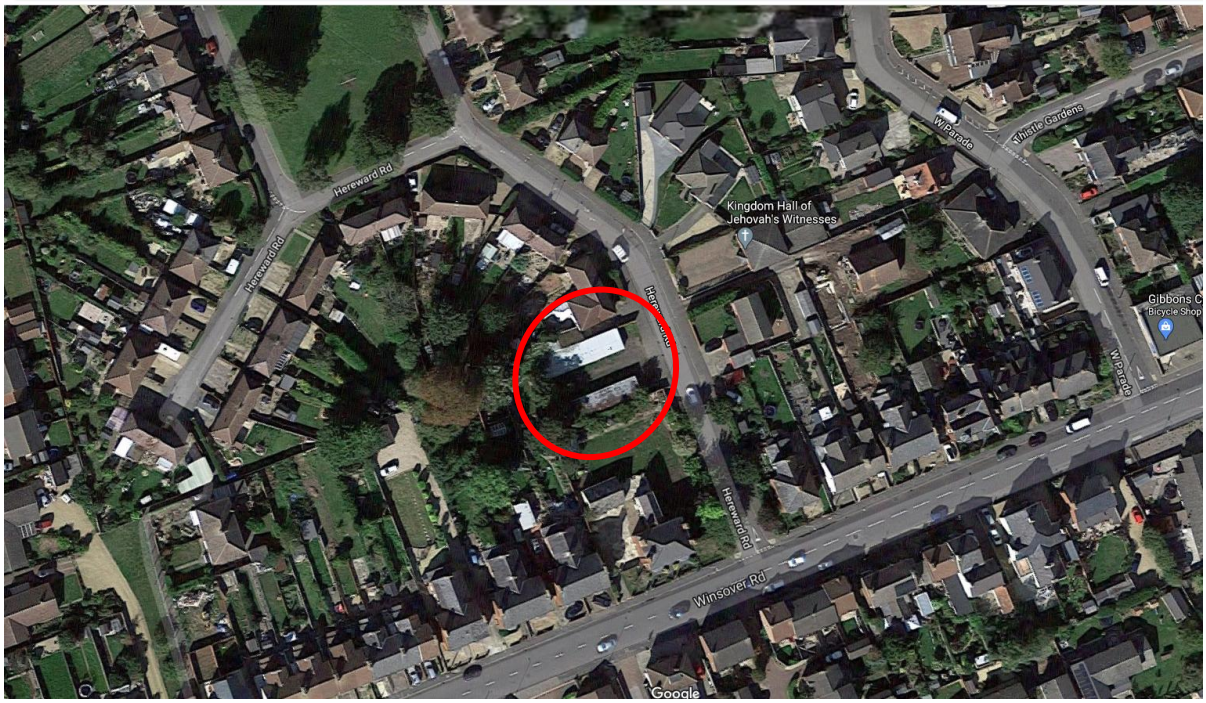
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Design & Access Statement

Derelict garage site, Hereward Road, Spalding. PE11 1HF

Image reproduced from Google



The following statement is to accompany an outline planning application for a proposed block of flats

Applicant : Georgian Homes

Oct 2020

Ref:D&A.102-14

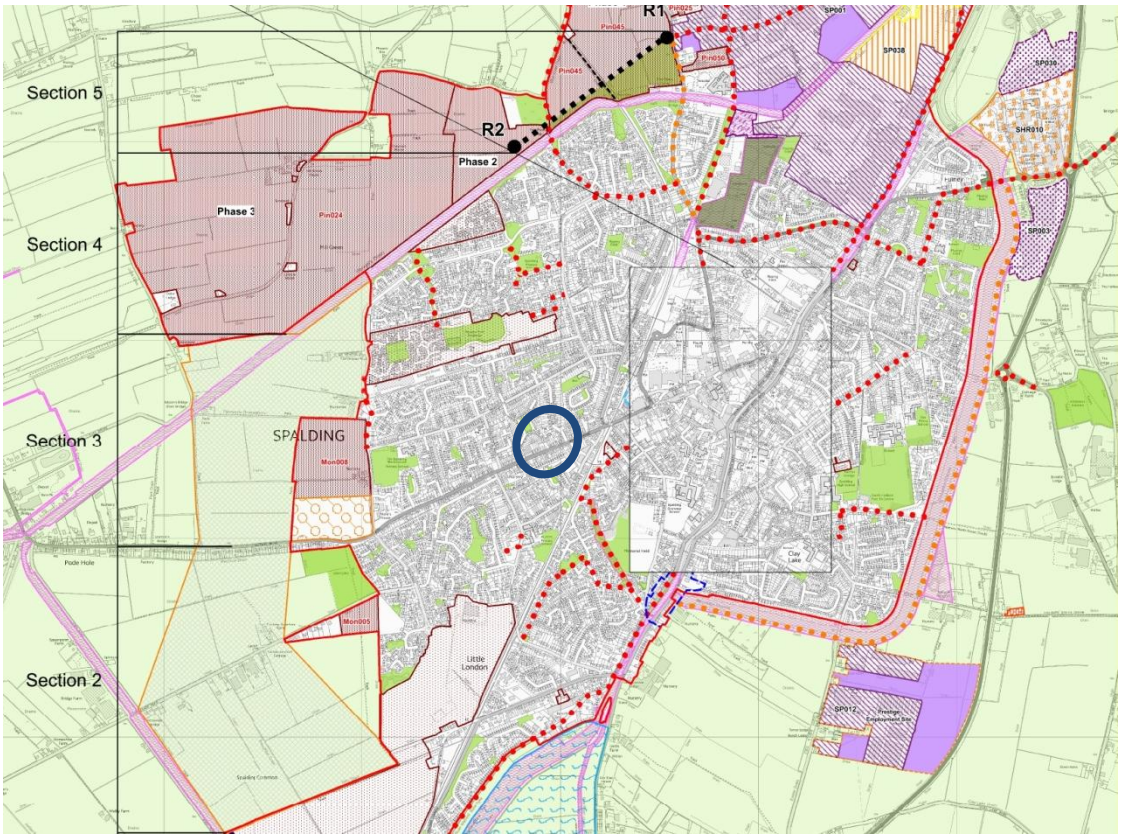
Design

The Process

Assessment

Physical Context;

The site is located less than 0.5km to the east of the Spalding town centre boundary.
It lies 50m north of the junction between Hereward and Winsover Road and is within the Defined Settlement Boundary of Inset Map No 2 of the South East Lincolnshire Local Plan.
The proposed development will develop a brownfield site that is currently occupied by derelict garages.



The National Grid Reference of the central point of the site is TF239224
The development area is 0.05 Ha.
Please refer to drawing number 102-14-LBP01 for the exact position & extent of the site.



The character of the immediate local area is predominantly residential.

The site has well defined boundaries. It is separated from the existing residential properties to the north, west & south by boundary brick walls.
The eastern boundary of the site is defined by the highway verge adjacent to Hereward Road.
The site is currently a brownfield site that is occupied by derelict garages

There is good vehicle access to the site directly off Hereward Road with excellent visibility in both directions. There is good pedestrian access via the existing public footpath running along the whole of the site frontage and beyond through the village.

Social & economic context;

The proposed development would help to provide the supply of smaller capacity housing required to meet the needs of present and future generations. Good local services and facilities are available and the site is comfortably accessible to these.
The development would bring economic benefit, not only from construction and future maintenance of the properties themselves but also through increased usage and expenditure with local businesses in the town.
Employment opportunities exist among local businesses in Spalding and providing more affordable accommodation within the town centres vicinity would therefore not only help maintain the local economy & community but also support one another in a self-sufficient, sustained manner.

Policy Context;

Policies that effect and shape the development of the site:

<u>The National Planning Policy Framework 2019</u>
Section 2 - Achieving sustainable development
Section 5 - Delivering a sufficient supply of homes
Section 11 - Making effective use of land

Section 12 - Achieving well-designed places
Section 14 - Meeting the challenge of climate change, flooding and coastal change

South East Lincolnshire Local Plan (2019)
01 Spatial Strategy
02 Development Management
03 Design of New Development
04 Approach to Flood Risk
10 Meeting Assessed Housing Requirements
11 Distribution of New Housing
17 Providing a Mix of Housing
36 Vehicle and Cycle Parking
APPENDIX 6 Parking Standards

Involvement

Due to the scale of the proposed development we felt it was not necessary to consult local community groups.

Evaluation & Design

Taking into consideration all the information gathered in the site assessment & involvement stages the schemes design parameters began to take shape and the principle for development could now be further explored.

The site lends itself to residential development being adjacent to and surrounded by existing dwellings, and within the Defined Settlement Boundary.
Its positioning close to the town centre boundary provides an ideal opportunity for much needed smaller & more affordable homes in an established residential area on a currently derelict, unused & unattractive piece of land. The proposed scheme would amount to infill development on an area of brownfield land.

As described in the physical assessment the site already has good direct access to Hereward Road. Although only an outline application at this stage, an indicative layout should be designed showing how the site could potentially be developed providing suitable housing & appropriate parking facilities for its location. This would include sufficient off street parking and cycle storage to encourage occupiers/future purchasers to not be so reliant on the motor vehicle for transport

Immediate surrounding properties are a mix of both single and two storey. Therefore for the purposes of this application the indicative layout should be designed to show how the site could be acceptably maximised, providing much needed housing to the area.
The indicative proposals should also demonstrate that the existing surrounding properties will not have their residential amenity unacceptably affected by issues such as overlooking or overshadowing. This could be achieved primarily by proposing no windows to immediate elevations & boundary offsetting via the use of floor plan design.
Existing landscaping in neighbouring properties provides screening to all boundaries.

Use & Amount

The site is currently of a redundant & derelict use with a residential use being proposed
Although only an outline application establishing the principle of development, an indicative layout illustrates that the site could accommodate a small development of flats with sufficient parking for its character and location

Scale

The footprint of the suggested building on the indicative layout is that of typical sized 2 bedroom flats. Although this is only indicatively demonstrating what the site could comfortably accommodate, the mass of the building would be in keeping with the neighbouring dwellings. The site positioning is such that the new dwellings would not be considered overbearing.

The indicative flat development is thought to be of a suitable scale to both meet the needs of current & future residents while also allowing them to be designed at reserved matters stage in a way to contribute to the architectural & visible quality of the surroundings, therefore preserving the local character & appearance.



As shown above the massing of the proposed building footprint is in keeping with neighbouring properties, demonstrating that the site can comfortably accommodate this size of building. The building form is a continuation of buildings to the south fronting Winsover Road & as such has a density appropriate for the location. Their site positioning is such that the new flats would not be considered overbearing or out of context.

Indicative Layout



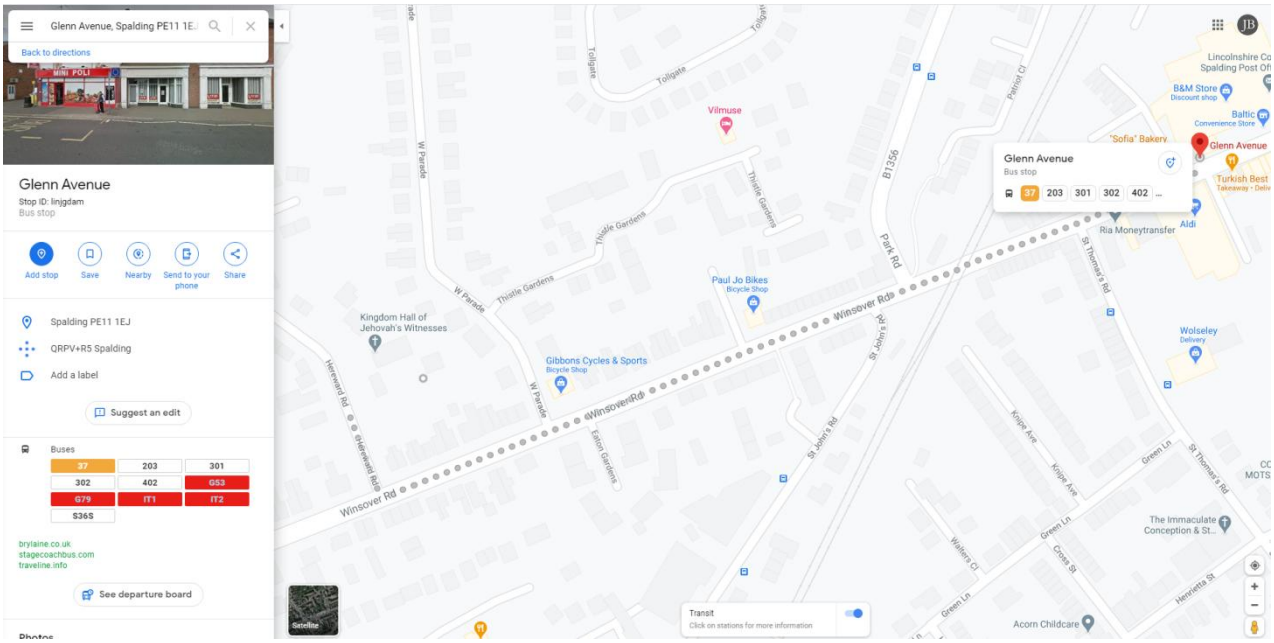
The indicative layout has been designed to demonstrate that comfortable sized dwellings are possible within the well defined boundaries of the site, as well as how existing residential amenity and any possible access/ highways issues can be addressed to satisfy relevant planning policies.

The building containing potentially 6 flats has been positioned centrally within the site leaving sufficient separation distances from surrounding properties while providing ample amenity areas. The flats have been designed in a 'T' shape footprint configuration to match those of the Victorian semi's on Windsover Road.

Permeable paving to frontage parking spaces affords an ideal opportunity to provide both an attractive modern frontage to the site and a SuDS infiltration system (to be designed by a Registered Ground Engineering professional) in line with planning policy.
Alongside an architecturally relevant design (all to be submitted at reserved matters stage) these possible design proposals would enhance the visual character and appearance of the surrounding area.

Access

There is good access to the site directly off Hereward Road with excellent visibility in both directions along with an extra wide footpath.
The proposed parking spaces for the new flats will be directly off the road, however due to the low traffic volume & excellent visibility it is felt this will not pose a highways safety issue as per the existing parking arrangements along Hereward Road.



The nearest major bus stop is situated 0.3 miles, a 7 minute walk from the site, adjacent Glenn Avenue and the town centre boundary. The main bus & train stations are both only a further 2-5mins walk away, providing access to the UK's rail & bus networks.

All approaches, access ramps, paving, entrances to the site & building will be in accordance with Approved Document M volume 1 – 2015

Parking Standards

A minimum of 1 space has been provided per flat/dwelling along with electric hook up facilities.
It is felt a relaxation of Policy 36:Vehicle and Cycle Parking standards can be justified due to the character and location of the site.
6No secure cycle storage spaces have been provided to the rear of the site
The adjacent carriageway & footways are wider than usual & lightly trafficked, therefore occasional visitor parking should be easily accommodated without detriment to the nearby residents.

With the locale of the site it is felt this is a good opportunity to reduce general car use and encourage both pedestrian/cycle movement to and from a local place of work and/or use of the towns many facilities as well as the excellent public transport links to further afield.

This approach meets with the relevant local plan policy justifications as follows;

3.3.6 One of the principle strategies of planning for growth that promotes and ensures the well-being of the environment is to provide for development in or adjacent to existing settlements or development areas. Such areas, particularly the urban areas, usually have the necessary services and infrastructure to support additional development. The Local Planning Authorities will encourage higher-density development in these locations to maximise accessibility. Keeping development areas relatively compact can also reduce the number and length of motorised journeys, especially by car, to and from everyday destinations. This contributes to the well-being of the environment by cutting down on the use of non-renewable resources (such as petrol) and, in turn, reduces the emission of harmful gases into the atmosphere. Developments should also maximise accessibility to local services and facilities by providing for enhanced public transport services and improved integration between different modes of travel, as well as opportunities for easier pedestrian and cyclist movement.

3.4.4 In addition new buildings will meet the requirements of their users, be that residential or commercial occupiers, by providing suitable places to store refuse, cycles and park cars. In conjunction with Policy 36: Vehicle and Cycle Parking, which requires some electric hook up points for vehicles, this will help the sustainability of the development by supporting recycling, encouraging the use of cycles to reduce traffic congestion and support the initial stages of the evolution of transport away from the internal combustion engine, which, along with cycling, will benefit air pollution.

3.4.6 The design of new buildings and spaces should take the principle of encouraging physical activity in line with Planning Healthy Weight Environments35. A development should incorporate existing public rights of way and cycleways and where practicable extend them, to encourage residents to walk or cycle to places of work, school, local shops and services as well as open space.

Other Information

Flood Risk

Please see the flood risk assessment prepared by SM Hemmings accompanying this application. This shows that sleeping accommodation on the ground floor can be safely sited on the application site if floor levels are raised to a min 300mm above the Hereward Road levels, as per the Environment Agencies standing advice**.**

If a scheme similar to that illustrated is submitted at a later date as part of a detailed Reserved Matters application, it is proposed surface water drainage could be discharged into an infiltration system. Permeable paving could be provided to all hardstanding areas forming a shallow SuDS infiltration system, all would need to be investigated further & designed by a Registered Ground Engineering Professional.

This would meet with the following local plan requirements;

3.5.7 Mitigation may also be incorporated in SuDS which are likely to be required irrespective of the flood risk. All major developments will be expected to incorporate Sustainable Drainage Systems (SuDs) as standard. SuDS can vary substantially in terms of what is required, from rain water harvesting to water retention and treatment (e.g. through reed beds). Some SuDS may be an adequate response to surface water flood issues. Surface water connections to the public sewerage network should only be made in exceptional circumstances where it can be shown where there are no feasible alternatives.

3.3.11 The primary purpose of 'sustainable drainage systems' (SuDS) is to minimise the impact of urban development on the water environment, reduce flood risk and provide habitats for wildlife. Opportunities for incorporating a range of SuDS in all new development must be taken wherever possible. There are many different SuDS features available to suit the constraints of a site which could come in the form of green roofs or by providing new wildlife habitats such as ponds, wetlands and swales. Hard-engineered elements are often used in high-density, commercial and industrial developments, including permeable paving, canals, treatment channels, attenuation storage and soakaways. However the discharge of surface water to soakaways or other infiltration devices must be considered first, before alternative methods are investigated. SuDS should be designed into the landscape of all new development and should be included as part of a wider approach across South East Lincolnshire to improve water quality and provide flood mitigation. Maintenance will also be required, appropriate to the type of development and location proposed.

Reserved Matters

The application is for Outline Planning Permission to establish the principle of residential development for a building containing flats on a site measuring 0.051 Ha.
Although an indicative layout is included showing how the site could be developed, all matters are reserved for subsequent approval.
Therefore detailed matters beyond the requirements of this outline application regarding layout, scale, access, appearance and landscaping will be dealt with as part of a Reserved Matters application at a later date.

Planning Summary

The proposal is to establish the principle of residential development for dwellings on land within the Defined Settlement Boundary of Inset Map No 2 of the South East Lincolnshire Local Plan & is classed as a 'Sub Regional Centre'
The Local Planning Authority encourages residential development within said boundary. Therefore the principal of development for these proposals is considered to be acceptable.
The local authority historically also supports the effective use of unused, underused or derelict land and buildings within defined settlement limits and sustainable development where the quality of life for residents is unimpaired or enhanced

The local plan paragraph 3.3.2 states;
The policy is intended to be relevant to any type of proposal whether large or small. New development should be appropriate to the site, achieve a high quality of design and efficient use of land and buildings, and should respond creatively to the character and distinctiveness of the surrounding area. All new development, including residential and commercial proposals, should also reflect the area's distinctive development form and patterns of building, spaces, and means of enclosure, townscape and landscape, and incorporate in the design those features which are important to the history and form of the area

Although an outline application, the flats will be designed to sit well within the street scene being respectful to & enhancing the local architectural vernacular and along with suitable hard landscaping will contribute to the visible quality of the surroundings, therefore preserving the local character & appearance.
As demonstrated on the indicative layout, the properties can be positioned within the site to allow plentiful amenity space and protect that of neighbouring properties with no overshadowing or overlooking. It also provides sufficient parking for the sites character & close proximity to the town centre, encouraging travel by foot or cycle.

The scale and layout of the indicative property is appropriate for its proposed use as flats, and does not present a risk of overly rapid growth of development on the plot, being of comparable size and possible design to several nearby properties.

In previous sections of this statement it has been proven that the proposal amounts to sustainable residential infill development and complies with the relevant planning policies highlighted, referring in particular to paragraphs 3.3.2, 3.3.6, 3.4.4, 3.4.6, 3.5.7 & 3.3.11

In line with the NPPF the proposal is believed to be sustainable development contributing;

- ***economically*** to the existing local businesses through increased expenditure & employment opportunities,
- ***socially*** by meeting the need for growth to accommodate current & future residents, future occupants contributing to the community & making use of the local services and facilities on offer as well as utilising the public transport routes to larger towns & cities with their extra facilities
- ***environmentally*** through good design enhancing the local built environment, relating well with the existing residential settlement and not having an adverse effect on the character and appearance of the locality.