MD1809 Palin Drive

Supporting Statement (Including Design and Access Statement)

MD1809(A)Supporting Statement_

Introduction

This statement is to support a proposal for development at Palin Drive, Spalding – it is proposed to erect one single storey dwelling (bungalow) on open land to the north of 9 to 13 Palin Drive.

Regard has been made for the statutory development plan, the South Holland Local Plan ('the local plan'), the emerging development plan (the 'emerging plan') and for the supplementary planning document ''Public Open Space in New Residential Developments' (the 'SPD')

The proposal seeks to provide a single storey dwelling (bungalow) – the applicant believes that there is an established and future demand for dwellings with enhanced accessibility. The dwelling is intended for local people 'downsizing' from conventional two storey family homes and is intended to be a 'lifetime home'.

The main issues:

- Whether the site is public open space and, if so, does its development comply with relevant policies
- Highways – is access to Palin Drive safe?
- Design – local character; scale, form and layout; materials and design, neighbour and occupant amenity
- Access
- Material considerations – housing supply

Loss of public open space/redevelopment of existing community facility?

The applicant does not accept that this land was proposed as open space as part of the original development:

- The plans referred to in the various planning permissions do not refer to this land as 'open space' in contrast to the Piccard Drive site and other Palin Drive site
- It is poor provision that does not comply with the council's SPD
- There is no legal documentation related to maintenance agreements
- In earlier iterations of the emerging local plan this site was not designated suggesting that it was not viewed as open space by the council at that time (and its inclusion now will be resisted through the local plan process in due course)

Notwithstanding, as the land might feasibly be considered a 'community facility' (terminology form the emerging plan) justification for the development of the land is submitted.

Policy 28 of the emerging plan states:

The redevelopment or change of use of an existing community facility will be permitted only if:

1. *an assessment has been undertaken which has clearly shown that the facility is surplus to requirements and, in the case of recreational open space, that it does not make an important contribution in amenity, visual or nature conservation terms;*

(This provision largely mirrors policy LT2 of the local plan which permits development of public open space subject to an assessment)

An analysis of the 'quantity' (area) of open space provision locally is provided in the annex – this looks at three geographical areas:

1. The original development site
2. An area within a 'short walk' of the proposal site (400m bisected by the railway line)
3. A 400m ignoring the effect of the railway line

(Reference should be made to the plans included in the annex)

The first two are realistic 'catchments' for the proposal site – due to the size, type and location of the site, it seems unlikely to be used by a wider community – with the third provided for context. Only open space designated in the most recent iteration of the emerging local plan map has been used in the calculations however some other sites (Palin Drive strip adjacent to the railway, Magellan Way pond and Beaufort Drive play area) have been shown for context as they are substantial and it is not clear why they are not proposed to be protected through the plan. In particular the omission of Beaufort drive seems odd as this would appear to be a far better open space provision than the application site.

All geographical areas considered provide an excess of open space without the proposal site when set against the requirement of local plan policy HS11 (Open Space in New Residential Development) at 14% of gross site area. Removal of the proposal site makes a maximum of 0.2% difference to the local provision.

In amenity terms the site is of limited value – it has no play equipment or surfacing and its size and shape make it unsuitable for even 'informal' sports. It has no ecological value nor any visual amenity – there is no soft landscaping and two sides are bounded by high, bland fences bounding the rear gardens of adjacent houses.

It is difficult to see how this site meets the criteria for 'planned' open space and the impression is one of a residual piece of land, left open by reason of its location and form. This is contrary to the provisions of policy HS11 and the SPD – if the residential development were being considered now, it seems quite likely that a proposal to offer this land as part of the open space provision would be rejected.

The land is also the subject of anti-social behaviour in the form of littering and dog fouling – there are a very large number of signs related to fouling and fouling was also seen on two separate site visits. Problems with littering extend to the buffer strip on the other side of Palin Drive giving an impression of a neglected and misused location.

Highways

The section of Palin Drive has a single width highway approximately 3.0m wide and is closed at both the south and north ends with locked bollards – it is understood that the bollards were previously automated 'rising' bollards that presumably were to control passage along Palin Drive in this section. The reason for the change to fixed bollards is not known however the effect is to prevent any passage along this section by motor vehicles. Motor cycles, bicycles and pedestrians can use this section and so can access the site.

In order to provide car access to the site, it is proposed to relocate the southerly posts to a position further North on the highway and to create a vehicle crossover at the southern end of the site.

Highway access by vehicles would be safe:

- Vehicle movements are expected to be very limited.
- Parking and turning space is provided within the site to allow forward facing access and egress
- At the footway edge, 2m visibility splays are provided
- At the highway edge there is a line of site to the full width part of Palin Drive such that drivers at either end of the access road can see one another and wait for one or other to pass (i.e to reduce the possibility of cars meeting each other requiring one to reverse in the highway)

- For ‘accidental’ access (i.e in error) by cars, the proposed position of the bollards and the site access form a ‘turning head’ so that vehicles do not have to reverse back to the full width section.
- The proposals comply with Part B of the Building Regulations for fire brigade access as a tender can approach the site in order to be within 40m of all parts of the building, and does not need to reverse more than 30m. In principle, a refuse truck could approach the site and turn around using the ‘incidental’ turning head, however, it would not be necessary for occupants to take bins more than 25m.

In support, it is noted that the proposed arrangement is similar to that at the north end of the section where vehicular access to No. 39 Green Lane is made after passing 16.5 to 22.5m (depending on which parking space is measured) along the single lane highway. The proposed arrangement is actually somewhat safer by reason:

- The single lane section also accommodates access to No. 46
- Egress from these properties can only be made in reverse
- Visibility is generally poorer due to the road bend and position of the buildings.

Design

Local Character and the Existing Site

The local context is recent, high density residential development characterised by modest one and two storey dwellings in a conventional arrangements (on site car parking, front gardens/defensible space to street, private rear gardens etc), bounded by a sunken railway line to the west. There are no significant natural or heritage assets that require specific consideration.

The site, as described in the section on ‘open space’ above, is a residual piece of land that presumably was considered unsuitable or undesirable for development. It is a poor piece of planning that offers little in the way of amenity or utility, and is badly related to the built development – no properties face the site (comparison with the Piccard Drive and Palin Drive sites is informative) and so it is bounded by bland, high fences to the rear gardens of adjoining properties. Not only is this unattractive but also conducive to crime both on the site (which is subject to dog fouling and littering) but also to the adjoining properties (by giving easier access to private rear gardens). Appropriate development would therefore enhance the local area.

Scale, Layout, Form and Materials

In layout, scale and form, the proposed development is similar to the dwelling at No. 46 Green Lane – in a sense this would provide a ‘start’ and an ‘end’ to the narrowed, open section of Palin Drive.

The layout is largely dictated by the site form and outside constraints (highways, neighbour amenity) however it is designed to respect the local character with an elevation that addresses, as far as possible, the highway while providing ‘defensible’ frontage, on site car parking and a private garden. Due to the site form there will be a length of rear garden boundary onto the highway but the design seeks to minimise the length of this and to offer a higher quality brick and timber treatment rather than just timber.

The single storey scale is proposed due to proximity to some adjacent properties but is also considered more appropriate in urban design terms for the reasons set out above. In form and materials, the design is intended to reflect closely the existing built development: brick, pitched roofs etc.

Amenity (Existing Neighbours and Proposed Occupants)

The proposal has been designed to consider privacy, overshadowing and overbearing effects, both from the development on neighbouring properties, and from those properties on the occupants of the proposed development.

Privacy

Adverse effects on privacy are avoided by the layout of the proposed dwelling in relation to its neighbours and by the relationship of 'habitable' interior and exterior spaces (both in terms of orientation, direction and proximity).

Overshadowing
Adverse effects are avoided by the location and scale of the proposed dwelling. The site plan shows the shading effects of buildings, enclosures and trees on and from the proposed development.

Overbearing
Adverse effects are avoided by the location and scale of the proposed dwelling, and, for effects on the proposed dwelling, by the relationship of 'habitable' interior and exterior spaces.

Noise
Adverse effects on occupants from railway traffic or other sources can be controlled by the construction of walls and roofs, and specification of appropriate window and ventilation systems.

Access

The proposed development has been preliminarily assessed and will achieve the 'Category 2' standard (accessible and adaptable dwellings) set out in Approved Document M (Part M Building Regulations), and also the 'Lifetime Homes' enhanced accessibility standard.

The development can be reached on foot, cycle and by motor vehicles using public highways, with car parking within the curtilage. There is sufficient space within the curtilage for a wheelchair user to exit a vehicle. Emergency vehicles can access the site including fire brigade access in accordance with Approved Document B (Part B Building Regulations). Refuse storage and collection in accordance with Approved Document H (Part H Building Regulations) can be provided either by a refuse vehicle using the turning head arrangement proposed, or by occupants taking to an agreed collection point on Paling Drive to the south (less than 25m).

Approach to the main entrance will be level or very slightly graded (less than 1:20), the door will have an accessible threshold and with a minimum 775mm clear opening. Within the dwelling circulation will comply with Approved Document M dimensions, with a large space immediately adjacent to the main door to allow full turning by a wheelchair user. Both the shared bathroom and the *en-suite* will be accessible under Part M – the shared bathroom will be suitable for adaptation to a wheelchair accessible bathroom in accordance with the 'Lifetime Homes' standard.

Material Considerations

Housing Land Supply
It is understood that the council do not currently have a five year housing supply.

Annex

Analysis of Existing Open Space Provision – all figures in hectare. Read in conjunction with plans

1 Open space provision in Original Development (see figure 1)

	Area	14.980	
	Designated Open Space		
1	Piccard Drive Play Area	0.688	
2	Nature Reserve	1.488	
3	Palin Drive Play Area	0.027	
		2.203	14.71%
	+ Proposal Site	0.030	
		2.233	14.91%

2 Open space provision within 5 minute walk (400m bisected by railway – see figure 2)

	Area	26.660	
	Designated Open Space		
1a	Piccard Drive Play Area (Part)	0.688	
2a	Nature Reserve (Part)	1.488	
3	Palin Drive Play Area	0.027	
4	Memorial Field (Part)	4.963	
		7.166	26.88%
	+ Site	0.030	
		7.196	26.99%

3 Open space provision within 400m (see figure 3)

	Area	50.265	
	Designated Open Space		
1a	Piccard Drive Play Area (Part)	0.688	
2a	Nature Reserve (Part)	1.488	
3	Play Area	0.027	
4	Memorial Field (Part)	4.963	
5	St John Primary School	0.675	
6	St Johns Road	0.078	
7	Apeldoorn Gardens	0.111	
8	Thistle Gardens	0.059	
9	May Blossom Way (Part)	0.012	
		8.101	16.11%
	+ Site	0.030	
		8.131	16.17%

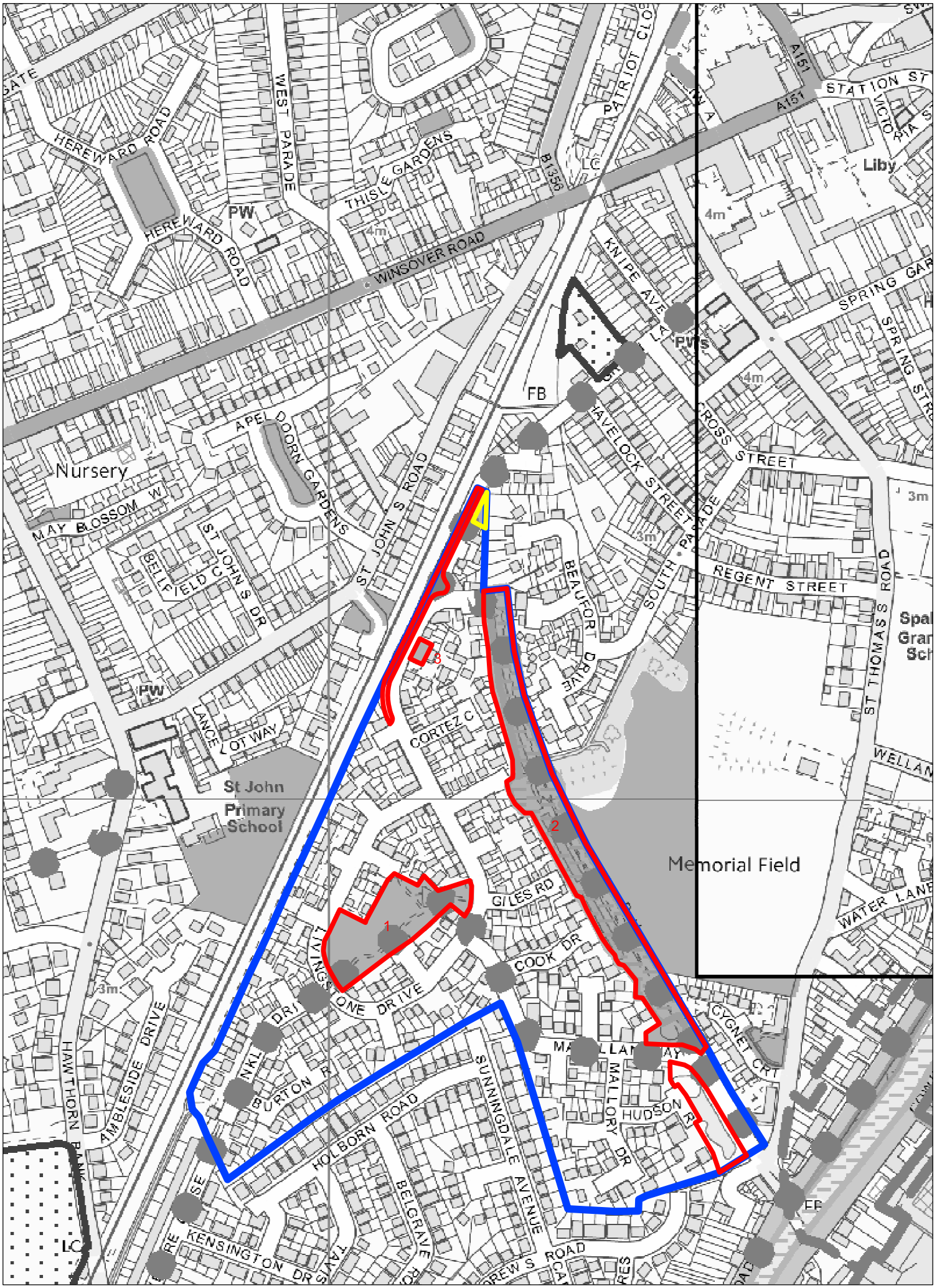


Figure 1: Original Development Open Space Provision
(Extent of original development area shown in blue, site shown in yellow)

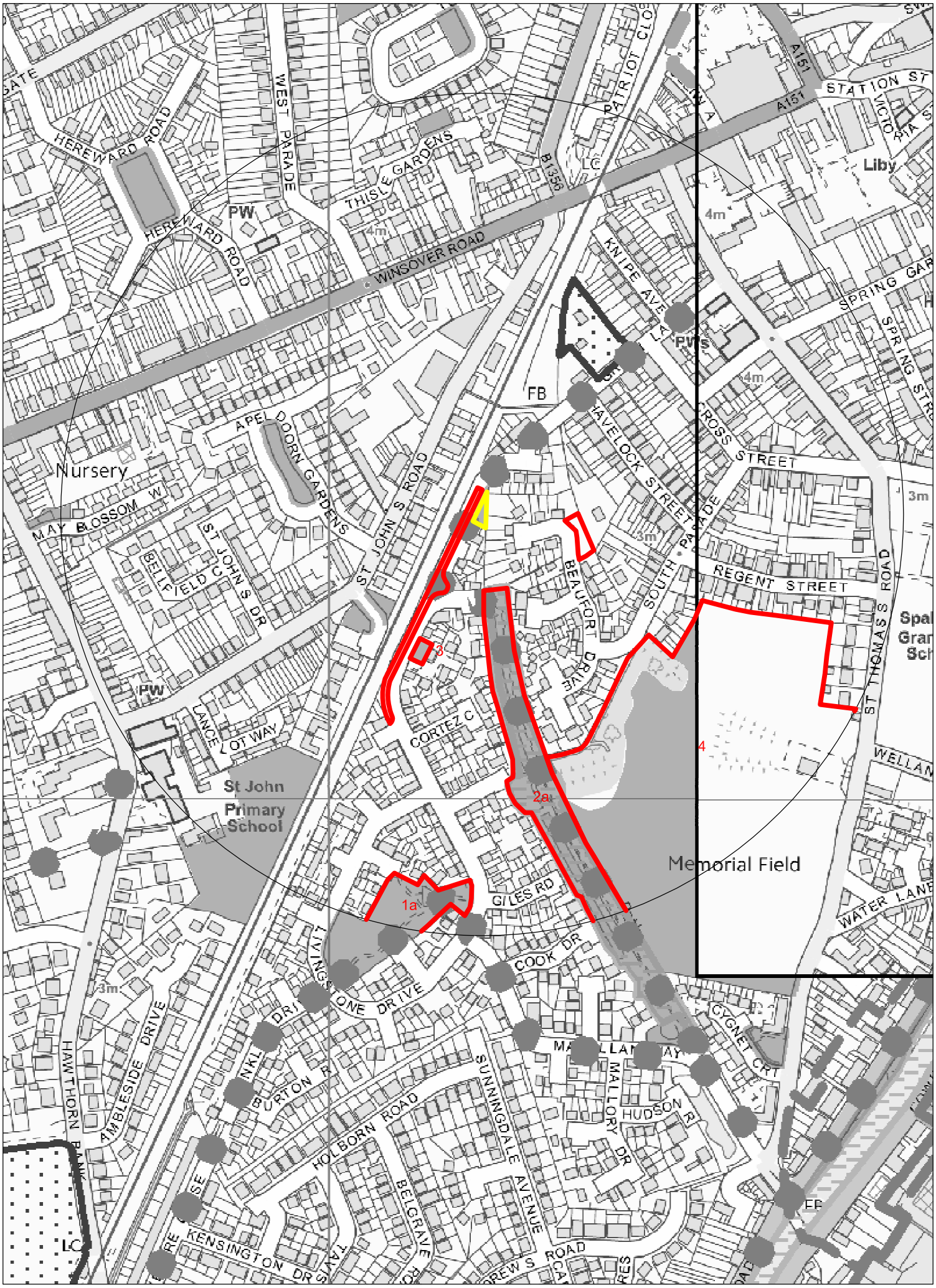


Figure 2: Open Space Provision with 5 minute walk (400m bisected by railway)

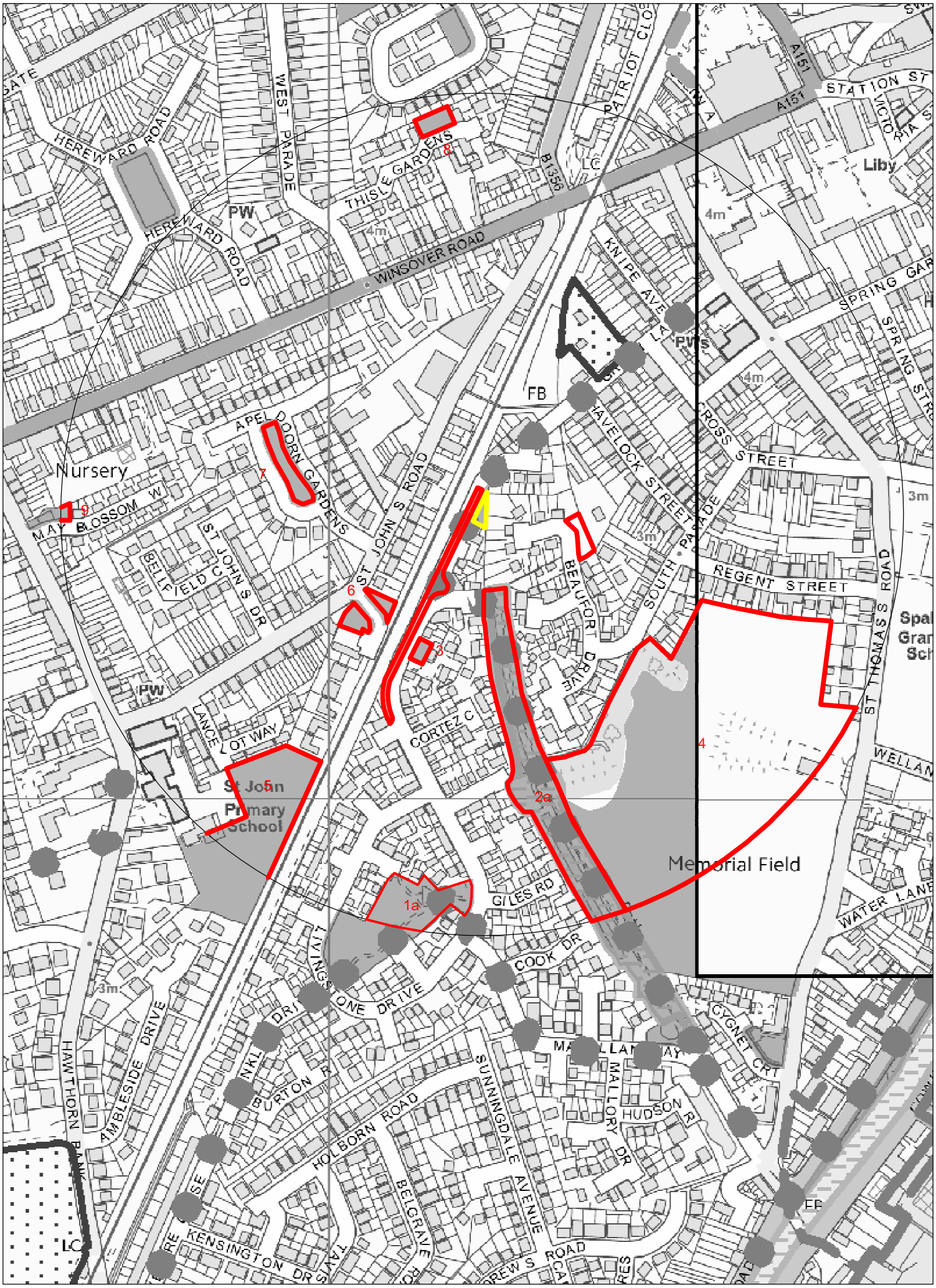


Figure 3: Open Space Provision within 400m