



Design & Access Statement

In support of an application for Residential Development

On a parcel of land: off Station Road, Surfleet

REV A

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Date:

May 2019

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1. Introduction

- 1.1 Templeman Design have been appointed to prepare an outline planning application for residential development on this parcel of land, accessed off Station Road, Surfleet.



photograph of site from south west corner

- 1.2 The parcel of land forms an obvious ribbon continuation to the built form of the village, to the east of Kingfisher Drive, and offers completion to this end of the village before meeting the A16 bypass.
- 1.3 The parcel of land measures approximately 1.2 hectares, and is relatively rectangular in shape, with a more recent village development to the west, namely 'Kingfisher Drive', Station Road to the South, an IDB Drain to the north and an idyllic naturally vegetated 'A16 screen' to the east on a similar sized piece of land to this application site.
- 1.4 This application is accompanied by a Flood Risk Assessment, Drainage Strategy and Indicative Layout / Visual drawings in order to provide a clear vision of the sites potential and positive, sustainable and 'in-keeping' contribution of housing provision.

2. Site & Surroundings

- 2.1 This site is located at the eastern end of Station Road, Surfleet, Lincolnshire. This site lies on ground to the east of 'Kingfisher Drive', on a parcel of land well screened from the A16 by an established, reasonably dense, vegetated habitat, which is approximately 10m beyond the eastern boundary of the application site. This area is separated by a public footpath and small ditch running between the 2 areas.



photograph showing view from north identifying small ditch and farm track adjacent site bordered by dense hedgerow & trees

- 2.2 The western boundary of the site is denoted by a post and rail fence that has a 3 - 4m high hawthorn hedge planted alongside.



photograph showing dense boundary on western edge of site

Beyond this hedge are side and rear gardens of properties accessed from Kingfisher Drive, a development by Broadgate Builders at the end of the 1990's

following approval in 1997. This development was characteristic to Broadgate Builders, with regards to house types and material selection. The development includes a selection of house types and bungalows and is much of similar density / site size to that this application relates. The photographs below indicates some of those housetypes.



- 2.3** To the front of the site, Station Road has a steady incline upto the A16 bypass. Currently the application site is accessed from a concrete apron in the south west corner from Station Road.

There is an additional concrete apron off Station Road further to the east for the farm track.

- 2.4** The general level of the site is circa 3.1m AOD. The level at the edge of Station Road central to the proposed access is circa 4.7m AOD. There is a grass bank forming the edge of Station Road here since the A16 was constructed, therefore the proposed site road will gently slope down from this point to the required levels discussed in the FRA.

- 2.5** South of the 'Station Road link' to the A16 are a small number of properties fronting the original Station Road, prior to the bypass being constructed. These are very mixed, old and new, including the village pub/restaurant 'Riverside'.



photographs showing properties to the south of proposed development including 'The Riverside'

2.6 Surfleet consists of a wide variety of house and bungalow styles.

As previously mentioned the village has grown in much of a ribbon form, from the older element at the western end of Station Road, where it meets the B1356 Gosberton Road where the church is positioned. The village has grown in this eastward direction and basically continues for the whole length either side of Station Road (where not bounded by the River Glen), until it spills out into a wider area at and beyond the junction with Coalbeach Lane South - see diagram below.



- 2.7 From Coalbeach Lane there are some individual detached houses and then backing away eastward from Coalbeach Lane South are original council-house semi-detached type properties.



photograph showing semi-detached houses fronting Coalbeach Lane South

- 2.8 Further north along Coalbeach Lane South are 2 pairs of recent semi-detached houses constructed by South Holland District Council.



photograph showing recently built semi-detached houses off Coalbeach Lane South

- 2.9** Travelling east from Coalbeach Lane along Station Road are 2 cul-de-sac developments namely Glen Gardens and Kingfisher Drive, that fill an area north of Station Road to the same depth as this application site.



photographs showing neighbouring cul-de-sac's, 'Glen Gardens' and 'Kingfisher Drive'

- 2.10** It should be noted that as an infill of this sprawling area of development discussed, there has been recent development of additional semi-detached houses by South Holland District Council off Coalbeach Lane and more recently additional development approved under application reference's H17-0063-15 for 6 detached dwellings, and application reference H17-0798-15 for a suggested 5 detached dwellings, further identifying this area of Surfleet as a positive development contributor in a suitable location.
- 2.11** This end of the village offers easy access to the village shop, the village school and Riverside public house, therefore suggests this application site is very well positioned around and close to the village amenities. The village Hall and recreation ground is also located along Station Road, within walking distance of the application site.
- 2.12** The location in relation to the A16 Bypass means that access to and from the town of Spalding is extremely quick and sustainable in its own right, and access especially during construction would not impact on the remainder of the village should the A16 route be utilised.
- 2.13** The land is currently let out on a tenancy agreement. Due to the size of the parcel of land and its absence and boundary separation from larger blocks of land and yards, it does not lend itself to modern means of farming or machinery, and as such although the site would be development and loss of agricultural land, records show the vast majority of land in South Holland is either Grade 1 or Grade 2, and it is inevitable that high grade agricultural land **WILL** be lost to development as communities expand, and as such, this parcel of land would be of the most suitable to be lost in agricultural terms, given the reasons above.

3. Planning Policies

- 3.1** Within the current '2006' local plan, Surfleet is classified within 'other rural settlements', therefore new housing within the open countryside, however the local plan is imminently due for updating and replacing with the South East Lincolnshire Local Plan, as it is dated in many respects.

- 3.2** However, given the site is currently 'in open countryside', the National Policy Framework 2012 (NPPF) is quite clear that its aim is to significantly boost the supply of housing, and as indicated in paragraph 47, the local planning authority is required to 'use their evidence base to ensure the local plan meets the full objectively assessed needs of the market and affordable housing in the housing market area' They should provide 5 years worth of housing with an additional 5% buffer to ensure choice and competition, and where there has been persistent under delivering this should be increased to a 20% buffer.
- 3.3** Paragraph 49 of the NPPF states that 'housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up to date, if the local planning authority cannot demonstrate a 5 year supply of deliverable sites'.
- 3.4** In paragraph 14 of the NPPF it is quite clear that permission should be granted, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies outlined in the NPPF as a whole, or specific policies , outlined in the NPPF as a whole; or specific policies in the NPPF indicate that development should be restricted.
- 3.5**
- 3.5.1** The council cannot currently demonstrate a 5-year supply of deliverable sites, as per the provisions of the NPPF. The council can currently demonstrate a 2.9 year supply of deliverable sites, (as of 31/01/16). As per the provisions of paragraph 49 of the NPPF the policies are therefore out of date, and presumption in favour of sustainable development applies.
- 3.5.2** A great number of schemes, some much less suitable, have been approved nationally at appeal, on the basis of a lack of a 5-year supply of deliverable housing sites.
- 3.6** Sustainable Development is the key factor of The NPPF, as it makes clear in paragraphs 6-10. Paragraph 7 explains there are 3 dimensions to sustainability, an economic role, social role and an environmental role and paragraph 6 explains the remainder of the framework.
- An economic role here is the contribution to a responsive competitive economy, with the land ensured to be available, and in our opinion in the right place, including a good infrastructure already in place.
- A social role is achieved here as it supports the local community, provides a supply of housing required to meet the needs given its potential for a very good affordable housing mix, and would support local services within the settlement through being very accessible to such.
- The environmental role is achieved through consideration of the natural, built and historic environment, where this site fits ideally as a continual extension of the village and its built environment, with flood mitigation measures achieved, a positive surface water strategy and an excellent local land choice. The proposal would make a positive contribution through careful and sensitive design.

- 3.7 The NPPF requires that people are given a choice on how they travel (para 29) but recognises that within rural areas standards would have to be relaxed (para 34), therefore within the constraints of this area the NPPF sustainable transport are satisfied.
- 3.8 Part 6 of the NPPF asks 'delivering a wide choice of high quality homes', paragraph 55 states that 'to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the viability or rural communities'. This proposed development would undoubtedly offer a wide choice of homes (given the concept layout suggestions that accompanies this application), and furthermore comfortably attaches and fits in with the established residential development of the settlement, within walking distances of all of the community assets therefore this requirement is met.
- 3.9 Although not yet adopted, the emerging South East Lincolnshire Local Plan should be considered here, as this plan will shortly become adopted and therefore any proposals that are mindful of, and, steer with the plan rather than away from it, should be considered as positive and in agreement with the time consuming consultations and mitigation processes. This site is given reference SUR011 within the draft emerging plan, and should be included within the proposed settlement boundary of Surfleet that will become a 'Minor Service Centre', currently envisaged to require around 140 new homes in the next circa 15 years. The site has been considered to fit in well with recent built areas, and be well screened from the A16. It forms continuation with the built form of the village, access is good, and has been discussed with the highways department, the flood risk of the site can be easily accommodated compared to other possible parcels of land, and there is a sustainable surface water outfall adjacent. A foul pipe does cross the corner of the site, as is there a pumping station off the western corner, both of which can be easily accommodated in a proposed scheme. The foul pumping station / network may require upgrades as part of the scheme subject to further discussions with Anglian Water, but these can be incorporated as part of the scheme development. Therefore this site respects the emerging plan and will satisfy any previously perceived restraints.
- 3.10 The proposal would be in accordance with current SHDC Local Plan policies SG1 – General sustainable development, for above mentioned reasons, SG11 as set out in the FRA and Drainage strategy, SG14, SG15, SG16. The concept scheme indicates how a development could satisfy SG17, giving full consideration to residential amenity adjacent the site, SG18 and HS8 – affordable housing provision. The affordable housing provision would offer a good mix of dwellings. Policy HS11 can be satisfied with regards of open space and the potential to enhance neighbouring play areas.

4. Consultations and Involvement

- 4.1 Consultations have been made with SHDC, Welland & Deepings Internal Drainage Board, Highways and Anglian Water.
- 4.2 Pre-application discussions and formal advice has been received from SHDC reference PE-00141-16.

4.3 Discussions with highways have been undertaken to determine the development access, the highways officer has visited the site and is content for an access to be taken from Station Road.

4.4

4.4.1 The drainage strategy has been discussed with Highways, the proposals have been amended to take into consideration comments made, and as such we await final review.

4.4.2 The surface water is proposed to outfall into the IDB drain to the North. Water will be attenuated on site, after being collected from roofs and road gullies, however storage systems would offer soakaway of water (although not designed in due to results), but would therefore disperse smaller volumes of water into the ground.

4.4.3 Foul Water would be collected by adopted sewer below the highway, this could then come to the south of the site and travel west below the proposed adoptable footpath, picking up the small sewer that cuts across the corner of the site, and utilising the existing Anglian Water pumping station on the south west corner, or, upgrading as necessary.

4.5 Discussions and correspondence has been made with the IDB, regarding discharge into the drain at the north of the site, and this proposal now seems acceptable.

5. Design

Use

5.1 The use of this development is solely for residential purpose, in conjunction with the immediate surroundings.

5.2 The existing use of this parcel of land is for agricultural, although is a small enclosure of land not necessarily lending itself to modern day farming.

Amount

5.3 To accompany this application and to provide an indicative vision for the development, we have produced an indicative concept layout and streetscene visuals. These show how the site can be developed given due consideration to the surroundings, and how a proposal can fit in well with the adjacent development forming continuation eastwards along Station Road.

5.4 The concept for the site includes various sized dwellings, predominantly detached and semi-detached houses, but indicates a proposal for some smaller bungalows at the rear of the site as a provision for such varied need. There would also be some small lower cost affordable terraced housing. Therefore the scheme would offer homes for all scenarios within the market.

Layout

- 5.5 The indicative design for the development suggests a cul-de-sac residential road similar in character to the neighbouring residential estate roads, namely 'Kingfisher Drive'.
- 5.6 There would be a single site access from Station Road, giving good visibility in both directions as per indicative visuals from and onto the proposed estate road taken directly from Topographical survey information. Within the concept layout, one dwelling along the frontage makes use of the existing field access position, this in turn allows Anglian Water's preferred distance for dwellings away from pumping stations.
- 5.7 The proximity, orientation of dwellings and types of dwelling off Kingfisher Drive along the western boundary has been respected, and as such there are no house gables directly on the boundary, the majority of roofs adjacent the boundary are garages where by the eaves levels would be no higher than the existing hedge height.
- 5.8 We have indicated provision of open space predominantly at the centre of the development. There could be provision for the required percentage of public open space at the centre of the development, at this time we wouldn't envisage a further play area due to the proximity of the neighbouring LEAP on Kingfisher Drive. A contribution to some additional equipment for the neighbouring play area could be considered, (as appears quite lacking currently), in accordance with HS11 of the local plan. There could possibly be a link provided through to the Kingfisher Drive area, effectively between open space areas as indicated on the layout, with the circa 10% of public open space shown central on the current indicative layout, however there is also 5% of land to the north of the site currently within IDB Byelaw, this may be of benefit to children for play at the north of the estate for the higher density small family homes indicated at this end of the site. The open space / offsite play equipment contribution should be all fully agreed at reserved matters stage.
- 5.9 The open space is currently shown being overlooked by dwellings allowing some tasteful views across a proposed landscaped area.
- 5.10 All garages are set back from the main carriageway which will avoid views of numerous vehicles when looking northwards along the proposed road.
- 5.11 There would be refuse collection points identified at the entrance of each shared driveway area.

Scale

- 5.12 The scale of the dwellings would be very much in keeping with the neighbouring development, predominately 2 storey.
- 5.13 Floor levels of proposed dwellings to the frontage of this application would form a similar continuation in relation to those along the frontage of the Kingfisher

Drive Estate, slightly stepping up at the south eastern corner. The Floor level of the dwelling at the front of Kingfisher Drive, to the north of the pumping station, is recorded at 4.02AOD, the proposed adjacent dwelling would be about the same. General Floor levels of the scheme would in fact be very similar to dwellings on the adjacent Kingfisher Drive, being just 300mm (4 brick courses) above those of neighbouring dwellings to the rear of the site, but similar moving towards the front (south) of the site.

Landscaping

- 5.14 Currently the site is located off of the built up link road to the A16. The embankment does not offer a great deal, although some proposed trees would be planted to this frontage to soften the views. Some traditional post and rail fencing and low level hedging could be placed immediately in front of the frontage plots, maintaining a wide grassed highways margin and good visibility.
- 5.15 To the western boundary is a post and rail fence and mixed hedging, which we would suggest be retained as a natural screen. A closeboard fence could be erected in front of the hedge where convenient.
- 5.16 At the North of the site is a 'Welland & Deepings IDB' Drain, namely 'Old Beach Drain East'. This would be subject to a Byelaw10 and therefore the layout indicates a 9m grass margin is provided to satisfy the requirement.
- 5.17 To the east of the site is a further ditch, although this is not maintained. This would form the rear garden boundary to dwellings along the eastern side of the estate road. Further eastward is a farm track and then a mature wooded area forming an excellent screen and buffer to the A16.
- 5.18 The proposed road would be landscaped either side, there would be trees placed strategically around the development and all houses would have a front low level hedgerow / landscaping which can be conditioned as part of a planning approval.

Appearance

- 5.19 The character and appearance of the proposed development would be confirmed at reserved matters stage, however our suggestion is that it would reflect the immediate local vernacular, using an appropriate palette of materials. The indicative streetscene allows for larger 4 bedroom detached frontage plots, reflecting the general layout of Kingfisher Drive, with a mix as you move northward through the site, with some bungalows and lower cost housing further north.

6. Access

- 6.1 Access to the development would be from a point on Station Road, The road would then flow down into the estate; the frontage properties would be lifted to a similar height of those at the front of Kingfisher Drive, and reducing down accordingly. There would be a few private driveways off of the main estate road.

- 6.2** The junction is positioned so as not to affect or conflict with the junction of Kingfisher Drive, and positioned far enough from the A16 approach to give clear visibility for vehicles turning and approaching, (refer to visuals based on accurate topographical survey). The development junction would be located well within the 30mph zone of the village.
- 6.3** The concept layout indicates a pedestrian footpath at the foot of the existing embankment, which would link up with the footpaths and road crossing at Kingfisher Drive.

7. Conclusion

- 7.1** Even though Surfleet is Currently defined as an 'Other Rural Settlement' in the current local plan, not favouring residential development, Surfleet does have a range of services and facilities; which are all realised in the emerging South East Lincolnshire Local Plan, and therefore additionally contributes this village as a sustainable settlement. The site is in walking distance of a number of village amenities. The sites proximity and easy access to the 'Area Centre' of Spalding, just 2-3 miles into business workplaces and shopping outlets / supermarkets is furthermore another weighty factor of this settlement being sustainable.
- 7.2** This site is in keeping with the village spread and context and is land that should be developed given its location, size and proximity to the current built form of the village.
- 7.3** This application should be considered favourably in accordance with the Development Plan but should take into account the South East Lincolnshire Local Plan where this site has been shortlisted throughout the consultation period obviously for a number of good reasons , it offers merit and positive contribution to the required housing numbers currently proposed to be allocated within Surfleet and should take into account the provisions of the NPPF, particularly whereby 'housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date where the local planning authority cannot demonstrate a five-year supply of deliverable sites'; and 'to promote sustainable development in rural areas, housing should be located where it will enhance and maintain the viability of rural communities'.
- 7.4** The access is well positioned for visibility and would not compromise the local highway safety, it also offers excellent links through its proximity to the A16.
- 7.5** There have been recent planning applications and approvals within the village for small housing schemes and more recently a scheme of 26 units is being considered. As a comparison, the scheme consisting of 26 dwellings (bungalows /chalet bungalows) will not offer the same mix nor the 'affordable housing unit types' that we would envisage should be proposed at this application site during 'reserved matters application stage'. Therefore, this scheme would cater for a need much more necessary for the local economy, appropriate to the lack within the recent applications and more orientated towards families and affordable market housing. This site would also be much

more suitable in terms of location and its minimalist impact on local residents. We would also note that the recent approval of schemes in the village has set precedence, again, that the village is sustainable.