



LARKFLEET  
GROUP

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# Lincoln Road, Glington

## DESIGN & ACCESS STATEMENT

August 2024





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## Introduction

This Design and Access Statement (DAS) has been prepared by FPCR Environment & Design on behalf of Larkfleet Group to support their outline planning application for proposed residential development on land at Lincoln Road, Glington.

The proposed development will provide up to 95 dwellings, with access from Lincoln Road, public open space, sustainable drainage and landscaping. Access will be in detail with all other matters reserved.

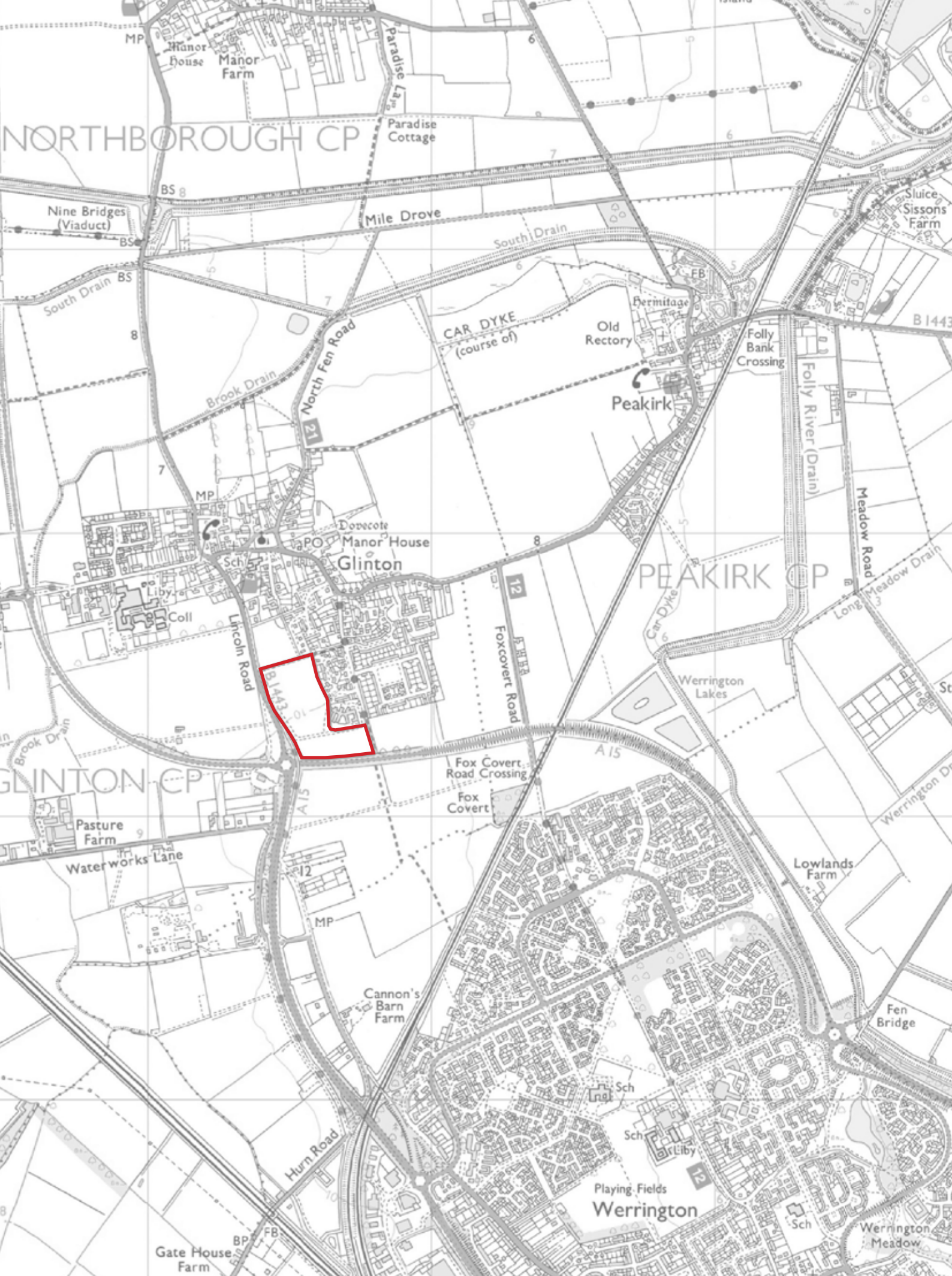
### Site Location

Glington is a parish and village located within Peterborough City Council in northern Cambridgeshire.

The application site is located on the southern edge of the village. It covers an area of 7.33 hectares, comprising two fields currently in agricultural use separated by a track which also provides private access to Clare Lodge from Lincoln Road.



 Site boundary



## Purpose of the Design & Access Statement

The key purpose of the Design & Access Statement is to explain the design process that has led to the application proposals.

The Planning Practice Guidance provides the following guidance:

*"Design & Access Statements set out the narrative for the design approach and design rationale for the scheme. They demonstrate how the local character of an area has been taken into account and how design principles will be applied to achieve high quality design. They set out concisely how the proposal is a suitable response to the site and its setting, taking account of baseline information".*

## Structure of the Design & Access Statement

The Design & Access Statement explains how the development proposals have evolved in a clear step-by-step approach. This includes analysis of the site and its context, and how the proposals respond to the site constraints as well as its opportunities.

The Design & Access Statement covers the requisite elements of **access, use, amount, layout, scale, landscaping** and **appearance** and it is structured around the following chapters:

- Response to Context
- Evaluation
- Proposed Layout

## Design & Planning Policy Context

The Design & Access Statement follows best practice urban design principles that are aimed at delivering good design which creates attractive places and inclusive new communities.

The National Planning Policy Framework (para 131) states:

*“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”.*

The following are the principal national planning policy and design guidance documents that have been embraced:

- National Planning Policy Framework
- Planning Practice Guidance
- National Design Guide
- Manual for Streets & Manual for Streets 2
- Building for a Healthy Life
- Living with Beauty

## National Planning Policy Framework (NPPF)

The NPPF (December 2023) sets out the Government's economic, environmental and social planning policy and in combination these policies give the Government's vision of sustainable development. The NPPF emphasises the need for well-designed places, promoting healthy and safe communities and conserving and enhancing the natural environment.

Regarding landscape and green infrastructure, the Natural Environment section of the NPPF provides a policy context for the countryside and green infrastructure. The key objectives include protecting and enhancing valued landscapes and, minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

## Planning Practice Guidance (PPG)

The PPG was first published on 6th March 2014 and is a regularly updated online planning resource which provides guidance on the NPPF and the planning system. The NPPF continues to be the primary document for decision making.

## National Design Guide

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice.

It notes that:

*"A well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including:*

- *The layout (or masterplan);*
- *The form and scale of buildings;*
- *Their appearance;*
- *Landscape;*
- *Materials; and*
- *Detailing."*





## **Building for a Healthy Life**

The scheme will be developed to embrace the twelve 'Building for a Healthy Life' criteria, with the latest edition written in partnership with Homes England, NHS England and NHS Improvement. These criteria embody the vision of what new housing developments should be: attractive, functional and sustainable.

The Building for a Healthy Life criteria is a useful tool to evaluate the quality of schemes against this vision. In particular it is applied at the detailed design stage. In this context, the application is made in outline with detailed matters of layout, scale and appearance reserved for future determination. This Design & Access Statement contains the information required for the evaluation.

## Local Planning Policy

Policy and guidance which covers the local area has been utilised to inform the design process.

## Peterborough Local Plan

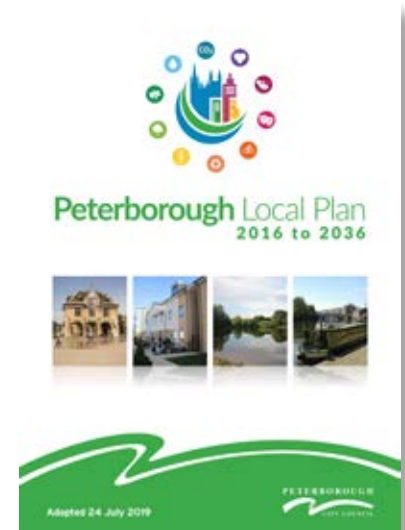
The Local Plan sets out the overall approach to development in Peterborough and the surrounding villages. It is a statutory Local Plan and was adopted in June 2019.

The Local Plan Review 2023-2044 is proposed to replace the current adopted Local Plan. A Draft Local Plan is expected to be published in autumn 2024 for consultation.

## Ginton Neighbourhood Plan

Ginton Parish Council submitted their Neighbourhood Plan to Peterborough City Council in June 2020. Amendments were made following consultation and independent examination. A majority of village residents voted in favour of the Neighbourhood Plan at a referendum held in May 2021.

The Ginton Neighbourhood Plan was 'made' at a Full Council meeting in July 2021 and it is now part of the statutory development plan for Peterborough.



## Planning History

An outline planning application (17/02274/OUT) for up to 78 dwellings on the site was refused planning permission in May 2018 and the subsequent Planning Appeal (18/00014/REFPP) was dismissed in March 2019. The appeal was dismissed on principle grounds only (see Planning Statement for full details).

There have been two planning applications for affordable homes on the northern part of the site. The first application was for 34 dwellings (20/00499/FUL) and a further application (21/01464/FUL) was made for 25 dwellings, both were refused planning permission.

A Planning Statement which explains how the proposed scheme responds to national and local planning policy has been submitted as part of this application.



Proposed layout from Planning Appeal

## The Site

The application site is located on the southern edge of the village of Glington. It covers an area of 7.33 hectares, comprising two fields currently in agricultural use separated by a track which also provides private access to Clare Lodge from Lincoln Road.

The landscape is flat, although there is an embankment along part of the western edge of site providing access to a pedestrian bridge over the A15.

Existing tree and hedgerow planting along the site boundaries separates it from Lincoln Road to the west and from the A15 to the south.

A line of existing trees and a hedgerow are located along the boundary between the site and the recreation ground to the north.

To the east the site adjoins Clare Lodge and existing residential properties on St. Benedict's Close and Ashburn Close. Clare Lodge is enclosed by extensive existing tree and hedgerow planting but the boundary between the site and the private back gardens of the existing residential properties is less well enclosed.

An existing Public Right of Way (Glington 5 footpath) runs along the northern boundary within the site connecting Lincoln Road to Welmore Road.



— Site boundary



## Arboriculture

A tree survey and assessment of existing trees was carried out in July 2024 in accordance with guidance contained within British Standard 5837:2012 'Trees in Relation to Design, Demolition and Construction - Recommendations'.

A total of thirty six individual trees, five groups of trees and two hedgerows were surveyed as part of the Arboricultural Assessment. Tree cover associated with the site was predominantly moderate quality with a number of low quality individual trees and groups.

Tree removals to facilitate the illustrative layout are limited to a section of planting on the western site boundary to provide the new access off Lincoln Road, along with a small tree group adjacent to the current access which has been removed to facilitate the internal development layout.

The proposed development provides an opportunity to secure new high quality tree and hedgerow planting as part of the supporting landscaping scheme. This should be capable of adequately mitigating for tree and hedgerow removal required to facilitate the development.

An Arboricultural Assessment has been submitted as part of the application.

## Biodiversity & Ecology

A UKHab Survey of the site has been undertaken. This has determined the ecological conditions and value of habitats within the site. In tandem with this, surveys for protected species have been carried out and the quality of existing hedgerows and treelines has been assessed.

An Ecological Appraisal has been submitted with the planning application. The following provides a summary of the key findings:

- There are no internationally designated or statutory sites of nature conservation interest located within, or directly adjacent to the site.
- In overall terms, the site is considered to be relatively low in ecological value.
- The development proposals provide an opportunity to enhance the biodiversity of the site and local area through habitat creation and connected wildlife habitats as part of a Green Infrastructure framework

## Water & Drainage

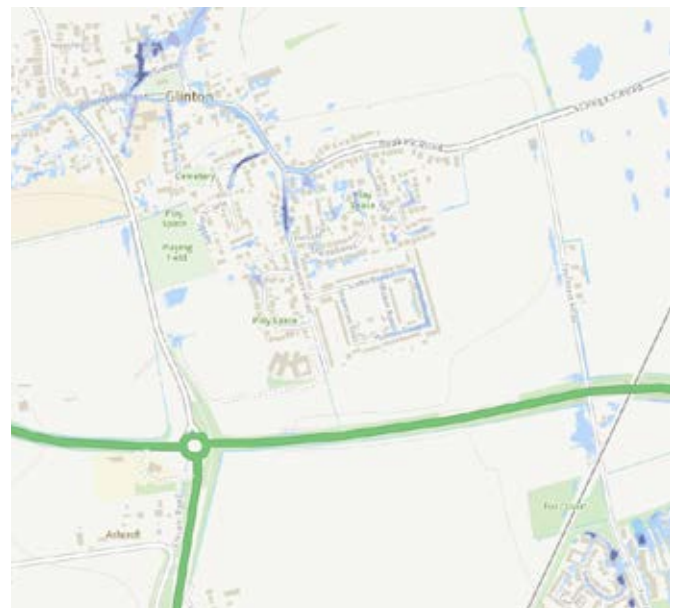
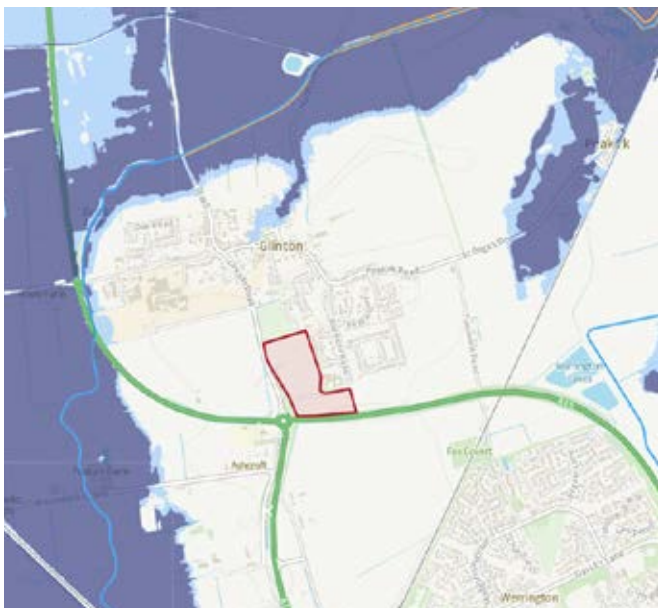
The site is currently in agricultural use, comprising two arable fields separated by a concrete track providing access to Clare Lodge from Lincoln Road.

The site is located within Flood Zone 1 on the Environment Agency's mapping and is not within an area identified as being at risk of flooding from existing watercourses.

A sustainable drainage system will be provided including an attenuation basin and swale together with a new piped network and permeable paving to private driveways and shared drives. The surface water run-off from the site will then drain at an agricultural rate to the existing ditch which runs along the north western boundary of the site.

An existing water main and easement crosses the site.

A Flood Risk Assessment and drainage strategy has been carried out for the site and accompanies the planning application.





## Access & Movement

The western site boundary adjoins Lincoln Road. An existing junction provides private access to Clare Lodge along a concrete surfaced track which crosses the site. Access to the two fields is also possible from this track.

A Public Right of Way (Glinton 5 footpath) is located within the site along the northern boundary. This connects Lincoln Road to Welmore Road from which the High Street and village centre is then accessible.

Bus stops providing regular services to Peterborough city centre, The Deepings, Bourne, Morton and Maxey are located close to the site on Lincoln Road and also on the High Street.

The nearest railway station is located in Peterborough city centre, approximately 9km from the site. This provides access to East Coast Mainline as well as long-distance and local east-west services.

A Transport Statement has been prepared for the proposed development and accompanies the planning application.



## Landscape & Visual

The site and local landscape is not covered by any statutory landscape quality designation at a national, regional, or local level.

A visual appraisal has been undertaken for the site. This has explored the nature of the existing visual amenity of the area and sought to establish the approximate visibility of the site from surrounding locations and receptors. A series of photo viewpoints have been selected which support this analysis.

Selected viewpoints are included here and on pages 18 and 19.



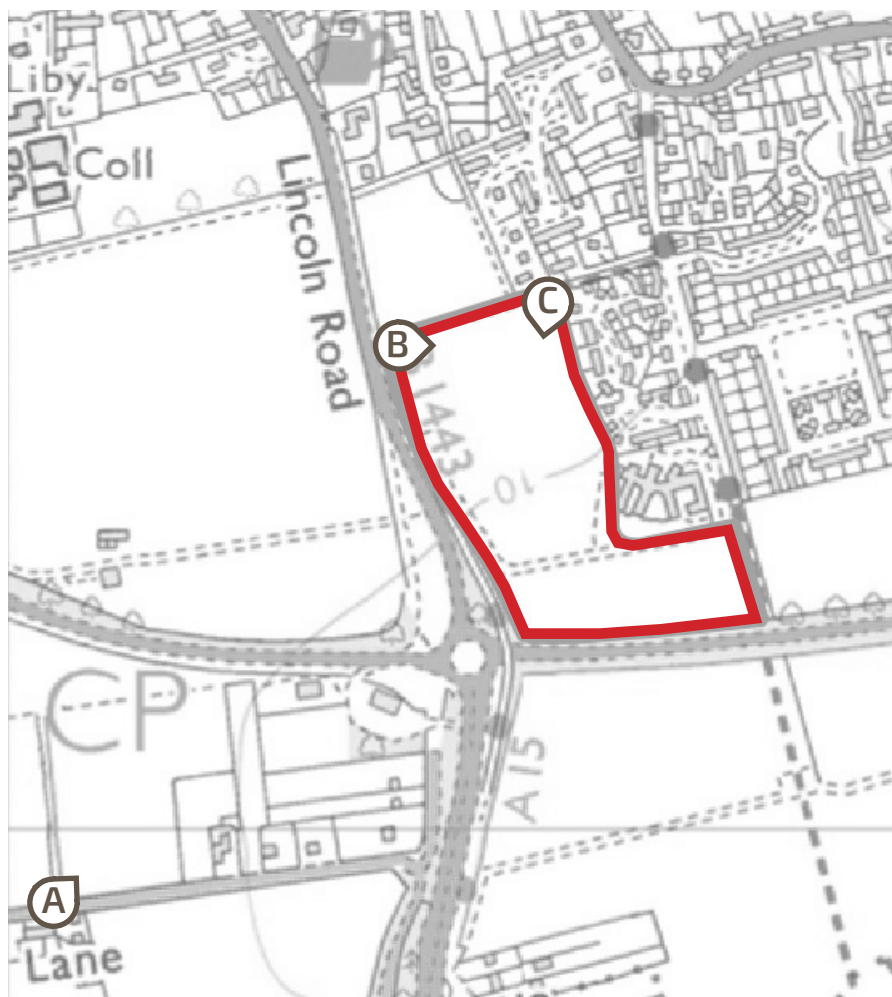
Viewpoint A



Viewpoint B



Viewpoint C



Viewpoint Locations



View northeast from Waterworks Lane towards Glington



View towards St. Benedicts Close, Ashburn Close and Clare Lodge from footpath (Glington 5)



View towards Lincoln Road from footpath (Glington 5)

## Landscape & Visual (continued)

Three further selected viewpoints are shown on this page.

A Landscape and Visual Appraisal which provides an assessment of the likely landscape and visual effects of the proposed development has been submitted as part of the application.



Viewpoint D



Viewpoint E



Viewpoint F



Viewpoint Locations



View towards site from Ashburn Close



View south towards site from Recreation Ground



View west towards site from footpath (Glinton 6)

## Heritage & Local Character

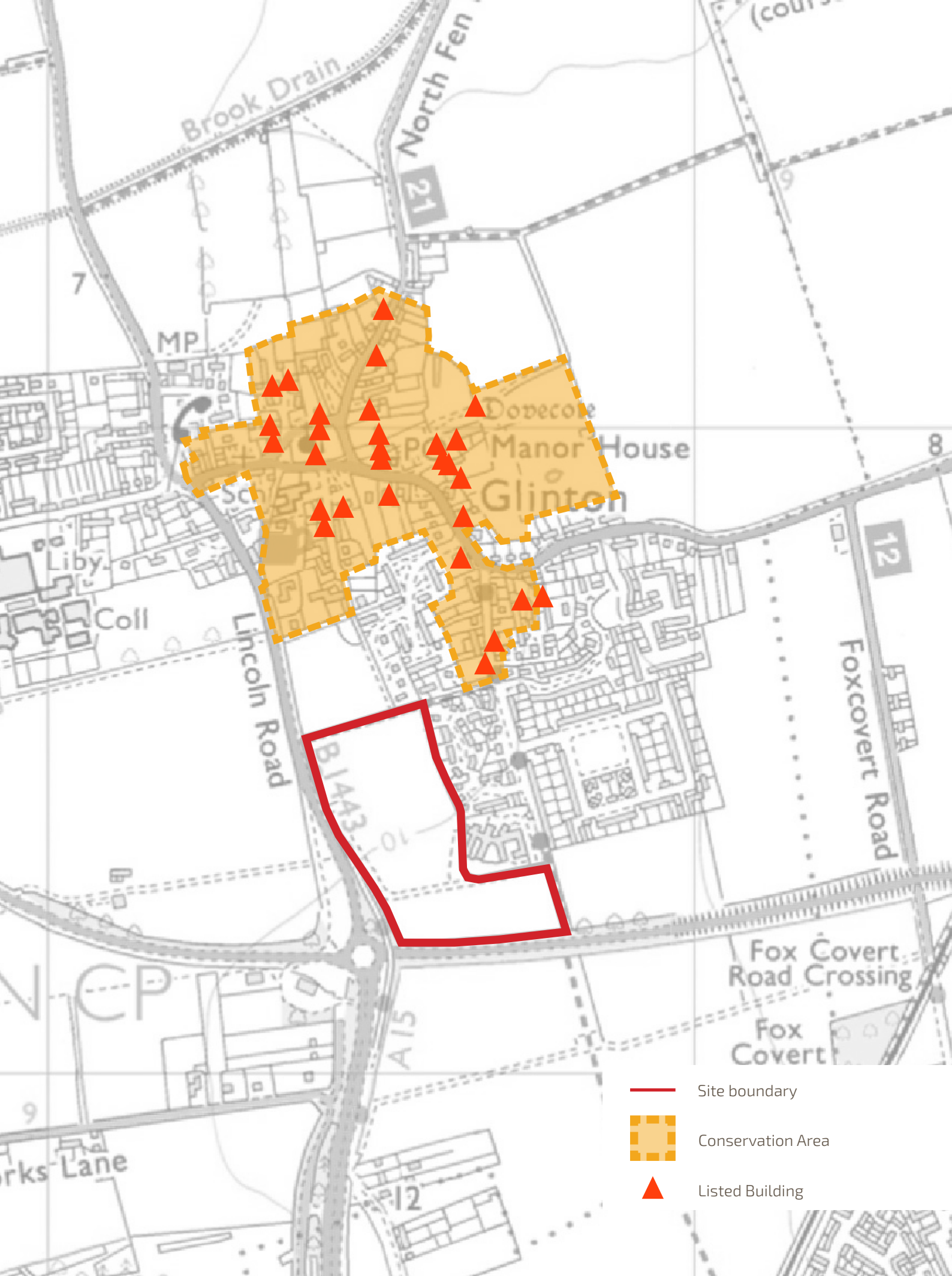
The site is located on the southern edge of Glington adjoining a small estate of late twentieth century housing grouped around St. Benedict's Close and Ashburn Close, two curving cul-de-sacs connected by a small green space with play area which were constructed to the west Welmore Road. Brick built houses are generally two storey detached homes with a small group of bungalows along the northern side of St. Benedict's Close.

Immediately to the north of the site and adjoining the recreation ground Saddlers Close was constructed at a similar time, followed more recently by a small infill development of two bungalows.

The estate to the east of Welmore Road comprising Scotts Road, Vergette Road, Holmes Road, Walker Road and Neverson Road is shown on the 1952 Ordnance Survey map. The streets are straight and constructed on a grid around a large central open space. The properties are generally brick built two storey semi-detached houses with distinctive first floor windows and large chimneys. There are also some small terrace groups and bungalows.

To the north of Scott Road the houses along The Willows were constructed in the late twentieth century. This long curved cul-de-sac is linked by a green space with play area to Clarendon Way and Pembroke Grove, curved cul-de-sacs which were constructed to the rear of properties on the south side of Peakirk Road. The houses are generally two storey detached homes, often with integral garages. A wider variety of external materials and architectural details are used in this area. This type of estate and the individual houses are typical of the period that they were constructed.





- Site boundary
- Conservation Area
- Listed Building

In the last decade an infill development has been constructed at Scotts Farm to the north of The Willows. This comprises both new dwellings and barn conversions along Dovecote Way. Coursed limestone walls have been used with artificial Collywestern slate tile and red pantile roofing. These materials are more in keeping with those used historically in the village than the materials used on the various twentieth century estate developments.

The southern edge of the Glington conservation area adjoins Dovecote Way. The conservation area then extends north along Welmore Road and is set round St Benedict's Church and the historic core of the village. It was designated in June 1975.

According to the Conservation Area Appraisal the present day village of Glington occupies what would always have been an historically strategic location on an ancient north-south route, now the A15, on dry land above the fens. The village may be of Saxon origin and the Domesday Book records a significant settlement in Norman times. Whilst the only surviving medieval building is the twelfth century Church of St. Benedict, the form of the village can probably be attributed to medieval times.

The 1819 Enclosure Maps shows the rationalisation of land ownership and re-organisation of agriculture around five farms with associated groups of farmyard buildings and cottages. Public buildings including the school, police station and two chapels were constructed in the nineteenth century.

Between 1886 and 1950 the village was largely unchanged and growth was limited to development along existing road frontages, east on Peakirk Road and west on Helpston Road.

Significant expansion has taken place since then with both estate developments, such as the area off Welmore Road, and the infill of any gaps within the existing village area with new housing.

The Conservation Area Appraisal notes how important hedges and stone boundary walls are as a feature of the historic core of Glington. It also notes that trees, green spaces and verges contribute to the most attractive village streetscapes.

It was agreed at the planning appeal that there would be no harm to the conservation area and that the listed buildings are not inter-visible with the site.







## Local Services & Facilities

The site is in a sustainable location with good access to a variety of facilities. These include primary and secondary schools, a village hall, recreation ground, public house, post office and convenience store.

### Facilities Plan

The Facilities Plan shows the site in relation to a selection of these existing local services and facilities.

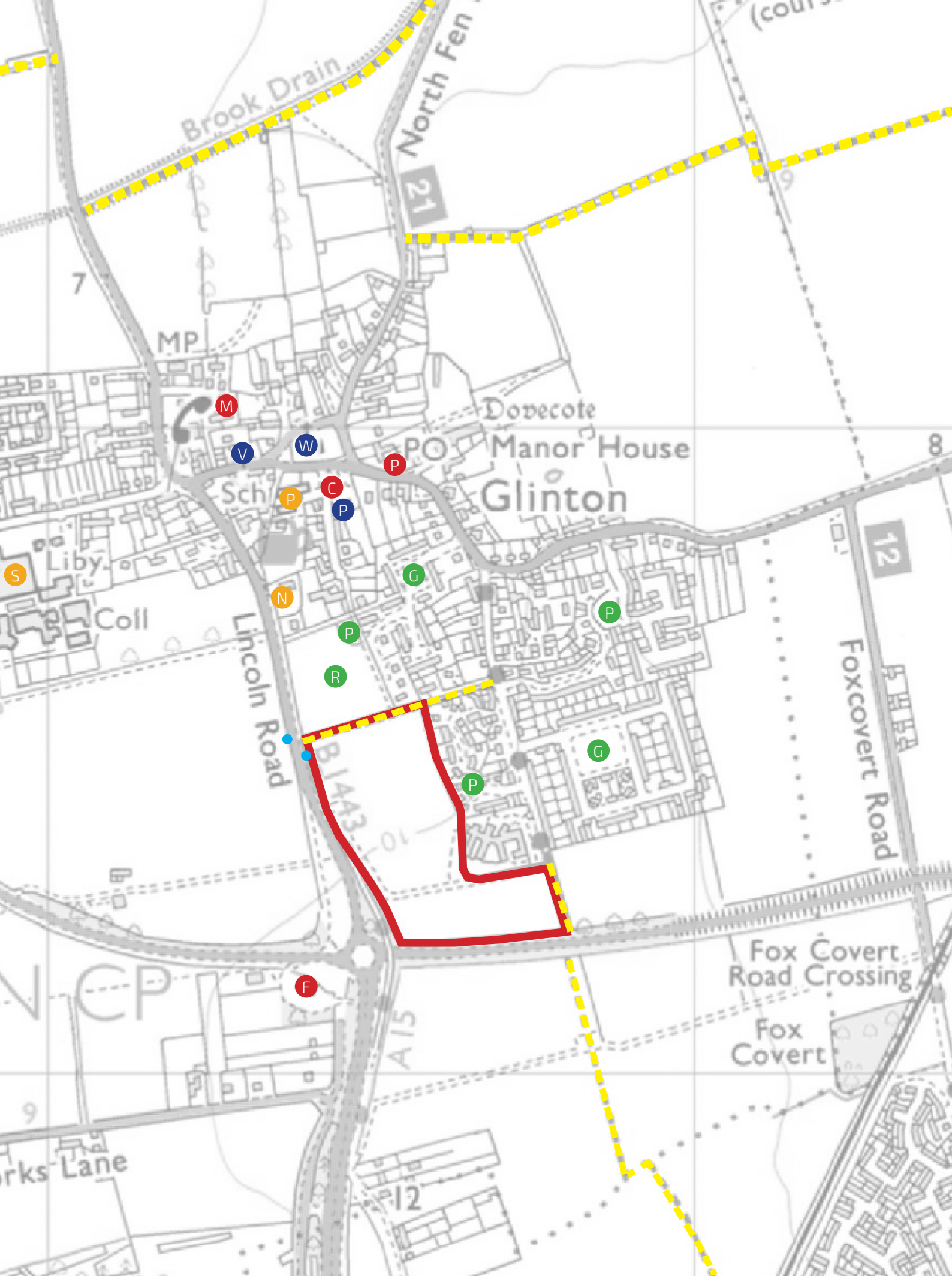
— Site Boundary

— Footpath

The local services and facilities include:

- Selected bus stops
- N Nursery School
- P Primary School
- S Secondary School
- V Village Hall
- W Place of Worship
- P Pub
- M Medical Centre
- P Post Office & Convenience Store
- F Petrol Filling Station & Convenience Store
- C Chemist
- P Equipped Play Area
- R Recreation Ground
- G Green Space





## Opportunities & Constraints

Following the assessment of the site and its surroundings a number of opportunities and constraints associated with the proposed development of the site have been identified.

These are outlined below and illustrated, where appropriate, on the Constraints and Opportunities Plan on pages 28 and 29.

### Opportunities:

- Provide an appropriate mix of new housing, increasing availability, variety and choice in line with local requirements;
- Create a development which responds to the existing village character and provides an appropriate transition to the open countryside;
- Retain and manage existing trees and hedgerows along the site boundaries and enhance with new planting;
- Enhance the ecological value of the site through new habitats and areas for wildlife; and
- Provide additional public open space with recreational routes and allotments.

### Constraints:

- Existing trees and hedgerows to site boundaries should, where possible, be retained;
- Existing water main and easement within the site;
- Proximity of adjacent residential properties and Clare Lodge; and
- Access to Clare Lodge from Lincoln Road to be provided through the development.


















Each of the constraints and opportunities has been used to inform the design proposals for the site.





## Opportunities & Constraints Plan

The plan illustrates a selection of the opportunities and constraints identified during the assessment of the site.

-  Site boundary
-  Existing built environment
-  Existing green infrastructure
-  Existing public right of way (PROW)
-  Existing traffic-free cycle route
-  Existing water pipe with 3m easement (shown indicatively)
-  Existing bus stop
-  Existing vehicular access off Lincoln Road
-  Existing concrete track leading to Clare Lodge
-  Existing vehicular access to Clare Lodge
-  Potential new access off Lincoln Road
-  Existing play area
-  Site topography contours
-  Natural low point of site
-  Potential landscaped SuDS area providing attractive green space adjacent to PROW
-  Logical continuation of settlement boundary
-  Potential tree buffer to eastern boundary





## Design Evolution

Proposed layout from Planning Appeal



- |  |  |   |
|--|--|---|
| A. Residential development extends to Lincoln Road | D. Residential development extends up to eastern site boundary             | F. Play area on southern edge of development                            |
| B. Urban feature square                            | E. Smaller dwellings with frontage parking along southern development edge | G. Sports pitches, car parking and pavilion within southern open space. |
| C. Existing footpath within narrow green corridor  |  |   |





- A. Green corridor created along western edge, outward facing dwellings with reduced frontage parking

B. Green gateway created at site entrance with tree lined boulevard through site
- C. Northern green corridor width increased, improving relationship with off site green spaces.

D. Planting buffer along eastern edge separates new and existing development
- E. Central green space with play area in keeping with local character

F. Allotments and ecology area located within southern part of site.

## Framework Plan

Following the assessment of the site and its surroundings and establishment of the opportunities and constraints a Framework Plan was prepared to show the required disposition of uses on the site.

The Framework Plan provides the fixed parameters for the scheme in terms of the amount of housing, the proposed access points into the development and the location of the Green Infrastructure.

## Use & Amount

The proposed development comprises:

**Residential** - up to 95 dwellings on 3.17ha

The development proposals will deliver a mix of two, three, four and five bedroom housing and bungalows in line with national and local policy.

The proposed development will deliver 30% affordable housing. The number, size, type and tenure of affordable housing to be provided will be agreed with Peterborough Council.

**Green Infrastructure** - 4.16ha

The development proposals include open space which accommodates informal recreational areas, an equipped children's play area, allotments, existing tree and hedgerow planting, proposed landscaping and attenuation basins. An ecology area of approximately one hectare has been created in the southeast corner of the site.





## Illustrative Layout

The Illustrative Layout has been developed from the Framework Plan and shows how up to 95 dwellings could be accommodated, based upon the parameters of the Framework Plan and the design principles contained in this document.

The Illustrative Layout shows the indicative arrangement of new buildings, the street pattern and development blocks together with the layout of Green Infrastructure (open space, landscape habitats and drainage).





## Access & Layout

### Movement and circulation

The proposed development will be provided with a new combined vehicular and pedestrian access point on Lincoln Road. This is located in a very similar position to the appeal scheme.

The site access, carriageway and footpath widths will be provided to meet the requirements of the Highway Authority.

The internal layout will include a simple hierarchy of street types and non-vehicular links will be provided between the eastern and western development areas.

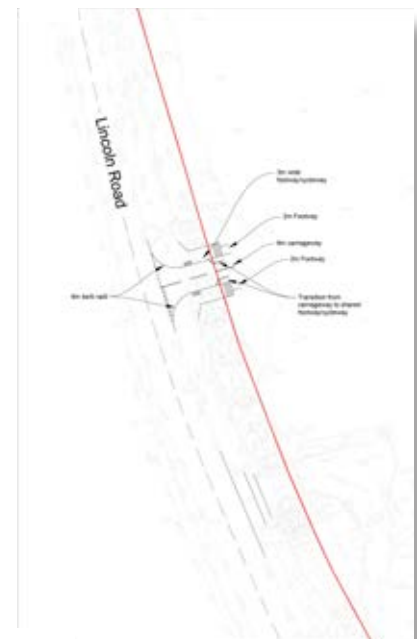
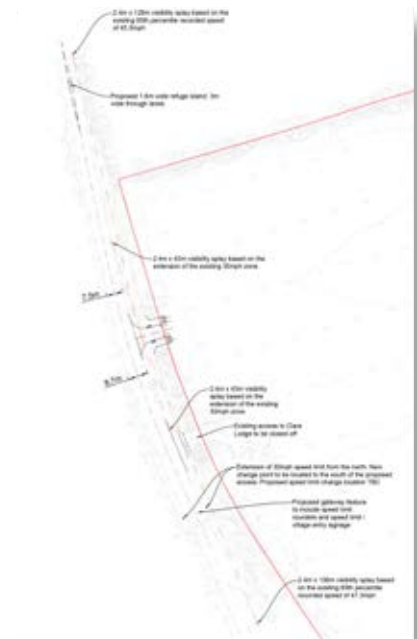
The existing Public Right of Way (Glinton 5 Footpath) which currently passes along the northern site boundary will be retained in place within an enhanced green corridor and amenity open space.

New footways will also be provided within the amenity open space providing recreational routes within the site and connecting to Glinton and the wider area.

The proposed layout retains a secure and private access to Clare Lodge.

Due to the size and scale of the development proposals a new bus link or bus stop is not appropriate but the proposals will aim to provide safe and convenient links to Lincoln Road from which the existing bus services can be used. The existing bus stops on Lincoln Road are located very close to the proposed site access.

A Transport Assessment will form part of the planning application demonstrating that the location of the site provides opportunity for everyday journeys to be undertaken on foot and by cycle and that the proposed development is in accordance with national and local transport policies.



## Layout

The arrangement and design of streets is one of the underlying element of place making and the creation of attractive places. The key urban design principles that are expected to be adopted through the detailed stage include the following:

- Provide streets and routes that are safe, direct and well connected to deliver a legible environment for all;
- Create a series of 'street types' that have different functions and design characteristics which will deliver changes in character across the layout;
- Establish active and animated street frontages with an attractive public realm that is well overlooked;
- Avoid the creation of a car dominated streetscene; and
- Provide an appropriate transition to the adjacent open countryside and relationship with Glington.

The layout is intended to ensure the safety or perceived safety of those living or visiting the development. This is achieved by providing a carefully considered street layout that provides buildings that front or overlook public areas.

The layout shown is illustrative only and the actual arrangement and mix of house types will be determined as part of the subsequent detailed design stage and Reserved Matters planning application.

## Parking

The development will include a range of parking solutions which are expected to comprise on street and frontage parking, driveways and garages.

The aim is to locate vehicles so that they do not dominate the street scene, but at the same time ensure that residents and visitors have easy access to them, and that they are well surveyed.

Careful detailing in terms of building line setbacks, frontage and plot design, orientation and landscape treatment will all help to integrate vehicles into the layout.

Car parking space provision will be based on current guidance as provided in Peterborough Local Plan Parking Standards (July 2019).

## Street Hierarchy

A new vehicular access point will be provided from Lincoln Road. Private secure access to Clare Lodge will be retained.

The main street will serve secondary lanes which in places converge into private drives or shared private drives.





This simple hierarchy with each street type following a progression of street and carriageway width, plot sizes, and building types aids legibility and character.

The layout of streets provides a safe and well overlooked network of public spaces. The streets could be designed in detail to slow vehicular traffic and provide a safer environment for pedestrians and cyclists.

The development will promote ready accessibility for the whole community, bearing in mind the needs of parents with young children and those with impaired mobility.

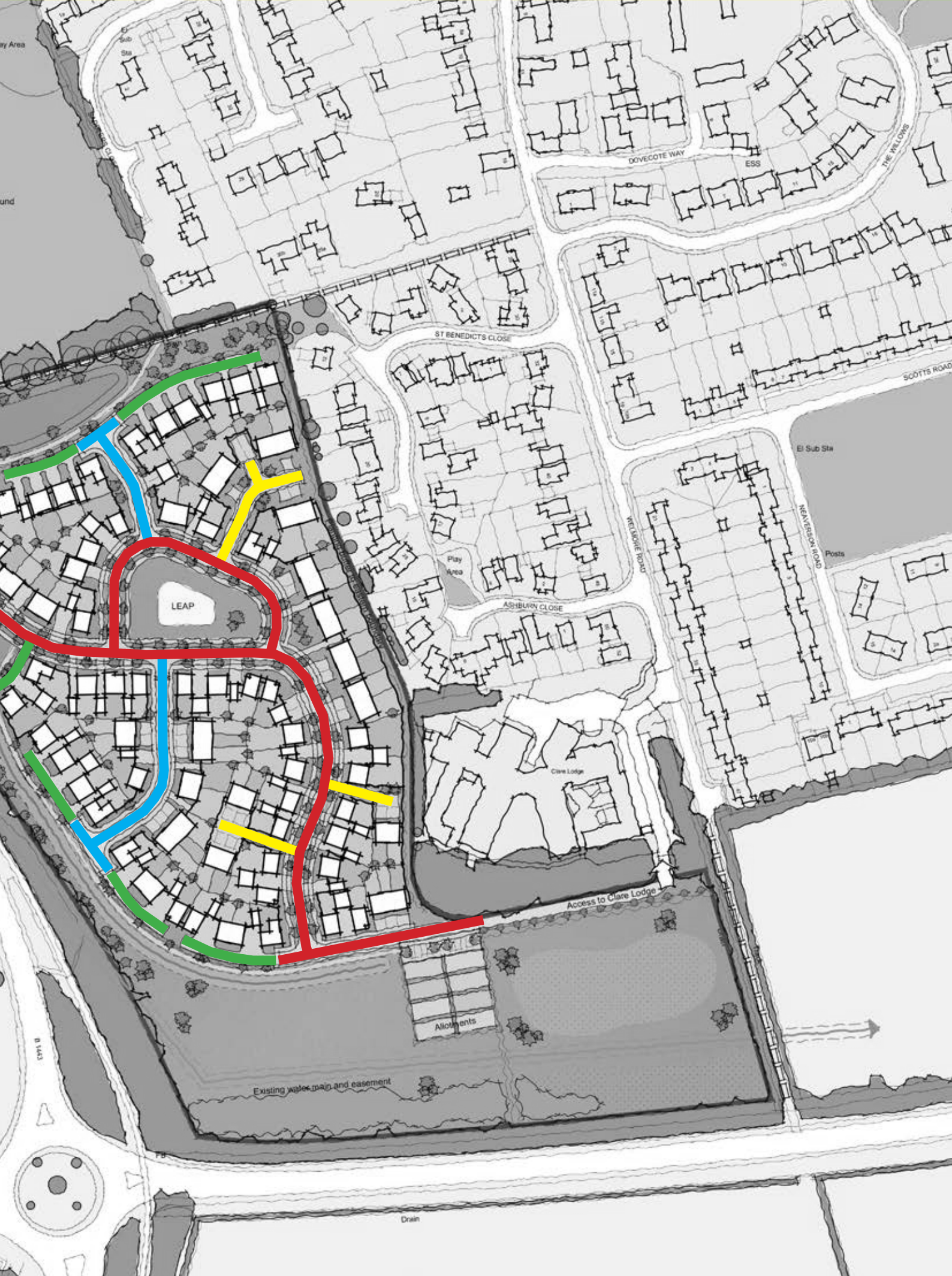
The urban design will encourage the control of vehicle speeds and movement by exploring local examples such as restricted forward visibility, narrow street widths, frequent connections, changes in direction and tight junction radii.

The layout provides a logical progression of streets and places creating a legible layout which is easy to navigate.

-  Main Street & The Green
-  Secondary Lanes
-  Green Edge
-  Mews







## Main Street & The Green

The Main Street will provide the principle access spine through the centre of the site and serves Secondary Lanes which in turn lead to shared private drives along the Green Edge.

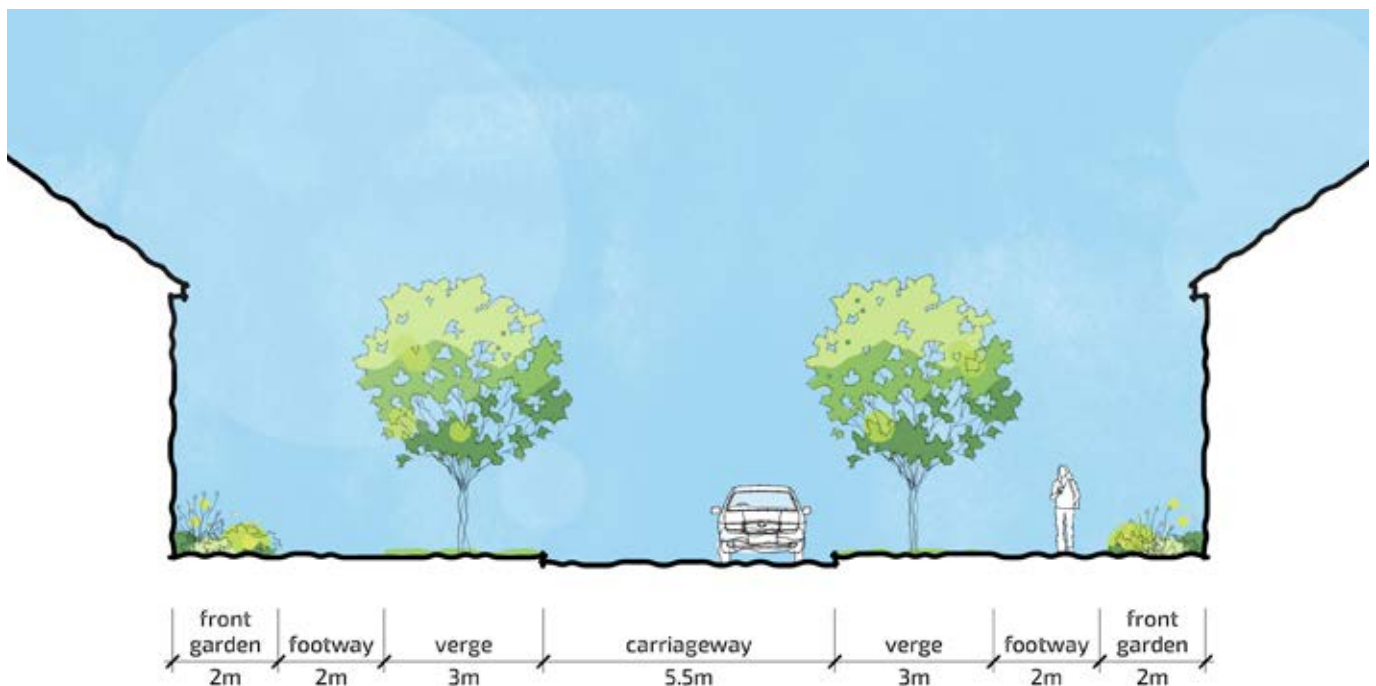
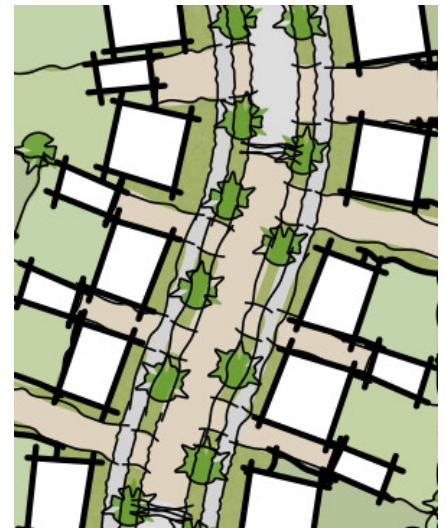
There will be a mix of semi-detached and detached properties ranging from two to four bedrooms along the Main Street.

Car parking is generally situated on driveways to the side of properties. Detached garages are also provided to some three and four bedroom properties.

Changes in direction, changes in surface material, frequent connections and tight junction radii will encourage the control of vehicle speeds and movement.

The Green is an area of open space located at the centre of the site accommodating a play area and overlooked by larger detached properties.

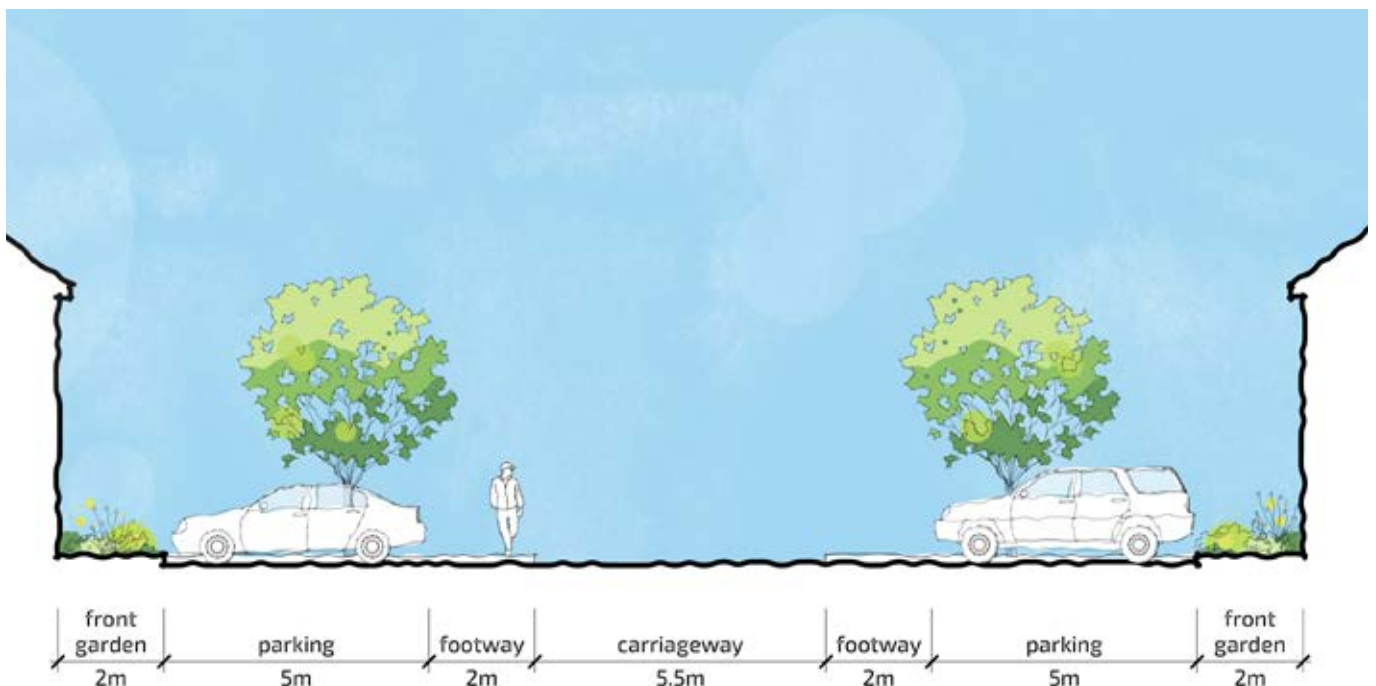
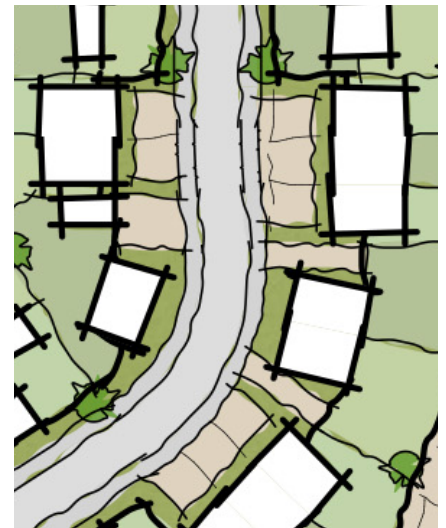
Both the Main Street and The Green have verges containing street trees.



## Secondary Lanes

Located off the Main Street the Secondary Lanes comprise a mix of terraced, semi-detached and detached properties ranging in size from two to four bedrooms.

Car parking is generally located in front of properties or situated on driveways to the side of properties. Where car parking is located in front of properties it will be provided in bays broken up by street trees to minimise the impact of the car on the visual amenity of the street.



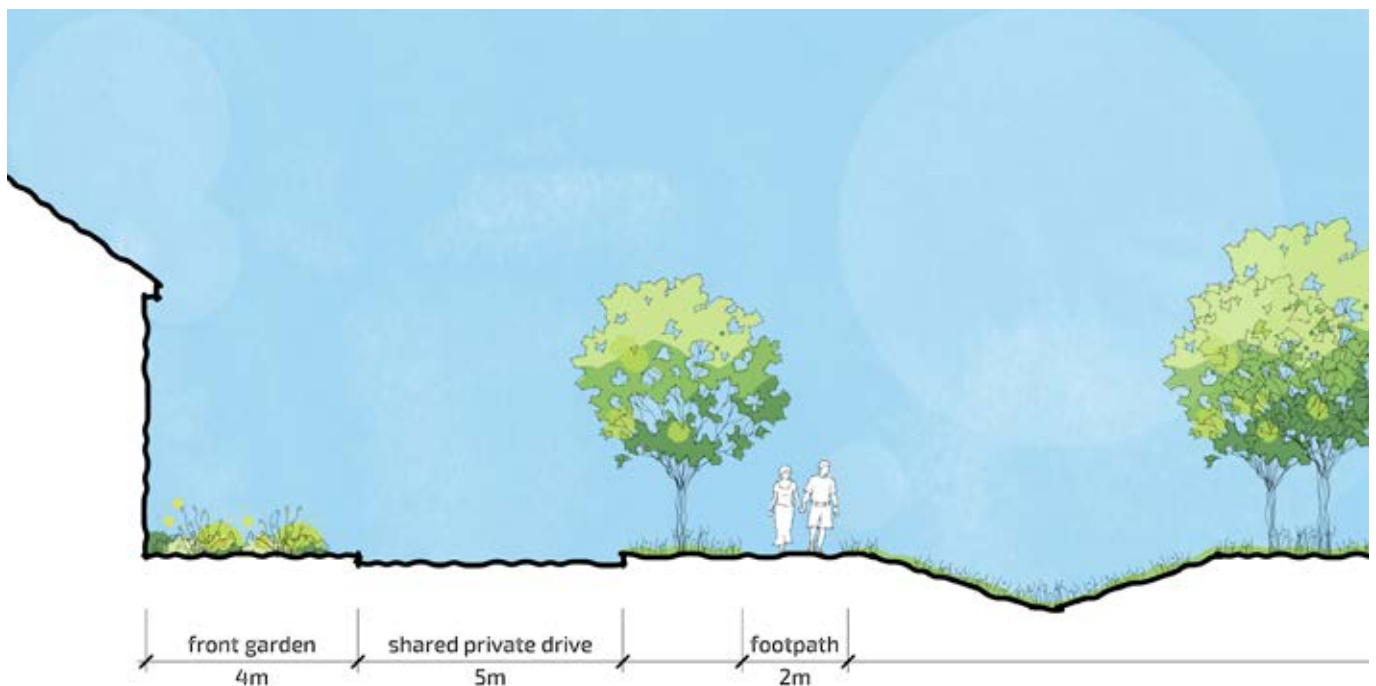
## Green Edge

The Green Edge comprises the shared surface streets, shared private drives and private drives located along the perimeter of the development. Buildings have generally been arranged to front the open space which they overlook.

Larger detached three, four or five bedroom houses together with occasional three or four bedroom semi-detached properties will be located on larger plots towards the edges of the development.

Car parking will generally be situated on driveways to the side of dwellings with detached garages set back from the building line. Some larger detached properties with integral garages along the northern edge of the development have parking on driveways situated in front of the properties. The terrace group at the site entrance has frontage parking provided in bays broken up by street trees to minimise the impact of the cars on the visual amenity of the street.

Shared surfaces will provide a pedestrian friendly environment and reduce traffic speeds.

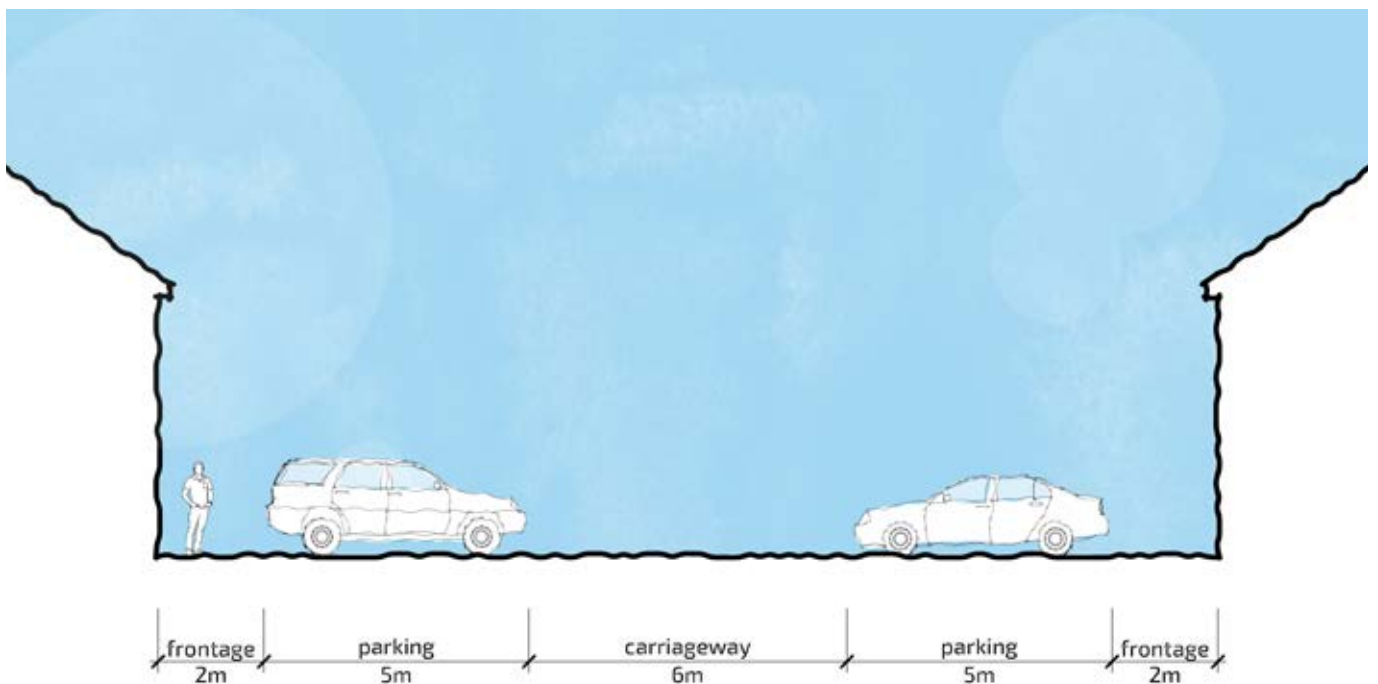


## Mews

The Mews are small groups of semi-detached houses or bungalows located to the rear of other properties within deeper development blocks and accessed off the Main Street & The Green.

Car parking is generally located in front of properties or situated on driveways to the side of properties.

Shared surfaces will provide a pedestrian friendly environment and reduce traffic speeds.



## Development Blocks

The key urban design principles that are expected to be adopted through the detailed stage, for perimeter block and plot design include the following:

- Arrange the plots and buildings within the perimeter development block to create a series of connecting views and vistas which lead or draw the eye from one feature to another; and
- Arrange buildings so that they enclose and overlook the public realm (streets and green space).

## Landmark Features

The use of landmark features, such as a gable end facing on to the street in an otherwise uniform eaves line or a building projecting further into the street than its neighbours, will provide identity within the layout.

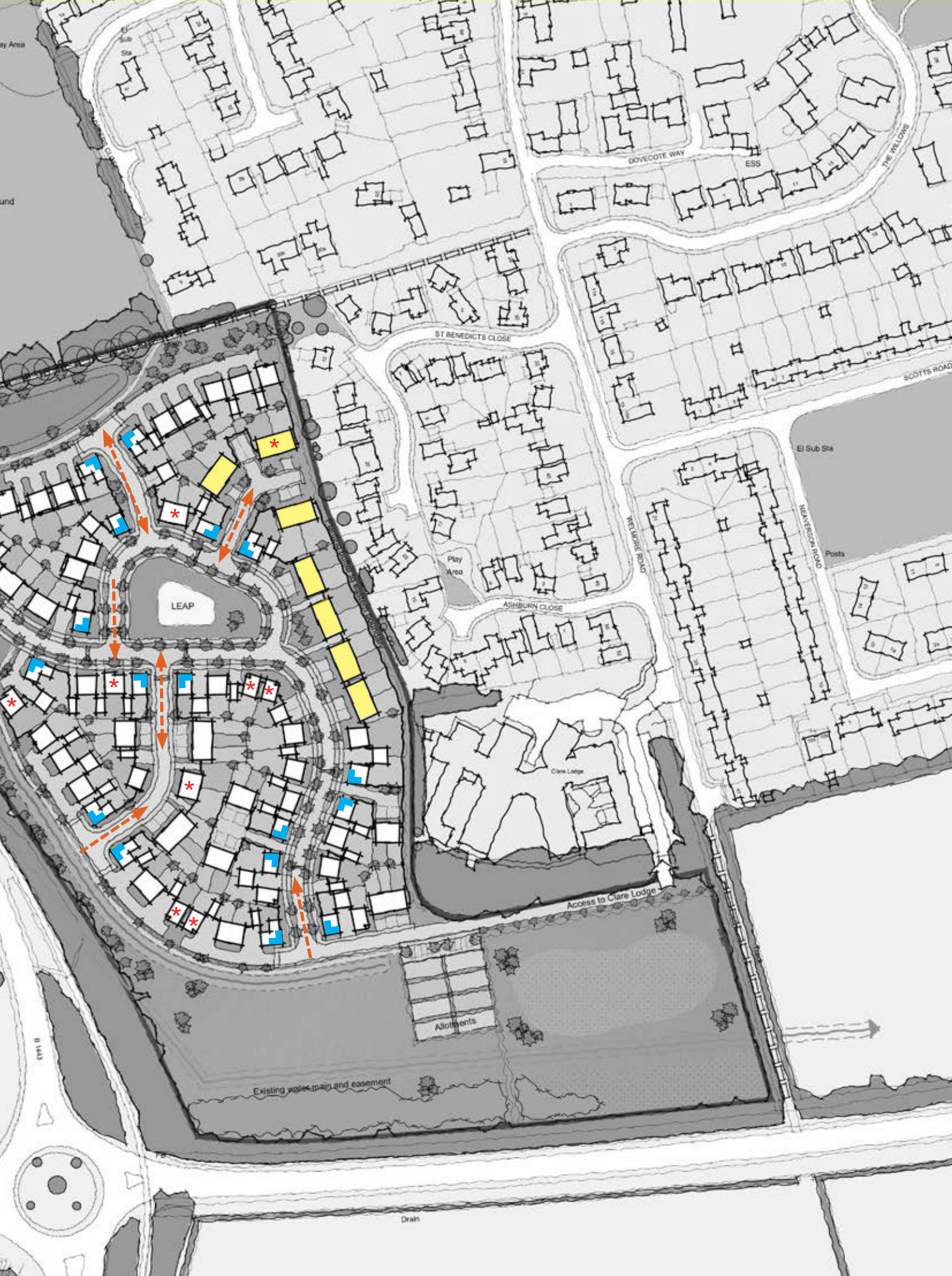
The subtle use of materials and colours or distinctive architectural detailing can help provide distinctiveness and legibility, for instance a rendered elevation set within a row of brick houses will immediately provide a contrast and point of focus.

## Corner Plot Arrangements

How blocks change direction, or move around corners, is an essential part of place making. Landmark buildings located on corner plots help to terminate, or frame, views along the street.

- \* Landmark Building
- Corner Turner
- - - - -> Vista
- Bungalows adjacent to existing dwellings





## Scale & Structure

### Building height and massing

The design proposals are generally for two storey dwellings. Where detached garages are provided these will be single storey. Some buildings in landmark locations could be increased in height to two and a half storeys.

Bungalows have been located along the eastern site boundary where the site adjoins existing residential development on St. Benedict's Close and Ashburn Close.

The proposed scale of the development in terms of the height and massing of buildings should respond to the landscape characteristics of the site and the surrounding townscape of buildings in Ginton.

The proposed building lines will ensure that access roads and open amenity spaces are all well overlooked and defined.







## Building Types

A variety of different house types and sizes can be provided within the development in order to create a diverse and mixed community.

Buildings will be designed to have a variation in their height from ground to ridge or eaves, and the arrangement of buildings within a plot will seek to ensure subtle changes in height to create a varied roof line across the development. Some buildings will include chimney pots which will increase building heights marginally, but will also add significantly to ensuring a varied roofline across the development.

Best practice advocates that a mix of both wide and narrow plan forms are used. Wide frontage buildings allow for greater opportunity of facade variation along the street, whilst a narrow frontage approach will establish a run of linked dwellings and continuous frontages.

## Density

The site has a net residential density of approximately 30 dwellings per hectare. Overall the site includes a significant proportion of green space, with 57% of the overall site area included as green infrastructure. This includes a wide corridor to the west, a main street with verge and trees, and a central green in keeping with the local character. This will allow both an efficient use of space within the net developable area, and an appropriate landscape led character within the overall site.

## Appearance

The vision for the development is to produce high quality buildings that are enduring, desirable and attractive; supported by a strong landscape framework, creating a high quality and attractive place. The choice of materials for buildings and the public realm should help to enrich and define the place.

Drawing reference from local character and materials from Glington will help to deliver a modern, well designed development that respects and relates to it's setting. Examples of materials and details found in Glington are shown here and in the Heritage & Local Character section (pages 20 to 23).

The actual appearance of the dwellings including the palette of external materials will be determined as part of the subsequent detailed design stage and Reserved Matters planning application.





## Landscape & Green Infrastructure

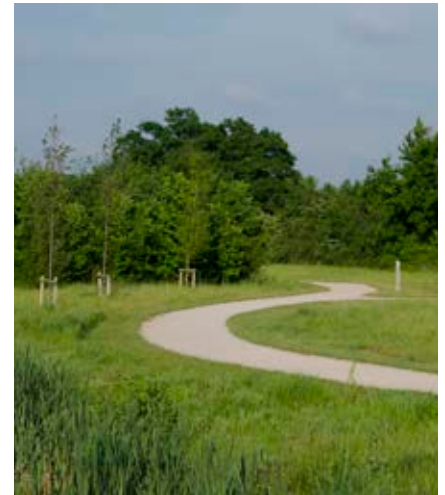
A comprehensive suite of environmental appraisals have been considered throughout the design process and have informed the resultant scheme. The proposed development will provide a well-designed, landscape-led residential extension at the southern edge of Glington, adjacent to existing residential properties on St Benedicts Close, Ashburn Close and Welmore Road. An appropriate relationship with the existing settlement edge at Glington and the wider countryside will be achieved.

A high quality cohesive, multi-functional green infrastructure is proposed across the application site to provide a rich and distinctive character, which would strengthen the local landscape and provide a range of environmental enhancements.

A robust landscape and access strategy will be implemented. The proposed GI will include improvements to the existing rights of way network along with the creation of permanent and robust landscape buffers wrapping around the residential development and enhancements to the existing retained vegetation.

The following guidance underpins the landscape and GI strategy:

- Provision of new accessible natural greenspace (public open space), with children's play areas, recreational routes, SUDS features and new native planting to provide an attractive soft green edge to Glington.
- Extensive landscape buffers will be provided along the perimeter of the application site, wrapping around and containing the proposed built development, ensuring a robust, well-defined boundary to the wider countryside.
- The scale and form of the proposed development would complement the existing character of Glington. The majority of proposed dwellings will be two storeys in height, including a range of properties that reflect the local settlement form. Built development would take reference from the best examples of local character and vernacular to ensure that the development is well related to its context. The choice of materials will reflect the colours of local brick, render and roof-tiles so that the built development blends visually with the existing settlement characteristics.



- High-quality green infrastructure is proposed to create a rich and characterful public realm including avenues of street trees and green spaces. Key areas of focal open space and greenways would be actively fronted onto by adjacent streets, lanes and residential properties.
- An existing public footpath situated along the northern edge of the site will be retained and new routes provided to increase opportunities for recreational uses.
- The delivery of Biodiversity Net Gain (BNG) has been fully embraced by the project team. Compared to the existing site, the proposed development will create a more diverse and enhanced environment for wildlife to thrive and people to enjoy.
- Where feasible existing hedges and trees will be retained within an enhanced green infrastructure framework and strengthened, with additional planting. New planting will utilise a select planting palette including locally characteristic indigenous native tree varieties, species rich meadow grassland, new hedgerow planting and SuDS wetland habitats.
- All of the landscape areas and public open space features will be managed and maintained. This would be achieved through the implementation of a comprehensive Landscape Management Plan, to ensure the successful establishment and continued thriving of the landscape proposals.



## Green Infrastructure Plan

- A. Entrance Green  
Dwellings have been grouped around an open space creating a green gateway to the development.
- B. Tree Lined Boulevard  
Main street through the site with verge and trees.
- C. Central Green Space  
Play area within central open space in keeping with local character.
- D. Western Green Corridor  
Development has been set back from the site boundary to improve transition to open countryside.
- E. Northern Green Corridor  
The width of the corridor containing the existing footpath has been increased to improve the relationship with off site green spaces and provide room for a drainage feature.
- F. Eastern Edge  
Planting buffer between new and existing development.
- G. Southern Open Space  
Amenity public open space with additional buffer planting.
- H. Allotments
- I. Ecology Area
- J. Footpaths  
New recreational routes through green space.





## Sustainability

Current construction best practice guidance and recent changes to the Building Regulations encourage a 'fabric first' approach to energy conservation. The Future Homes Standard will ensure that all new homes built from when it is introduced in 2025 will produce at least 75% less carbon emissions than homes delivered prior to 2022.

The house type designs that will be submitted with subsequent reserved matters applications will follow this guidance and reduce energy use by providing both enhanced building fabric and a high level of air tightness and controlled ventilation. Lighting and heating systems and their controls will allow efficient operation and reduced energy use.

The major materials proposed for the house types will have a low environmental impact and water efficient fittings and appliances will be utilised.

During construction waste will be minimised and the development will make provision for the storage of non-recyclable waste and recyclable waste including dedicated storage for waste in new homes to encourage residents to recycle waste materials.

The site will provide suitable, secure cycle parking for each dwelling and electric vehicle charging points will be provided.

The use of air source heat pumps and solar photovoltaics will be considered as part of the measures to reduce energy use and increase energy efficiency of the buildings.





## Building for a Healthy Life

The following section provides a summary of the relevant elements of the scheme that have been considered against Building for a Healthy Life.

Building for a Healthy Life is accepted as a useful design tool for residential masterplanning and the application proposals have responded to the 12 considerations. The following section provides a response to the Building for a Healthy Life considerations which have helped guide the overall design process.

### INTEGRATED NEIGHBOURHOODS

**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.

Response: New pedestrian routes within the site will link to the existing footway network providing direct links into the village centre.

**Walking Cycling and Public Transport:** 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.

Response: The development is within close range of local facilities and services within Glington as well as existing bus routes.

**Facilities and Services:** Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.

Response: The development is in close proximity to the centre of Glington. New recreational spaces will also be included within the site.

**Homes for everyone:** A range of homes that meet local community needs.

Response: The accommodation mix will reflect the needs and aspirations of the local community. The design would include a range of dwelling sizes across the site, to provide a mixed community. The tenure mix would reflect the local community, and would provide a balanced and robust mix of tenures including provision for affordable homes.

## DISTINCTIVE PLACES

**Making the most of what's there:** Understand and respond.

Response: The layout and green infrastructure for the scheme responds to its context and draws upon examples of local character. At a detailed level, features will be included in the design, to develop local distinctiveness.

The site's green infrastructure will complement existing landscape features and SuDS features take advantage of the site topography whilst contributing to biodiversity.

**A memorable character:** Create places that are memorable.

Response: The design approach retains the existing vegetation wherever possible which will give immediate character for the development. At a detailed design stage, architectural details / materials would reference local character and spaces within the site have been considered for character benefits such as the entrance green.

**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 facades of buildings face streets and public spaces.

Response: The scheme is based on a series of development blocks, which interlock with the landscape. There would be a clear definition of the private and public realm, and properties would overlook the public space.

**Easy to find your way around:** Use legible features to help people find their way around a place.

Response: The layout for the scheme follows a simple approach with a new 'Main Street' to allow residents and visitors to easily navigate their way around. The relationship with the green infrastructure would allow easy orientation.

## STREETS FOR ALL

**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.

Response: The building layout has defined the street network, so that highways and car parking do not dominate. Where main pedestrian routes cross the streets levels could be raised to give pedestrians priority, and to assist in calming traffic. At a detailed stage methods for traffic calming will be incorporated into the development's layout.

**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. 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.

Response: Car parking would be integrated into the overall layout and design. Car parking would be within curtilage, primarily to the side of dwellings.

**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.

Response: The site layout incorporates a SuDS basin and swales which will provide biodiversity benefits and provide opportunity for the community to interact within the landscape.

**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.

Response: Boundary features to fronts of properties will be well considered providing definition for public/ private space transitions. A variety of boundary conditions would be proposed depending upon location such as low walls, hedges and shrub planting. Front garden depths help define the street character and the building layout will allow for bins and recycling stores to be located out of sight to minimise their impact on the streetscene.

## Project Phasing & Delivery

An outline planning application has been submitted for residential development on the site to provide up to 95 dwellings, with access from Lincoln Road, public open space, sustainable drainage and landscaping. Access will be in detail with all other matters reserved.

It is anticipated that the planning application will be submitted by late 2024. Assuming a successful outcome the detailed design will be developed and a Reserved Matter application will be submitted.

It is anticipated that development will be completed during the next 5 years, subject to economic conditions and housing market demand.







# Lincoln Road, Glington

DESIGN & ACCESS STATEMENT