

Proposed Residential Development to Land off
Chipping Lane, Longridge



Design and Access Statement
June 2018

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1.0 Introduction

This document has been prepared to support a planning application for residential development on land off Chipping Lane, Longridge.

This application is in connection with land controlled by BDW trading as illustrated by the red boundary in Figure 01 below with a gross site area of 13.22 Acres. This application will form an amendment to an existing reserved matters consent reference no: 3/2016/0193, which relates to the outline consent 3/2014/0764.

This application seeks to re-plan areas in the approved reserved matters consent, comprising 124 units. This design and access statement will demonstrate that the re-planned area of the site will accord with the approved principles established in the outline consent and the reserved matters application listed above.

2.0 Existing Site

2.1 Site Location



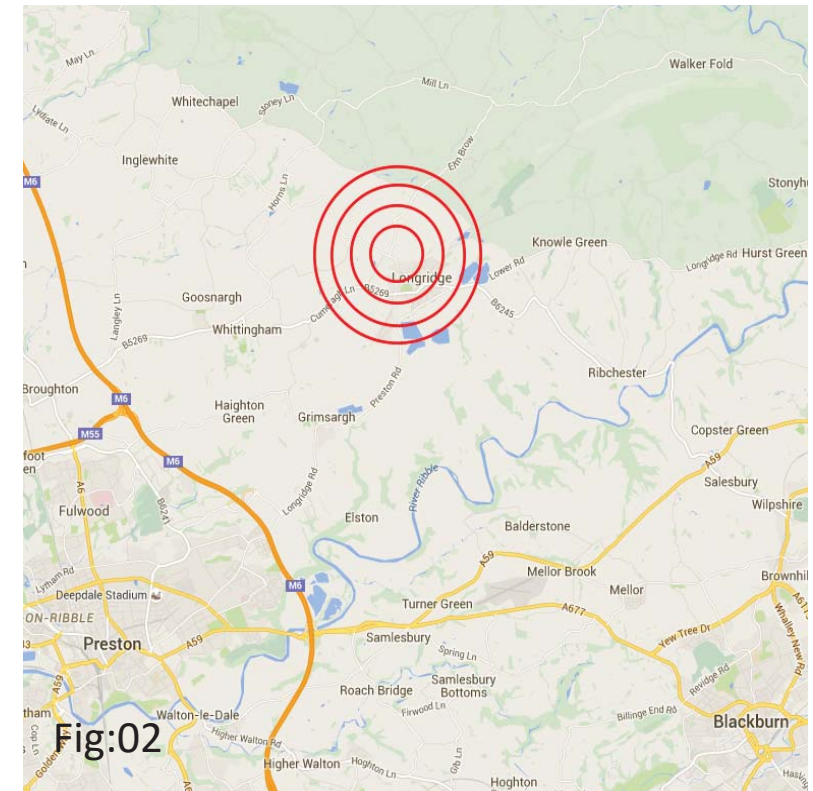
The application site comprises a 13.22 Acres (gross) parcel of greenfield land off Chipping Lane on the north-western edge of the settlement of Longridge. Longridge falls within the boundary of Ribble Valley.

The nearest urban area is Preston which lies approximately 10km south-west of the development site. Figure 01 indicates the sites geographical location in context to its surroundings.

The application site is currently open farmland in the majority, however part of the site is used by Longridge Cricket Club. The site is bounded by Chipping Lane to the west and by open countryside to the north and east. The southern boundary adjoins the Longridge settlement edge with the outlook taking in existing residential development and a Sainsburys supermarket.

2.2 Site History

The site presently comprises areas of open farmland delineated by traditional hedge and ditch field boundaries, and the pitch for Longridge Cricket Club.



2.3 Site Photographs



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



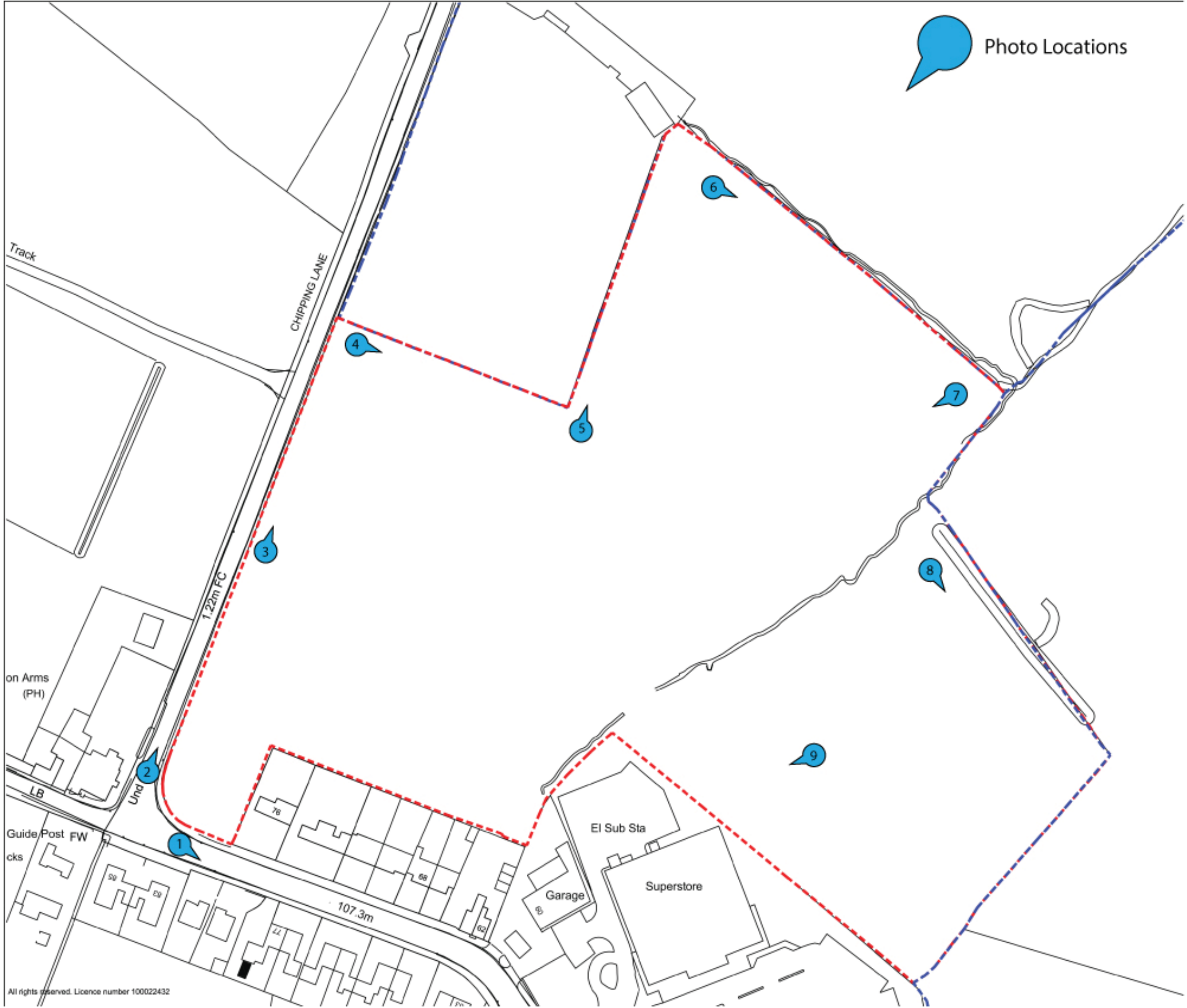
Photo 8



Photo 9



2.0 Existing Site



3.0 Physical Context & Character

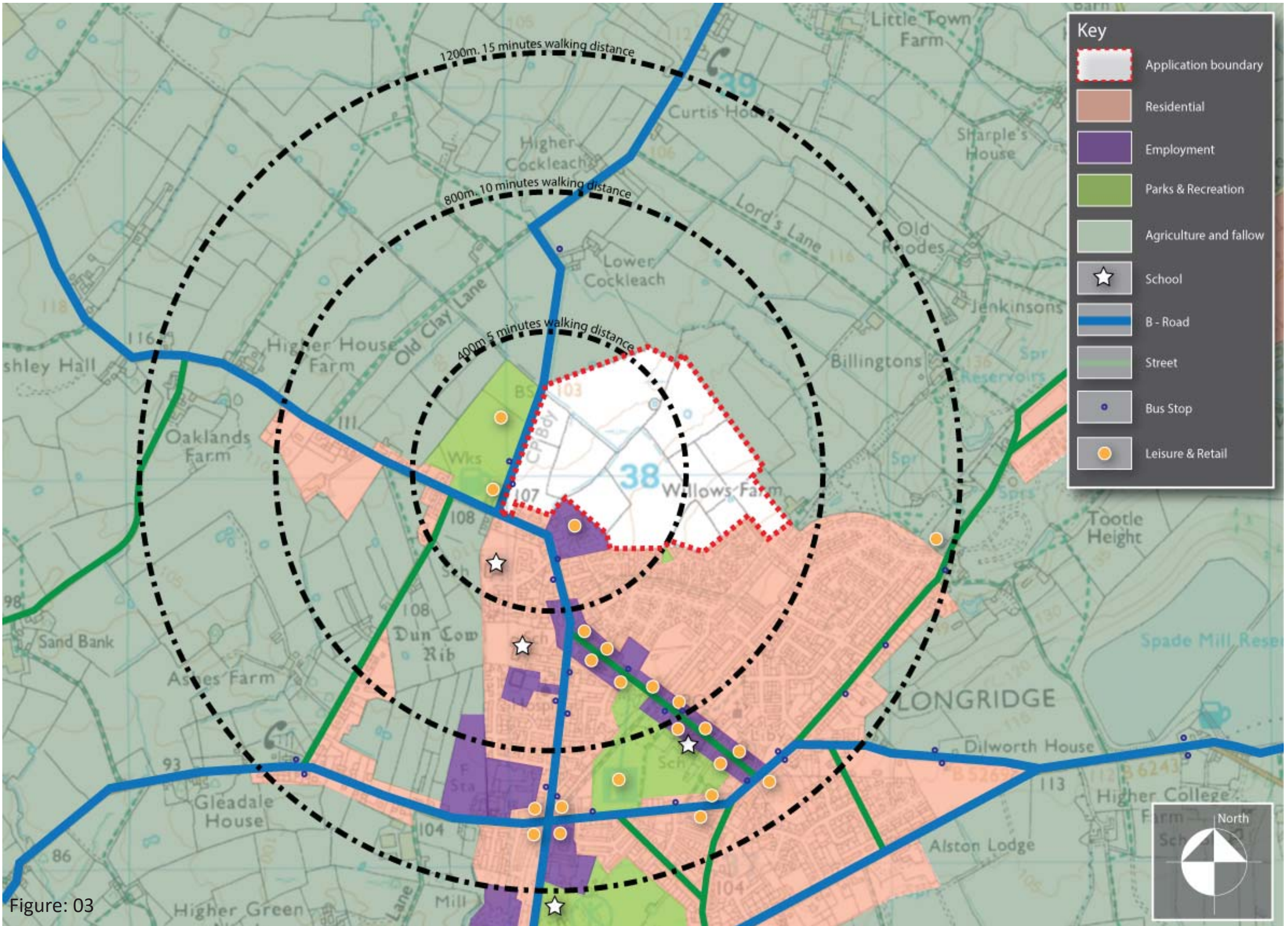


Figure: 03

3.1 Local Context

Access to the site by public transport is good. The nearest bus stops are located along Chipping Lane, directly outside the site. Six different bus services operate along this route serving most of the surrounding towns and villages including Preston, Whalley, Clitheroe, Chipping, Grimsargh and Ribbleson. The nearest train station is located in Preston on Fishergate, approximately 11km south-west of the site.

The site benefits from good access to the local road network. The B5269 Cumeragh Lane lies less than 1km to the south, accessed via Halfpenny Lane, and connects the site with the M55 to Blackpool, Preston and the M6. To the east the B6245 connects to Blackburn via Ribchester and Salmesbury.

The site is well served by local amenities including schools, shops and leisure/recreation facilities. There are both primary and secondary schools within easy walking distance of the site. The nearest primary school is Barnacre Road Primary School located on Barnacre Road, within a 5 minute walk. Longridge High School along Preston Road is within 1.5km of the site.

The nearest supermarket is a Sainsburys store located adjacent to the site. There are numerous local shops, pubs, restaurants and service businesses located along Berry Lane, within 10 minutes walking distance of the site.

Longridge is mostly residential in character although there are a few concentrations of employment activity close to the site, notably around Berry Lane and Shay Lane.

There are several small areas of open space within the immediate neighbourhood which provide opportunities for informal children's play, including along Redwood Drive and Chaigley Road. There is a park with an adjacent youth and community centre on Berry Lane. In terms of sports and leisure facilities, there is Longridge Football club and Longridge cricket club adjacent to the development site.

3.2 Surrounding built Character

Inglewhite Rd/ Derby Rd

This area immediately to the south of the site varies along its length, with the area immediately abutting the site featuring detached brick properties with stone detailing set back from the street behind large front gardens. As you move towards the centre of Longridge the character changes to predominantly stone terraces set to the back of the footpath with no front gardens. Plain stone window surrounds are prevalent in this area as well as classical styled door surrounds.

Where new construction exists, it is largely of brick construction with render and tile hanging being the predominant detailing.

Redwood Drive / Poplar Drive

The residential area abutting the site around Redwood Drive is a large modern development with a cohesive character. Construction is of red/orange and buff brick and the built form is in the majority detached units. The units are set back from the road with gardens and drives fronting the street. Detailing takes the form of render and timbering to the upper storey, with some stone heads and cornices evident. Towards Poplar drive more semi detached two storey properties and bungalows enter the mix. These are simple archetypes with little in the way of detailing articulated in red brick with brown concrete tile roofs. Where there is variation to the street-scene it takes the form of white render to the upper storey.

Berry Lane

Berry Lane has a distinctly high street character, with a high concentration of businesses and high footfall. The built form consists of stone terraces adapted for commercial use. There is strong street enclosure, although less so than Derby Road as wide footpaths and small front garden areas relax the street environment slightly. Doors and windows have stone surrounds and quoin detailing in ashlar stone is prevalent. Rendered units add the variety in the street-scene.

Halfpenny Lane/ Whittingham Road

This area is typical of the transitional vernacular where the built form abuts open countryside. The built form is largely two storey dwellings interspersed with bungalows. The building line is set back from the road with front gardens and drives. Garden boundaries are formed by low stone walls.

In the material vernacular the stone so prevalent in central Longridge is present, with an equal amount of brick. Detailing consists of stone surrounds to the apertures of the stone dwellings. Brick properties vary with soldier course heads and cills, render, chippings and brick quoin details all in evidence.



Strong enclosure to Berry Lane.



Inglewhite Road.

4.0 Design Parameters



4.1 Opportunities and Constraints

General Character

As illustrated in figure 04 opposite, the site sits upon the settlement edge of Longridge. The development site is a greenfield opportunity with the majority of its northern outlook being over open countryside. The southern boundaries of the site abut existing residential properties and a Sainsbury's supermarket. The design must bridge these two distinct edge conditions in a sensitive manner.

Vehicular Access

Vehicular access to the site is exclusively by Chipping Lane, which abuts the open countryside to the north-west. This frontage will be the primary interface with Longridge and will be the first thing a visitor to the site will see as they approach in a vehicle.

Pedestrian Access

There is no established pedestrian access across the site, but the opportunity exists to create new links to enhance the amenity of both the new and existing residents of the area. The primary frontage to chipping lane will benefit from increased connectivity and permeability to Longridge's service infrastructure and transport links. These pedestrian links will also increase the access of existing residents of the town to improved amenity and open space which will be formed as part of this development. Forming pedestrian links to the existing supermarket will help to mesh the proposed development with the existing urban fabric. Additionally it will help the sustainability of the scheme with a convenient and usable pedestrian link reducing the number of car journeys employed to use the facilities of the supermarket. Within the site the pedestrian links will be continued to knit the development together with itself, its context and beyond.

Topography

The site is gently sloping with a gradual rise in levels to the south-east towards the centre of Longridge. The existing field boundaries on the site incorporate drainage ditches in noticeable depressions. These existing feature will need to be respected and their use incorporated into a sustainable drainage strategy.

Vegetation

There are a number of existing trees within the site, mostly located along the existing field boundaries. These will be retained wherever possible along with existing hedgerows to create parcels of development separated by green buffers. This will help to give the impression of development parcels located within the landscape and give the development as a whole an established look from first principles.

Views

Key public views into the site are primarily from Chipping Lane and the junction with Inglewhite Road. These elevations will form the principal outward facing aspects of the site. The main proportion of this elevation will be from areas of open countryside, so the development must respond in a sensitive manner with the massing and landscaping of these aspects being in keeping with the overall rural character of the surroundings. Secondary views into the site will either be from existing residential areas or from the supermarket, where a more suburban response would be appropriate, meshing the new development with the existing fabric.

Views from within the site will take in the open countryside to the north west of the site, and the development must take full advantage of this outlook where it presents itself. The orientation of plots must be arrayed with this outlook in mind maximising the amenity of the units for the benefit of the new residents.

Noise and Aspect

The overall aspect of the site is overwhelmingly positive, with long views to open countryside, in the majority. These should be taken advantage of at every available opportunity as it will help to give a sense of place in the landscape and provide pleasant views from the proposed dwellings.

There is an existing row of dwellings fronting out on to Inglewhite Road whose rear boundaries abut the development boundary of the site. The separation distances from any proposed dwelling to these properties must be carefully considered to avoid overlooking these dwellings or affecting their privacy or amenity.

The development boundary of the site also abuts land containing a Sainsbury's supermarket, with its associated car parking and loading/ storage facilities. The aspect presented to the site is the rear of this supermarket, and as a potential outlook for dwellings, is less than desirable. Care must be taken to screen these undesirable views as well as providing mitigation against the noise and activity that will be present through the standard operation of the supermarket and the activities of its customers.

However the supermarket is also an asset to the scheme in terms of the sustainability benefit that the proximity that such a business offers. As such it will be desirable to form pedestrian connections to the supermarket.

4.0 Design Parameters



Figure: 05

4.2 Developing the Parameters Master-plan

Figure 05 illustrates how the constraints and opportunities analysis has developed into a parameters master-plan, illustrating spatial relationships between the built form, street pattern and green infrastructure, which thus establishes the movement hierarchy and anticipated development area. The parameters are focused on establishing the strategic design objectives for the site and have been used as the foundation for the developed planning layout, submitted as part of this application and described in the following chapter.

The Green Infrastructure Network

As noted earlier, the site contains important natural assets in the form of an existing watercourse, hedgerows and on-site field boundaries. These constraints have formed the underlying framework for the green infrastructure network shown in figure 05 opposite. Briefly, this green network comprises a number of key elements:

- A green boulevard crossing the site in a east-west direction, connecting Chipping Lane with the wider site. This will form the main vehicular, cycle and pedestrian route for the site and will open up to present pockets of greenery and attractive views as it winds its way through the site.
- A central parcel of public open space, which will form a destination along the main route and incorporate facilities for children's play.
- The retention of existing field boundaries to create landscaped buffers between the individual development parcels, reinforcing the green character of the development.
- Landscaped buffers to the surrounding context. These fulfil different objectives, dependant on their location. Buffers to open countryside will break up the massing of the development when viewed from outside the site, softening their impact on the surroundings and creating a gentle transition between the natural and built form. Where the site abuts existing development the buffers will be used to screen undesirable views and to preserve the privacy of existing residents.

The Movement Hierarchy

The parameters master-plan shows a clear movement hierarchy based on an interconnected network of avenues, streets, lanes, shared drives and footpath/cycle-ways adding to the proposal's permeability. The main tree-lined boulevard enters the site off Chipping Lane and forms a spine road through the development.

Secondary streets branch off from the boulevard at the location of the existing field boundaries and provides access to the separated development parcels. The proposed streets which lead off the avenue are of a more domestic and human scale. The streets have a more open form which responds to the natural topography of the site and the existing field boundaries. They have been designed as enclosed circuits which lead back to the main boulevard where possible, aiding legibility and ease of movement around the site. These routes are largely single sided with views over the planted field boundaries and the countryside beyond.

Beyond the boulevard and streets lie the lanes, which once again step down in the road hierarchy.

The form of the individual character areas and the use of materials will aid legibility and help to reduce traffic speeds. All routes within the hierarchy either include footpaths or create a safe traffic managed, shared surface environment. Within the avenue, a combined footpath/ cycle-way is set adjacent to the highway, this provides a safe and continuous route through the development and will create a central circulation spine of shared transit activity.

The proposed street hierarchy can be reinforced through an appropriate planting strategy with larger tree species along main streets and adjacent to key spaces. The hard landscaping materials also reflect the spatial hierarchy and patterns of movement through the development. Main avenues and streets for example 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.

Use and Quantum

The application site is 13.22 Acres (gross) in total, of which approximately 6.09- acres is developable land for new housing. The master-plan shows 4.85Ha of the site set aside as either undevelopable land or as green Infrastructure. It is proposed that 120 homes can be accommodated on this site.

Layout and Built Form

The parameters master-plan shows three indicative development parcels which are arrayed around a central parcel of public open space. The parcels are physically separated by areas of open space, helping to reduce the perceived density of development and maintaining open views through the site.

Where the parcels front onto green space or open countryside, a landscaped standoff has been included to soften the impact of the development. Where the interface is deemed to be negative, the development turns its back on the boundary, maintaining a respectful separation to avoid impinging on the amenity of existing residents / businesses.

The massing of the site is kept low around the site's interfaces with its surroundings, only increasing in height and density where there is an interaction with the existing built form. In this case a transition is proposed, where the development matches its surroundings in height and form and then softly transitions towards the open countryside frontages.

As with all Barratt Homes schemes, the development has been designed in accordance with the principles of Building for Life. These principles and how the scheme addresses them is detailed in the following section.

5.0 Layout Evolution



1

1 - Initial Master Plan

Indicating how the site will work as a whole and to outline a cohesive strategy for the phased development. This was approved as part of an outline application.



3

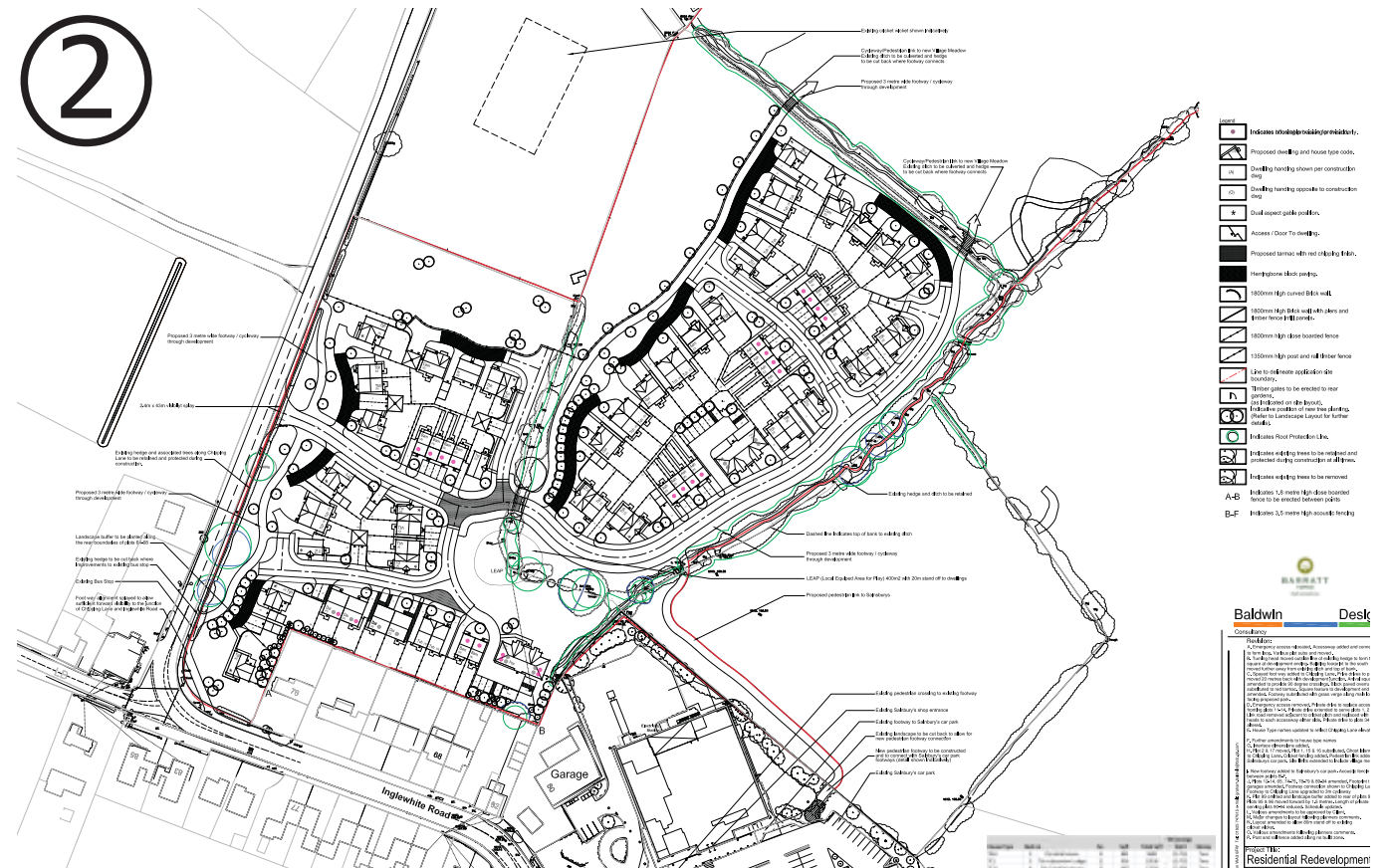
3 - Revised Phase 1 Plan

Following the feedback from the initial application, a revised strategy was created.

2 - First Phase Application 1

An initial application was made externally and refused. Issues with height and massing became apparent.

2



4 - Reserved matters application

The design below was approved in September 2106. The form, massing and appearance of this layout will be carried forward into the new design.

4



5



Revised design

The changing commercial landscape of the UK occasionally requires amendments to existing schemes to deliver the homes that the public requires and to keep the product viable in a competitive market. The amendment to the sheme will retain the high quality design cues that formed the original

6.1 Character of the built form

As part of the reserved matters application for phase 1 we worked closely with Ribble Valley Council to develop a set of bespoke elevations for the site. These types would be used in prominent locations to add material variation and certain cues from the surrounding vernacular to help the site merge seamlessly with its surroundings. This approach will be replicated in its entirety in the replanned area.

This approach split the site into two divided along Higgin Brook with the parcel adjoining Chipping Lane being designated the Bowland Meadows character area and being largely stone led in its material treatment, whilst the eastern parcel "Church View" would be predominantly brick.

Interspersed with the custom types would be houses in the Barratt Homes Classic style, which would use a palette of brick and form clusters within the larger development.

The overall effect of this material and stylistic dispersion is to create the impression of a street scape that has evolved organically over time and to prevent a homogenous style that would frustrate wayfinding and create a development with a single character.

This approach is continued in the area to be re-planned with the material and house-type distribution matching the approach that was approved in the initial reserved matters application.

Plan to show the distribution of materials



6.2 Materials

A strong identity and legibility will be created through the choice and positioning of materials and the high quality design. This will react positively to the constraints of the site and encourage people to take pride in their property. The buildings will be detailed according to their position within the character areas on the site with features being added on key focal points and vistas.



Woodside Mixture



County Red Smooth



Ivory Monocouche render



Anstone split faced



Russell Grampian Grey



Extract of Chipping Lane Streetscene



Extract of Boulevard Streetscene



Extract of cricket pitch frontage streetscene

6.3 Proposed dwelling types



6.4 Hard Landscaping

We are proposing to utilise a mixture of hard landscaping materials throughout the development site.

These materials will add diversity to the street environment and help to reinforce character areas.

The materials will be used imaginatively in order to enhance the proposed development and add a sense of legibility to the scheme. These are some of the proposed materials.



Tarmac to link roads



Herringbone Block Paving
Colour: Claret



Herringbone Block Paving
Colour: Pennant Grey



Tegula Block Paving
Colour: Pennant Grey



Tegula Block Paving
Colour: Harvest

6.5 Boundaries

The way that the transition between public and private is articulated and how the site responds to its surroundings is dictated by boundary interfaces. Different boundary treatments are used throughout the site to help define character areas and help to give these areas identity and legibility.

The character areas use the boundary treatments to help define the feel that has been designed into that area. A soft landscaping only approach, as used on the Chipping Lane frontage is used to reinforce the green character and to soften the boundaries, giving the impression of houses set in the landscape.

At the opposite end of the spectrum on the Boulevard, ball top railings are used to give a hard delineation between the permeable shared street environment and the private ownership of the dwelling curtilage.

In terms of site boundaries, the frontage to Chipping Lane is defined by the combination of a soft landscaped buffer, hard surfacing and a low random length stone wall.

The rear boundaries of articulated corner units are defined by a combined wall / close-board fence treatment, articulated in a material appropriate to the character area in which it sits.

The boundary treatments in conjunction with a careful choice of materials and how the architectural form has been articulated all contribute to creating areas with a distinct character, that assist legibility across the scheme and assist way-finding of visitors through the development.

6.7 Ecology

The biodiversity of the site will be enhanced by considerate planting of native trees, shrubs and wildflowers. The planting of new trees across the site will create habitats for nesting birds in excess of what currently exists. Trees are also habitats for roosting bats which use the site as a foraging ground.

The scheme has a sustainable urban drainage policy where surface water will be retained in landscaped swales, to mitigate the impact of run off surface water on the wider drainage infrastructure.



6.8 Sustainability

Barratt Homes implement measures on all of our schemes to ensure that they are as sustainable as possible. These include:

- The provision of cycle storage to all dwellings to reduce the number of journeys by car.
- 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.
- 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.
- All our suppliers are required to use materials from sustainable sources or be ISO14001 accredited themselves. All timber used in our developments is sourced sustainably.
- Barratt 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.

7.0 Conclusions

The proposed development will provide 124 new homes in a range of types and sizes to meet the local area need.

The design of the site is in accordance with national, regional and local policy guidance and has been developed in accordance with Barratt Homes' in-house design guidance and Building for Life 12.

The development has been designed to complement the surrounding area, to create local identity and reduce antisocial behaviour.

Well informed design and material choice will give the development longevity, contribute to the townscape and raise the aspirations of the area.

Accordingly, Planning permission should be granted for the proposed development.



BARRATT
— HOMES —