

YORK GARDENS

GOSBERTON, SPALDING
LINCOLNSHIRE

DESIGN & ACCESS STATEMENT

On Behalf of Gleeson Developments



FILE REF:
AUTHOR:
DATE:

3378
BW
17.11.21

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1.0 INTRODUCTION

// INTRODUCTION

This supporting Design and Access Statement has been prepared by Niemen Architects on behalf of Gleeson Developments in relation to the application for residential development at York Gardens, Gosberton, Spalding, Lincolnshire.

This Statement considers the various aspects of the proposed development including an assessment of the site and its surroundings, and design objectives.

1.1 PROPOSED DEVELOPMENT

The proposed development is for 96 no. residential dwellings.



2.0 LOCATION & SETTING

// LOCATION & SETTING

This Section sets out the wider location and setting of the site within its strategic context and should be read in conjunction with the Site Location Plan and Proposed Layout Plan set out at Appendices 1 and 2 of this Statement.

2.1 WIDER SURROUNDING AREA

The proposed development site is located to the Eastern edge of Gosberton, in Lincolnshire. Gosberton is located approximately 6 miles to the North of Spalding and 20 miles to the North-East of Peterborough. The site is bound by Low Gate to the East, existing residential dwellings to the South and West and further open fields to the North beyond and existing Swale.



// LOCATION & SETTING

2.2 SITE CHARACTERISTICS

The approximate gross area of the site sits at 9.42 acres, with a developable area of approximately 7.29 acres. The site is currently an open field previously in agricultural use, with existing boundary vegetation to the Southern boundary adjacent to the existing residential dwellings location South of the site. The remainder of the site is clear, and predominantly flat. There is an existing drainage swale to the North of the site. The site sits adjacent to York Gardens to the West, where the highway has been developed with a future connection to potential further residential development in mind.

2.3 TOPOGRAPHICAL SURVEY

Analysis of the proposed site has taken place during the design process. The site is fairly level with very little change to its topography throughout. The topographical survey undertaken can be seen here to the right, and was used to inform the design of the scheme.



Topographical Survey N.T.S.

// LOCATION & SETTING

2.5 EXISTING ACCESS

The site has existing access from York Gardens where the highway has been left open ended in preparation for the potential continuation of the route into any future development. This is illustrated by the images to the right.

The access is currently informal, however there are no boundary treatments existing to the majority of the site. Informal access for development could also easily be gained



TOP: Existing Access of York Gardens, BOTTOM: Illustration to show Existing Access Location

// LOCATION & SETTING

2.6 LOCAL AREA

GOSBERTON

Gosberton is a village and small parish located within the South Holland district within the county of Lincolnshire.

The village has a number of local public houses and is centralised around the Church of St Peter and St Paul which is part of the Lincoln Diocese.

The village is surrounded predominantly by agricultural land.

The nearest local town within the wider area is Spalding, located approximately 6 miles to the South.



Church of St Peter & St Paul, Gosberton

// LOCATION & SETTING

2.7 IMMEDIATE SURROUNDINGS & USES

The site is comprised of single field, which has been used as arable land. The site is clear and is open to the North, bound by the adjacent existing swale and further arable land beyond.

Immediately to the East the site is bound by Low Gate, beyond which there are further agricultural fields. Beyond Low Gate to the South-East of the site is the Gosberton Medical Centre.

To the South the site is bound by existing residential dwellings situated along Low Gate.

To the West the site is bound by further existing residential dwellings situated off York Gardens which provides the site with access, and Welby Drive which runs parallel to the Western boundary.



Existing Residential Dwellings Situated Adjacent to the Proposed Site

// LOCATION & SETTING

2.8 PRECEDENTS

Local properties that feature several design standards relevant to Gleeson Homes standard house types can be found within the surrounding area of Gosberton. The immediate surrounding area contains dwellings which include standards and residential development layout precedents which will be built upon and improved by the proposal. The surrounding area is dominated by a large number of bungalows and detached two storey dwellings.

The area generally consists of estate style areas with clear highway hierarchys and existing dwellings positioned with off-road parking and defensible frontages, following a similar form to the proposals.

Dwellings within Gosberton are predominantly modern bungalows and houses with brick facades. There is an equal mix of materiality within the area with a palette of both red and buff brick types seen in the surrounding area. Towards the centre of the village where there are a number of older dwellings in typical terraced village form the materials are more predominantly red brick, with a smaller use of white render to dwelling facades. Roofing within the area is general a mixture of grey tile types.

Typical details seen within the area include front porches, canopies, and a mix of integral and adjoining garages to dwellings and the use of panelled sections to front elevations, particularly within the bungalow designs. Tall chimney stacks are a feature to many of the dwellings within the area.



Dwelling Located on Low Gate



Dwellings Located on Low Gate

// LOCATION & SETTING: PRECEDENTS



Dwellings Located on Low Gate



Dwelling Located on Park Close



Dwelling Located on Welby Drive



Dwellings Located on Welby Drive

// LOCATION & SETTING: PRECEDENTS



// LOCATION & SETTING

2.9 VEGETATION & BOUNDARY TREATMENTS

An existing boundary treatment of a mixture of hedgerow and a small number of trees and shrubs sits along the Southern boundary providing screening between the site and the existing residential dwellings located off Low Gate. An existing timber fence boundary treatment is situated along the Western boundary with the existing residential dwellings situated off Welby Drive and York Gardens.

The site has been worked and contains a small grass buffer running around the periphery of the site, and no further vegetation within.



Site Photographs

3.0 PROPOSED LAYOUT

// PROPOSED LAYOUT

This section provides a description of the proposed development and the context in which it is situated.

3.1 PROJECT BRIEF

The project brief by Gleeson Developments was to accommodate an appropriate level of development whilst considering the site's constraints and opportunities and existing context.

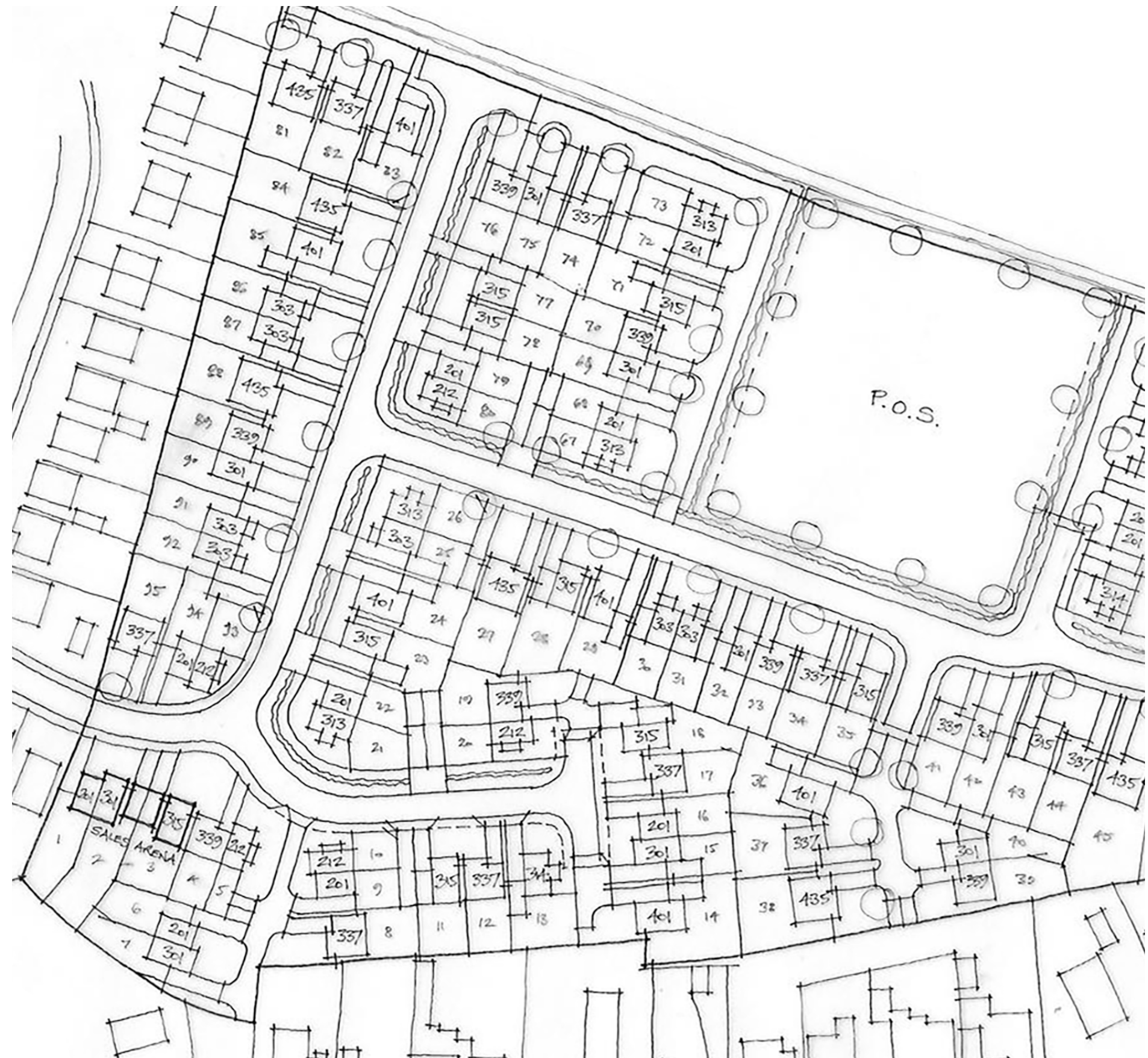
3.2 PROPOSED ACCESS

The site layout proposes a single point of vehicular access off York Gardens, utilising the position of the existing highway position, continuing the highway and extending the street scene of York Gardens into the site.

3.3 PROPOSED SITE LAYOUT

The proposed site layout is designed around a clear hierarchy of roads which runs from the proposed access into a devolving road system, which is comprised of branched estate roads which devolve in private access roads and cul-de-sacs. The site is centred around a large area of public open space to the Western half which forms a 'village green' for the scheme which is over looked by surrounding homes. The site has also been carefully designed around the inclusion of swales as part of the drainage strategy.

Dwellings have been positioned to utilise plot orientation to front the road hierarchy within the site, and to create views both inwards and outwards towards the North and East over the adjacent fields and Low Gate, enhancing the Secure by Design elements of the scheme, and ensuring clear sight lines at key locations. The orientation of plots ensures an appropriate relationship to the proposed streetscape whilst providing natural surveillance across the site internally, across the public open space, and out towards Low Gate. The site also proposes an additional pedestrian link to Low Gate along the Eastern boundary.



Extract of initial Concept Site Layout

// PROPOSED LAYOUT

Many plots have been designed to front the estate style roads which run through the scheme, with direct driveway access into individual plots. Plots all include off road private driveways or parking spaces, with some dwelling types featuring integral garages, and some plots including an optional garage space, further improving parking provision. This has been proposed in line with the existing aesthetic of the local area. Space between dwellings has also been a consideration within the design of the scheme, with driveways often positioned adjacent to the side of any dwelling, providing greater distance between neighbouring houses.

The proposed development accommodates appropriate separation distances from existing dwellings to the West and South, to limit overlooking and maintain private amenity.

The site has been designed to include a good number of varied house types, improving the aesthetic vernacular of the scheme and creating interest within the street scene. Street scenes have been created along the Northern and Eastern boundaries, but have been set back onto boundary adjacent private access routes, creating distance particularly between the scheme and Low Gate, and reducing any impact on the adjacent highway visually.



3.4 PRIVATE & PUBLIC SPACES

Solid design methodology have been adopted concerning the design of public and private space. The public space and road infrastructure gradually devolve into private spaces within the property curtilages. The clearly defined frontages provide an open area of defensible space whilst the private amenity to the rear of properties is clearly defined using timber fencing providing a secure barrier to rear gardens. Rear gardens where possible back onto adjacent rear gardens, creating a land locked area, and thereby increasing security further. Where the site sits adjacent to Low Gate to the East and open agricultural land to the North dwelling frontages have been oriented to provide clear views and further defensible space, ensuring overlooking towards the site boundaries, and increasing the security of the scheme by providing sight lines.

A diverse 'soft scape' together with elevational features will create interest within the street scene. A large area of public open space has been proposed to the Western portion of the site, situated in a 'village green' style location and bound by proposed swales as part of the schemes drainage strategy. This area provides a large area of recreational space, enhanced drainage, and a 'central' point to the scheme, adding character to the development.



Landscape and Ecology Illustration

// PROPOSED LAYOUT

3.5 CRIME & PREVENTION

Gleeson has a wealth of experience in creating safe neighbourhoods and know that achieving security through design is more than a series of standard details and recommendations. It is also about creating an environment that promotes good social behaviour and encourages a sense of community, ownership and pride, which in turn encourages the self-policing of a neighbourhood. A vital part of the the proposal is the careful orientation of proposed dwellings to provide overlooking of key areas, such as the proposed open space to the West of the site.

3.6 SURROUNDINGS

The proposed scheme seeks to complement and improve upon existing adjacent residential areas within the site's locality, achieved through the use of materials, separation distances and layout. The surrounding context is an mix of property styles, with an emphasis on modern development, and a large number of single storey dwellings. The scheme proposes to increase the housing stock and variation within the area, providing improved choice and diversity.

Examples of existing materials within the surrounding area include the predominant use of red and buff brick constructions, a smaller amount of rendered dwellings, and grey tiled roofing. Structures have examples of relevant detailing such as heads and cill detailing. The wider area has a mix of both single and two storey dwellings, with the majority within the surrounding area being detached. There are a smaller number of traditonal terraces towards the village centre.

4.0 TYPE & QUANTITY OF DEVELOPMENT

// TYPE & QUANTITY OF DEVELOPMENT

4.1 DEVELOPMENT: DWELLING QUANTITIES

The proposal will provide 96no. dwelling houses utilising 13no. different property styles. Dwellings are comprised of 19no. 2-bedroom houses, 60no. 3-bedroom houses and 17no. 4-bedroom houses. Properties are a mixture of semi-detached and detached dwellings, some of which feature adjoining or integrated single garages.

4.2 DEVELOPMENT DENSITY

The site's developable area equates to 32.5no. dwellings per hectare representing an efficient use of land.

Schedule of Accommodation						
To be read in conjunction with drawing no. 3378-1-001						
Ref.	No. of Beds	Type	No. of Units	Percentage	Ft ²	Total Ft ²
201	2 Bedrooms	Semi-detached	15	15.63	651.00	9765.00
212	2 Bedrooms	Semi-detached	2	2.08	671.00	1342.00
254	2 Bedrooms	Detached	2	2.08	656.00	1312.00
301	3 Bedrooms	Semi-detached	13	13.54	759.00	9867.00
303	3 Bedrooms	Semi-detached	8	8.33	772.00	6176.00
313	3 Bedrooms	Semi-detached	2	2.08	811.00	1622.00
314	3 Bedrooms	Detached	6	6.25	811.00	4866.00
315	3 Bedrooms	Detached	14	14.58	816.00	11424.00
337	3 Bedrooms	Detached	7	7.29	864.00	6048.00
340	3 Bedrooms	Semi-detached	10	10.42	839.00	8390.00
401	4 Bedrooms	Detached	8	8.33	1066.00	8528.00
403	4 Bedrooms	Detached	5	5.21	1048.00	5240.00
435	4 Bedrooms	Detached	4	4.17	1221.00	4884.00
Totals			96	100.00		79464.00



5.0 SCALE & APPEARANCE

// SCALE & APPEARANCE

5.1 SCALE

The proposed dwellings will be either a single storey or two storeys in height. The scale is therefore in keeping with the local character and appropriate for the area, and will improve the diversity of available housing stock within the area, with the inclusion of semi-detached dwellings within the scheme.

5.2 PARKING ALLOCATION

Each dwelling will be provided with a minimum of 2no. off road parking spaces, including the garage space where detailed, but often this provides an additional space in addition to the minimum.

5.3 ELEVATIONS

Careful consideration has been given to the arrangement of the varying properties to ensure visual diversity and interest is achieved through the architectural form, the streetscape and roof scape.

Proposed elevations consist of either single or two storey dwellings in both semi-detached or detached form with pitched roof lines in keeping with the existing theme within the immediate locality. Additional features such as quoin detailing, brick heads, cills and corbeling at eaves level combine to create visually engaging elevations while establishing a sense of identity for the development itself.

The proposed elevations therefore complement and enhance much of the surrounding area in terms of form, scale and materiality, with proposed additional detailing to further enhance the proposed streetscape including proposed tree planting, as detailed in the landscaping proposals which accompany this application.

5.4 HOUSE TYPES

Dwellings are either 1 or 2 storeys in scale, with adjoining or detached garages at a single storey, throughout the scheme.

Dwellings are a mix of semi-detached and detached structures of varying sizes, in line with the existing character of the area.

The proposed housing provision provides a range of choice to potential end users, and creates a proposal which will accommodate a range of occupancy sizes.

5.5 AMENITY

The proposed layout seeks to maintain the private amenity of neighbouring properties within and adjacent to the proposed site, achieving further amenity where dwellings are adjacent to the site boundaries utilising retained landscape buffers and plot offsetting away from the edges of the scheme. Particular care has been taken to maintain the private amenity of existing residential dwellings situated adjacent to the Southern boundaries of the scheme. An illustration showing the indicative impact on the adjacent area can be seen on the following page.

Relevant offset distances and plot positioning will ensure amenity within the site combined with the retention of the existing landscape increases the amenity of dwellings situated around the periphery. The placement of dwellings and road hierarchy in line with the existing topography of the site further increases the distance between dwellings at a number of points throughout the site, creating increased rear private amenity and areas of open space within bands of land which break up the developable area of the site.

6.0 ACCESS & ACCESSIBILITY

// ACCESS & ACCESSIBILITY

6.1 PROPOSED ACCESS

Vehicular and pedestrian access has been proposed through the continuation of York Gardens to provide a single access point to the site. An additional pedestrian link to Low Gate to the East of the site has been proposed.

6.2 DESIGN & VISIBILITY SPLAYS

The proposed scheme seeks to create vehicular access by utilising and extending the existing form of York Gardens, and therefore meet visibility splay requirements in terms of vehicular access into and out of the proposed site, utilising the existing junction of York Gardens and Welby Drive. The proposed design also accommodates pedestrian visibility along the proposed footpaths in relation to private drives within the site itself, along with a clear hierarchy of roads within the site. The access into the site has been designed to devolve from estate roads to shared access roads, leading to individual driveways and off-road parking, with opportunities afforded for turning circles and the like, creating ease of access to the dwellings.

6.3 ACCESS INTO DWELLINGS

Gradients leading to dwellings will be designed in accordance with Part M of the Building Regulations and all plots include an allowance for a minimum 900 x 1200mm level access to the main entrance.



// ACCESS & ACCESSIBILITY

6.4 ACCESS BY ROAD

The site is located to the East of Gosberton off York Gardens. Gosberton is located to the West of the A16 which runs between Boston to the North-East and Spalding and Peterborough to the South.

6.5 ACCESS BY BUS

The site is well situated for access to public transport. The nearest bus stops to the site can be found to the South along High Street and provide regular services to Boston and Spalding.

6.6 ACCESS BY TRAIN

The nearest train station can be found to the South in Spalding, approximately 5.5 miles from the site, and is served by East Midlands Railway, with regular services to Peterborough, Lincoln, Doncaster and Newark North Gate. Local services can also be accessed further afield to the North from Swineshead station approximately 7 miles from the site.

6.7 ACCESS BY AIR

The nearest airport for passenger routes is East Midlands Airport located approximately 58 miles to the West of the site when travelling by road, with a roughly 1 hour and 30 minute travel time. There are however a large number of local airfields within the wider Lincolnshire area.

6.8 DEFINED RETAIL CENTRES

Gosberton has a local convenience store and post office located on High Street. Further defined retail centres can be found in either Spalding or Boston. Spalding has a well equipped town centre for local shops and national chains, with most amenities provided for. There are also a number of larger supermarket outlets located adjacent to the town centre of Spalding and easily accessible by road.

6.9 ACCESS TO SCHOOLS

Gosberton is provided with primary age education by Gosberton Academy located to the South of the village. Further primary and high school age education can be found within Spalding to the South.

6.10 ACCESS TO OTHER FACILITIES

Gosberton has a number of public houses located towards the village centre. The village itself is centred around the Church of St Peter and St Paul, which is part of the Lincoln Diocese. The site is ideally located to access local nature reserves located to the East of Gosberton. Gosberton is also the base of Gosberton House Academy, a specialist primary school, and Gosberton House Care Home.

7.0 LANDSCAPING

// LANDSCAPING

7.1 PROTECTION DURING CONSTRUCTION

Any existing trees to be retained will be appropriately protected during construction with all necessary precautions taken.

7.2 LANDSCAPING SCHEME

A landscaping scheme and statement has been produced by Rosetta Landscaping and has been included within the planning application package. The scheme details the proposed planting within the site and in particular the public open space.

**YORK GARDENS, GOSBERTON
for Gleeson Homes**

LANDSCAPE STATEMENT



Chartered Landscape Architects

Swallow's Nest, Main Street
Askham Richard, YORK, YO23 3PT

Telephone +44 (0)1904 500410

Email: design@rosettalandscap.co.uk
Web: www.rosettalandscap.co.uk



Extract of the Proposed Landscaping Scheme by Rosetta Landscaping N.T.S.

8.0 DESIGN PROCESS & PLANNING CONSIDERATIONS

// DESIGN PROCESS & PLANNING CONSIDERATIONS

8.1 DESIGN PROCESS

To ensure the production of a high-quality design that takes on board Planning Policy and site specifics, a thorough examination of the physical limitations and constraints of the site and its wider surroundings has been undertaken, identifying any potential design opportunities. These have been detailed through a series of context, appraisal and concept sketches in accordance with guidelines set out in 'Successful Place – A Guide to Sustainable Housing Layout and Design'.

8.2 PLANNING CONSIDERATIONS

Additionally the requirements of the Statutory Development Plan for the area as well as national planning context and policy has been considered. The development site and proposals have also been considered against the recommendations of Building for a Healthy Life.

8.3 NATIONAL PLANNING POLICY FRAMEWORK

In accordance with NPPF the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

A) an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

B) a social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities health, social and cultural well-being; and

C) an environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

8.4 TRANSPORT

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that;

- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated;
- opportunities to promote walking, cycling and public transport use are identified and pursued;
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

8.5 LAND USE

Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or brownfield land.

8.6 PLANNING POLICIES AND DECISIONS SHOULD ENSURE THAT DEVELOPMENTS;

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users 46; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

// DESIGN PROCESS & PLANNING CONSIDERATIONS

8.7 HOW DOES THE PROPOSAL ADDRESS THE FRAMEWORK?

The proposed development will provide improved and needed variation to the housing stock for the area by expanding the settlements edge. The site's location benefits from good access to public transport services within close proximity and is easily accessible whether walking or cycling, which is further increased through the proposed footpath connectivity. The site is ideally situated to both enhance the housing provision of the local area and provide housing at a commutable distance from a number of larger population centres and places of employment such as Spalding, Boston and Peterborough. Within the wider area it is also well positioned for access to Nottingham, Lincoln and other such larger population centres. The proposal will enhance the housing provision within the local area, providing a range of homes for a range of potential residents.

8.8 LOCAL PLANNING POLICY

The proposed site is an allocated housing site in the 2011-2036 South East Lincolnshire Local Plan.

8.9 PROPOSED USE

As the proposed site lies adjacent to a primarily residential area the proposed development is considered an appropriate addition to the locality with proposed house type form, scale, and finish in keeping with the local vernacular of the area to the West and South of the site. The overall development presents a good opportunity to contribute towards the need for new housing as outlined by central government in line with estimates for population increases. The range of house types has been carefully considered allowing the site to cater to a range of potential future residents and create a diverse and interesting street scene. The scheme also provides Public Open Space within the application area.

8.10 PROPOSED LAYOUT

The proposed development will contain house types of a traditional semi-detached and detached format. The driveways of properties are typically located adjacent to the relevant property side resulting in a greater breathing distance between property gables, reducing the dominance of the car to the street scene. Most of the parking provision across the site is provided via these driveways, with the addition of adjoining or integral garage spaces to plots where appropriate.

The proposal will incorporate an appropriate mix of house types to create lively, vibrant, and diverse street scenes. To encourage permeability, a clear hierarchy of roads and footpaths has been designed from traditional estate roads to private shared access cul-de-sacs and private driveways/ parking within the property curtilage. Footpath permeability has been proposed throughout the site, connecting the scheme internally and to the existing adjacent residential areas to the West and South, along with the adjacent highway of Low Gate to the East. All highways within the scheme are addressed by the built form, with an emphasis on the creation of defensible frontages and views in line with 'secure by design' methodology. This provides clear legibility and navigation

throughout the development site to create varied and safe 'micro-neighbourhoods'.

The housing mix consists of 19 no. 2 bed dwellings, 60 no. 3 bed dwellings, and 17 no. 4 bed dwellings, with a varying number of styles of each type to create a visually interesting street scape. The developable area within the site is also designed to produce a lower impact on the area, with a large area of the scheme dedicated to Public Open Space provision, and increased off-set distances between the developable area of the scheme and the Northern and Eastern boundaries, creating greater distance between the proposed residential and the countryside edge.

8.11 DESIGN

The proposed property locations have been positioned to, wherever possible, ensure natural surveillance is achieved to all public realm areas and open boundaries of the site.

9.0 CONCLUSIONS

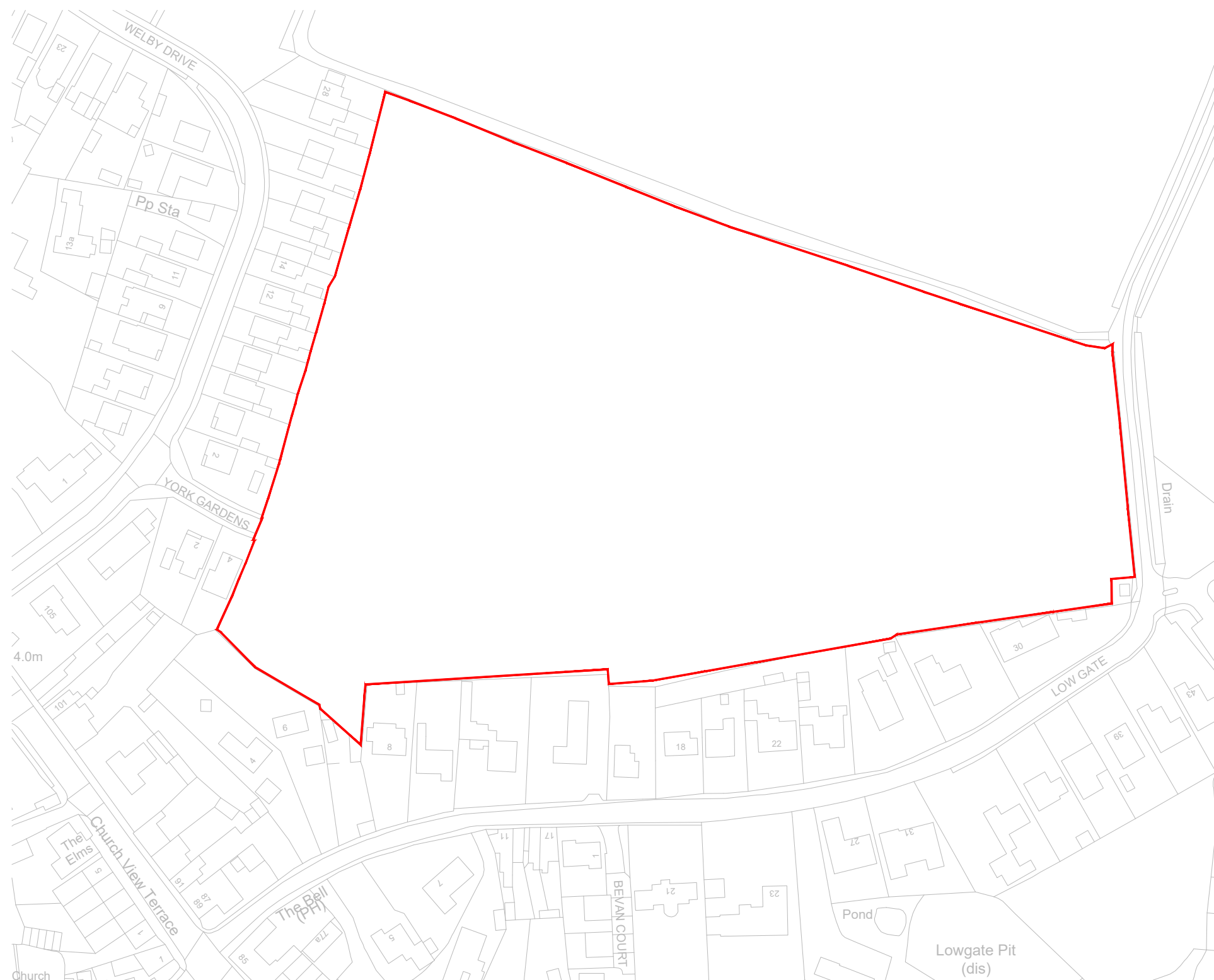
9.1 DOES THE PROPOSAL MEET THE REQUIREMENTS OF THE BRIEF?

It is considered that the proposed scheme meets the requirements of the brief, and both national and local planning policy and guidance, for the following reasons:

- The proposed development is wholly compatible in terms of national and local planning policy;
- The opportunity to bring forward low-cost market housing through the inclusion of 96no. dwellings in a mix of 2, 3 and 4 bed properties, either single or two storeys, which will add to the choice available for local residents;
- The proposal significantly enhances the housing provision of modern semi-detached and detached homes within the area, and in particular providing a good number of semi-detached homes, adding much needed diversity to the immediate locality, which is dominated by detached and single storey dwellings. Careful consideration has been given to the location of new dwellings in relation to security but particularly privacy design standards and distances, whilst considering the impact of development on the surrounding area, and in particular the area adjacent to the Northern boundary of the site, and Low Gate to the East.

10.0 APPENDICES

// APPENDIX 1: SITE LOCATION PLAN N.T.S.



RED LINE PLANNING APPLICATION BOUNDARY

York Gardens, **GOSBERTON**

DO NOT SCALE - ALL DIMENSIONS & LEVELS TO BE CHECKED ON SITE - THIS DRAWING IS COPYRIGHT

PLANNING
subject to structural review
subject to accurate measured survey

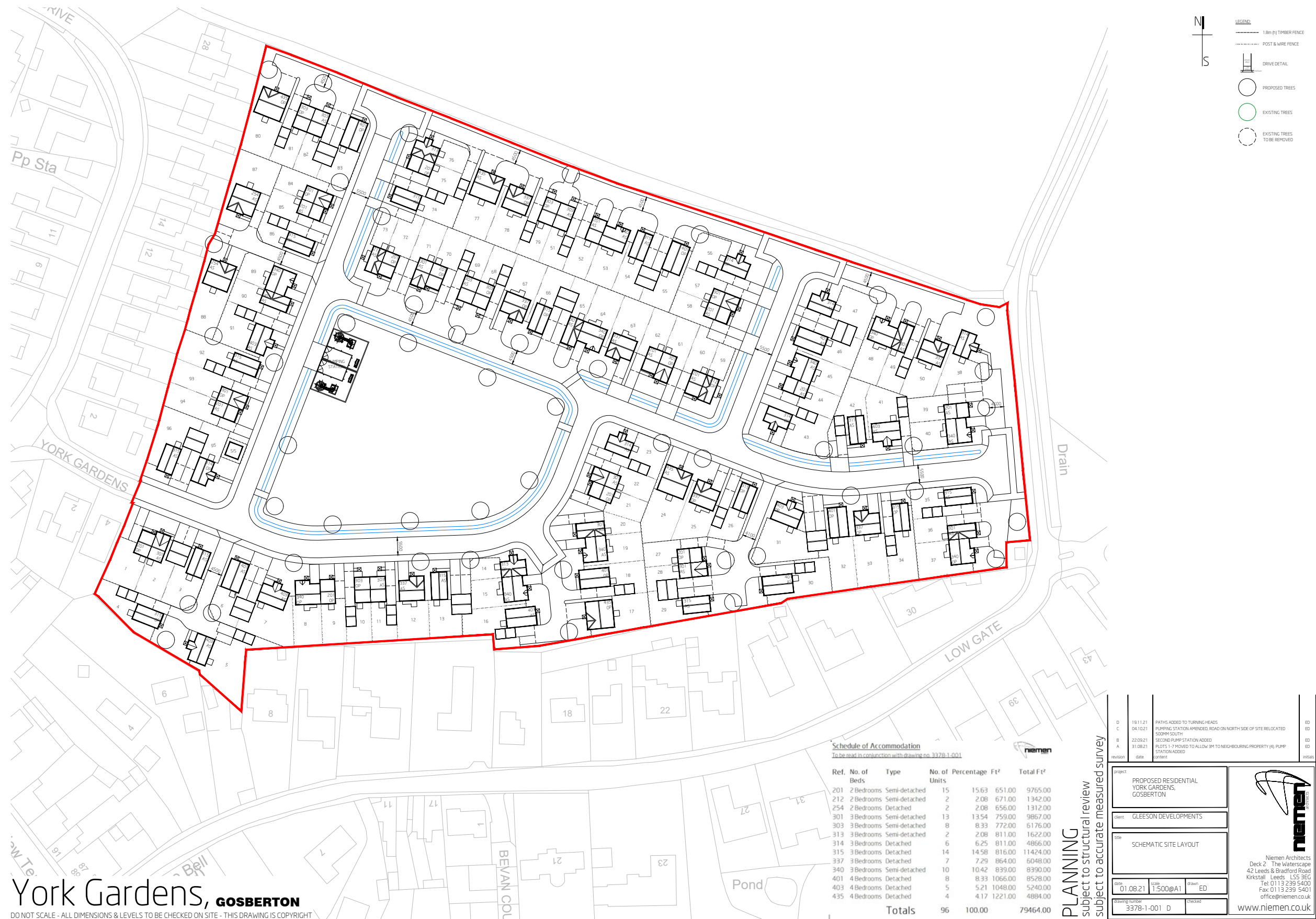
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client	GLEESON DEVELOPMENTS		
title	SITE LOCATION PLAN		
date	19.11.21	scale	1:2000
drawn	ED	checked	SN
drawing number	3378-1-000	checked	SN



Niemen Architects
Deck 2 The Waterscape
42 Leeds & Bradford Road
Kirkstall Leeds LS5 3EG
Tel: 0113 239 5400
Fax: 0113 239 5401
office@niemen.co.uk

www.niemen.co.uk

APPENDIX 2: PROPOSED SITE LAYOUT N.T.S.



NIEMEN ARCHITECTS

DECK 2 THE WATERSCAPE
42 LEEDS & BRADFORD ROAD
KIRKSTALL / LEEDS / LS5 3EG

TELEPHONE: (0113) 239 5400
EMAIL: office@niemen.co.uk
WEB: www.niemen.co.uk

PROJECT REFERENCE: 3378
AUTHOR: BW
DATE: 17.11.21

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