

**1B MELTON STREET,
MELTON CONSTABLE
DESIGN AND
ACCESS STATEMENT**

2023



Vertex Architecture

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Information provided within this design and access statement will be read in conjunction with the submitted documents forming this planning application.

1. INTRODUCTION

Design and access statement prepared in support of a proposed dwelling at the land associated with 1a Melton Street, Melton Constable, NR24 2DB

The application site falls within a conservation area and is inside the development boundary for Melton Constable. It is positioned to the end of a row of terraced properties.

The site sits within the archaeology area covering Melton Constable, with no finds at present. There have however been a few finds across the town.

The rapid development of Melton Constable is clear from the historical development showing the five streets of terraced houses all built between 1881 and 1905 to serve the railway.

The site was identified by the client as a potential area for the proposed dwelling and could facilitate sufficient parking space.

The development is within walking distance of amenities such as shops and schools. These being the cop-op food store and Astley primary school, both on Fakenham Road.



Google Earth Image

Red illustrative refer to location plan and site plans

2. CONSERVATION AREA

Initially, Melton Constable developed during a period of rapid economic and social growth in the later 1880s. The village became a key junction in the north Norfolk railway system.

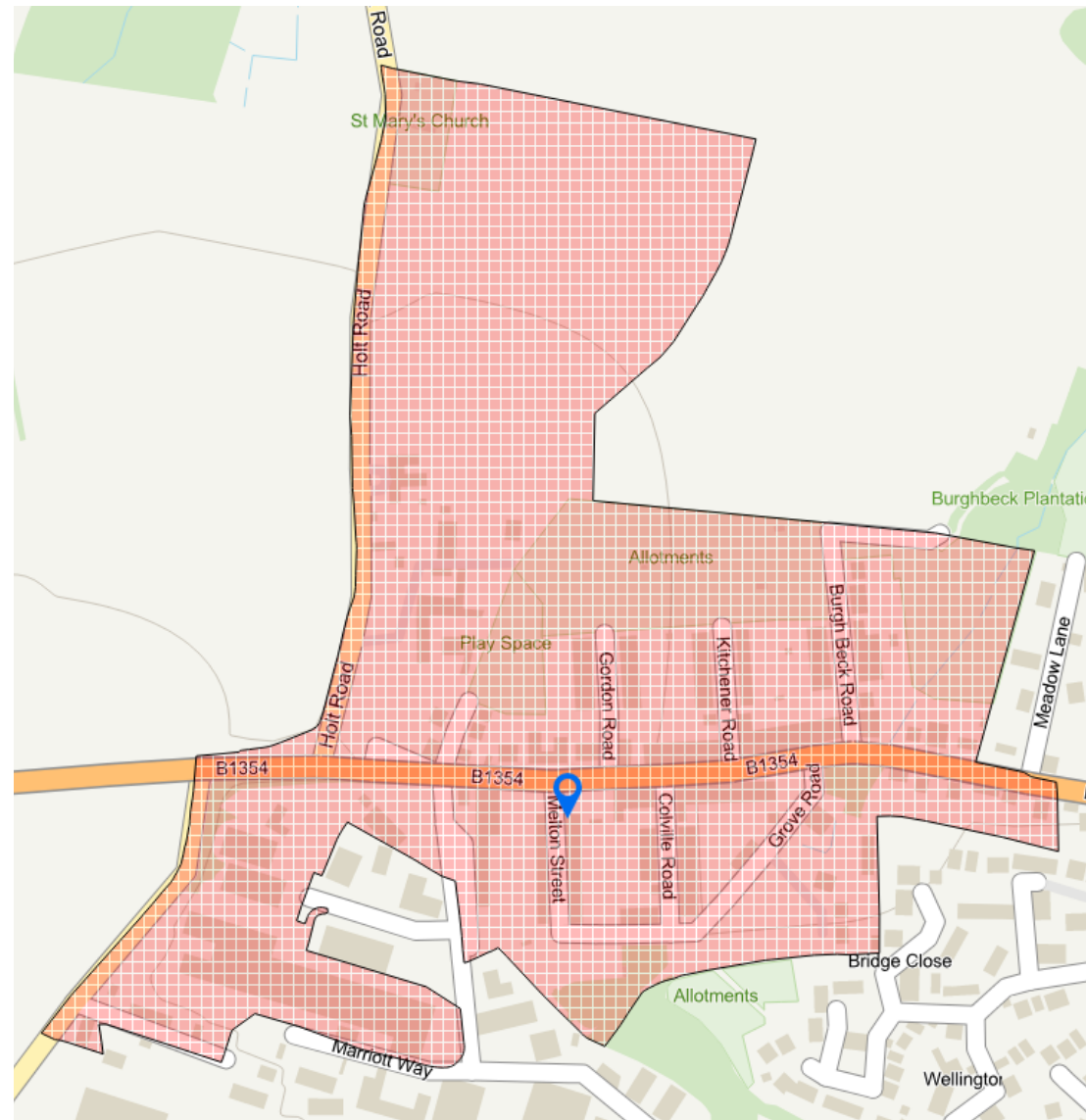
The sections are rather different in character. The eastern part surrounding the proposed site is quite uniform, featuring rows of terraced houses, often raised from the street level with walls and external steps for access.

The conservation area contains a war memorial in the centre and Burgh hall, Burgh hall farmhouse, Burgh hall farm barn and the Church of St Mary (Ruins) to the North. All of which are grade II listed.

South-east of these landmarks the conservation area moves away from open countryside and becomes dense with terraced residential developments.

The grade II listed war memorial lies North-West of the proposed site, being the only listed building in close proximity.

The settlement pattern in Melton Constable is primarily linear, with a nucleus around the railway infrastructure and housing. The rapid development has resulted in dense terraced housing with little open land apart from small rear gardens.



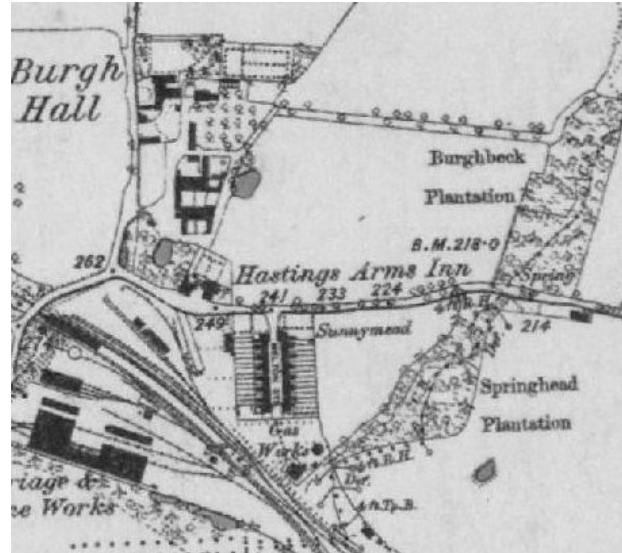
Information referenced from Melton Constable conservation area document :

https://www.north-norfolk.gov.uk/media/1456/melton_constable_ca.pdf

3. HISTORIC MAPPING AND ANALYSIS



NCC Tithe



OS first edition



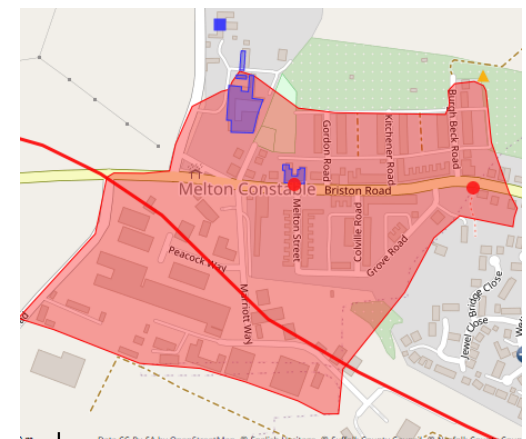
NCC (1988)

Analysis of Historic Mapping and Scheduled Monument

The proposed site area was likely agricultural land serving Burgh Hall before it became amenity space to a dwelling built around the time of the introduction to railway infrastructure.

The town is identified as a local example of a railway town, within the archaeology area. There have been a few finds throughout Melton Constable such as Neolithic flint implements including two Neolithic flint axe heads, a Bronze Age tool and palstave, iron age and Roman pottery and brooches.

-  Find spots
-  Buildings
-  Archaeology
-  Building lines
-  Archaeology lines
-  Building areas
-  Find spots
-  Archaeology areas



Norfolk Heritage Explorer extract

4. LOCAL CONTEXT



5. SITE STRATEGY & CONSTRAINTS






5.1 Constraints

- ▶ Existing trees
- ▶ Relationship to existing buildings
- ▶ Access

5.2. Strategy

- ▶ Potential 3/4 Bedroom dwelling
- ▶ Sympathetic and complementary to surrounding environment
- ▶ Match existing frontage
- ▶ Sufficient parking spaces & turning area
- ▶ Utilise existing access

5.3. Key

-  Potential dwelling build area
-  Potential parking & turning area
-  Existing access
-  Existing footpath access
-  Existing Frontage



5.4. Site

6. PROPOSED DESIGN

Design

The proposed external footprint is 70.5sqm and features 3 bedrooms.

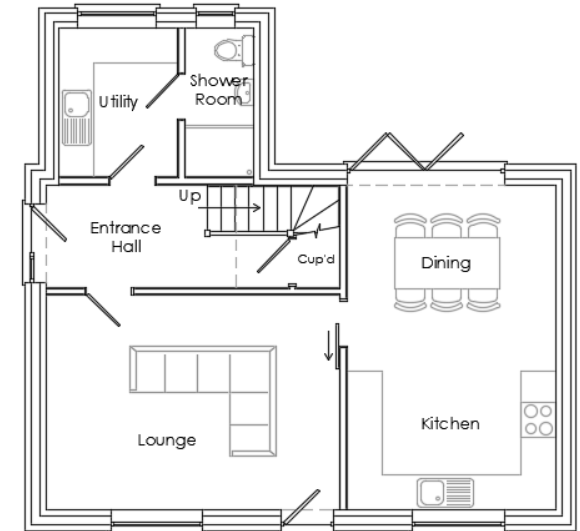
The site is large enough to accommodate the proposed dwelling, and has been designed to be sympathetic in appearance to that of the neighbouring properties and environment by incorporating many of the design features and materials of the existing properties.

The exposed timber gable ends, patterned brick and stone work, barge boards and stout chimneys highlight the key features of the street.

The property has been designed to fit appropriately within the space to avoid any problems involving parking and turning.



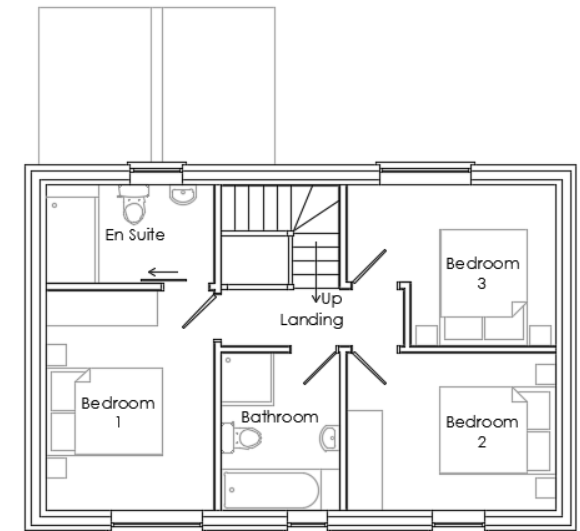
South Elevation



Ground Floor Plan



Street View



First Floor Plan

6.1. PROPOSED DESIGN

Materials

The character and materials of the existing properties along the street have been followed with our design to ensure that the development blends in with the area.

- ▶ Red facing brickwork, arced soldiers above windows & doors topped with decorative stone
- ▶ Blue engineering brick quoins
- ▶ Exposed timber gable end, render infill
- ▶ White UPVC windows & doors
- ▶ Red clay pantiles



7. ACCESS & PARKING

Access

Existing access from gravelled path off Grove Rd & Colville Rd to be utilised, formal parking spaces to be introduced between 1A (existing) and 1B (proposed), including an 8x8m turning area.

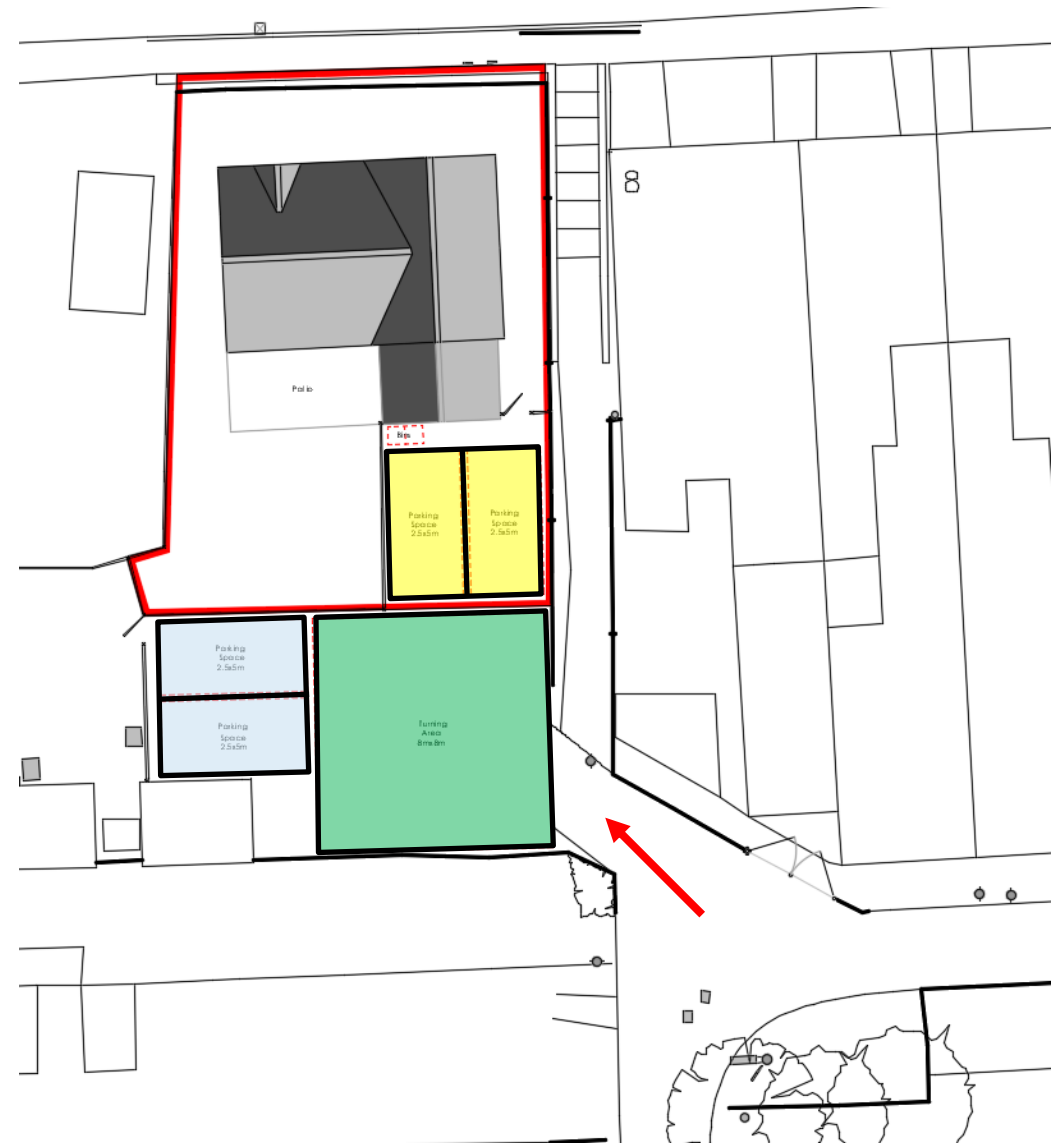
The access to the existing dwelling is a private road, serving dwellings on Melton St and Colville Rd. Access from the private gravelled path leads onto a slow, quiet road with sufficient visibility.


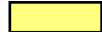


Parking

The parking will feature 2 parking spaces for the 2 bedroom existing unit, and 2 parking spaces for the proposed 3 bedroom unit to follow the Parking Standards for Norfolk 2007.

A sufficient 8x8m turning area will also be provided on site to ensure that there are no vehicles reversing into the plot, or onto the existing access path,

Site parking plan



-  Existing Access
-  Proposed Parking
-  Existing Parking
-  8x8m turning area

HUNSTANTON

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