

D E S I G N & A C C E S S S T A T E M E N T

FROLIC FARM, LODE, CAMBRIDGE



185: FROLIC FARM, LODE, CAMBRIDGE _REVISION P1_12/04/2022



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1.0 INTRODUCTION

This design and access statement has been prepared in support of the planning application for the erection of a pair of semi-detached dwellings and terrace of three dwellings following the demolition of the existing agricultural buildings and associated works at Frolic Farm, Lode, Cambridge. A new vehicular access point from the highway will be created to serve the development and this application follows the granting of approval for five dwellings under the owners Permitted Development Rights.

This statement explains the background to the scheme and the design principles and concepts that have informed the development, whilst aiming to assist East Cambridgeshire shire District Council in its consideration of the planning application. The design and access statement should be read in conjunction with the submitted plans and reports which add further detail to the proposals for the development of the site.

1.1 PHYSICAL CONTEXT AND THE SITE

The site falls within the jurisdiction of East Cambridgeshire District Council. It is located outside of the development framework and not within a Conservation Area. The land comprises the parking area and two agricultural barns associated with Frolic Farm. The site area measures 2511.7m² and follows an approved application granted consent for the conversion of the two barns into five dwellings Ref:21/00753/ARN.

Lode is a small village on the edge of the fens, approximately 11 kilometres northeast of Cambridge. The parish also includes the hamlet of Long Meadow and the name of the village is derived from its location at the southern end of Bottisham Lode that links it to the River Cam. The village has approximately 375 dwellings and is home to nearly 900 people, including many families whose roots in the community extend back several hundred years. A longstanding farming community maintains seven working farms around the village including Frolic Farm itself.



Aerial View

The application site is comprised of two barns as well as hardstanding and an area of grassland to the immediate east of the easternmost barn. It is part of a larger site which includes a farm unit, agricultural barns, equestrian uses, a reservoir and farmland.

Lode Fen is accessed via a narrow undulating road from the North side of Lode and the site sits approximately 2km outside of the settlement in the countryside. The site is located in Flood Zone 2.

From Lode there is a regular daily bus service to Newmarket (via Bottisham), Burwell and Cambridge. The railway station at Waterbeach is approximately five kilometres by bicycle cross-country from Lode, from where there is a regular fast service to London via Cambridge to Kings Cross and Liverpool Street. Trains run every 30 minutes during peak times and every hour during off-peak hours; the journey takes 58 minutes. Trains to Kings Lynn operate every hour during off-peak times with trains every 30 minutes during peak hours and every hour at off-peak times; the journey takes 42 minutes. The A14, M11 and A11 main roads are easily accessible from Lode; the distance to Cambridge is 11 kilometres, to Newmarket 15 kilometres and to Bury St Edmunds 30 kilometres.

Lode has a good range of facilities, including a post office and small shop, recreation ground, church, chapel, social club, tennis court, allotments, a farm shop and a community orchard

The surrounding area is predominantly farmland with residential dwellings along the highway which mainly serve the farms and ranging from 1-2 storeys in height. There is a wide variety of building scales and typologies, although simple timber clad buildings are in the majority.

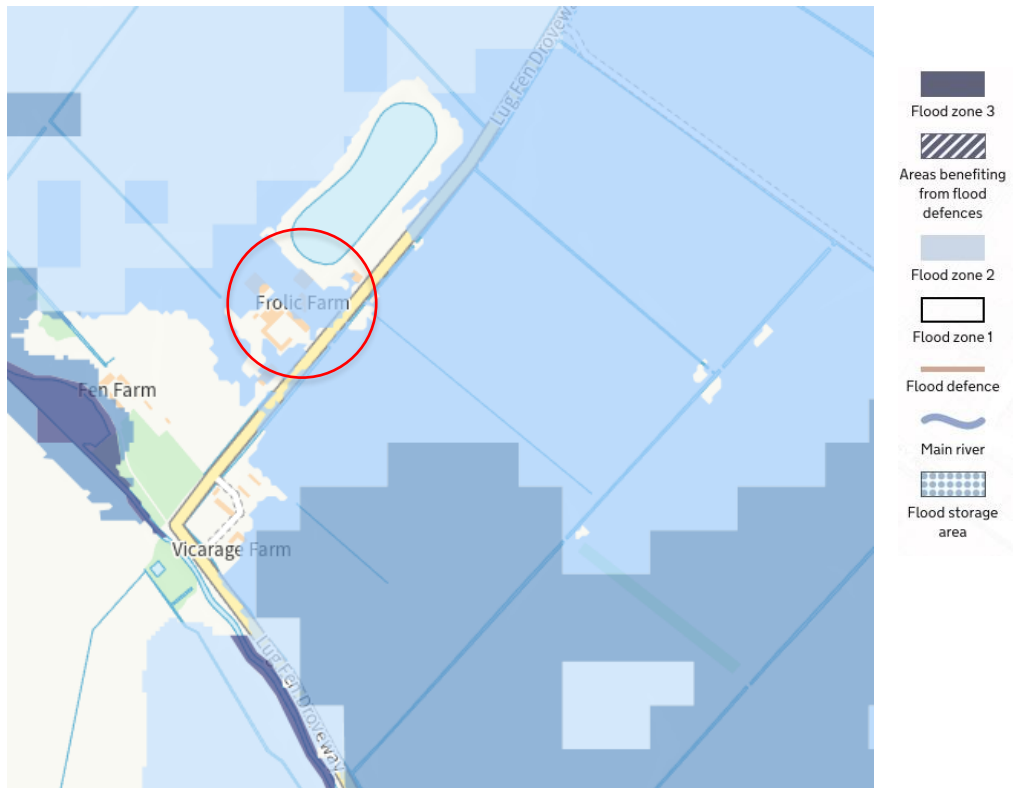
The site is located outside the Development Framework, which is located to the south of the site surrounding the village of Lode. There are no Tree Preservation Orders within the site boundaries or within any adjacent sites.

The existing boundaries are variously marked by post and rail fences, hedgerows and trees. The site can be seen from the public realm and is located between two large detached dwellings to the north and south.

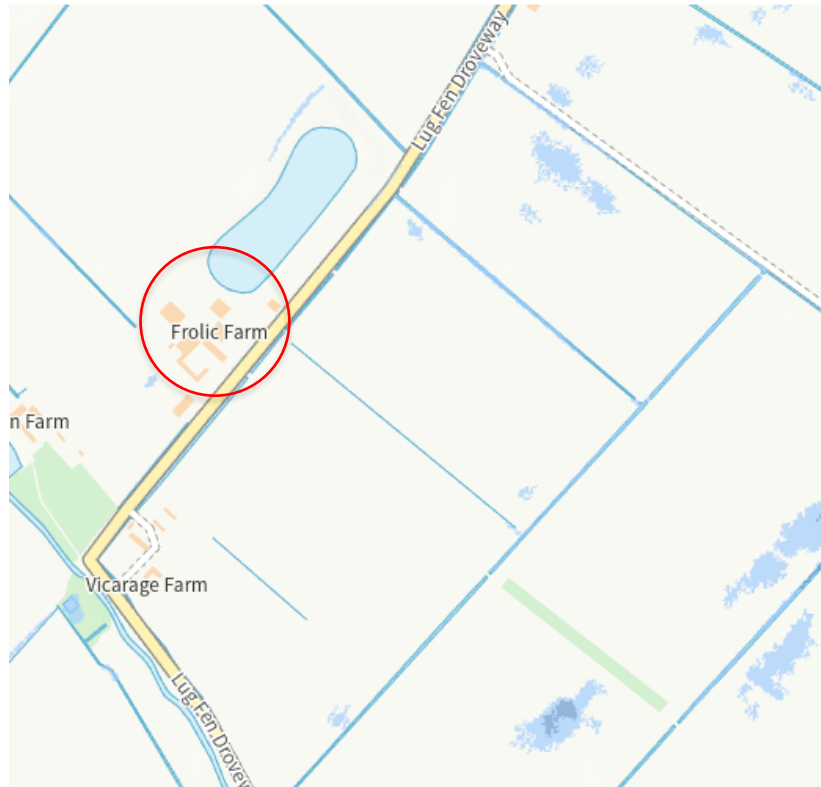
1.2 SITE CONTEXT



1.3 ENVIRONMENT AGENCY LONG TERM FLOOD RISK INFORMATION FOR RIVERS AND SEAS (2022)



1.4 ENVIRONMENT AGENCY LONG TERM FLOOD RISK INFORMATION FOR SURFACE WATER (2022)



Extent of flooding from surface water
● High ● Medium ● Low ○ Very low

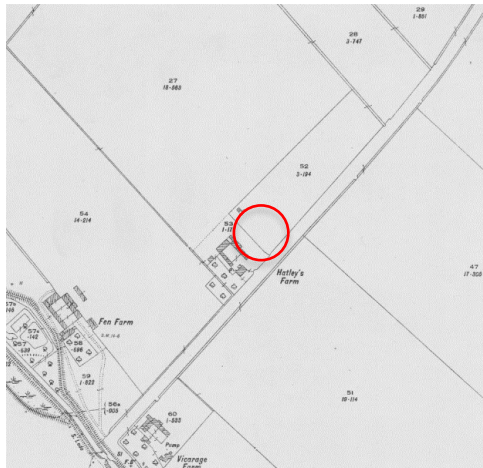
1.5 HISTORICAL MAPS



Historical Map Extract 1886



Historical Map Extract 1904



Historical Map Extract 1925



Historical Map Extract 1938

2.1 THE PROPOSAL

The scheme involves the demolition of two agricultural barns and erection of a pair of semi-detached dwellings and terrace of three dwellings along with new access, associated refuse, cycle and landscaping works. The development follows the granting of a Prior Approval Application for five dwellings which provides a fallback position with regards to residential development in this location. This application seeks to enhance the scheme whilst complying with Local Planning Policy and bringing sustainable and ecological enhancements to the site.

Use and Amount

Proposed Accommodation Schedule-

Plot 1- 3 Bedroom, 6 Person, 2 Storeys @ 107.0sq.m

Plot 2- 3 Bedroom, 6 Person, 2 Storeys @ 115.4sq.m

Plot 3- 3 Bedroom, 6 Person, 2 Storeys @ 107.0sq.m

Plot 4- 4 Bedroom, 7 Person, 2 Storeys @ 160.0sq.m

Plot 5- 4 Bedroom, 7 Person, 2 Storeys @ 160.0sq.m

10No. Parking Bays equating to two bays per dwelling

The scheme has been designed so it is comparable in scale, footprint and massing to the consented Prior Approval scheme to ensure there are no impacts onto the surrounding countryside. The below spreadsheet compares the approved scheme against this application and shows a percentage difference between the two proposals.

In mathematical terms, the figures demonstrate that the new dwellings when compared to the fallback position of the Approved Permitted Development Application would have a reduced footprint and volume. Overall the replacement dwellings are not materially larger when compared against the fallback position allowed under PD and should be considered acceptable.

Measure	Existing Agricultural Barns	Existing Approval Ref:21/00753/ARN	Proposed Application	Percentage difference of new scheme against Prior Approval (Including outbuildings) %
Total Footprint (Gross) (m2)	561.1	532.7	386.6	-27.4
Gross Internal Area (m2)	531.9	638.3	649.4	1.7
Volume (m3)	2,696.90	2,696.90	2,592.80	-3.86

Design and Appearance

Due to its location, the design should be of the highest quality whilst incorporating a character that is capable of joining a varied area. As a result, our design approach has been driven by many factors; primarily this has been to distribute the massing by carefully considering the rural environment and principle views into the site along with the retention of any landscape features and relation to neighbouring agricultural buildings

The design of the housing takes a sensitive approach to the existing constraints on the site, whilst trying to ensure that it makes the most efficient use of the available and developable land consistent with the Council's planning policies. Careful consideration has been given to the detailed design, drawing from analysis of the townscape of Lode and Village Design, to determine the continuant components of the local vernacular style and rural nature of the site.

The aim is to create a homogenous identity to the new housing, creating its own unique character but integrating it with the existing pattern of development and Frolic Farm. In this regard, the design is traditional in appearance incorporating architectural detailing commonly found in the area:

- Traditional pitched roofs, and punctuated rooflines to create a varied and interesting streetscape
- Traditional forms and shapes
- Regular but staggered building lines
- Design articulation in the form of entrance door canopies and single storey projections
- A variety of individual house designs are proposed to create a high quality, attractive residential environment

Particular attention is paid to creating active frontages to animate the site and create natural surveillance as well making the best opportunity of countryside views. The proposed traditional handling of all building details is a key component of the form, character and appearance of the buildings and we believe the new buildings should form a strong archetype in the area and therefore should be considered as an acceptable approach to the design ethos.

Our proposal takes inspiration from the form and scale of the neighbouring buildings. The scheme will be constructed in contemporary materials whilst replicating the features of surrounding buildings such as a brickwork plinths, pitched slate roofs, window proportions and detailing. We propose that the outer skin of the buildings are constructed in black stained timber cladding, with careful elements of detailing to create interest.

The chosen materials will have aesthetic appeal that fit into the local vernacular and its neighbouring environment. We propose that the windows will be of a high quality offering limited maintenance and longevity to provide a high-quality scheme.

Scale and Massing

The scale and massing of the area is predominately a mix of 1-2 storeys of varying roof forms and designs. It was established early on that a scale of 2 storeys is most appropriate for the site given its close proximity to other buildings but also considering the recently approved Prior Approval Scheme. By splitting the massing into two separate blocks, we were able to make a distinct transition between the existing scale of the agricultural barns and surrounding context whilst allowing views through the site and creating an improved design.

The buildings are set back from the road which softens the transition in scale whilst also responding to the design of the neighbouring dwellings and allows views through the development site. The scheme has evolved considerably during the design stages, and it is considered that the scale and massing respond well to the surrounding area. As a result, we consider this massing and spatial separation appropriate.

Form and Layout

The main entrances to the residential dwellings are via the new access road into the site with parking provision within each dwellings curtilage. This creates a visual and interactive street frontage and the proposal has been designed to address not just the highway but also the existing farm buildings and lake to the north of the site.

A new vehicular access point is proposed from the highway which provides parking for all units as well as access to the refuse and cycle storage. The scheme is very “relaxed” in terms of its layout, and a lot of discussion has been undertaken into the design of the individual units as well as improving the prior approval scheme by reducing footprint and volume and a scheme that is more consistent with the locality and improving private amenity provision. By showing a regard to the intervening distances and orientation of built-form in the vicinity, as well as the prevailing building lines, it is clear that the proposed scheme has been carefully designed to protect the residential amenity of the neighbouring properties and future occupiers.

Landscaping

The site has been developed with a landscape-led approach. As a result a strong landscape structure is integral to the design and mature landscape features have been retained where possible. Existing landscape features will be incorporated into the design where possible with new landscape structures introduced most notably along the western boundary.

Native planting will be used to enhance the edges of the site and to create a strong boundary framework in which the development can comfortably be integrated. Trees used within the development will be predominantly native species or cultivars of native species, with occasional use of exotic species to add variety and interest.

2.2 EXISTING SITE PLAN





Peepers Lodge



TWENTY NINE.
ARCHITECTURE + PLANNING

2.4 PROPOSED FLOOR PLANS AND ELEVATIONS- PLOTS 1-3



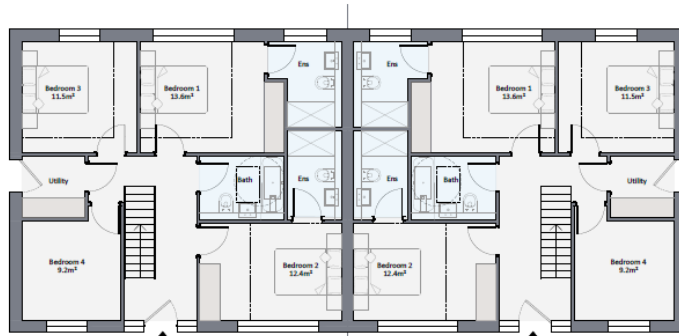
GROUND FLOOR
 PLOT 1- 107.0sq.m (1,152sq.ft)
 PLOT 2- 115.4sq.m (1,242sq.ft)
 PLOT 3- 107.0sq.m (1,152sq.ft)



FIRST FLOOR



2.5 PROPOSED FLOOR PLANS AND ELEVATIONS- PLOTS 4-5



GROUND FLOOR
 PLOT 4- 160.0sq.m (1,722sq.ft)
 PLOT 5- 160.0sq.m (1,722sq.ft)



FIRST FLOOR





Plots 4 and 5 Frontage

3.0 VEHICULAR/ CYCLE PARKING AND ACCESS

The proposal seeks create a new vehicular access point from the highway in accordance with the latest Highways Standards. The new access will lead to permeably block paved bays for each unit and provide sufficient turning and manoeuvring space for vehicles to leave in forward gear to the standards of the Highways Authority. The proposal shall provide 10No. off street parking spaces served, equating to two spaces for each of unit.

The surface will be of a bound material to ensure no debris goes onto the highway. Therefore, the access and egress arrangements conform with the guidelines set out by the Highways Authority and the access road is considered suitable for residential use.

Cycle parking has been designed to the Council's current standards and the properties are provided with covered and secure storage areas for cycles in the gardens of all Plots.

EV charging will be delivered at the site by way of 5 EV Charging spaces, 1No for each house and. Ducting/conduit will also be provided for future provision.

4.0 WASTE STORAGE AND RECYCLING

A bin storage area is to be provided for each dwelling within their curtilage as indicated on the site plan. (Allocated for green waste, dry recyclables and residual waste). Stepped areas have been avoided to facilitate ease of access.

The proposal is designed so refuse vehicles are not required to enter the site with a bin storage points located close to the highway so collection crews can easily collected storage containers on collection days.

The bin storage areas are located no further than 25m from the highway. Given the nature of the site and the current refuse collection arrangements, we consider this acceptable. Internally, kitchens are to be provided with integral waste containers to encourage the occupier to recycle. (All designs are in accordance with RECAP Waste Management Design Guide).

5.0 DISABILITY DESIGN AND ACCESS

The proposed development will include features to facilitate ease of access for all, including those using wheelchairs and prams. By designing streets and spaces for low vehicle speeds, all users will be able to feel confident when using routes through the site. Disabled access has been provided which is compliant with current Approved Document Part M4 of the Building Regulations. External surfaces and parking areas will be paved in a smooth hard material suitable for use by wheelchairs.

All doors are to have level thresholds which will be of a sufficient width to facilitate wheelchair access. Double doors are to have one leaf of minimum 900mm width. WC accommodation within each unit has been designed for use by the visiting disabled. Light switches, electrical socket outlets and intercom door entry systems are to be located at a height suitable for disabled use.

6.0 SUSTAINABILITY STRATEGY

Healthy Placemaking is based on the principle that the creation of healthy, sustainable places begins with good design and planning. Since inception, the sustainability strategy has been developed with performance at its heart, providing effective enhancements to the development and its future occupants, whilst avoiding 'eco-bling' and the 'tick-box' sustainability approach which sustainability assessments have fallen foul of in the past. Key sustainability principles have been identified which respond to contextually relevant opportunities for the site.

The energy strategy is based around the reduction of energy consumption by use of passive construction measures, active energy efficient equipment, Low Carbon technology and the potential for connection to district heating systems as it may become viable in the future.

The proposed development will be constructed from traditional materials which have a proven longevity and low maintenance. The form of the house has a low surface area to volume ratio, and is thus inherently energy efficient. The brick & block construction also gives the building a high thermal mass which is able to moderate excesses in temperature and store energy obtained by solar gain. Timber used during construction will be from renewable sustainable sources. All rooms are naturally lit to conserve energy. All external lighting is to be switched from photocells.

In accordance with current building regulations the houses will be insulated to a very high standard, incorporating 100% energy efficient lighting, air source heat pumps and mechanical ventilation heat recovery units, and design measures have been taken to limit air leakage and thermal bridging

The strategy aligns with the fundamental principles required to surpass the Building Regulations and will make a considerable contribution to reducing the annual CO₂ emissions of the development.

7.0 RESIDENTIAL AMENITY

The application has given due regard to the requirements contained with the Local Plan and units comply with the Governments Minimum Space Standards. The residential amenity areas for the proposed dwellings are in line with those set out Local Plan and provide sufficient amenity space for future occupiers within the sites urban context and also reflect neighbouring densities.

Further to this, the siting and form of the proposed new dwellings has been designed to provide a reasonable distance of separation from the neighbouring dwellings and Public House to avoid overlooking, overshadowing and surveillance and we consider the relationships acceptable.

8.0 CONCLUSION

In conclusion, we intend for this high-quality scheme to enhance the existing rural environment and previous Prior Approval Consent whilst respecting the architectural character of the area and the amenities of surrounding properties. The proposed development incorporates a design of high quality which provides significant visual enhancements to the site and provides much needed housing whilst ensuring a deliverable development to the highest standards of ecological enhancement and sustainability.

A high quality residential environment will be provided for future residents and are to be provided with clearly demarcated threshold amenity spaces as well as much needed smaller commercial premises in a thriving area.