

Proposed Residential Development to Land off
Chipping Lane, Longridge



Design and Access Statement
January 2016

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1.0 Introduction

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

The scope and content of this document sets out an organic and evolving design process, which works with existing site constraints and opportunities to develop a proposal which has regard to local context and character, creating a place with a strong identity.

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. Barratt Homes will be the chosen developer if permission is granted. This application will form phase 1 of a series of reserved matters applications related to the outline consent for 363 dwellings.

This application seeks to deliver the first phase comprising 118 units. A range of house sizes are proposed including 2 bed mews houses, 3 bed townhouses and 3 and 4 bed semi-detached and detached properties. Most of the houses will be two storeys in height although a small number of 2.5 storey buildings are proposed. The proposals also include the creation of a new access onto Chipping Lane, areas of open space, car parking and associated landscaping.



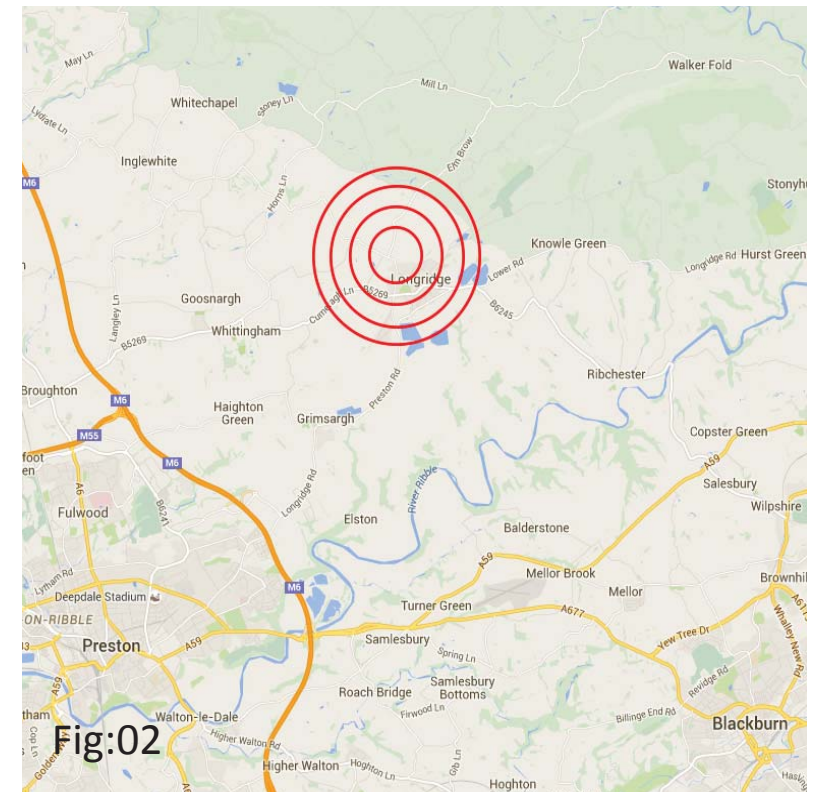
2.0 Existing Site

2.1 Site Location

The phase 1 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



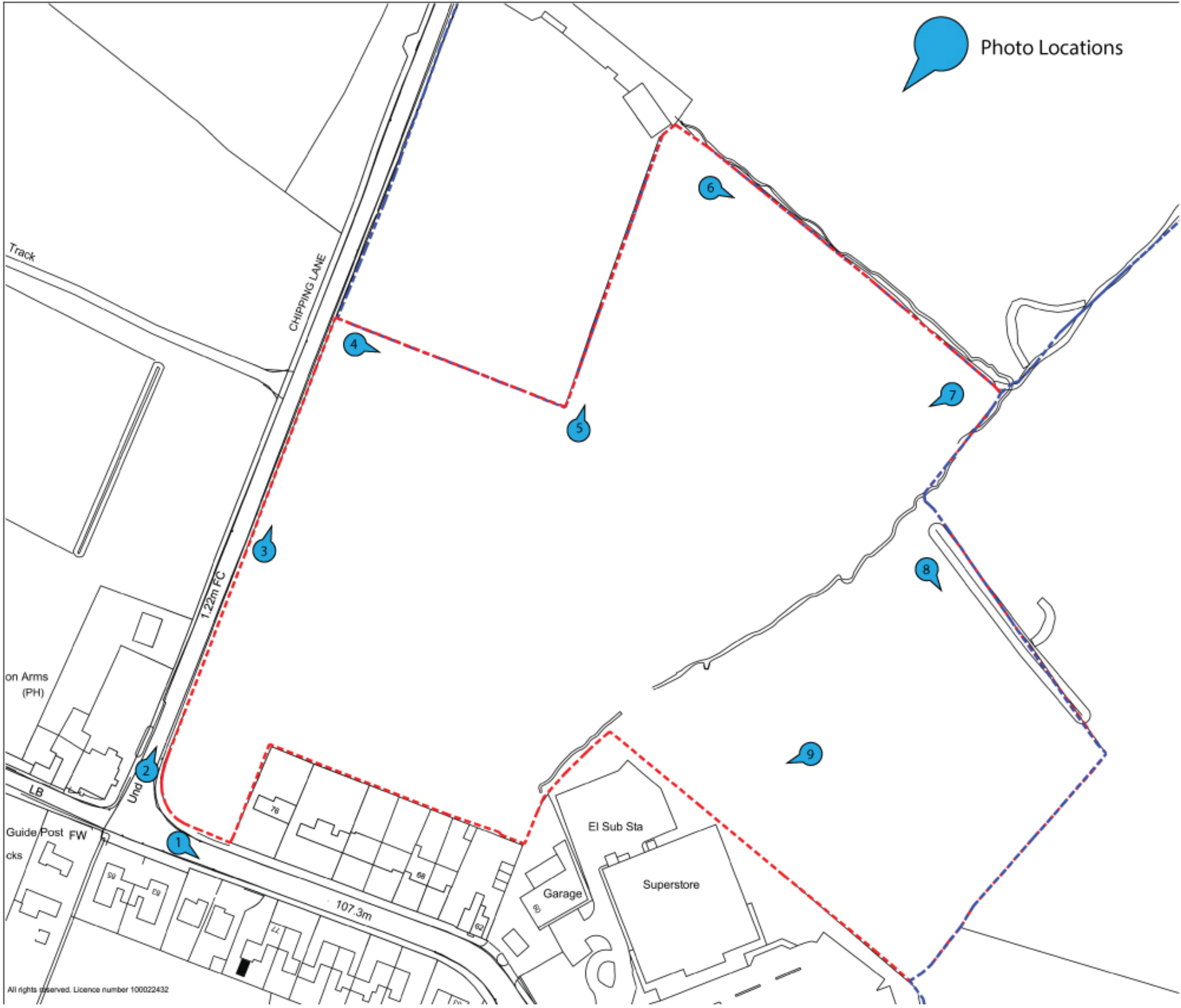
Photo 8



Photo 9



2.0 Existing Site



3.0 Physical Context & Character

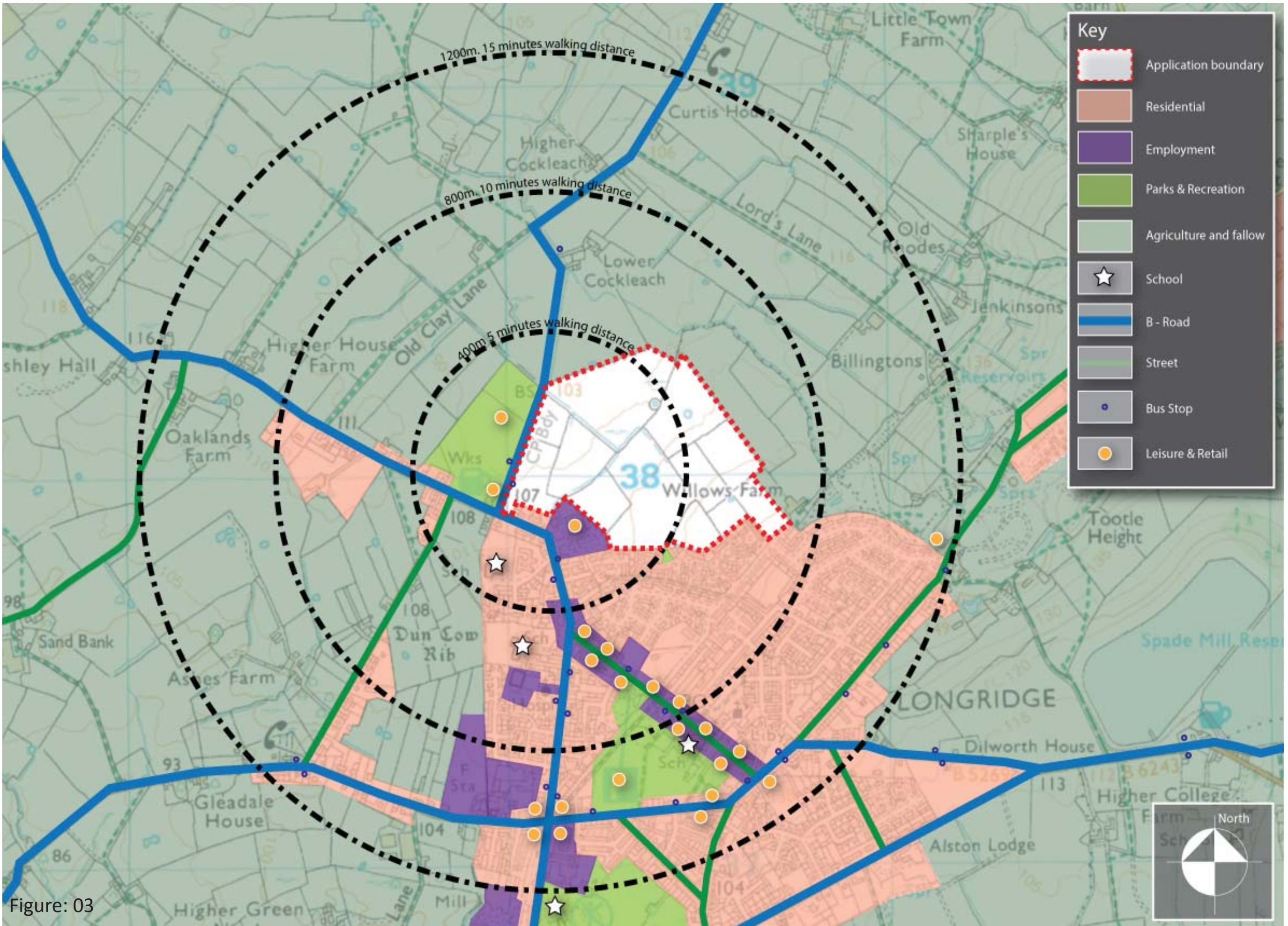


Figure: 03

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 Ribblesdale. 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 (46%) of the site set aside as either undevelopable land or as green Infrastructure. It is proposed that 118 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.

4.3 Building for Life 12

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 vehicular access point is off Chipping Lane. It provides a logical connection into the site from the road which links directly with the wider neighbourhood. Pedestrian access is integrated with the site frontage along with cycle provision in the form of a combined footpath/cycleway. A pedestrian connection has also been made to the existing Sainsburys supermarket, this provides amenity to the new residents and will minimise the need for car journeys to use this facility. The scheme is respectful in the way it responds to its surroundings with the aspect and massing appropriate to the outlook that it responds to.	
2	Facilities and Services: Does the development provide (or is close to) community facilities such as shops, schools, workplaces, parks, play areas, pubs or cafes?	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. 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	Public Transport: Does the scheme have good access to public transport to help reduce car dependency	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 Ribbleton. 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.	
4	Meeting Local Housing Requirements: Does the development have a mix of housing types and tenures that suit local requirements.	The choice and mix of housing includes 2, 3 and 4 bed houses. There is provision for affordable housing as well as dedicated housing for the elderly, which responds directly to a local need. The mix is appropriate for the site and will ensure a vibrant community will be created. The location and mix of the smaller housing units has been incorporated into the layout so that they are located adjacent to areas of family homes to ensure a vibrant and diverse community.	
5	Character: Does the scheme create a place with a locally inspired or otherwise distinctive character?	The character derives from a specific design response to the site's particular constraints and opportunities, including its relationship with its surroundings, the existing watercourse and existing built environment. The masterplan proposes a series of distinct character areas which are informed by the site's physical characteristics and proposed hierarchy of streets and spaces. The design of particular house types, including choice of materials, has been tailored to reflect these different character areas.	
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 works with the existing topography of the site and retains key natural features including existing hedgerows and trees that form the existing field boundaries. These elements have been successfully integrated into the scheme to maximise on-site amenity and recreational opportunities. Views towards open countryside are protected through the provision of a green buffer following the perimeter of the site. Retention of the field boundaries will provide a pleasant green route which will add amenity and increase biodiversity across the site as a whole.	
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 movement and public realm hierarchy of a tree lined Avenue, Streets, Lanes, Squares, Mews and Shared Surface Drives are enclosed and overlooked by built form. The built form has been designed to turn corners in a number of ways by using 'L' shaped buildings or indirectly by using detached properties which sweep with the curve of the road. Streets are well overlooked by the principal elevations of the properties which enclose them, with front doors accessing the streetscape via front gardens, forecourts or squares. Open spaces are well overlooked and enclosed by surrounding properties.	

4.3 Building for Life 12

No	Question	Answer	Traffic Light
8	<p>Easy to find your way around: Is the scheme designed to make it easy to find your way around?</p>	<p>The scheme is very legible with a clear hierarchy of streets and spaces. Corridors of open space are provided, allowing long distance views to surrounding natural and built features to provide points of reference from within the site. Existing features have been retained and utilised within public spaces and green corridors to provide individuality and uniqueness. No two spaces are identical in terms of size, layout or appearance. Header buildings create landmarks and terminate vistas through the development to aid wayfinding. No two streets or spaces are enclosed by the same mix of housing. This variety and individuality of each and every street and space make the proposals legible and highly navigable.</p>	
9	<p>Streets for all: Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?</p>	<p>Traditional Avenues, Streets, Lanes have been developed together to ensure traffic speeds are kept low and that the pedestrian is given priority throughout the scheme. The shared surface drives 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 residents, the wider community and visitors to the area. Streets have been designed with curves where possible to limit sightlines, slowing vehicles and creating a more interesting environment for pedestrians. Pedestrian and cycle access has been integrated from first principles.</p>	
10	<p>Car parking: Is residents and visitor parking sufficient and well integrated so that it does not dominate the street?</p>	<p>It is intended that car parking is a mix of in curtilage parking to the front or side of properties and in garages. Tree and shrub planting will be used to visually screen parked cars.</p>	
11	<p>Public and private spaces: Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?</p>	<p>The layout demonstrates a strong sense of enclosure around the defined route network. Routes are clearly defined by the building lines offering good surveillance. The definition of public and private spaces is delivered through the use of urban blocks, the use of corner turning archetypes, as well as the use of boundary treatments such as hedgerows and /or railings. Footpaths will be clearly marked to provide clarity over public access. The boulevard is lined with trees and public spaces will be planted with trees and shrubs. High quality, durable and well tested materials will be used throughout the development.</p>	
12	<p>External storage and amenity space: Is there adequate external storage space for bins and recycling as well as vehicles and cycles?</p>	<p>External refuse and recycling facilities have been accommodated for within the access to and size of rear gardens of all properties thus ensuring bins do not need to be left on the highway verges. The design of units has allowed space for bike racks to be provided internally within garages.</p>	

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 - Revised Sketch Response

Drawing heavily on the principles of the master-plan, the phase 1 design was refined to create a more sympathetic response to the sites context and to add detail and legibility.

4



5



Design for Submission

More thought was given to the design and the detail was added with regard to materials and landscaping. Character areas were created to reinforce the concept of contained parcels of development set within the natural landscape. The site frontage was refined to add a quality environment where the principal interface with Longridge is located.

6.1 Character Areas

Pastoral Frontage

This character area is defined where the development fronts onto the wider countryside or a parcel of open space. The intention is to create a soft transition between the built fabric and the natural environment. The massing in this character area is kept deliberately low, with detached and semi-detached properties forming the bulk of the architectural form. The low massing is emphasized further by the use of drives between to properties to further increase their apparent separation.

Boundary treatments vary, with random stone low walls used where definition is required to the edge condition and soft landscaping only where a softer response is required.

The public street environment is rendered in high quality materials to create a sense of quality and prestige for these priority interfaces.

Alternate materials such as stone and render are used to further articulate feature plots and to frame views into the interior of the site as well as to gatepost the primary entrances to the site.



Plan to show the location of the Pastoral Frontage



Extract of the site frontage



Typical elevations on the site frontage illustrating the varied material palette.

The Boulevard

The Boulevard is the main transport route through the site, incorporating vehicle, pedestrian and cycle traffic and integrating them safely and efficiently. The character of the boulevard is overwhelmingly green, with tree planting along its length. In many locations the boulevard only has development on a single side with the other side being defined by either retained field boundaries or formal open space. The boulevard will vary its enclosure along its length, closing down to define spatial transitions and then opening up to views and amenity space. The route of the boulevard is meandering to assist with the control of traffic speeds and to reveal views and destination spaces along its length.

The public/ private boundary will be articulated by railings and hedges to assist in the enclosure of the street environment.

Parking will be a mix of drives to the side of properties, integral garages with drives and frontage parking. All parking archetypes will use soft landscaping to soften its impact in the street scene.

Alternate material treatments will be used to articulate feature plots and to frame routes leading from the boulevard. Feature plots will be located at the end of visual runs to give continuous points of interest along its length.



Plan to show the location of the Boulevard character area.



Plan indicating an extract of the boulevard

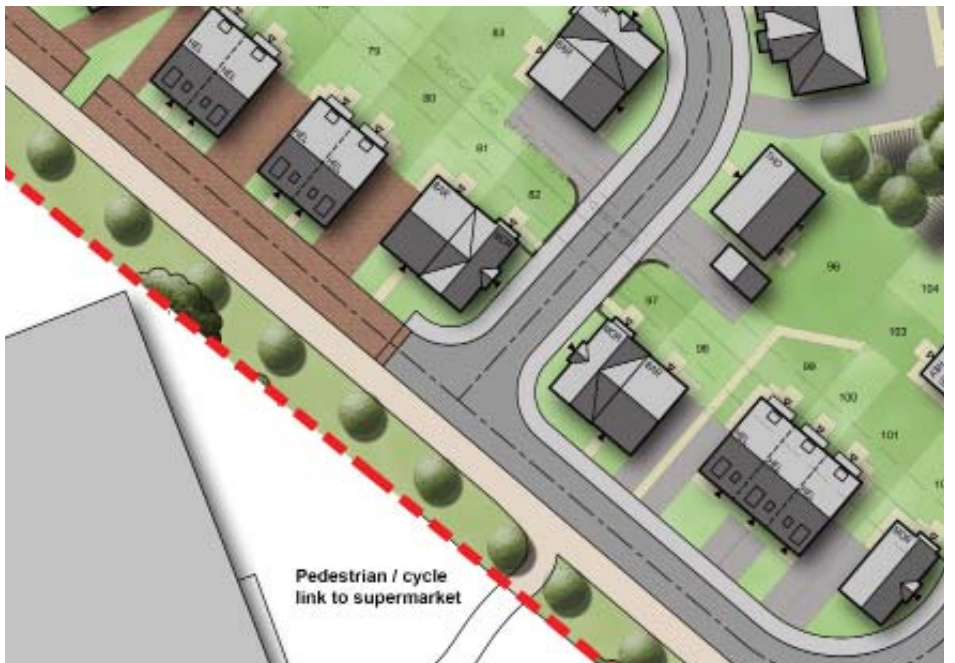


Typical elevations on the boulevard illustrating alternate materials to feature plots

Suburban Interface

This character area abuts the rear aspect of the existing Sainsburys supermarket to the south, as well as the phase boundary/ existing field boundary to the east. As such there will be little in pleasing views to take advantage of and will require a screened approach rather than one that relies on open vistas. The existing supermarket is a benefit to the scheme in terms of sustainability and it is advantageous to connect to it with a pedestrian link; however its operations are a source of poor outlook and noise creation. To mitigate this the scheme screens this outlook with a landscaped buffer which will act as a visual and acoustic barrier with the inclusion of an acoustic fence. Initial investigations indicate that noise mitigation will be an issue which is why the created street environment will front onto this boundary, with higher properties than have been used elsewhere employed as continuation of the existing urban scale as well as providing an attenuation barrier to noise penetrating further into the site.

The pedestrian access from the supermarket will enter onto a well defined street environment with slightly higher massing creating a consistent building line. The public / private boundary will be robust with railing delineating the



Extract of the Suburban Interface

transition. Alternate material treatments will be used to feature plots and to gatepost access further into the development.

The pedestrian/ cycle link to the supermarket will connect to the east to phase 2 of the development and will connect directly into the main boulevard to the west where the enclosed street environment will open up into a vista across the public open space.

Despite the poor outlook of this area it will still be an important as a gateway character area and the considerate use of materials and boundary treatments will give a favourable first impression to anyone entering the site for the first time.



Plan to show the location of the Suburban Interface



Examples of poor outlook to the rear of supermarket



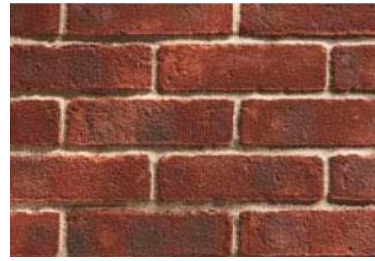


6.2 Materials

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.



Marlborough Stock



Durham Claret



Staffordshire Smooth Blue



Anstone split faced



Ivory Monocouche render



Russell Grampian Grey



Extract of Pastoral Frontage street scene



Extract of Pastoral Frontage street scene



Extract of Boulevard street scene

6.3 Proposed dwelling types



6.4 Hard Landscaping

We are proposing to utilise a mixture of hard landscaping materials throughout the development site, specifically along the Pastoral Frontage character area.

These materials will continue the strong precedent throughout the site. 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.



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 parts of the Pastoral 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 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 to 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 118 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 Bfl12 assessment carried out shows the proposed development will achieve 12 green from the 12 possible criteria.

It 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.



BARRATT
— HOMES —