

# AMENDED

BSB Architecture

## Design and Access Statement

Proposed Development of 7nr Homes  
at the Former Coal Yard,  
Grange Lane South / Ville Road,  
Scunthorpe,  
North Lincolnshire,  
DN16 2NW



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*Building and Civil Engineering Contractors*  
*H.H.S.C. and L.A.S.C. Registered House Builders*  
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Fig. 1: Front cover – view looking at the proposed development from within the site  
Please note image is indicative and all materials are to be agreed with the Local Authority

## 1.0 Introduction

This statement has been prepared by BSB Architecture, on behalf of T G Sowerby Developments Ltd. The purpose of the document is to provide background information in connection with the application for Planning Permission and to offer an insight into the approach taken in the design and layout of the development. The proposals contained within the application include: 7nr dwellings; associated parking; modification of an existing vehicular access off Grange Lane South; new boundary treatments; external works; and trees and landscaping proposals.

### 1.1 Site Location

The site is located in Scunthorpe, immediately south of Queensway (A18), just off Grange Lane South (B1501). From the proposed site it is a short walk to Ashby High Street, which benefits from a good range of shops, supermarkets, pharmacies, cafes and bars. The Ashby Wesley Methodist Church and The Salvation Army Worship and Community Centre are also in close proximity. Bus services run from just outside of the site, allowing good connections to the wider community.

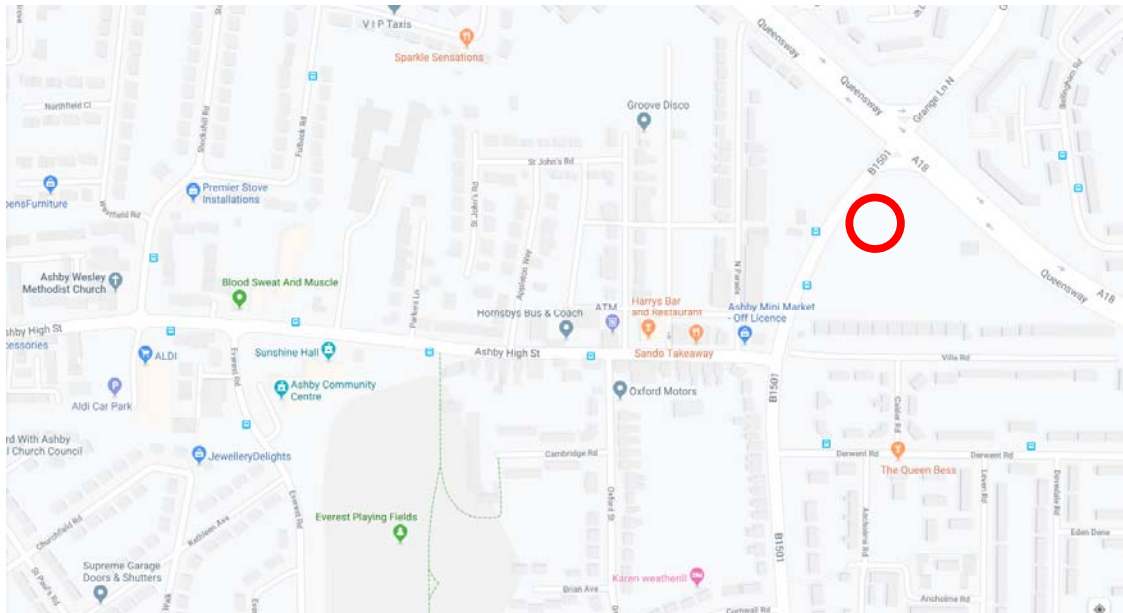


Fig. 2: Map showing approximate site location, with surrounding area and amenities

## 1.2 Site Analysis

Historical Ordnance Survey maps dating back to 1887 were consulted to ascertain the historical development of the site. The parcel of land associated with this application site does not appear as developed on any of the available maps between 1887 and 1982, but the site is known to have functioned as a Coal Yard until recently, as can be seen in operation on Fig. 3 below.

The site currently provides a great development opportunity, within an established residential area. The north of the site, which is nearest to Queensway, benefits from an established planting screen, acting as a natural buffer. The eastern and southern boundaries abut existing residential properties on Ville Road. The western boundary to the site meets with Grange Lane South, which is currently fenced off with a mixture of timber fencing panels and corrugated metal sheets. There are two existing vehicular access points along this boundary with tapered and dropped kerbs. The site has an area of 0.18ha (1800m<sup>2</sup>) and measures approximately 65m north to south and 40m east to west, although these dimensions do vary given the nature of the site boundaries. The image below shows the site in context, illustrating the proximity of the surrounding residential properties. These homes consist of traditional forms and materials, predominantly duo-pitched roofs with brick facing facades and ground floor feature bay windows.



Fig. 3: Contextual Site Image

A topographical survey has been undertaken as part of the pre-planning work. The site is generally level. There are a few trees on and to the north of the site. Levels for the proposed drainage, private drive and finished floor levels have been calculated by the engineers and are included in the submitted documentation.

The proposed development site is in an area with a low probability of flooding, within Flood Zone 1 on the current Environment Agency Flood Map. However, a detailed assessment of flood risk is included in the Flood Risk Assessment submitted with the application.

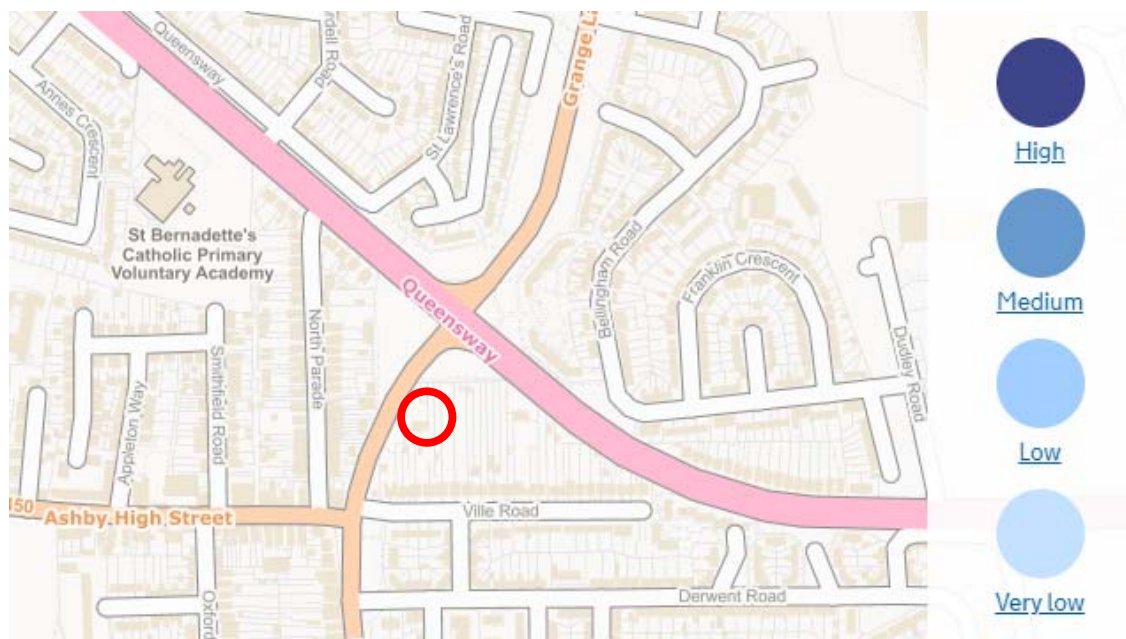


Fig. 4: Flood Map showing site within Flood Zone 1

<https://flood-map-for-planning.service.gov.uk/>

Service record drawings indicate:

Severn Trent Water have sewers crossing Grange Lane South adjacent to the site;  
Northern Powergrid have apparatus that runs along Grange Lane South (on the side of the site);  
Cadent records show gas is available in North Parade and Ville Road; and  
Clean Water (Anglian Water) runs within the footpath along Grange Lane South (on the side of the site).

### 1.3 Planning Policy

The Core Strategy, adopted 2011, has been referenced as guidance to the application. The document sets out the long-term spatial planning framework for the development of North Lincolnshire upto 2026 by providing strategic policies and guidance to deliver the vision for the area and the scale and distribution of development.

Scunthorpe is classified as a 'Major Sub-regional Town' in the Core Strategy. In terms of settlement hierarchy, this makes development in this area a priority over other settlement areas, such as 'Market Towns', 'Rural Settlements' and 'Rural Settlements in the Countryside'. This enhances the role of Scunthorpe as a Sub Regional Town within the wider Yorkshire and Humber Region.

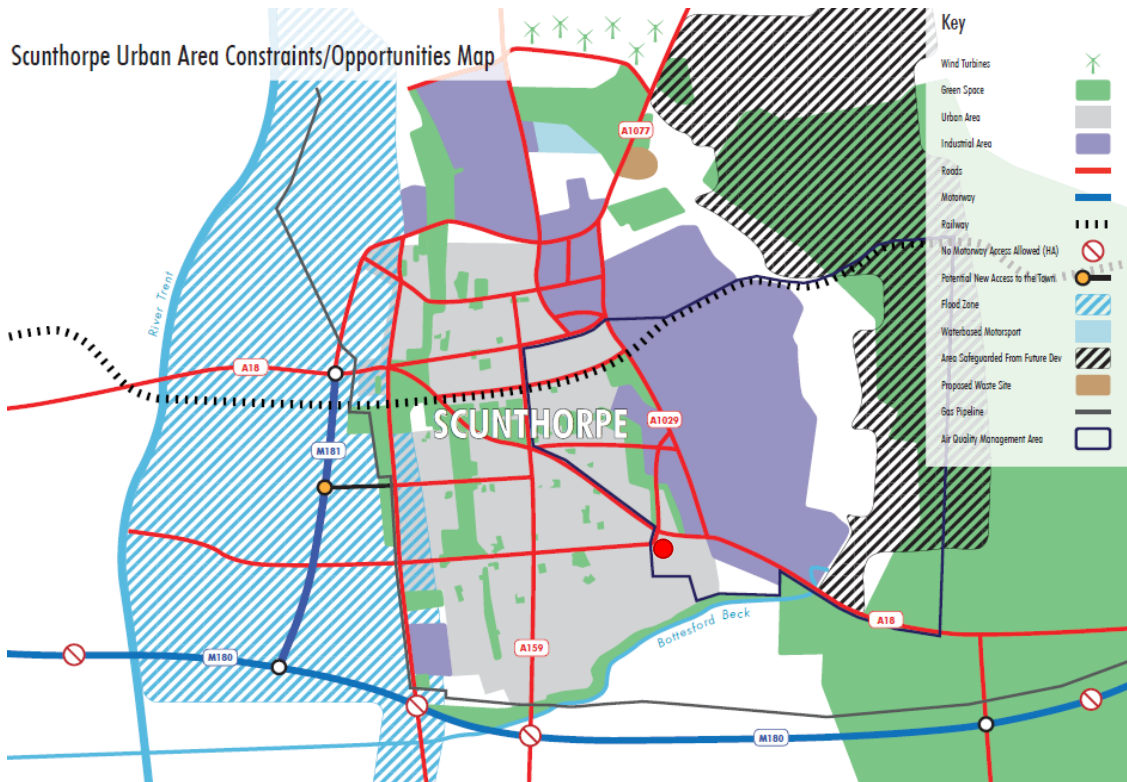


Fig. 5: Map showing site location within Scunthorpe Urban Area

Policy CS1: Spatial Strategy for North Lincolnshire highlights that circa 10,000 new homes are required during the plan period. Furthermore, CS2: Delivering more Sustainable Development states that development should be focussed within the Scunthorpe Urban Area. The map of the Scunthorpe Urban Area above highlights the location of the site with a small red circle.

Policy CS5: Delivering Quality Design in North Lincolnshire sets out the key design principles for all new development with the aim of ensuring the creation of a high-quality built environment, of which the following have been at the core of the design process:

- Contribute towards creating a positive identity for North Lincolnshire by enhancing the image of the area through the creation of high-quality streetscapes;
- Create safe and secure environments, which reduce the opportunities for crime and increase the sense of security for local residents through the use of Secured by Design guidance;
- Consider the relationship between any buildings and the spaces around them, and how they interact with each other as well as the surrounding area. The function of the buildings should also be considered in terms of its appropriateness for the context in which it is located;
- Create attractive, accessible and easily distinguished public and private spaces that complement the built form; and
- Buildings and spaces should be accessible by all sections of the community.

#### **1.4 Affordable Housing Statement**

Policy CS9: Affordable Housing states that new residential development of 15 or more dwellings in the Scunthorpe Urban Area must make provision for an element of affordable housing, which is accessible to those unable to compete in the general housing market. As this scheme is for 7 properties only, there will be no provision for affordable homes on this site.

#### **1.5 Pre-planning Consultations**

##### **1.5.1 Development Control & Highways**

From inception, meetings have taken place with representatives from Development Control and Highways to establish if there were any objections to the principle of developing the site for housing.

Issues such as site access for vehicles, parking, layout, scale and appearance of the development have been touched upon at the meetings. The applicant has obtained a positive response to the draft proposals that were discussed at the most recent meeting.



Fig. 6: Draft planning proposals discussed with Development Control prior to submission

### 1.5.2 Neighbour Consultations

The applicant has engaged with local residents to advise on the proposal to development the site for housing. Plans and visuals have been shared and there have been no adverse comments.

### **1.5.3 Security (Secured by Design)**

In recent years compliance with the government backed Secured by Design (SBD) award scheme criteria illustrated that a proposal had considered and addressed crime prevention measures.

The introduction of Approved Document Q in October 2015 has made the aspects covered by Section 2 of SBD, dwelling security, now part of the statutory Building Regulations. This will ensure that the windows and doors for the scheme are manufactured to meet the security requirements of British Standards publication PAS 24:2016. However, Part Q does not cover those best practice aspects of Section 1 of Secured by Design Homes 2019 guidance.

Consideration and integration of the following SBD principles through the design process will assist in the proposed development creating a safe and accessible environment, where crime, including the fear of crime, do not undermine the quality of life for the residents or impede community cohesion:

- The inclusion of boundary treatments at 1.8m high to prevent unauthorised access to private spaces;
- Effective secure division between the front and rear gardens;
- All properties have been orientated to face public areas, parking and access points to the dwellings;
- Areas have been defined to delineate public and private space and spaces appear to have clear responsibility. This is an attempt to reduce the likelihood of any anti-social behaviour which can be created by spaces that appear isolated or out of ownership;
- Front doors are located where they can be easily seen and identified;
- Lighting will be provided to illuminate external doors.

Incorporating the above aims to deliver a scheme that provides the opportunity for residents to feel safe and secure and where the threat of crime has been reduced through careful consideration of site-specific opportunities for anti-social behaviour.

## 1.6 Best Practice Documents Consulted

The scheme has been informed by the following documents:

*National Planning Practice Guidance*, Department for Communities & Local Government (2016);

*Secured by Design Homes 2019*; and

*Building Regulations*, HM Government.

## 1.7 Documents Supporting the Application

Documents supporting the full planning application include the following:

### Architectural:

Location Plan	BSBA	18829/09
Existing Site Plan (Topographical Survey)	BSBA	18829/11/B
Proposed Block Plan (with roof plans)	BSBA	18829/13
Proposed Site Plan (with Levels) and House Type Plans	BSBA	18829/12/C
Block Type A Plans, Section & Elevations	BSBA	18829/06
Block Type B Plans, Section & Elevations	BSBA	18829/07
External Boundary Treatments	BSBA	18829/14
Design & Access Statement	BSBA	18829/15/A

### Engineering:

Phase 1 and 2 Site Investigation	E&P	-
Site Remediation and Implementation Plan	E&P	-
Flood Risk Assessment	E&P	-
Drainage Design	E&P	-
Drainage Investigation Report	E&P	-
Highways Surface and Kerbing Layout	E&P	-

### Trees & Landscape:

BS5837:2012 Tree Survey	MF	-
Landscape Masterplan	fda	-

## 2.0 Design

### 2.1 Use

The site lies within a residential area and will provide 7nr new homes in total. Access for pedestrians and vehicles will be off Grange Lane South. To the south and west of the site are primarily medium to high density housing with commercial and industrial uses to the north along Grange Lane North. Residential properties to the west are predominantly terraced in nature, which the proposed scheme aims to complement.

The use of the site for new housing will help support the local economy and there is already an established range of community facilities within a 10-minute walk (or 500m) along Ashby High Street, such as a supermarket, Methodist Church, Pharmacy and numerous other retail businesses.

Public transport links are available along Grange Lane South, providing alternative methods of transport and connecting the site to the wider facilities available in Scunthorpe.

### 2.2 Amount

The land to which the application relates to is approximately 1800m<sup>2</sup>, or 0.18ha. The scheme offers a total of 7nr dwellings, which would deliver a figure of around 40 dwellings per hectare. This is a little under the requirements set out in Policy CS7 in the Core Strategy of a rate of between 45-70 d/p/ha in the Scunthorpe town centre area. These properties are comprised of: 5nr 2bed dwellings at 72m<sup>2</sup> (house type A) and 2nr 3bed dwellings at 83m<sup>2</sup> (house type B). There are 14 car parking spaces proposed, which includes 5nr potential visitor parking bays. The mix of properties on offer has been established by the applicant to meet current housing requirements in the local area.

The amount of development relates well to the nearby accommodation and is of a scale to ensure it doesn't appear out of character with the surrounding developments. Each plot will benefit from useable rear external amenity space which will allow adequate room for bin storage, along with any external rotary drying and patio areas required by the occupier.

## 2.3 Layout

The guiding principles in the formalisation of the layout include:

1. To create a simple terraced development, to mimic the surrounding streets;
2. To create a period style (Edwardian) number of homes;
3. To provide adequate parking and rear amenity areas;
4. To provide an attractive outlook with the use of landscaping to the west of the west;
5. To retain the existing green buffer to the north of the site;
6. To utilise the existing main access to the site.



Fig. 7: Initial sketch layout for the development of the site for housing

## **2.4 Scale**

The proposed development would sit within a largely residential context. The existing properties to the south and west are predominantly two-storey dwellings, with duo-pitched roofs. Developments to the south and west are arranged in a formal street pattern, with street fronting properties. This pattern of development has been utilised on the submitted proposals.

In terms of the scale of the proposed properties, these are two-storey homes and as such are completely in keeping with the scale of surrounding properties. In terms of the scale of the development, this is a relatively small-scale development which aims to sit seamlessly into the fabric of the area.

## **2.5 Landscaping**

Landscaping has been considered as an integral part of the design process. The scheme has successfully designed out those spaces that appear isolated, overshadowed or out of ownership, as such spaces increase the likelihood of anti-social behaviour. Fronts of properties are generally defined by planting and / or fencing to delineate public and private space.

The use of adequate hard landscaping has been considered to ensure inclusive access; all applicable plots will have perimeter paths a minimum width of 900mm. All private amenity areas have been designed to ensure that they are viable and add character to the development.

A landscape architect has provided guidance throughout the design process and details of planting can be found on the landscape design. Such planting has been considered in terms of enhancing biodiversity and the context in which it sits.

## **2.6 Appearance**

A key objective of the design was to provide a simple and coherent language that reflects the local vernacular. A selection of contextually appropriate materials was chosen with regard to longevity; reducing on-going maintenance; and fixing the buildings to the locality. All structures will be predominantly brick with concrete tile to ensure the development is in-keeping with nearby homes.

Easy identification of the main entrance of the dwellings by the use of canopies will add to the clarity of the development in terms of navigation. Ground floor bay windows have been included to add interest and mirror the local vernacular. Suitably coloured windows and doors will add to the quality appearance of the development.

Adequate areas for bin storage to the rear of the properties will ensure that the frontages remain uncluttered and free from obstructions.

## **3.0 Access**

This section of the statement deals with two areas of the design:

Access in terms of the external environment for vehicles, pedestrians and wheelchair users; and  
Access for wheelchair users into the dwellings.

### **3.1 Vehicular and transport links**

Access to the site for pedestrians and vehicles is available through an extensive and established set of direct and adopted footpaths and roads, which would allow residents to benefit from nearby local facilities by walking, cycling and mobility scooter or by car.

### **3.2 Inclusive access**

Parking bays are provided on firm ground and within the site. Access into the dwellings will be visible and will be provided through 900mm wide 'level' or 'ramped' approaches which will meet the requirements of Approved Document M of the Building Regulations.

## 4.0 Conclusion

This statement aims to illustrate how the proposal has been informed by the process of site assessment, consultations and design development considering the local context. The statement also aims to show how access issues have been considered, including transport links and inclusive access. Consultations have taken place with Development Control and Highways and their valuable comments have been given due consideration and generally implemented through the design process.

The robust nature of the materials will mean that the buildings will age well and harmonise with their context. This will result in a scheme that provides secure new homes in a sustainable location, close to existing facilities and amenities, which will enhance the local area.