# DESIGN & ACCESS STATEMENT

# SUNNYDALE CLOSE, SURFLEET



ASHWOOD HOMES

FULL PLANNING APPLICATION – FEB 2020 - Rev A: June 2021

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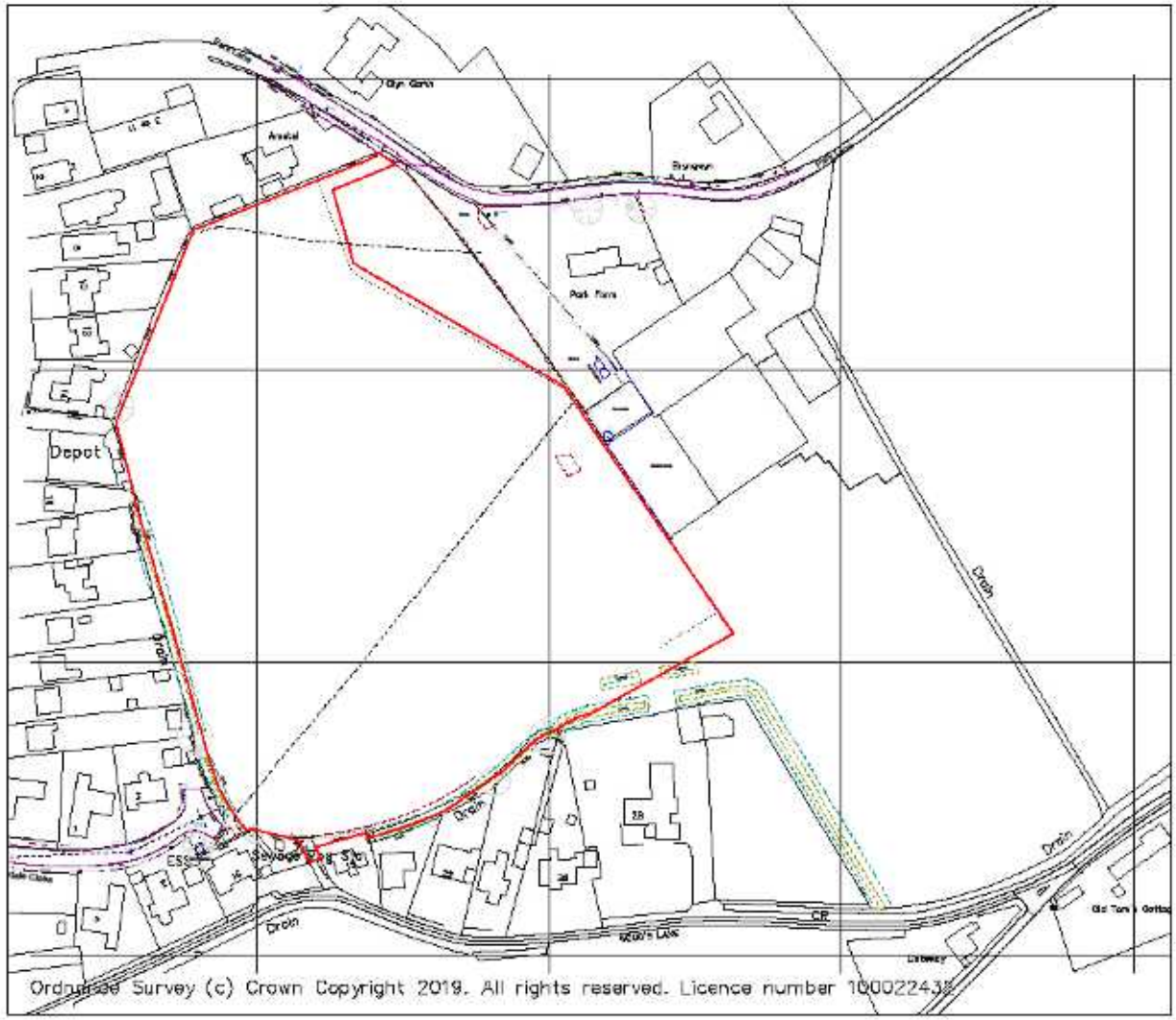
# 1. INTRODUCTION

NKW Design has followed a careful design process in formulating the proposed scheme for the development at Sunnydale Close, Surfleet. This document is put forward as supporting information for the Full planning application on behalf of Ashwood Homes and aims to outline the key issues and principles that have influenced the design of the development.

# 2. SITE ANALYSIS

## 2.1 Location

Surfleet is a small village and civil parish in the District of South Holland in Lincolnshire between Spalding and Boston. The site itself lies to the southern end of the village, close to the B1356 and extends to 2.87ha (7.09acres) of undeveloped land. The site sits at the end of Sunnydale Close with existing housing to the west along the B1356, Surfleet Road. To the south are further areas of housing along Woods Lane, housing / light industrial to the north and Farm land with farm buildings to the Eastern side.




SITE LOCATION (not to scale)

## Land Use

The site is currently Agricultural and is relatively flat.
An IDB drain to the western and southern boundaries.



Left: View across site from the end of Sunnydale Close.

Right: View south across site from Park Lane.



## 2.3 Planning Policy & Involvement

The proposed scheme has evolved and developed through referencing Local Design Guidance and through discussions with South Holland District Council.
Discussions have taken place between Ashwood Homes and Phil Norman over the past few months.

## 2.4 Movement

The site is well located to the southern end of Surfleet. It is approximately 10 minutes to walk to the centre of the village where many local facilities can be found including 2 Public Houses, a Fish & Chip shop and cafe. The Primary School is on the eastern side of Surfleet along with the Post Office and local store. The nearest Bus Stops are conveniently located on Surfleet Road at the end of Sunnydale Close. From here buses run regularly to Boston, Donington or Spalding Town Centre. Surfleet is close to the A16 which affords direct access to Peterborough and Spalding. The nearest Railway Station is Spalding which provides connections to a vast array of destinations.

## 2.5 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 where necessary and Pump Station to the south.
- Maintain route of diverted Public Right of Way.
- 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 Surfleet.
- 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 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 discussions with the Local Planning Authority and finally the evaluation of the gathered information and objectives.

Throughout the discussions with SHDC, 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 strong entrance in to the site, and using focal buildings in prominent locations.
- The use of various car parking solutions, with parking kept as a secondary element within the street scene.
- Low key streets created 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.
- Provision of Public Open Space within the site.

The site entrance is framed with dwellings positioned at the end of the vista from Sunnydale Close. Swales are proposed to create a more open feel to the site, as well as aiding the drainage. Public Open Space is positioned close to the centre of the site to provide green open areas to as many dwellings as possible.
Dwellings along the main route through the site and further Open Space form a contiguous frontage with parking forming a subservient element set back from the building line or to the rear in small parking courts.

All dwellings are 2 storey.

## 4.2 Use

The proposals include a range of 2 storey dwelling types in line with the low density setting which is intended.
The 75 dwellings are made up of the following:

4 x 1 bed house
7 x 2 bed house
53 x 3 bed house
11 x 4 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:

- Strong entrance from Sunnydale Close.
- 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.
- Focal buildings are positioned at vista stop ends to enhance the street scene and create interest to the roof lines.
- Generally, contiguous frontages help the proposed block structure which in turn helps to define desire lines for pedestrian and cycle routes.

## 4.4 Landscape

The landscape proposals were considered from the outset of the design of the development. A strong tree structure is to be included to reinforce the routes through and across the site. There are areas for more substantial planting to the more prominent parts of the site, such as the Public Open Space areas.
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.
The swales will further enhance the green areas of the site and create a more open feel to the development.
Please refer to the Landscape Proposals for further information.

## 4.5 Drainage Strategy

Foul drainage will connect into the existing public sewers. With regards to the storm drainage, a series of SUDS techniques will be used to provide source control and attenuation flows from 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 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 simple, but may vary from house to house. A mixture of gable fronted and lean-to timber porches will be used, with the occasional formal door surround to the larger properties.

# 5.0 Access

## 5.1 Vehicular Access

Vehicular access to the site is served from a single point on Sunnydale Close to the West of the site.

## 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 and garaging 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, however most have 2 spaces plus a garage.

## 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 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.
- Generous areas of Public Open Space.

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 Surfleet. This has been achieved by following the above principles. The end result is an attractive scheme providing a secure environment for future residents.