Design and Access Statement

Dated October 2016

David Wilson Homes
Land to the East of Holt Road, Horsford
Mill Lane, Horsford, Norfolk.
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Site Context and Location

The site is located to the south of Green Lane, bordered to the west with existing dwellings and minor roads located along the Holt Road. To the south of the site is an existing development by David Wilson Homes, which is currently under construction. To the east is agricultural land.

The site will be accessed via a new highway upgrade along Green Lane, which is included with this application.

The site is currently agricultural farmed land.

Horsford has a current population total of approximately 4000 residents.

Some local landmarks are listed below:

A = Doctors Surgery
B = Brickmakers Arms Public House
C = Horsford Church of England Primary School
D = Engineering Works
E = Employment Area
F = Public Transport Links
G = David Wilson domestic development under construction
Site Photographs

A selection of panoramic photographs taken on site.

Panoramic view “A” looking North East.

Panoramic view “B” looking East.

Panoramic view “C” looking South.

Location Plan.
Site Surroundings

1. View looking East along Green Lane.
2. View looking East towards The Shrublands.
3. View looking East along The Shrublands.
4. View looking from the B1149 towards The Brickmakers Ph.
5. View looking North towards the Horsford School.
6. View looking South towards existing Bungalows.
7. View towards the dwelling at corner of Green lane.
8. View looking East at dwellings along north side of Green lane.
On-Site Photographs

1. Site Entry along Green Lane looking South.
2. View from Site looking North.
3. Four Views from the site looking South / South West across the site boundary with existing neighbouring dwellings located along ‘The Shrublands’.
4. Existing Bungalow viewed from along Green Lane.
5. View looking South East to the Northern boundary of the existing development.
6. Existing bungalow adjacent to the corner.
Site Analysis and Opportunities

The site is relatively flat offering a gentle fall in site levels from north towards the south. It is currently used as farmed agricultural fields.

There are a number of existing surrounding dwellings with which their rear gardens share the site boundary line (houses shown coloured pink).

The proposed dwellings located along the northern and eastern boundaries will have frontages which face outwards overlooking the proposed Public Open Spaces and following through to the existing farmland and woodland (blue dashed lines).

A generous centrally located large Public Open Space will offer an attractive “Village Green” to the development.

Adjacent to the existing site boundaries the scheme has been planned to create a Low Density, offering a majority of detached properties (coloured yellow). The density increases within the centrally located site areas with a mix of flats, terraced houses and semi detached properties (coloured orange).

The existing dwellings in Horsford are a mix of one and two storey properties. The proposed development will provide a mix of flats, terraced, semi-detached and detached houses and a small number of bungalows.

The majority of properties are located with on-site / on-street parking located close to the properties which they serve. Car parking numbers and sizes have all been designed in accordance with Norfolk County Council requirements.

The proposed development is to link through to the existing David Wilson Homes development via a bus route, which will have a bus gate to prevent vehicular link, but enable pedestrians and cyclists access.

The proposed development has a visual break from the existing David Wilson Homes development by the provision of a strip of Public Open Space on its south eastern boundary. The open space continues around the north eastern boundary providing a good walking route.

Existing trees have been kept where practicable and open space provided around them with Low Density dwellings overlooking them to maintain a rural character. This Low Density theme around open spaces has been used throughout the site to maintain a rural character.
Site Masterplan

Low Density development where proposed dwellings are adjacent to the boundary, incorporating the existing landscaping.

Existing Hedgerow with views through to agricultural land.

Low Density development overlooking the new POS located between old and new schemes.

New highway link through to existing development.

Views over the Public Open Space.

Low Density development where proposed dwellings are adjacent to the boundary, incorporating the existing landscaping.

New Highway upgrade and connection to the B1149.

Existing Tree retained used as frontage feature.

Low Density development where proposed dwellings are adjacent to the boundary, incorporating the existing landscaping.

KEY:
- Primary Roads – NCC Type 2
- Secondary Roads – NCC Type 6
- Tertiary Roads – Private Drive
Site Opportunities and Constraints

Low Density development where proposed dwellings are adjacent to the boundary, incorporating and enhancing the existing landscaping.

Existing Hedgerow with views through to agricultural land.

Potential link to existing development

Buffer between new and existing development under construction

Low Density development where proposed dwellings are adjacent to the boundary, incorporating the existing landscaping.

Existing Trees retained used as frontage feature. Low Density development where proposed dwellings are adjacent to the boundary, incorporating the existing landscaping.

Proposed access point, Highway upgrade and connection to the B1149.

Site Relatively Flat
Pre-Application Process

Pre-Application Advice

Pre-application advice has been obtained on the 22nd July 2016 from the Local Planning Authority in terms of design with the main points as follows:

- Care needs to be taken to ensure the properties fronting the entrance to the development have cohesion and do not merely form a ‘show house street elevation’ to the road;
- Concerns were expressed about parking courts this will need to be addressed and will have a knock on effect on the layout;
- The layout generally seems to work reasonably, the open space allows for higher buildings to address it;
- Detailed street scenes, 3D images of groups of dwellings and house types will be required at an early stage;
- Cohesiveness of design running through the scheme, this will also help to visually assimilate market and affordable housing;
- Visual cohesiveness through a palette of materials for the development should also be considered;
- Parking courts are wasteful of space and are not fully utilised by occupants or their visitors resulting in significant on-street parking. Where they are unavoidable they should serve a small number of dwellings and not be grouped together with other dwellings reliant on parking courts. Additionally I would expect on-street parking to be managed by provision of roadside lay-bys;
- All shared private drives require a size 5 turning head, unless the furthest dwelling is more than 45m from the adopted highway, in which case a size 3 turning head is required;
- To be considered as a parking space all garages must have minimum internal dimensions measuring 3.0m x 6.0m;
- All 4 and 5 bedroom dwellings should have 3 parking spaces each. All other dwellings should have 2 parking spaces;
- The priority on Green Lane should divert into the site, as there is very little need for traffic to travel beyond this point.
Design Progress from Pre-Application

- Main open space made larger
- Incidental green spaces added
Design Progress towards Final Scheme

Detailed design development towards final scheme
Design and Access

Use
This planning application is for full planning permission, providing residential accommodation within Horsford, Norfolk.

Amount and Density
The proposed development site is 11.27 hectares; this scheme is for 259 dwellings with public open space. The number of dwellings proposed equates to a density of just under 23 dwellings per hectare.

85 units (33%) of the accommodation are affordable housing and the remaining 174 units are market housing. The accommodation mix provides a wide range of choice for purchasers.

The number of car parking spaces will be in accordance with the Council’s parking requirements, with additional visitor parking. Parking spaces are to be in close proximity to the dwellings they serve. These areas are to be landscaped so they do not appear intrusive, but of a proportion and position that allows good surveillance. The dwelling mix ranges from 1 bedroom maisonettes to 5 bedroom properties.

Layout
The design principle of the layout is to create a visually interesting series of street scenes with a design and use of materials that create a distinctive cohesive quality. The use of open space provides a good setting and backdrop to the development. The style of dwellings provides uniformity and the types of dwellings at corners address both streets to maintain a visual interest.

Good design practice from the Norfolk Residential Design Guide has been followed in preparing the site layout in terms of maintaining appropriate distances between the front and backs of the houses – 20m back to back and 11m front to front. This will allow for each dwelling to have a good quality use of external space, without the issue of overlooking. Windows will be positioned appropriately on dwellings as required to avoid the risk of overlooking.

Careful consideration has been given to the design of the layout to create an environment within which residents will have a good mix of private gardens and communal areas. The layout has been designed with the aspiration of achieving a high level of design which will seamlessly interact with the existing surrounding residential areas.

The main characteristics of the site are:

- The development has a main principle road to create a bus route through to the existing David Wilson Homes development. However, many of the secondary routes are of a softer shared surface nature such as Type 6 (Shared Surface) roads and private drives;
- Entrance into the site from Green Lane through a woodland area;
- Open spaces located in positions which are well overlooked and provide attractive settings to the dwellings;
- A number of open spaces throughout the site provide a landscaped setting to the development;
- Public areas overlooked by dwellings to create natural surveillance and improve safety;
- A mixture of materials to the dwellings to compliment the surrounding development but with a limited palette;
- Parking integrated on plot wherever possible;
- Buildings of interest located at the end of vistas to ensure the best is made of detailed features;
- Key landscape features will be retained.
Typical Street Scenes
Public and Private Open Space

As part of the design process the location and amount of open space has been carefully considered and is approximately 27,700m² overall area. The main area of open space is located to the middle of the site, with further areas at the edges of the site boundaries. The open space provided by the development includes a play area, useable amenity space and visual landscaped areas.

- The majority of the existing vegetation adjacent to Green Lane is to be retained and enhanced with further tree planting appropriate to the context;
- The central Public Open Space (POS) is to the site of a Local Equipped Area of Play (LEAP) which is to include moulding and tree planting;
- The POS between Phase 2 and Phase 1 is to include a number of parkland trees which will grow to become dominant landscape features;
- The POS adjacent to Green Lane includes heathland planting (proposing plant species found in Horsford Forest) to create habitat for the rare Silver Studded Blue Butterfly.

Scale

The dwellings are to be a mixture two storey houses and a small amount of bungalows all of similar proportion to the surrounding houses. They range from 1 bedroom to 5 bedroom dwellings.

Landscaping

Further information regarding the landscaping can be found in the report “Land to the East of Holt Road, Horsford. LANDSCAPE STRATEGY October 2016”.

The scheme will incorporate the following principles:

- Soft landscaping or planting to front gardens, including the potential for tree planting to enhance the public open spaces;
- Existing trees will be retained where appropriate;
- A native hedgerow of approximately 3m wide will be provided adjacent to existing residential development on the south western boundaries and northern boundary;
- There will be extensive proposed tree planting;
Design and Appearance

The design and appearance of the proposal has been informed by what exists in the locality. The style of the proposed dwellings will relate well to the character of Horsford, a blend of materials, doors, windows and porches designed in keeping with details found in the local area. The dwellings will be designed in keeping with the characteristics of Horsford whilst providing the site with its own identity.

The layout provides varied character areas:

- A street type character within the main core areas of the development;
- A country lane character within low density areas featuring landscaping at the edges of the development to soften the perimeter of the site;
- A “Village Green” area to provide a visual break and landscaped feature at the heart of the main development;
- Small green areas providing pockets of landscaped areas to break up the street scene;
- Avenue character along the Type 2 Feeder road / primary route with some areas tree lined.

Materials

The materials suggested are a simple palette to maintain a visual cohesiveness throughout the site:

- Roofs – Terracotta Fenland Pantiles and Forticrete SL8 Large Format Slate Grey;
- Walls – Weinerberger Cranbrook Red, Weinerberger Warm Golden Buff, Hanson Village Harvest Multi and Hanson Lindum Cottage Red Multi facing bricks and selected cream render;
- Windows – white finished.

A range of dwelling types is proposed within the site creating a visually interesting street scape. The dwelling types will range from 1 bedroom to 5 bedroom properties, providing a suitable mix of accommodation that meets the current housing market demand whilst allowing interesting and well designed layouts to be created. The dwellings will be of a similar scale and appearance that can be found within the locality.

Access

Horsford is a village located approximately 6 miles north of Norwich, which has several bus and train links and a small airport. Horsford has a Primary School and local Public House.

The site is accessible by vehicles and pedestrians from Green Lane.

The proposed development is accessible via a range of sustainable transport modes. Pedestrian links within the area are of a high quality, offering safe links to the village centre and to local facilities.

There are various bus services Horsford. Bus stops are on the Holt Road. The closest stop is approximately 1km from the entrance to the site. It is proposed to provide a bus route through the site.

The proposed development will be designed to allow for refuse collection, servicing and emergency vehicle access.

Refuse Strategy

It is anticipated that all wheelie bins are to be located in rear gardens of properties. The positions of bin collection points are to be located close to adoptable roads and will not necessitate refuse vehicles needing to use private drives. Dwellings on adoptable roads will leave their bins at the front of their properties for collection. Adequate turning space for refuse vehicles can be accommodated.
REFUSE COLLECTION STRATEGY

All dwellings served by routes 2, 3 & 6 roads are to have bin collections outside properties. Dwellings served off private drives to have bin collection points shown.
**Secured by Design**

During the development of the layout consideration was given to the importance of creating a safe environment for residents. Secured by Design, a Police initiative established in 1989 encourages the building industry to incorporate crime prevention measures into the design of future developments. The intention is to assist in reducing the opportunity for crime and also the fear of crime, creating a safer and secure environment.

Secured by Design attempts to create clear and direct routes through the site, considering all types of movement. The initiative aims to promote the design of routes that are active and self-policing. The design of underused routes is to be avoided.

To ensure Secured by Design principles, the following will be incorporated into the proposed scheme:

- Public areas overlooked by dwellings;
- Orientations of buildings to best create natural surveillance;
- Where and how properties are accessed – avoidance of alleyways & deep recesses, inclusion of PIR (Passive Infra-red) lights, meters accessible without access to rear gardens.
- Street lighting;
- Creating a sense of ownership through design and aesthetics.

**Parking and Cycle Parking**

The number of car parking spaces will be in accordance with the Council’s parking requirements, which is a minimum of 3 spaces per 4 and 5 bedroom dwellings, 2 spaces per 2 and 3 bedroom dwellings and 1.5 spaces for 1 bedroom dwellings. Additional spaces have been provided for visitor parking. In order that garages count as parking spaces they have been designed a minimum internal size of 3 x 6m. Parking spaces are to be in close proximity to the dwellings they serve. These areas are to be landscaped so they do not appear intrusive, but of a proportion and position that allows good surveillance. The scheme has a total of 640 parking spaces designated to the dwellings and a further 9 visitors parking spaces.

Cycles can be accommodated in private garden sheds or garages. Each property including flats has its own private garden.

**Conclusion**

The proposed development is the result of a full assessment of the site and its landscape setting, taking into account the feedback received from the consultation process, along with the requirements of the standards imposed by the relevant planning policies.