



Proposed Residential Development on

LINCOLNSHIRE LAKES

Design and Access Statement

(Including Building for a Healthy Life Assessment)

August 2023



nineteen47
CHARTERED TOWN PLANNERS
& URBAN DESIGNERS





CONTENTS

1	Introduction	5
2	The Site	11
3	Planning Policy Context	17
4	The Design Process	23
5	Design Proposals	39
6	Summary	59







1

INTRODUCTION



2m

Drain

Drain

Drain

4m

Carisbrooke
Manor

C A R I S B R O O K E M A N O R L A N E

Track

Lindsey Lodge
(Hospice)

The Lo

2m

Drain

Site Location Plan

INTRODUCTION

This Design & Access Statement has been prepared by nineteen47 Ltd on behalf of Keepmoat Homes in support of the full application for 599 dwellings at Lincolnshire Lakes. The site forms part of Strategic Site Allocation SSA2 (Village 2) within the Lincolnshire Lakes Area Action Plan (May 2016).

The context and principle of development for this site is well established with the site benefitting from an approved Area Action Plan and Strategic Design Guide (November 2016). As such this document focuses on the design process undertaken in developing the design proposals for 599 new dwellings within the context of the masterplanning principles outlined in the Area Action Plan, and the further detail found in the Strategic Design Guide.

“

The Lincolnshire Lakes project is a strategic and transformational project. The Core Strategy and Area Action Plan have established a vision that will see 6,000 new homes built across a series of new villages in the Trent Vale.

The villages will be integrated within the unique landscape setting of the Humberhead Levels: a low-lying and flat landscape with large fields divided by ditches and dykes, where there are long and unbroken views of the horizon and sky.

Alongside delivery of the villages will be the creation of a series of Lakes, providing new ecological habitats, places of leisure and recreation. These will make for a high-quality environmental setting, becoming an attractive place to live and visit.

The aspiration for growth and development at the Lincolnshire Lakes provides many opportunities to bring about positive change and deliver 'demonstrable good' for the area as a whole, for existing and new communities.

(Lincolnshire Lakes, Strategic Design Guide 2016)

”

In order to explain the design process the document is structured as follows:

Section 1 Introduction: outlines the background to the proposals and the structure of the document.

Section 2 The Site: describes the characteristics of the site and the key technical considerations.

Section 3 Planning Policy Context: sets out the key planning policies relating to design which have informed the proposals.

Section 4 Design Process: outlines the evolution of the proposed scheme in response to local design policy and guidance and an understanding of the constraints and opportunities of the site.

Section 5 Design Proposal: includes details of the site uses, quantum of development, appearance, and landscaping.

Section 6 Summary: provides an overall conclusion and an assessment of the proposals against the principles of Building for a Healthy Life.



2m



Drain

MANOR LANE

Potential future application for retail / local centre

Proposed Lake

Play Area (LEAP)

PROPOSED DEVELOPMENT

Site Area:	24.95 hectares (61.64 acres)
Existing Land Use:	Agricultural fields
Proposed Access Arrangements:	Approved new roundabout from Burringham Road
Number of Dwellings:	599 Dwellings
Development Density:	36 dph





2

THE SITE

THE SITE

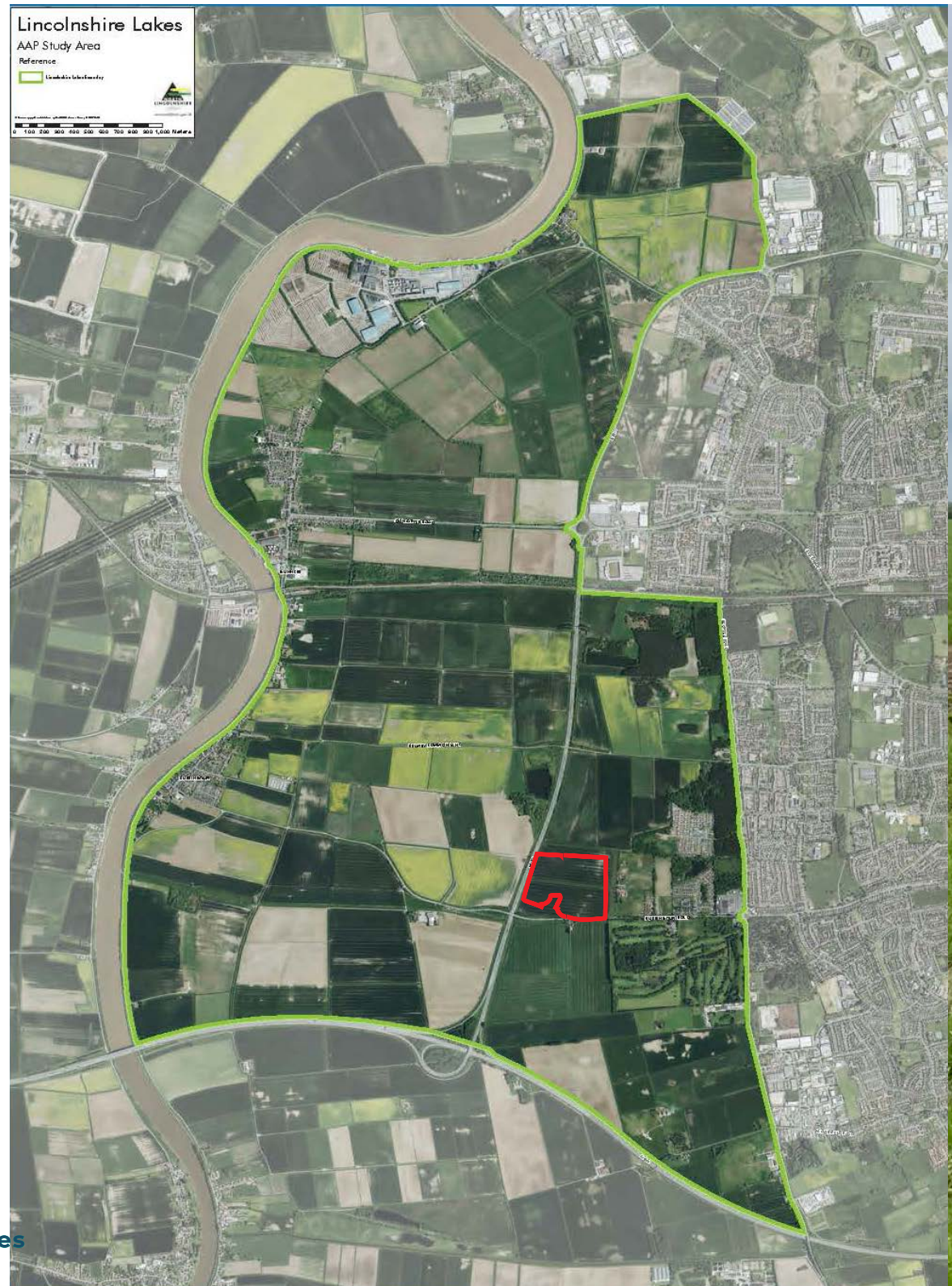
SITE CONTEXT

The site is located within the jurisdiction of North Lincolnshire Council to the western edge of Scunthorpe. Directly adjacent to the western boundary is the M181 which connects to the M180 then onto the M18. These main roads and connections demonstrate that the site is both well related to the settlement and in a highly accessible location.

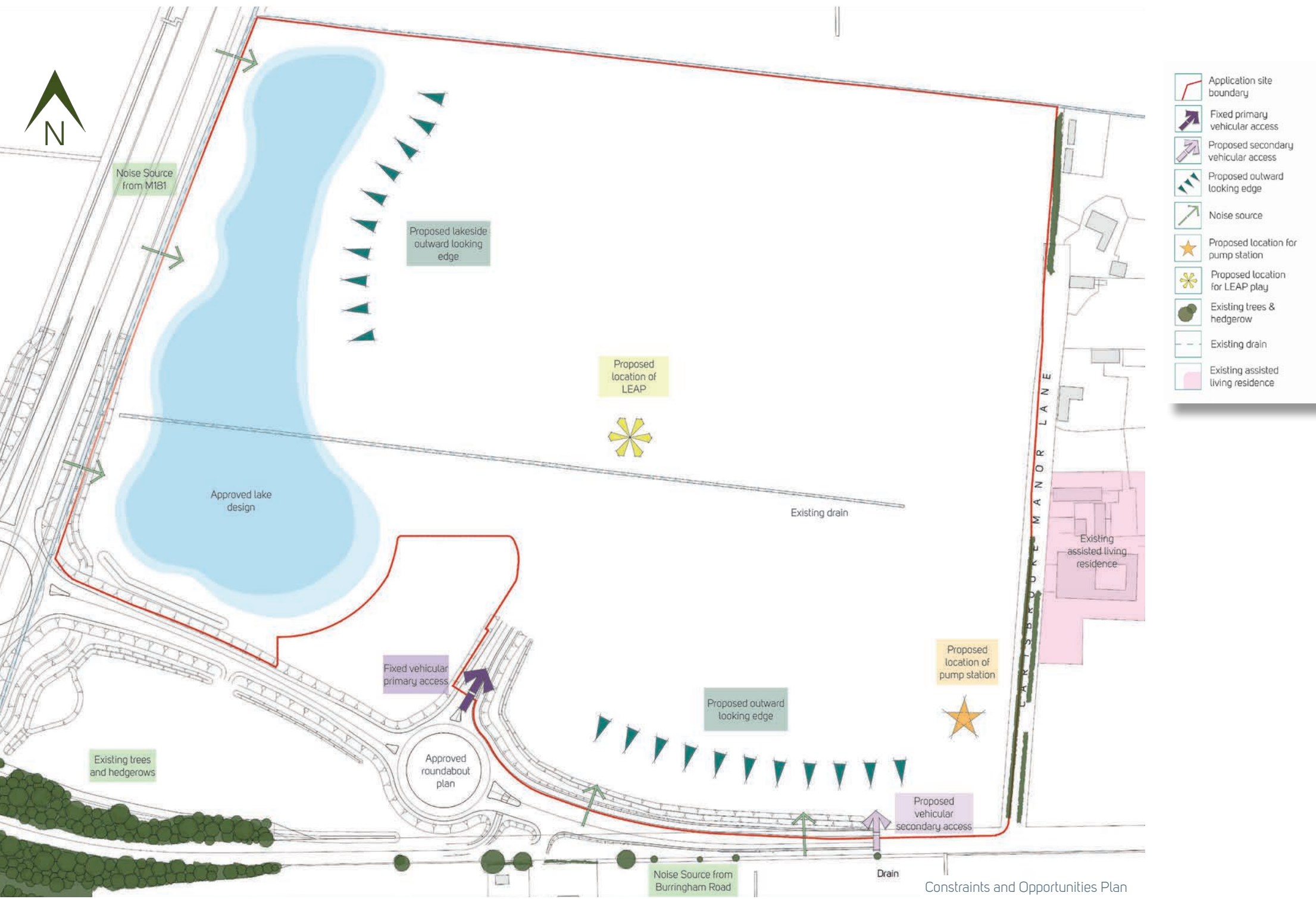
SITE DESCRIPTION

The site measures approximately 24.95 hectares and consists of two agricultural fields with an existing ditch dissecting the site in half. The topography of the site is generally flat.

In terms of the site boundaries the southern edge is enclosed by Burringham Road which will provide access via a pre-approved new roundabout. The eastern boundary of the site is enclosed by an existing hedgerow, and to the north an existing ditch. The western boundary consists of the M181. On the western boundary, a pre-approved new lake will be formed.







-  Application site boundary
-  Fixed primary vehicular access
-  Proposed secondary vehicular access
-  Proposed outward looking edge
-  Noise source
-  Proposed location for pump station
-  Proposed location for LEAP play
-  Existing trees & hedgerow
-  Existing drain
-  Existing assisted living residence

Constraints and Opportunities Plan

CONSTRAINTS AND OPPORTUNITIES

The key features of the site to be used during the development of the design concept. These are as follows: -

Constraints:

- Existing ditch running throughout the site to be retained;
- Approved new lake to the west of the site.
- Potential noise source from Burringham Road to the south and M181 to the west requires mitigation;
- Fixed access from approved new roundabout connecting the site to Burringham Road;
- Two points of access to be provided to the north to integrate future phases of the development;
- Existing assisted living residence to the east of the site;

Opportunities:

- Existing hedgerows and trees all on the sites edge, allowing for maximum retention;
- The new lake will create an attractive aspect for new properties;
- Outward facing development overlooking Burringham Road;
- A play area can be accommodated on site;
- Informal walking opportunities in the open spaces and around the site boundary;



“The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve.”
(National Design Guide)





3

PLANNING POLICY CONTEXT

NATIONAL PLANNING POLICY

A full consideration of the planning policy context is set out in the Planning Statement – a summary with regard to design development and proposals is provided in this section.

The National Planning Policy Framework 2021 (NPPF) outlines the Government’s planning policies for England. The ‘presumption in favour of sustainable development’ is at the heart of the document.

“The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve.
(National Design Guide)”

Section 12 of the NPPF specifically addresses the matter of good design. It corroborates the principle that good design and good planning are indivisible and, taken together, are a key component of achieving sustainable development.

Paragraph 119 of the Framework states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Paragraph 126 details that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 130 states that planning policies and decisions should aim to ensure that developments: -

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and,

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and

g) where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Paragraph 131 states that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.

This DAS demonstrates how each of the objectives and design principles within the NPPF have been incorporated within the proposed scheme.



PLANNING PRACTICE GUIDANCE

Planning Practice Guidance (PPG) was launched on the 6th March 2014 and provides guidance on Design and Access Statements; it states that they must:

- Explain the design principles and concepts that have been applied to the proposed development; and
- Demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account.

BUILDING FOR A HEALTHY LIFE

The original 12-point structure and underlying principles within Building for Life 12 are at the heart of BHL. The new name reflects changes in legislation as well as refinements which have been made to the 12 considerations in response to good practice and user feedback.

An assessment of the proposals against the twelve questions is provided at the end of this document, by way of summary.



Building for a Healthy Life

NATIONAL DESIGN GUIDE

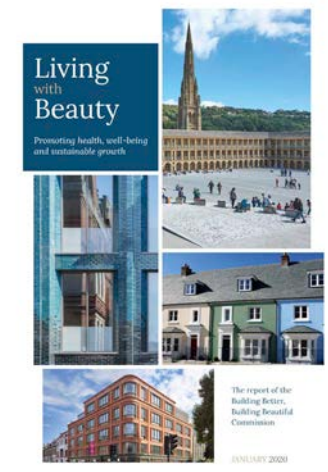
The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools. The ten characteristics are: -

1. Context – enhances the surroundings.
2. Identity – attractive and distinctive.
3. Built form – a coherent pattern of development.
4. Movement – accessible and easy to move around.
5. Nature – enhanced and optimised.
6. Public spaces – safe, social, and inclusive.
7. Uses – mixed and integrated.
8. Homes and buildings – functional, healthy, and sustainable.
9. Resources – efficient and resilient.
10. Lifespan – made to last.

LIVING WITH BEAUTY

The Building Better, Building Beautiful Commission is an independent body set up to advise government on how to promote and increase the use of high-quality design for new build homes and neighbourhoods. In its final report, 'Living with beauty', the Commission has set out its recommendations to government proposing: -

“ a new development and planning framework, which will ask for Beauty; refuse ugliness; and promote Stewardship. ”



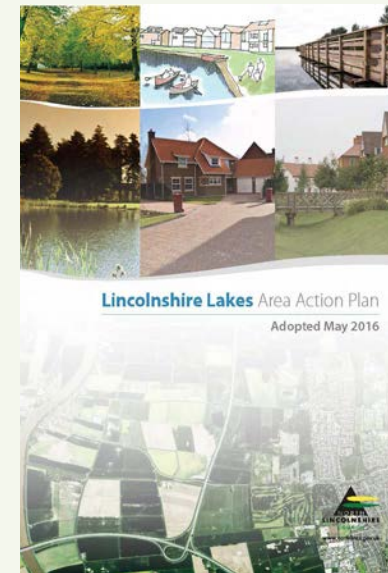
Living with Beauty

LOCAL PLANNING POLICY

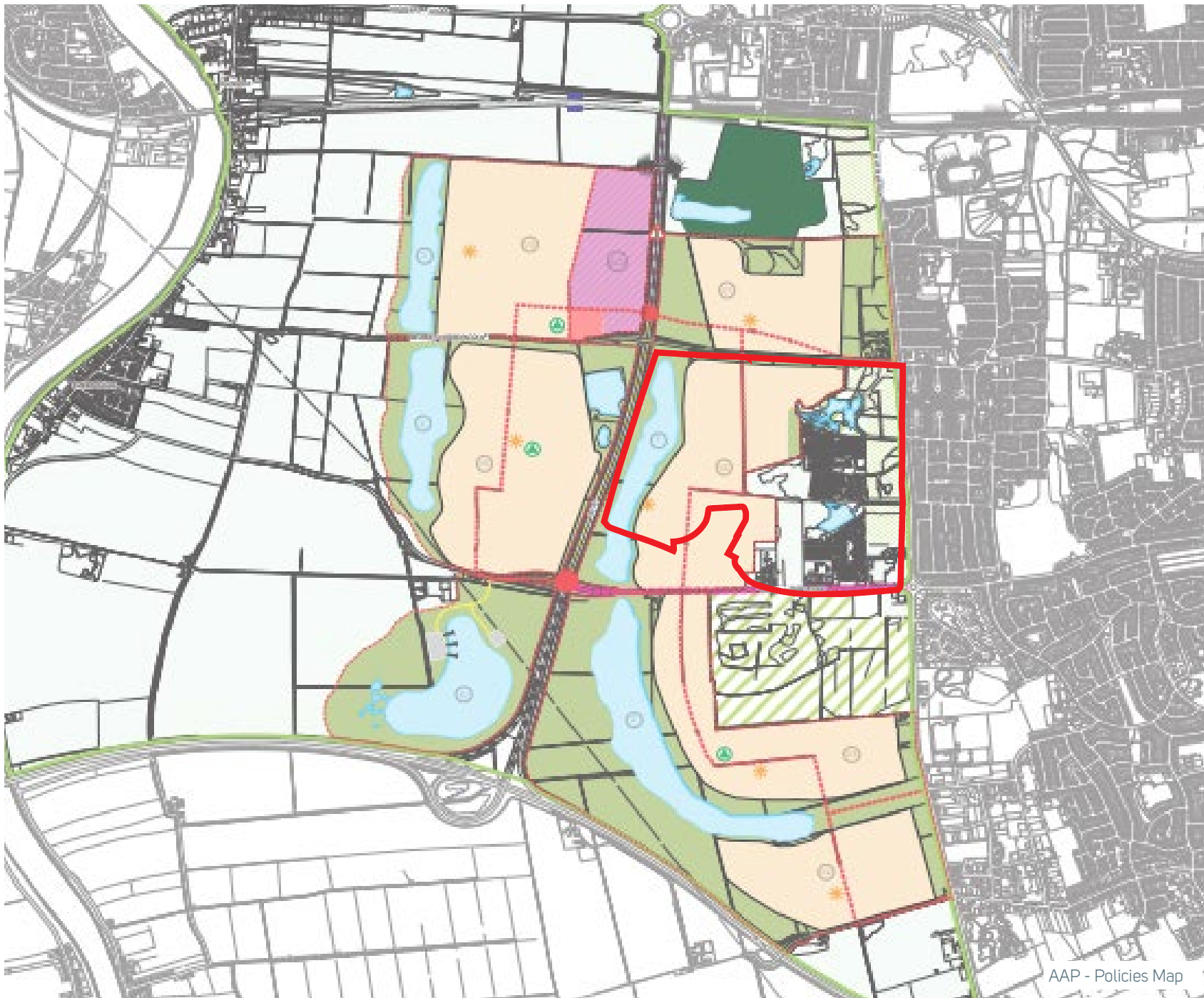
The LPA is in the process of preparing a new local plan, however the plan is at a relatively early stage of preparation and the policies within it will only gain weight as the process progresses. At the present time, the development plan comprises the Local Plan (NLLP, 2003), Core Strategy (2011), Housing and Employment Land Allocations DPD (2016), Lincolnshire Lakes Area Action Plan (AAP, 2016) and additional guidance contained in Supplementary Planning Documents (SPD).

In terms of the policies relating to design, within the Core Strategy, Policy CS5 seeks for all new development to be well designed and appropriate to their context whilst contributing to a sense of place. The LPA encourages contemporary design, provided it is appropriate to its location. Given the development is part of an urban extension there is a unique opportunity to provide high-quality, modern development which outlines a strong identity for the Lincolnshire Lakes development.

The site forms part of Strategic Site Allocation SSA2 (Village 2) in the Lincolnshire Lakes Area Action Plan (the 'AAP') which includes a series of broad framework plans establishing development opportunity areas, primary land uses, route network, the location of open spaces and facilities. The Strategic Design Guide further develops the AAP and establishes a series of framework layers and guidance to influence the scale and form of new development. These two documents are considered to be the key design related policies and guidance which shape the proposed development as described in further detail in the next section of this document.



Lincolnshire Lakes
Area Action Plan



AAP - Policies Map

Design Concepts

- celebrate the heritage assets
- create a primary route which visually connects Sitwell House & Swinden House
- create a focal point / heart to the scheme around Swinden House and design a layout that pushes all residents through the space
- respond to the walled garden with a 'red brick' character, respecting historic patterns.
- create an attractive, tree lined walking & cycle route through the scheme using the existing

... trees across the site with very
removal (low value), and
and extend the

deal impact apartment
to fence boundary of site
access and front the
tree-lined pedestrian
route.

new look of the
contemporary
design





4

THE DESIGN PROCESS

INFORMING THE DESIGN PROCESS

This section outlines how the understanding of the site and the local design policy and guidance have shaped the design proposals from an early stage.

“ The vision for Lincolnshire Lakes is to create an environment that will attract and retain skilled residents and investment in the sub-region and place North Lincolnshire on a new economic trajectory. The vision will create a major new sustainable waterside setting, with a strong network of linked blue and green spaces, high quality new social infrastructure, and a new commercial and leisure park, forming an urban fringe of national importance, providing a gateway entrance to the town and a focus for sustainable development.

(Lincolnshire Lakes, Strategic Design Guide 2016)

”

LOCAL DESIGN POLICY & GUIDANCE

Policy SSA2 of the Area Action Plan outlines the broad design parameters for the subject site which forms the southern portion of Village 2. It is noted that some elements of the proposals are no longer being pursued or are not currently achievable, in particular the District/Local Centre within this part of Village 2, therefore the focus has been on the design principles relating to the residential aspects of the scheme.

The Area Action Plan outlines the following requirements and principles: - Policy SSA2: Villages 1 and 2 and Lake 1 states that

“ Development within SSA2 should be designed in a way that creates an attractive and seamless transition between the urban area and new villages ”

To achieve this, proposals are required to meet the following development requirements:

DEVELOPMENT REQUIREMENTS

- Village 1 (approximately 29ha of housing development) - approximately 690 dwellings, with a Local Centre (300m² gross shopping floorspace)
- Village 2 (approximately 57ha of housing development) - approximately 1,188 dwellings, with a Local Centre (500m² gross shopping floorspace)
- Lake 1 (approximately 13ha), to be used principally for leisure and sporting activity, and to provide for surface water attenuation for the two villages

MASTERPLANNING PRINCIPLES

- Higher density housing should be located in the centre of the village and within the surroundings of the Local Centre, with lower densities allowed towards the village fringe
- Dwellings next to the lakes should be designed so that they front the waterside providing an exciting interface and a high quality housing environment for North Lincolnshire
- Buildings and plots should be suitably spaced so that fingers of green infrastructure and SuDs features can permeate the built form
- Strategic Green Infrastructure is required to maintain clear separation distances between the new villages and existing development
- Landscaping buffers should be created to the northern, eastern and western fringe of the allocation”
- Biodiversity enhancement, such as bat lofts, in the built environment should be concentrated near areas of woodland and wetland
- Strategic Green Linkages should bisect both villages at the locations set out on the Illustrative Site Diagram
- Primary Gateways should be created along the Primary Route
- Local Centres must be designed to function as Focal Points with appropriate establishments included to fulfil this role
- A Pedestrian, Cycleway and Bridleway Network is required as set out in the Illustrative Site Diagram
- Public Art should be included as part of the design solutions at key strategic locations, Primary Routes, Primary Gateways, and Focal Points.



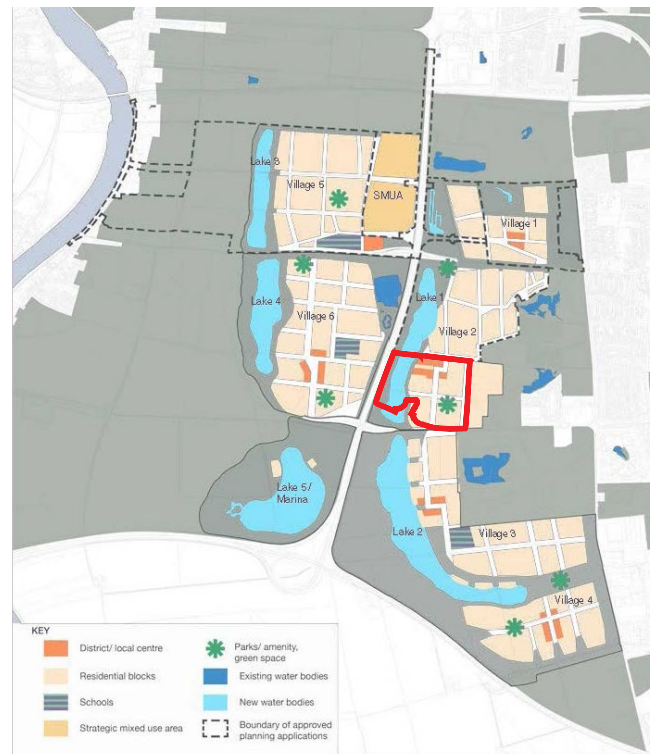
Lincolnshire Lakes
Strategic Design Guide

The previous principles were the starting point for the development of a design concept. The Strategic Design Guide Part A includes a series of framework plans which have also been considered, as set out in the forthcoming pages. These cover 4 key areas: -

- Masterplan
- Access & Movement
- Green Infrastructure
- Place

MASTERPLAN

The Masterplan Framework Plan identifies residential blocks with the provision of two key north-south routes and a central green space.



Lincolnshire Lakes Masterplan Framework

ACCESS AND MOVEMENT

The Movement Framework identifies the improvements to Burringham Road which meets the southern boundary of the site with the proposals differing slightly from this plan and the primary access point being a new roundabout, with a second access also proposed further east. The plan illustrates the principle of primary spine route moving through the western half of the site. In addition, it identifies green streets running east to west between the lake and the eastern edge of the site.



Lincolnshire Lakes Movement Framework

GREEN INFRASTRUCTURE

The Blue and Green Infrastructure Framework identifies Lake 1 on the western boundary of the site with a green corridor and existing drain running east-west and the central green space proposed. An additional north to south green corridor is also proposed which sites on the subject site boundary



Lincolnshire Lakes Green and Blue Infrastructure Framework

PLACE

The Village Design Framework Plan highlights the aforementioned green infrastructure links as well as the District/Local Centre which will not come forward in this phase. The plan sets out indicative densities for the site which illustrate a general pattern of higher densities to the centre of the site with the density reducing to the site periphery.

Further layers of detail are provided in Part B of the Strategic Design Guide with the key elements summarized in the forthcoming pages.



Lincolnshire Lakes Village Design Framework



Local centre square	Trees	Medium density	Existing routes
Drainage	Open spaces	Medium - low density	New primary routes
Important green spaces	Countryside	Lower density	New pedestrian routes
Important landmark / gateway buildings	Existing waterbodies	Major parking area for lake	Local green links
Key frontages for character	New lakes	School site and building	Lakeside recreational routes
Important frontages in edge locations	High density		

VILLAGE 2 KEY DESIGN PRINCIPLES

The adjacent plan provides key design principles for village 2, with the area covered by the subject site identified. The principles are listed below with those considered to be current and relevant to this proposal highlighted in bold text.

1. Waterfront local centre.
2. Waterfront pavilion type buildings for leisure use and triathlon activities.
3. Formal edge to park providing a connection to the waterfront and with key building at gateway entrance to the village.
4. Drainage ditches incorporated within and comprise a key feature of green finger between villages 1 and 2.
5. Looser, informal development frontage and arrangement at village edge.
6. Green finger providing separation between village 1 and 2.
7. Development arranged so it backs onto surrounding area, creating well fronted residential streets within the village.
8. Small, local green space, fronted by residential development, and with residential streets extending north and south from this.

9. Larger, formal square, well overlooked by residential development creating a strong frontage on all sides.

10. Street and green space provides pedestrian and cycle link to Burringham Road and across to village 3.

11. Green buffer to Burringham Road, which also acts as a form of separation between villages 2 and 3.

12. Landscaped green space around new road junction and at entrance to the village from Burringham Road. This provides scope for provision of segregated pedestrian and cycle links between the villages and a wider recreational circuit around all lakes.

13. New Burringham Road junction.

14. Existing bridge retained for local traffic, pedestrian and cycle movement.

15. Location for possible car park associated with triathlon activities. Safe pedestrian routes and crossings will need to be provided between the car park and Lake 1.

16. Green finger alongside drainage ditch running through the village and connecting green squares within this.

17. Key building on primary route network encloses views along the local centre.

18. Existing drainage ditch realigned through the village allows for construction of Lake. This provides a secondary green route north south through the village.

VILLAGE 2 DESIGN PRINCIPLES - INFORMING THE DESIGN PROPOSALS

Based upon the above principles it was clear that the design concept should: -

- incorporate new and existing drainage ditches, with parallel 'green fingers'
- create looser, informal edges to the scheme
- propose a larger central square with strong built frontages
- provide north-south green corridors through to Burringham Road
- form a green buffer to Burringham Road
- ensure green space around the new junction
- create drainage ditches in a north-south direction through the site

In addition to the above specific guidance is proposed in relation to three green spaces associated with the site which are: -

- GS1 – running along the northern boundary and only partially delivered by the subject site
- GS2 – an east-west corridor running through the heart of the site
- GS3 – the aforementioned larger central square/ green within the development.



	GREEN SPACE 1 (GS 1)	GREEN SPACE 2 (GS 2)	GREEN SPACE 3 (GS 3)
TYPE	<ul style="list-style-type: none"> Natural & semi-natural greenspace 	<ul style="list-style-type: none"> Natural & semi-natural greenspace 	<ul style="list-style-type: none"> Parks and gardens Children and young people
PURPOSE (ROLE AND FUNCTION)	<ul style="list-style-type: none"> Linear space linking wider area to Lake 1 Visual link to lake Frontage onto Lake 1 and separating element between village 1 and 2 Recreational space Supporting biodiversity 	<ul style="list-style-type: none"> Linear space linking Village 2 to Lake 1 Visual link to lake Frontage onto Lake 1 and unifying element for village 2 Recreational route 	<ul style="list-style-type: none"> Formal green space (approx. dims. 70mx 70m) serving central part of village 2 Recreational space for play and focus of wider community Visual connection with wider neighbourhood
KEY CHARACTERISTICS	<ul style="list-style-type: none"> Drainage ditch following a series of more naturalistic meanders Footpath/cycle route following edge of ditch Occasional footpaths linking village 1 & 2 and bridging ditch Vehicular presence to outer edges of space Informally arranged 'naturalistic' tree planting using species associated with 'water'. Trees planted in groups to provide enclosure and to create a sequence of spaces. Occasional 'feature' tree. Accommodate acid grassland in greenspace 	<ul style="list-style-type: none"> Straight/linear drainage ditch Footpath/cycle route following northern side of ditch Vehicular route following southern side of ditch Formally arranged tree planting using species. Planted in 'avenues' to emphasise linearity of ditch. Occasional 'feature' tree near to bridges over the ditch 	<ul style="list-style-type: none"> Intersected by ditch network Ditches become swales inside footprint of greenspace Public art features or landmark reflecting local character Formal, informal play areas and seating spaces Space to accommodate community events and recreation Some formal hedge planting boundary to edge of space to provide some enclosure Formally arranged tree planting, planted in 'avenues' to help articulate and enhance the footpath system. More 'naturalistic' planting near to swales Vehicular presence to outer edges of space, i.e.. streets to the perimeter Residential properties fronting street to perimeter and overlooking green space

GREEN SPACES - INFORMING THE DESIGN PROPOSAL

Based upon the above aspirations for the green spaces it was clear that the design concept should: -

- ensure an offset to the northern boundary to create the east-west corridor (GS1) leading to the lake including footpath/cycle routes;
- create an additional 'east-west' green corridor through the heart of the site with a linear ditch running through it, formal tree planting and a footpath/cycle route establishing visual links with the lake.
- provide a central green space (GS3) with a formal character, recreational function which is visually connected with the surrounding streets. This feature should have the following characteristics: -
 - drainage ditches running through the space;
 - public art features
 - play areas and seating
 - sufficient size to accommodate community events
 - formally arranged tree planting
 - vehicular presence minimised and kept to the periphery
 - strong frontages provided by houses around the perimeter, providing natural surveillance.

GENERAL DESIGN GUIDANCE

In addition to the specific design principles for Village 2, Part B of the Strategic Design Guide also provides general design guidance on good urban design principles in relation to street typologies, development form (such as height, density, building orientation) green spaces and car parking all of which is consistent with the National Design Guide and Building for a Healthy Life 12 and so are not repeated here. These fundamental design principles have been used to shape the design proposals.





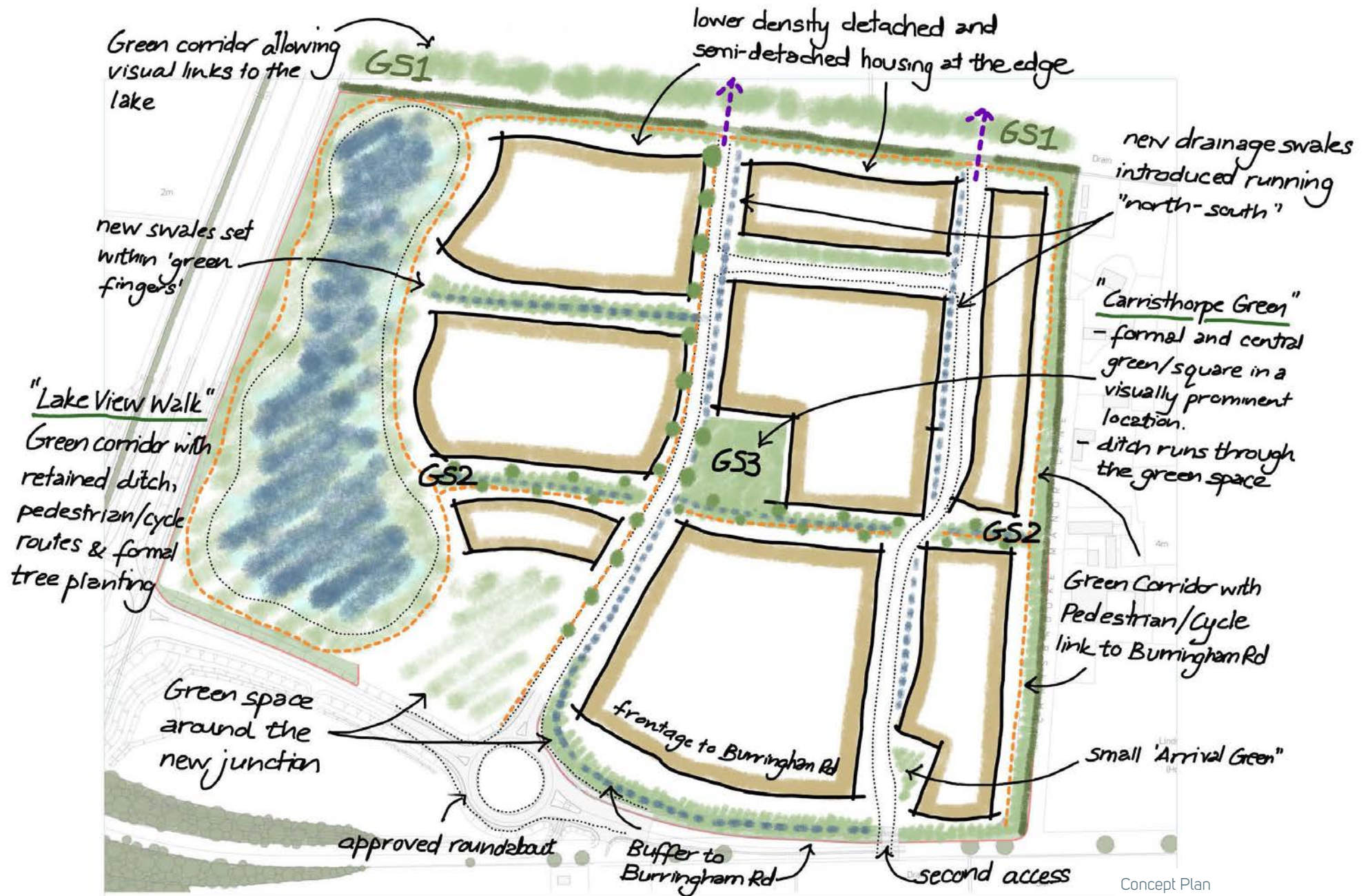
DEVELOPING A CONCEPT

Based on the identified constraints and opportunities and the framework plans and design guidance found within the Strategic Design Guide an initial concept plan was prepared which established the fundamental principles which should underpin the development of a masterplan for the site. These principles are summarised as follows: -

- A primary street extending from the proposed new roundabout with a parallel swale and street trees running through the western part of the site towards Village 1.
- A second route, forming a loop extending from the additional vehicular access point with the similar character, emphasising its place in the street hierarchy.
- Both the above routes include new swales in green space to create north-south drainage corridors. They also serve to separate pedestrians/ cyclists from the carriageway.
- A central green space (GS3) with the characteristics specified within the Strategic Design Guide (SDG)
- An 'east-west' corridor between the lake and the eastern boundary as outlined within the SDG (GS2)

- A northern boundary which facilitates the delivery of an additional east-west corridor (GS1) as outlined in the SDG.
- An outward facing edge to the east, creating a green corridor for pedestrians parallel to Carrisbrooke Manor Lane which although part of the wider masterplan constitutes the boundary of the subject site. The proposed arrangement facilitates the enclosure of this corridor with active frontages in the future.
- A green buffer to Burringham Road is already designed in conjunction with the new roundabout, setting development back from the road.
- A soft, outward facing edge to the lack is proposed. It is anticipated that this will comprise semi-detached and detached forms and extend round to the northern edge as well.





CONSULTATION WITH LOCAL COMMUNITY

The Proposed Development was the subject of pre-application discussions with the LPA and a community engagement exercise. These are summarised in the Statement of Community Involvement submitted in support of the Application. Below are some of the key points;

- Highways would like to see good pedestrian/cycle connectivity through the site to encourage walking and cycling.
- Reduce use of rear parking courts.
- The main route will need to allow for public transport and include bus stops.
- The proposal will need to demonstrate that the t-junction to the east of the roundabout can be achieved, a right turn holding lane might be required.
- Connections to the north of the site need to be shown (and allow for public transport) to provide future linkages to the north. Highways would expect the adopted highway to extend to the extent of the site boundary.
- Details on source control measures were requested and was confirmed that there were to be a number of source control SuDS features including a network of swales & rain gardens. Levels of treatment in the water course are also to be introduced. It is essential that is provided to avoid pollution issues in the lake.

PRE-APPLICATION ADVICE

It is noted that prior to nineteen47's involvement in the design of the site that discussions had been held with the council over a different scheme, the findings of which have influenced the proposals from the outset. These principles are summarised in the Statement of Community Involvement submitted as part of this application.

THE MASTERPLAN

An initial masterplan was prepared, based on the initial concept sketch to develop the detail of the scheme in terms of creating a hierarchy of streets, a series of perimeter blocks and defining the key green spaces within the scheme. This is illustrated on the adjacent plan. This plan formed the basis for the creation of a detailed layout which was underpinned by a sound understanding of the provisions of the Area Action Plan and Strategic Design Guide, where relevant. The next section describes the final scheme in more detail.



- Application site boundary
- Existing (retained) trees & hedgerow
- Indicative proposed planting
- Open space
- Indicative surface water attenuation basin
- Proposed pedestrian/cycle link
- Proposed primary vehicular access
- Proposed secondary vehicular access
- Potential for equipped play/LEAP
- Indicative extent of residential area
- Potential locations of landmark buildings

2m







5









THE DESIGN
PROPOSALS



2m

Drain



-  Application site boundary
-  Existing (retained) trees & hedgerow
-  Proposed planting *see landscape masterplan for further details
-  Open space
-  Indicative surface water attenuation basin
-  Proposed pedestrian/cycle link
-  Potential for equipped play/LEAP
-  Proposed buildings

MANOR LANE

Potential future application for retail / local centre

Proposed Lake

Drain

3m

USE AND AMOUNT

RESIDENTIAL USE

The proposed development will deliver 599 dwellings at an average density of 36 dph throughout the site. The dwellings will range from smaller 2 and 3 bedroom properties to larger 3 and 4 bedroom family homes with a mixture of detached, semi-detached, terraced properties, and bungalows. The proposed mix of housing has been developed by Keepmoat Homes in response to their understanding of current market demands, which in this area is geared towards smaller properties. The mix is summarised on the adjacent table.

Bedroom	Mix Percentage
2 Bedrooms	30%
3 Bedrooms	50%
4 Bedrooms	20%
Total	599 Dwellings

OPEN SPACE

A strong network of green and blue infrastructure is provided throughout the site. With an overall open space requirement across the original outline site (including land on the other side of the motorway) being 2.5 hectares, the site contributes towards this using a combination of the Central Green, Green Corridor, Swales, the Lake, and the Lakeside.



Green Infrastructure Plan



Connection to Future Phases

Carisbrooke Green

Lake View Walk

The Primary Loop

Arrival Green

Frontage to Burringham Road

Lakeside Edge

LAYOUT

FRONTAGE TO BURRINGHAM ROAD

An outward looking frontage of detached and semi-detached dwellings is proposed along Burringham Road including 2 and 2.5 storey dwellings. At the primary access roundabout to the site, a combination of 2.5 storey buildings and a consistent building line marks one of the key gateways into Lincolnshire Lakes, set back from the road by a green buffer.

Upon entry into the site an attractive tree lined street with a parallel swale guides you into the heart of the site with a view of larger properties opening up along the western side, facing back towards the roundabout.



CARISBROOKE GREEN

A focal point to the development, Carisbrooke Green is in the heart of the site with the primary street intentionally designed to pass through this landmark space. Dwellings on three sides front onto this space in a terraced form, creating a strong frontage, a good sense of enclosure and natural surveillance onto the Green. The proposed terraces will be predominantly 2.5 and 3 storey townhouses which provide a sense of scale to this central space and a legible heart to the scheme. A proposed swale runs through the western edge of the green. Overall, a distinctive space is created for the community, which fosters social interaction and accords with the provisions set out in the Strategic Design Guide (GS3).

LAKE VIEW WALK

Dividing the site from east to west, Lake View Walk follows an existing ditch that is utilised as part of the drainage strategy for the site. This space also functions as a pedestrian route towards the lake, and also provides a visual connection through, which is important given the waterside theme of the overall development.

Lake View Walk widens between the Carisbrooke Green and the lake, recognising this key connection between two recreational areas within the site. This is reinforced by formal tree planting along this route. Overall, Lake View Walk provides connectivity between the residential dwellings, to Carisbrooke Green through to the lake.



LAKESIDE EDGE

The streets to the west of the site take advantage of the newly proposed lake. Predominantly detached dwellings face onto the lakeside, creating a lower density edge, capitalising on the views and providing an active frontage to the pedestrian links around the perimeter of the lake.

The tree lined frontages and narrow private lanes proposed on this edge ensure the dwellings blend into the open space on the lakeside edge.



THE PRIMARY LOOP - INTEGRATING BLUE / GREEN INFRASTRUCTURE

The Primary Street typology running through the site forms an internal loop, as well as providing two connection points to the north. This loop has been specifically designed to be the widest street, incorporating both blue and green infrastructure. On one side of the street, swales are proposed with minimal crossing points maximising the benefit of the newly formed swales running north to south through the site. The opposite side introduces street trees interspersed with some frontage parking in a regular pattern.

With both the swales and tree lined frontages on the Primary Street, these soften the built form, allowing for a healthier and more pedestrian friendly site.



ARRIVAL GREEN

A second access is proposed off Burringham Road in the south east corner of the site. This gateway into the scheme is defined by a small green, created by pulling the building line back, opening up the view of dwellings facing the green upon arrival into the site.












2m



Drain

-  Application site boundary
-  Perimeter block
-  Corner turning buildings
-  Green nodes
-  Green corridor
-  Key views
-  Potential location of landmark buildings

Features of the Layout Plan

Drain

3m

A GREEN EDGE

The proposed development is outward looking on all sides, ensuring good integration with the local area. As previously identified active frontages face Burringham Road to the south, and the lakeside to the west. In addition a pedestrian loop is formed which wraps around the northern boundary of the site and along the eastern boundary, parallel to the existing hedge and Carrisbrooke Manor Lane. This ensures a positive relationship is formed between the handful of existing properties, including the care home and the proposed new houses.

DESIGNING OUT CRIME

The proposed layout is designed to have a strong perimeter block structure that ensures defensible boundaries are created with interlocked gardens to the majority of plots. In addition, this structure also creates outward looking edges, creating natural surveillance to the public realm.

Where courtyard parking is proposed this has been carefully designed to ensure dwellings are looking into these spaces to provide natural surveillance. Key social spaces such as the play area are positioned at the heart of the site and enclosed by the active edges of proposed dwellings. Street lighting will also be a key feature of the public realm.

In taking the above mentioned measures the design of the scheme plays its part in the creation of a development which feels safe.

CREATING VISTAS AND TURNING CORNERS WELL

Throughout the site dual aspect houses are proposed to turn corners well. Example house types include the Newham and Farley.







In addition to the use of dual aspect dwellings on corners, buildings are carefully positioned which frame key spaces such as Carisbrooke Green and terminate views along the street. such as plots 433 and 434.





2m



-  Application site boundary
-  Proposed footpath
-  Primary bus loop route
-  Primary route
-  Secondary route
-  Tertiary route

ACCESS AND MOVEMENT

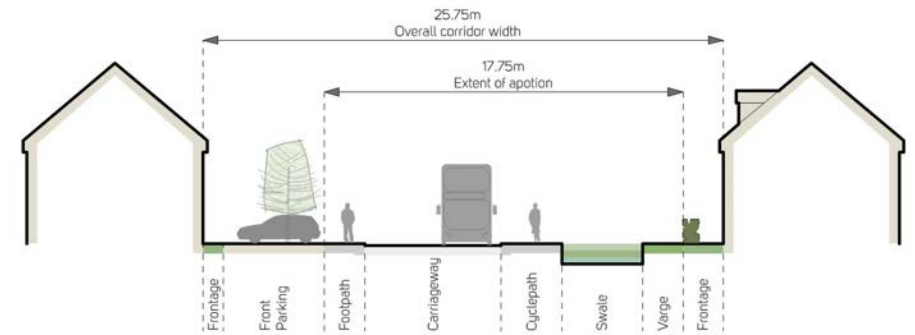
STREET HIERARCHY

Primary Street

The Primary Street runs through the heart of the site, extending from the approved roundabout, and then loops through to the proposed secondary access on Burringham Road. This primary route through the street is designed to be the widest and most distinctive street typology within the scheme, creating legibility and making it easy to find your way around.

With a 6.75m carriageway, the Primary Street can accommodate public transport. In addition on one side of the carriageway a 3m cycleway is provided with a standard 2m pedestrian footpath on the opposite side.

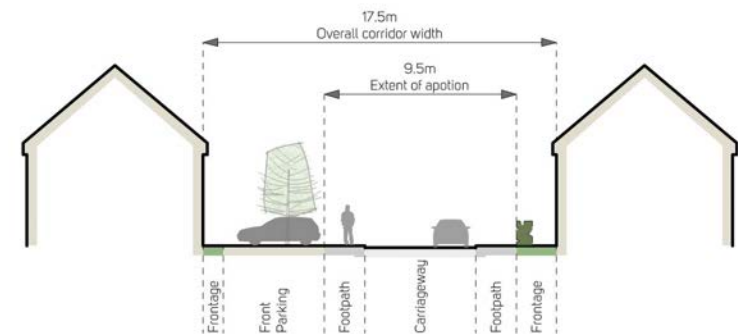
In order to separate pedestrians and cyclists from the vehicular carriageway streetside swales are proposed. By design, these swales have minimal crossing points, allowing both maximum aesthetic benefit and maximum functionality for attenuation. On the opposite side, parallel to the 2m footpath, street trees are proposed in a regular pattern to soften the appearance of the highway. With both the swales and tree-lined frontages running with the Primary Street, this creates a 25.75m wide highway, creating legibility in the street hierarchy.



Primary Street

Secondary Street

Secondary Streets extend off the Primary Street, facilitating vehicular and pedestrian movement within the residential zones. These streets use a 4.8 – 5.5m carriageway with 2m footpaths either side, reducing overall street widths to emphasise a step down in the street hierarchy.

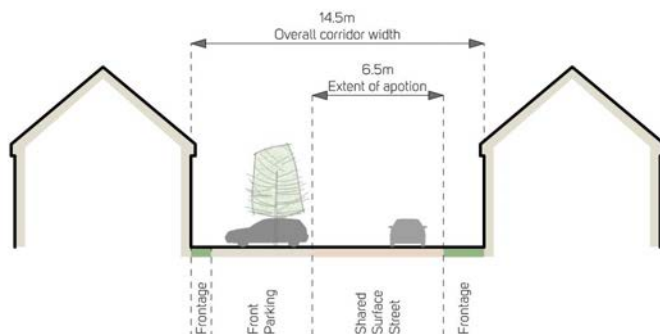


Secondary Street

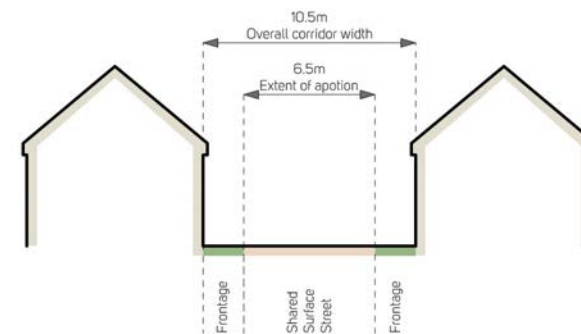
Shared Surface Street

The continuation of the street hierarchy follows with the Shared Surface Streets. With an overall width of 6.5m for both pedestrian and vehicular movement, the Shared Surface Streets use a 5.5m carriageway with 0.5m hard margin either side.

These streets have been positioned in areas that would have lower levels of vehicular movement, providing a safer space for pedestrian activity.



Shared Surface Street - 01



Shared Surface Street - 02

Privates Drives and Courtyards

The lowest order within the street hierarchy, Private Drives and Courtyards are used to serve a small number of dwellings. These are typically located on the outer edges of development parcels, where minimising hard surfaces helps create a softer edge. Depending on the purpose served, these areas are either 4.5m wide when serving side parked dwellings, or 6m wide if front parked.



PUBLIC TRANSPORT

To improve wider connectivity to the local area, a bus loop is being proposed within the site. The Primary Street has been designed to accommodate the use for buses, allowing the residents of the site to easily access public transport and to commute sustainably to the wider area should a bus service run through the site in the future.

ACCESS

The primary access to the site will be via a new roundabout. This is part of a full planning permission for highway works that is to deliver a new terminating junction to the M181 motorway comprising a new at-grade roundabout to access the B1450 Burringham Road from the M181, new B1450 side roads and realignment of the existing B1450, two new additional roundabouts on the realigned B1450, drainage ponds and outfalls, landscaping and associated re-profiling and ancillary works.

A secondary access is proposed via Burringham Road to create an internal bus loop within the site.

PARKING

A variety of parking typologies are proposed throughout the site to ensure balanced street-scenes are created where the appearance of parked cars does not dominate. Garages are pushed to the back of the plot to provide room for parking on driveways.

Where front parking is used, this has typically been set as a 50/50 split between front parking and side parking. By doing this, this creates the opportunity to allow for landscaping thereby not dominating the streetscapes with parked cars.

PEDESTRIAN AND CYCLE ROUTES

A network of pedestrian and cycle routes are proposed through the site. This is to include a cycleway that is connected to the Primary Street, a pedestrian link that runs through Lake View Walk east to west, then two looped pedestrian routes that go round the outside of the site and the lake.

This connectivity is used to maximise sustainable movement within the site and promote healthy living, and where these links cross streets, traffic calming measures have been used to ensure safety whilst navigating through the site.



SCALE

BUILDING HEIGHTS AND MASSING

Throughout the site a variety of building heights from 1 storey up to 3 storeys are used to help create legibility in focal areas. 2 storey building heights predominantly cover the site, with 3 storey development only proposed to define the heart of the site and 2.5 storey buildings uses predominantly to define key vistas and frontages.

To the east of the site are several 1 storey dwellings that have been positioned close to the adjacent assisted living residents.

BUILDING TYPES

A variety of house types are proposed within the site, ranging from detached to semi-detached, terraced and bungalows.





LANDSCAPING

HARD LANDSCAPING

To define differed use/ownership areas and to assist with traffic calming, a variety of surfaces will be used throughout the site. Surface materials are necessary to complement the architectural approach and be visually attractive and durable.

Blocked paving is envisaged to be used throughout the highways as both shared surfaced streets and traffic calming measures. This will create a hierarchy that would enhance pedestrian movement all through the site.

SOFT LANDSCAPING AND BOUNDARY TREATMENTS

Development plots and ownerships will be defined by a variety of boundary treatments. Treatments between plots are to include, screen walls, timber bollards, and brick walls on exposed corners. In addition softer landscaping such as hedges and low-level planting will be used to individual plots, with trees on larger frontages defining the space between roads/private drives and residential dwellings.

SUFACE WATER DRAINAGE

In addition to the already approved lake to the west, several swales will intersect throughout the site providing surface water attenuation. The proposed swales will run parallel to the Primary Streets as well as east to west.





APPEARANCE

Keepmoat are proposing to build a range of house types throughout the site that will provide a varied range of 2, 3, and 4 bedroom dwellings. This will include a mix of terraced, semi-detached and detached properties as well as bungalows which will provide variation in the streetscene due to changes in height, width and roofscape.

The proposed dwellings will have a traditional appearance, with a contemporary edge provided by the window styles, entrance canopies etc. The proposed development will be predominantly red brick with grey roof tiles. Buff brick is used to provide contrast and to emphasis key buildings which turn the corner and/or terminate vistas. In addition render is used to define Carrisbrooke Green which is the focal point of the development. A distinctive red roof tile is used in this area as well to provide distinction and legibility.

The specific brick types cannot be specified at the current time but the adjacent Materials Plan provides an overview of the strategy.



Farley (Buff Brick)



Newham (Render)



Thirlmere (Red Brick)



SUSTAINABILITY

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development and that Local Authorities should apply a presumption in favour of sustainable development.

ELECTRIC VEHICLE CHARGING POINTS (EVCP)

Parking and driveways have been designed to allow space for EVCP's on every dwelling, ensuring that each property is able to make the switch to Electric Vehicles.

SOLAR PANELS

The shape and orientation of the site allows for homes to be delivered that incorporate passive solar design techniques, such as PV panels, that minimise the need for energy drawn from the local grid and promote renewable energy use.





6

SUMMARY

SUMMARY

Building for a Healthy Life - Assessment

Building for a Healthy Life is the latest edition of - and new name for - Building for Life 12.

Building for a Healthy Life (BHL) updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of BHL. The new name reflects changes in legislation as well as refinements which have been made to the 12 considerations in response to good practice and user feedback.

The following assessment of the proposals set out the comprehensive design process which has been undertaken in formulating the proposed development, which could deliver a National Forest inspired housing development where people want to live.

On design grounds we believe the application accords with policy requirements. The BBHL questions are an accepted measure of good quality design and have been used below to summarise the qualities of the development.



1. Natural Connections

“Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.”

The site is part of a much wider masterplan for Lincolnshire Lakes and has been designed to ensure integration with future phases to the north through the delivery of two connection points and an outward looking edge set behind a green corridor.

Internal to the site, pedestrian and cycle routes link the residential zones to the open space. The cycle routes follow the Primary Street which runs directly through Carisbrooke Green and Lake View Walk which are well positioned in the heart of the site. In addition a network of pedestrian links are proposed including loops round the outside of the site, and through the centre via Lake View Walk. These links allow for safe integrated movement within the site, and easy commuting to public transport to the wider area.

The outward looking edge along the eastern boundary of the site ensures the careful integration with the only properties with a direct relationship to the site. In addition, the site has maximised the benefit of the proposed lake, by creating a lakeside edge.

2. Walking, cycling and public transport

“Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.”

The site forms part of a wider masterplan which aims to provide a wide variety of additional social, leisure and recreational opportunities during later phases of the development all of which will be designed to be a convenience walk or cycle journey. With the site, Carisbrooke Green, Lake View Walk, and Lakeside spaces create focal points for people to meet, socialise and take part in recreational / leisure activities outdoors, helping to improve public health by encouraging physical activity.

3. Facilities and services

“Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.”

With the introduction of a new bus loop within the site, this will encourage residents to use sustainable travel to facilities within three miles of the site. Well-connected foot and cycle links within the site merge onto Burringham Road and will extend into future phases of the development, promoting residents to take healthier steps towards non-motorised travel. By doing this, it will help improve public health and air quality, whilst also reducing local congestion and carbon emissions.

4. Meeting local housing requirements

“A range of homes that meet local community needs.”

A mix of 2, 3 and 4 bedroom properties make up the 599 total dwellings providing a range of dwelling sizes. The proposed mix also offers a range of dwelling types including bungalows, terraced, semi-detached and detached, which are then split into 1, 2, 2.5, and 3 storey dwellings.

5. Making the most of whats there

“Understand and respond.”

The layout has been informed by information gathered by the project team across visits to the site as well as an understanding of the existing permissions and the Area Action Plan to create Lincolnshire Lake.

Through understanding of the above, the water inspired vision for the site has informed the drainage strategy, incorporating the existing ditch within the site, whilst additional swales have been introduced to expand the water-based of the development in addition to, the approved lake.

6. A memorable character

“Create places that are memorable.”

Focal points throughout the site create memorable places for residents to meet, socialise and navigate. Carisbrooke Greenserves as the heart to the site by virtue of its shape, scale and massing, providing a central point for residents to congregate.

Carefully considered building materials and the use of boundary treatment help define character areas and separations between the private and public realm. A combination of this, the focal areas, and street typologies all go towards creating a legible, memorable place.

7. Well defined streets and spaces

“Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal façades of buildings face streets and public spaces.”

The layout sets out a strong framework of connected and well overlooked streets and spaces as described and illustrated in the street hierarchy section of this document. A clear order of streets is created, with a wider primary route and narrower lower order street. Perimeter blocks are used with a clearly defined public fronts and private backs, creating active frontages. Overlooking Carisbrooke Green, taller 2.5 – 3 storey semi-detached and terraced dwellings enclose this key focal space.

8. Easy to find your way around

“Use legible features to help people find their way around a place.”

Placemaking through street hierarchy, focal points, and building positioning, all create legibility within the site, allowing users to create a mental map of the place. The wide swale and tree lined Primary Streets defines this as the top of the street hierarchy, With other street typologies reflective of being more lightly trafficked as the hierarchy steps down to the lower order streets.

As you navigate towards the heart of the scheme, Carisbrooke Green becomes the key focal point, whilst Lake View Walk divides the north and south sides by running east to west.

9. Healthy Streets

“Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.”

The street network has been designed to reduce speeds using a variety of traffic calming measures. These include, the use of bends, staggered junctions, shared surface streets, and pedestrian crossings.

Landscape features such as street trees, hedges, and swales, have been used to provide visual interest as well having sustainable practical uses.

10. Cycle and car parking

“Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.”

Car parking provision is provided using several different solutions, ensuring that the scheme does not overly rely on any one specific car parking typology and that car parking is integrated into the street scene. Where frontage parking is used space is retained for landscaping, with runs of parking limited to 4 spaces before some planting can occur, and at a 50:50 ratio along the private streets. In addition in areas of side parking, garages are pushed back to provide room for parking on driveways.

Following the Primary Street, a cycleway flows from the primary to the secondary access points, whilst pedestrian routes divide and loop through the green corridors and edges that run through the site. These routes interconnect areas of incidental open space, encouraging residents to engage in physical activity which would then improve on public health, air quality, and local congestions.

11. Green and blue infrastructure

“Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.

The site has been designed to maximise the use of blue infrastructure in the means of swales and existing ditches. Where possible, streetside swales have been introduced to the site to help with the attenuation of surface water. These swales and the existing ditches on site all flow towards the approved lake to the west.

In addition to the blue infrastructure and the proposed green spaces such as Carisbrooke Green, Lake View Walk, and Lakeside, these features offer numerous landscape and biodiversity opportunities which would all play in achieving a biodiversity net gain.

12. Back of pavement, front of home

Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

This Design and Access Statement demonstrates how the use of several different materials have been used to form clear boundaries, separating the private and public realm within the development. These include the use of hedges, low level planting, screen walls, timber bollards, and brick walls on exposed corners. Front doors address streets across the layout, providing activity at street level. Waste storage can be conveniently moved from storage points in rear gardens to the street for collection, reducing the likelihood that residents will chose to leave bins on their frontages all week.

