

## **Design and Access Statement**

**Prepared on behalf of  
Rowland Homes in respect of**

**Land between Lower Lane and  
Dilworth Lane,  
Longridge**

**July 2011**

**PREPARED BY**

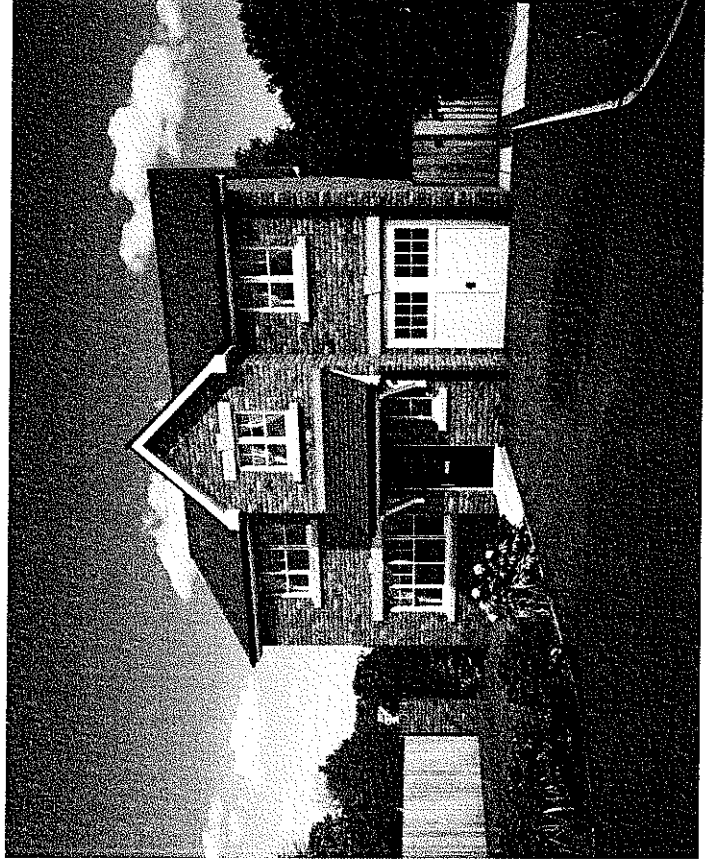
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### Limitations

This document has been prepared for the stated objective and should not be used for any other purpose without the prior written authority of GL Hearn; we accept no responsibility or liability for the consequences of this document being used for a purpose other than for which it was commissioned.

## 1. INTRODUCTION

This design and access statement has been prepared on behalf of Rowland Homes in support of a detailed planning application for 49 dwellings comprising 15 affordable houses and 34 four bed market houses at land between Lower Lane and Dilworth Lane, Longridge.

The affordable homes will be a mixture of two and three bedroom properties and the market houses will be four bedroom homes. Vehicular access to the residential development will be off Dilworth Lane. Part of the proposed development will include areas for associated landscaping and areas of formal open space.

This statement has been produced in accordance with the Department for Communities and Local Government Circular 01/2006. It sets out the background to the proposal to assist the local planning authority to understand the development of the design underpinning the scheme.

This statement also assesses the proposal in accordance with the relevant national planning policies and the Ribble Valley District Wide Local Plan.



Figure 2.1- photograph taken from Lower Lane looking north east towards an adjacent residential development off Dilworth Lane.



Figure 2.2- photograph taken from Lower Lane looking west across the site.

## 2. ANALYSIS OF THE SITE AND CONTEXT

### Context

The application site is located immediately adjacent to an existing residential area albeit outside the settlement boundary of Longridge towards the east of Longridge town centre.

The site is bound by the B6243 (Lower Lane) and the B5269 (Dilworth Lane), beyond which is farm land. Dilworth Lane provides a direct link to the nearby town centre and access to the M6 motorway which is approximately 4 miles south east of the site via junction 31a.

To the west of the site are a number of dwellings off Dilworth Lane, Houghton Road, Valley Road and Clayton Court, many of which are two storey chalet bungalows with dormer windows. There is also a mixture of modern detached dwellings along Dilworth Lane.

Adjoining the site on its eastern boundary is a relatively new residential development, comprising of detached houses as shown in figure 2.5. The buildings are of a modern residential design which incorporate features such as sloping roofs and gable ends, as well as being built out of stone with grey slate roofs.

Access into the application site will be via a new access point created off Dilworth Lane.

Figure 2.3- Photograph showing where the access point will be created off Dilworth Lane



Figure 2.5 – Photograph showing adjacent residential development built using stone



Figure 2.4- Photograph showing an existing detached house adjacent to the site

### Site Appraisal

The site covers an area of approximately 2.02 hectares.

In its current form the site is predominantly grass land. The accompanying Phase 1 Habitat Survey has identified no constraints that would prevent residential development taking place on this site.

The site appears to be relatively flat, although it does slope from Dilworth Lane to Lower Lane by around six metres.

### 3. CONSULTATION

A series of pre-application meetings and general liaison with the Local Planning Authority has been on going since October 2010.

Early consultation with the Council focussed on the principal of developing this site for a residential use. As agreed with the Council, justification will be provided within the accompanying Planning Statement to demonstrate the overriding reasons for the site to be redeveloped for a residential use at this time.

Figure 2.6- Photograph looking north from Lower Lane



Figure 2.7- Photograph looking east from Hoghton Road

### 4. IDENTIFICATION OF OPPORTUNITIES AND CONSTRAINTS

This section summarises the key opportunities and constraints associated with the site and surrounding area identified in the preceding section. These issues were considered and addressed throughout design development, and include:

#### Constraints:

- The site is outside the settlement boundary.
- No current site access exists, therefore a safe and suitable new access will need to be created off Dilworth Lane.
- The proximity of the site boundary to B6243 Lower Lane and B5269 Dilworth Lane needs to be carefully addressed when considering boundary treatments.

#### Opportunities:

- The site is Greenfield and therefore unlikely to have significant contamination issues.
- Access to public transport infrastructure/ community facilities. The site is in an accessible location adjacent to B6243 Lower Lane and B5269 Dilworth Lane. These roads also act as defensible boundaries for the site.

- The area to the north east of site has recently been developed for residential use; therefore a further residential scheme would be compatible with the existing adjacent use.

- The site benefits from excellent views across the adjacent farmland, therefore creating a good setting for a new residential development.

## 5. PLANNING POLICY

### NATIONAL DESIGN AND ACCESS POLICY

#### PPS1: Delivering Sustainable Development, states:

Good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning (paragraph 33).

Planning policies should promote high-quality inclusive design in the layout of the new developments and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the development. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted (Key Principle IV paragraph 13).

Good design should contribute positively to making places better for people (paragraph 34).

High-quality and inclusive design should be the aim of all those involved in the development process (paragraph 35).

Planning authorities should prepare robust policies on design and access- based on stated objectives for the future of the area and an understanding and evaluation of its present defining characteristics (paragraph 36).

#### PPS3: Housing, States:

Good design is fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities.

Local Planning Authorities should develop a shared vision with their local communities of the type(s) of residential environments they wish to see and develop design policies that set out the quality of development that will be expected for the local area, aimed at:

- Creating places, streets and spaces which meet the needs of people, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity and maintain and improve local character.
- Promoting designs and layouts which make efficient and effective use of land, including encouraging innovative approaches to help deliver high quality outcomes (paragraph 14).

Matters to consider when assessing design quality include the extent to which the proposed development:

- Is easily accessible and well-connected to public transport and community facilities and services, and is well laid out so that all the space is used efficiently, is safe, accessible and user-friendly.
- Provides, or enables good access to, community and green and open amenity

and recreational space (including play space) as well as private outdoor space such as residential gardens, patios and balconies.

- Is well integrated with, and complements, the neighbouring buildings and the local area more generally in terms of scale, density, layout and access.
- Facilitates the efficient use of resources, during construction and in use, and seeks to adapt to and reduce the impact of, and on, climate change.
- Takes a design-led approach to the provision of car-parking space, which is well-integrated with a high quality public realm, and streets that are pedestrian, cycle and vehicle friendly.
- Creates, or enhances, a distinctive character that relates well to the surroundings and supports a sense of local pride and civic identity.
- Provides for the retention or re-establishment of the biodiversity within residential environments (paragraph 17).

#### PPG13: Transport states:

LPAs should actively manage the pattern of urban growth to make the fullest use of public transport and seek by the design and layout of developments and areas, to secure community safety and road safety (paragraph 6).

When thinking about new development, and in adapting existing development, the needs and safety of all in the community should be considered from the outset- taking account of the importance of good design (paragraph 29).

## LOCAL DESIGN AND ACCESS POLICY

### Ribble Valley District Wide Local Plan (1998)

Policies G1, G2, H2, G5, and G6 set out the general design criteria that will be used when determining planning applications.

In respect of the proposed development the following criteria of policy G1 are considered relevant:

- Development should be sympathetic to existing and proposed land uses in terms of its size, intensity and nature.
- The likely scale and type of traffic generation will be assessed in relationship to the highway infrastructure and the proposed and existing public transport network. This will include safety, operational efficiency, amenity and environmental considerations.
- A safe access should be provided which is suitable to accommodate the scale and type of traffic likely to be generated.
- The density, layout and relationship between buildings is of major importance. Particular emphasis will be placed on visual appearance and the relationship to surroundings as well as the effects of development on existing amenities.
- Developments should provide adequate arrangements for servicing and public utilities.
- Developments should provide adequate day lighting and privacy.

- Materials used should be sympathetic to the character of the area.
- Developments should not result in the loss of important open space including public and private playing fields.
- Developments should make adequate arrangements for car parking.

Policy G2 seeks to prevent development outside of defined settlement boundaries and makes specific reference to the Longridge area stating that:

- Development wholly within the built part of the settlement or the rounding off of the built up area will be approved in Longridge.

Policy H2 Dwellings in the Open Countryside states that outside the settlement boundaries residential development will be limited to:

- Development essential for the purposes of agriculture or forestry or other uses wholly appropriate to the rural area.
- The appropriate conversion of buildings to dwellings provided they are suitably located and their form, bulk and general design are in keeping with their surroundings.
- Residential development specifically intended to meet a proven local need.

Further policy justification regarding the principle of development is provided within the accompanying planning statement.

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## 6. DESIGN ANALYSIS

This section describes the proposed development and sets out in detail how the design evolution of the proposed development was informed by:

- Site context and appraisal;
- Relevant planning policy;
- Pre-application discussions.

In accordance with Circular 01/2006 the use, amount, layout, scale, landscaping and appearance of the proposed development are all addressed in depth.

### Description of Proposed Development

The proposed scheme comprises the development of the undeveloped site with the erection of 49 houses and associated landscaping. Fifteen of the houses are to be 2 and 3 bedroom affordable dwellings, and thirty four are to be 4 bedroom market dwellings. The affordable housing will comprise a mix of social rented housing and shared equity housing, further information is provided in the accompanying planning statement.

Whilst the dwelling types have not been designed in accordance with the Lifetime Homes Scheme, entrances to the dwellings will incorporate ramped approaches with level landings, and they will be designed in accordance with the current version of Approved Document M of the Building Regulations.

It is also anticipated that full "Secured by Design" accreditation will not be sought, however, the scheme and specification are and will be designed in accordance with the principles of "Secured by Design".

### Use

The site is not allocated in the Ribbles Valley District Wide Local Plan, however, there are clear merits for developing a residential scheme on this site. The site benefits from a sound location with regards to services and facilities in Longridge Town Centre, as well as public transport infrastructure. Furthermore, the site is well contained by existing residential developments and the road network (Dilworth Lane & Lower Lane). It is therefore considered that this site would provide much needed market and affordable housing in the area without leading to urban sprawl into the open countryside. The proposed use of the site for residential purposes is subject to further consideration in the supporting Planning Statement.

### Amount

The site covers an area of approximately 2.02 hectares, and it is proposed that the site will accommodate 49 houses. Therefore the density of development on the site is 24 dwellings per hectare, which is considered to reflect the density and character of nearby residential areas.

A residential development to the west of the site comprises 44 dwellings over a site area of 2.7 hectares, and therefore has a density of 16 dwellings per hectare, similar, albeit slightly lower than the proposed development. The proposed scheme is slightly denser to ensure the efficient use of land as prescribed by PPS3.

The proposed residential development will increase the number of people and vehicular movements in the area. However given the

In addition all dwellings (in order to comply with Building Regulations), will achieve a minimum 25% improvement of the DER (Dwelling Carbon Dioxide Emission Rate) over the TER (Target Carbon Dioxide Emission rate). It is anticipated that 10% of the required minimum improvement of the DER over the TER could be met by a renewable energy source. It is currently anticipated that the renewable energy source will be provided by:

- The installation of Mechanical Ventilation with heat Recovery (MVHR), whereby heat is captured from the air extracted from rooms and fed back. This reduces the energy needed for heating.
- Photovoltaic solar panels, whereby energy is harnessed from the sun and converted to electricity or 'solar hot water', comprising of panels on the roof of properties and a dual coil cylinder, the water in which can be heated by the solar energy gained.

To achieve the improvement in DER over TER, high levels of thermal insulation will be incorporated in properties across the whole development, with increased levels of thermal insulation, improved building air tightness, installation of modern and efficient condensing gas boilers, etc, and where necessary, from the provision of renewable energy sources on further properties. This will be demonstrated in the SAP calculations provided at the Building Regulations application stage.

Furthermore, an Energy Performance Certificate (EPC) will be given to purchasers of every new dwelling. This includes information advising them how the energy efficiency of their new home can be improved further, along with a Home User Pack.

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location of the access into the site, and amount of parking provided, the site will be self contained. Therefore the increase in people and vehicles will not have a negative impact on surrounding properties. Further information on traffic related issues is provided in the accompanying Transport Statement.

In summary the proposed residential development reflects the character of the local area and complies with the aims and objectives of PPS3, PPG13 and local policies set out in the Ribble Valley Local Plan (1998).

## Layout

The key objectives in designing the layout (see figure 6.2) of the scheme were to achieve the best possible residential layout within the constraints of the site without over developing the site, or impinging upon the residential amenity of the adjacent residential areas.

In order to achieve the objectives consideration has been given to the following:

- *Maximise the positive features of the site-*  
As identified in Section 4 of this Design and Access Statement the primary positive feature of the site that has influenced the site layout are the views out of the site across open countryside. This has been capitalised on by positioning units 18-26 and units 1, 2, 3 and 49 so that they overlook the open countryside as shown in figure 6.1.
- *Ensure residents feel comfortable and safe-*  
The layout has been designed so that there is good natural surveillance over all public areas including all areas of the public realm created

as part of the development, in order to reduce crime.

- *Ensure that the layout of parking spaces does not cause congestion-*

The parking provision required for the proposed residential development has been dispersed throughout the site, as each of the dwellings have designated driveways, most of which could accommodate more than one vehicle. The dispersal of parking spaces ensures that the development is not car dominated and is therefore pedestrian friendly.

- *Provide appropriate garden space for each property in respect of ensuring privacy and access to sunlight-*

Each of the private gardens have been positioned so as to benefit from sunlight throughout the day. In addition fencing will be provided for rear gardens as a means of enclosure, and to prevent overlooking from adjacent properties.

- *Ensure that all dwellings have been positioned to have access to sunlight-*

All dwellings have been located so as to benefit from access to sunlight, an element which will also ensure that the scheme achieves 10% reduction in energy consumption, should solar panels be installed as the renewable energy source.

None of the existing buildings surrounding the site, or any of the buildings proposed as part of the development shadow any of the proposed dwellings, or cause shadow on any of the existing dwellings. This has been due to the careful orientation of the buildings and the layout of gardens.

- *Ensure a safe highway layout is achieved-*  
Due to the scale of the site, the new access which needs to be provided has had an influence over the layout of the site.

After thorough investigation (including liaison with the Highways Authority) access off Dilworth Lane is considered to be the best location for the main access/egress for the site due to the visibility splays that have been achieved through careful design.

The vehicular route through the site to all of the dwellings has been designed to curve around the dwellings on site (see figure 6.3) to ensure drivers are aware that this is a residential area and ensure no blind corners are created; and to ensure drivers do not have the opportunity to gain speed which could give rise to accidents. In addition each driveway has its own access to the roadway to ensure there are no conflicts with regards to accessing individual properties.



Figure 6.1- Photograph of the views of the countryside from the site

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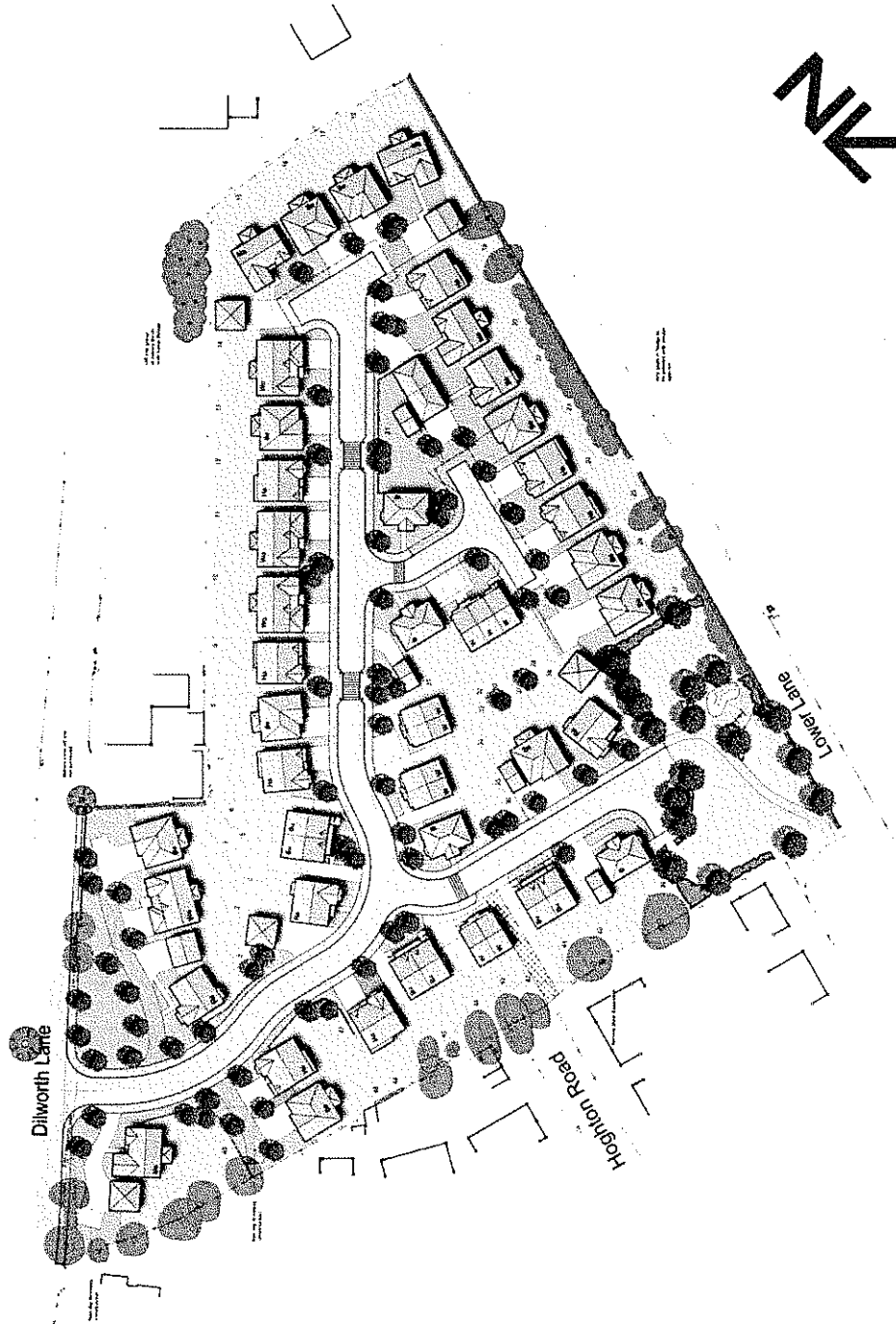


Figure 6.2- Proposed layout of the site

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Overall the proposed layout maximises the potential of the site and has been carefully considered to ensure that the development responds to, and complements the surrounding properties in a positive manner and therefore complies with the overall aims and objectives in the Manual for Streets.

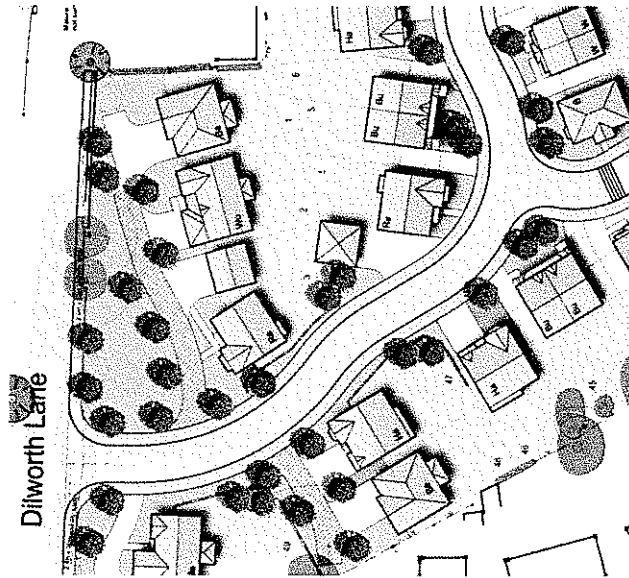


Figure 6.3- Snapshot of the site layout showing the main route through the site.

#### Scale

All of the proposed dwellings are two storey properties, reflecting the heights of the residential

buildings adjacent to the site. The topography of the site and character of the area also influenced this design decision.

The proposed housing types comprise a mix of 2 and 3 bedroom semi and terraced housing, replicating the form within the town, and 4 bedroom detached properties. This will achieve a mix of housing types, size and cost and will contribute to the widening housing choice in the area, as well as adding variation to the street scene.

In summary the scheme has been designed to be of an appropriate scale given the site's context, adjacent to existing residential units.

#### Landscaping

The proposed landscaping will complement the development through the provision of private garden spaces, and soft landscaping in public areas of the site.

The entrance to the site has been designed to accommodate the retention of most of the existing trees with the new dwellings set back to create a soft green frontage.

Considerable attention has been given to all the existing trees on the Western boundary with the positioning of the dwellings respecting the tree root protection zones.

Due to the size of the site, public open space has been provided to the southeast of the site. The Planning Statement submitted with this application considers this aspect in greater detail.

A footpath has been provided through the site, on both sides of the primary vehicular route. Street

lighting will be provided along this route to ensure a safe environment for residents and those visiting the site.

In summary the landscaping proposed as part of this development is considered appropriate, given the nature of the surrounding area and nearby recent residential developments.



Figure 6.4- CGI of a typical Rowland house type

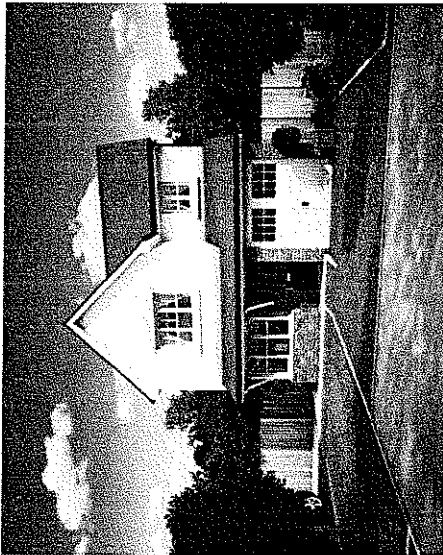


**Figure 6.5- CGI of a typical Rowland house type**

### Appearance

The main objectives in determining the appearance of the development were to ensure it would complement the scale, size and density of the surrounding area.

The curved vehicular route allows the maximum potential to be made given the shape of the site, whilst also creating an interesting street scene.

The external appearance of the proposed buildings will be similar to the house types shown in Figure 6.4 and 6.5. The dwellings will be constructed using traditional sustainable materials that will complement the existing properties in the locality. Traditional brick will be used and render elevations, with tiled roofs to the main and porch roofs. The windows and fascias will be made from

white PVC-U and the gutters, will be in black PVC-U.

In summary the size and form of the buildings and materials proposed ensure that the development is in harmony with the surroundings. It is considered that the development incorporates an interesting and attractive environment that reflects the nature of the area.

### 7. ACCESS STATEMENT

The proposed residential development is considered to be highly accessible both in respect of linking to the existing highway network in a safe and convenient manner, and therefore access to nearby services and facilities.

All of the dwellings are accessible by foot, cycle or private car off Dilworth Lane on vehicular route and associated footways; which ensure a safe pedestrian environment is created.

Dilworth Lane provides bus stops in very close proximity to the site, which is utilised by school buses. This demonstrates that pupils have an ideal opportunity to use public transport provisions rather than rely on the private car. Furthermore, areas accessible within 60 minutes include Preston and Blackburn, which are major employment and shopping hubs.

The primary vehicular access will be created in a safe location with clear visibility splays to the junction of Dilworth Lane. Tactile paving is proposed to be installed at the junction of the main vehicular entrance point to ensure drivers are aware that they are entering a residential area.

Appropriate parking facilities, including garden space to accommodate cycle parking will be provided. In respect of vehicular parking each dwelling has designated parking areas to ensure that parked cars do not restrict highway movements through the site. These parking areas have been located as close to the dwellings as possible to ensure ease of access for people with restricted mobility.

Given the above, the scheme is considered to be highly accessible in respect of safely linking to the existing highway network, without creating any obstructions or increasing traffic levels to an undesirable level. In addition the dwellings created are flexible to enable people of all abilities to reside within them, and facilities will be provided for a range of modes of transport, including safe pedestrian footways into/out of the site along with space for cycle storage.

## 8. CONCLUSIONS

This statement considers the proposal of 49 dwellings with associated landscaping and highways works at the land off Lower Lane, Longridge. It has set out the processes underpinning its design, and assesses the scheme against the relevant Government planning policy and the Ribble Valley District Wide Local Plan.

The use of the site for the proposed residential development will provide market and affordable housing without compromising the character of the area given the site is well enclosed. Although the site is outside the settlement boundary, this matter has been addressed in the accompanying Planning Statement. In this design and access statement however, it has been demonstrated that the use and amount of development is appropriate in design terms in the context of the surrounding area including the more recent development of the North East of the application site.

The site layout and design of the dwellings have been carefully considered to integrate with the surrounding area, and therefore respects the site and its surroundings in respect of design and residential amenity of nearby properties. In addition the layout ensures that a safe environment is created by means of maximising opportunities for natural surveillance.

It has been demonstrated that the site is fully accessible by a range of transport modes which include pedestrians, cyclists and private vehicle users. Level access to the dwellings ensures that they are flexible enough to accommodate the needs of people of all abilities and, adapt to the changing needs of potential occupiers.