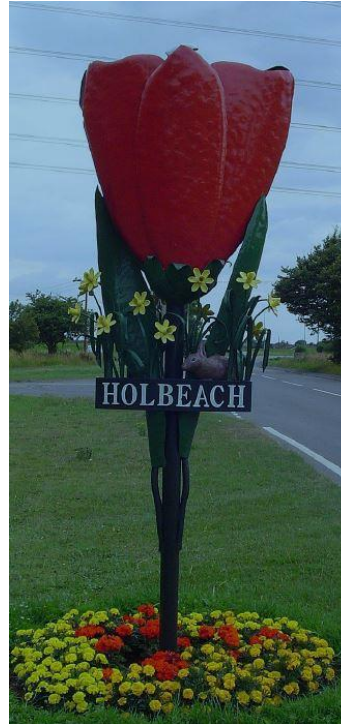


DESIGN & ACCESS STATEMENT PENNY HILL ROAD, HOLBEACH



FULL PLANNING APPLICATION – MAY 2018



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1. INTRODUCTION

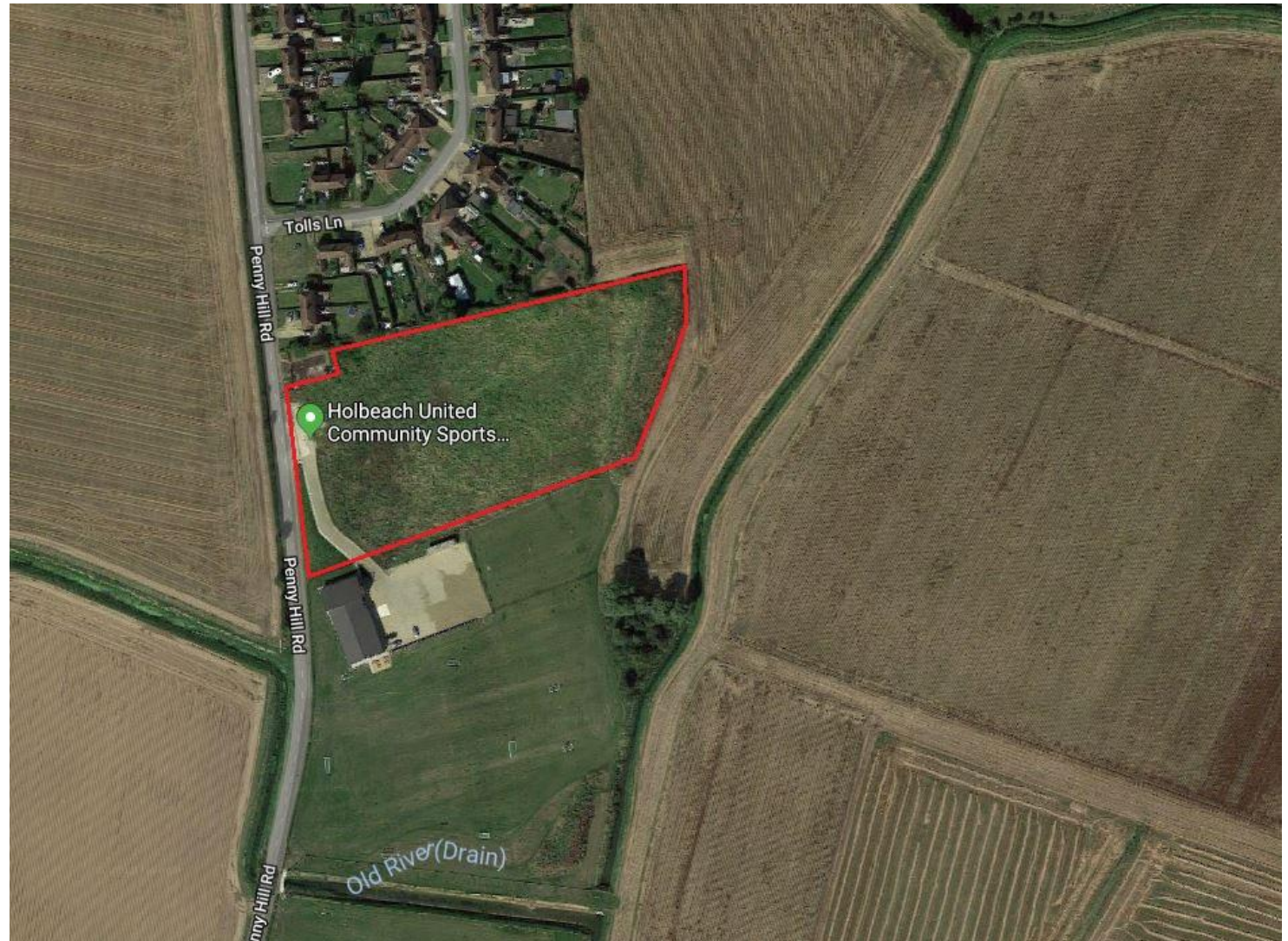
NKW Design has followed a careful design process in formulating the proposed scheme for the development at Penny Hill Road, Holbeach. This document is put forward as supporting information for the Full planning application on behalf of Ashwood Homes and aims to outline the key issues and principles that have influenced the design of the development.

2. SITE ANALYSIS

2.1 Location

Holbeach is a small market town in the District of South Holland in Lincolnshire to the east of Spalding. The site itself lies to the north of the town, close to the A17 and extends to 0.95ha (2.37acres) of undeveloped land. To the north is existing housing, to the south of the site is the recently constructed Sports Pavilion with Sports Pitches. To the east is agricultural land and to the west across the other side of Penny Hill Road is further farm land.

SITE LOCATION (not to scale)



Land Use

The site is on a former horticultural nursery but has been cleared and vacant for some time. It is relatively flat. A pump station is positioned to the north western corner of the site and an IDB drain runs to the far eastern side.

Right: View to the site entrance.



Left: View from site across Penny Hill Road to the west.

2.3 Planning Policy & Involvement

The proposed scheme has evolved and developed through referencing Local Design Guidance and through discussions with South Holland District Council.

A number of discussions have taken place between Ashwood Homes and Richard Fidler in recent months.

2.4 Movement

The site is well located to the northern side of Holbeach. It is approximately 15 minutes to walk to the centre of Holbeach where many local facilities can be found including a Supermarket, Library and Chemist. The Primary School is to the other side of the A17 to the West, along with the Holbeach University Academy. The nearest Bus Stop is a few minutes' walk on Park Road, and also outside Holbeach Academy. From here buses run regularly to Kings Lynn or Spalding Town Centre. The nearest Railway Station is Spalding which provides connections to a vast array of destinations but also connects to London Kings Cross.

2.5 Evaluation

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

- Existing Constraints - 15m exclusion zone from existing Pump Station.
Proximity to existing properties.
- Response to Local Authority comments
- Opportunity to create an interesting scheme to reflect the needs of local people.

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 and community that enhances this area of Holbeach.
- To provide a residential development of the highest quality.

This will be achieved by:

- Adhering to Planning Policy and guidance from Officers.
- Proposing a high quality urban form and landscaping solutions, which relates to the site context.
- Creating a permeable development that encourages walking and cycling and retaining good connections to the facilities within surrounding areas.

4.0 Design

The proposed application layout is the result of following the aforementioned stages of the design process. This started from contextual assessment, followed by discussions with the Local Planning Authority and finally the evaluation of the gathered information and objectives.

Throughout the discussions with SHDC, it was felt that the principles of the development were acceptable.

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:

- Creating a strong built form to Penny Hill Road and fronting onto the Sports Pavilion and pitches, in order to define public and private space.
- The use of various car parking solutions, with parking kept as a secondary element within the street scene.
- Low key streets created with a strong emphasis on easy access for pedestrians and cyclists and to reduce the dominance of the car.
- Good surveillance provided to all public areas.
- Provision of Public Open Space within the site.

On approaching the site a dual frontage dwelling provide a positive and attractive gateway feature into the development. The proposals to Penny Hill Road have a strong, contiguous frontage which leads on to the existing housing. The parking for these dwellings is accessed from the rear within the site which means that vehicle movements backing onto Penny Hill Road will be not be increased.

Dual Frontage gateway buildings have been used further into the site on street corners to enhance the street scene and provide interest as well as increased surveillance over roads and footpaths.

A strong building line has created further into the development fronting onto the Sports Pitches. Two short cul-de-sacs then provide access to a small number of dwellings.

All dwellings are 2 storey.

4.2 Use

The proposals include a range of 2 storey dwelling types in line with the low density setting which is intended. The 74 dwellings are made up of the following:

- 2 x 1 bed dwelling
- 4 x 2 bed house
- 21 x 3 bed house
- 5 x 4 bed house

4.3 Layout

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

- Strong frontage to Penny Hill Road and the adjacent Sports Pavilion and pitches.
- The internal areas of the site are designed to provide small clusters of dwellings with large frontages and plenty of space for parking.
- Dwellings are positioned to create perimeter block formations to aid navigation through the site and help to define public and private space.
- Focal buildings have been used as gateway features on street corners 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.

4.4 Landscape

The landscape proposals were considered from the outset of the design of the development. A strong tree structure is to be included to reinforce the routes through and across the site. There are areas for more substantial planting to the more prominent parts of the site, such as the site entrance, Penny Hill Road and the small area of Public Open Space to the north west corner.

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.

Please refer to the Landscape Proposals for further information.

4.5 Drainage Strategy

Foul surface water drainage will connect into the existing public sewers to the north west of the site. With regards to the storm drainage, soakaways will be utilised both in trench and individual form. Permeable paving will be used to the driveways.

4.7 Appearance

The appearance of the proposed house types are 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 materials will be taken from a palette of facing bricks with the occasional use of boarding on key focal plots if desired. Concrete roof tiles will be used through the development to continue the coherent approach. Details at window, eaves and verges will be simple to reflect a traditional approach.

Details such as porch canopies and window styles will also be simple, but may vary from house to house. A mixture of gable fronted and lean-to timber porches will be used, with the occasional formal door surround to the larger properties.

5.0 Access

5.1 Vehicular Access

Vehicular access to the site is served from Penny Hill Road only.

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 is 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 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.
- Provision of Public Open Space.

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 proposed which relate to the wider area, giving residents easy access to the nearby facilities.

Environmental Improvements

- Proposed sustainable initiatives are proposed across the site.

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