

Hybrid planning
application for the
erection of up to 400
new homes, landscaping
and infrastructure on
land at Yews Farm,
Spalding.

Planning Design and Access Statement on
behalf of Ashwood Homes Ltd.



prepared and submitted by

NKW Design Ltd

and

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Planning Design and Access Statement in support of a hybrid planning application for outline planning permission for up to 300 new homes landscaping and infrastructure; and detail planning permission for erection of 100 new homes on land at land at Yews Farm, Spalding.

Introduction

This Planning Statement incorporates statements in accordance with local and national planning guidance and is to be read alongside the submitted plans and documents.

The role of this statement is to aid decision making. This is achieved by communicating the process employed to inform the development by considering the form, character, structure and impact of the proposed development in the context of its surroundings (as set out in Note 1 below which is extracted from the Planning Policy Guidance note on Design 2014).

This statement includes an assessment of the scheme against the policies of the adopted Development Plan and other material planning policy considerations.

The application should also be considered within the context of the National Planning Policy Framework (NPPF). The key principles of national government planning policy are set out in this document and surround the concept of creating developments that are sustainable and of high quality in terms of design, sustainability, socially inclusivity and protect the environment.

Note 1

A Design and Access Statement is a concise report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applications to explain how the proposed development is a

suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users.

Paragraph: 034 Reference ID: 26-034-20140306

Planning Design and Access Statement in support of a hybrid planning application for outline planning permission for up to 300 new homes landscaping and infrastructure; and detail planning permission for erection of 100 new homes on land at land at Yews Farm, Spalding.

Proposal

The application is made for the erection of up to 400 new homes on land allocated as phase 1 of the Spalding sustainable urban extension (SUE) on land at Yews Farm Spalding.

The application is made as a hybrid submission i.e., partly outline and partly detailed.

Full planning permission is sought for the first 100 plots to enable rapid delivery of the first parcel of homes to facilitate S106 payments to the council to fund the construction of the bypass. and Outline planning permission being sought for the whole of the remaining development site area including the open space and up to 300 further homes.

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Site

Location

The site is located between Spalding and Pinchbeck;

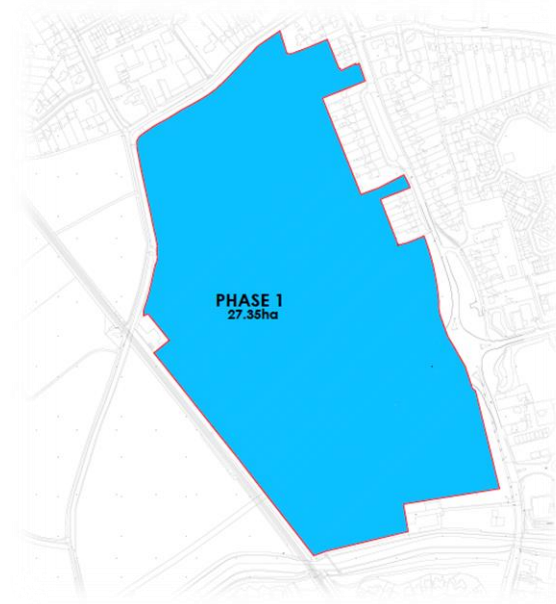
- to the west of Spalding Road,
- to the south of Market Way,
- to the east of the railway and Blue Gowt Lane
- to the north of phase 1 Spalding western relief road



The wider site lies to the north of Spalding and to the south of Pinchbeck; it is bounded to the;

- North by existing residential and commercial development to the north of Market Way.
- West by Blue Gowt Lane which runs SW to NE and intersects with the railway line.
- The southern boundary of the site abuts the alignment of the new Spalding Western Relief Road (SWRR).
- The eastern boundary of the application is defined by the relationship to Spalding Road and the established residential development along its western side.

The wider phase 1 allocation in the local plan extends to the land shown blue on the extract below.



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However, having taken account of the policy and physical constraints impacting on the site, the developable area (as highlighted within the approved masterplan) it is evident that the developable area within phase 1 is significantly reduced and 13.4 Ha of residential land is submitted as part of this application.

Existing Use – the site is currently within agriculture use- although allocated for development in the adopted local plan.

Site features – the site is essential flat agricultural land intersected by a number of field drains.

It is bounded to the north and west by a substantial field drain the following photographs give a general sense of the site with views from key viewpoints.



View south across site from Market Way- note drain in foreground.



View east across site from Blue Gowt Lane towards Pinchbeck Road.



View looking north from inside site showing boundary drain between Ashwood's land (to left) and that part of the housing allocation not within the application (to right).

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View east across site showing the gas main post and marker.



View from site to gas compound looking west.



View north up Blue Gowt Lane with site to the right.



View of railway line south of the site.

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View west along Market Way with site to the left.



Residential development along Market Way.



View of residential development along Pinchbeck Road.

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Below is an extract from the County Council information website in respect to the proposed funding mechanism for the SWRR.

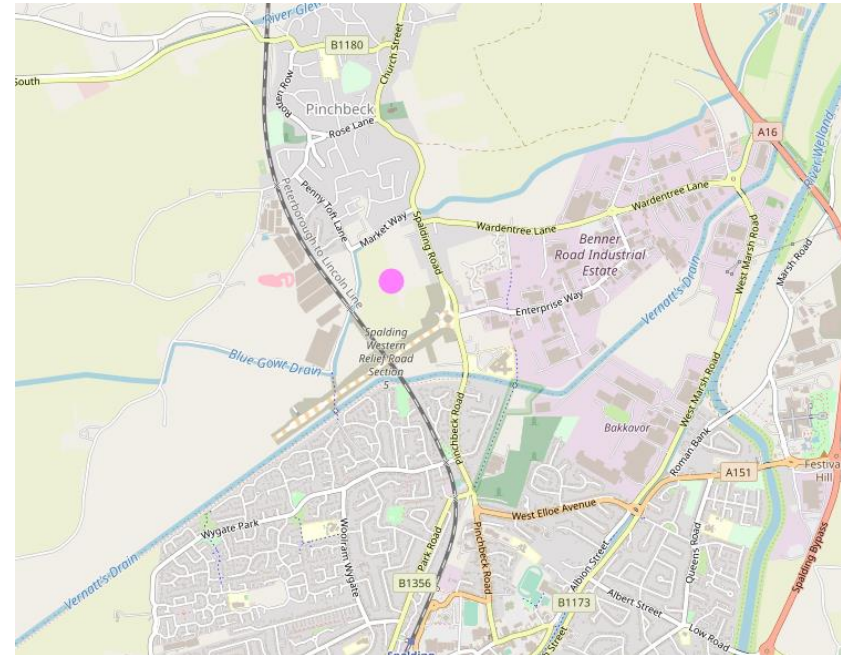
Cost and funding

Contributions from developers will remain the primary source of funding for the three phases of the relief road.

A £224,000 grant for the Northern Spalding Sustainable Urban Extension was formally accepted in July 2017. This was used towards the development of technical and detailed design work for the northern phase.

We were awarded £12m from the Government's housing infrastructure fund, along with South Holland District Council. This will go towards the Northern Spalding Sustainable Urban Extension and northernmost section of the relief road.

The developers of the housing elements on phase 1 (Ashwood Homes and other landowners) will be required to make a financial contribution to fund the north eastern part of the road from the proposed roundabout to the west of the railway up to and including the new Spalding Road roundabout. (roundabouts 1 and 2).



“Base map and data from OpenStreetMap and OpenStreetMap Foundation”.

Planning Design and Access Statement in support of a hybrid planning application for outline planning permission for up to 300 new homes landscaping and infrastructure; and detail planning permission for erection of 100 new homes on land at land at Yews Farm, Spalding.

Planning policies

As the site is allocated pursuant to a specific policy in the local plan, matters of overall housing need and strategic distribution of housing as set out in Policy 10 and 11 are not considered relevant to the principle of the development; other than to acknowledge the status of Spalding as a sub-regional centre and Pinchbeck as a main service centre within the settlement hierarchy.

Policy 11: Distribution of New Housing

New housing site allocations will be made in the following settlements to meet approximately, the following housing numbers:

A Sub-Regional Centres

Boston (incl. Parts of Fishtoft and Wyberton Parishes)*	6111
Spalding	5510

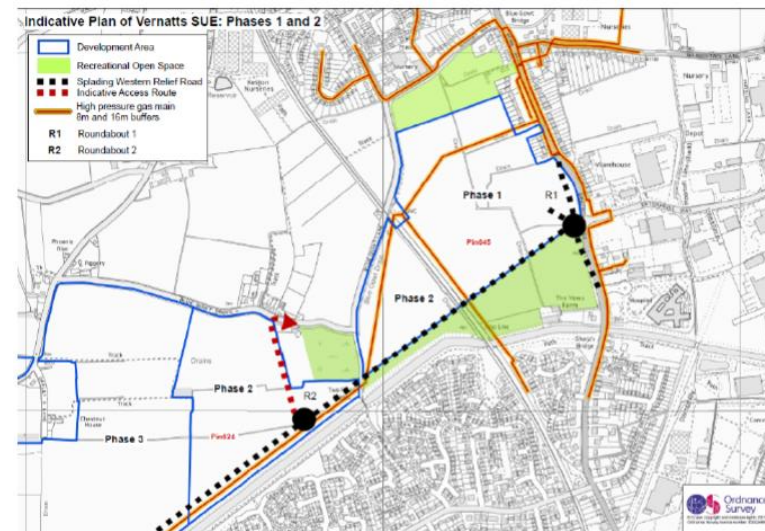
B Main Service Centres

Crowland	524	Long Sutton	608
Donington	472	Pinchbeck	252
Holbeach	2202	Sutton* [*]	308
Kirton (incl. Parts of Frampton Parish)*	514	Sutton Bridge	273
		Swineshead*	411

It is noted that allocation PIN002 is situated immediately to the north of the site and makes provision for 26 new homes on the commercial site north of Market Way.

Development plan context

Policy 15 of the adopted development plan sets out the justification for, and components of, the Vernatts Sustainable Urban Extension (VSUE) as a whole and also identifies key constraints, requirements, and opportunities for each phase.



Policy 15: Vernatts Sustainable Urban Extension

Land to the north of the Vernatt's Drain, as identified on the Policies Map Inset for Spalding and Pinchbeck, will provide approximately 4,000 dwellings and supporting community infrastructure, Sections 4 and 5 of the Spalding Western Relief Road (SWRR) and significant open space.

The Vernatts Sustainable Urban Extension (SUE) will be delivered in several phases as follows, the completion of which is expected to extend beyond the Local Plan period:

A. Phase 1 will include:

1. the creation of a five-spur roundabout at the junction of Spalding Road with Enterprise Way (Roundabout 1, which will form the first part of Section 5 of the SWRR), and the Local Highway Authority's acquisition of the land required for the SWRR through to Blue Gowt Lane;
2. the development of approximately 500 dwellings on land to the east of the Joint Line railway and north of the proposed Section 5 of the SWRR, accessed off the five-spur roundabout;
3. land lying to the east of the Joint Line railway and south of the proposed Section 5 of the SWRR to be designated as Recreational Open Space which will be protected from built development;
4. 4 ha of land adjoining Market Way to be designated as Recreational Open Space which will be protected from built development;

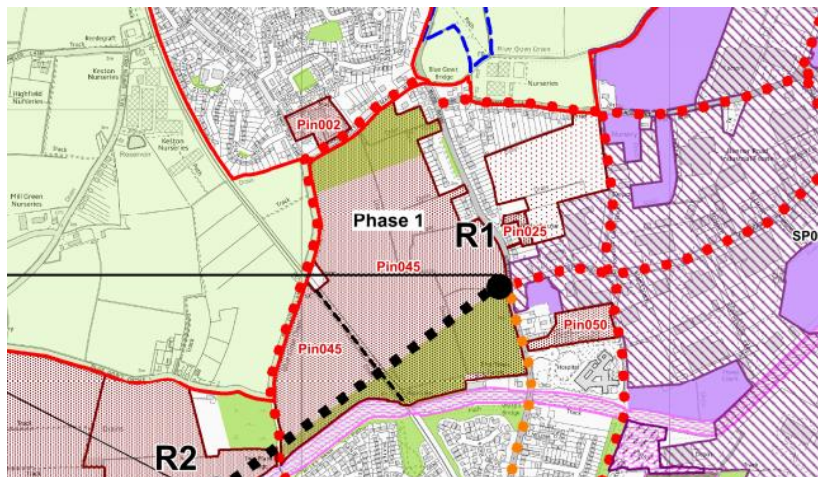
Planning Design and Access Statement in support of a hybrid planning application for outline planning permission for up to 300 new homes landscaping and infrastructure; and detail planning permission for erection of 100 new homes on land at land at Yews Farm, Spalding.

Therefore, from the above- the key parameters of the masterplan for phase 1 are;

- Single access point from Spalding Bypass (SWRR).
- Residential development of approx. 500 new homes.
- Open space to north of site and to the south of Market Way.
- N.B. the open space south of the SWRR is not within the residential masterplan area as it is physically separated from the residential land by the new bypass and not easily accessible.

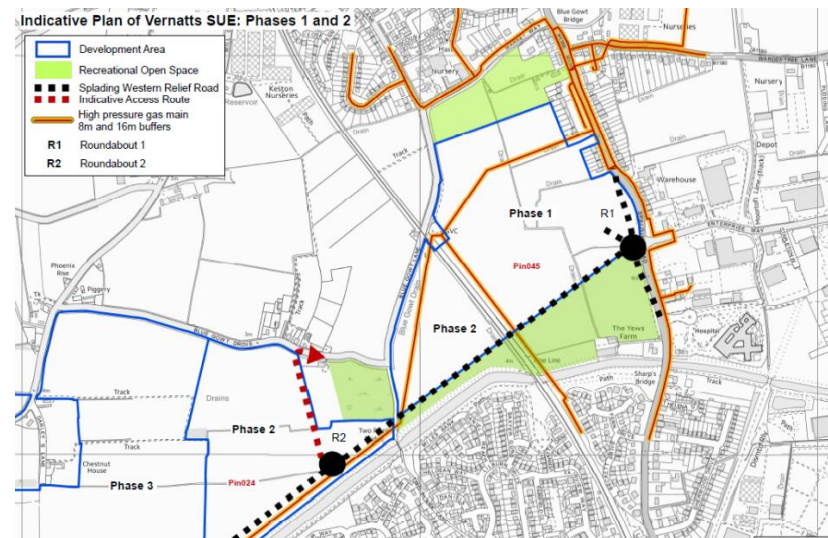
Physical and policy constraints to development

Policy 15: Vernatts Sustainable Urban Extension



The additional explanatory test to the policy also sets out a number of requirements;

- Provision of landscaped open space buffer to north of site to achieve separation to established development on Market Way.
- Pedestrian and cycle access to Spalding Road to the east and Blue Gowt Lane to the west.
- Pedestrian access to be investigated to the south – below the bypass flyover.
- Sustainable drainage strategy that will provide attenuation within semi natural amenity space to manage water runoff and provide opportunities for biodiversity.
- Layout takes into account the physical constraints on site with drains, gas mains and frontage to the railway.

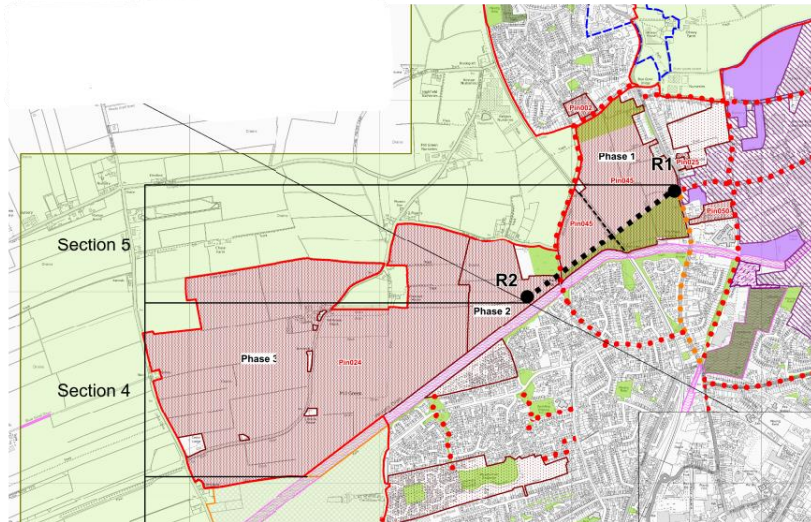


Above -Indicative plan for phase 1-2 extracted from the annex to the local plan.

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Site location and relationship to Spalding and Pinchbeck

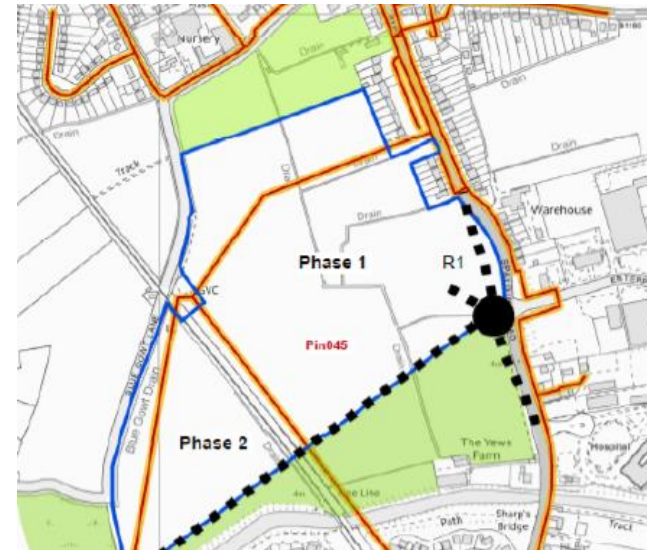
The majority of the new housing for Spalding as allocated in the adopted local plan is located to the west of the town as shown on the plan extract below (housing allocations shown red hatch).



One of the key reasons for the location of development as configured was to provide funding for the approved Spalding Western Relief Road (SWRR) which is a strategic piece of transport infrastructure intended to relieve traffic congestion within Spalding itself.

This masterplan document deals only with Phase 1 of the allocation- that is land west of Pinchbeck Road, to the south of Market way, to the east of Blue Gowt Lane and the railway line and to the north of the SWRR alignment, this land forms part of the PIN 045 allocation in the development plan.

It is noted that phase 1 also includes land to the south of the SWRR alignment and to the north of Vernatts Drain although this lies outside of the residential element of PIN45; the policy requires this to be designated as recreational open space and this is indicated on the final masterplan.



In addition to the site specific policy- other Development Plan policies in relation to flood risk , design, amenity , developer contrubutions etc. are also applicable to this development.

NPPF

The key driver for the NPPF is the delivery of sustainable development as set out in section 2 of the 2021 NPPF.

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Para 3 sets out the 3 overarching objectives of the planning system- that of economic objective, social objective, and an environmental objective.

Para 10 sets out a presumption in favour of sustainable development.

and para 11 sets out the process for decision making;-

For **decision-taking** this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

- Section 4 sets out the benefits of pre application engagement with the LPA- and Ashwood Homes have had a number of meetings with senior officers of South Holland District council which have covered the interpretation of the relevant policies and the outcomes of the masterplan process.
- The delivery of a sufficient supply of homes is the subject of section 5 of the NPPF both in policy making and development control decisions.
- Section 8 emphasises promotion healthy and safe communities, which encompasses the provision of open space and facilities to encourage healthy inclusive and safe places which contribute to social wellbeing and inclusion.
- Paras 98-99 set out the importance of open space- and indeed the allocation and masterplan incorporate a very significant percentage of the site as open space.

- Section 9 addresses sustainable transport and encourages non- car methods of transport.
- Section 11 requires developers to make an effective use of the land.
- Section 12 sets out the importance of good design in sustainable development and social wellbeing.
- Section 14 addresses the issues of flood risk and climate change.
- Section 15 sets out the requirement to conserve and enhance the natural environment.
- Section 16 sets out the requirement to protect the historic environment.

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Design and Access

The section below addresses the key list of attributes required to be considered within the design and access statement, i.e.- the amount; layout; scale; landscaping and appearance of the scheme.

Amount; outline planning permission is sought for up to 300 homes on the application site with detail permission sought for 100 new homes giving a total of up to 400 new homes.

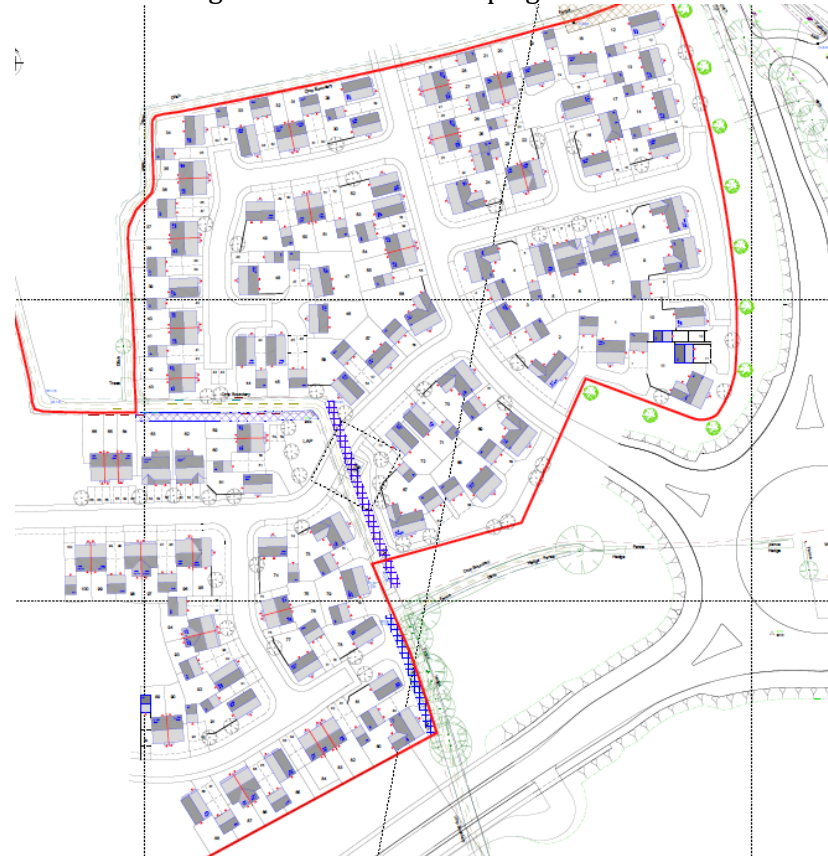
Layout;

as the application is a hybrid the layout is defined in 2 parts;

- The outline element will be consistent with the requirements as shown on the approved masterplan document identifying key constraints and design opportunities.



- The detail element for the first 100 homes is as shown below; this includes layout of the homes, design details of the homes including materials and landscaping.



Scale/ appearance;

The majority of the application is made in outline and as such matters of scale and appearance will be addressed in subsequent reserved matters applications.

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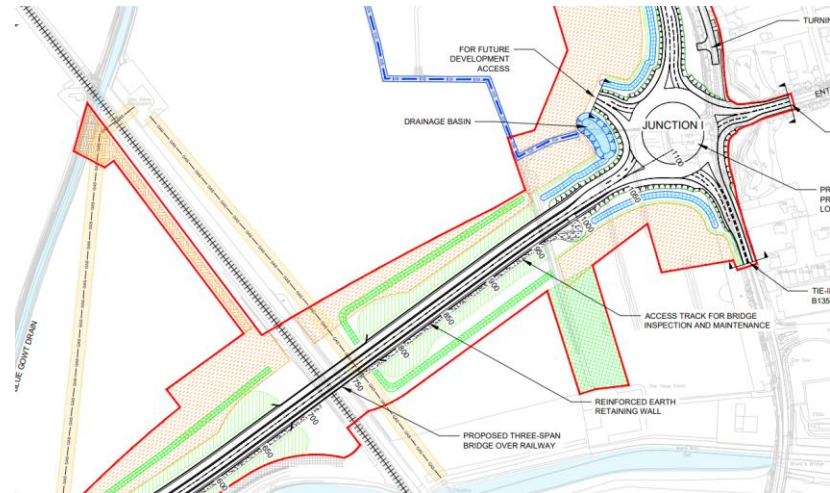
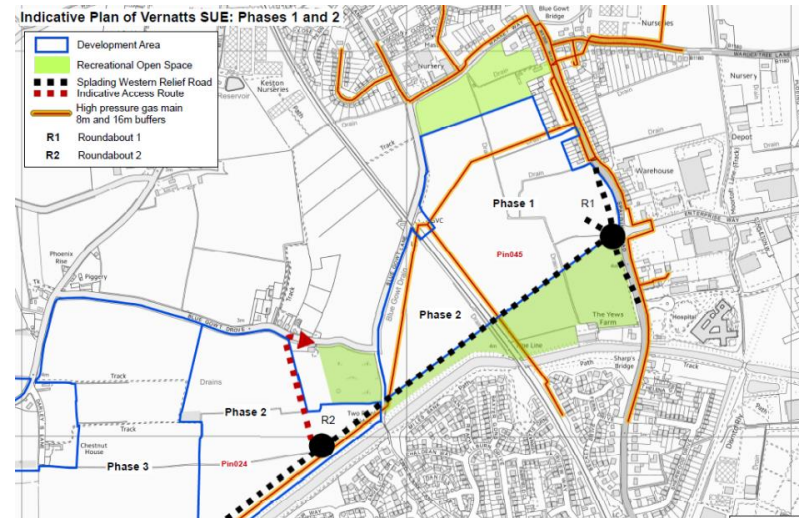
However, the masterplan sets parameters for this-

- Extent of residential development- The hybrid planning application will have to be consistent with the masterplan which sets out those areas of the site to be built on and those areas that will be open space.
- Relationship to other uses in phase 1; as set out in the Masterplan.
- Height/ scale.
- It is proposed that the vast majority of the homes will be 2 storey as this is considered characteristic of the surrounding area where the majority of the homes are 2 storey family homes.

Access; the allocation makes provision for a single vehicular access from the new SWRR phase 1 roundabout at the junction of Spalding road With the SWRR.

The site also has pedestrian access routes as shown in the Masterplan linking to Market Way in the north, Blue Gowt Lane to the west- and ultimately (through the neighbouring site) to Spalding Road to the east.

Pedestrian access is also available under the SWRR railway bridge to access the recreational open space to the south of the SWRR.



Extract from LCC approved layout for phase 1 of the SWRR showing site access from the eastern roundabout.

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Planning issues

Principle of development

The principle of the development is established in the development plan.

The site is the first phase of a significant sustainable urban expansion (SUE) – Vernatts Sustainable Urban Expansion to Spalding which is a core part – perhaps the most important element of the local plan allocation for the town in the local plan period.

Policy 15 deals specifically with the SUE and this application is made in accordance and compliance with policy 15.

The housing development in the SUE is related to the provision of the SWRR in as much as they are part of the same allocation in the development plan and the council will seek financial contributions from the delivery of the housing to part finance the construction of the SWRR.

As the construction of part one of the SWRR is underway there is an imperative to deliver the housing in a timely manner so that financial contributions can be used to part fund the road.

To this end the application made is a hybrid application seeking detailed permission for 100 new homes and outline for the remaining 300.

Whilst this is an unusual form of application; it is in practice the most expedient and quickest route to enable building to commence at the earliest opportunity. This approach has been discussed in pre application discussion with officers and members and is acceptable by the Council.

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



Heritage- the application is accompanied by a heritage assessment (archaeology) as required by policy 15; this report confirms that there are no significant archaeological remains within the site.

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Heritage Impact Assessment



Extract from the DEFRA Magic website indicating relationship to heritage assets (listed buildings shown as red squares).

It is noted that Otway House Gr2 is located some 550 m from the nearest part of the site and has significant existing development between it and the site; it is therefore 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 150m from the southern edge of the application site – it is noted that the SWRR is being built in the intervening strip of land and as such, beyond this the impact of the application on the heritage asset will be minimal.

Having regard to the NPPF 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 planned housing and funding for the approved SWRR constitute

significant public benefit sufficient to address the policy requirement.

Flood risk- the site is within a flood risk area as acknowledged in the allocation; because the site is allocated it was subject to the flood risk sequential and exceptions tests in respect to the local plan adoption process, such that it is not necessary to repeat them in respect to the application.

The application is accompanied by a site-specific flood risk assessment which details design measures to demonstrate how the site can be made safe for the duration of its lifetime and mitigation / resilience measures for individual homes in the first 100 homes application.

Accessibility;

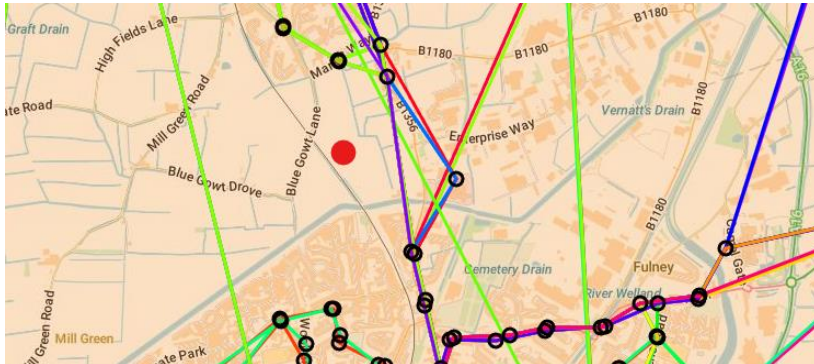
As the site is part of the major expansion of Spalding allocated in the development plan general matters of strategic sustainability and accessibility will have been thoroughly considered within the development plan preparation.

However, on a smaller scale the site is clearly well related to Spalding and is accessible to the higher order services and facilities in the town by a range of transportation means.

Footpaths - there is a comprehensive footpath network that gives access to the town.

Bus routes- there are a number of bus routes along Spalding Road which is directly accessible from the site.

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Source Geopunk website

Other off road Public Rights of Way



Extract from LCC PROW online map showing that there are no public rights of way abutting or crossing the site.



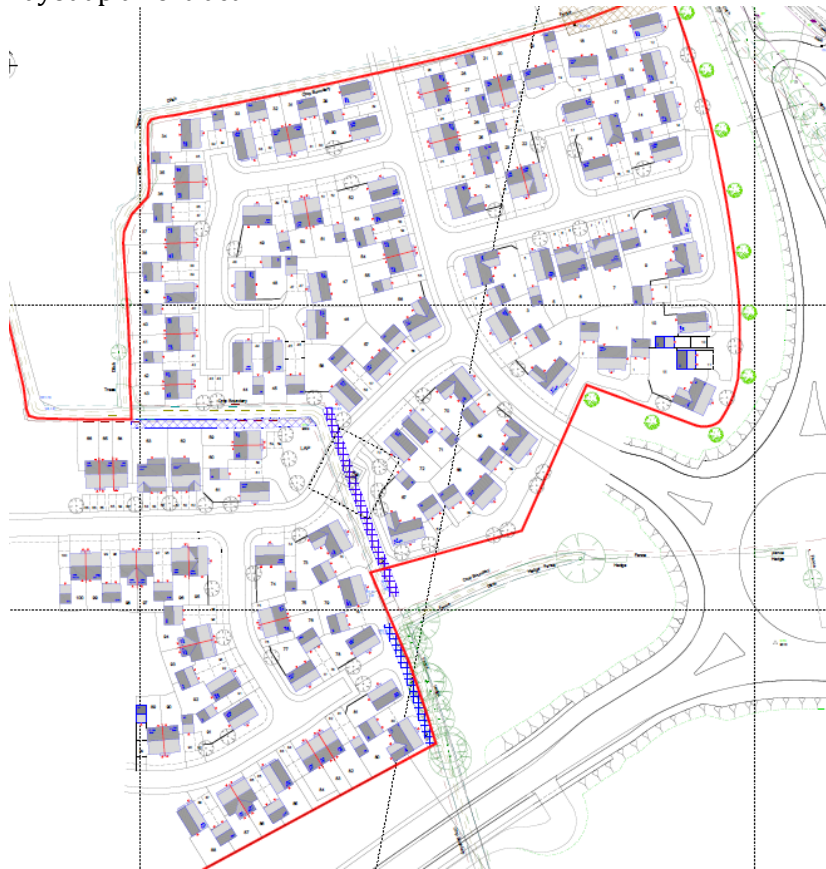
Bus route information sign at bus stop adjacent to the site on Spalding Road.

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Layout

The layout for the overall site is as set out in the masterplan- this application is accompanied by a composite plan showing the extent to the overall application site including the residential land and that defines as open space in LP15- in addition there is a detailed layout for the first 100 homes.

Layout plan extract



Design /appearance

LP15 – the wider development plan and the NPPF stress the importance of good design in placemaking and sustainable development.

Ashwood is the predominant local house developer in South Holland and is very experienced at addressing the design requirements of the local planning authority officers and members.

Masterplan

The masterplan has been subject to pre application consultation with the members pre application consultation group and the feedback was largely positive, and those comments that were made were mostly matters of design detail that will come forward in the full permission or reserved matters submission pursuant to the outline element.

The outline application

The housing element of the proposal will be predominantly 2 storey family homes- which are characteristic of the prevailing built form and character within the immediate vicinity and of much of the new build in and around Spalding over the last few years.

The overall site layout incorporates extensive areas of recreational open space as required by LP15 and this contributes to the overall quality of the application proposal and its landscaped context as set out in the development plan and NPPF.

Matters relating to the design and layout of the remaining parcels on residential land within phase 1 and the recreational open space will be subject to separate submission for reserved matters pursuant to the outline permission in due course.

Full permission for the first 100 homes

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Ashwood is experienced in addressing the design matters that are important to SHDC; and the detail layout is predicated on key design aspirations described in the masterplan in respect to defining the design quality and appearance of the entrance, key routes and edges.

To this end the layout addresses key edges and routes with attractive built form, with key corners denoted by dual aspect homes presenting active frontages to address both streets in design terms. In addition, much design effort has been concentrated on providing-

- Good residential amenity.
- Sufficient off-street parking to meet policy and design requirements. (300 spaces shown for first 100 homes)
- Efficient bin storage and collection points.



Example housetypes



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Housing need

The proposal will deliver a range of house types to meet demand for family homes in the area.

SCHEDULE:

House Type	Beds	Storey	Number
Dee	2	2	16
Clyde	3	2	10
Aire	3	2	10
Avon	3	2	6
Nene	3	2	14
Lock	3	2	13
Mere	3	2	11
Ribble	4	2	4
Severn	4	2	4
Humber	4	2	3
Tay	4	2	9
TOTAL			100 dwellings

S106

As set out above one of the key strategic requirements for the residential allocations around the north and west of Spalding is that they part fund the delivery of the SWRR; the established mechanism for this is through a planning agreement under S106 of the Act.

Matters in relation to viability and S106 will be discussed during consideration of the formal application by SHDC.

Conclusions

The proposal is made for a hybrid planning permission for full planning permission for 100 homes and outline planning permission for up to 300 homes (+ open space and infrastructure) on land at Yews Farm, Spalding.

The application is policy compliant in respect to LP15 and is the first residential element of the housing around the north and west of the town as allocated in the local plan.

Whilst the format of the application as a hybrid is unusual it is undertaken with the agreement of SHDC senior officers and represents the most expedient process to deliver development (and therefore funding for the SWRR) in the shortest possible timeframe.

Therefore, in accordance with NPPF para 11- it is requested that planning permission is granted for the proposal.