DESIGN & ACCESS STATEMENT
LAND TO THE EAST OF CHAFFINCH WAY
HOLBEACH
REV.A

ASHWOOD HOMES

FULL PLANNING APPLICATION – MAY 2021

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1. INTRODUCTION

The Design has followed a careful design process in formulating the proposed scheme for the site to the East of Chaffinch Way, Holbeach. This document is put forward as supporting information for the Full planning application 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 typical fenland market town, located adjacent to the A17 between Spalding and Kings Lynn. The town developed in a radial pattern from the centre with the most historic buildings being along the High Street. The towns notable features are the town's main cross roads of Market Hill and the listed All Saint's Church.

The site itself, lies on the north eastern boundary of the settlement itself abutting the Defined Settlement Limits, with its south western boundary. The proposed development will develop a current vacant agricultural field into high quality homes affordable to local people.

The site is bound to the north by the A17, Foxes low road along the south-eastern boundary, and a previously developed Ashwood Homes development to the southwestern boundary.

The site is a vacant formerly agricultural field. The land has previously housed glass houses which have fallen into disrepair and are to be demolished.



2.3 Planning Policy & Involvement

The proposed scheme has evolved and developed through referencing Local Design Guidance and supplementary planning documents.

2.4 Movement

The site is well located on the north eastern boundary of Holbeach. It is within walking distance from the town centre, adjacent to a site previously developed by Ashwood Homes.

The nearest Bus Stop is a few minutes' walk from the site on Fleet road. From here buses run regularly to Spalding Town Centre. The site is bound along the northern boundary by the A17 which affords access to the surrounding towns and villages.

Spalding is the nearest railway station where trains run to Peterborough and Lincoln.

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 Features – Take account of existing ditches, bunds & 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 requirements.

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.
- 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 such as the existing ditches, trees and bund.
- Creating a permeable development that encourages walking and cycling and retaining good connections to the surrounding areas.

4.0 Design

At an early stage it was felt that design of the scheme should be influenced by both Holbeach architectural vernacular and the sites position on the edge of the settlement. The scheme has therefore been designed in a modern context with vernacular architecture which responds directly to the site constraints and end use of the homes. The design principles incorporated are intended to provide a modern housing scheme that seeks to create its own environment and sense of place.

The site presents few constraints to development. The topography of the site is comparatively flat, with few perimeter landscape features other than surrounding ditches, existing trees and a bund. The existing features have been assessed and those of value will be retained within the new development. The size and shape of the site is its main constraint and informs the layout, taking advantage of as many existing features as possible.

The development will be served via the adopted road Chaffinch Way, on the neighbouring site.

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:

- Create a strong built form 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 Open Space within the site.

The site has several dual frontage focal buildings to the corners to provide surveillance to both streets. The road leads through in two directions, and opens up to the Public Open Space.

The Open Space is fronted by dwellings to provide continuous surveillance.

25% of the proposed dwellings are Affordable Homes.

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 82 dwellings are made up of the following:

2 x 1 bed maisonette
18 x 2 bed house
50 x 3 bed house
12 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:

- Several corner turning buildings at prominent positions.
- Once turned into the development it is clear to see the vista stop end on the road ahead.
- 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.

4.4 Landscape

The landscape proposals were considered from the outset of the design of the development. The existing trees along the northern boundary are to be retained to create a visual and acoustic buffer from the nearby A17. There are areas for more substantial planting to the more prominent parts of the site, such as the Public Open Space.

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.

4.5 Drainage Strategy

Foul surface water drainage will connect into the existing public sewers on Chaffinch way. With regards to the storm drainage, a series of SUDS techniques will be used to provide source control and attenuate flows from the site. Please see the Drainage Strategy for further information.

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 proposed materials will complement the dwellings on Phase 1.

The materials will be taken from a palette of facing.
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 site is served from a single point off Chaffinch way. Footways will provide good connectivity throughout the area. Provision has been made for future connectivity to the adjacent land parcel to the south of 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 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.
The consultation process which has taken place has helped advance the scheme to take on board advice from statutory bodies and consultants.

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 Holbeach. This has been achieved by following the above principles. The end result is an attractive scheme providing a secure environment for future residents.