

DESIGN & ACCESS STATEMENT

TOWN DAM LANE, DONINGTON



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FULL PLANNING APPLICATION – MARCH 2017

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1. INTRODUCTION

NKW Design has followed a careful design process in formulating the proposed scheme for the site on Town Dam Lane, Donington. This document is put forward as supporting information for the Full planning application on behalf of Ashwood Homes. This document aims to outline the key issues and principles that have influenced the design of the development.

2. SITE ANALYSIS

2.1 Location

Donington is a large village to the north of Spalding, within the district of South Holland. The site itself is on the southern edge of the village and extends to 2.63ha (6.5acres) of undeveloped land.

The north and western sides of the site are existing residential areas. To the east are a small number of existing trees and hedgerows with a Skate Park beyond and the Local Primary School. To the south of the site are existing agricultural buildings.

SITE LOCATION (not to scale)



Land Use

The site is currently open grassland which is relatively flat. Ditches run along the north and western sides which lay dormant.

Right:
View from South western corner.



Left:
View from North western corner.

2.3 Planning Policy & Involvement

Local Planning Officers have advised that:

In the context of the emerging South Lincs Local Plan, the National Planning Policy Framework, 2012 and the Council's current lack of demonstrable 5-year supply of deliverable housing sites, the principle of residential development on this site is acceptable.

The proposed scheme has evolved and developed through referencing Local Design Guidance and through discussions with South Holland District Council.

An initial sketch layout for the site was submitted which was part of the Pre-Application process for comment.

Feedback has been received via letter and email since November 2016 as part of ongoing discussions with SHDC to discuss principles of the proposals.

Comments made by Officers attending from the Planning and Highways departments have been taken on board and the scheme has developed as a result of the meetings and written feedback.

2.4 Movement

The site is well located on the southern side of Donington. It is within walking distance of the Primary School and other facilities within the village, such as the Skate Park and the Village Park which connects to the High Street. The nearest Bus Stop is a few minutes' walk from the site in front of the Primary School. From here buses run regularly to Boston or Spalding Town Centre. The site is a short drive from the A52 which affords access to the surrounding towns and villages. Swineshead is the nearest railway station where 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 – Trees and hedgerow planting to the Eastern Site perimeter.
Take account of existing ditches where necessary.
Provide well overlooked roads and footpaths to existing streets.
- Response to Local Authority comments
- Opportunity to create an interesting scheme to reflect the requirements.

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 Donington.
- To provide a residential development of the highest quality.

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 perimeter trees, planting and ditches.
- Creating a permeable development that encourages walking and cycling and retaining good connections to the surrounding areas.

4.0 Design

The proposed application layout is the result of following the aforementioned stages of the design process. This started from contextual assessment, followed by consultation and involvement of the Local Planning Authority and its Consultees and finally the evaluation of the gathered information and objectives.

Through the pre-application consultation process with SHDC, it was felt that the principles of the development were acceptable. It was suggested that a pedestrian route to be provided towards the Primary School.

The feedback and guidance as well as 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 strong built form in order to define public and private space.
- 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 Open Space within the site.
- Public footway to be provided towards the Primary School.

On approaching the site, there is a strong building line which includes a Focal Building to address the end of the vista from the road opposite.

The built form respects the context by maintaining an informal frontage set back from the Highway with space for landscaping. At the northern site entrance the dwellings open up to form a gateway feature framing.

Public Open Space has been positioned centrally within the site to provide easy access to all residents. The Open Space to the East provide extra amenity space adjacent to the existing skate park. All properties front or side onto the open space areas to provide optimum surveillance.

All dwellings are 2 storey.

A mown path is proposed to the southern IDB easement to provide an additional pedestrian route across the site.

4.2 Use

The proposals include a range of 2 storey dwelling types in line with the low density setting which is intended. The 81 dwellings are made up of the following:

- 22 x 2 bed house (1 of which is a flat over garage)
- 38 x 3 bed house
- 16 x 4 bed house
- 5 x 5 bed house

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:

- A pair of corner turning Gateway buildings highlight the approach to the site entrance.
- Once turned into the development it is clear to see the vista stop end to the junction ahead.
- The internal areas of the site are designed to provide good linkages throughout the development as a whole.
- 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.

4.4 Landscape

The landscape proposals were considered from the outset of the design of the development. A strong tree structure has been 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.

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.

The existing hedge planting to the site boundaries will be trimmed back and tidied to encourage its future management, as these are important existing features.

4.5 Drainage Strategy

Foul surface water drainage will connect into the existing public sewers which run along Town Dam Lane. With regards to the storm drainage, a series of SUDS techniques will be used to provide source control and attenuation flows from the site. Please see the Drainage Statement 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.

The materials will be taken from a palette of facing bricks with the occasional use of boarding on key focal plots if desired. Concrete 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 two locations with 2 footway links into the site to provide good connectivity throughout the area.

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 the 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. The consultation process which has taken place has helped advance the scheme to take on board Officers comments.

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

- Residential development, as granted by Outline Consent.
- Mix of house types.
- Generous private parking standards adhered to.
- Good surveillance to all public aspects.

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.
- Retention and improvement of the existing trees and hedgerows.

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