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# **DESIGN AND ACCESS STATEMENT**

**Jan 2021**

**FULL PLANNING PERMISSION FOR THE DEMOLITION OF  
OUT BUILDINGS AND THE ERECTION OF 4 DWELLINGS**

AT

**LAND TO THE REAR OF 11-13 HIGH STREET, KIRTON, BOSTON, PE20  
1DR**

by Framework Architecture and Urban Design Ltd

PC/PL/J1901

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# Contents:

- 1.0 Planning Policy
- 2.0 Use and Location
- 2.0 Amount
- 3.0 Layout
- 4.0 Scale
- 5.0 Landscaping
- 6.0 Appearance
- 7.0 Access
- 8.0 Security
- 9.0 Other Material Considerations



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### **1.0 PLANNING POLICY**

#### **RELEVANT PLANNING HISTORY**

B/01/0399	- Erection of a garage & store
B/01/0400	- Demolition of a steel clad shed

#### **PRE-APPLICATION ENQUIRY**

SE/PENQ/20/0004	- Please refer to the Pre-application advice issued on the 2 <sup>nd</sup> March 2020 by Simon Eldred which has informed the proposals.
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#### **RELEVANT PLANNING POLICY**

The site is within Boston's built-up settlement boundary. The policies of particular relevance are:

In Boston Borough, the development plan consists of the:

- South East Lincolnshire Local Plan 2011-2036 (adopted in March 2019);
- Lincolnshire Minerals and Waste Local Plan Core Strategy and Development Management Policies (adopted in June 2016); and
- Lincolnshire Minerals and Waste Local Plan Site Locations (adopted in December 2017).

The provisions of the Minerals and Waste Local Plan are not relevant to this proposal.

#### **South East Lincolnshire Local Plan 2011-2036**

The following Policies of the South East Lincolnshire Local Plan (SELLP) are of particular relevance to your proposal:

- Policy 1 (Spatial Strategy);
- Policy 2 (Development Management);
- Policy 3 (Design of New Development);
- Policy 4 (Approach to Flood Risk);
- Policy 29 (The Historic Environment); and
- Policy 36 (Vehicle and Cycle Parking).

#### **National Policy- The National Planning Policy Framework (NPPF)**

The revised National Planning Policy Framework came into force in February 2019, and is a material consideration in decision-taking. The parts of the NPPF that will be of particular relevance to your proposal are:

- Section 4 – Decision-making;
- Section 5 – Delivering a sufficient supply of homes
- Section 11– Making effective use of land;
- Section 12 -Achieving well-designed places;
- Section 14 – Meeting the challenge of climate change, flooding and coastal change;
- Section 16 – Conserving and enhancing the historic environment.



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## 2.0 USE AND LOCATION:

- The subject site is located within the commercial centre of Kirton and measures 0.13 hectares in size. It is within the Kirton settlement boundary and the south eastern half of the site sits within the Conservation Area.
- At its south-eastern High-Street frontage, the site contains a disused bakery shop, with a single-carriageway vehicular access which leads to a gated rear yard. The yard contains a range of disused single-storey commercial buildings, all under the client's control.
- None of the site's buildings are listed but the shop is traditional and attractive in appearance, and is located within the Kirton Conservation Area. In contrast, the disused single-storey commercial buildings are more modern and considerably less attractive
- To the north of the site are the rear gardens of 9 High street and a bungalow known as the Burrells accessed off Penny Gardens. To the south west of the site is a large Youth centre with associated car parking and to the south is a restaurant known as Kirton Cottage fronting onto High Street.



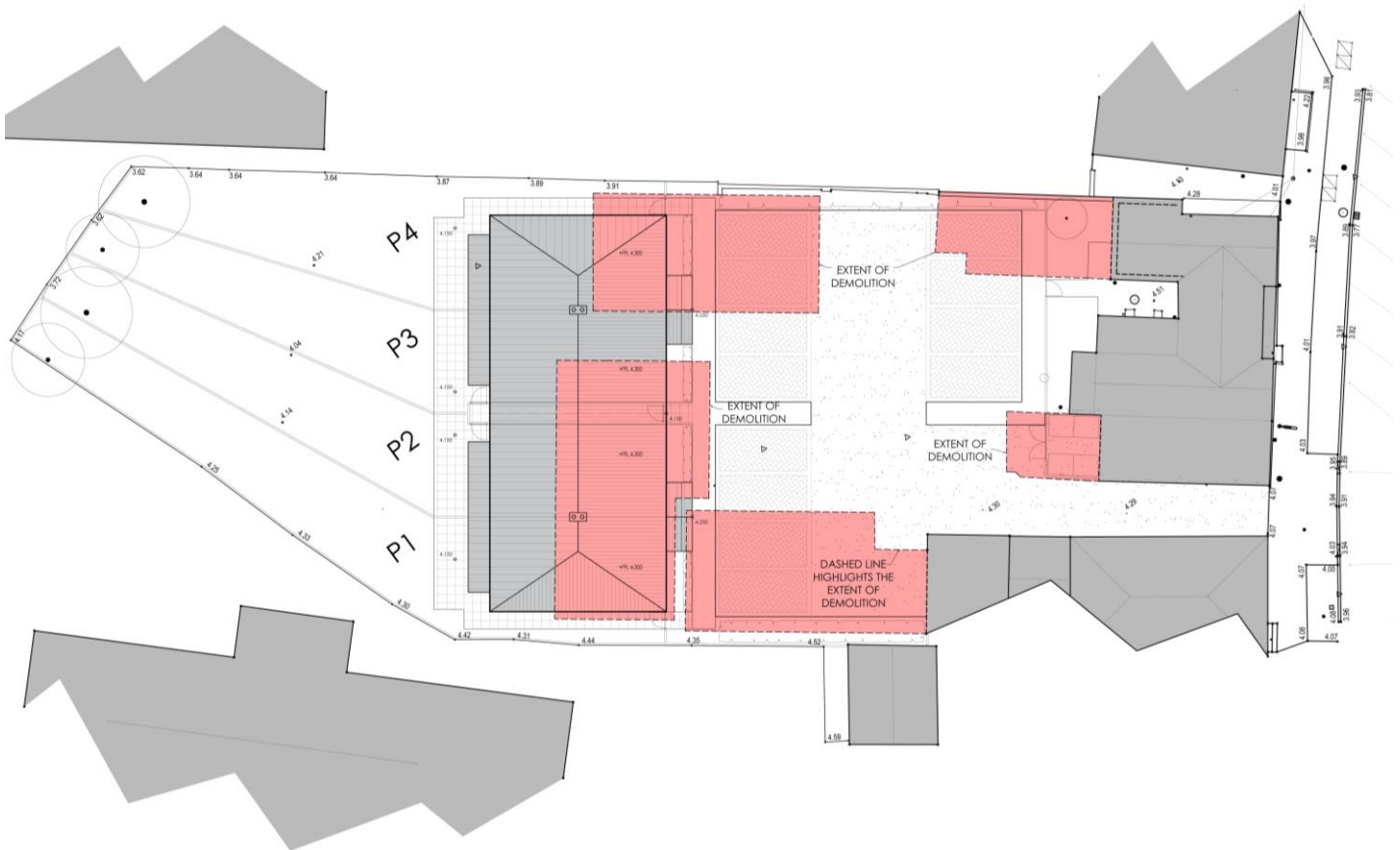
Red line indicates extent of subject site

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### 3.0 AMOUNT

- The site is classed as Minor Development applying the Town & Country Planning (Consultation)(England) Direction 2009 as the proposed development is for less than 10 dwellings.
- The proposal seeks full planning permission for 4 dwellings with associated parking and access off High Street with the demolition of several rear out buildings. The application site is approximately 1307m<sup>2</sup>, 0.13 Hectares
- Each dwelling has a parking provision for two cars with 4 additional communal parking spaces. Overall, there are 12 parking spaces provided on site.



The drawing above indicates extent demolition proposed to the existing disused rear ancillary buildings and outriggers.

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### 4.0 LAYOUT:



The drawing above illustrates the proposal set within the immediate local context for this area.

- The proposal utilises the existing vehicular accessway off High Street.
- The creation of a new shared courtyard reflects a common historic street pattern, which is also reminiscent of the more recent residential developments behind 7-15 Station road and at Hullett house.
- The courtyard will help to create a distinctive place, with a clear sense of character and an understandable sequence of spaces from High Street, through the courtyard to the individual dwelling entrances and front doors.
- The position of the proposed dwellings is designed to foster appropriate relationships with the neighbouring dwellings. The positioning of the single mews style building block also helps to maximise the private rear garden spaces and reduce overlooking to the neighbouring gardens.
- The layout is designed to provide minimal impact upon the existing amenity enjoyed by the adjacent plots. Care has been taken to have minimal windows along the gable

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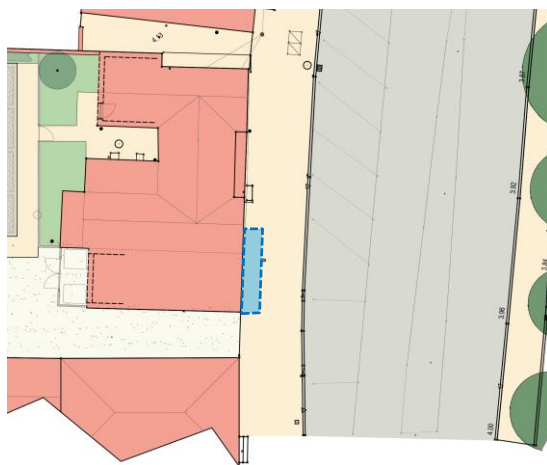
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elevations with no overlooking at first floor. The main roof form is also hipped at both gables to reduce the overall mass of the buildings.



View of the Church of St Peter from Station Road

- By positioning the building block back within the site it offers long views to the Church of St Peter & St Paul from within the new courtyard.
- The rear yard of the existing commercial unit will be enclosed with a low level timber fence with gated access to the communal parking spaces. With a dedicated bin store enclosure located adjacent to the vehicular access way.
- The individual dwellings will have dedicated bin storage areas within each of their rear gardens. On collection days these bins would be taken to a collection area to the front off 11-13 High street which is an area in the ownership of our client, illustrated below.

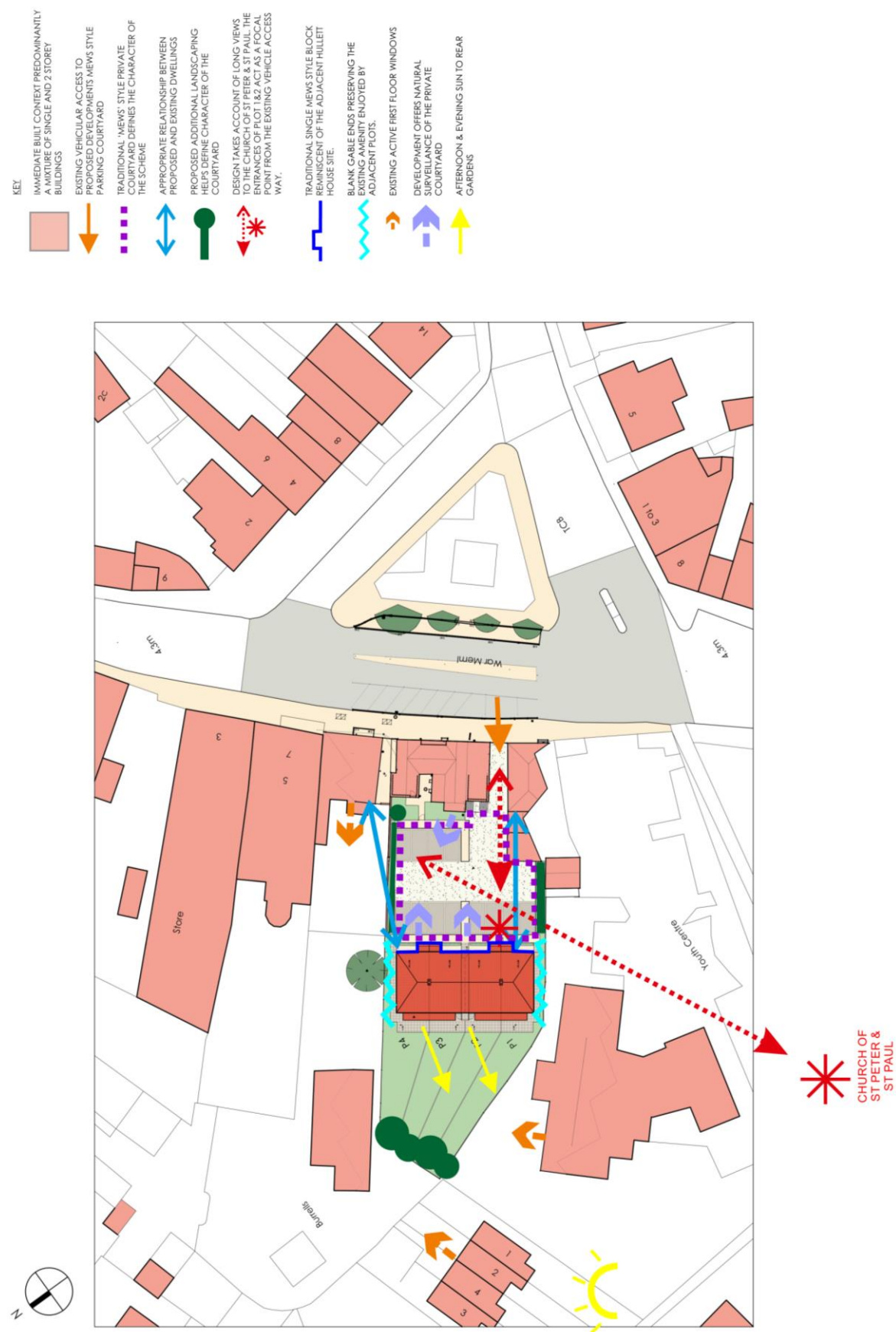


Suggested bin collection point for the proposed dwellings.

- For further design rational please refer to the site strategy diagram overleaf.

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FULL PLANNING PERMISSION FOR THE DEMOLITION OF OUT BUILDINGS AND THE ERECTION OF 4 DWELLINGS AT LAND TO THE REAR OF 11-13 HIGH STREET, KIRTON, BOSTON, PE20 1DR



The diagram above articulates the overall design strategy for the development

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#### 5.0 LANDSCAPING:

- The proposal would not impact on the existing landscaping. The existing grassed areas toward the north west of the site will form the garden areas for the proposed properties with some tree planning proposed along the diminishing north western site boundary.



View looking towards the north western boundary of the site showing the neighbouring bungalow with the semi mature tree within the rear garden of the adjacent property.

- Additional landscaping is to be incorporated into the scheme in order to enhance the character of the project and reinforce the site boundaries. This is achieved through the use of structured hedge and shrub planting within the courtyard and the fronts of the properties.
- Individual hard paved pedestrian accesses will be provided off the new block paved shared surface parking court.
- To the rear of the dwellings timber screens 1800 high are utilised. The existing close board fence located along the north eastern boundary is in good condition and shall be retained. A new 1.8m close boarded fence is proposed along the north western boundary and also to the western boundaries to the youth centre, which is currently 1.8m concrete post and wire mesh fence.
- On a general level the proposed hard and soft landscapes combine to create a strong sense of identity within the proposed scheme.

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### 6.0 APPEARANCE:

- The proposed buildings are designed to reflect the characteristics of buildings within the local area which are traditional in appearance as part of a conservation lead design approach.



- The material palette is predominantly brick with a red pantile roof finish with low level timber entrance canopies.
- The design strategy aims to synchronise the proposal through careful material selection in order to characterise and harmonise the development.
- The vocabulary of the proposal acknowledges the contextual material palette and articulates the building in a traditional way acknowledging current best practice in this housing sector.
- Main roofs are tiled to harmonise with the neighbouring properties. Red pantile roofs will help define the character of the proposal.
- The main facing material of red brickwork will help strengthen and enhance the character of the project.
- The proposed front elevation is articulated to create a traditional mews style street frontage to the internal parking court.
- The rear and gable elevations are regulated to negate any potential overlooking issues.

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## 7.0 ACCESS:

### Vehicular and Transport Links

#### Pedestrian and cycle:

- The proposed site is in the centre of Kirton town. It is served by a rich variety of local amenities within less than a couple of minutes from the site
- The town of Boston is approximately 4.8 miles from Kirton and is accessible by car within approximately 10 minutes.
- A Cycle route is accessible via Framton which is approximately 5.2 miles, taking around 25 minutes.

#### Private Car and vehicles:

- All plots have 2 private allocated parking spaces within. The remaining 4 communal spaces can act as visitors parking in the evening and act as staff parking for the commercial unit fronting on to High Street.

#### Public Transport:

- The site is located within easy walking distance of public transport links, including bus stops with regular services.
- Brylaine Bus Company operate a C19 bus service between Kirton and Boston. The same service continues through to Old Leake

#### Inclusive Access

##### Level approach to dwellings from boundary:

- Principle access to the dwellings will be off the new shared parking courts. The floor level of the dwellings will be set to provide a level threshold, allowing a 'level approach' from the site boundary.

##### Circulation within the dwellings:

##### Doors:

- Entrance doors to each dwelling will be 1000mm door sets achieving a minimum opening width of 850mm.

##### Sanitary provision:

- Access is available to each entry level WC via a 900mm door set to give a clear opening width of 775mm accessed from a 1050mm wide corridor in accordance with Table 4 section 7 of part m of the building regulations.

##### Switches and socket outlets:

- Will be located in accordance with Section 8 of Part m of the Building Regulations.



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## **8.0 SECURITY**

- During the feasibility stage of the development Framework considered the secure by design principles in terms of its design.
- The proposed site layout and building designs aim to improve the natural surveillance of the parking courts and site entrance.
- The inclusion of locked gates to access paths, lights to perimeter of dwellings on PIR sensors will improve the safety of the scheme.
- The new windows and doors will benefit the highest level of standard locking systems, to reduce possible attempts to access the building unlawfully.

## **9.0 OTHER MATERIAL CONSIDERATIONS**

### Technical Reports

#### The Flood Risk Assessment

This has been submitted alongside this document, it concludes that there are no technical reasons why the site cannot be developed in the manner proposed.

#### The Heritage impact assessment

This has been submitted alongside this document and also concludes that that the proposals will have a neutral impact on the setting of the grade 1 listed Church of St Peter and the grade 2 listed War Memorial and K6 telephone exchange.

#### Air Quality Assessment – Non-Applicable

As the site is not within an Air Quality Management Area. We have considered air quality as part of this development and do not consider there is mitigation that can be implemented as part of this development.

#### Noise Impact Assessment – Non-Applicable

The application site is not close to any major roads or railway lines. The dwellings are sited to the rear of existing commercial premises fronting on to High St, the existing Jessops unit (under the applicant's control) is over 22.5m away across a shared courtyard. While the rear wall of 15 High Street is 17.8m away from the proposed units. Therefore, we do not consider there is a requirement for a detailed noise assessment to be undertaken.

