DESIGN AND ACCESS STATEMENT:

Northon's Lane, Holbeach, Spalding

On Behalf of Gleeson Developments

17th July 2020

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1.0 INTRODUCTION

1.1 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 Northon's Lane, Holbeach, Spalding.

1.2 The proposed development is for 110no. residential dwellings.

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

2.0 LOCATION AND SETTING

2.1 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.

Wider Surrounding Area

2.2 The proposed development site is located Holbeach off Northon's Lane, to the North-Western edge of the settlement, and is located approximately 6 miles to the East of Spalding.

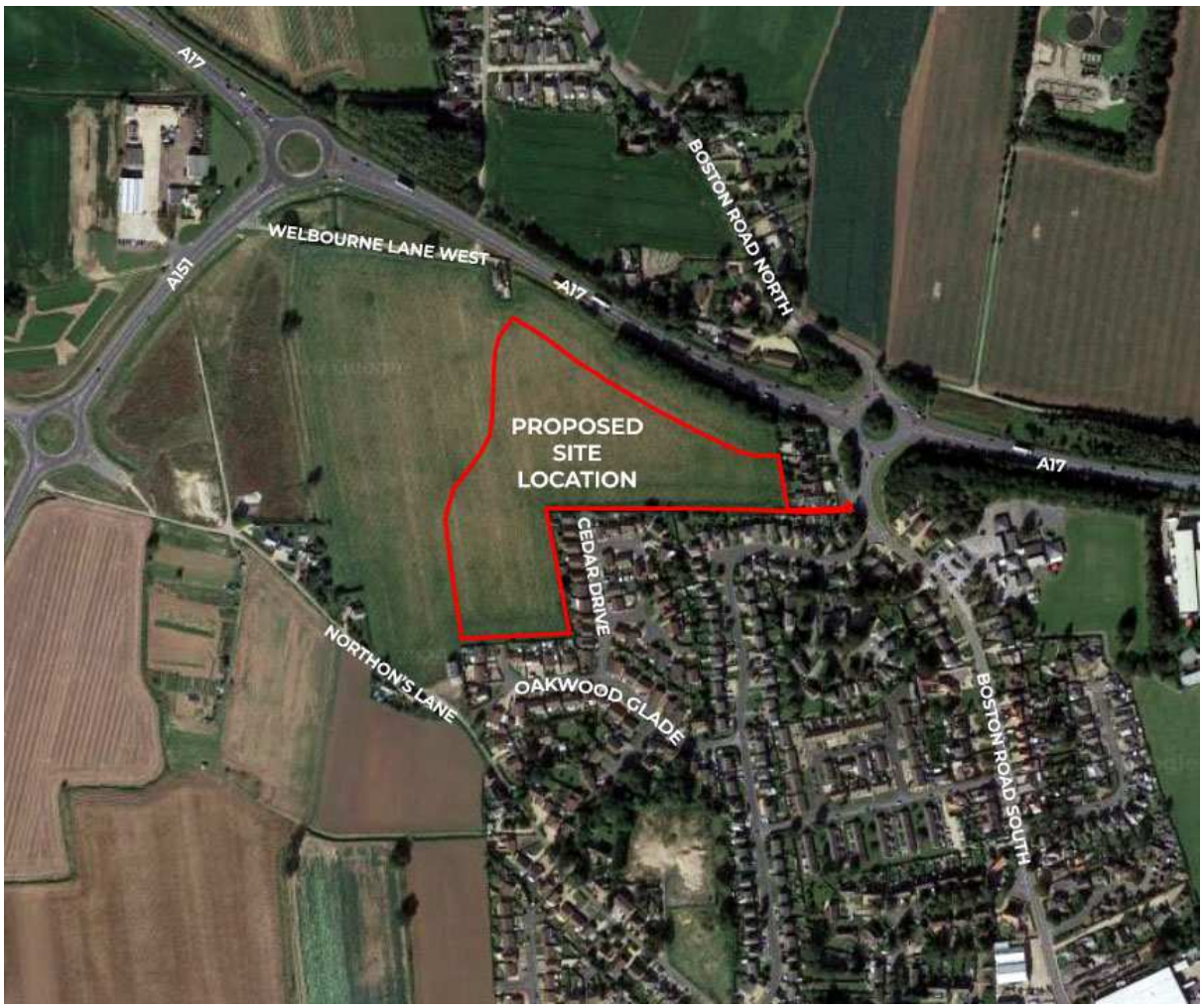
Site Characteristics

2.3 The approximate gross area of the proposed site sits at 9.72 acres/ 3.93 hectares.

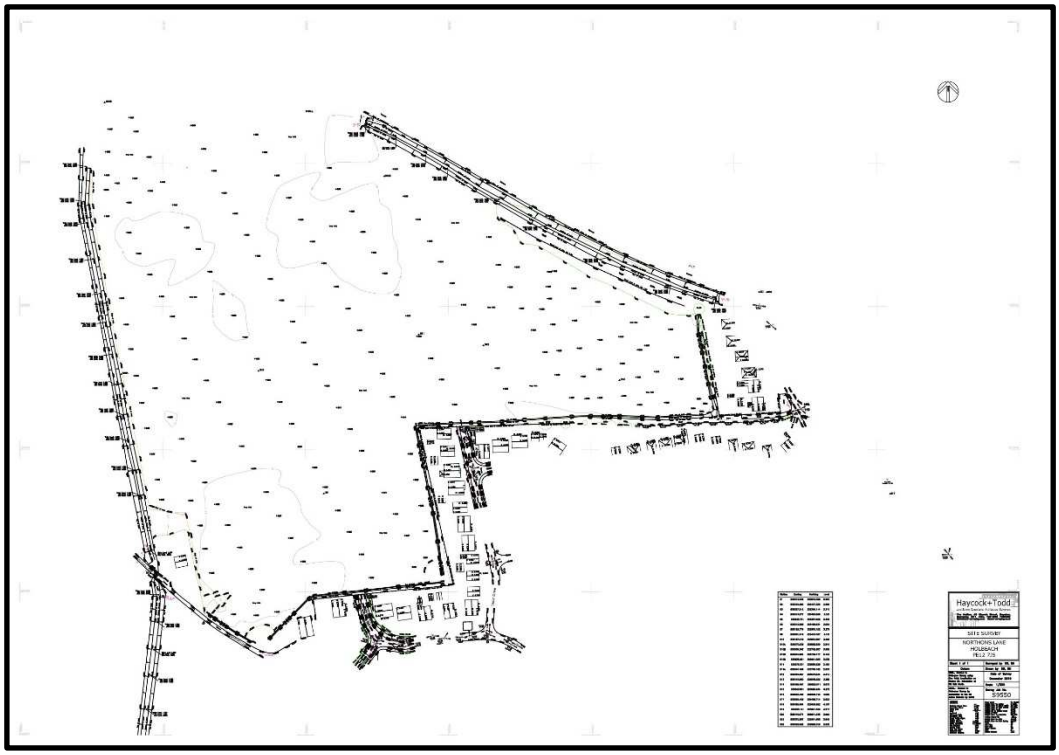
The site is currently greenfield land, situated between Northon's Lane to the South-West and the A17 to the North-East. The site is further bound by existing residential development to the South-East and agricultural land to the North-West.

The site is bound by established vegetations, which includes both hedgerows and trees. Internally the site has been worked as arable land previously and contains no remarkable features, primarily covered by grass.

Indicative Site Location – N.T.S.



Topographical Survey - N.T.S.



Existing Access

2.4 The site currently has no existing access, vehicular or pedestrian, from adjacent highways. Existing connections have been considered within the adjacent residential development however, where 2no. future potential access points have been maintained.

Immediate Surroundings and Uses

2.5 Existing residential dwellings can be found to the South-East of the site to the edge of the Holbeach settlement area. The remaining surroundings beyond the adjacent highways are primarily agricultural fields and arable land. There are a small number of structures and residential dwellings located to the South of the site along Northon's Lane.

Precedents

2.6 Local properties that feature a number of design standards relevant to the Gleeson Homes house types can be found to the South-East, South, and South-West of the Site within the adjacent residential development and beyond running to the centre of Holbeach, which itself features more historical residences. Modern developments are generally located around the periphery of the settlement area. The existing dwellings in these locations provide a good number of precedents for the proposed development. The surrounding area has a mix of modern dwellings and is predominantly populated by a mix of detached and semi-detached dwellings, there are also a high number of bungalows located within the adjacent development to the South-East of the scheme, particularly located around Cedar

Drive and the surrounding streets. Details such as porches and brick detailing contribute to the varied street scenes within the immediate area. There is also a mix of materials within the immediate surroundings, with a variation in flat brick colours in shades of buff, yellow, and brown. There are also red brick and rendered dwellings within the wider Holbeach area.

The similarities relevant to Gleeson Homes house types seen within the more modern structures include the use of property spacing, brick corbeling at eaves level, the mixed use of materiality, the presence of entrance canopies and off-street parking, with defined frontages and sight lines, and adjoining garages, in a housing mix of semi-detached terraced, and detached properties. In general, the existing dwellings within the area are two storeys in scale, however there are also a number of bungalows within the immediate locale to the South-East of the site.

The predominant materiality within the surrounding area is brick, generally brown or buff, with brown or grey pan and plain tiled roofing. The brick facades are a mixture of plain and multi-brick styles, with brick detailing often in a contrasting brick colour. Brick soldier course detailing and banding details are common within the area, along with canopies as a common feature within the local architecture. Door and window frames within the immediate area are a mix of white or brown framework.

View of Existing Dwelling on Northon's Lane, to the South of the Site.



View of Existing Properties on Northon's Lane.



View of Existing Dwelling on Northon's Lane.



View of Existing Properties on Oakwood Glade.



View of Existing Property on Chestnut Avenue.



View of Existing Dwelling on Oakwood Glade.



View of Existing Properties on Pine Close.



View of Existing Properties on Spruce Close.



View of Existing Properties on Spruce Close.



View of Existing Properties on Chestnut Avenue.



View of Existing Properties on Oakwood Glade.



Vegetation and Boundary Treatments

2.7 The site is bound by a mix of established hedgerows and vegetations along the sites boundaries with the adjacent residential developments. Boundary areas which abut neighbouring rear gardens have fenced boundary treatments. Further site boundaries are to the surrounding open greenfield land to the North and Western sides of the proposed scheme where the arable land continues. A tree line sits adjacent to the scheme within the landscape boundary which will sit between the Northern site boundary and the A17.

Internally the greenfield site is arable land, with low lying grass vegetation. There are not further forms of vegetation to the site's interior.

The proposed access via the existing potential connections to the adjacent residential area at Cedar Drive and Oakwood Glade are currently closed off by low level boundary treatments.

3.0 PROPOSED LAYOUT

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

Project Brief

3.2 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.

Proposed Access

3.3 Two vehicular access points are proposed for the site along the Southern boundary at the proposed locations off Cedar Drive and Oakwood Glade where future potential access from the adjacent residential area has been maintained. This will also provide pedestrian access into the site.

The proposed access points at Cedar Drive and Oakwood Glade provide a vehicular routes into the site which has an estate road as a primary route running North to South and East to West connecting the two access points, with appropriate turning facilities, and devolved shared private access roads leading to driveways within property curtilages.

Proposed Site Layout

3.4 The proposed site layout has positioned plots to propose a suitable number of dwellings for the scheme, and to provide a clear hierarchy of routes within the scheme, along with appropriate space within private curtilages, and space for drainage proposals, effectively using the site to its full potential.

The proposed site layout utilises plot orientation to front the main estate road routes and private shared access routes within the site. Active frontage has also been created with frontages looking outward towards Anchor Road, providing surveillance across to the South of the site over the proposed 'basin' area to the South-Western corner of the scheme. The orientation of dwellings within the scheme is primarily inward facing, with a small amount of outward looking dwellings to the North of the scheme oriented towards the landscape buffer between the scheme and the A17.

The road network is proposed to follow a devolving hierarchy within the site, following the estate road into smaller offshoots of private access roads/ shared driveways, and private driveways within the property curtilage. The orientation of plots ensures an appropriate relationship to the highways and proposed streetscape whilst providing considered natural surveillance across the site, increasing security and visibility throughout the site, with the private access roads creating cul-de-sac micro-neighbourhoods throughout the scheme.

The clear road hierarchy of the site design will create a diverse and interesting street scene within the proposed scheme. The street scene has also been created with areas of defined frontage; setting plots back from the roadside and increasing the area of defensible space and follows a devolving layout which leads to private shared access cul-de-sacs throughout the scheme. The street scene will be softened by proposed tree planting at appropriate positions, and the use of swales within the drainage scheme.

Drainage is also included within the scheme in the form of swales which run alongside the main estate road route within the site where appropriate, along with a large attenuation basin area to the South-Western corner of the proposed scheme, adjacent to the Cedar Drive access.

The proposed development accommodates appropriate separation distances from existing plots both adjacent to the site boundaries and within the proposed development itself, to limit overlooking and maintain private amenity.

The proposed schemes dwellings are a mix of detached and semi-detached dwellings in keeping with the existing residential local vernacular.

Private and Public Spaces

3.5 Solid design methodologies 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 front gardens provide an open frontage of defensible space whilst the private amenity to the rear of properties is clearly defined through the use of timber fencing or garages providing a secure barrier to rear gardens.

A diverse 'soft scape' together with elevational features will create interest within the street scene, including proposed tree planting and the use of timber fencing to enclose rear amenities.

Crime Prevention

3.6 Gleeson has a wealth of experience in creating safe neighbourhoods and knows that achieving security through design is more than a series of standard details and security 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.

3.7 The Maximising Security through Design document, prepared by Gleeson, a copy of which is submitted with this planning application, demonstrates the company's commitment to enhancing the security of its homes and developments. The document identifies design solutions which reduce vulnerability to crime.

Surroundings

3.8 The proposed scheme seeks to complement and improve upon existing adjacent residential areas within the site's locality, achieved using materials, separation distances and layout. The surrounding context is an eclectic mix of property styles and ages and has a varied mix of surface treatments, with a materials palette which is primarily a plain coloured brick, often buff or brown. There is a good mix of housing styles and types within the area, including a large number of detached and semi-detached two storey dwellings and bungalows.

To the South-East and South of the site are a number of modern age housing developments, using a range of house types, including single and two storey structures, in a mix of semi-detached and detached forms. To the South-West along Cedar Drive are several detached bungalows, with the scale of dwellings being lower towards the edge of the existing Holbeach settlement. These low-level structures are interspersed with two-storey detached and semi-detached dwellings. Dwellings to the South of the site are primarily two storeys in height.

The local materials palette is predominantly of a flat faced buff, brown, or red brick, with a smaller number of historical dwellings in white render, and several modern era dwellings in a more yellow toned flat faced brick type. Roofing is predominantly brown or grey tiled for much of the local area.

4.0 TYPE AND QUANTITY OF DEVELOPMENT

4.1 The proposal will provide 110no. dwelling houses utilising 12no. different property styles consisting of 23no. 2-bedroom houses, 71no. 3-bedroom houses, and 16no. 4-bedroom houses. Properties are a mixture of both semi-detached and detached dwellings, some of which featuring integral, adjoining, or detached single garages, or optional garage space.

4.2 The site's developable area equates to 28no. dwellings per hectare representing an efficient use of land.

5.0 SCALE AND APPEARANCE

5.1 The proposed dwellings will be two storeys in height. The scale is therefore in keeping with the local character and appropriate for the area.

5.2 In accordance with the local authority requirements, dwellings with 3 bedrooms or less will be provided with 2no. off-road parking spaces. Dwellings with 4no. plus bedrooms will be provided with 3no. off-road parking spaces.

Elevations

5.3 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. All proposed elevations consist of 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, sills 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.



Indicative example of elevations - N.T.S.

Amenity

5.4 The proposed layout seeks to maintain the private amenity of neighbouring properties with particular care given to the properties located to the Southern, South-Eastern, and Eastern boundaries of the site where plots sit adjacent to the existing neighbouring residential dwellings. Relevant offset distances and plot positioning will ensure this is achieved.

6.0 ACCESS AND ACCESSIBILITY

Proposed Access

6.1 Two points of access are proposed along the Southern boundary off Cedar Drive and Oakwood Glade, as described in section 3.0.

Design and Visibility Splays

6.2 The proposed scheme seeks to create a suitable vehicular access from both Cedar Drive and Oakwood Glade, utilising the potential future development access points which have been retained within the adjacent residential area, and therefore meet visibility splay requirements in terms of vehicular access from the proposed site. 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 main proposed routes through the site are designed to devolve into a number of smaller routes and private 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.

Access into the Dwellings

6.3 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.

View of Proposed Access Location off Cedar Drive.



View of Proposed Access Location off Oakwood Glade.



Access by Bus

6.4 Local bus services can be accessed nearby via stops located to the South-East of the site at the junction of Cecil Pywell Avenue and Boston Road South, and to the South of the site located along Spalding Road, with limited services between King's Lynn and Spalding.

Access by Train

6.5 Rail services can be accessed 6.8 miles to the West of the site in Spalding, at approximately 18 minutes travel time by car. Spalding station provides services to Lincoln, Doncaster, Peterborough and Nottingham.

Access by Road

6.6 The site is accessed via Cedar Drive and Oakwood Glade from the adjacent residential estate. The A17 sits to the North of the site and Northon's Lane sits to the South.

Access by Air

6.7 East Midlands Airport is situated approximately 55 miles to the West of the site and Norwich International Airport is situated approximately 55 miles to the East of the site.

Defined Retail Centres

6.8 The nearest access to retail is located at Boston Road South, where a supermarket sits alongside some smaller retail units. Marginally further afield the town centre of Holbeach is approximately 800 metres South-East of the site and contains a number of local stores and amenities. Further afield a more comprehensive retail offering can be found to the centre of Spalding to the West and Boston to the North.

Access to Schools

6.9 Holbeach Primary School is located approximately 420 metres to the East of the site, beyond this at approximately 700 metres from the site is University Academy Holbeach secondary school. These facilities sit adjacent to the University of Lincoln Holbeach Campus. William Stukeley Church of England Primary School is located approximately 740 metres to the South East of the site.

Access to Other Facilities

6.10 Other facilities within the local area of Holbeach include several food retail and hospitality establishments located in and around the town centre. There is also a local petrol station. There are a number of medical centres within the local area, along with a community centre, youth centre, and centres of worship located around the town centre. Further afield The Wash National Nature Reserve is located approximately 10 miles to the East of Holbeach.

7.0 LANDSCAPING

Protection During Construction

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

8.0 DESIGN PROCESS AND PLANNING CONSIDERATIONS

8.1 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.

8.2 Additionally the requirements of the Local Plan for the area, as well as national planning context and policy, have been considered throughout the design process. The development site and proposals have also been considered against the recommendations of Building for Life 12.

National Planning Policy Framework

8.3 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 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 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.

How Does the Proposal Address the Framework?

8.6 The proposed development will provide much needed housing stock to the wider area. The site benefits from local public transport services, in the form of bus travel and is accessible whether walking or cycling. The nearby bus routes to larger local centres such as Spalding, which is the nearest access point to the national railway network. The proposal will enhance the housing provision within the local area, providing a range of homes for a range of potential residents, and is located within a commutable distance to several larger population centres. The scheme is also situated in a location which rounds off the existing settlement area of Holbeach.

Proposed Use

8.7 As the proposed site lies in 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 Holbeach. The overall development contributes 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 within the scheme.

Proposed Layout

8.8 The proposed development will contain house types of a traditional brick semi-detached and detached format, with 6 unique house types of each kind. 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. The majority of parking provision across the site is provided via these driveways, with many offering an additional adjoining or integral garage. A number of semi-detached units alternatively include an integral garage, with further parking allocation provided within the defensible area of the property frontage.

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 shared private access roads and private driveways (all addressed by built form). This provides clear legibility and navigation throughout the development site to create varied and safe 'micro-neighbourhoods'.

Design

8.9 The proposed dwelling locations have been positioned to, wherever possible, ensure natural surveillance is achieved to all public realm areas and towards the road hierarchy running through the scheme.

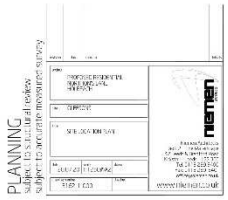
9.0 CONCLUSIONS

9.1 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, which will add to the choice available for local residents;
- The proposal significantly enhances the housing provision within the local area, adding much needed diversity to the immediate locality, whilst considering its impact on the area as a whole.
- The scheme successfully rounds off the edge of the settlement and creates a clear continuation from the access points off Cedar Drive and Oakwood Glade, and provides a road hierarchy which links the two existing future access points.
- Careful consideration has been given to the location of new dwellings in relation to security but particularly privacy design standards and distances in relation to neighbouring existing dwellings to the South and East of the scheme.

APPENDIX 1 – SITE LOCATION PLAN – N.T.S.





APPENDIX 2 – PROPOSED LAYOUT PLAN – N.T.S.

