

Design & Access Statement

Grimbaldeston Farm *Preston Road Longridge*

Client

Grimbaldeston Farm Trustees
S+N Forshaw

Scheme

Proposed Residential Development

Site

Preston Road
Longridge

Date

October 2016

report prepared by:

Campbell Driver Partnership Ltd
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1.0 INTRODUCTION

1.1 GENERAL

This design and access statement has been prepared by Campbell Driver Partnership on behalf of the Grimbaldeston Farm Trustees and S+N Forshaw in support of an outline planning application, for proposed residential development.

The Development description is as follows:

- 275 residential dwellings
- Public open spaces including green corridors, areas for tree planting and landscaping, ponds and brooks
- 2 no. New access points from Preston Road and vehicular link to existing housing development to the north
- Pedestrian and cycle routes throughout the site to link with footpath and cycle networks beyond

This statement should be read in conjunction with the following CDP drawings:

10.192.04	topographical survey
10.192.05 rev R	indicative site layout
10.192.06 rev E	constraints plan
10.192.10	notional areas plan
10.192.11	OS plan

1.2 DESIGN TEAM

The Planning stage team comprises:

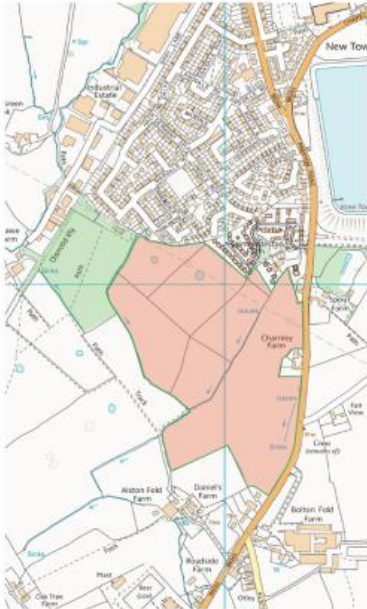
JWPC	Planning Consultants
Campbell Driver Partnership	Architects
FPCR	Landscape Architects
Haycock & Jay	Ecologist
Mayer Brown	Highways Consultants

1.3 OVERVIEW

The proposed site, Grimbaldeston Farm, is located to the south of Longridge in the Ribble Valley. The intention is to create a high quality and sustainable urban extension to the existing town whilst forming a clear demarcation between urban development and the open countryside.

1.4 SITE LOCATION

The site occupies an area approximately 18.84 hectares of agricultural land, previously separated into individual fields, containing a number of ponds and ditches and crossed by an overhead electricity line with two pylons. There is a high pressure gas main crossing the southern part of the site.



The site in the wider context



historical map

The site is bounded to the north by housing estates, the site presently being developed by Miller Homes and the established development along Mardale Road and Thirlmere Drive. Located to the north west of the site are playing fields with Shay Lane Industrial Estate beyond.

The B6243, Preston Road bounds the eastern edge of the site while the southern boundary faces open countryside.

To the extreme south of the site are a number of detached dwellings and farm buildings, forming ribbon development along the B6243.

On the eastern side of Preston Road opposite the site is "Alston Wetland", a wildlife reserve created by united utilities and RSPB's Bowland Wader protect on the footprint of the Old Alston Reservoir for breeding wading birds. There are no public footpaths on the site but a footpath runs along the south/east boundary from Alston Farm/Preston Road to the dismantled railway and shay Lane to the north.



2.0 SITE ANALYSIS AND DESIGN EVOLUTION

2.1 DESIGN PRINCIPLES

The existing landscape features and structures on the site are the starting point for the development of the master plan. The aim is to create a design led solution which addresses the topography of the site, the existing and historic field boundaries, the ponds and water reservoirs and their associated habitats and taking into account the presence of pylons and overhead electric cables which need to be carefully considered and a high pressure gas main.

The concept developed around retaining and enhancing the existing landscape features, providing separate parcels of development to allow individual character areas to be established, avoiding insensitive and monotonous standard layouts and housing types.

The development of the site will extend the settlement boundary of Longridge to the south and the design approach is led by the need to provide a transition between the urban and rural environments.

2.2 DESIGN DEVELOPMENT

A number of detailed site visits have informed the development of the master plan. The pre application discussions with the council and the recommendations of the officers following this meeting were incorporated in the design process from the outset.

An initial layout indicating a higher density of dwellings to the south of the access road was reconsidered to allow for less building in this area to increase the openness and views through the site. This was then further amended to exclude all housing from the gas main exclusion zone.

Feedback from the other consultees and further understanding of the site informed ongoing amendments.

2.3 CONSULTATION

2.3.1 LOCAL AUTHORITY

A pre application meeting with Ribble Valley Borough Council was undertaken with key officers from the Council and LCC. When a number of key issues to be addressed were established with regard to the development of the design strategy.

- A clear and robust rationale to the overall strategic design approach that will inform the future detailed development
- Character areas to be defined using materials/building typology/ surface materials/ variations in street widths/ treatments
- Provision of a transition between urban and rural environments

2.3.2 PUBLIC CONSULTATION

Public consultation was undertaken via a leaflet drop and press release, detailed in the Statement of Community Involvement submitted with the planning application. This involved a larger development of 345 houses, which has since been reduced in scale.

3.0 DEVELOPMENT PROPOSALS

3.1 USE AND AMOUNT

The site area measures 18.84 hectares, the land use will include residential, open space and public realm, highways and a neighbourhood area.

The master plan as an illustrative layout shows the following distribution of house types:

A 275 residential development comprising:

- 172 market homes
- 61 affordable homes
- 42 single storey dwellings for elderly people of which 21 units would be affordable
- 200 sqm for community facilities, small local retail
- Public open space, tree planting and landscaping totalling 8.9 hectares will make up 47% of the total development site
- 9.00 hectares of the site will be developed giving a mean housing density of 30 DPH
- Two new vehicular, cycle and pedestrian accesses onto Preston Road
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The indicative scheme would therefore deliver 30% affordable homes. 15% of the total dwellings will be single storey accommodation for older people, with a 50/50 split between market homes and affordable homes. These properties are distributed throughout the site to ensure for integration between the house types but in clusters to allow for extra care or supported schemes.

The affordable housing will be pepper potted throughout the site. The exact types and locations will be determined at detail design stage.

The indicative master plan envisages a spread of house types as follows:

- 85 no. 2 storey 3 bed houses 150 sqm
- 42 no. 2 bed bungalows 60 sqm
- 36 no. 2 storey 3 bed houses 96 sqm
- 52 no. 2 storey 2 bed houses 90 sqm
- 53 no. 3 storey 3 bed houses 135 sqm
- 3 no. 2 storey 5 bed houses 188 sqm
- 4 no. 2 storey 4 bed houses 170 sqm



3.2 LAYOUT

Careful consideration has been given to forming parcels of character areas throughout the site, influenced and informed by the following existing axis lines

- Historical field boundaries
- Proposed brook
- Overhead cables
- Main access into and through the site
- Gas main clearance zone



3.4 HOUSING DENSITY AND TYPE

A small courtyard is proposed at the entrance to the site, set back from Preston Road by a zone of planting. A diversity of housing types will face the main access road through the site providing variety and interest.

The progression through a narrower street to an enclosed public space allows for a more urban feel. The parcel of land to the north of the green corridor allows for a small group of 11 houses surrounded by planting.

The heart of the development will have a large public open space at its entrance. The main access road will cross the brook via a bridge with open aspects onto this public space and community centre beyond.

A higher density of housing will be located in the central and northern areas, having no impact on main views through the site, open aspect or boundaries.

The housing density lessens towards the southern boundary with views both into enclosed spaces within the site and to the open countryside beyond.

The south of the site will be given over to a wildlife area with wetland and ponds.

3.5 OVERHEAD CABLES AND PYLONS

There are two pylons and overhead electric cables traversing the north of the site, taking account of the different characteristics of the essential elements of the overhead lines, an approach to the layout and design has been developed based on two primary aims:

- Diminishing the impacts associated with high voltage overhead lines
- Promoting the environmental quality of the area



To achieve this we have considered and incorporated the following principles:

- Encouraging a sense of place in the vicinity of the cables by creating landscaped and planted areas crisscrossed with paths and enhancing natural features such as pond etc.
- Higher density development is proposed to the north of the site with taller buildings and smaller gardens giving good opportunities to screen views of pylons and diminish their impact.
- Orientation of the streets and blocks of buildings to ensure that views of the pylons are offset and the perception of their visual impact reduced housing blocks are located to front onto the overhead lines between the pylons and the nearest properties have gables facing the pylons.
- Properties are to be a maximum 3 storey high, thus any views from upper storey windows are well below the lowest conductors on the pylons.
- Orientation of footprints through the green zones to offset direct views to the pylons.
- Planting at the base of the pylons to reduce the impacts at pedestrian level. Carefully placed groups of trees to reduce the impact from a distance.
- The detailed design of the public realm created in the vicinity of the overhead cables will provide a level of visual and tactile interest that will detract from the presence of the pylons. The existing ponds will also add to the richness of the environment through reflections and sound.

These design principles reflect the design guidance offered by national grid creating a sense of place: design guidelines.

3.6 UNDERGROUND SERVICES/DRAINS

A number of underground services have been identified including drains and a gas main.

Adequate easements to these services have been accommodated within the proposed layout including for an 88m exclusion zone for building to the gas main.

4.0 LANDSCAPING/PUBLIC OPEN SPACES

Nearly 50% of the development plan will be public realm landscaping and planting. A detailed landscaping development plan prepared by FPCR forms part of the application.

The proposed indicative master plan establishes the areas proposed for landscaping including:

- Tree planting to the boundary with Preston Road to mitigate the visual impact of the development beyond through use of a robust green 'edge'
- A wildlife/wetlands zone to the southern boundary forming a distinct demarcation between urban/rural environments
- Tree planting to the northern boundary forming a buffer zone between existing and proposed dwellings
- A wildlife/green corridor along the route of the overhead cables
- A wildlife/green corridor along the line of the existing ditch opened up to form a brook running north to south across the site
- Tree planting to the boundary with Preston Road to mitigate the visual impact of the development beyond, through use of a robust green 'edge'
- Landscaped and planted buffer zones around each of the existing ponds on the site
- Existing hedges and trees retained, new hedge planting and green corridors established along the lines of the historical field boundaries
- Smaller landscaped public areas within the housing groups forming a sense of place for the residents

A focal point for the community, the neighbourhood centre will be located at the hub of the development. This space will be welcoming and attractive and act as a meeting space for the residents. Pedestrians will be given priority in this area, finishes and materials will be of high quality. Footpath and cycle links are provided from the hub in all directions, there are long views to the south and north while the area is overlooked by adjacent properties.

A long term management and maintenance regime will be crucial for the ongoing use of the public open spaces allowing for a sense of ownership and encouraging healthy lifestyles and community participation.

A strategy for the maintenance and management will be considered at reserved matters detail design stage.



5.0 DESIGN CODE

Whilst detail design does not form part of this application the intention of this statement is to provide a loose design code embodying principles and approaches, which are to be agreed with the council at reserved matters stage.

5.1 STANDARDS TO BE ADOPTED

- Dwellings to achieve code for sustainable homes code 4 or above
- Included in the house types should be a percentage built to lifetime homes standard
- Renewable/low carbon energy sources should provide for 10% of the predicted energy requirement
- A sustainable urban drainage system (SUDS) to be incorporated into the landscape design
- Secured by design accreditation to be achieved

5.2 DESIGN FRAMEWORK FOR DETAILED DESIGN

5.2.1 HOUSING

- Housing to be designed as small parcels of development
- House types to be varied and diverse, appropriate to the setting of each character area. This can be achieved by an electric mix of traditional and modern house types but always of high quality design, using quality materials.
- Housing blocks to provide interesting frontage to streets and open spaces. Consideration to be given to stepping the dwellings and to varying roof heights.
- Higher density dwellings to be located to north of the site with lower densities to the south
- Higher density housing to be grouped to provide enclosed spaces along the main vehicular route through the site
- Boundary treatments are to be carefully considered providing an important part of the street scene. Stone walls and planting to be utilised as demarcate between public and private spaces in enclosed spaces. Front boundaries to large spaces can be softer or omitted allowing for open aspects.



EXAMPLES OF HOUSING TYPES

5.2.2 STREET HIERARCHY

Streets and roads to be designed with a clear hierarchy all as set out within the manual for streets (DFT, 2007) and manual for streets z – wider application of the principles (DFT 2010)

- **PRIMARY STREET** – The main access roads from Preston Road will form the primary streets into the development with appropriate width and traffic calming features, (i.e. at the bridge position, crossing green corridors etc). The primary road will be reduced in width along its progression through the site.
- **SECONDARY STREETS** – These streets link with the primary route but have a positive residential feel. This can be achieved by changing surface materials, narrowing road widths and including planting to the verges.
- **TERTIARY STREETS** – These streets will form the access to the residential parcels. They should have shared vehicular/pedestrian use. Materials for surfacing should be in keeping with the character areas and have residential in feel (i.e. cobbled edges, brick pavements).

5.2.3 PARKING

Careful consideration to be given to achieve required car parking standards, street enclosures will be designed with pedestrians as priority. Parking will be generally accommodated within the residential boundaries of the properties but where on street parking is required, parking areas are to be integrated and not dominate the public realm.

5.2.4 PEDESTRIAN AND CYCLE ROUTES

- Footpath routes to be established through the site allowing connectivity between the disused railways to the north, Preston Road to the east and the existing public footpath to the south
- Cycle links to be formed linking the proposed roadways with Preston Road and on to the new cycle route proposed by LCC to the north

5.2.5 LANDSCAPING

- Existing trees, hedges, ponds and water courses to be retained
- Landscape and wildlife corridors to form boundaries between parcel developments, to be well designed with appropriate low maintenance planting to be overlooked by adjoining properties
- Tree planting zones to form buffer at south and eastern boundaries giving clear boundaries between urban and rural landscapes
- Views both across and out of the site to be created
- A maintenance and management strategy to be established for the upkeep of all public open spaces

5.2.6 UTILITIES & SERVICES

- Easement zones to be included for all underground services on the site including an 88m exclusion zone either side of the gas main.
- Design of residential units and public spaces adjacent to the pylons and overhead cables is to reflect the guidance set out in www.nationalgrid.com/uksenseofplace

6.0 ACCESS

6.1 VEHICLE ACCESS

The vehicular access to the development will be via Preston Road B6243 with a secondary access link to the development by Miller Homes to the north. A road hierarchy will be established through the development to afford safe movement for vehicles but with emphasis on pedestrian circulation

6.2 PEDESTRIAN AND CYCLE ROUTE

Dedicated cycle links and footpath routes will be created throughout the site to encourage sustainable modes of transport.

6.3 PARKING

Appropriate levels of car parking will be provided throughout the site, dependent on the size and type of dwelling.

6.4 TRANSPORT STATEMENT/TRAVEL PLAN

A transport statement/travel plan has been prepared by Mayer Brown and forms part of the planning application.

6.5 ACCESS FOR ALL

It is intended that the proposed dwelling will provide a full range of accommodation to adapt to the various specific needs of the community including housing for the elderly and houses to meet the Lifetime Homes Standards.

All dwellings will have level access and will comply with the requirements of the building regulation approved document part M "access to and use of buildings" 2010 amended 2013.