

DESIGN & ACCESS STATEMENT
LAND TO THE SOUTHWEST OF
HARRINGTON DRIVE, CROWLAND



FULL PLANNING APPLICATION – SEPTEMBER 2021

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1. INTRODUCTION

This document is put forward as supporting information for the Full planning application of 47 dwellings, proposed road network and public open space. The aim of this document is to outline the key issues and principles that have influenced the design of the development.

2. SITE ANALYSIS

2.1 Location

Crowland is a town in the South Holland district of Lincolnshire, England. It is situated between Peterborough (approximately 8 miles to the south-west) and Spalding (approximately 10 miles to the north-east). The population of the civil parish of Crowland and neighbouring Deeping St Nicholas was, at the time of the 2011 census, 6,172.

The site is located on the southern extent of Crowland between Peterborough Road and James Road and is indicated outlined red on the figure opposite. The site measures 1.239 ha (3.06 acres).

The proposed development will develop a current vacant undeveloped field and paddocks into high quality homes affordable to local people.

The site sits within the settlement boundary of the Main Service Centre of Crowland as defined in the South East Lincolnshire Local Plan 2011-36, Adopted March 2019.



2.2 Planning Policy & Involvement

The proposed scheme has evolved and developed through referencing the South East Lincolnshire Local Plan, National Planning Policy Framework as well as previous planning applications in the area.

The site sits within the settlement boundary of the Main Service Centre of Crowland as defined in the South East Lincolnshire Local Plan. The Local Plan states *"Within the settlement boundaries of the Main Service Centres development will be permitted that supports their role as a service centre for the settlement itself, helps sustain existing facilities or helps meet the service needs of other local communities."*

As a site that sits within the residential confines of Crowland and is well served through the current road network and via the wider community, the site is therefore considered to be in a suitable location for residential development. Public footpaths connect the site to local facilities adding to the sustainable credentials of the site.

2.3 Movement

The site is well connected to the surrounding road network. Both Peterborough Road and James Road connect the site to the A16 less than 500m to the south. The A16 connects Crowland to Peterborough, approximately 8 miles to the South West. The A1 (approximately 15 miles south-west of Crowland) can be reached via the A16 and the A47.

The site is also served by footpaths both sides of Peterborough Road which connect the site to further cycle and footpath routes south of Crowland as well as the centre of Crowland to the north. Peterborough Road is also a main bus route through Crowland connecting to Peterborough and Spalding.

Crowland is supported by a number of local facilities, including South View Community Primary School and St Guthlac's County Secondary School, a number of shops (including a Spar and a Coop food store), as well as a library. There are also several other shops, pubs and restaurants, particularly around the central crossroads.

The nearest Railway Station is located in Peterborough which connects to Edinburgh and London Kings Cross via London North Eastern Railway. A minor railway station is also located in Spalding connecting Peterborough and Lincoln.

2.4 Evaluation

The site evaluation and analysis are influenced by the existing constraints and potential opportunities. The key points of the evaluation process were established as follows:

- Existing Features – Take account of existing ditches & trees where necessary.
Provide well overlooked roads and footpaths to existing streets.
Relationship with site context.
- Response to Local Highways, LLFA, IDB & environmental requirements
- Opportunity to create an attractive and interesting scheme to reflect the constraints and is in keeping with the character of the wider village.

3.0 Objectives

Following the appraisal of the site context, whilst adhering to the relevant guidance, specific design objectives have been developed:

- To create an attractive, sustainable development that is appropriate to the site and wider area; achieving a high quality of design and efficient use of land responding creatively to the character and distinctiveness of the surrounding area.
- To provide a residential development of the highest quality.

This will be achieved by:

- Adhering to Planning Policy and guidance; including government policy and local guidance.
- Proposing a high-quality urban form and landscaping solutions, which relate to the site context.
- Provide acceptable solutions to the site constraints whilst retaining existing features where possible and providing accessible public open space.
- Creating a modern, sustainable development that retains good connections to the surrounding areas.

4.0 Design

4.1 Constraints

The site is constrained by existing developments on the northern, eastern and western extents of the site with the southern boundary being defined by James Road and a highways ditch. Numerous trees exist on the site which are defined as grade C with sporadic grade B trees. No grade A trees have been highlighted on the existing site.

A surface water ditch also dissects the site running north to south and connecting to the highway drain on James Road, which ultimately connects to the Internal Drainage Board drains in the wider area.

The topography of the site falls from +2.5m AOD at Peterborough Road down to +0.75m AOD on James Road.

4.2 Design

The site has been designed to provide a modern housing scheme that seeks to create its own environment and sense of place whilst sitting within the existing housing developments and site constraints. Due to the constraints of the site, existing trees will be removed to be replaced with high quality landscaping that looks to enhance the overall biodiversity of the site. The existing surface water ditch will be filled and piped to maintain flows through to the highway ditch whilst also serving as the surface water carrier drain for the site incorporating sustainable urban drainage approaches.

The majority of the development will be served via a single access off James Road with one plot facing and being served with its own direct access off Peterborough Road.

The local context and policy formed the basis of the design concepts for the site. However, the main principles that assisted in achieving the end result were:

- The provision of an access point off James Road
- Create a strong built form in order to define public and private space.
- The need for attenuation in the northwest part of the site and sustainable urban drainage solutions within the site
- The use of various car parking solutions, with parking kept as a secondary element within the street scene. On plot parking has been considered and utilised where possible.
- Low key streets created with a strong emphasis on easy access for pedestrians and cyclists and to reduce the dominance of the car, by providing ample off-street parking.
- Provision of Open Space with good surveillance within the site.

The site has several dual frontage focal buildings to the corners to provide surveillance to both streets.

The Open Space forms 14% of the site area, the majority is fronted by dwellings to provide continuous surveillance.

25% of the proposed dwellings are Affordable Homes.

All dwellings are 2 storeys.

4.3 Use

The proposals include a range of 2 storey dwelling types in line with the low density setting which is intended.

The 47 dwellings are made up of the following:

4 x 1 bed house
19 x 2 bed house
23 x 3 bed house
1 x 4 bed house

4.4 Layout

The submitted layout has been developed from the above, early consultation comments and conceptual analysis. The scheme now provides the following important design principles:

- Several corner turning buildings at prominent positions.
- Once turned into the development it is clear to see the public open space and direct access to Peterborough Road via a public footpath.
- The internal areas of the site are designed to provide good linkages throughout the development as a whole.
- Dwellings are positioned to create perimeter block formations to aid navigation through the site and help to define public and private space.
- Focal buildings are positioned at vista stop ends to enhance the street scene and create interest to the roof lines.
- Generally, contiguous frontages help the proposed block structure which in turn helps to define desire lines for pedestrian and cycle routes.
- Single frontage plot along Peterborough Road being a continuation of the current street scene utilising similar principal elevations and curtilage

4.5 Landscape

The landscape proposals were considered from the outset of the design of the development.

The proposed landscape scheme will complement and enhance the development by integrating with the buildings as an equally important element of the site.

The tree and shrub planting will be designed to enhance the visual effect of the built environment and its setting. Native species will be used where possible as an integral part of the comprehensive landscape scheme.

The landscaping will provide opportunities to improve and enhance the overall quality of the local ecology and provide tangible benefits to levels of biodiversity.

4.6 Drainage Strategy

Foul surface water drainage will connect into the existing public sewers on Peterborough Road via a gravity drained system.

Storm water drainage will connect to the existing highway drain on James that ultimately discharges into the IDB maintained Ditch on the opposite side of James Road. The storm water drainage will utilise a series of sustainable urban drainage techniques to provide source control and attenuate flows from the site prior to the discharge into the highway ditch. Please see the Drainage Strategy for further information.

4.7 Appearance

The appearance of the proposed house types is derived from influences taken from local, rural vernacular details. The building forms will create a strong theme throughout the development with the use of a limited materials palette to create a coherent street scene and sense of place. The proposed materials will complement the dwellings on the adjacent development and surrounding area.

The materials will be taken from a palette of facing bricks.

Clay roof tiles will be used through the development to continue the coherent approach.

Details at window, eaves and verge details will be simple to reflect a traditional approach.

Details such as porch canopies and window styles will also be simple, and coherent across the site.

5.0 Access

5.1 Vehicular Access

Vehicular access to the majority of the site is served from an existing single point of access off James Road. A single fronting plot will have their own direct access off Peterborough Road.

Footways will provide good connectivity throughout the area with a footpath link to the public open space on the southern boundary and a footpath link through to Peterborough Road from the site.

5.2 Parking

A variety of parking solutions are proposed within the development. Most dwellings are served by the parking positioned adjacent to the plot or to the rear if accessed from the adjacent road. Parking and garaging for properties are mostly positioned 'on plot' where vehicles can be well overlooked by their owners. The private parking provision is located off road and is provided at a minimum of 2 spaces per dwelling, however most have 2 spaces plus a garage.

5.3 Inclusive Access

The site is broadly level and therefore accessibility standards to the dwellings are easily met. This also means that the level of the footways varies very little and is wide enough for easy movement across the site.

6.0 CONCLUSIONS

The proposed layout is a result of following the criteria listed above. The principles and objectives have been addressed and progressed.

A high-quality scheme is proposed as a result of the above and the consideration given to the site context.

Throughout the design & development of the scheme, the following factors have been given particular attention:

- Mix of house types.
- Generous private parking standards adhered to.
- Good surveillance to all public aspects.

Accessibility

- The car is kept away from the street scene where possible, and parking is provided mainly on plot to the side of the properties they serve.
- Consideration has been given to pedestrians and cyclists, and routes have been designed to relate to the wider area, giving residents easy access to the nearby facilities.

Environmental Improvements

- Proposed sustainable initiatives are proposed across the site.
- Provision of a comprehensive Landscape scheme & public open spaces.

The proposed scheme has responded positively to the proposals for this area of Crowland. This has been achieved by following the above principles. The end result is an attractive scheme providing a secure environment for future residents.