

LAND OFF PETRE WOOD CRESCENT, LANGHO BB6 8FD



DESIGN AND ACCESS STATEMENT

In support of a Full Planning Application
Submitted in June 19

SITE & CONTEXT

OVERVIEW

This design and access statement has been prepared on behalf of Great Places to support a full Planning Application for the development on the land adjacent to Petre Wood Crescent, Langho. The new proposed scheme is for 31 dwellings comprising a mix of detached and semi-detached bungalows and Houses.



Fig 1. Local housing example 1 Petre Wood Crescent



Fig 2. Local housing example 2 on Whalley Road



Fig 3. Local housing example 3 on Whalley Road

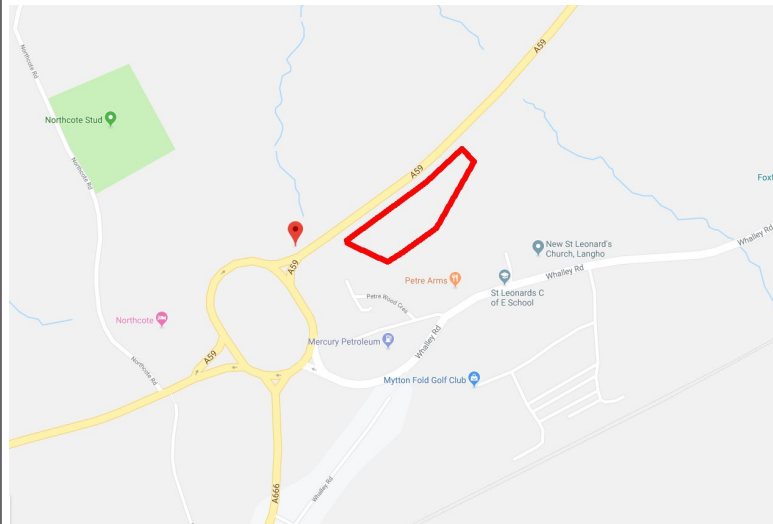


Fig 5. Road Map

LOCATION PLAN

The site lies adjacent to the A59, in Langho.

The site itself is the remaining part of a larger site which has previously been developed for Residential as part of 2 previous planning applications. The previous two phases were developed in the form of 2 storey housing and apartments. The remaining portion is currently vacant and the total site area comes to 0.98Ha.

The site is accessed from Petre Wood Crescent which connects the site to Whalley Road midway between Langho and Billington and provides easy access to the A59 providing links to the North West and beyond.

SITE & CONTEXT



Fig 6. Existing Site Aerial

The site is bounded by a mix of uses including housing, school and highway.

The site is well situated in relation to local amenities, shops and public transport routes. There are various shops and leisure activities in Langho. There are two bus stops along Whalley Rd, to the east of the site. .

These existing houses in the area are built up of varying architectural styles mainly consisting of red brick with pebbledash, tile or render elements.

There is no one consistent architectural style evident in the area but there are some common materials / features such as brick, render etc that are fairly wide spread. As part of the proposed design we have tried to utilise some of these elements so as to create a scheme that is modern, but also familiar in appearance.

FLOODING

FLOOD RISK ASSESSMENT

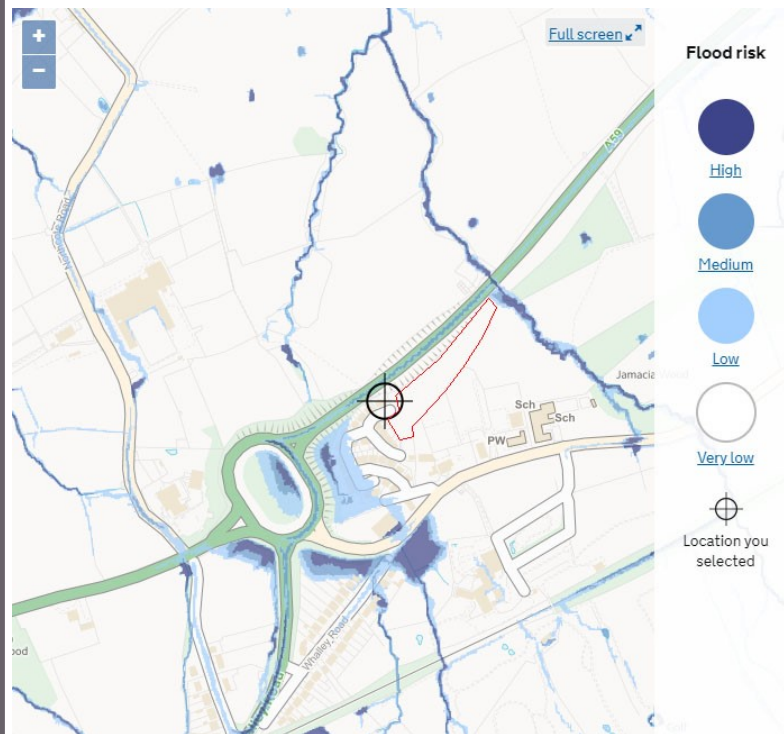


Fig 6. Flood risk map

As shown in Figure 6 above, information from the Environment Agency website illustrates that the proposed site would not appear to be within a potential flood zone.

ACCESS

VEHICULAR ACCESS

This design proposes to use the main existing vehicular access off Petre Wood Crescent onto the site, and parking within the scheme will be all in curtilage to each of the new properties. The new road within the scheme will be constructed to adoptable standards and will contain a turning head for larger vehicle access. 2 parking spaces are to be provided for each 2+3 bedroom dwellings, with 1 space for each 1 bedroom dwelling. See site plan for clarification

PEDESTRIAN ACCESS

The existing access to the site is to be kept with pedestrian access to follow the new road on the site. The site is served by public transport with bus stops located to the East of the site on Whalley Rd.

ACCESS TO AND WITHIN DWELLINGS

The parking has been laid out with a private path alongside the edge and widened parking for single spaces to allow for easy access to and from the parking spaces. Level access will be provided to the front of all dwellings with secure access points to the back garden.

AMOUNT

The new scheme provides 31 new dwellings, comprising of detached and semi-detached blocks with a mix of 2, 3 and 4 bedroom dwellings.

DESIGN PRINCIPLES

The proposed layout of the scheme has been done in a simple manner to assist wayfinding and create opportunity for open frontage. This makes the most of any green space at the front of the properties whilst also giving a reasonable rear garden.

DESIGN

Stacked parking has been implemented into the plan where possible so that driveways do not dominate the street scene, each of these with an integrated path which assists pedestrian access.

The new proposals seek to bring a fresh yet familiar look to the existing street scene surrounding the site. The opportunities and constraints of the site have been balanced and utilised in order to respond with a solution which satisfies the original design intentions. The homes are predominantly dual aspect and laid out to ensure all overlooking distances with existing properties are respected.



Fig 8. View from the end of the proposed road

DESIGN

UNIT DESIGN

The houses themselves are based on a traditional layout with front and private rear gardens. Rear gardens are mostly single aspect and will be screened from the adjacent properties to prevent overlooking.

Hard and soft landscaping will be carefully integrated to create outdoor spaces which are encouraging to both safe play and social interaction.

The houses on the previous phases are finished with red brick and render, and all have pitched roofs. In response to this, we have designed the new scheme to be sympathetic to these surroundings with regard to the materials.

MATERIALS

The materials proposed have been chosen to sit comfortably within the location while allowing the scheme to have its own sense of identity and modernity and the selected palette should provide a balance between a contemporary solution and a building which is in keeping with its surroundings.

Red brick has been selected to co-ordinate with the nearby red brick houses with artstone features as a traditional detail. There is also rendered units to break up the street scene and correspond with neighbouring properties.

BOUNDARY TREATMENTS

Within the site the front of the properties have been designed to be open to aid natural surveillance. The back garden boundaries will be defined by closed boarded timber fencing between units and on the site boundary. Open frontage is to be implemented onto the extended road, with new trees being planted.

HIGHWAYS

All feedback received from highways has been implemented, see site plan for details. All parking requirements for the

CRIME

scheme have been met in accordance with local planning policy.

CRIME

This scheme has been designed following the principles of secure by design including:

SITE LAYOUT:

- Vehicle, pedestrian and cycle routes are visually open, direct, and well used and are not segregated.
- Footpath landscaping minimises the opportunity for crime and disorder.
- Appropriate street lighting for footpaths and roads to be provided.

UNIT DESIGN:

- Private outdoor space has been secured to restrict access to the occupants of the building for which this space has been provided.
- Boundaries between private and public space are clearly indicated
- Access paths to the sides and rear of dwellings have been securely gated on or as near to the front building line.
- Side and rear boundary fencing is adequate for the crime risk.
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- Dwellings are positioned to face each other (or existing buildings) and gable end walls have been designed to mitigate crime by turning the entrance around the corners.
- Dwelling identification will be clearly displayed.
- Aids to climbing have been avoided
- Car parking arrangements have been designed to minimise crime opportunity.
- Doorsets will be secured to the fabric of the building and include either a vision panel or viewer.

CONSULTATION

PRE-APPLICATION ADVICE

We have conducted pre-application consultation exercises with the Local authority, the results of these are summarised below:

Design and Layout

All suggestions have been taken on board including

Drainage/ Flood Risk

Drainage to be provided in a separate document, no flood risk identified.

Affordable Housing

50% all units will be rented as affordable.

Ecology

Provided in a separate document.

CONCLUSION

CONCLUSION

We believe this scheme provides sensitive, high quality homes that meet local and national planning policy guidance, and have taken on board the councils aspirations with regards to:

- Planning and highways guidance
- Social, economic and environmental considerations.
- Sustainable development objectives
- Landscape and visual impact considerations

We are confident that the proposed scheme will provide a high quality development, which will complement and reinforce the local distinctiveness and character of the area and help in creating a more inclusive and sustainable community.