

DESIGN & ACCESS STATEMENT
(Incorporating Heritage Impact Assessment)

Client: Haycroft Homes Ltd

Project: Residential development, Station Street, Holbeach, Lincolnshire

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PART 1: DESIGN & ACCESS STATEMENT

INTRODUCTION

The project is for 12 no. dwellings. The site once formed part of the railway track and station but today is occupied by a long access road serving a light industrial business premises. The application is for full planning permission. The site is located within a flood risk zone and reference should be made to the Flood Risk Assessment which forms part of this application. The site is adjacent to a residential development of 55 dwellings originally approved under planning permission H09-0436-13.

USE

The proposed use of the site and all 12 dwellings is for domestic residential purposes.

Affordable units are to be at 80% market value.

AMOUNT

The site area is approximately 0.4 ha. The dwelling mix will be as follows:-

- 4 no. 2 bedroom houses (2 storey).
- 1 no. 3 bedroom house with integral garage (2 storey).
- 3 no. 3 bedroom houses with garage (2 storey).
- 2 no. 3 bedroom chalet bungalows (2 storey) with adjoining garage.
- 2 no. 3 bedroom bungalows with integral garage.

LAYOUT

All properties are served off Belle Vue Close. Plots 1 – 11 form a cluster to the western end of the site. Plot 12 fronts onto Station Street and terminates the row of recently built terraced and semi-detached dwellings. This allows space (i.e. the former railway track) to the south of the former Station House to be maintained and continue to allow views of this heritage building.

All dwellings have parking and this is arranged as individual drives for plots 1 - 11. Plot 12 has its parking to the rear in the same way as those adjacent houses that front onto Station Street.

The layout is designed to minimise overlooking into neighbouring properties. The layout and position of windows facilitates casual surveillance of gardens, footpaths and driveway areas.

Bungalows are proposed behind 2, 4 & 6 Fen Road to minimise impact and overlooking.

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SCALE

The proposed scale is in keeping with the adjacent housing development site under construction to the north. Plots 1 – 7 are two storey. Plots 8 & 9 are chalet bungalows which replicates the scale of the chalet bungalows behind them. Plots 10 & 11 are bungalows to replicate the scale of 2, 4 & 6 Fen Road behind them. Plot 12 is two storey to replicate the scale of the adjacent terrace of 78, 80 & 82 Station Street.

LANDSCAPING

All plots will have some soft landscaping comprising lawned front gardens.

Hard landscaping to publicly accessible areas will comprise generally of macadam. Private areas will be a mixture of paving flags for pathways and block paviors for drives and parking areas.

The front garden of the property fronting onto Station Street will be enclosed with black metal railings. The metal railings will return and continue to the south side of Plot 12.

The use of a mix of solid and open fencing is proposed to the rear of Plot 12 in the form of three quarter high close boarded fencing, topped with one quarter trellis. This balance of security and privacy ties in with the adjacent Station Street frontage dwellings. This also enables casual surveillance of parked cars and more open spaces.

Plots 1 – 11 back onto the perimeter of the site and will be protected via close boarded fencing.

APPEARANCE

The design of the recently built houses fronting onto Station Street were influenced by the existing Station House and the existing 'Millfield Terrace' opposite them. Plot 12 has been designed as an 'end' building to visually terminate the row of adjacent terraced and semi-detached houses. It shares the characteristics of the recently built 'gateway' properties each side of the Belle Vue Close / Station Street junction. Render is used to the upper storey and there is an additional two storey form facing down Fen Road which is a direct reference to the former station signal box which once stood on this very spot. The timber boarding which can be seen on the signal box is a reference which has been included on this element and gives contextual meaning.



Station House



Signal Box adjacent Station Street / Fen Road

The Plots 1 – 11 share the same design characteristics of those properties on the adjacent development site of 55 dwellings. Indeed the chalet bungalows are virtually the same in overall appearance. This enables this development to cohesively dovetail into that of the adjacent site.

ACCESS

The site is only about 5-10 minutes walk from the centre of Holbeach. It has good transport links to Spalding, Boston, Kings Lynn and Peterborough.

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Every effort has been made to work with the topography in a way which affords accessibility wherever possible and within the constraints of the site.

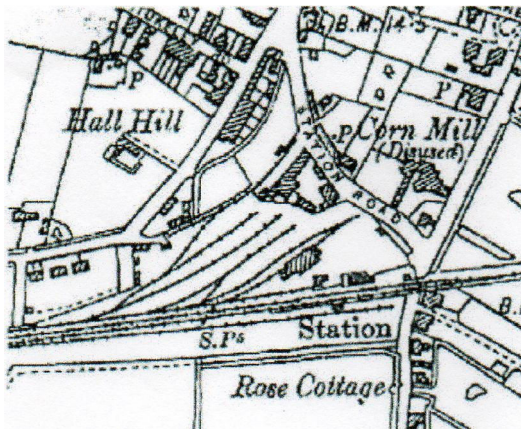
The new houses will comply with the Building Regulations Part M and will include gently sloping ramped approach to principal entrance doors, level threshold and ground floor accessible toilet. Car parking is designed to be close to the dwelling to which it serves. External lighting will be provided to the bulkheads of porches (or next to front doors) with PIR activation and dusk to dawn sensors.

Jon Sharpe of LCC Highways was consulted at an early stage when feasibility studies were being investigated and he was supportive in the decision to extend access into the site via Belle Vue Close. The proposals also close off the existing vehicular access to the site from Station Street / Fen Road.

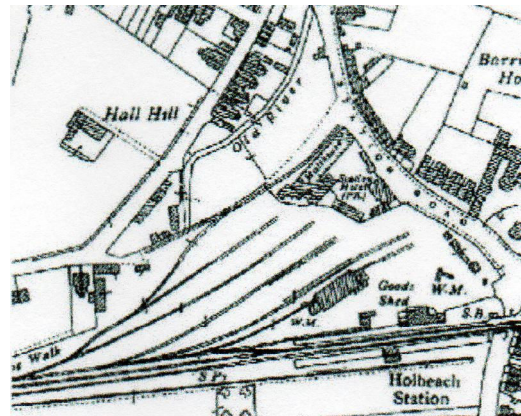
PART 2: HERITAGE IMPACT ASSESSMENT

INTRODUCTION

The proposals are in the context of a building that has historical value to the heritage of Holbeach. This heritage impact assessment will focus on the Station House (1858) and explain how the proposed development has been designed sympathetically in response to this heritage building.



1902 map showing the Station House



1932 map showing the Station House

STATION HOUSE

The Station House was originally built in 1858.

As part of planning permission H09-0436-13 the Station House has been sympathetically converted into 4 flats with minimal structural impact to the exterior appearance.

Heritage Impact Conclusion

The Station House has influenced the design aesthetic of the new dwellings. This includes incorporating blue feature brickwork, dentilation and reconstituted stone window sills. The principle of render used at first floor level is replicated on the upper level of Plot 12.

The Station House continues to be embraced as a major design influence. Generous space has been maintained where the railway track once was.

The setting of the Station House is not considered to be adversely affected by the proposed development.

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