DESIGN & ACCESS STATEMENT

YEWS FARM, SPALDING

Parcel 1, Phase2



ASHWOOD HOMES CONTRACTING LTD.

FULL PLANNING APPLICATION February 2023

NKW DESIGN

45 York Road
Wollaston
Northamptonshire
NN29 7SG
T: 01933 666130
E: natalie@nkwdesign.co.uk

CONTENTS

1 – Introduction

2 – Site Analysis

3 – Objectives

4 – Design

5 – Access

6 - Sustainability

7 – Conclusion

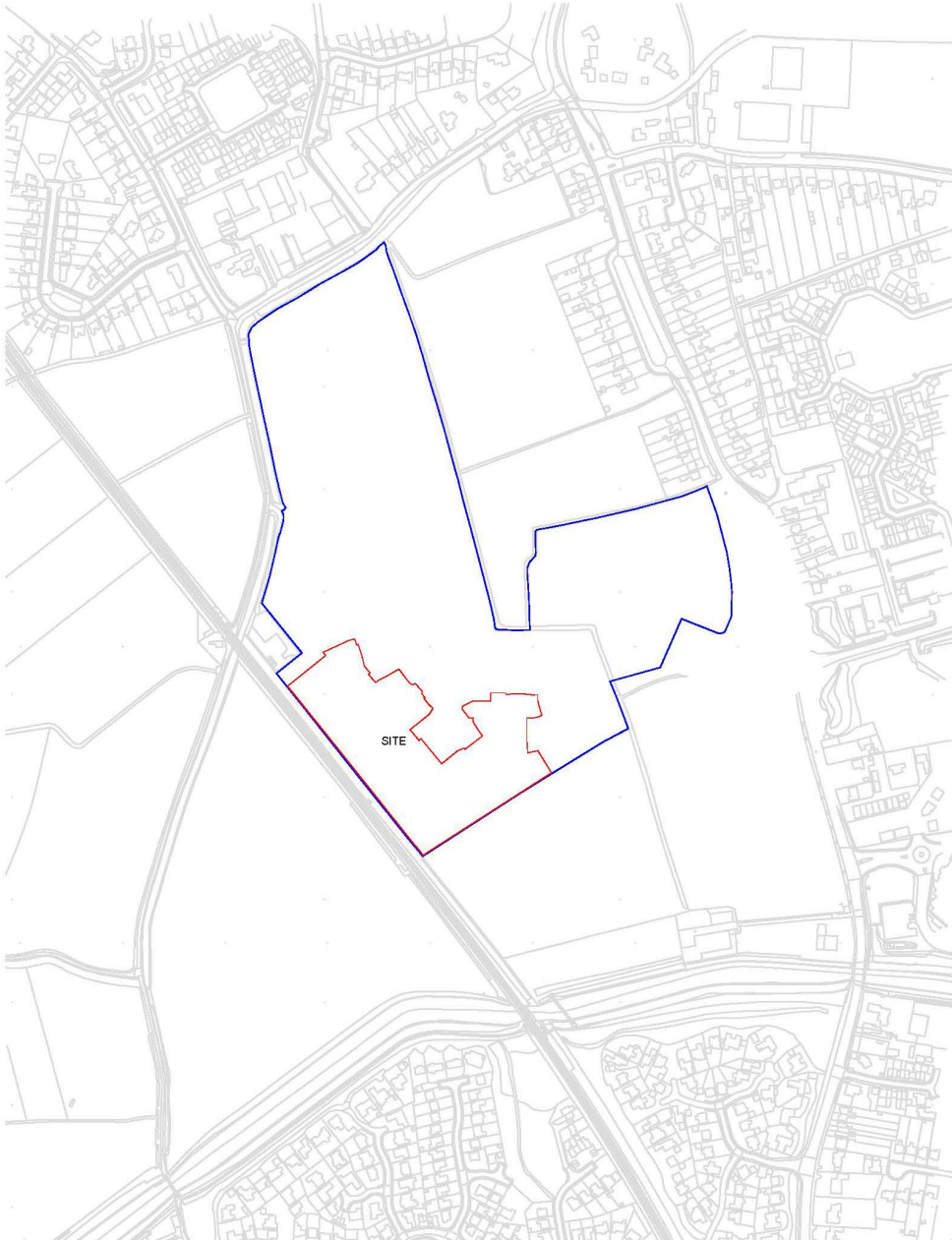
1. INTRODUCTION

NKW Design has followed a careful design process in formulating the proposed scheme for the development of Parcel 1, Phase 2 at Yews Farm, Spalding. The land is allocated as part of the Spalding Sustainable Urban Extension (SUE). This document is put forward as supporting information for the Full planning application on behalf of Ashwood Homes Contracting Ltd and aims to outline the key issues and principles that have influenced the design of the development.

2. SITE ANALYSIS

2.1 Location

The site lies between Spalding and Pinchbeck. Spalding to the South is a market town on the River Welland within the parish of South Holland in Lincolnshire. The site itself lies to the western side of the Spalding, close to Spalding Road and extends to 2.39ha (5.90acres) of undeveloped land.
The site forms the second Phase of development under the Approved Outline consent. To the west runs Blue Gowt Lane and the railway.
To the east is the first approved Phase of this overall development and to the south runs the Western Relief Road. Remaining Phases of the site are positioned to the north.



SITE LOCATION (not to scale)

Land Use

The site is currently within agricultural use – although the wider site has been allocated for development within the Local Plan. There are no substantial features within the site and it's relatively flat. To the west of the site a Gas Main runs parallel with the site boundary which requires an overall easement of 6m. To the north is a Gas Compound which requires an easement of 12m.



Left: View across the site from Blue Gowt Lane towards Pinchbeck Road.



Right: View east showing the Gas main post and marker.

Below: View north up Blue Gowt Lane, site to the right.



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2.3 Planning Policy & Involvement

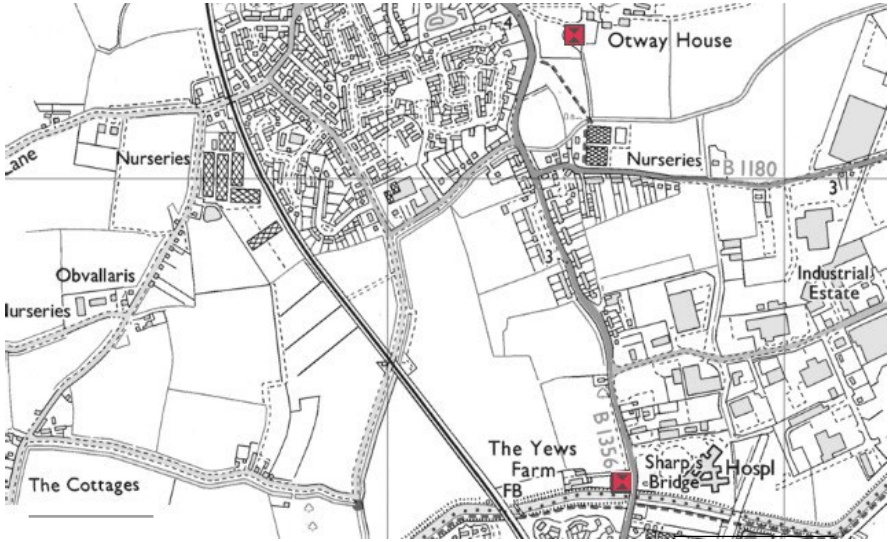
The proposed scheme forms part of the Outline Planning Application for 400 dwellings which was approved in February 2023, however this Application has been submitted as a Full Application. Discussions relating to this development with the Local Authority have been ongoing and helped to enhance the scheme. The development is proposed to be 100% Affordable Housing.
The site is allocated to Policy 10 & 11 in the local Plan, and therefore the principle of development is not considered relevant.
Policy 15 of the adopted development plan relates to Vernatts Sustainable Urban Extension (VSUE) which is identified to provide approximately 4,000 new homes and supporting community infrastructure, Sections 4 & 5 of the Spalding Western Relief Road (SWRR) and significant Open Space.
Policy 15 deals specifically with the SUE and this application is made in accordance and compliance with policy 15.
The proposed application site is the second phase within the first Parcel of this development.

2.4 Ecology

This application is supported by a Phase 1 ecological assessment from Hillier Ecology which concludes that the site is of low ecological value and can bring significant benefits in terms of biodiversity gain.

2.5 Heritage

The application is accompanied by a heritage assessment as required by Policy 15. This report confirms that there are no significant archaeological remains within the site.



Right: Extract from DEFRA Magic website indicating relationship to Heritage assets (listed buildings shown as red squares)

2.5 Heritage Impact Assessment

It is noted that Otway House Gr2 is located approximately 550m from the nearest part of the development and there is significant existing development between it and the site. Therefore it is concluded that the application has no material impact on the setting of this listed building.

Yews Farmhouse lies to the south of the site adjacent to Spalding Road and whilst this is approx. 150m from the southern edge of the application site, it is noted that the SWRR will be constructed in the intervening strip of land. Therefore the impact of the application on the heritage asset will be minimal.

Having regard to the NPFF and para 202 – it is contended that the impact on the setting of the listed building is 'less than substantial' and that within the required planning balance, the delivery of the proposed housing and funding for the SWRR constitute public benefit sufficient to address the policy requirement.

2.6 Flood Risk

The site is within a flood risk area as acknowledged in the allocation. As the site is allocated it was subject to the flood risk sequential and exception tests in respect to the Local Plan adoption process. It is therefore not necessary to repeat them in respect to this application, however a site specific Flood Risk Assessment will accompany the application.

2.7 Movement

The site is well located to the northern area of Spalding and the southern side of Pinchbeck so will benefit from many facilities. Proposals within the Outline Application includes areas of Public Open Space. Spalding Primary School is within a short distance from the site. The nearest Bus Stops are conveniently located to the north of Spalding Road. From here buses run regularly to into the Town Centre as well as Boston and Bourne. The site is a short drive from the A16 which connects residents to the wider area. The nearest Railway Station is Spalding which provides connections to several destinations.

2.8 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 drains, railway and easements where necessary & proposed properties to Phase 1.

- 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 Spalding.
- 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 an attractive development in keeping with the local vernacular.
- Promoting sustainability within the development through the use of PV panels and electric vehicle charging points.
- 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 several discussions with the Local Planning Authority and finally the evaluation of the gathered information and objectives.

Throughout discussions with South Holland District Council, 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 positive continuation from Phase 1 into the site.
- The use of various car parking solutions, with parking kept as a secondary element within the street scene.
- Low key streets used where possible creating 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.

The site feeds off the Phase 1 development with the proposed road access to the south of this Phase. A strong building line is created with the use of 2 blocks of apartments which are 3 stories in height. These blocks create positive vista stop ends to the road and cul-de-sac positioned opposite. Parking to these dwellings are provided by a mixture of parking courts and frontage parking. The remainder of the dwellings are 2 storey.
Dwellings backing onto the railway line to the west have the benefit of the gas main easement to create enhance the distance and therefore reduce noise levels.
Parking is provided as close to the front of the property as possible. Most dwellings have parking provided on plot to the side or immediately to the front, but a handful are positioned to the rear.

4.2 Use

The proposals include a range of 2 storey dwelling types which are all affordable homes.
The 100 dwellings are made up of the following:

4 x 1 bed house
16 x 2 bed apartment
41 x 2 bed house
39 x 3 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:

- Coherent building line to continue built form from Phase 1.
- The internal areas of the site are designed to provide good linkages throughout the development and relate to the wider area.
- Dwellings are positioned to create perimeter block formations to aid navigation through the site and help to define public and private space.
- Generally, contiguous frontages help the proposed block structure which in turn helps to define desire lines for pedestrian and cycle routes.
- Parking is designed on plot where possible.

4.4 Landscape

The landscape proposals were considered from the outset of the design of the development.
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 and storm drainage will connect into the wider drainage infrastructure which connects to Phase 1 of the site.
Sustainable Urban Drainage (SuDs) is promoted throughout the development with filter drains alongside adopted roads and a large attenuation pond fronting Phase 1 of the site.
Please see the Drainage Strategy drawing 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 materials will be taken from a small palette of facing bricks. 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 kept simple.

5.0 Access

5.1 Vehicular Access

Vehicular access to the site is served from connecting to Phase 1 and 3 of the wider Parcel 1 development which in turn links to the Spalding western relief road.

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 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.

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 SUSTAINABILITY

A number of sustainability measures are proposed across the site:

- Provision of PV panels to the roofs of all plots.
- Provision of 7KW electric vehicle charging points to all plots.
- Connecting to the wider transport network to promote cycling and walking.
- Provision of Smart Meters in all plots to promote awareness of energy consumption.

7.0 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.

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.
- Retention and improvement of the existing trees and hedgerows.

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