

DESIGN & ACCESS STATEMENT

LONDON ROAD, KIRTON

SOUTHERN PHASE



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FULL PLANNING APPLICATION – JANUARY 2019

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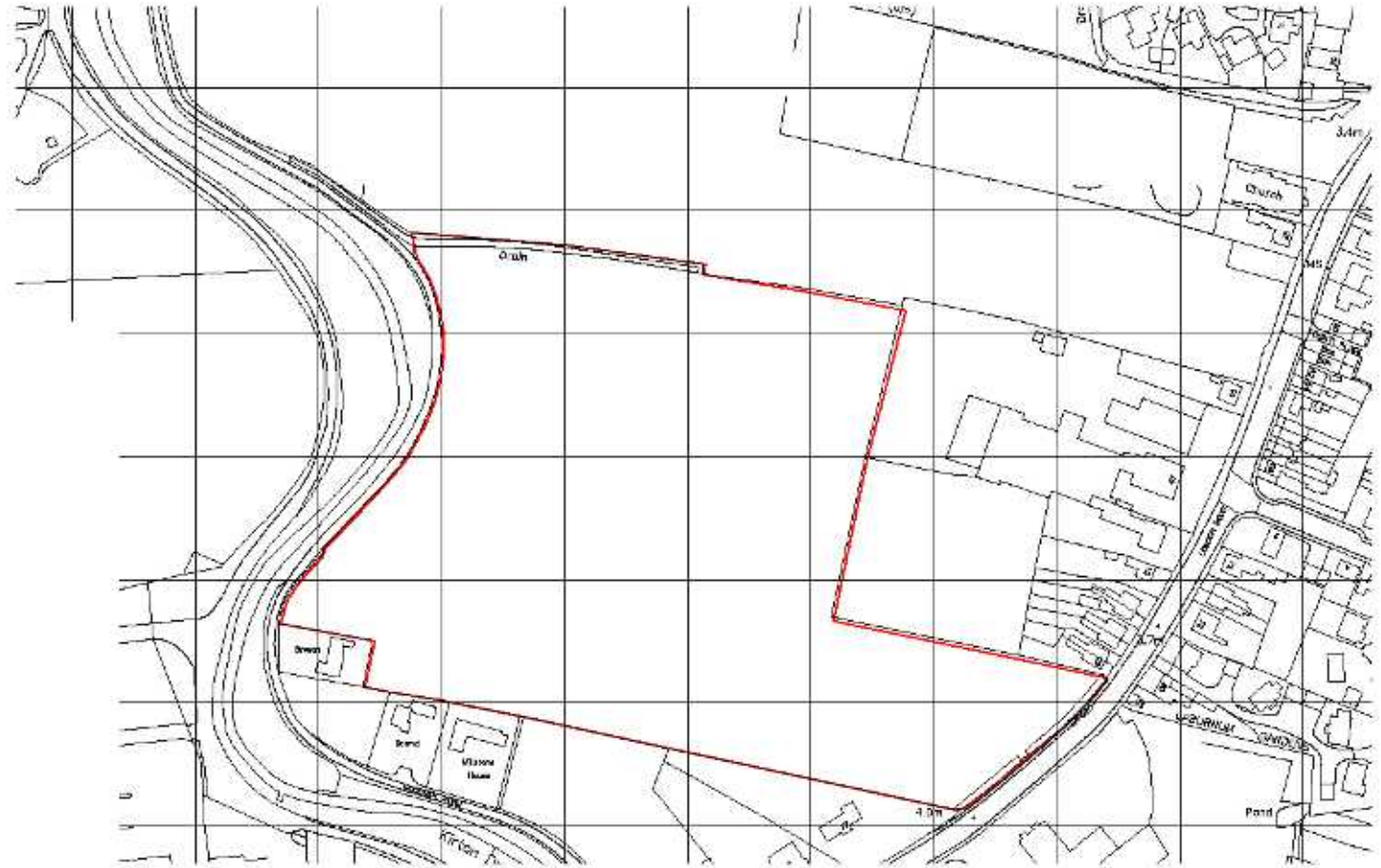
1. INTRODUCTION

NKW Design has followed a careful design process in formulating the proposed scheme for the development at London Road, Kirton. This document is put forward as supporting information for the Full Planning Application on behalf of Ashwood Homes, and aims to outline the key issues and principles that have influenced the design of the development.

2. SITE ANALYSIS

2.1 Location

Kirton is a village in Lincolnshire with a population of approximately 6000. It is located just under 4 miles to the south of Boston, within the district of Boston Borough Council. The site itself is to the south west of the village and extends to 4.26ha (10.54acres). To the west of the site runs Woodside Road which is single track. There is an existing drain which runs into the site along the north western corner. A further drain runs along the London Road frontage. The B1397 London Road runs to the far east of the site which runs into the centre of the village to the north. London Road has a mix of detached and semi-detached properties abutting the site.



SITE LOCATION (not to scale)

Land Use

The site is formerly agricultural. There are existing drains to the north western corner of the site as well as along the length of London Road to the east.

Right: View across site from London Road.



Left: View from Woodside Road across site.

2.3 Planning Policy & Involvement

The proposed scheme has evolved and developed as part of a larger development with adjacent sites. Local Design Guidance has been used and discussions held with Boston Borough Council.

The site directly to the north of the application area has Reserved Matters Consent, which was granted in December 2018.

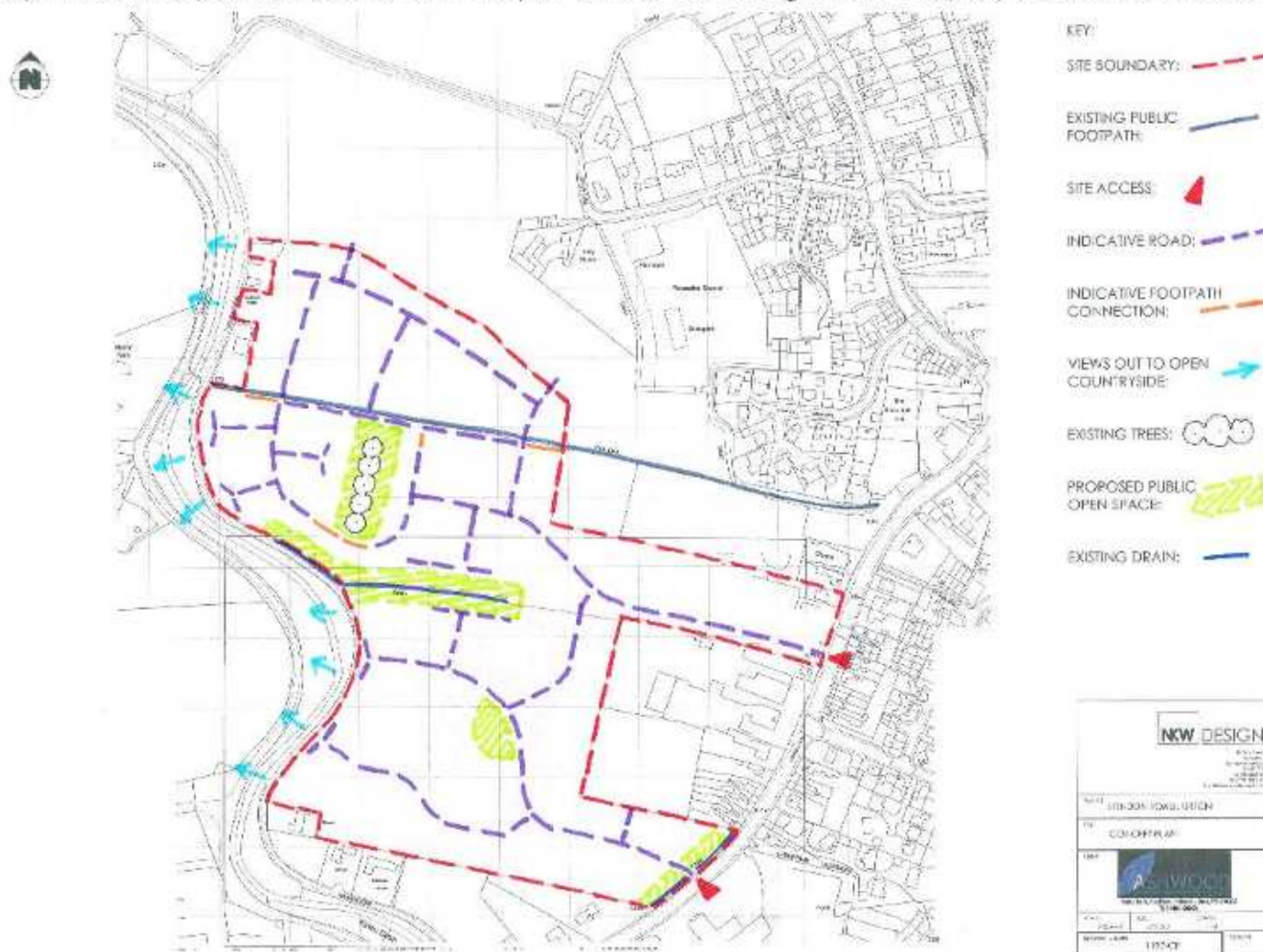
Prior to that in May 2017 a Concept Plan was put forward to John Taylor for the his thoughts on the proposals as a whole.

Several conversations have taken place between Ashwood Homes Directors and John Taylor to discuss the proposals. The indications given were positive and the proposals put forward were seen as acceptable.

Directive has also been sought from the Housing department in relation to the Affordable Homes provision and tenure.

This advice has been taken on board by showing a mix of Affordable Homes which are consistent with the comments of the Housing Officer.

CONCEPT PLAN (not to scale)



2.4 Movement

The site is well located within Kirton, being accessed from the B1397. It is within walking distance of the centre of the village which has a wide variety of amenities from a Post Office, Public House and Cafe, to a small supermarket, Church and Bakery.

The Primary School is within a 15 minute walk to the north of the Village, but the Thomas Middlecott Academy is only a round five minutes' walk to the other side of London Road. The nearest Bus Stop is a few minutes' where the junction of Woodside Road meets London Road, to the south of the site. There are further Bus Stops in the centre of the Village. From here buses run regularly to Boston or Spalding Town Centres.

The site is a short drive from the A16 which affords access to the surrounding towns and villages. The nearest Railway Station which is Boston. From here, trains run to Skegness and Nottingham.

2.5 Evaluation

The site evaluation and analysis is influenced by the existing constraints and potential opportunities. The key points of the evaluation process were established as follows:

- Existing Features – There are no trees within the site, but adjacent trees close to the site boundary need to be considered.
Take account of existing ditches where necessary.
Proximity to existing buildings.
- Response to Local Authority comments
- Provide frontage to Woodside Road.
- Opportunity to create an interesting scheme to reflect the needs of local people.
- Adhere to findings of the Ecology Report.
- Provide a consistent approach to the approved scheme to the north, in line with the Concept proposals.

3.0 Objectives

Following the appraisal of the site context, whilst adhering to the relevant guidance, specific design objectives have been developed:

- To create an attractive, sustainable development and community that enhances this area of Kirton.
- To provide a residential development of the highest quality.
- Good connectivity with the Local Area.

This will be achieved by:

- Adhering to Planning Policy and guidance from Officers.
- Proposing a high quality urban form and landscaping solutions, which relate to the site context.
- Provide acceptable solutions to the site constraints whilst retaining existing features such as the existing outer perimeter trees and ditches.
- Creating a permeable development that encourages walking and cycling and retaining good connections to the facilities within surrounding areas.
- Take advantage of countryside views across Woodside Road.

4.0 Design

The proposed application layout is the result of following the aforementioned stages of the design process. This started from contextual assessment in the form of the Concept Plan, followed by discussions with the Local Planning Authority and finally the evaluation of the gathered information and objectives.

Through the pre-application consultation process with Boston Borough Council, it was felt that the principles of the development were acceptable.

Local context and policy formed the basis of the design concepts for the site. However the main principles that assisted in achieving the end result were:

- Creating a positive, strong built form to the existing roads surrounding the site. Focal buildings are proposed to the site entrance with the use of alternative materials or dual fronted dwellings.
- The use of various car parking solutions, with parking kept as a secondary element within the street scene.
- Low key streets created with a strong emphasis on easy access for pedestrians and cyclists and to reduce the dominance of the car.
- Good surveillance provided to all public areas.
- Provision of Public Open Space within the site in accordance with Local Policy.
- Good connections and relationship to recently Approved scheme to the north.

The site is accessed from London Road and which has 2 detached dwellings either side of the entrance road to provide a gateway feature. A continuous building line creates an active frontage leading through to the vista stop end which is highlighted with the use of a dual fronted dwelling. The road then leads to the Central Open Space area, which has dwellings framing the view behind. Open Space is also alongside the drainage ditch to the north west corner of the site which allows views across to the adjacent site.

Connections have been provided to link up with areas of land to the north as shown on the Concept Plan. This allows for good connectivity to the local area and into Kirton.

All dwellings are 2 storey.

4.2 Use

The proposals include a range of 2 storey dwelling and are made up of the following:

- 4 x 1 bed house
- 41 x 2 bed house
- 78 x 3 bed house
- 16 x 4 bed house

20% of the dwellings are proposed as Affordable Homes, 20 of these are to be rented and 8 Shared Ownership, in line with advice from the Housing Officer.

4.3 Layout

The submitted layout has been developed from the above consultation comments and conceptual analysis. The scheme now provides the following important design principles:

- Good continuation through all areas of the site creating links to the wider areas.
- Interest is created in the variation of material use: some focal units will be half boarded.
- The internal areas of the site are designed to provide good linkages to future developments.
- Dwellings are positioned to create perimeter block formations to aid navigation through the site and help to define public and private space.
- Focal buildings are positioned at vista stop ends to enhance the street scene and create interest to the roof lines.
- Generally, contiguous frontages help the proposed block structure which in turn helps to define desire lines for pedestrian and cycle routes.
- Take advantage of views out across Woodland Road and the wider countryside.

4.4 Landscape

The landscape proposals were considered from the outset of the design of the development. 14% of the site has been provided as Open Space in line with Local Policy requirements.

A landscape structure is to be included to reinforce the routes through and across the site. There are areas for more substantial planting to the more prominent parts of the site, such as the site entrances and Public Open Space.

The proposed landscape scheme will complement and enhance the development by integrating with the buildings as an equally important element of the site.

The tree and shrub planting will be designed to enhance the visual effect of the built environment and its setting.

Native species will be used where possible as an integral part of the comprehensive landscape scheme.

Please refer to the Landscape Proposals for further information.

4.5 Drainage Strategy

The surface water drainage strategy will involve elements of swales, permeable paving and attenuation areas to control storm drainage flows.

With regard to the foul drainage it is proposed to have a gravity foul system within the site to convey flows to the pumping station within the northern site. This is then proposed to connect to an agreed discharge point potentially to the existing adopted sewer network in London Road.

Please see the Drainage Statement within the Flood Risk Assessment for further information.

4.7 Appearance

The appearance of the proposed house types are derived from influences taken from local, rural vernacular details. The building forms will create a strong theme throughout the development with the use of a limited materials palette to create a coherent street scene and sense of place.



Above: Existing Properties to the Southern end of London Road
Left: Dwellings along London Road.

The materials will be taken from a palette of facing bricks with the occasional use of boarding, as used above, on key focal plots if desired. Clay roof tiles will be used through the development to continue the coherent approach. Details at window, eaves and verge details will be simple to reflect a traditional approach.

Details such as porch canopies and window styles will also be simple, but may vary from house to house. A mixture of gable fronted and lean-to timber porches will be used, with the occasional formal door surround to the larger properties.

5.0 Access

5.1 Vehicular Access

Vehicular access to the site is served from London Road. The site also connects to the Approved development site to the north.

5.2 Parking

A variety of parking solutions are proposed within the development. Most dwellings are served by the parking positioned adjacent to the plot or to the rear if accessed from an adjacent road. Parking and garaging for properties is mostly positioned 'on plot' where vehicles can be well overlooked by their owners.

The private parking provision is located off road and is provided at a minimum of 2 spaces per dwelling, however most have 2 spaces plus a garage.

5.3 Inclusive Access

The site is broadly level and therefore accessibility standards to the dwellings are easily met. This also means that the level of the footways varies very little and is wide enough for easy movement across the site.

6.0 CONCLUSIONS

The proposed layout is a result of following the criteria listed above. The principles and objectives have been addressed and progressed.

A high quality scheme is proposed as a result of the above and the consideration given to the site context.

Throughout the development of the scheme, the following factors have been given particular attention:

- Mix of house types.
- Generous private parking standards adhered to.
- Good surveillance to all public aspects.
- Generous areas of Public Open Space.

Accessibility

- The car is kept away from the street scene where possible, and parking is provided mainly on plot to the side of the properties they serve.
- Consideration has been given to pedestrians and cyclists, and routes have been designed to relate to the wider area, giving residents easy access to the nearby facilities.

Environmental Improvements

- Proposed sustainable initiatives are proposed across the site.
- Positive landscape proposals.

The proposed scheme has responded positively to the proposals for this area of Kirton. This has been achieved by following the above principles. The end result is an attractive scheme providing an appealing and secure environment for future residents.