
AUSTIN JOHN

DEVELOPMENTS

DESIGN & ACCESS STATEMENT

For

Proposed Residential Development

On

Land off High Road, Adjacent to Pinfold Lane Weston.



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1. Introduction

This Design & Access Statement accompanies an outline planning application for the acceptance in principle of residential development on land off High Road, Weston, Lincolnshire.

It should be read in conjunction with the following drawing:

Drawing No. AJD/1035/16/00

The Design and Access Statement has been written to meet the requirements of Article 4C of the Town & Country Planning (General Development Procedure) Order 1995 (as amended)

When preparing this application, the following policies have been taken into account:

NATIONAL POLICIES

National Planning Policy Framework 2012

SOUTH HOLLAND LOCAL PLAN JULY 2006

(Policies saved under paragraph 1 (3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004)

The relevant policies are;

SG1 – General Sustainable Development

SG2 – Distribution of Development

SG3 – Settlement Hierarchy

SG6 - Community Infrastructure and Impact Assessment

SG14 – Design and Layout of New Development

SG15- New Development: Facilities for Road Users, Pedestrians and Cyclists

SG16- Parking Standards in the New Development

SG17 – Protection of Residential Amenity

HS8 – Affordable Housing

SOUTH EAST LINCOLNSHIRE LOCAL PLAN (emerging)

2. Background and Pre-Application Advice



The land is currently used for agriculture and the site measures 6.2 hectares. There is present access to the field from A151 and High Road off Pinfold lane; the access from the A151 will be closed off and no longer used.

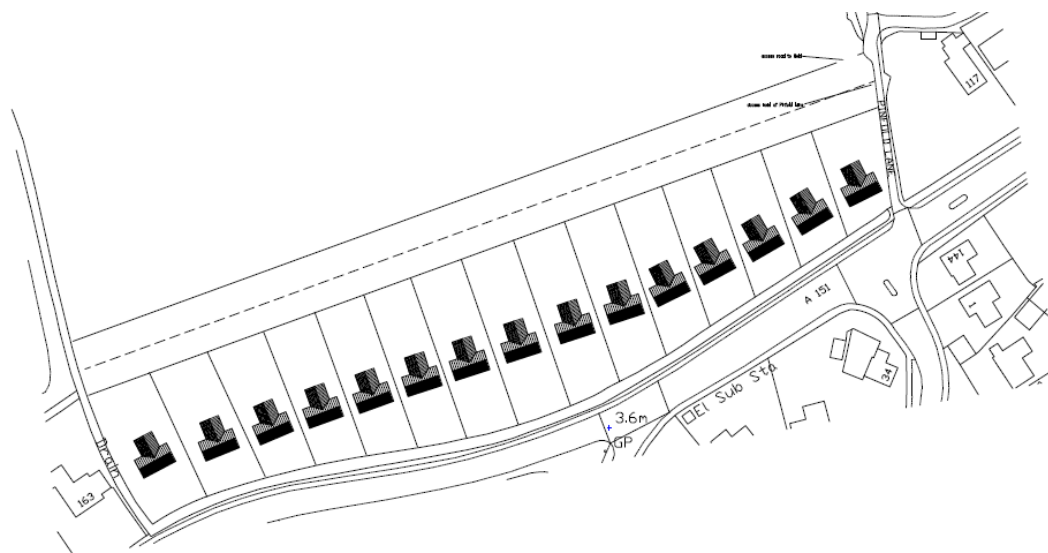


Current view from the A151.



View of the site as existing, from High Road.

On instruction from the applicant pre-application advice (for full statement, please see appendix 1) was sought for 15 dwellings running in a linear formation parallel to High Road (see image below); and the response we received was the following:



“However, in accordance with advice within Paragraph 49 of the National Planning Policy Framework, 2012, residential development is considered appropriate on suitable sites in a sustainable location. Concerning suitability, Local Plan Policy SG14 indicates that new development should respect the historic pattern of development in the locality and be in character with the existing settlement.

Addressing the above, the site adjoins the present boundary. Along with land at the rear, it is also identified as a potential housing site in the emerging South East Lincolnshire Local Plan. On this basis, it may well be suitable in principle for residential development.”

From the initial pre-application advice, consultation commenced for developing the site in its entirety.

Following the consultation, the initial plan was amended and further pre-application advice (for full statement please see appendix 2) was sought on a development of the whole site (see image below), with our final redesigned layout to be found under “Proposed Design”; the response we received was the following:



“In terms of the proposed scheme, it is considered rather intensive for a rural location on the fringe of the village. Also, In accordance with advice within the National Planning Policy Framework, 2012, the scheme should provide for a mix of housing types in terms of size and design/appearance. The scheme should be more informal, varied and less regimental.”

The site layout plan we are submitting is an indicative concept only, therefore the size and design/appearance of the individual plots will be developed at the reserved matters stage. This said, the following points may be considered during the Reserved Matters application.

“The parking area within the centre of the scheme is also considered rather urban, along with the roadway serving the rear of the frontage properties. Driveways off High Road may be more appropriate. Private roadways could be incorporated into the development to make the scheme more informal, providing they serve a limited number of properties (eg, no more than 6) and are short to enable refuse to be collected.”

We have now removed the large “urban” parking area and moved the placement of the Play Area, giving a more relaxed, countryside feel. We have also added a private roadway along the front of the development to serve driveways to properties 1-22, we feel this is also a much safer option than driveways leading directly from highroad. It would also make for easier access for services, such as refuse collection.

“Policy HS11 of the South Holland Local Plan, 2006 indicates that provision should normally be made for public open space of not less than 14% of the gross site area. POS should also be integral to the development and not simply areas of land that cannot be developed (eg, strips next to drains).”

By removing the large parking area from the centre of the development, we have been able to increase the size of the Play Area, thus adding more public open space. We have also increased the size of the wooded area along the right hand side, slightly, thus making this more usable for a possible picnic area or water feature. In our flood risk assessment, it has also been suggested that this could be a good place for a storage pond, which in turn could then be made to look more aesthetically pleasing by turning it into a duck pond/ feature pond.

“Boundaries bordering open countryside should be heavily landscaped, including native hedging. The same applies in respect of the frontage onto High Road.”

The entire site will be bordered with various trees and hedging, again helping the development to keep in character with its surroundings and have a less urban feel in comparison.

Other factors that need to be taken into consideration include affordable housing (at least a third), flood risk, sustainable drainage (SuDS) and a possible education contribution.”

With regards to the other factors raised; it has been agreed that the affordable housing contribution will be decided on at the reserved matters stage of the planning process, a flood risk assessment of the site has been submitted with this outline application.

Alongside the advice we received from the planning officer, we also had the following comments from the County Highways Authority:

“The indicated junction would conflict with the existing Ghost Island Right-turn Lane serving Wimberly Close. There may be an opportunity for that GIRT to be removed now that High Road is no longer the A151 and is therefore carrying a lot less traffic but there would be a requirement for this to be properly engineered. There is not a lot of scope for relocating the junction because there is also the Backgate junction to consider.

It may be possible to serve plots fronting onto High Road with individual accesses directly off High Road but they would all require turning areas within the plots. A technique that has been used quite successfully for frontage development on the A52 at Wrangle is to group the dwellings into batches of

four units and to serve those groups from a sort of lay-by area that allows calling vehicles (postman/grocery deliveries etc.) to pull off the main carriageway.”

Regarding the plots on the front of the development, instead of grouping the dwellings, we felt the safest option would be to create a second roadway to serve plots 1-22; similar to the layout along West Elloe in Spalding, this would aid services such as refuse collection and delivery of groceries.

“The rear vehicle access arrangement for plots 1-24 rarely provides satisfactory residential amenity. The five way junction would be potentially hazardous without clear priority markings.”

The five way junction has been revised and has now been turned into a T-junction, with clear road markings as to indicate right of way; this has been done by giving plots 1-22 separate access from High Road, and giving plots 23 and 24 access from Pinfold Lane

“The looped arrangement is good for highways as provides options for movements and it would allow the refuse to not have to turn around or reverse out of cul-de-sacs.”

We have kept this loop arrangement in the revised indicative design.

“The massive paved area serving plots 126-131 is wasteful of space and would generate un-necessary surface water run-off. Unless the intention is to utilise permeable paving for the roads and footways, the layout does not look to be conducive to providing sustainable drainage (SuDS) which is now required for developments of more than ten dwellings.”

The “massive paved area” has now been revised and is now the play area, thus removing the generation of un-necessary surface water run-off. The Flood Risk Assessment states that sustainable drainage is achieved by means of a partial infiltration system with a piped system in the base of the road to convey excess rainwater to a storage facility, and a possible piped discharge system from the roofs in the lowest area, if it is seen to be necessary. On the latest indicative plan the storage facility could be in the form of a duckpond/ water feature in the wooded area along the right hand side. The plan in the risk assessment can be found below, however this was of the first plan of the entire field.

“The footways appear to be way too narrow.”

We have now revised the size of the footways and they now measure 1.8m wide either side of the roadway. This is now wide enough for two wheelchairs/prams/pushchairs to comfortably and safely pass one another.



Potential plan for the partial infiltration system. The only change on the latest indicative plan would be to increase the size of storage plan two and have the piped system leading to that pond only.

3. Proposed Design

The site is located off High Road, Weston adjacent to Pinfold Lane. The site is just outside the perimeter of the defined settlement boundary of the village as set by the Local Plan, subsequently the site is considered to be development in the open countryside. However, in the emerging South East Lincolnshire Local Plan the site has been identified as a potential housing site. Below is an indicative site layout showing how the development could possibly be laid out, with all details to be decided on at reserved matters stage.





Birds eye view of the village with the indicative site layout embedded.

4. Policies

South Holland Local Plan (2006)

SG1- General Sustainable Development

3.5 The land and buildings within South Holland are a valuable resource. In the towns, villages and in the open countryside the effective use of land and buildings is of great importance. We want to preserve the quality of life within the District and to maintain a sustainable environment for residents and visitors to the District in the future. The more effective the use of land and buildings in the District the less the loss of greenfield sites to development.

When designing the indicative layout for the development, we have aimed to use of the land in the most effective way, maximising the site without making the area feel overcrowded and still in keeping with the ‘feel’ of the area

SG2- Distribution of Development

3.14 Issues of accessibility to jobs, community and social facilities by a range of transport modes including public transport, walking and cycling are key elements of this local plan. Accessibility issues have been taken into account in identifying preferred areas and sites for significant new development, whilst acknowledging that there is expected to remain a considerable level of reliance on car usage for those who live and work in rural areas.

3.15 Residential developments should have good access by walking, cycling and public transport to a town centre and / or to local shops and facilities. Where existing access by these means are inadequate the Local Planning Authority will consider proposals for their improvement (on site or off site) as part of an overall development proposal.

Weston has good public transport connections with the local town, being on the main bus route between Spalding and Kings Lynn (opening up the option of travelling further afield by train); and the site is in a prime location for accessing this. Being parallel to High Road, the bus stop is along the front of the development, which would work well for commuters, and reducing the reliance on cars.

SG3- Settlement Hierarchy

3.25 Group Centres are those villages which offer more localised services and facilities and act as a focal point for the rural communities. A moderate level of growth in these settlements may prevent local services such as schools and shops from becoming unviable and help create more mixed and balanced communities. All Group Centres are subject to defined settlement limits in order to control and regulate their growth. Any development should be appropriate to the character of the settlement and the surrounding area whilst meeting identified local needs. Existing services and facilities in these settlements could help serve not only the needs of the settlement itself but also the needs of any immediately surrounding rural settlements or groups of rural settlements and rural hinterland.

Weston is identified as a group centre, and this proposed development has the potential to influence the village positively by supporting the local schools and the local community in general; the site can afford desirable dwellings of mixed architecture, all of which can offer ample gardens. The dwellings would be designed to be in keeping with the characteristics of the local vernacular.

SG14- Design and Layout of New Development

3.77 New development in settlements should respect their distinctive character including such factors

as pattern and layout, plot sizes, distribution of open spaces and the gaps and views between buildings. The proportions of a building and in particular height, scale and massing, together with the elevational treatment and materials all serve to relate the building to its surroundings. Proposals which fail to take account of the character and context of the surrounding area could undermine the quality of the built environment and will not be permitted.

This indicative design has taken into account the character of the local area by including plots of various sizes, just as can be seen throughout the rest of the village. There is an informal pattern and layout to the development, which in turn is complimentary to the surrounding area. There is a good distribution of open space, with their not only being a play park in the centre of the development, but also a wooded area down the right hand side, running along Pinfold Lane, and several smaller “patches” of open space, trees and hedging dispersed throughout giving the site a more relaxed feel. The dwellings would also be designed to include a range of styles of houses and bungalows, thus being in keeping with the surrounding area.

3.78 The design and layout of new development, especially large developments, should have regard to the need for it to be adequately served by public transport (particularly buses) and other transport options where the opportunity exists, and by service vehicles including refuse lorries and the emergency services.

The development is served more than adequately by public transport, with buses to and from Spalding and Kings Lynn where there is then routes via bus or train to a wider variety of places. As mentioned with the pre-application advice that we were given, the general shape of the development works well for refuse lorries, being a looped shape, meaning the lorry would not have to turn around or reverse out of any small roads/ cul de sacs. Having access from the A151 from both the west and east sides of the village, access for emergency services is, once again, more than adequate.

SG15- New Development: Facilities for Road Users, Pedestrians and Cyclists

3.81 The layout of roads and footpaths within a new development, and the means of access onto the road and footpath network must meet safety and functional requirements. We will be advised by the County Council as to whether proposals are satisfactory. The "Lincolnshire Design Guide for Residential Areas" together with the recent County Council publication "Development Guide on the Transport and New Development Issues In Lincolnshire" will be used as a guide to what are appropriate standards. Regard shall be had to the opportunities for the development to be served by public transport (particularly buses), to the requirements of cyclists and pedestrians, and to the needs of disabled people and people with a child in a pram or pushchair.

In our indicative design, footpaths have been designed to be 1.8m wide, this means the paths would be wide enough for two wheelchairs/ prams/ pushchairs to pass safely, without the need for one to cross the road. Also, the pathways leading up to the park have been made wide enough for ride on lawn mower to have access to the grass, but also they have been placed a safe distance from corners making it safer when crossing the road. Public transport is not effected, because the existing stop is already close to the entrance of the main development. As the main road of the development a not major trunk road, a cycle path has not been included.

SG16- Parking Standards in the New Development

3.83 Car parking is an important element of the transport system. It is widely acknowledged that the availability of car parking has a significant influence on an individual's decision on whether or not to drive to their destination, even for locations well served by public transport.

3.84 Car parking standards for new developments are therefore an important tool in promoting

sustainable travel and encouraging greater use of public transport, cycling and walking. However, it must also be recognised that policies to limit parking at new developments can only be effective where alternative means of travel already exist or are introduced as part of the development. Whilst this may be the case to some degree in the larger urban areas of the County, for many people living in the rural areas of Lincolnshire the car will remain the only feasible option for travel.

In this indicative design all plots will have enough off road car parking for between 2 and 4 cars, meaning it would give all residents the option to either drive or take public transport to their destination.

SG17- Protection of Residential Amenity

3.90 New development can cause disturbance to existing nearby residents and result in a significant reduction in the quality of their residential amenity. It is considered essential to protect existing residents from intrusive or disturbing development.

The layout of the site has been designed in such a way as to not detract from the natural beauty of the area. It has been designed to be in keeping with the existing surrounding dwellings, thus not causing any negative effect to the quality of the nearby resident's amenity.

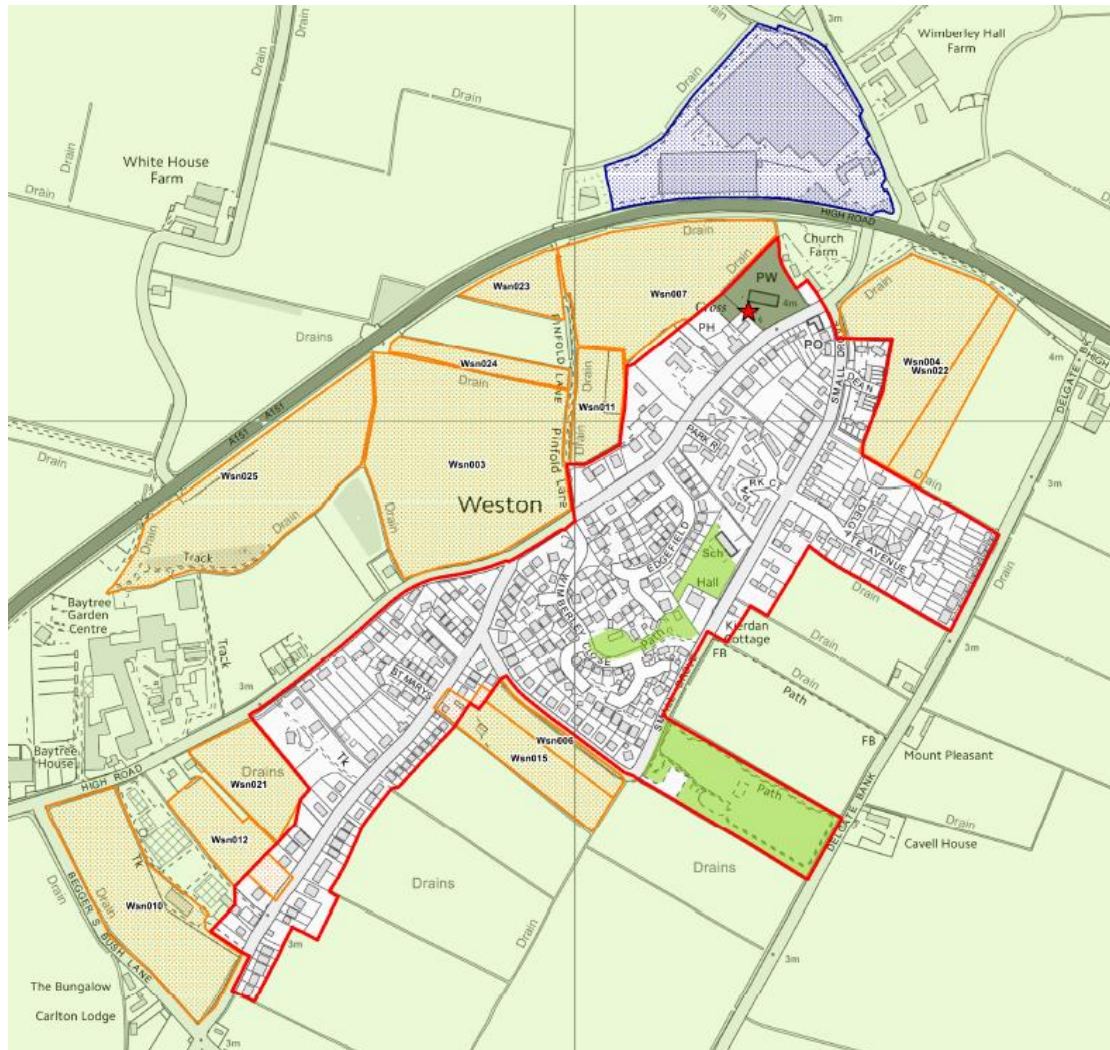
HS8- Affordable Housing

4.45 The District Council considers the provision of affordable housing to meet the needs of local people to be one of the most important issues facing it. We are committed to ensuring that local people have the opportunity of a decent home. Some people cannot access the general housing market because their incomes are insufficient, so we will seek the provision of affordable housing to try and address these housing needs.

It has been agreed that affordable housing will be decided on at the reserved matters stage of the planning process.

South East Lincolnshire Local Plan (emerging)

Below is an inset map (28) taken from the emerging Local Plan, showing the application site (Wsn003) as a potential housing site. Supporting this, it is also written in the emerging Local Plan that there has been an allocation for approximately 230 new housing sites in Weston. With our indicative plan showing the potential for 135 new dwellings, this leaves an ample amount left for further development elsewhere in the village.



5. Access

The development can be accessed easily from both east and west via the A151. Access to the majority of the development will be direct off High Road, which is the main road through the village; the first 22 plots that are situated along the front of the development, will have access from a private roadway, making it safer for residents to enter and leave their properties. Plots 23 and 24 will have access from Pinfold Lane.

Plots 38 and 39 share a paved driveway, along with plots 58-63 having the same arrangement, and plots 64 and 65 having private driveways off this paved area; all other plots will have individual private drives.

All dwellings will have a level access front door with a ramped approach.

6. Conclusion

This Design and Access Statement has been prepared to accompany an outline planning application for a Proposed Residential Development on Land off High Road, Adjacent to Pinfold Lane, Weston. The Design and Access Statement has been written to meet the requirements of Article 4C of the Town & Country Planning (General Development Procedure) Order 1995 (as amended). When preparing this application, we have also taken into account the National Planning Policy Framework 2012. As well as SG1 – General Sustainable Development; SG2 – Distribution of Development; SG3 – Settlement Hierarchy; SG6 - Community Infrastructure and Impact Assessment; SG14 – Design and Layout of New Development; SG15- New Development: Facilities for Road Users, Pedestrians and Cyclists; SG16- Parking Standards in the New Development; SG17 – Protection of Residential Amenity; HS8 – Affordable Housing; of the South Holland Local Plan (2006) alongside the emerging South East Lincolnshire Local Plan. These policies form the basis upon which this application has been designed.

7. Appendix

Appendix 1

I write in reply to your recent enquiry and apologise for the delay in responding.

The site is located outside Weston Development Boundary as defined in the South Holland Local Plan, 2006. Policy HS7 indicates that new residential development is normally only allowed in such locations if it is proven essential to meet the needs of rural workers, or the proposal is for small scale rural exception affordable housing that complies with Local Plan Policy HS9.

However, in accordance with advice within Paragraph 49 of the National Planning Policy Framework, 2012, residential development is considered appropriate on suitable sites in a sustainable location. Concerning suitability, Local Plan Policy SG14 indicates that new development should respect the historic pattern of development in the locality and be in character with the existing settlement.

Addressing the above, the site adjoins the present boundary. Along with land at the rear, it is also identified as a potential housing site in the emerging South East Lincolnshire Local Plan. On this basis, it may well be suitable in principle for residential development.

This planning advice is given in good faith but is an officer opinion only and therefore is not binding on any formal decision the Council may make following the receipt of a planning application.

Appendix 2

Dear Richard,

I write in relation to the above pre-ap enquiry relating to land off High Road, Weston.

The site is located outside Weston Development Boundary as defined in the South Holland Local Plan, 2006. Policy HS7 indicates that new residential development is normally only allowed in such locations if it is proven essential to meet the needs of rural workers, or the proposal is for small scale rural exception affordable housing that complies with Local Plan Policy HS9.

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Addressing the above, the site adjoins the present boundary. It is also identified as a potential housing site in the emerging South East Lincolnshire Local Plan. The site may therefore be suitable in principle for residential development.

In terms of the proposed scheme, it is considered rather intensive for a rural location on the fringe of the village. Also, In accordance with advice within the National Planning Policy Framework, 2012, the scheme should provide for a mix of housing types in terms of size and design/appearance. The scheme should be more informal, varied and less regimental.

The parking area within the centre of the scheme is also considered rather urban, along with the roadway serving the rear of the frontage properties. Driveways off High Road may be more appropriate. Private roadways could be incorporated into the development to make the scheme more

informal, providing they serve a limited number of properties (eg, no more than 6) and are short to enable refuse to be collected.

Policy HS11 of the South Holland Local Plan, 2006 indicates that provision should normally be made for public open space of not less than 14% of the gross site area. POS should also be integral to the development and not simply areas of land that cannot be developed (eg, strips next to drains).

Boundaries bordering open countryside should be heavily landscaped, including native hedging. The same applies in respect of the frontage onto High Road.

Other factors that need to be taken into consideration include affordable housing (at least a third), flood risk, sustainable drainage (SuDS) and a possible education contribution.

Finally, the County Highways Authority has commented on the scheme and has raised the following issues:

“The indicated junction would conflict with the existing Ghost Island Right-turn Lane serving Wimberly Close. There may be an opportunity for that GRTL to be removed now that High Road is no longer the A151 and is therefore carrying a lot less traffic but there would be a requirement for this to be properly engineered. There is not a lot of scope for relocating the junction because there is also the Backgate junction to consider.

It may be possible to serve plots fronting onto High Road with individual accesses directly off High Road but they would all require turning areas within the plots. A technique that has been used quite successfully for frontage development on the A52 at Wrangle is to group the dwellings into batches of four units and to serve those groups from a sort of lay-by area that allows calling vehicles (postman/grocery deliveries etc.) to pull off the main carriageway.

The rear vehicle access arrangement for plots 1-24 rarely provides satisfactory residential amenity. The five way junction would be potentially hazardous without clear priority markings.

The looped arrangement is good for highways as provides options for movements and it would allow the refuse to not have to turn around or reverse out of cul-de-sacs.

The massive paved area serving plots 126-131 is wasteful of space and would generate unnecessary surface water run-off. Unless the intention is to utilise permeable paving for the roads and footways, the layout does not look to be conducive to providing sustainable drainage (SuDS) which is now required for developments of more than ten dwellings.

The footways appear to be way too narrow.”

This planning advice is given in good faith but is an officer opinion only and therefore is not binding on any formal decision the Council may make following the receipt of a planning application.

8. References

- [1] <https://www.gov.uk/government>
[2] <http://www.sholland.gov.uk/localplan>
[3] <http://www.southeastlincslocalplan.org/wordpress>