Street and East Street consisting of local shops, restaurant / takeaways, hairdresser, pharmacy etc with the Lincolnshire Co-op Food Store located on West Street.

Other Amenities:

East Street also has Crowland Community Hub and Library situated on it with Crowland Abbey located at the end of the road. To the east of the site is Snowdon Pavilion and Sports Field, which is adjacent to the Crowland Medical Centre and not only has sports facilities but also public open space with a play area.



Fig. 3 Amenities on North Street



Fig. 4 Crowland Community Hub and Library



Fig. 5 South View Community Primary School



Fig. 7 Crowland Abbey



Fig. 6 Snowdon Pavilion and Sports Field



Fig. 8 Crowland Cranes Ltd

4.0 Use

4.1 Existing Use

The land and buildings are owned by Adcocks Drinking Company Ltd, with the only remaining building on site being situated close to the western boundary, fronting Crease Drove.

A large building that was situated in the middle of the site was in such a condition through deterioration and vandalism it was beyond economic repair and therefore demolished.

4.2 Proposed Use

The site is located within an established residential area of Crowland and Partner Construction/Waterloo Housing wish to develop the site to provide six new one bedroom houses, twenty six new two bedroom homes and eighteen new three bedroom homes. The scheme includes associated parking and landscaping.



Fig. 9 View of the site looking towards the eastern boundary

5.0 Amount

5.1 Accommodation

ACCOMMODATION SCHEDULE

DWELLING TYPE		GIFA	HEIGHT (STOREYS)	AMOUNT	%
1B	1B2P HOUSE	54.20m ²	2	06	12
F133	2B4P HOUSE	72.54m ²	2	24	48
F113	3B5P HOUSE	84.30m ²	2	02	40
F131	3B5P HOUSE	83.66m ²	2	18	
TOTAL				50	100

Fig. 10 Proposed Accommodation Schedule

5.2 Car Parking

There is an overall provision of 188% in-curtilage car parking across the site. All dwellings have two spaces except for the one bedroom houses which have one each.

5.3 Density

The site has an area of 1.54 hectares and therefore has a density of 32 dwellings per hectare.

5.4 Cycle Storage

A cycle hoop is included on the rear elevation of each house to provide secure cycle storage. Access to the cycle hoop is possible for all dwellings without going through the house.



Fig. 11 Proposed Site Layout Plan

6.0 Layout

6.1 Access & Highways

The principle vehicle and pedestrian access into the site is from Crease Drove, ten of the dwellings (plots 01, 02, 03, 04 05, 38, 39, 40, 41 and 42) are directly accessed from Crease Drove.

6.2 Development Blocks

The layout is simple with a single main access road entering the site centrally from Crease Drove, it is proposed that this road be adopted by the local authority. The road finishes with a T-shaped turning head allowing room for all dwellings around the turning head to face into the site providing a well overlooked street. Dwellings are positioned to sit at the end of this new road providing a termination to the view down the street.

Ten dwellings face onto Crease Drove providing a continuous street frontage in keeping with existing surrounding housing with dual aspect dwellings situated either side of the entrance road providing a gateway into the development.

The rear gardens ensures that there is a buffer between the dwellings and the adjacent buildings.

6.3 Parking

In curtilage parking is incorporated across the scheme. Care has been taken to use a balance of parking in front of and between dwellings to ensure that the car does not dominate whilst creating active frontages. Landscaped areas have been included to soften areas where parking is included to the front. All dwellings are provided with 2 car parking spaces except for the one bedroom houses which have one.

Secure cycle parking is provided with cycle hoops to be installed at the rear of the dwellings.

6.4 Refuse Strategy

The road layout has been designed so that a refuse lorry can access and turn within the development. Bins for the houses are to be stored in the rear garden on dedicated hardstanding areas and brought to the front of the house on collection day.

For private drives bin collection areas have been shown at appropriate distances to comply with Approved Document H of the Building Regulations.

6.5 Drainage Strategy

The site is shown in flood zones 2 & 3. Please refer to the accompanying FRA to this application, for recommended mitigation measures.

A 9m IDB easement is shown to the north and south boundaries with no development within these zones.

As part of the overall drainage strategy a balancing pond and pumping station are included to the north east corner of the site. See accompanying drainage strategy for further detail.



Fig. 12 Indicative layout as submitted as part of the Outline Application H02-0554-16

7.0 Scale & Appearance

7.1 Massing

Careful consideration has been taken to ensure that the new buildings will sit within their surroundings. Due to the building heights of the existing surrounding dwellings, it was felt that 2 storey houses were appropriate. This will ensure that the development is in proportion with the local context and won't have an overbearing effect on its immediate surroundings.

7.2 Local Context

The main concept of the development is to link the new dwellings seamlessly into the existing neighbourhood.

Crowland typically has traditional style dwellings with red brick as a predominant facing material. The proposed primary facing material is red multi brick with traditional detailing in keeping with the local area.

7.3 Materials

The proposed dwellings have been designed to complement the existing area in terms of appearance. The proposed buildings utilise a simple vocabulary of red facing brickwork and pitched tiled roofs sympathetic with the surrounding houses on Crease Drove.

Red multi brick has been chosen for the main facing material, and it is proposed that a natural colour mortar will be used. Brick is durable, low maintenance and generally used throughout the immediate context. The colour and texture will help tie the scheme with the existing houses.

Buff stone lintels and sills are utilised on fronting elevations to contrast and compliment the red multi style brick that prevails within the local area. Soldier course brick detailing is then proposed above and below windows to add interest and detail to the other elevations.

The fenestration has a simple rationale with generous sized windows allowing for good day lighting to the rooms behind. All windows and patio doors will be white uPVC. Front doors will be composite with glazed panels. Roof tiles will be smooth grey concrete interlocking. All rainwater goods will be black uPVC.



Fig. 13 Proposed Elevation to Crease Drove



Fig. 14 Proposed Street Scenes



Fig. 15 Housing on Crease Drove- variation in facing materials, doors and windows.



Fig. 16 Housing on Crease Drove- Buff brickwork and render with stone quoins and brick cill details



Fig. 17 Bungalow on Crease Drove – Red facing brickwork without details.



Fig. 18 Housing on corner of Crease Drove -red facing brickwork with soldier course detail

8.0 Access

8.1 Access by Bus:

There is a bus stop just a 6 minute walk away from the site running the InterConnect 37 Service which provides a link to Peterborough and Spalding.

8.2 Access by Rail:

Spalding train station is situated 11 miles to the north, and Peterborough train station located 9 miles to the south, with both providing direct links to major destinations in the region of East Anglia, such as Cambridge.

8.3 Overall Accessibility:

Crease Drove comes off Broadway / Peterborough Road which connects to the A16 via James Road. Peterborough Road / Crowland Road provides a link to Peterborough via the A47 and A1139. The A16 provides the route to Peterborough City Hospital via the A47, as well as a link to Spalding to the North via the B1173. The A1(M) is the closest motorway to the site, situated 13.5 miles to the south west, providing links to the south.

8.4 Inclusive Access:

The development aims to adopt the following principles of inclusive design:

- A development that can be used safely and easily by as many people as possible without separate provision. This includes people with differing disabilities, elderly people and parents and guardians of young children;
- The freedom to choose and ability to participate in the developments activities and services;
- Values and embraces diversity and difference;
- Adopts high quality design and use of appropriate materials;
- Achieves safe, comfortable and healthy environments;

- Provides for ease of use and way finding and provides information in an accessible format;
- Incorporates signage on the approach, outside and inside the development that is legible and meets the diverse needs of all the community.

8.5 Design Principles - All user groups:

Design considerations for people with disabilities.

Some of the issues identified include:-

Wheelchair users

- Changes in level, uneven topography and general pathway surface finishes.
- Inadequate widths of pathways.

People who are blind or partially sighted

- A restriction in illumination levels or lighting that is not consistent.
- Obstruction of street furniture, poor or no signage, and layout considerations.
- The use of colour contrast on steps, infrastructure design, and manifestation on glazing.

People with an ambulant disability or reduced manual dexterity

- Inadequate clearance for sticks and walking aids, too steep gradients, slippery and uneven ground, and long distance walking without resting places.
- Handrails which are not cold to touch.

People with learning disabilities, literacy problems and who do not speak English as a first language

- Clear, simple and logical signage that will include pictograms and both directional and informational signage to improve way finding around the scheme.

8.6 External Audit:

Approach routes to the development. Visitors to the development will encounter a logical layout providing access around the development.

Further recommendations to be adopted:

- Ensure precise consistent directional and informational signage is provided throughout the scheme. This will service both owners and the public at large.
- Good street lighting should be provided throughout the scheme and follow CIBSE guide recommendations.
- The surface of the footway, alongside a setting-down point, should be level with the carriageway at that point, to allow convenient transfer onto and from a wheelchair. Again this facility should be clearly designated and signed for easy recognition.
- Footway and footpath surfaces should also be provided with level access up to the entrances of the building.
- Where cross over points are required, tactile paving should be used to give suitable warning.
- Any obstructions should be avoided, but if used for lighting etc., free standing posts should incorporate a band 150mm high whose bottom is 1500mm above ground level, and that contrasts in colour and luminance with the remainder of the column or post.

8.7 Planting & Landscaping:

Layout of both soft and hard landscape will not impede movement around the development.

8.8 Design strategy for residential:

Unless suitably designed, the principle entrance to a building can often be a barrier to access for people who have disabilities. The following factors will be considered along with detailed requirements of section 6 of the Approved Document M when more detailed design is considered:-

- a) The prominence and visual relationship of the entrance with its surroundings;
- b) The type of threshold needed to allow convenient wheelchair manoeuvre;
- c) The ease of operation of the principle entrance door;
- d) The minimum effective clear width through the doorway. And vertical circulation;
- e) Access for a visitor to an outward opening door to a WC facility on a principle entrance of a dwelling;
- f) Location and design heights of sockets and switches;

9.0 Conclusion

9.1 Conclusions

- The proposed residential development of 50 dwellings is a mix of housing that fully accords with national, regional and local planning policies including the NPPF.
- Appropriate levels of provision for vehicle parking have been made.
- The development makes appropriate services provision and will not increase the risk of flooding in the area.
- The development will have no adverse impact on any features or species of ecological importance.
- The proposal will result in the maximum and efficient reuse of the previously developed brownfield site.
- The submitted proposals are therefore recommended to the local authority for their approval.



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