

DESIGN & ACCESS STATEMENT
Phase 2
TOWN DAM LANE, DONINGTON



45 York Road
Wollaston
Northamptonshire
NN29 7SG
T: 01933 666130
E: natalie@nkwdesign.co.uk

FULL PLANNING APPLICATION – MAY 2019

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1. INTRODUCTION

NKW Design has followed a careful design process in formulating the proposed scheme for Phase 2 of 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 and 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 is a former plant nursery on the southern edge of the village and extends to 5.47ha (13.5acres). To the north of the site is Phase 1, which is currently being constructed.

On other side of Towndam Lane to the west are existing areas of residential development. To the east is an IDB drainage ditch and to the south is further agricultural land.

SITE LOCATION (not to scale)



Land Use

The site was formerly a plant nursery, which houses various buildings and glass houses. These have all fallen into various states of disrepair.

Right:
View from Towndam Lane on North
West corner of site:



Left:
View from Towndam Lane
towards new site entrance.

2.3 Planning Policy & Involvement

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

Discussions have taken place between Ashwood Homes and Richard Fidler and he confirmed the principal is established as being a preferred site in the Local Plan. The plan has subsequently been adopted and the land is included.

We have listened to the most recent observation from Members and Planning Officers and tried to introduce them into the proposal.

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 to the north, adjacent to Phase 1, 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 – Take account of existing ditches where necessary.
Provide well overlooked roads and footpaths to existing streets.
Relationship with site context.
- Response to Local Authority comments
- Opportunity to create an attractive and 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 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 evaluation of the gathered information and objectives.

Through discussions with SHDC, it was felt that the principles of the development were acceptable.

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:

- Create 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.

A strong building line fronts onto Towndam Lane. The site entrance is formed with dual frontage focal buildings to the corners to provide surveillance to both streets. Contiguous frontage then leads into the site with parking set well back from the street. The road then leads through, and opens up to the Public Open Space providing views to the east. The Open Space is fronted by dwellings to provide continuous surveillance. 25% of the proposed dwellings are Affordable Homes. These are split into 3 areas across the site.

All dwellings are 2 storey.

4.2 Use

The proposals include a range of 2 storey dwelling types in line with the low density setting which is intended. The 150 dwellings are made up of the following:

- 2 x 1 bed maisonette
- 38 x 2 bed house (1 of which is a flat over garage)
- 84 x 3 bed house
- 26 x 4 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 on the road 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 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

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 Strategy 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 proposed materials will complement the dwellings on Phase 1.

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 a single point along Towndam Lane. Footways run either side 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:

- 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.
- Provision of a comprehensive Landscape scheme.

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.