Higgins Brook at Longridge

Outline Application

Design and Access Statement

August 2014

e*SCAPE urbanists

BARRATT DEVELOPMENTS PLC

Barratt Strategic

Quality Checked©	e*SCAPE urbanists
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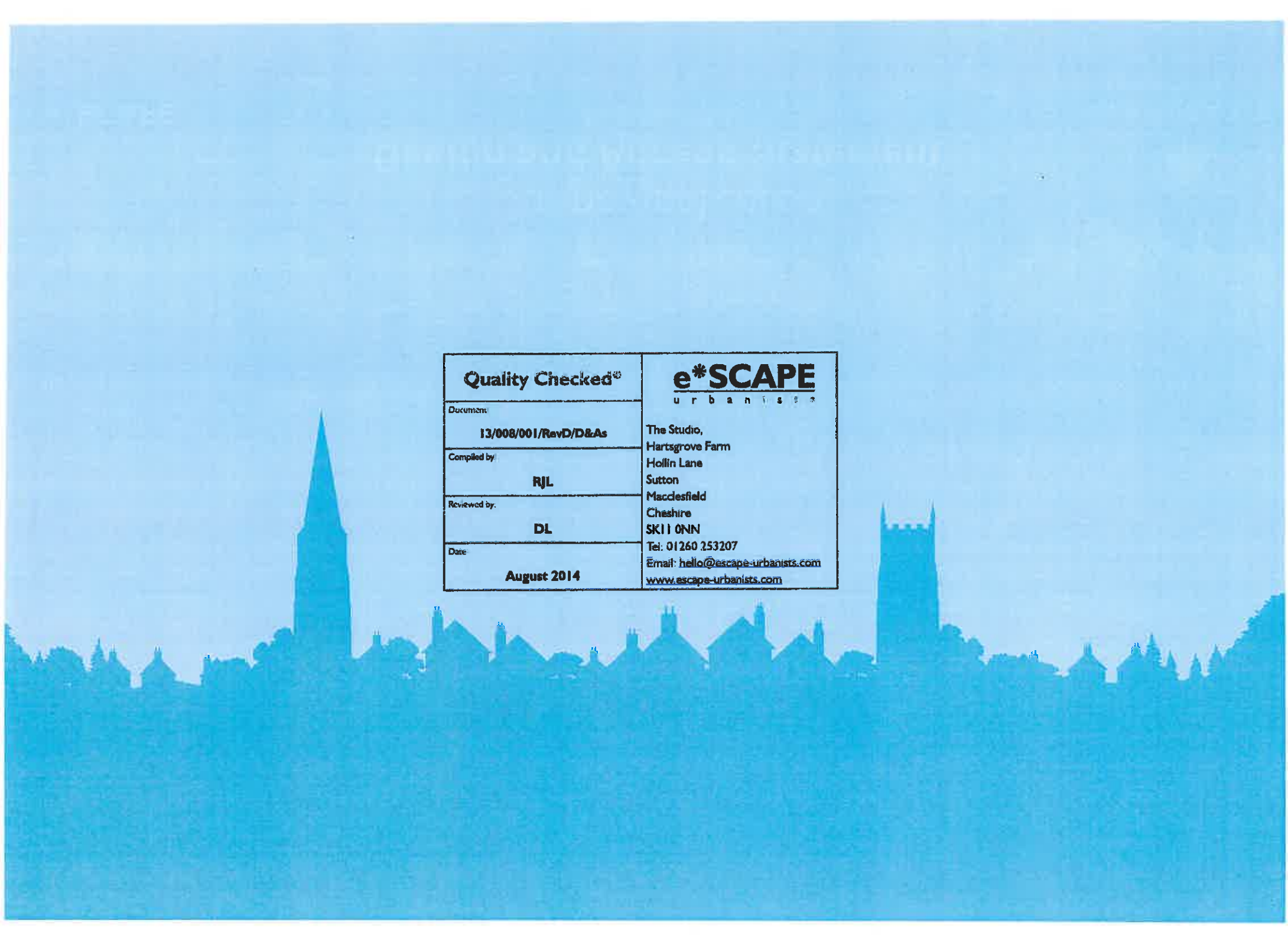


Contents

1.0 Executive Summary

Figure 01/01: Application and Wider Site Boundaries

Purpose of this document

1.1 This document has been prepared to support an outline planning application for residential development on the land east of Chipping Lane, on the northern peripheries of the settlement of Longridge in the borough of Ribble Valley, Lancashire.

1.2 This outline application is in connection with land controlled by Barratt Homes as illustrated by the red boundary in Figure 01/01 opposite with a site area of 24.80 hectares. The developers have also submitting a detailed application for the first 106 homes/7.07 hectares on this site (area marked in blue) and referred to in this document as either the 'detailed application' or 'Phase One'.

1.3 The scope and content of this document set out an organic and evolving design process, which works with the 'grain' of the landscape, using topography, existing vegetation, historical influences and the current surrounding uses to develop a proposal which is grounded and seamlessly integrates into its setting.

1.4 The outline application seeks to deliver a complimentary residential development of up to 520 homes, including affordable housing and housing for the elderly, relocation of Longridge Cricket Club to provide a new cricket ground, pavilion, car park and associated facilities, new primary school , vehicular and pedestrian accesses, landscaping and public open space. Homes will vary in size and location from two bed mews to 5 bed detached properties situated on avenues, streets, lanes, circuses, crescents, squares and mews or overlooking the surrounding open spaces.

1.5 The masterplan illustrates a layout which allows:

- Homes to become part of the environment into which they are placed,
- New and existing residents to have access to complimentary leisure and education uses in the form of a Primary School and Cricket Club,
- Residents and visitors to navigate their way around the development intuitively via the hierarchy of avenues, streets, lanes and spaces,
- Passive solar gain is maximised through the orientation of the layout and use of the topography,
- Space for the community to 'breathe', through the development of paths and streets which provide direct access to open spaces, offering space to play, the discovery of nature and interaction with neighbours and the wider community,
- Retention of existing site features to ensure the proposals are grounded at part of the landscape into which they're set,
- A strong green and blue infrastructure network providing space for natural habitats and thus the wildlife using them,
- A well surveilled site which allows the wider community to use and enjoy the open spaces in a safe environment,
- A connected development which is part of the wider settlement, is outward facing and completes the northern edge of the town.

Site

1.6 The site is located on the northern edge of Longridge with good vehicular access via Chipping Lane or pedestrian/cycle access via Redwood Drive and/or Willows Park Lane into the centre of Longridge.

1.7 The site is within a few minutes walk of the local supermarket, wider town centre, primary schools and a number bus stops. The centre of Longridge is about a 6 minute walk from the site and provides a range of local shops and facilities.

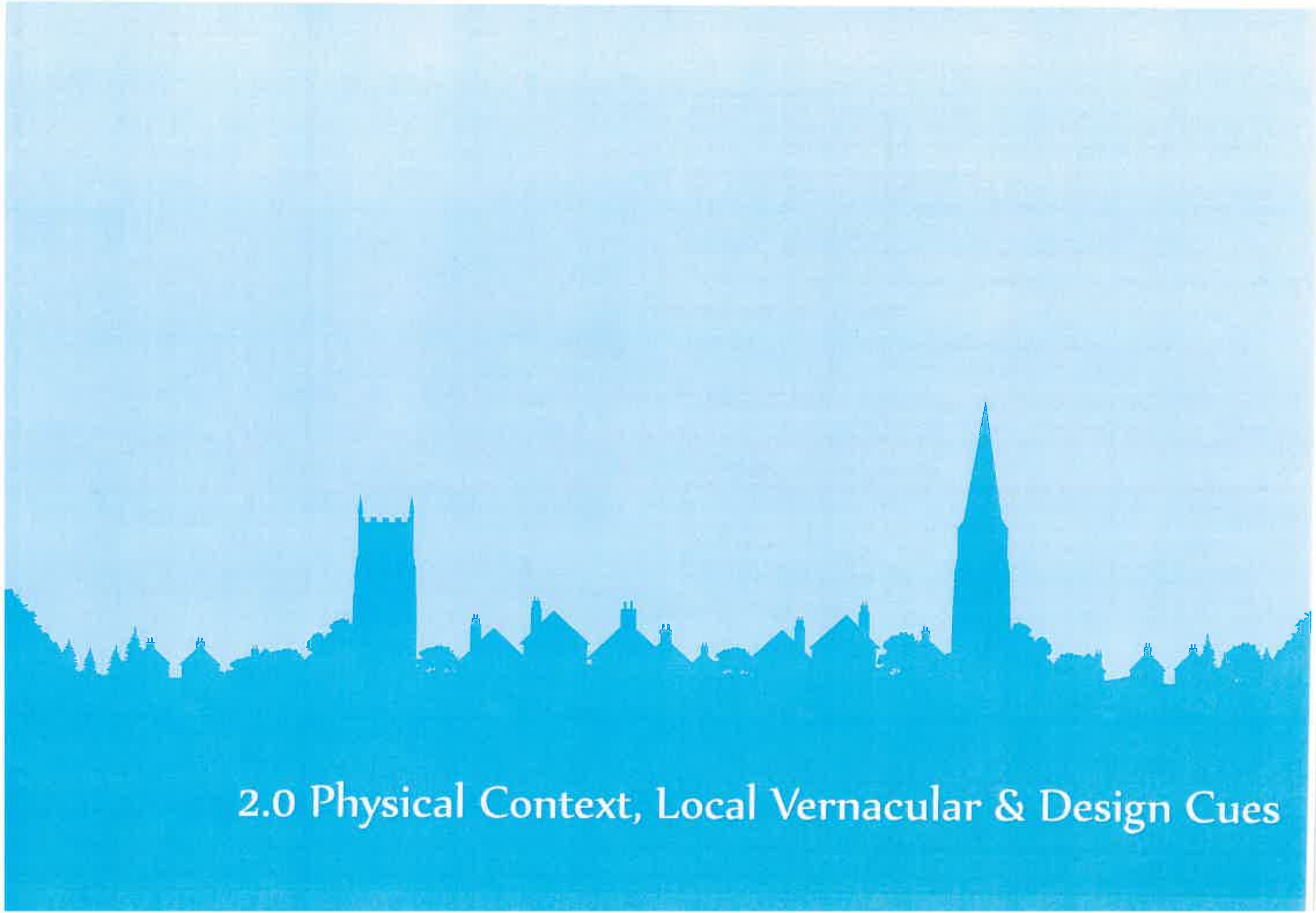
1.8 Due to the surrounding past industrial heritage and countryside there are a series of Green Infrastructure links which connect the site and surrounding neighbourhoods with the surrounding rural area.

1.9 The topography of the site is such that it gently rolls from the edge of the town down to Higgin Brook and Longridge Road to the north-west and presents mid to long distance views out towards the Forest of Bowland and Longridge Fell. However the existing established hedgerows, and trees soften and screen the site from much of the surrounding area. The proposals will strengthen the existing landscape structure of the site and further reduce the development's impact.

Process

1.10 The design team has used what they term as 'organic masterplanning' which is a landscape led approach, which in turn draws on New Urbanism, as well as national and UK best practice guidance, their own considerable experience and the stakeholder feedback received from the consultation events to evolve and develop a contextually responsive masterplan, which is site specific and unique in form and structure.

1.11 This statement details the contextual relationship of the site to its surroundings, the design process undertaken and the design's evolution. That process establishes the development parameters, leading to an illustrative masterplan and layout, demonstrating the housing numbers can be delivered in terms of the sites capacity, functionality and detail.



2.0 Physical Context, Local Vernacular & Design Cues

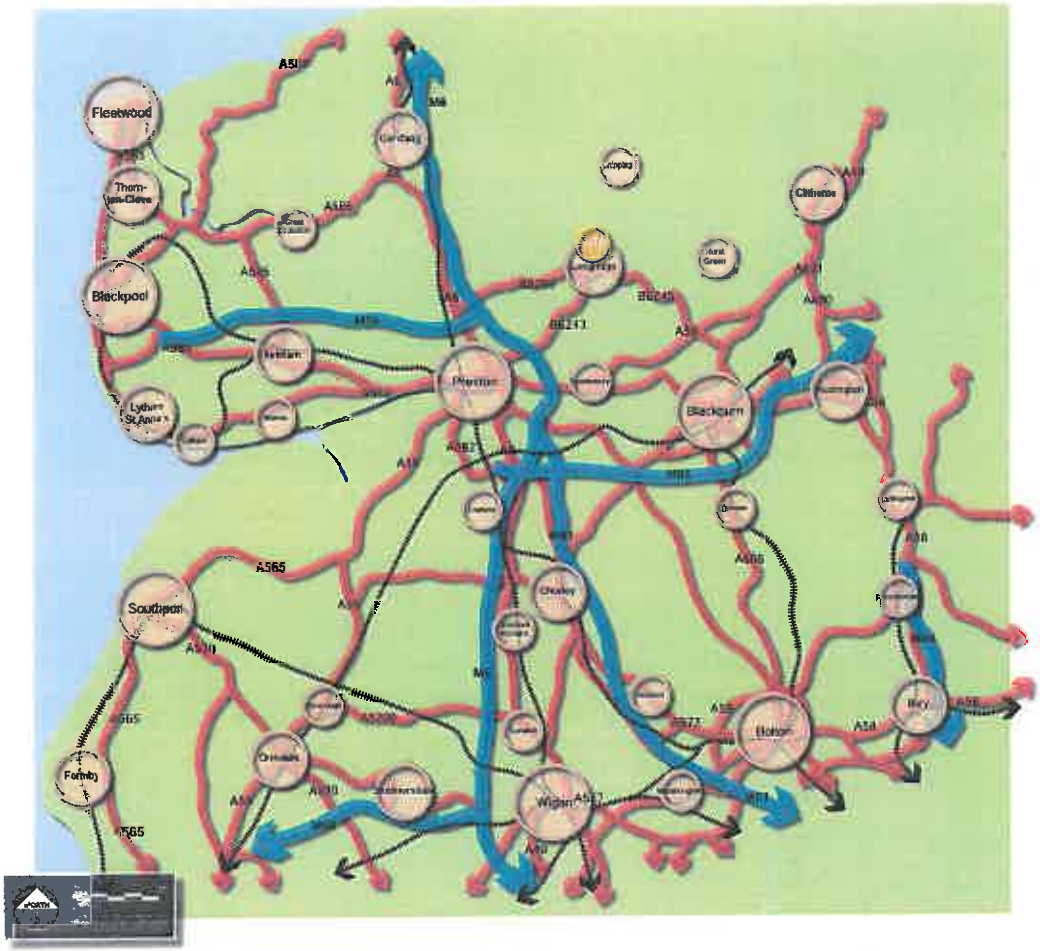


Figure 02/01: Regional Context

2.1 In order for us to understand Longridge and how our site should interact with it, the various levels of context which affect both the wider settlement and indeed the site must be first appreciated.

Regional Context

2.2 Longridge lies within the Borough of the Ribble Valley to the north-east of Preston. Longridge and the neighbouring Roman town of Ribchester act as the foci for the surrounding rural hinterland which includes the settlements of Grimsargh, Goosnargh, Whittingham and Haighton Green.

2.3 Ribble Valley is a large rural borough and contains the Forest of Bowland Area of Outstanding Natural Beauty (ANOB) which lies just to the north of Longridge. The borough also straddles the historic boundaries of Lancashire and the West Riding of Yorkshire.

2.4 Preston is the major city in the area with Clitheroe and Blackburn also serving Longridge and the wider surrounding areas.

Sub-Regional Context

2.5 Longridge is located 8 miles north-east of Preston, 9 miles south-west of Clitheroe and about 7.5 miles north-west of Blackburn. It lies at the crossroads of the B5269 (Whittingham Road/Kestor Lane and the B6244 Preston/Derby Road. The M6 is located to the south-west, adjacent to Preston and is accessible from Longrdige via the B6244, B6243 and B6242 using the junction at Preston East.

2.6 The M55 to Blackpool, the M61 to Manchester and the M65 to Blackburn, Accrington and Burnley are all directly accessible from the M6 or adjoining main road networks. These major road connections make Longridge highly accessible to the wider region.

2.7 As illustrated in Figure 02/02 the site lies to the north of Longridge hard up to the existing urban area of the town and adjacent to Chipping Lane. Longridge railway station closed in 1930 and now the closest railway stations are those located in Preston, Clitheroe or Blackburn, providing regular regional and national connections within the UK.

2.8 The town of Longridge is one in a network of towns and villages which lie between Preston, Clitheroe and Blackburn, all of which are set into the rural landscape and serve the inhabitants of the immediate vicinity.

Settlement & Local Context

2.9 Longridge is seen as having a very strong identity by the local population with a close and vibrant community.

2.10 As illustrated in Figure 02/03 Higgins Brook sits against the current northern settlement edge of the town, immediately adjacent to the Sainsbury supermarket and surrounding residential neighbourhoods.

2.11 To the east lies Chipping Lane/Longridge Road and various sports facilities including the Cricket Club. To the north is open countryside with the Forest of Bowland in the middle distance and to the west lies the outer suburbs of Longridge and beyond them Longridge Fell.

2.12 The site is connected back into Longridge via Chipping Lane/Inglewhite Road and can be served by footpath/cycleways from Sainsbury's carpark, Redwood Drive/Thornfield Avenue and Willows Park Lane. It is anticipated that these pedestrian/cycle access points could also be used to provide emergency vehicular access points as required.

2.13 Higgins Brook is almost immediately adjacent to the town centre with Sainsbury supermarket bordering the

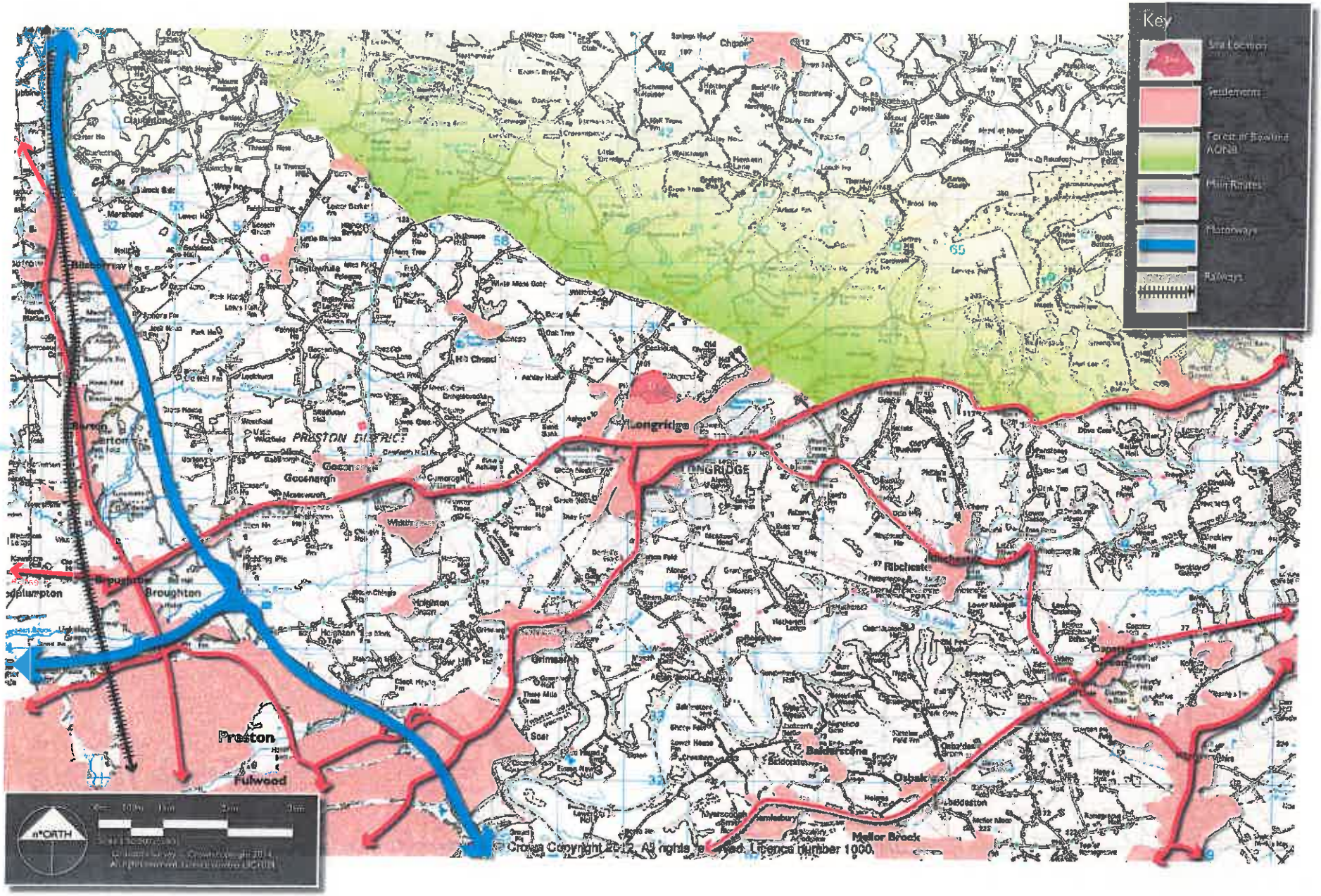


Figure 02/02: Sub-Regional Context

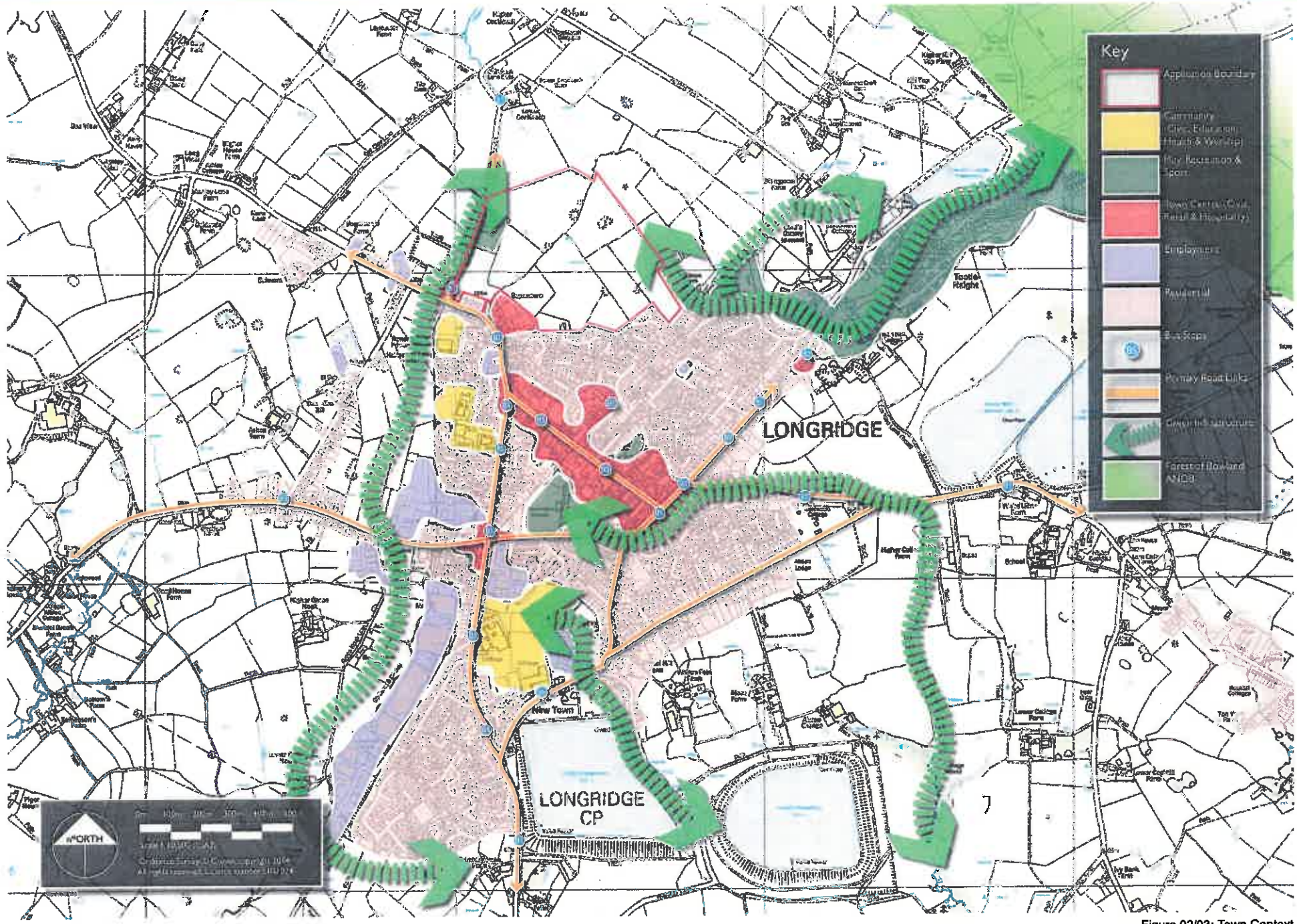


Figure 02/03: Town Context

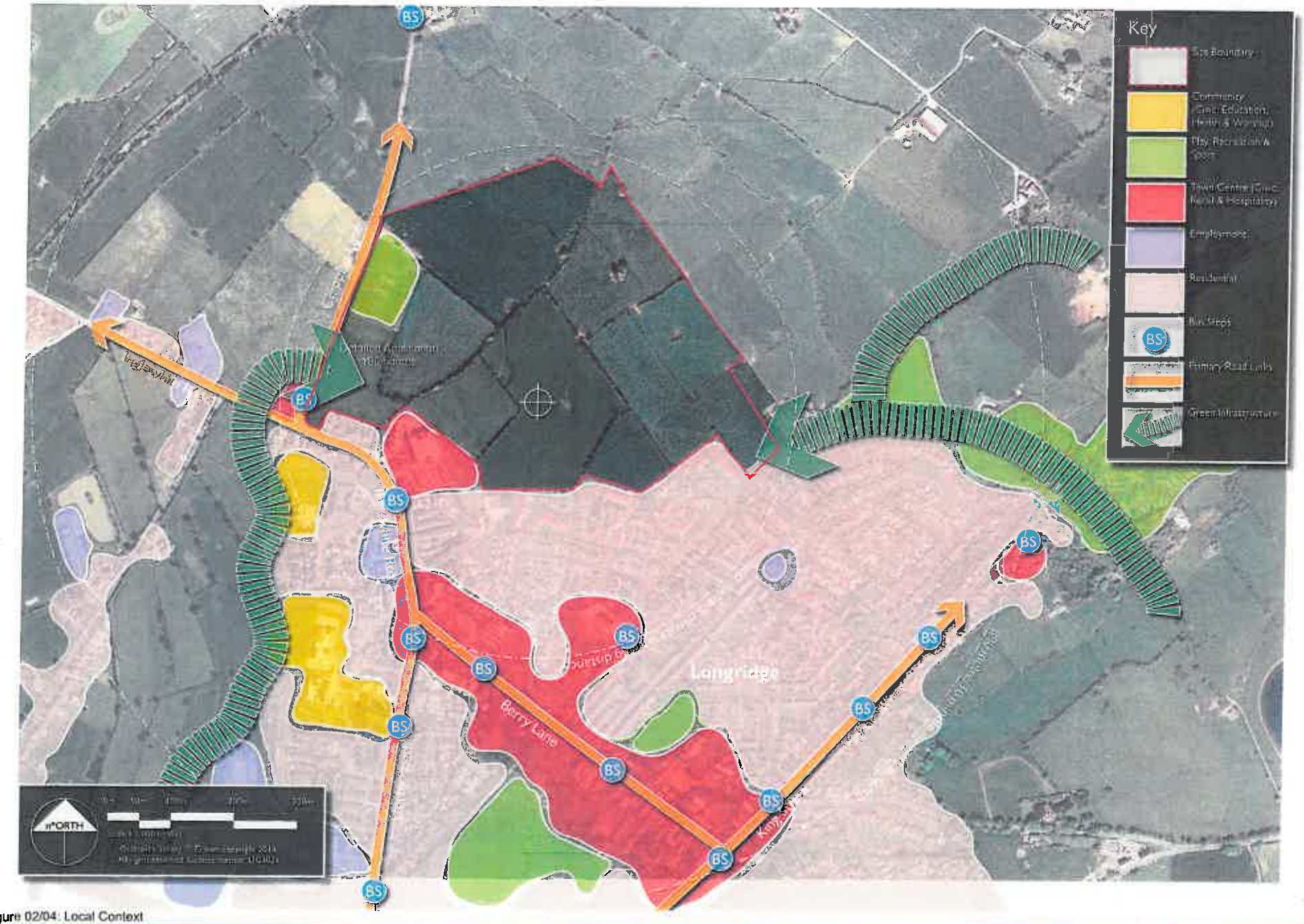


Figure 02/04: Local Context

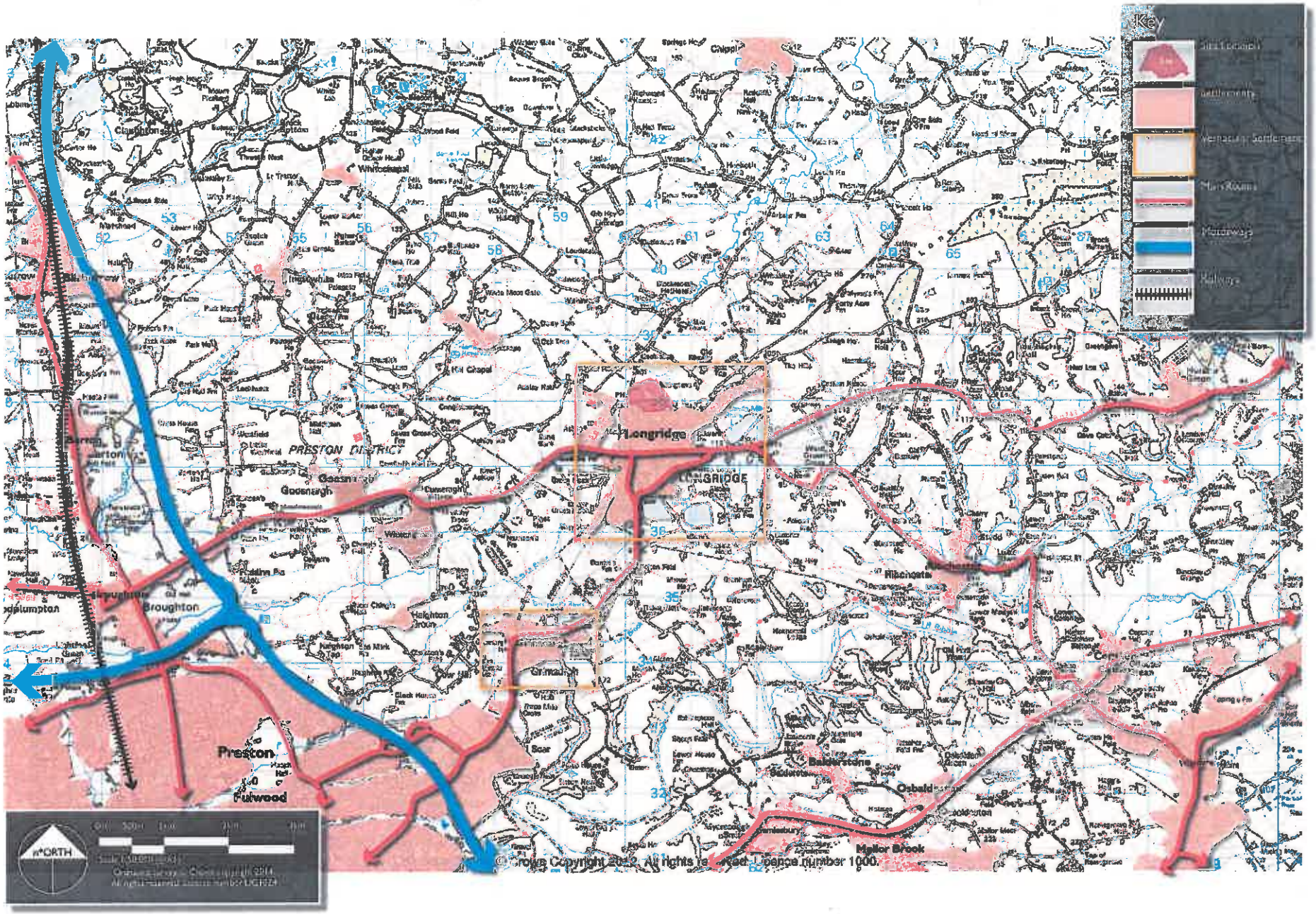


Figure 02/05: Vernacular Village Locations

site. Many of the town centre uses are located on Berry Lane which is 230 metres at its closet point to the site with much of the town centre located less than 600 metres from Higgins Brook, less than a 7 minute walk. Town centre facilities include Primary Schools, Churches, Medical Centre and a variety of shops and services.

2.14 Longridge sits in an established rural landscape of fields, paddocks, hedgerows, stone walls, small woodland stands and watercourses. Historic disused quarries which were serviced by the former railway create a number of strong green corridor links to the west of the site and through the town. These corridors and the countryside fringes are part of the Green Infrastructure network as illustrated in Figure 02/04 above which wrap around Higgins Brook.

Statutory Designations

2.15 Whilst not on the site the Churches of St Paul's and St Wilfrid's are Grade II listed buildings and are landmarks within the town and surrounding area, forming an important backdrop to the site.

2.16 Longridge town centre on Berry Lane, part of Derby/Inglewhite Road and Market Place/King Street all fall within the Longridge Conservation Area.

2.17 As stated earlier the Forest of Bowland which is located to the north of Longridge is designated as an AONB as illustrated in Figures 02/02 and 02/03.

2.18 There are no statutory designations actually within the site.

The Local Vernacular

2.19 e*SCAPE believe in working with the natural grain and flow of the land and utilising existing natural and man-made features to give their designs an immediate sense of place and maturity.

2.20 This approach of 'working with the natural grain' is not supposed to be a new design methodology, but a re-discovery of how it always used to be done, using latest best practice, an understanding of the local evolution of settlements and attempting to distil out that 'essence' of place to inform the development of the proposals.

2.21 e*SCAPE have visited Longridge and the surrounding settlements, getting to know the area and local character. The initial contextual appreciation of Longridge has been dealt with above, whilst its vernacular character and that of an adjoining settlement is explored and discussed here as 'Worksheets'. Therefore the two settlements visited are:

- Longridge
- Grimsargh

2.22 These settlements through their evolution have developed a special 'sense of place' or have interesting and appropriate physical relationships, from which the design team want to draw inspiration and use to inform the design process, along with inputs from the Council and community. The Worksheets are illustrated overleaf:

Photomontage - View from site south toward Longridge and the two landmark churches

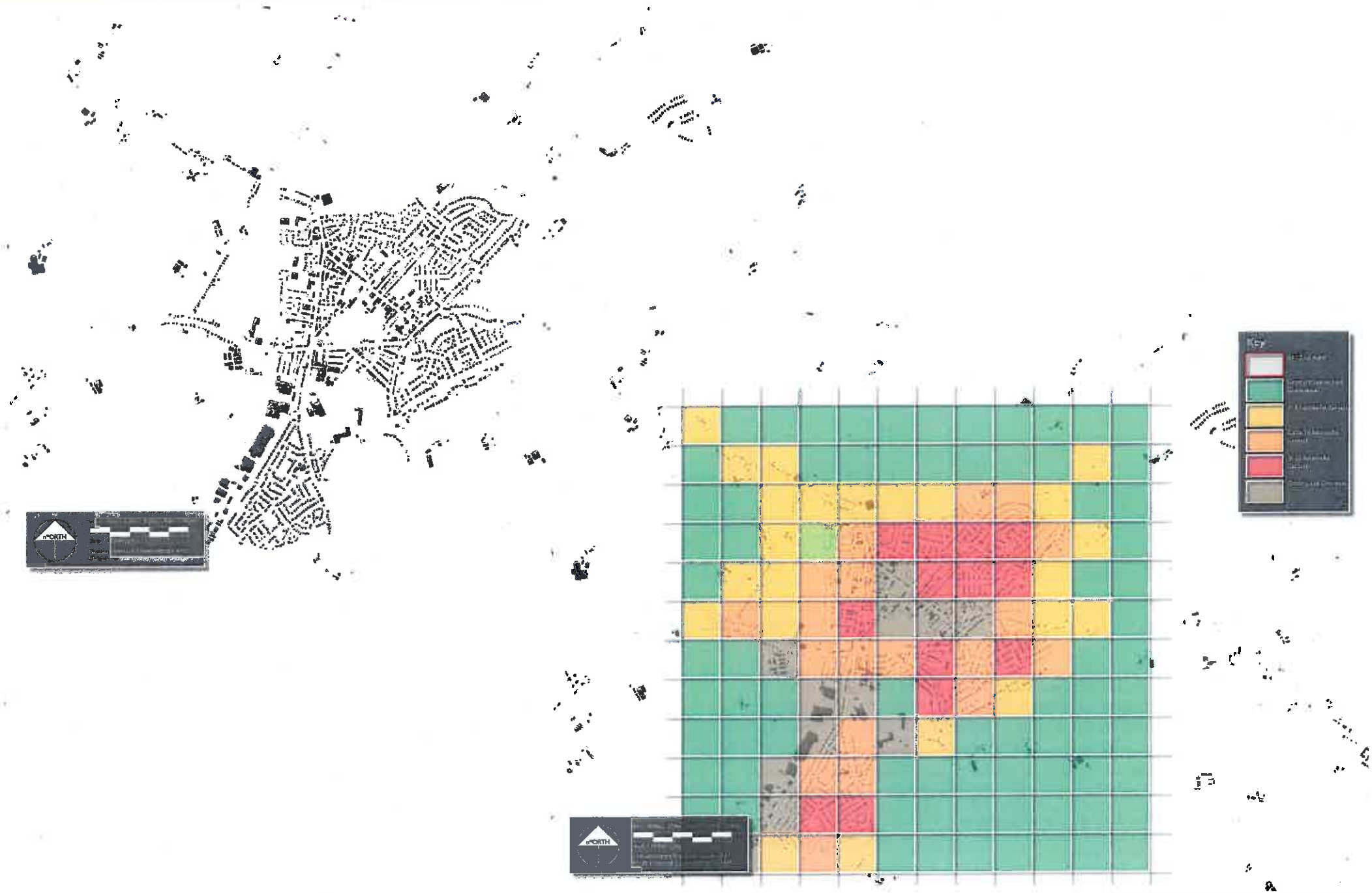


Figure 02/06: Longridge: Figure Ground & Density

Longridge

2.22 Longridge was recorded as Dilworth around 1066 and was little more than a hamlet with the area sparsely populated with a scattering of Farmsteads. The first settlement grew up around the Chapel of St Lawrence during the 16th Century, but the first real recognisable settlement 'Fell End' is illustrated in maps from 1786 with a series of lanes running off the main road between Preston and Clitheroe (now known as Fell Brow). The settlement focused on the chapel as stated above. The Parish of Longridge formed in 1868.

2.23 Longridge was classed as a village until the later part of the 19th Century. It was not really a market town although it contains 'Market Place' which is located on the junction of Berry Street and Fell Brow/King Street at a widening of the road, as illustrated below. No markets of any size are recorded.

2.24 The historic core of the town moved around 1837 from around Fell Brow up past Market Place and on up King Street/High Street, which suggests that the stone quarries to the north were expanding and required additional labour.

2.25 The railway arrived in 1840 and the industrial expansion of the town occurred bringing cotton mills, brass and iron foundries. The village grew into a town with the houses growing form 191 in 1841 to 689 in 1881 almost trebling the population.

2.26 From the early beginnings on Fell Brow the settlement expanded along King Street/High Street and then along and around Berry Street, thus creating the modern core of the town. As the mills grew up around the town centre, so did the housing to accommodate the workers with each mill developing primarily terraced housing to accommodate the workers within the immediate vicinity.

Key Town Design Principles:

- Victorian and Edwardian properties dominate the historic core of the town. Some earlier buildings can be found around Market Place and have broad frontages and a larger footprint than their later neighbours.
- Market Place creates an informal space in a widening of the street, enclosed by the surrounding built form.
- Berry Lane is broad and contains a variety of grander buildings set back from the street at its eastern end and then narrows with shops and terraced mill workers housing to the west.
- Terraced properties front and enclose many of the streets in the centre of the town and nearly all are built of local sandstone, contrasting with the render and brick built mid 20th Century semi's and detached properties.
- The Churches of St Wilfrid's (Spire) and St Paul's (Tower) are key landmarks in the townscape.
- Detached properties are found within the 20th Century housing areas, on the outskirts of the historic settlement. Many predate the industrial expansion of the town and have a farmstead/rural feel in terms of their style and form.
- Housing typically fronts the roads hard up to the back of the kerb. More recent housing is set behind larger front gardens providing more of a standoff from the streetscape.
- Whilst much of the housing is two storey the roofscape is enhanced with intermittent gables adding variety and a plethora of chimneys thus adding to the character of the skyline.
- The public realm is very simple with few trees within the streetscape. However historic hedgerow boundaries and the line of the former railway can be picked out by the vegetation and layout of the surrounding town.

Figure 02/07: Longridge transition from sub-urban to urban

Figure 02/08: Longridge informal public realm - Market Place

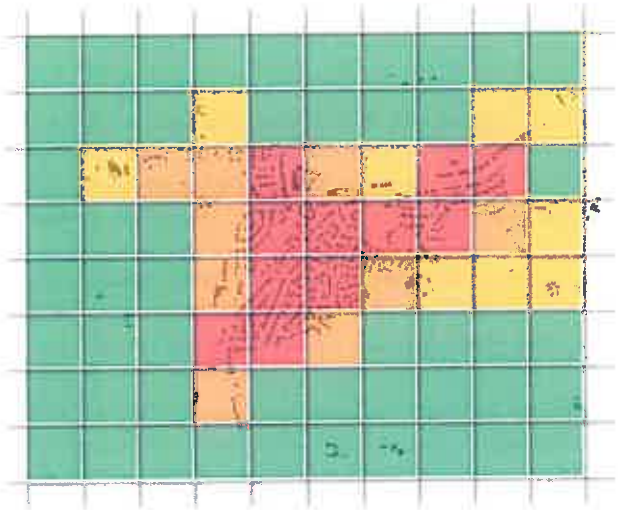


Figure 02/09: Grimsargh: Figure Ground & Density

Grimsargh

2.27 Like Longridge the settlement of Grimsargh appears to be dominated by architecture from the 19th Century onwards, even though the area has a long recorded history as far back as 1066.

2.28 Much of the village straddles the former railway corridor which ran from Longridge to Preston and appears to have grown up as part of the industrial expansion of the area generally at that time.

2.29 Grimsargh has a strong green infrastructure network which includes a number of large village greens, parkland, the former railway corridor (now a footpath link) and woodlands associated with the watercourses in the area.

2.30 The heart of the village appears to be focussed around the village greens with the various retail and leisure uses located along Preston Road close to the Grimsargh Reservoirs.

2.31 Primarily much of the village consists of a series of mid to late 20th Century housing areas to the south-east of Preston Road. The settlement fringes and the lanes fanning out into the surrounding countryside are bordered by larger detached properties of varying eras and subsumed farmsteads, many of which still have a rural farming function.

2.32 Many of the later housing areas are set into the landscape and are fringed by existing mature woodland corridors providing character and an instant setting to the developments. The farmsteads and detached village fringe properties again have a wooded, mature setting thus giving the village a feeling of space and greenness.

2.33 Grimsargh is not physically an old settlement, but it is outward facing, set within a wooded framework and has positive interfaces with the surrounding wider rural landscape, as illustrated in Figure 02/11 below.

Key Village Design Principles:

- The village primarily contains Victorian to present day architectural styles with little earlier architecture identifiable.
- Short Victorian townhouse rows intermingle with villas and later 20th Century semi detached properties. Mid to late 20th Century and 21st Century detached housing neighbourhoods dominate.
- Brick is the main building material, although their are earlier stone properties located along Preston Road and on the lanes fanning out into the surrounding countryside.
- Housing is outward looking, set behind gardens in the main and fronts the streets and surrounding countryside.
- The whole village has a verdant and wooded feel to it.
- Whilst the main road is heavily used and runs through the heart of the village it doesn't appear to dominate the villagescape.
- Gable ends of properties have some activity in the form of windows, thus providing surveillance obliquely to the streets.
- Most properties are two storey, some two and a half storey properties exist (see Figure 02/10 below), due to the variety of later architectural styles the roof lines step up and down throughout the village fronting Preston Road.
- There is no really identifiable public realm, but there are a number of Greens which provide the community amenities and a focus in the village.

Figure 02/10: Grimsargh townhouse row

Figure 02/11: Grimsargh settlement transition













2.34 The above assessments of the character and local vernacular within and around Longridge will be distilled and used to influence the general form and layout of the development. It shall also assist with developing the guidance for the hierarchy of streets, lanes and spaces and inform thoughts on the architectural forms within the masterplan.

2.35 A character or vernacular study is not about mimicking past architectural styles, but using the qualities of the local area to influence modern design, ensuring places are unique, complimentary to their setting and are identifiable as a locally responsive solution, rather being 'anywhere places'.

2.36 The key design cues from the settlements are distilled here:

Summary Design Cues:

- There are a variety of different architypes in the settlements, primarily from high and low status Victorian architecture onwards.
- Creation of public realm by widening of the street and good enclosure by the surrounding built form.
- Use of street widths and relationship of buildings to street should be used to create a strong movement and public realm hierarchy in the development.
- Use short terraces/townhouses and semi detached properties in the core of the development with lower density detached properties out to the edges of the neighbourhood.
- Use the Churches of St Wilfrid's (Spire) and St Paul's (Tower) as key landmarks in the proposals.
- Set the odd detached property into the denser core areas to create 'counterpoints' to the denser housing.
- Vary the relationship of houses to streets in terms of distances from them, size of gardens and location of drives and parking.
- Vary the roofscape using intermittent gables, chimneys and two and a half to three storey housing in key locations, thus adding to the character of the skyline.
- Develop a strong Green Infrastructure network by retaining existing landscape features and enhancing them through proactive management and planting.
- Create a series of character areas through the development by using different elevational treatments and detailing including sandstone, brick and render with stone heads and sills, engineering brick banded courses, limited timber cladding and a variety of colours for the render and joinery.
- Ensure housing is outward looking, fronting the streets, open spaces and surrounding countryside.
- Ensure properties turn corners actively with active and fenestrated gable ends, thus providing surveillance to the streets.
- Ensure Green Spaces and Play Areas are at the heart of the development and are well overlooked by the surrounding properties to encourage their use.

3.0 Constraints, Opportunities & Creating a Structure

Figure 03/01: Constraints & Opportunities

3.1 The previous chapter provided the background appreciation and understanding of where and how Longridge developed, its current relationship with the wider sub-region and the existing local character which gives the town its specific and unique character. Chapter 3.0 therefore is an exploration of the site today. It examines the key constraints and how they can be turned into opportunities, the interaction with the current townscape and how all of this can be brought into play in developing a robust structure which then leads to grounded design parameters as setout in Chapter 4.0.

3.2 This farmland at Longridge has a number of interesting landscape and topographical features which have been retained and incorporated into the proposals. These are described below and illustrated in Figure 03/01.

3.3 The site rises up by 20 metres from the north-western corner towards Londgridge as illustrated in Figure 03/01. On site the topography appears to be gently rolling with remnant drainage ditches located at the base of each hedgerow, all of which drain down to Higgin Brook.

3.4 Higgin Brook issues from a culvert adjacent to Sainsbury's service yard just to the rear of the properties fronting Inglewhite Road. It flows in a north-easterly direction along an established hedgerow before dog legging north-west following another hedgerow until it disappears into a culvert below the Cricket Club and drains off-site to the north, following the course of Longridge Road.

3.5 As stated above the site drains to Higgin Brook via a series of ditches. These ditches in turn feed or have fed a number of on-site ponds, two still hold water and add to the biodiversity of the site. The former ponds are still visible as earthworks with marshy bases, a number of these former ponds shall be reinstated as part of a sustainable urban drainage (SUDs) network.

3.6 Field boundaries in the form of over mature hedgerows define both the site boundaries and also a series of fields within the site itself. In need of management these hedgerows are primarily of hawthorn, interspersed with mature oaks and ash trees. The hedgerows are a strong feature of the site, acting as wildlife corridors and especially bat flights (as illustrated in Figure 03/01). The majority of the hedgerows shall be retained and where roads and paths need to cross their routes existing gaps shall be used to limit the amount of hedgerow loss.

3.7 No Public Rights of Way cross the site.

3.8 Due to the topography a number of views can be had into and out of the site. Long distance views to and from the site can be had from the Forest of Bowland. Mid-distance views can also be had to and from Longridge Fell. The Constraints and Opportunities plan opposite illustrates the area of the site exposed to these views this area of the site (Sensitive Landscape Zone) shall be used for lower key community led recreation, education and sports uses.

3.9 Localised views can be had into and out of the site from the rear of existing residential properties on the northern fringes of Longridge. This edge is somewhat degraded by the varied boundary treatments to the rear of properties, conservatories and garden sheds etc. The development offers the opportunity to finish the edge of the settlement with outwards facing properties and a strong green infrastructure edge to the town.

3.10 Vistas are created by St Paul's (church tower) and St Wilfrid's (church spire) on two axis's, these are illustrated in both Figure 03/01 (opposite) and 03/02 (over page)

Photograph - View north along Chipping Lane from the Alston Arms

Photograph - View east along Inglewhite Road towards Longridge from the Alston Arms

Photograph - View south from Higgin Brook towards properties on Inglewhite Road

Photo panorama - View from Chipping Lane north-east across site towards Longridge Fell

Photograph - Pond beyond site on northern boundary

Photograph - Northernmost pond within site

Photo panorama - View south-east towards Willows Farm and Willows Park Lane illustrating prominence of the rear of existing properties

Photo panorama - View south of to the rear of Sainsbury's with residential properties backing onto the site

Photograph - Stone gatepost

Photograph - Isolated north-eastern pond in centre of field

Photograph - Remnant pond on central hedgerow

Photograph - View south towards Longridge & St Paul's Church

Photo panorama - View south-west along boundary hedge towards rear of properties on Redwood Drive

Photo panorama - View south-west towards Longridge, St Wilfrid's Church and Sainsbury's

Photograph - Higgin Brook

Photograph - Existing culvert and Higgin Brook

Photograph - Existing play area on Redwood Drive

Photograph - View from Chaigley Road towards corner of site

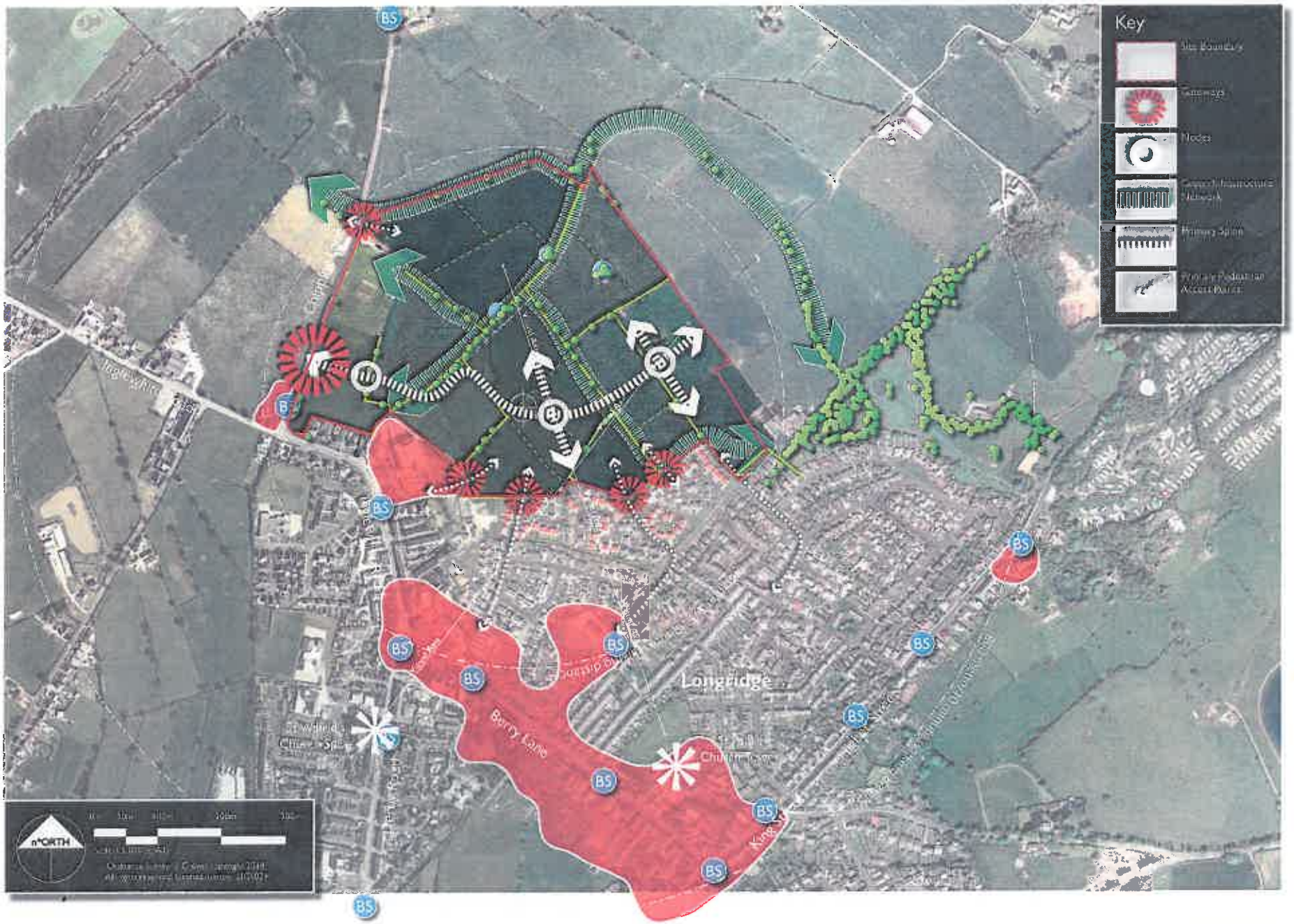


Figure 03/02: Structure

3.11 A number of existing roads border the site. Chipping Lane creates frontage with the site to the west and will provide the main point of access into the site for vehicles. Redwood Drive has at least three possible points of pedestrian/cycle access onto the site, at the junction with Hornfield Avenue, the existing play area and at its eastern most point. It is also proposed to provide a pedestrian/cycle access and new vehicular farm access to Willows Farm from the Willows Park Lane/Chaigley Road junction.

3.12 Only the one vehicular access is proposed, but will require additional emergency accesses via the footpath/cycle connections, in case of an accident at the main junction. Therefore emergency access points are proposed at the eastern most point of access onto Redwood Drive and at the Willows Park Lane/Chaigley Road junction.

Creating a Place

3.13 The constraints have been identified and now a structure can be created. Out of that foundation will spring the parameters masterplan, using the contextual analysis, vernacular qualities and the site's own specific qualities, the masterplan slowly evolves.

3.14 Therefore to ensure the masterplan is grounded and site specific the following stages have been developed in the design process for Higgins Brook. The first stage, 'Forming a Structure' is illustrated and described below. The second stage, 'Parameters Masterplan', can be found in the following Chapter.

3.15 Each evolves from the previous stage and provides reasoning and understanding to the approach adopted in accordance with the evolving nature of the design process.

3.16 Usually these stages are hidden or in some cases ignored by the designers. However in order to create a masterplan that is truly sustainable and 'of the place' they need to be explored in full. This means not only going through the process, but also going back through the process as new information or inputs from stakeholders or the wider consultant team are received.

3.17 Design is an iterative process and should be flexible enough to accommodate new information at any given time to ensure proposals are robust.

Forming a Structure

3.18 The structure is illustrated in Figure 03/02 opposite. These opportunities emerge out of the earlier constraints work and provide the foundation for the masterplan. The following paragraphs describe each opportunity.

Green Infrastructure

3.19 There are a number of existing green corridors which run around and through the site. These connect out to the wider Green Infrastructure network.

3.20 The mature hedgerows are a key part of the on site green infrastructure, as well as the associated drainage ditches, ponds and Higgin Brook. All of these features have been incorporated wherever possible into this interconnected network of green links and spaces in the form of the sites Green Infrastructure network.

Nodes

3.21 Many of the ponds, trees and hedgerows shall be incorporated into the green infrastructure as described above. They shall also form features of interest within the primary nodes as illustrated opposite, becoming a focus for the masterplan and the community which will live there.

Gateways

3.22 The gateways are located at key access points into the site and shall be formed by the enclosing built form and/or landscape elements.

Primary Spine/Village Avenue

3.23 The primary spine or village avenue has been aligned with the primary gateway and nodes as well as utilising the topography to sweep through the site and creates the main logical and direct route into and through the site between both phases of development.

Connections

3.24 As illustrated opposite the site is well connected directly to the town centre and public transport network.

Countryside

3.25 As illustrated in Figure 03/02 and the supporting photographs, countryside is close at hand and should link and connect to the site offering visual amenity and a soft green edge to compliment the green character of the development.

From Structure to Parameters

3.26 Now that the structure has been laid, a meaningful vision or parameters masterplan can be developed which starts to explore the connections, spatial relationships and potential uses of the site.

4.0 Design Parameters

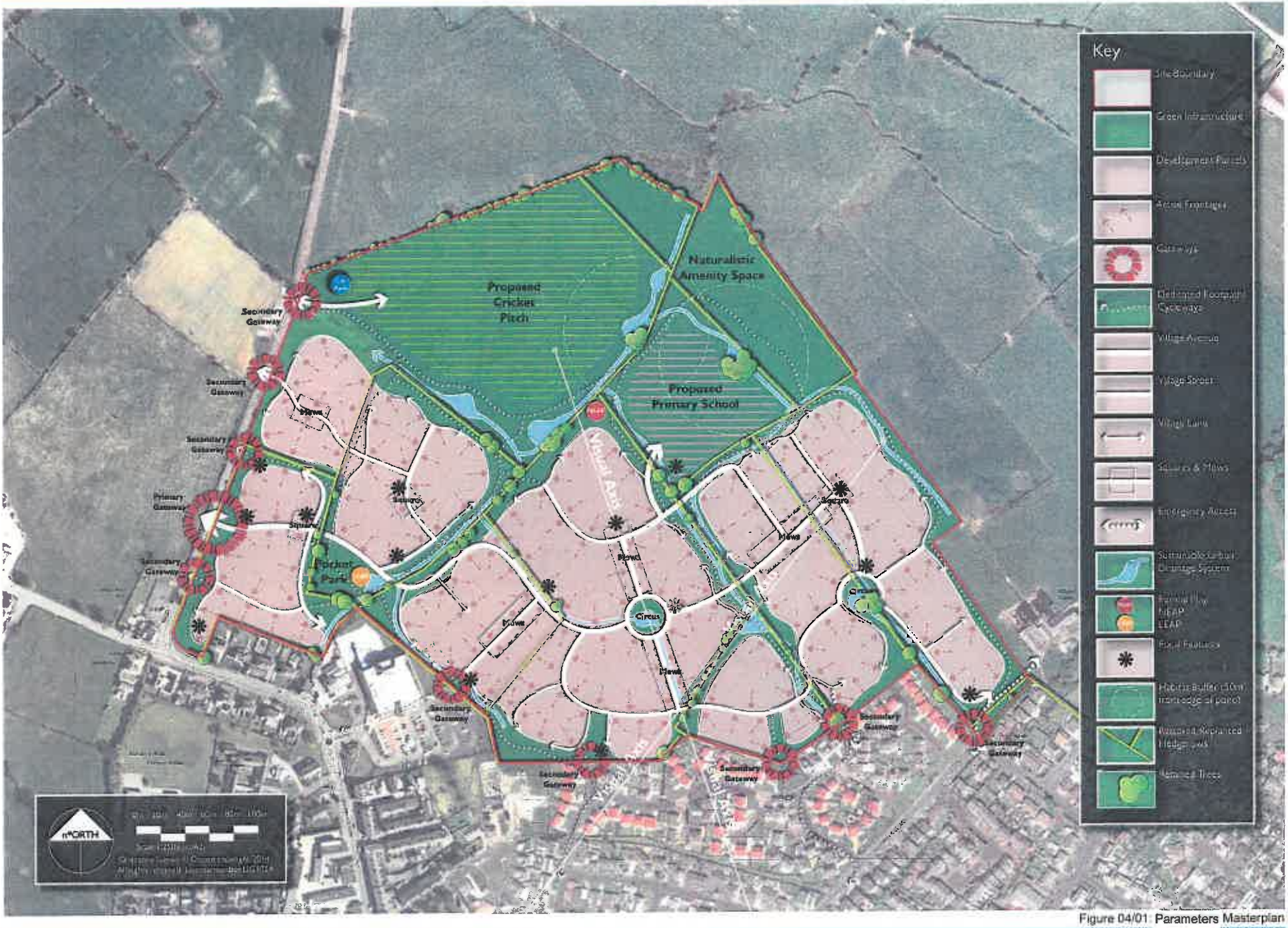


Figure 04/01 Parameters Masterplan

Developing the Parameters Masterplan

4.1 Figure 04/01 illustrates how the structure, developed from the constraints and opportunities setout in the last chapter has developed into the parameters masterplan illustrating spatial relationships and the hierarchy and layout for the movement, mix of uses, built form, external environment and development of character areas. At Longridge due to the existing retained features the concept is instantly strong, dynamic and mature, thus grounded.

Circuses & Crescents

4.2 The primary nodes have formed into a series of Circuses and Crescents. The gateways are focussed on either a main entrance or a footpath/cycleway. These have been joined by a series of secondary, more intimate spaces in the form of squares and mews at key points on the Avenues and Village Streets.

The Green & Blue Infrastructure Network

4.3 The Green Infrastructure network is now clearly visible and preserves the vast majority of the valuable hedgerows and trees within the site, creating a green mesh which overlays the development parcels and retains the particular character related to the area. This includes the ability of the vegetation to soften and screen views into and out of the site.

4.4 Set within the green infrastructure network will be the Sustainable Urban Drainage system (SUDs). Consisting of existing, restored and new ponds, connecting ditches and swales and water meadow style inundation zones which will have the capacity to hold and safely disperse storm water collected from the site. In addition, the green infrastructure network accommodates ecological buffer zones from the existing ponds with potential to accommodate a diverse range of native flora and fauna, as illustrated in Figure 04/04. The Green Infrastructure network will generally accommodate significant areas of new wetlands and terrestrial habitats to ensure the biodiversity of the site.

4.5 Play areas are incorporated into the parameters plan as illustrated and have been located to work with the existing play provision to ensure the best coverage of the site and adjoining neighbourhoods.

A Sustainable Mix of Uses

4.6 The location of this site for a residential led development with complimentary uses such as the primary school and cricket club is sustainably located on the northern edge of Longridge, within easy reach of the town centre by walking, cycling or motor vehicle. This development has direct relationships with the surrounding uses such as the Football Clubs, Supermarket, established residential neighbourhoods, public transport and the town centre.

4.7 The homes proposed in this application shall primarily be aimed towards families providing predominantly 3 and 4 bed homes, with some larger 5 bed properties. Some smaller 2 bed homes and elderly bungalows and houses shall also be provided, it is not proposed to include apartments on this site.

The Emerging Movement Hierarchy

4.8 Overlaying the green infrastructure network and mix of uses is a finer grain network of movement routes including streets, lanes and footpath/cycleways adding to the proposals permeability.

4.9 The Parameters Masterplan opposite (Figure 04/01) illustrates these routes in terms of the movement hierarchy, the Movement & Public Realm Parameters Plan (Figure 04/03) and supporting narrative below further explores the hierarchy in more detail.

Application Site Parameters

4.10 This section is designed to provide the specific parameters required when preparing a Design and Access Statement for an outline planning application. Previous chapters have demonstrated how this proposal has been the subject of a robust and comprehensive design process, considering the specific characteristics of this site and its immediate surroundings. The illustrations set-out in this section graphically demonstrate the individual parameters described below.

4.11 As stated previously this outline application is for the whole of the site controlled by Barratt Homes. A separate detailed application has been submitted prior to the submission of this application for the first phase of development adjoining Chipping Lane, known as Bowland Meadows for 106 homes.

4.12 It should be stressed that this is an outline application and therefore the parameters are more focused on establishing the strategic design objectives for the site. The separate detailed application for Phase One takes the content of the masterplan illustrated here and adds and develops the detail to a level required by the Local Planning Authority (LPA). Future phases of development beyond Phase One will require reserved matters applications to further develop the proposals.

4.13 The final illustrative masterplan that is shown in Chapter 6.0 is a response to all of the parameters detailed here. It is shown for indicative purposes only, demonstrating the sites capacity to accommodate the homes proposed and is simply one way in which these parameters may be interpreted. These parameters are designed to provide flexibility, whilst ensuring that the scheme will retain a high quality of urban and landscape design.

Use and Quantum

4.14 This application is for Residential Led Development complimenting the adjoining use mix, set within a network of Green Infrastructure as illustrated in Figure 04/02 over page.

4.15 The application site is 24.80 hectares in total and will include 13.81 hectares of residential development and 10.99 hectares of Green Infrastructure which will include hedgerows, woodlands, wetlands and grasslands, incorporating naturalistic play areas, footpath/cycleways and nature trails. Therefore 44% of the outline application site is given over to Green Infrastructure.

4.16 A new Primary School (1.2ha) and replacement Cricket Club (3.5ha approx.) is proposed as part of this outline application and will be set into the Green Infrastructure Network as indicated in the parameters masterplan.

4.17 It is proposed that circa 520 homes can be accommodated on this site at a net average density of around 39 homes per hectare, the gross density is 21 homes per hectare. As illustrated in figure 04/02 the highest density (around 45 units/ha) housing is located around the squares and mews on the Avenue and Streets providing a strong frontage and enclosure at these key focal locations within the development. Properties around these spaces are proposed to be mews style 2 and 3 bed terraced properties to reflect those found in and around Longridge town centre.

4.18 As one radiates out from the squares and mews the densities drop as the mix and choice of housing changes from terraced style units to a mix of terraces, semi-detached and detached properties. In these locations the density is on average 35-45 units/ha. The size of units also increases to offer greater choice in a variety of locations including 2, 3 and 4 bed homes.

4.19 On the outer edges of the development where housing sits within the Green Infrastructure network or overlooks the surrounding countryside the densities drop yet again to an average of 25-35 units/ha, these areas predominately contain family homes in the form of 3, 4 and 5 bed semi and detached properties.

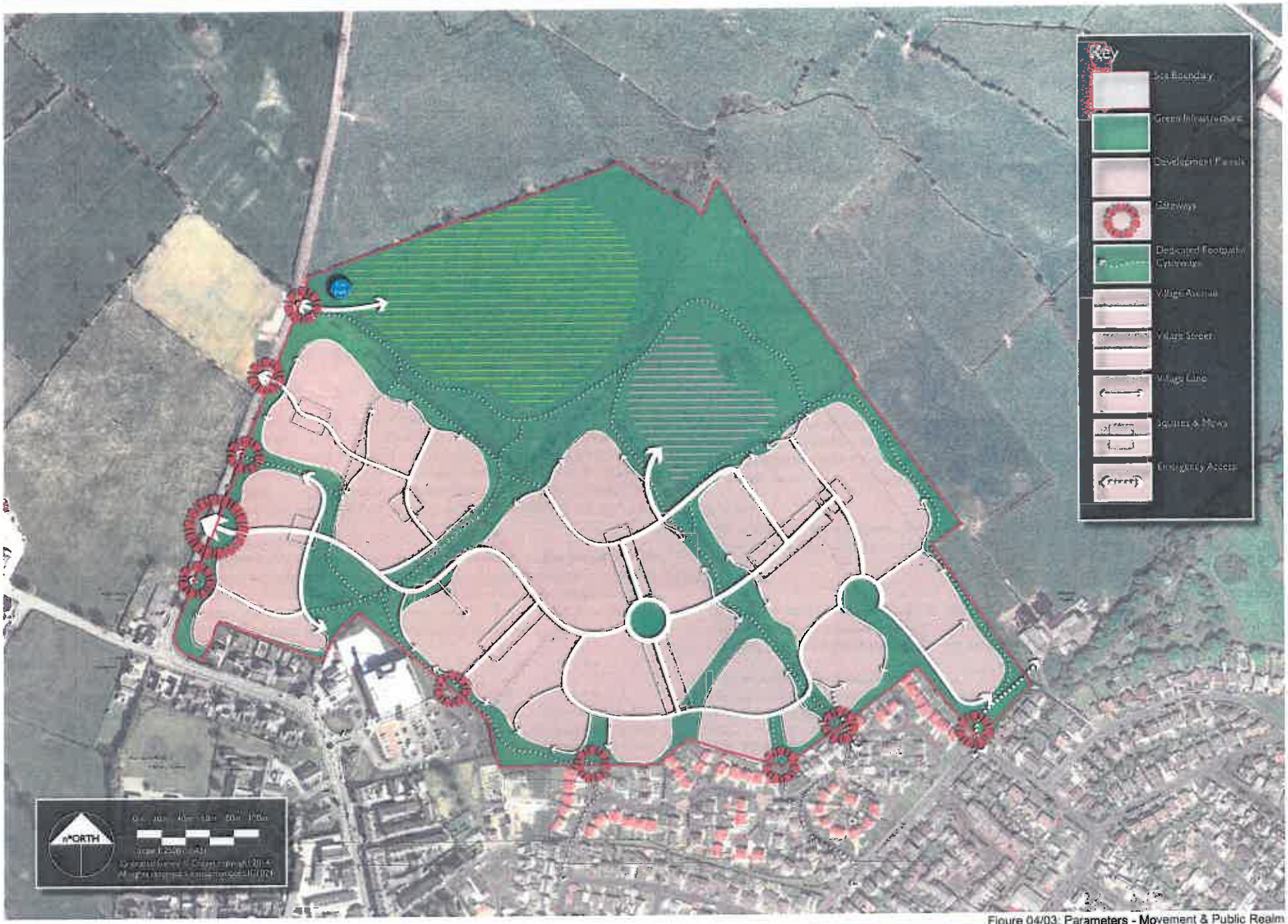


Figure 04/03: Parameters - Movement & Public Realm

Appearance and Detailing

4.20 As this is an outline planning application and therefore details of materials and appearance are reserved for subsequent approval. Much will depend on the final design of the scheme and the archetypes used. The vernacular study (Chapter 2) has provided details of the local architectural styles, features and materials and it is anticipated that new development will make reference to these elements. The design parameters do not recommend a pastiche design, as the design features highlighted are able to be articulated in a modern style.

4.21 The local materials are varied, indeed sandstone, brick, render, timber and the use of stone detailing are present on a number of the local buildings. Render is usually used as a landmark or on a special building and should be used carefully in the designs to ensure that it does not dominant the street scene. White and pastel shades are most common. Built features should include some gables to the street, bay windows and quoins where appropriate.

Layout and Movement

4.22 The layout has emerged from the earlier constraints and opportunities work as set out in Chapters 3. The diagram in Figure 03/01 illustrates how the trees, hedgerows, wetlands and topography are able to provide a starting point for developing a layout for this site. Coupled with this is the desire to create a landscape led design approach, linking the greenspaces, recreational areas and countryside as well as protecting the mature trees on the site. The key Green Infrastructure is illustrated on all the parameters plans and further details are provided within the landscape section of this chapter.

4.23 These drivers have been used to establish a route hierarchy that forms the basis of the design of this site. The primary element is the Village Avenue which would be flanked by street trees, and link the Crescents and Circuses together. This curving route which follows the contours and field boundaries provides an unfolding story to the site as one travels along it's length and would include a cycle route which links the development parcels between Chipping and Willows Park Lane. The access routes utilise existing breaks in the hedgerows, such as field gate locations to limit the amount of hedgerow loss on the site.

4.24 The housing should provide a clearly defined street frontage based around 2 to 2.5 storey residential units. Running from this there are a number of Streets and Lanes which form the vehicle network based around traditional Streets, shared surface Lanes and Mews style spaces. Where these routes intersect; raised thresholds, public squares or landscape features should be introduced to aid legibility and reduce traffic speeds. The location of these are shown on the Movement Parameters Plan (Figure 04/03).

4.25 The layout is also designed to ensure pedestrian and cycle permeability. There are clear opportunities to link into surrounding footpaths, open spaces and other routes, thus ensuring that maximum permeability and integration is achieved. Figure 04/03 demonstrates where new cycle and footpath routes and connections would be developed. Within the site these footpaths or footpath/cycleways offer a choice of routes, either linked to multi-modal traffic routes or via the Green Infrastructure network offering standalone 'leisure' routes through the development. The key access points are also set out in the diagram.

4.26 Care will need to be taken to ensure that cycle and disabled access is provided through the site, a number of routes will be identified as accessible routes. However, it should not be necessary to ensure that all routes are fully accessible as it will not always be possible to achieve this given the topographical character of the site. Overall the layout established follows guidance in Manual for Streets.

4.27 The footpath/cycleway locations have been chosen to ensure good connectivity with surrounding uses such as the supermarket, bus stops and the wider town centre.

4.28 Collectively this approach demonstrates a response to both the local context and site features.

Access and Parking

4.29 There are a number of proposed access points to the site from the surrounding area. The vehicular point of access is off Chipping Lane.

4.30 A number of secondary points of pedestrian/cycle access (9 in total) off the existing streets, including Redwood Avenue and Willows Park Lane ensure the proposals are integrated, permeable and legible. One of the pedestrian/cycleway links is proposed directly with Sainsbury's supermarket, the route of which has been submitted as part of the Phase One application. The elderly accommodation is proposed to be located in the most accessible locations, for example some would be located close to this supermarket link.

4.31 Emergency access will be required to the wider site. Two emergency access points are proposed, one at the eastern most end of Redwood Drive and the other on the junction of Willows Park Lane and Chaigley Road as illustrated on Figure 04/03.

4.32 It is proposed that parking for this site is a mixture of on-street and on-plot (some to frontage, some to the side of properties and some garaged), in line with guidance from Manual for Streets and Parking What Works Where for a suburban location such as this.

Scale and Mass

4.33 At this outline planning application stage the specific scale and mass of the buildings is not yet determined. This is a matter for the Phase One detailed application and later reserved matters applications for future phases.

4.34 However, the character of the neighbourhood that is to be created lends itself principally to 2 storey (between 8 to 10 metres to ridgeline) development based on the local vernacular. Care should be taken to ensure that appropriate increases in scale (up to 3 storey or 12 metres maximum) are delivered at principle junctions, as header buildings or landmarks to aid legibility and enclosure.

4.35 These parameters are designed to reflect the human scale of built form found in the surrounding settlements and acknowledged as part of the vernacular assessment.

Landscape Strategy

4.36 The development of the masterplan for this site has taken a strong landscape-led approach, culminating in a high quality development, set within a mature landscape structure. The masterplan has responded to the existing elements that make up the sites green infrastructure, such as trees, hedges and waterbodies and integrated the proposed streets and avenues by the introduction of appropriate tree planting forming green boulevards and boundaries. Indeed as stated earlier gaps within the existing hedgerows have been used wherever possible to accommodate road and footpath routes through the site to limit the impact on the existing landscape features.

4.37 Open space is an important feature of any landscape to provide relief for some of the harder treatments of the public realm and the proposals have generously catered for this with the introduction of circuses and crescents with wide tree lined avenues and linear openspaces between the development parcels.

4.38 The inclusion of the existing and development of new waterbodies, such as ponds and streams help to maintain the overall character of the landscape of the site and the development is arranged in a manner to enable important key views out into the existing townscape and landscape to be achieved where possible.

4.39 The masterplan has taken account of the wider landscape setting and views into and out of the site, responding sensitively to the existing landscape features and character of the site and its surroundings. The over arching

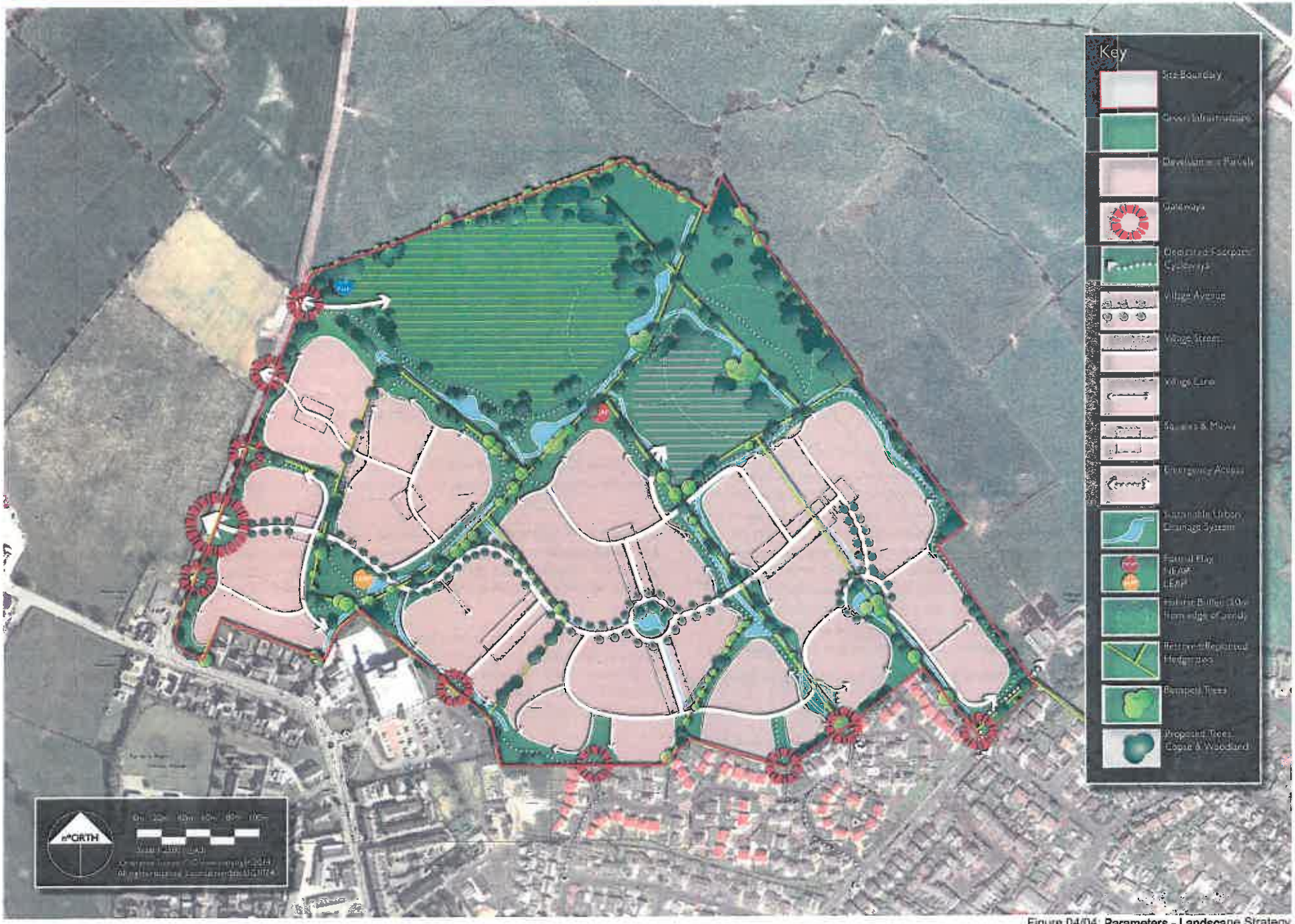


Figure 04/04: **Parameters - Landscape Strategy**

priority for the Landscape Strategy has been to conserve and integrate the existing strands of green and blue infrastructure into the development pattern to create a strong and cohesive backbone for additional landscape interventions. The strategy also seeks to connect the new and existing community back into the landscape through maximising opportunities for general amenity, play and recreation.

4.40 In addition to strengthening the existing landscape features and thus the character, the development also finishes the sub-urban edge of the town and replaces the short cropped fields with naturalistic woodlands, meadows and wetlands, as described below. It is also well documented that private gardens play host to a wider range of wildlife than is typically found on heavily managed grasslands such as arable and fodder crops or in this case heavily grazed fields.

4.41 **Green and Blue Infrastructure:** The existing site has a high number of landscape assets; stands of mature trees, remnant hedgerow field boundaries, ponds and drainage ditches and the development masterplan has been designed to retain, integrate and enhance these features in order to provide a quality network of green and blue infrastructure. A multi-stranded approach has been taken to the Green Infrastructure within the development, with the proposed offer including public open space, recreational facilities, footpaths and wildlife habitats.

4.42 The Blue Infrastructure network will retain existing ponds, ditches and wetlands and integrate them into the Sustainable Urban Drainage system (SUDs) to enhance the habitat potential for wetland species and refrain from highly engineered drainage solutions. Where possible, a comprehensive SUDs management train will be developed, incorporating features such as transition strips, swales and balancing ponds to allow discharge to local outfalls at greenfield runoff rates.

4.43 **Public Open Space:** A good proportion of the site is given over to use as Public Open Space, providing a wide range of play and informal recreational experiences, thus encouraging an active and healthy lifestyle and offering connections to the surrounding town and formal sports opportunities.

4.44 Two children's play areas are proposed within the development in the form of a Locally Equipped Area for Play (LEAP) and a larger Neighbourhood Equipped Area for Play (NEAP) will be located as illustrated in figure 04/04 at a suitable distance from surrounding properties. In these locations the play areas will act as a focal point for the community with good levels of passive supervision to encourage independent play. The play area will be designed to fit with the character of the surrounding environment, incorporating a high proportion of natural play features in preference to traditional fixed equipment.

4.45 The natural play areas will be complemented by a recreational network of footpaths and wildlife trails which connect the new residents and the surrounding community to the public open spaces, new wildlife habitats (and retained landscape features of interest such as the Ponds) and wider area. These routes could incorporate street lighting which will be designed to provide security and visibility on key routes, whilst not causing light pollution or issues with bat flights etc.

4.46 **Planting and Soft Landscape:** Planting and soft landscape treatments will complement and reinforce existing landscape features, with a focus on the use of native species. Existing hedgerows and native trees will include Oak, Mountain Ash, Hawthorn, Holly, Dog Rose etc. New woodland and hedgerow planting within open spaces and the wider Green Infrastructure network will include additional locally indigenous species, excluding the planting of Ash trees due to the current Chalara fraxinea outbreak.

4.47 The hierarchy of the street network will also be reinforced through the use of native tree species as street trees. Larger growing cultivars will be planted long the Avenues, e.g. Tilia cordata 'Greenspire', Quercus robur 'Fastigiata' with smaller cultivars favoured along the Streets e.g. Acer campestre 'Elsrijk', Prunus avium 'Plena'.

4.48 New hedgerows will also be planted within the streetscape to provide definition to the road edge and aid legibility when travelling through the neighbourhood. These will incorporate native species either as a mixed hedgerow or single species e.g. Hornbeam/Holly.

4.49 **Public Realm and Hard Landscape:** The hard landscape materials palette also reflects the spatial hierarchy and patterns of movement through the development. Avenues and Streets will be designed as traditional roads, with Lanes, Mews and Squares designed as more intimate, human scale spaces where pedestrian movement takes priority over motorised vehicles. Raised, block paved tables are used at road junctions to provide accessible crossing points for pedestrians, whilst slowing vehicle speeds. At major intersections these are developed as larger Squares in which the traditional road layout is completely removed to create areas of higher quality public realm.

Sustainable Urban Drainage Strategy

4.50 Typically SUDs aims to deal with water at source by:

- Percolation at source, use of porous pavements, french drains and unlined swales to allow as much surface water as possible to percolate into the ground at its 'point of contact'.
- Retention of water on-site and allowing natural percolation to occur which has a much slower release rate into the surrounding watercourses.
- Slow release of water via balancing ponds - where the possibility of percolation is restricted by underlying clays and other impermeable surfaces pools are constructed to retain storm water surges on site, and, through controlled release of the water (via weirs or brake pipes) water is released (at greenfield rates) into the surrounding watercourses.
- Removal of pollutants and silts using filter beds and marginal aquatic vegetation to catch silt and draw in chemicals, hydrocarbons and organic compounds washed into the system from surrounding roadways.

4.51 Therefore SUDS as part of the Blue and Green Infrastructure network at Higgins Brook has six site specific objectives:

- To efficiently drain the site whilst not causing flooding down stream,
- To create suitable habitat for amphibians, invertebrates, birds, mammals, native aquatic and marginal plant life,
- Create ecological corridors across the site to enable wildlife to move more freely and native plants to spread and colonise the wider area,
- Create an aesthetically pleasing setting for development,
- Promote the site as a sustainable place to live and work,and,
- Use SUDs features at property boundaries as part of the approach to Secure by Design .

4.52 Figure 04/05 illustrates the typical structure and elements which make up a SUDs management train. Starting from the 'head' of the system:

- Roof Water
- Impermeable, Porous Pavements and Bound Gravel Paths
- Swales and Field Ditches
- Balancing Ponds, Underground Tanks and Pipes
- Outfalls to Watercourses

4.53 All of the above is graphically illustrated in Figure 04/05 below, although not all elements may suit the site and should therefore be treated as illustrative at this outline stage.

4.54 **Roof Water Drainage** will be harvested to water butts for use in domestic gardens and the washing of cars, which can in itself substantially reduce mains water consumption. Surplus water shall drain from the

Figure 04/04: Parameters - Landscape Strategy

downspouts into a spillzone where the water can irrigate the garden or percolate into the soil with any surplus carried via a piped french drain out of the private curtilege to a swale located within the public open space network.

4.55 **Impermeable pavements** such at bitmacadam, rigid bonded stone or close laid block paving are classed as impermeable paving systems due to the majority of rain water needing to be drained directly from the surface. Therefore impermeable road surfaces can drain directly into a swale. Where a pavement upstand is required a kerb drain or traditional gulley can be installed which outfalls back into the swale via a drainage pipe and headwall.

4.56 **Permeable pavements** allow surface water to freely drain through the surfacing and collect under the paved areas in an 'open matrix' sub grade where it is then piped to the adjoining swales. Permeable pavement systems include wide joint block paving, grasscrete and geogrid style systems with the wide joints or cells filled with gravels, sands and/or a growing medium to encourage grass establishment depending on the end use. Oil and other spilled liquids within the street will be absorbed by the paving material itself and the matrix, allowing the hydrocarbons to evaporate or breakdown.

4.57 **Bound Gravel** surfaces tend to drain by a mix of surface runoff and permeation through the path build-up, depending on construction and the material used. These paths are primarily used as recreation routes and do not require the same level of drainage as the other surfaces. As long as a ditch or swale is in close proximity to the path then surplus water will drain from the path to it. These types of paths should not be used on steep slopes or where water would freely flow from surrounding streets across the surface, as, in these situations the path would wash away and could cause blockages to the drainage system down stream.

4.58 **Swales** are a key element in the SUD system. These gently sloping drainage channels slow surface water run-off by allowing the water to gently drain or percolate into them. The grasses and marginal wetland plants act as both a sponge and filter to slow the water further, allow some evaporation, trap silts and chemicals and where possible enable the water to slowly percolate back into the water table.

4.59 Swales can be both 'wet' or 'dry' as required. Dry swales are used in more built up areas where water features aren't as desirable due to the proximity of children or the heavy use of open spaces by the local community. Wet swales can be used as linear balancing ponds.

4.60 **Field Ditches** are in existence along a number of field boundaries at Higgin Brook and are usually associated with a native hedgerow. These ditches shall be retained, widened and, depending on location regraded to a gentler profile for both safety and to enhanced the ecological benefit by allowing a greater diversity of plant life to colonise the banks and thus encourage the use of this 'linear pond' by amphibians and mammals etc. The greater depth and breadth of the ditches will also provide an increased capacity for water retention on-site.

4.61 A balancing system will be required as percolation into the water table is not always a very efficient method of removing water from the drainage system, dependent on the underlying ground conditions, surface water could therefore also be retained on-site. There are a number of ways in which this can be achieved, the chosen method or combination of methods will depend on the required capacity of the system, its location and amount of space available, all of which would be finalised at the reserved matters stage. However the various balancing systems are described below.

4.62 **Balancing Ponds** can either be developed in the form of a grassed dry bowl or a permanent pond which has been profiled to accommodated storm water, slowly releasing back into the surrounding water courses. As well as creating new balancing ponds on-site, the existing field ponds shall be desilted and the banks reprofiled to safer gradients for use as not only balancing ponds, but also as improved wetland habitats for the local wildlife.

4.63 **Dry ponds** could be design as part of the open space network and are to be seeded with a combination of a damp meadow wildflower and amenity grass mixes to create differentially mown area for passive and active recreation.

4.64 **Underground storage tanks** or **oversized pipes** are more of a traditional solution to on-site storm water storage, but are just as much part of a SUDs strategy as the balancing ponds set-out above. Prefabricated or constructed on-site the tanks or pipes could be located under pavements or within open spaces and accessed via an inspection cover. Other underground storage systems include open matrix cell systems which create large voids within which the storm water can be stored.

4.65 If underground systems are employed then the most suitable for the site and underlying soils would be chosen.

Character Areas

4.66 The site lends itself to a series of character areas utilising existing site boundaries and local features.

4.67 These character areas are illustrated over page in Figure 04/06. There are 4 character areas in total including :

- Bowland Meadows (Phase One)
- Church View
- Willows Farm
- Higgin Meadows

4.68 The first three characters relate to proposed development parcels and the forth is primarily a landscape focused character area.

4.69 Character within the development parcels will be informed by the pallet of materials and colours used within the public realm and built form. For example Bowland Meadows would draw upon the use of sandstone cladding and render creating a strong gateway into the development whilst strongly utilising local vernacular materials. Other character areas would utilise more brick in the housing mix and create strong visual connections and vistas within the layout back to existing landmarks such as the church towers and spires (Church View character area).

4.70 The forth character area, Higgin Brook, shall utilise the existing landscape features of the site and strengthen them through management, replanting of lost field boundaries, planting of new woodland stands and creation/ re-creation of wildflower meadows and wetland habitats as part of creating a 'finished edge' to the town.

An Evolving Design

4.71 These Design Parameters or Urban Design Principles are the first stage of the design process and creates the structure on which the illustrative masterplan can thus evolve.

4.72 Demonstrating this staged approach to developing the masterplan clearly illustrates our thought processes from first principles in terms of appreciating the local context, design philosophy and the utilisation of the site's own unique features to govern and guide our proposals.

4.73 As stated previously this evolutionary approach to design culminates in an initial masterplan as illustrated and described in Chapter 6.0. The following Chapter demonstrates the iterative and evolving process of design by demonstrating and illustrating the designs evolution over the past months, taking on board consultant and client advice, LPA inputs during the pre-application process and comments received form stakeholders including the public.

Collection & Interception

Distribution

Retension & Release

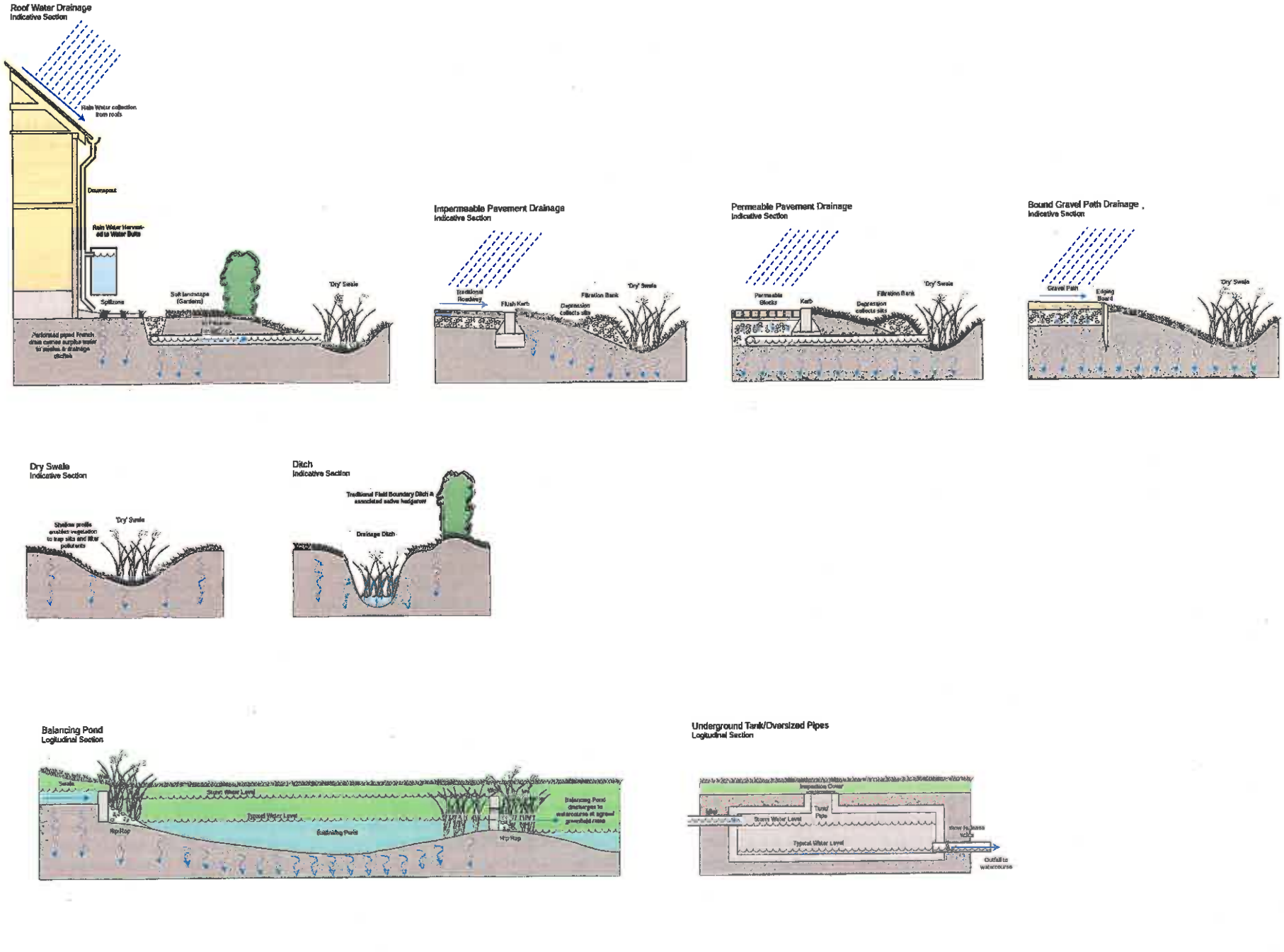


Figure 04/05: Parameters - Sustainable Urban Drainage Schematic (not to scale)

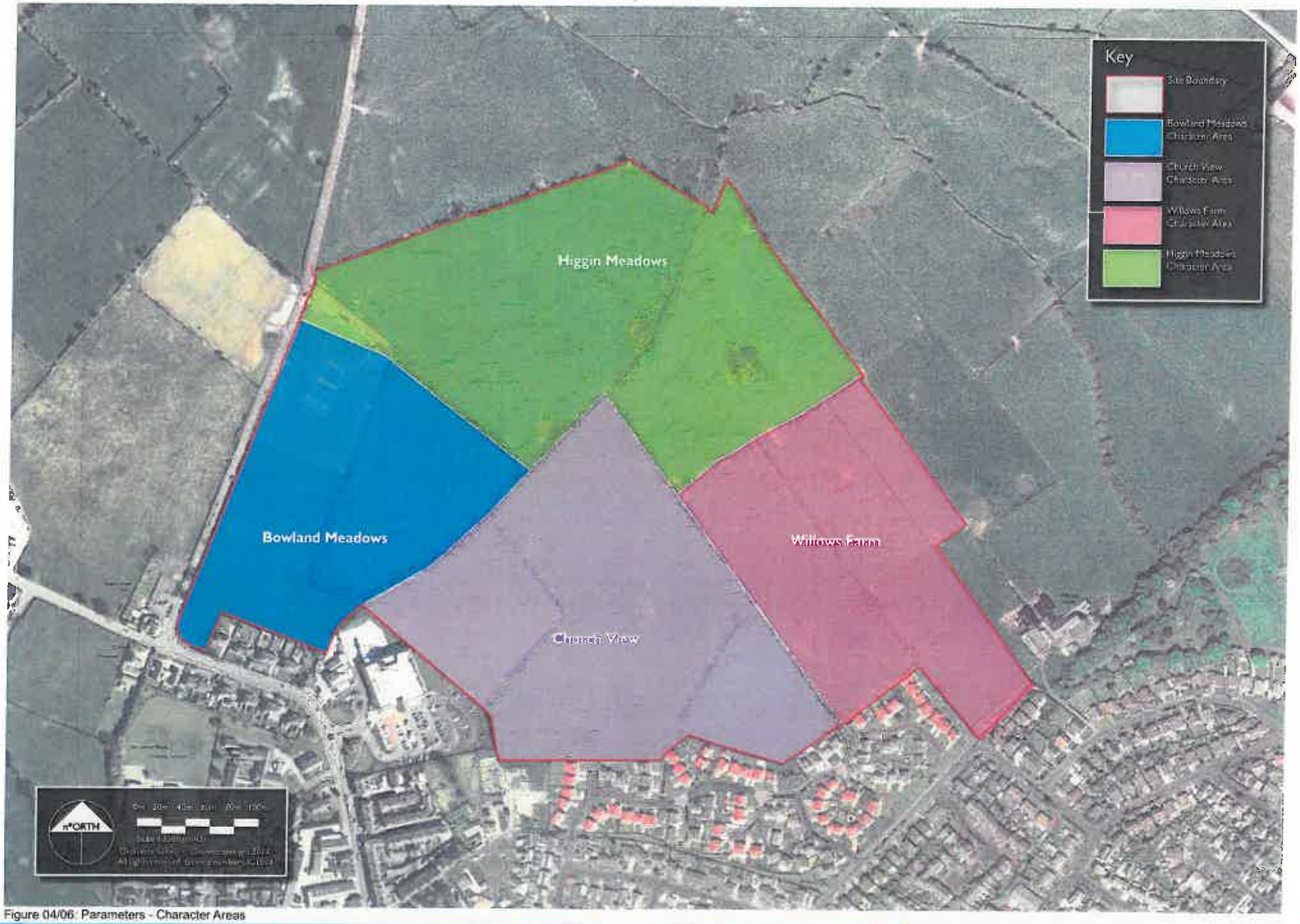
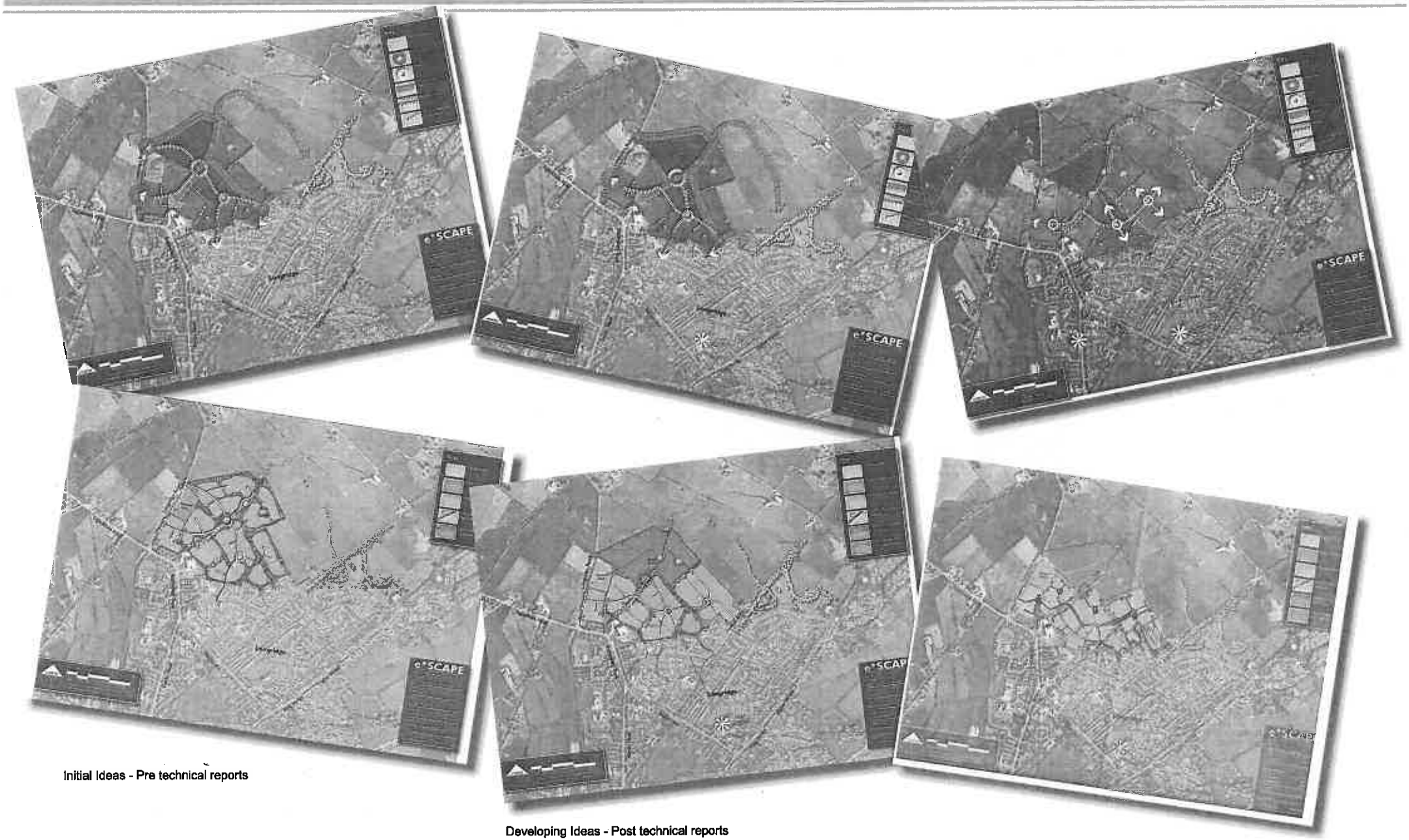


Figure 04/06: Parameters - Character Areas

5.0 Design Evolution & Evaluation



Initial Ideas - Pre technical reports

Developing Ideas - Post technical reports

Fine-tuning of proposals

Figure 65/01: Evolving Concepts

A Developing Design

5.1 Design should be an evolutionary process. If a masterplan is developed for any form of development that proceeds along a straight line between points 'A' and 'B', then the process is invalid and has not been undertaken in a considered and comprehensive manner.

5.2 The approach to Higgins Brook has been steady and measured. Figure 05/01 illustrates the initial concept work which developed from the early constraints work and formed the basis of masterplanning approach. These early ideas explored the form and structure of the site whilst technical surveys were being undertaken, the proposals were thus refined as the constraints information, context and character studies were undertaken.

5.3 The work was at this stage reviewed by the whole consultant team and client and e²SCAPE further refined the underlying structure and parameters masterplan, as illustrated here in Figure 05/01. These plans were developed using the landscape led approach, as described previously.

Refining the Design

5.4 This evolution of the parameters masterplan can be seen in Figures 05/01, 05/02 and 05/03 and generally encapsulated in the figures and accompanying narrative of this Design and Access Statement.

5.5 **The Draft Illustrative Masterplan** - the final image in Figure 05/02 which is illustrated over page was presented at a community consultation event, providing focus and additional detail for the community to be able to articulate any concerns. A Consultation Statement was prepared by Lexington Communications and has been resubmitted with this application. A summary of the overall consultation process undertaken is set out below, along with a description of how the scheme has evolved in response to comments received. The engagement programme for Higgins Brook has been managed in the following ways;

5.6 **Pre-application meeting** – was held with Ribble Valley Borough Council on 24th February 2014. The purpose of the discussions were to ensure that any issues have been dealt with early so the planning submission reflects the best scheme for the site and for the community. The main aims established are to produce a logical settlement form that integrates with the existing town and ensures good accessibility to the services and facilities of Longridge town centre.

5.7 **Stakeholder Meetings** – A series of meetings with key stakeholder groups were undertaken or offered as part of the pre-application process via written correspondence. The purpose of the meetings was to formally present the draft proposals, giving an opportunity to discuss them in depth with the Barratt Planning Team.

5.8 These groups include:

- Local Ward Councillor's (Preview Event)
- Lancashire County Council Ecologist
- Lancashire County Council Highways Officer

5.9 **Community Event** – A publicised community event was also held for stakeholders and local residents as part of pre-application process. The community event gave everyone the opportunity to view the draft scheme proposals and provide comments and alternative suggestions. 99 residents attended the event and the team have received 43 responses, which have been analysed and used to influence the final illustrative masterplan.

5.10 **Letter Distribution** – Letters detailing the proposals were posted to 31 households immediately adjacent to the site, providing neighbours with the details of how to comment on the scheme, either by post or via the consultation website.

5.11 **Website** - A website was produced and made available to everyone with access to the internet, launched at the same time as the Community Event (28/03/14). The website sets out the context of the proposals, illustrates and describes the Outline Application masterplan and Detailed Phase One Application proposals, as well as looking at the benefits of both applications. The website provides an online comments form, giving members of the community and stakeholders the opportunity to provide comments about the development proposals.

Finalising the Content

5.12 In summary, the design of the scheme has responded to the comments and concerns raised by the local community and stakeholders in the following ways:

5.13 **Traffic, Access and Sustainability** – Barratt has worked hard to understand the issues and has developed a comprehensive Transport Assessment as part of the application. Barratt has and will continue to work with Lancashire County Council to identify and manage the impact of traffic created by the development and make provision to improve access to sustainable transport modes. Vehicular access to the site shall be via Chipping Lane only and the junction has been designed to ensure it accords with national highway safety standards.

5.14 In addition to the above the site shall be well connected by footpath/cycleway links to local bus stops, the town centre and other facilities to ensure car journeys from the site are reduced. The site is between a 1 and 10 minute walk from all of the town centre making it highly sustainable.

5.15 **Infrastructure Capacity** – Concerns were raised over education, health, foul and surface water drainage capacities. In terms of education and health, Barratt shall work with Ribble Valley Borough and Lancashire County Councils and the East Lancashire Clinical Care Commissioning Group to understand if the development will adversely impact on these services. Education capacity will be addressed directly by the delivery of a new primary school on the site as part of the development. Barratt will, if required, make financial contributions as agreed with the above stakeholders to ensure additional capacity within health and social care services.

5.16 In terms of surface water drainage a sustainable drainage system (SUDs) is to be developed which will hold and disperse surface water on the site, only discharging water into Higgin Brook at green field run-off rates (see previous chapter).

5.17 Discussions have been held with United Utilities (UU) regarding the foul sewage network. UU have confirmed that there is sufficient capacity in the current network to accomodate the development.

5.18 **Character, Ecology and Wildlife** - A number of ecology and landscape studies have been carried out and these have directly influenced the proposals as set out in the previous chapters. The proposals retain and pro-actively manage the vast majority of the existing landscape features, as well as planting new trees and hedges, creating wildflower meadows, wetlands and watercourses.

5.19 In essence the sites biodiversity shall be improved via the landscape proposals. Also by not developing visually sensitive areas of the site, retaining the existing features and planting new trees and hedges the existing landscape character shall be retained and the visual impact on the surrounding area minimised.

5.20 **Local Housing Needs** - Residents disagreed with the need for more housing in Longridge. A growing and ageing population with more people living alone is putting pressure on housing across the country. Higgins Brook will contribute significantly to the future housing needs of Longridge. Ribble Valley Borough Council has stated through the emerging Core Strategy examination that Longridge must deliver at least circa 650 new homes, in addition to current committed developments, over the next 14 years. The Core Strategy examination has also highlighted evidence of significant unmet affordable housing needs in Longridge, that will not be addressed without such new development.

Figure 05/02: Developing the Detail

Responding to the consultation - Final Illustrative Masterplan

5.21 **Residents directly affected by the development** - A number of residents who live directly adjacent to the site individually discussed their concerns with the Barratt team at the community consultation event. The key concern with the proposals was the proximity of new homes to those existing on Redwood Drive. Whilst the proposals accorded with national guidance on overlooking distances, residents were concerned in terms of privacy, light to rear gardens and the loss of views.

5.22 The designers have reviewed theses concerns and have amended the proposals to ensure new homes are further away from the site boundaries in locations where end gables where adjacent to existing properties. Distances have been increased from 2 metres to between 3 and 7 metres depending on location and the concerns expressed.

5.23 In addition the falling topography from the existing properties, the site orientation (north of the existing properties) and the extended overlooking distances would all assist in the reduction of the impact on views and ensure the retention of good levels of natural light into gardens and habitable rooms.

5.24 For further information relating to the programme of consultation please refer to the Consultation Statement.

Developing the Illustrative Masterplan

5.25 Figure 05/03 illustrates the final Illustrative Masterplan, which also doubles up as the Indicative Layout that has developed from the above process for the outline application.

5.26 The design evolution did not stop at the parameters stage. As can be seen in the masterplan, the route hierarchy and block structure evolved and developed further as the drawings became more 'real' in terms of developing the green infrastructure and movement networks and using building footprints and refining street widths and overlooking distances etc.

5.27 As stated previously design should be in iterative process and as the needs of Longridge were better understood, new community led uses were included in the masterplan such as the proposed new Cricket Club facilities and a Primary School.

5.28 The lessons learnt in the evolution of the masterplan were by no means straight forward, but the final proposals benefitted greatly from the process.

6.0 The Illustrative Masterplan

Figure 06/01: Illustrative Masterplan/Indicative Layout

6.1 The Illustrative Masterplan/Indicative Layout (Figure 06/01), and the accompanying artists impressions (Figures 06/02 to 06/04) are designed to demonstrate how the Design Parameters outlined in Chapter 4 can be translated into a physical layout for the site and its immediate context. It should be stressed that this is not a final design and that other interpretations of the parameters are possible, however, this demonstrates the soundness of the proposals prepared.

6.2 In order to illustrate the strength of the Illustrative Masterplan as a design we have subjected it to the principles of good design as set out in CABE at the Design Council's publication "Building for Life 12". The following paragraphs demonstrate how, even at the outline stage, this application and indicative masterplan is able to respond to the three primary questions of 'Integrating into the neighbourhood', 'Creating a place' and 'Street and home'.

6.3 In Chapter 7 we have further interrogated the proposals as far as they can be at an outline application stage by preparing a Building for Life Assessment, based on the illustrations and narrative in this Design and Access Statement.

Integrating into the Neighbourhood

6.4 The primary access point is off Chipping Lane and provides a logical access into the site and out to Longridge town centre and surrounding neighbourhoods. Indeed this primary gateway into the site also acts as a gateway into the town from the north west.

6.5 Dedicated footpath/cycleways run through the site providing a choice of routes alongside roads or through the linear green spaces which make up the Green Infrastructure, all of which are overlooked by surrounding properties and link out to other neighbourhoods and the town centre.

6.6 The development is designed around access for all, creating new connections to existing services as well as providing new local amenity assets - the scheme improves the areas permeability considerably. The clear tiered hierarchy of streets and spaces mean that there is an intuitive legibility running through the proposals which highlights the key routes through the site. All the routes are well enclosed and/or overlooked by active frontages.

6.7 The proposed development is within a 2 to 6 minute walk of all the facilities in the town centre including pubs, restaurants, primary schools, medical centre, shops and other community facilities. It has been identified through the pre-application consultation process that there is a lack of play facilities for the local community and specifically the children and youth of the settlement. The application includes two play areas one located within the phase One development area and the other to the north of the development parcels thus ensure they provide easy access to potential users and the existing community, complimenting existing facilities in this part of the town.

6.8 The proposals also include a new primary school and cricket club facilities, set within the Green Infrastructure to ensure they are part of the landscape and recreation offer and easily accessible via the footpath/cycleway from the existing and new neighbourhoods.

6.9 The site has good and direct access to public transport for residents, as it is adjacent to a number of established bus routes, including those located on Berry Lane in the heart of the town.

6.10 It is intended that the housing is primarily aimed at young and growing families, this is evidenced by the Longridge Housing Needs Survey produced by Ribble Valley Borough Council in February 2013. It states that there is the greatest need for 2 and 3 or more bed open market homes in the short to mid term and this is also reflected in the affordable housing requirements. In addition there is also a need for 1, 2 and 3 bed bungalows for elderly accommodation in the town. This elderly need has also been accommodated on the site in easily accessible locations.

6.11 Creating a Place

6.12 The suburban character of the site is totally appropriate for this location, as is the use of an organic masterplanning approach. The character is based on that of the sites environs and local vernacular and responds to the surrounding landscape context, the topography, views and vistas. This has allowed the Illustrative Masterplan to demonstrate a unique sense of place and identity without detracting from the overall urban form.

6.13 The scheme is carefully designed around a strong Green Infrastructure network utilising the existing assets on the site such as the trees, hedgerows and wetlands, as well as the topography. Any new planting shall be native and naturalistic in planting style.

6.14 The Avenues, Streets, Lanes, Circuses, Crescents, Mews and Squares as illustrated here are enclosed by built form and through the careful choice of materials and planting enhance and develop the character of the proposals. See Figures 06/02-06/04 for impressions of some of those spaces.

6.15 The legibility of the proposals is enhanced not only by the quality and detailing of the street and public realm hierarchy as described above and set out in Chapter 4 previously, but also by the unique nature of each and every street and space in the proposals.

6.16 The masterplan in Figure 06/01 illustrates that no two routes are identical. Existing features, be it trees or ponds have not been hidden behind built form, but utilised as key elements to the frontages of the streets and spaces, this approach, coupled with careful consideration of the location of the built forms makes every part of the proposals unique and provides instant maturity, grounding and softening the development proposals in their context.

Street and Home

6.17 The movement hierarchy and public realm have been treated as one in the same in this proposal. Traditional streets and shared surface lanes and spaces have been developed together to ensure traffic speeds are kept low and that the pedestrian is given priority throughout the scheme.

6.18 The shared surface lanes in particular relate to the open spaces and are dealt with as part of the same area, thus encouraging the use of both for play and general amenity by the residents, the wider community and visitors to the area.

6.19 As stated previously in Chapter 4 it is intended that parking is a mix of on-street, and in curtilage parking. Parking courts in such a suburban setting is not considered appropriate. The in curtilage parking will be a mix of frontage parking, garaged or car ports, with others set behind the building lines either on drives or in garages. As it is an outline application the location of the drives or garages is not indicated but space has been allowed for a 3.3 metre driveway to each property with appropriate levels of parking for the size of each house.

6.20 The movement and public realm hierarchy consists of a number of interconnected Avenues, Streets and Lanes which lead from one to the next via a series of spaces. Those individual elements which make up the hierarchy are listed below:

- The Avenue
- The Street
- The Square
- The Mews
- The Lanes

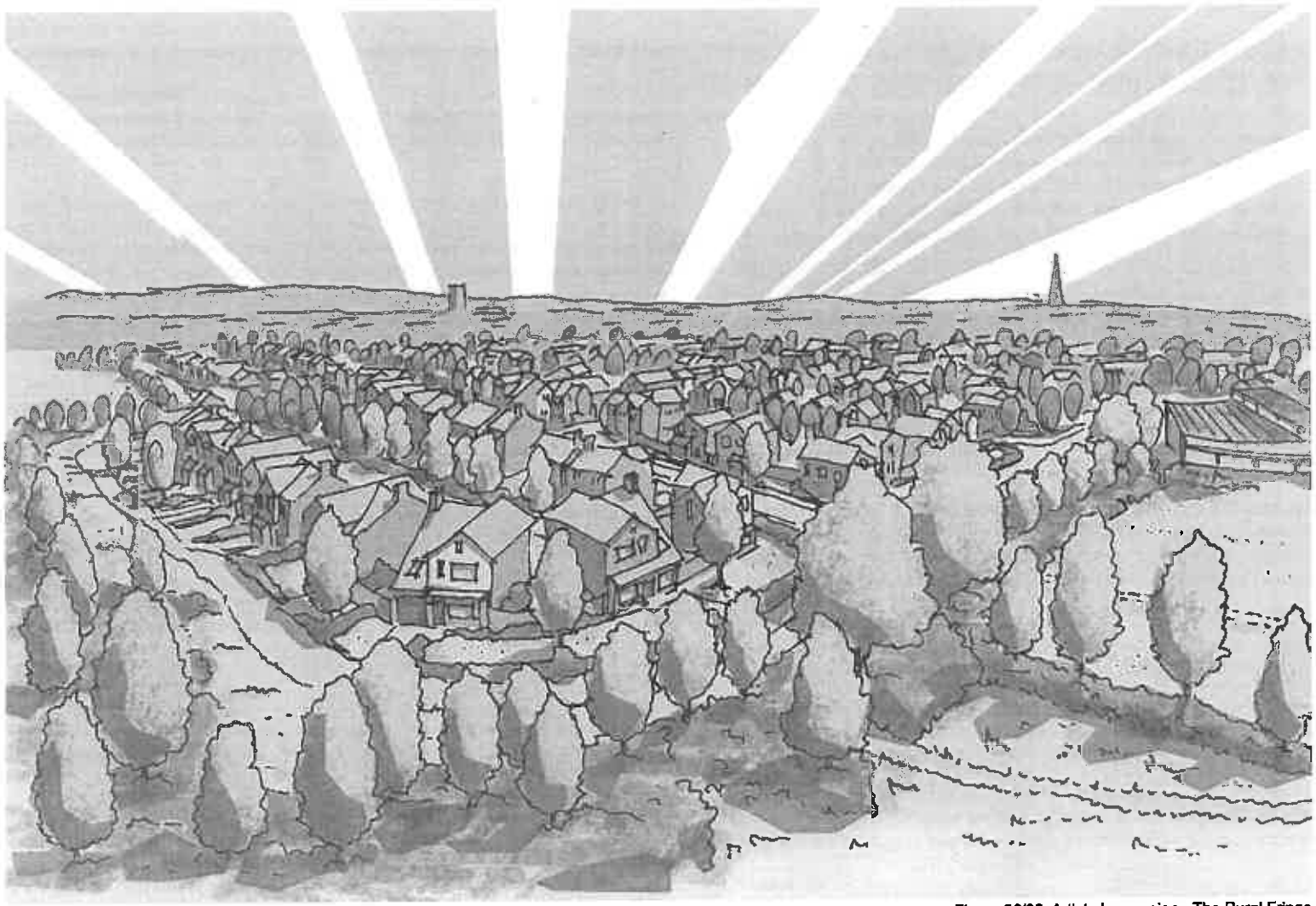


Figure 06/02: Artists Impression - The Rural Fringe

6.21 Each element is then described with some elements of the hierarchy illustrated in the supporting artists impressions

6.22 The **Avenue** is at the top of the route hierarchy and provides the main access into the residential areas from the Gateway at the site entrance. It is traditional in form with a bitmac carriageway and pavements. Parking is accommodated off street within integral garages and/or private driveways. The built form is set back from the road, allowing sufficient room for the planting of larger growing street trees. These add scale to the streetscape and reinforce the green character of the development; the rhythm of the tree planting creating an avenue that frames views to the open spaces and public realm located along its length. Formal hedge planting with railings will also be used to provide necessary structure and identity to the streetscape.

6.23 The **Street** is the secondary access route, linking the Avenue into the heart of the residential areas. Similar to the Avenue, it is traditional in form with both bitmac carriageway and pavements. The scale of the road has a more domestic feel, as the built form is set slightly closer to the road and street tree planting will incorporate smaller growing species. Gardens are generally more open to the street with areas of ornamental shrub and perennial planting replacing the more structured hedgerow planting of the Avenues.

6.24 The **Squares** are at the heart of the development and fronted and enclosed by the homes which surround them, with corner buildings rotated to focus views onto the central space . The Square is designed as a shared surface space, providing a raised surface with small unit paving which calms traffic and instead gives priority to pedestrian and cyclists. Designed as a piece of public realm, rather than a traditional road layout, it provides a focus within the development for residents and other users.

6.25 The design and layout is simple, allowing flexibility in its use and form by the residents, with subtle changes in colour and texture used to define parking bays within the Square and contrasting flush kerb to define the pedestrian refuges and through-routes for the partially sighted. The Streets leading into the Square will be planted with smaller growing street trees, with larger species used to define the corners of the square, frame views into and out of the Square and provide shading of parked vehicles.

6.26 The **Mews** is similar in style to the Square, using a raised, paved surface to reinforce pedestrian priority and provide an area of public amenity within the streetscape. It is smaller in scale than the Square and is designed as a street, rather than a space. Instead of widening the carriageway, houses are set back from the road corridor, providing a semi-public zone that allows for the inclusion of resident parking without cluttering the street. Hedge planting along the perimeter of the adjacent Street returns around the edges of the Mews, giving added formality and structure to the space. A change from small to larger growing street trees within the Mews echoes the increased height of the built form; however trees are planted more closely than within the Square to provide increased level of greenery and create a more intimate nature to the space.

6.27 The **Lanes** is the last in the hierarchy of access routes. It is domestic in nature, designed as a simple shared surface route which provides access to only a small number of properties along its length and often connects onward into pedestrian and cycle trails at its end. Use of a bound gravel or small unit paved surface reinforces the more domestic and semi-rural nature of the route. Traditional upstand kerbs and raised pavements are also avoided to create a more seamless transitional space between the residential properties and the landscape beyond. This approach also assists with the SUDS strategy by facilitating the movement of surface water flow from the roads onto grassed transition strips and from there to swales and the wider system.

6.28 The layout of the illustrative masterplan demonstrates a strong sense of enclosure around the defined route network. The Avenue is clearly defined by strong building lines offering good surveillance over this important route. The definition of public and private spaces is delivered through the use of strong urban blocks and the use of corner turning archetypes, as well as the use of boundary treatments such as hedgerows and /or railings.

6.29 The overall form of the neighbourhood maximises solar gain with many of the properties having a southern or south-eastern rear aspect which allows for the use of outdoor private space. Many of the properties also include opportunities for extension, alteration and conservatories as there are large gardens provided on many of the larger family-size properties.

6.30 There is a strong amenity element to the proposals which will be community managed and will extend to the wider Green Infrastructure network within the site. The recreation and amenity offer includes, naturalistic play areas, footpath/cycleways and wildlife trails to offer a variety of opportunities for the young and old alike to enjoy the setting of this development.

6.31 Whilst this is an outline application, and as with the parking facilities, external refuge, recycling and bike storage has been allowed for in the amount of space within and accessibility to rear gardens of all properties. The detailing of which would be part of the reserved matters application.

Secured by Design

6.32 The layout responds to Secure by Design principles in terms of maximising the opportunities for overlooking of the streetscape, public realm and parks from habitable rooms. The streets and spaces are designed to be legible in terms of movement and their public, semi-private or private nature. All spaces, streets and paths shall be lit to a suitable standard as required and agreed with the local authority. Pedestrian/Cycle routes are safe, secure, overlooked and direct to ensure they reflect the aspirations for the reduction of the occurrence and perception of crime.

6.33 Shared rear access paths shall be controlled with lockable gates and all rear gardens shall be bounded by either 1.8 metre high brick walls or robust timber fences.

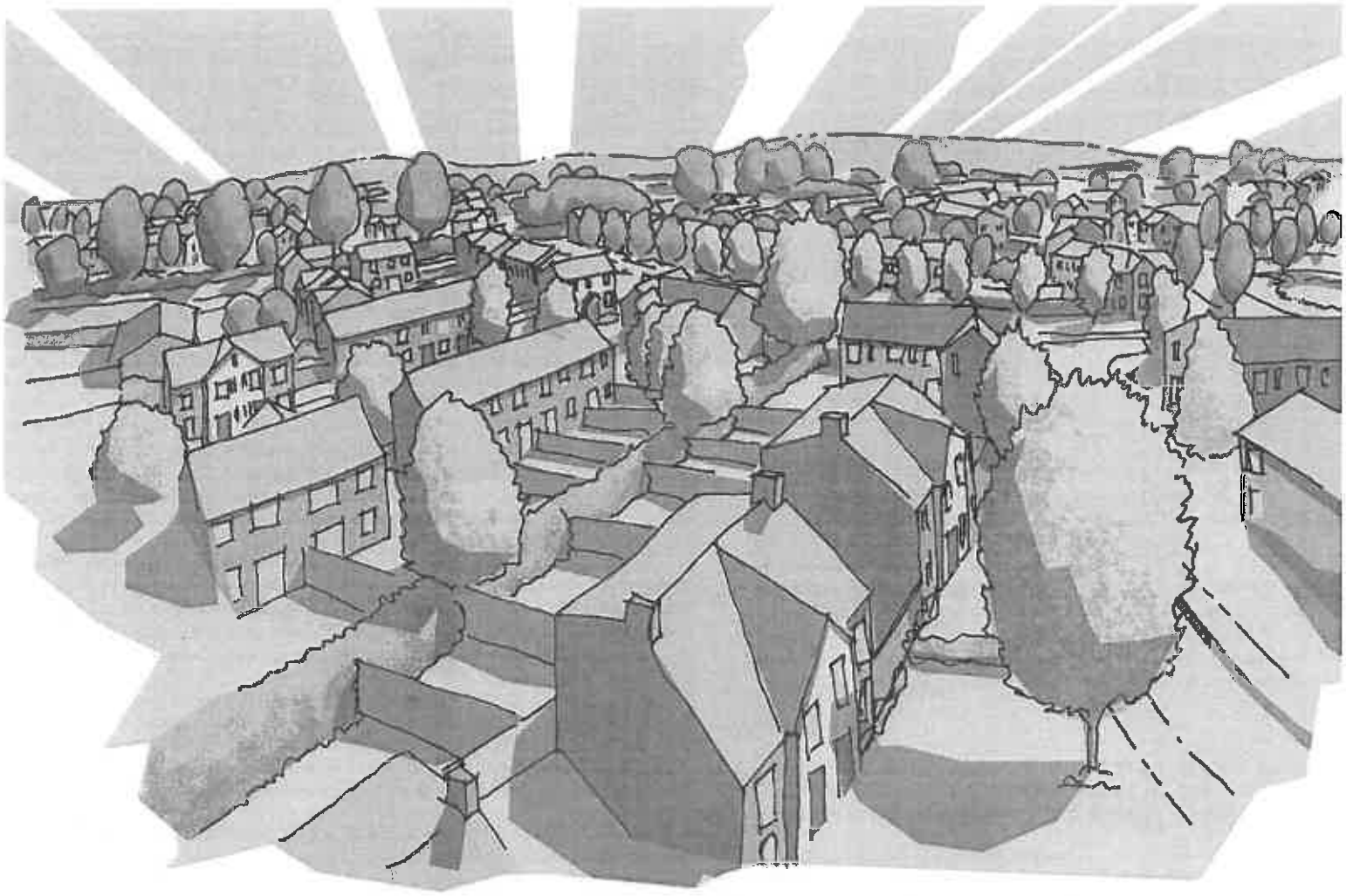


Figure 06/03: Artists Impression - General view north across development

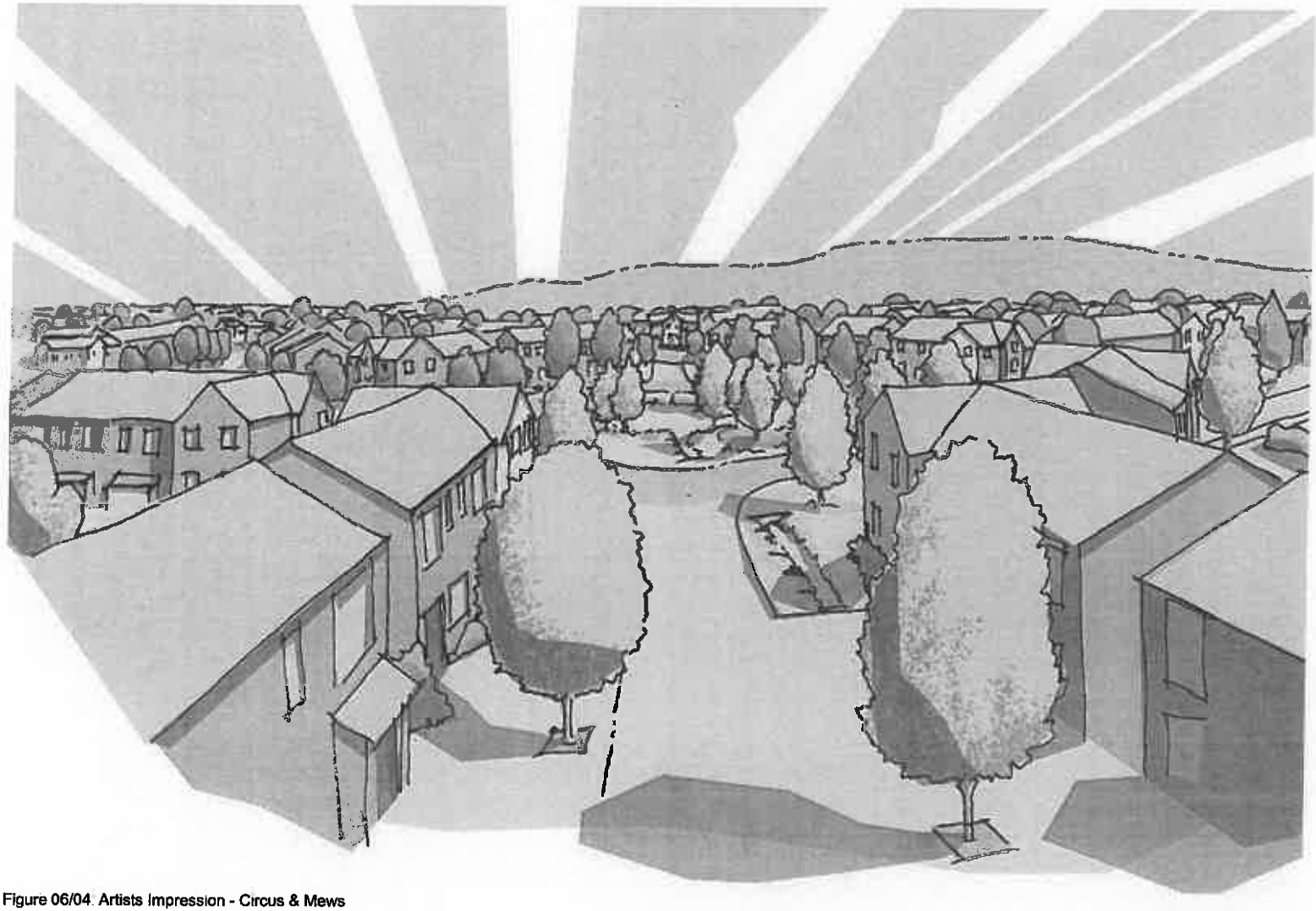
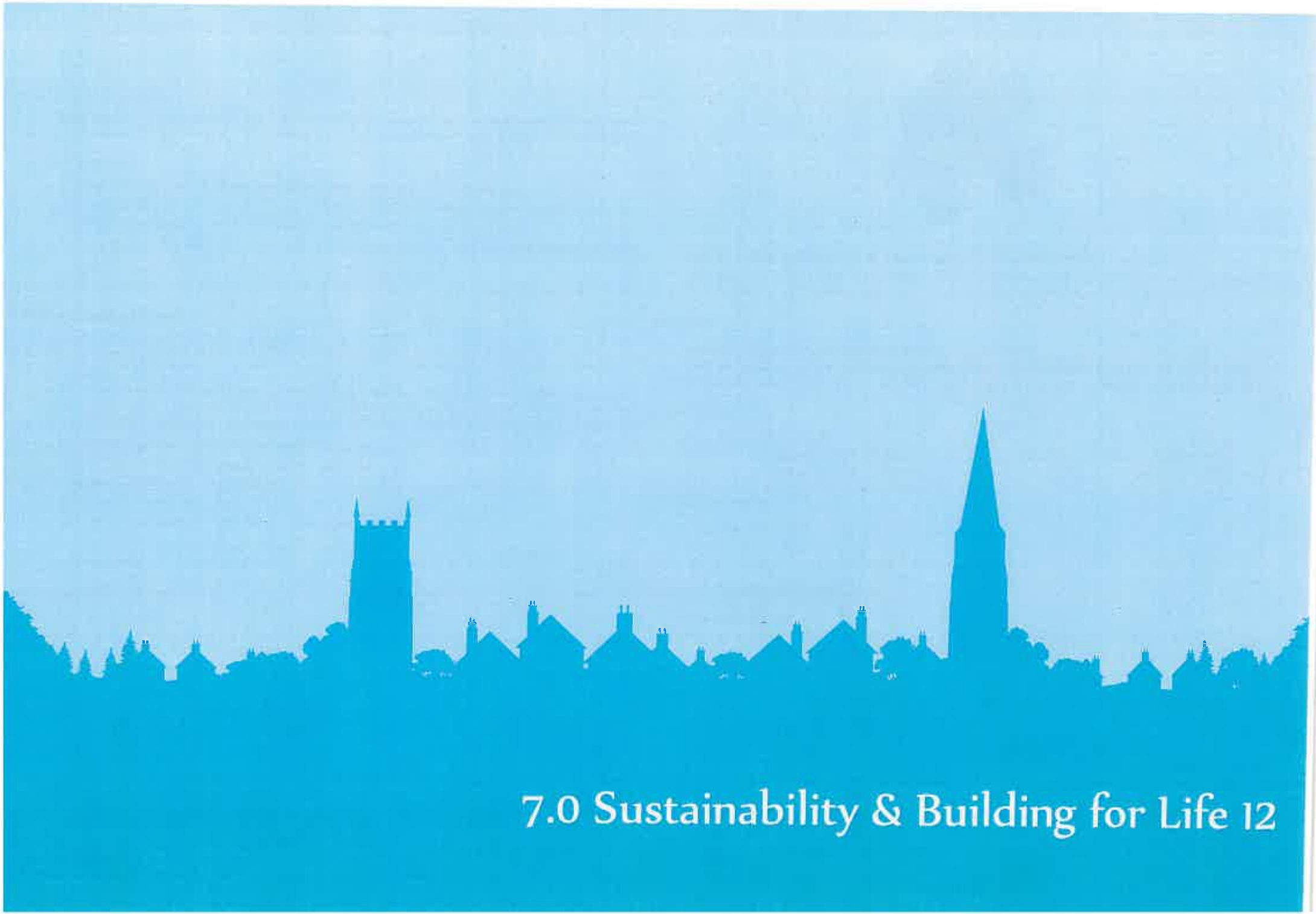


Figure 06/04. Artists Impression - Circus & Mews



7.0 Sustainability & Building for Life 12

Sustainability

7.1 The masterplan as described previously incorporates sustainability into the structure and layout; dealing with orientation, accessibility, connections and use of passive solar gain etc. However in this chapter we can generally set out the approach to detailed design which would form part of the latter stages of design development, after the determination of this outline application. Any new development should be flexible enough to respond to future changes in use, lifestyle and demography. This means designing for energy and resource efficiency, creating flexibility in the use of property, public spaces and service infrastructure and introducing new approaches to transportation, traffic management and parking. Developments should be flexible to accommodate changes of use and circumstances through changing social, technological and economic conditions.

7.2 In our view sustainability is derived from the provision of an inclusive, safe and well managed environment; from a high quality design that respects the built and natural environment, that is well connected to public transport facilities, employment opportunities and local services and that reduces the consumption of water and energy and reduces waste.

Sustainable building techniques

7.3 Where appropriate, sustainable building construction techniques will be used in line with current building regulations. Sustainable construction measures typically comprise a combination of the following:

- Improved energy efficiency through siting, design and orientation.
- Water conservation measures;
- A 'Fabric First approach' to construction;
- Use of building materials capable of being recycled; and
- An element of construction waste reduction or recycling.

7.4 In addition, Barratt Manchester is ISO14001 accredited, meaning we have an Environmental Management System (EMS) which is externally audited by independent consultants. Under this most materials are sourced from suppliers who are similarly accredited and are therefore committed to environmentally friendly production.

7.5 Compliance means we are committed to the following:

Energy Efficiency/ CO2 Reduction

7.6 The new house type range is designed to Building Regulations Part L (2006). The SAP calculations will show an average of 19% reduction in energy use over 2006 building regulations.

- Use of A Rated appliances which are energy efficient and help reduce CO2 emissions from the dwelling.
- Provision of SEDBUK A Rated boilers which are more energy efficient.
- Provision of an internal / external space in each dwelling for drying clothes – thus minimising energy use.
- Use of materials from sustainable sources e.g.: timber from renewable forests.

Recycling Materials

7.7 A Site Waste Management Plan is to be prepared for the development as part of our Construction Phase Safety, Health and Environmental Plan. Currently over 80% of construction waste from our sites is sorted at source and recycled.

Sustainable Materials

7.8 All our suppliers are required to use materials from sustainable sources or be ISO14001 accredited themselves. All timber is used in our developments is sourced sustainably.

Potable Water

7.9 Barratt Manchester undertake a number of measures to reduce the amount of potable water used on our developments, with examples including the use of flow restrictors on its taps and showers and dual flush toilets to reduce water usage to 125L/person/day.

Ecology

7.10 An Ecological Survey has been prepared by Tyler Grange which outlines measures which are to be undertaken to enhance the biodiversity of the site in its own right, and as part of the wider local network of green spaces. Examples of these measures include the planting of native species, which have been incorporated into the landscape proposals.

Surface Water Drainage/SUDs

7.11 An indicative SUDs schematic has been developed for this site, as illustrated in Chapter 4. Flows will be attenuated at a rate to suit existing greenfield run off rates, in accordance with PPS25 and Ciria C697 "The Suds Manual", and to be agreed with The Environment Agency.

Considerate Constructors

7.12 All Barratt Manchester sites are registered with the Considerate Constructors scheme and independently audited. The scheme measures the effect of construction on its surroundings and our ability to inform and work with our neighbours.

Sustainable Transport

7.13 The location of the site provides good access to local transport such that the need for car based travel will be reduced. Footpaths and cycleways form an important part of the infrastructure within the development and there are is a good range of local facilities within walking distance.

Summary

7.14 Our proposals for this proposed development will contribute to the already well established local community, allowing more people to live in a sustainable way and offering individual flexibility in terms of their lifestyle choices. Where possible we aim to mitigate the impact of climate change over the longer term.

Building for Life 12 Assessment

7.15 The following table provides an assessment of the scheme at this outline application stage in terms of it answering the 12 questions as set-out in the newly updated Building for Life (BfL) assessment.

7.16 Under the former BfL scheme outline applications would have lost points for not providing enough detail to fully answer the questions, this approach is not only naive, but unbalanced and skews the final scores unfairly. It cannot be expected to provide all information at this stage.

7.17 Therefore if any questions cannot be fully answered at this point they will be recorded as such and allowance made for the inclusion of missing information at the reserved matters stage.

7.18 The table below indicates that the proposed scheme scores favourably with 10 green and 2 amber traffic lights. As all questions can in part be answered at this stage, we believe the scores will only improve as additional detail is added at the reserved matters stage.

7.19 Due to the lack of a railway station question 3 would remain on amber.

Integrating into the Neighbourhood

No	Question	Answer	Traffic Light
1	**Connections:** Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?	The primary access point is off Chipping Lane via the main Avenue and provides a logical access into the site and out to Longridge town centre and surrounding neighbourhoods. Dedicated footpath/cycleways run through the site providing a choice of routes alongside roads or through the linear green spaces which make up the Green Infrastructure, all of which are overlooked by surrounding properties and link out to other neighbourhoods and town centre.	
2	**Facilities and services:** Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?	The proposed development is within a 2 to 6 minute walk of a excellent variety of facilities in Longridge including primary schools, pub/ restaurants, medical centre, shops and other community facilities. Play facilities will be provided on site as part of the Green Infrastructure network.	
3	**Public transport:** Does the scheme have good access to public transport to help reduce car dependency?	The site is directly accessible to local and regional bus services from stops adjacent to the site as well as from the town centre. There is no local train service.	
4	**Meeting local housing requirements:** Does the development have a mix of housing types and tenures that suit local requirements?	It is intended that the housing is primarily aimed at young and growing families, this is evidenced by the Longridge Housing Needs Survey. It states that there is the greatest need for 2 and 3 or more bed open market and affordable homes in the short to mid term. In addition there is also a need for 1, 2 and 3 bed bungalows for elderly accommodation in the town. This elderly need has also been accommodated on the site in easily accessible locations.	

Creating a Place

No	Question	Answer	Traffic Light
5	**Character:** Does the scheme create a place with a locally inspired or otherwise distinctive character?	The use of the existing sites features and local vernacular creates a place which is unique and grounded in its setting.	
6	**Working with the site and its context:** Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and micro climates?	The scheme is carefully designed around a strong Green Infrastructure network utilising the existing assets on the site such as the trees, hedgerows and wetlands, as well as the topography. The sites orientation and topography aids passive solar gain.	
7	**Creating well defined streets and spaces:** Are buildings designed and positioned with landscape to define and enhance streets and spaces and are buildings designed to turn street corners well?	The Avenues, Streets, Lanes, Circuses, Crescents, Mews and Squares as illustrated are enclosed by built form and through the careful choice of materials and planting enhance and develop the character of the proposals. Built form has been designed to turn corners in a number of ways either directly by using 'L' shaped buildings, buildings with two front facades or indirectly by using detached properties which sweep with the curve of a road or path.	
8	**Easy to find your way around:** Is the scheme designed to make it easy to find your way around?	The legibility is enhanced by the quality and detailing of the public realm and the unique nature of each street and space. No two routes are identical. Existing features have been utilised within the streets and spaces, this approach, coupled with careful consideration of the location of the built forms makes every part of the proposals unique and provides instant maturity.	

Street & Home

No	Question	Answer	Traffic Light
9	**Streets for all:** Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	Traditional streets and shared surface lanes and spaces have been developed together to ensure traffic speeds are kept low and that the pedestrian is given priority throughout the scheme. The shared surface lanes in particular relate to the open spaces and are dealt with as part of the same area, thus encouraging the use of both for play and general amenity by the residents, the wider community and visitors to the area.	
10	**Car parking:** Is residents and visitor parking sufficient and well integrated so that it does not dominate the street?	It is intended that parking is a mix of on-street, and in-curtilage parking. The in-curtilage parking will be a mix of frontage, garaged or car ports, and behind the building lines, either on drives or in garages.	
11	**Public and private spaces:** Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?	The layout demonstrates a strong sense of enclosure around the defined route network. Routes are clearly defined by strong building lines offering good surveillance. The definition of public and private spaces is delivered through the use of strong urban blocks, the use of corner turning archetypes, as well as the use of boundary treatments such as hedgerows and /or railings.	
12	**External storage and amenity space:** Is there adequate external storage space for bins and recycling as well as vehicles and cycles?	As this is an outline application the external refuge, recycling and bike storage is not indicated, but space has been allowed for it within the access to and size of rear gardens of all properties.	

8.0 Conclusions

Figure 08/01: Illustrative Masterplan/Indicative Layout

8.1 This Design and Access Statement demonstrates the commitment of Barratt to deliver a high quality sustainable development at Higgins Brook; based on a thorough process of contextual appreciation, design evolution and community engagement, embodying best practice in spatial planning and urban design.

8.2 The proposal seeks to deliver a high quality residential development of up to 520 dwellings, creating a new gateway to the town along Chipping Lane and a finished, outward looking edge to the settlement. It is intended that this site will become a positive asset to the settlement in terms of design, layout and open space. The development will create a logical boundary to the town and provide recreational and amenity facilities for existing and new residents.

8.3 This approach is clearly demonstrated in the BfL12 assessment as set out in the previous chapter and is thus in accordance with current local policies, the NPPF and current best practice.

8.4 All matters of detail, except access, are reserved for subsequent approval, but in order to comply with legislative requirements, guidance on matters of detail is provided within this Design and Access Statement to assist in the consideration of design and access issues.

Economic Investment

8.5 The development of the site will result in significant private investment and job creation. It will:

- Produce investment into the local area through the construction process.
- Produce funding through the Government's new homes bonus scheme to be spent by the local authority in the area.
- Produce new spending annually in the local economy by the site's new residents, which could support a number of jobs across various sectors.
- To provide the potential for apprenticeships and training opportunities within the construction sector for residents in the local area.

Community Benefits

8.6 The development of the site will also:

- Provide a range of open market housing comprising various types to meet the needs of the local community.
- Provide much needed affordable houses of a range and type to meet the identified need in the local area.
- Provide a new Primary School to ensure there is capacity for the development in the town, removing the potential burden of new development from existing education facilities.
- Provide new Cricket Club facilities to ensure it remains a vibrant focus for the town.
- Provide a large area of public open space for existing and future residents. The open space will also enhance the recreation facilities available to the existing residents in the area.
- Provide a contribution towards Education in accordance with development plan policies.
- Provide contributions to transport improvements e.g. bus services etc.
- Assist in the provision of other facilities where there is an identified need, in accordance with development plan policies.

Process

8.7 The process undertaken in developing the masterplan and preparing the Design and Access Statement follows best practice set out in various guidance and policy documents.

8.8 This statement details the contextual relationship of the site with its surroundings, the national, regional and local policy context and the design process undertaken to establish the Urban Design Principles and Illustrative Masterplan. The Masterplan doubles as the Indicative Layout to demonstrate the site's capacity, functionality and detail. Artist's impressions have been developed to help illustrate and reinforce the design message. It should be stressed that these are indicative only and permission is not sought for these matters at this stage.

In Summary

8.9 The masterplan allows for:

- Homes to become part of the environment into which they are placed,
- New and existing residents to have access to complimentary leisure and education uses in the form of a Primary School and Cricket Club facilities,
- Residents and visitors to navigate their way around the development intuitively via the hierarchy of avenues, streets, lanes and spaces,
- Passive solar gain is maximised through the orientation of the layout and use of the topography,
- Space for the community to 'breathe', through the development of paths and streets which provide direct access to open spaces, offering space to play, the discovery of nature and interaction with neighbours and the wider community,
- Retention of existing site features to ensure the proposals are grounded at part of the landscape into which they're set,
- A strong green and blue infrastructure network providing space for natural habitats and thus the wildlife using them,
- A well surveilled site which allows the wider community to use and enjoy the open spaces in a safe environment,
- A connected development which is part of the wider settlement, is outward facing and completes the northern edge of the town.

8.10 Higgins Brook demonstrates that residential development can be more than just another housing estate by creating a contextually responsive finished edge to the settlement, which is outward looking, permeable and just as accessible to the existing community as well as new residents.

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