

Croston Road, Farington, Leyland Design and Access Statement



Baldwin Design Consultancy Ltd

LeaHough
CHARTERED SURVEYORS



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Section 1 Introduction

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1.1 This Design and Access Statement has been prepared by Baldwin Design Consultancy on behalf of Lea Hough & Co and HCA in support of their Outline Planning Application for residential development comprising of up to 350 dwellings at the site located within an established residential area at Croston Road, Leyland.

1.2 The site at Croston Road, Leyland is well positioned in relation to regional employment opportunities (Regional Setting) and established residential neighbourhoods and community facilities (District Setting), and provides an ideal opportunity to bring forward high quality residential development.

1.3 The application site is situated in Farington Moss and occupies an area of 12.7 hectares outlined in red on drawing Number LH/CR/LP/01 and shown indicatively on the location map accordingly, with a proportion of land amounting to 2.18 hectares given over to public open space.

1.4 This application seeks outline planning permission for the development of green field land for residential purposes. This site has been safeguarded and is marked for future allocation as a residential development site in South Ribble Borough Council LDF. All matters are reserved except for access. The application is accompanied by a full suite of supporting documents.

1.5 The appraisal of the context, identification of issues and opportunities, and generation and consideration of options contained within this Statement have been developed through consultation with South Ribble BC and local residents.

1.6 NPPF replaces PPS1. The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities. Section 7 of NPPF states good design should be applied with the following points being made:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion
- are visually attractive as a result of good architecture and appropriate landscaping.

A planning statement accompanies the application and should be read in conjunction with this Design and Access Statement.

1.7 The purpose of this report is to describe the site, it's context, relevant design guidance and the design concepts and principles which will inform the final design.

1.8 This report should be read alongside the following documents which support this application:

- Application Form and Certificates
- Location Plan
- Illustrative Master Plan
- Parameters Plan
- Design and Access Statement, including character areas
- Transport Assessment
- Ecological Report
- Arboricultural Report
- Phase 1 Site Investigation Report
- Flood Risk Assessment
- Utilities Assessment
- Statement of Community Involvement
- S106 Heads of Terms (to be submitted separately)
- Planning Statement

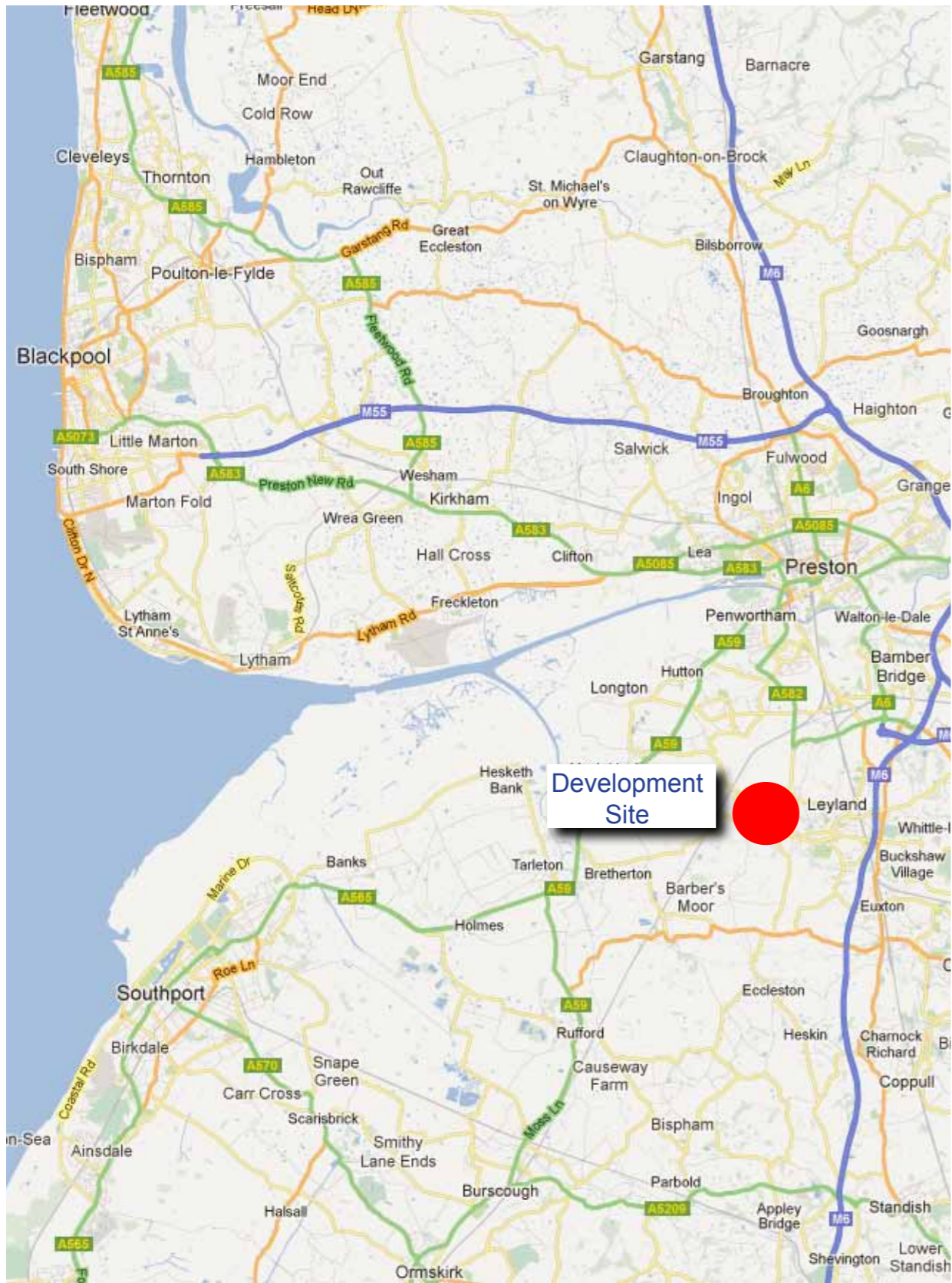
1.9 This Statement is set out as follows:

- **Section 2: Context Analysis** - an assessment of the site's wider context in terms of town structure, historic development, streets and landscape character.
- **Section 3: Site Analysis** - a more detailed focus of the site and immediate surroundings in terms of townscape and visual structure; movement and connections; environmental assets; and residential amenity, concluding with key opportunities for the development of the site.
- **Section 4: Design Responses** - key design principles which will inform the Masterplan and indicative layouts, along with responses from the public consultation.
- **Section 5: Illustrative Masterplan** - development - parameters for the site, supported by an illustrative layout demonstrating how the site can be developed in accordance with the parameters.
- **Section 6: Summary and Conclusions**

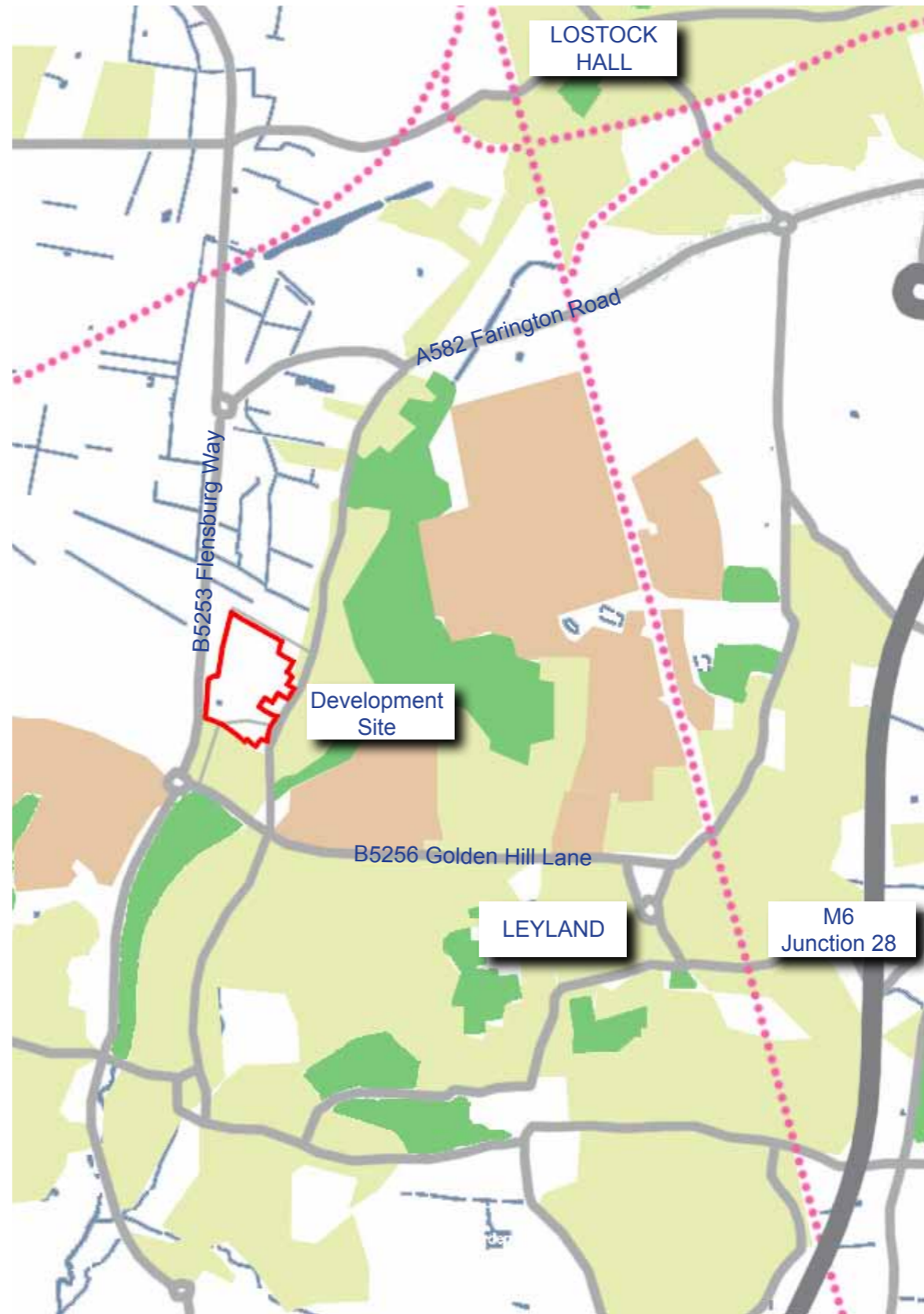




Section 2 Context Analysis



Regional Setting



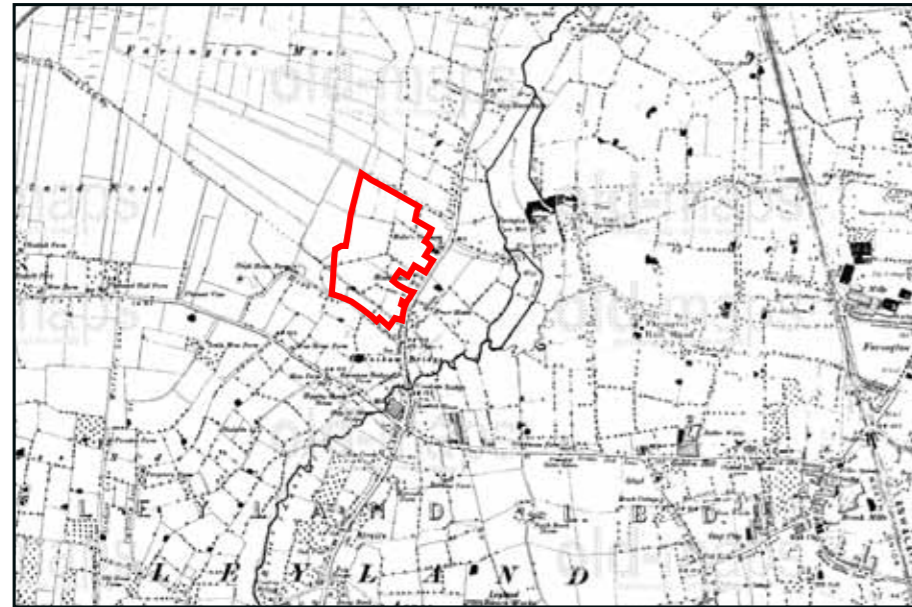
District Setting

2.0 Regional & District Setting

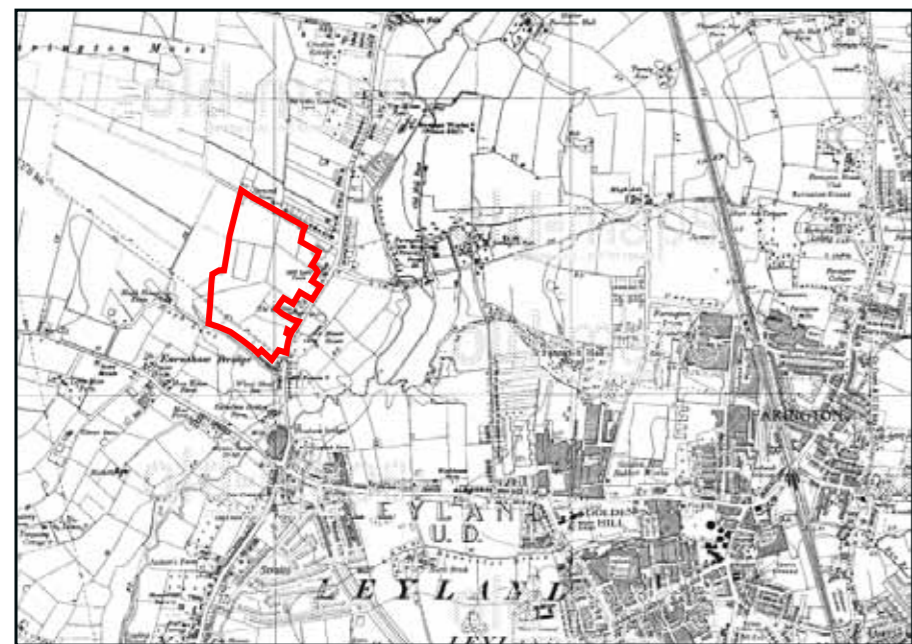


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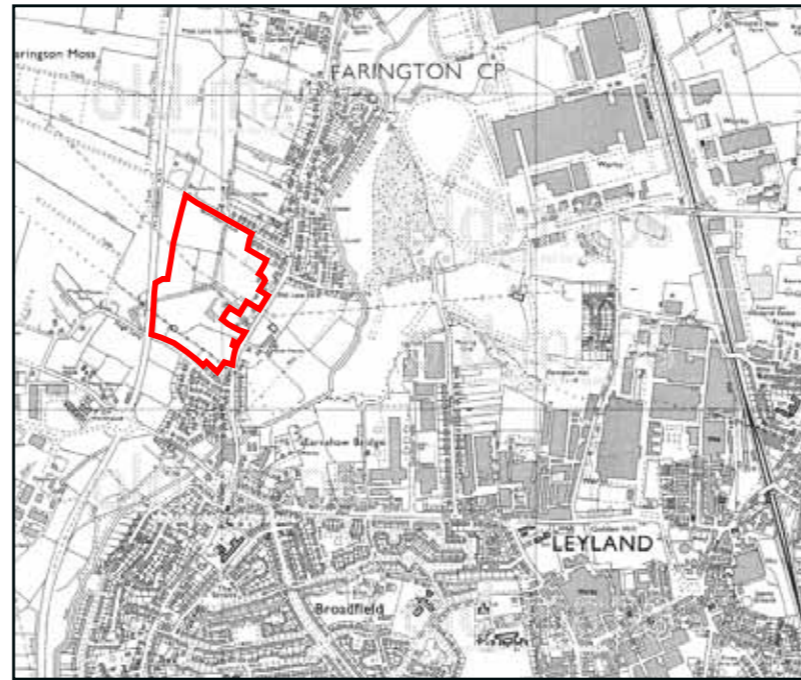
3.1 The evolution and growth of the area has expanded in alignment with population growth. The following images are a demonstration of how the local area of Farington has expanded and become the settlement we see today.



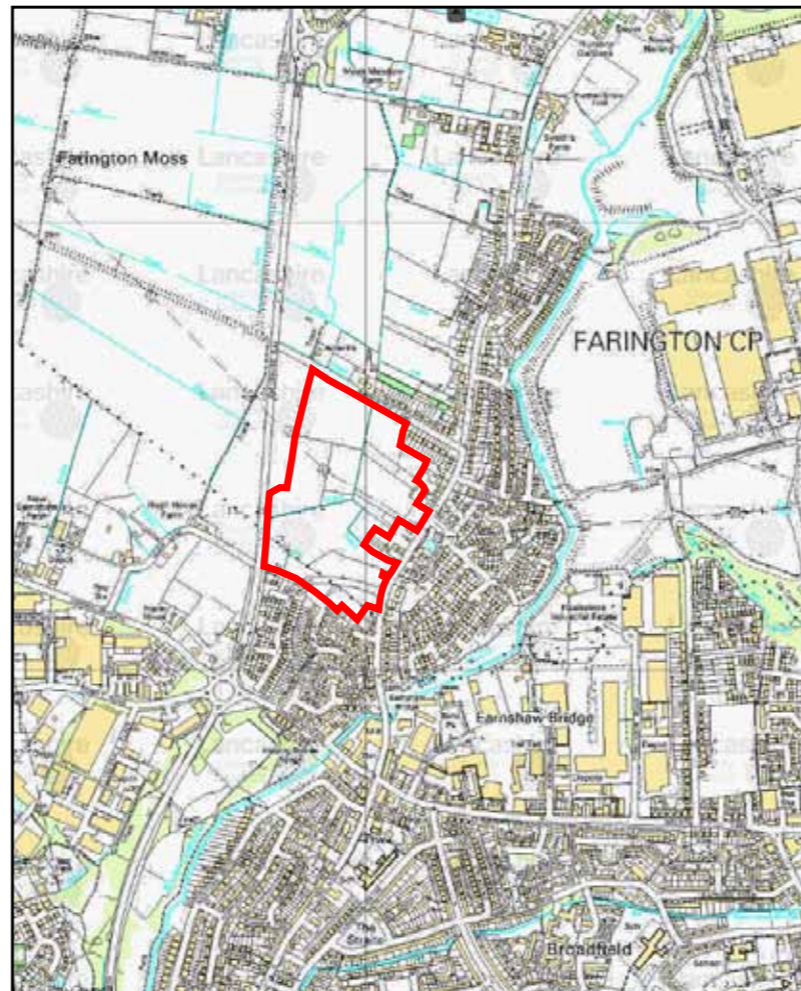
1894 map



1955 map



1992 map



Current map

3.2 As shown in 1894 the area was characterised as a rural area surrounding the town of Leyland.

3.3 In 1955 the map shows some elements of residential development taking place with the area starting to evolve into a sporadically spaced settlement. Buildings and streets are laid out in an ad hoc way with gaps and spaces between. Bannister Lane is further developed at this time.

3.4 The 1992 map shows a major increase in the residential formation with areas off Hugh Lane and East of Croston Road becoming developed. Flensburg Way, as a bypass to Croston Road, was introduced creating a vehicular desire line avoiding the residential area.

3.5 Today's urban grain shows that development has taken place in the infill sites between the residential areas. The area to the east of Croston Road has been further expanded and to the west of Hugh Lane up to Flensburg Way. These spaces have connected the residential settlement areas and tied the area together to form the place we know as Farington today.

3.6 This local evolution study is intended to allow the reader to understand how the development of Farington has been manifested. It is important to note the rate of population growth and prosperity of the surrounding settlements in the Leyland area.

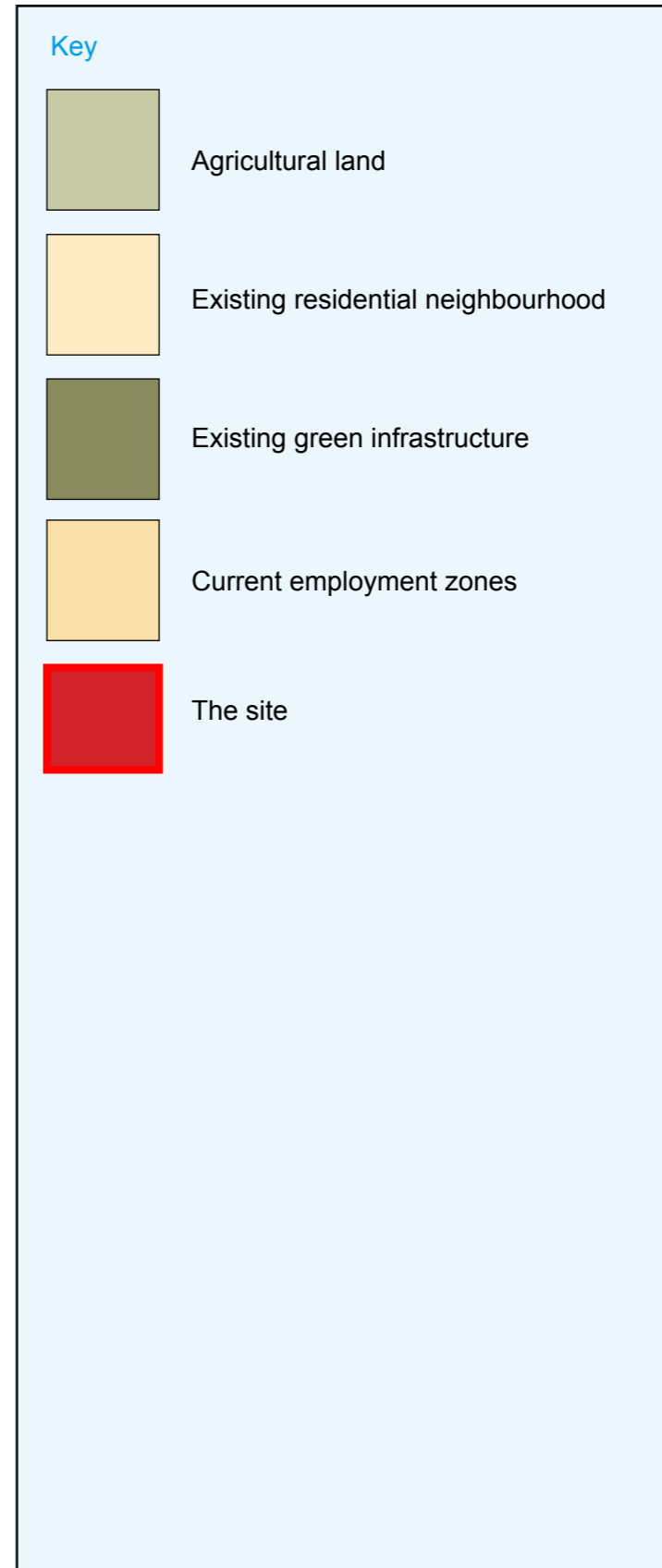
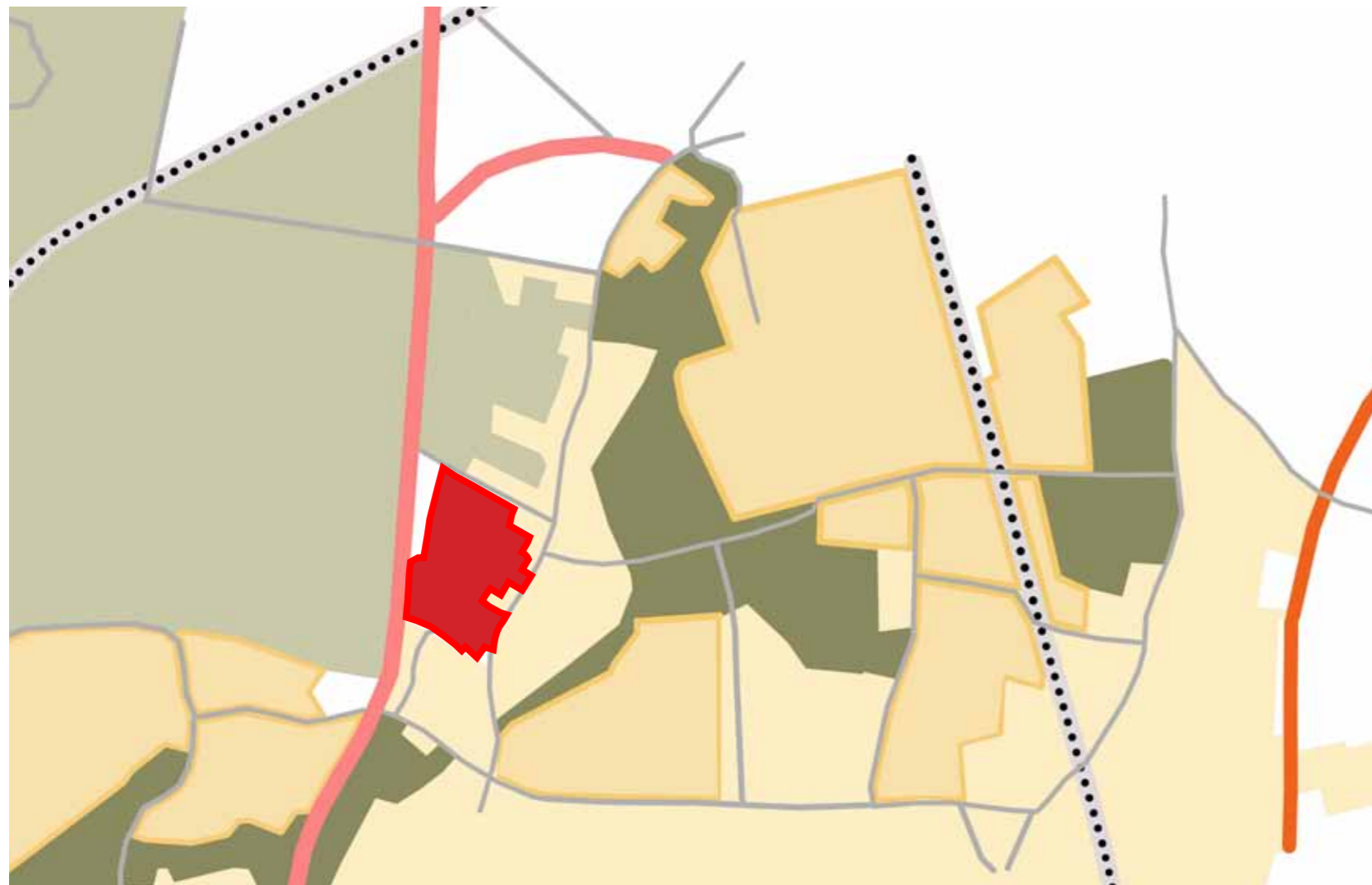
3.0 Historic Evolution



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Structuring Elements & Character Areas

- 4.1 Croston Road is well positioned amongst the residential neighbourhoods to the North of Leyland town centre. These neighbourhoods are contained by Flensburg Way to the North and West, and the wider employment setting to the East, with a residential setting to the South.
- 4.2 The key stages of growth create a diversity of 'Character Areas' across the neighbourhood setting. The Character Areas are connected by 'Structuring Elements' principally landscape features and movement corridors.
- 4.3 Flensburg Way connects to Longmeanygate subsequently leading to employment areas to the South of the development site.
- 4.4 A substantial structural landscape green corridor separates the developed area of Farington and the urban expansion of Leyland and surrounding employment areas.



4.0 Neighbourhood Setting



Neighbourhood Setting

Local Setting

5.1 The surrounding road pattern has informed the access strategy into and out of the development site. This section will look at the areas where access is proposed and the decision making process leading to the final proposal.

5.2 During the design process numerous access options have been considered, with varying levels of development served from each point.

Bannister Lane

5.3 Bannister Lane has a straight alignment with tarmac surfacing and is developed on both sides at the connection to Croston Road. The houses here have strong building lines with residential dwellings being set back from the roadway. This gives the feeling of a wide and spacious street form, with front garden enclosures reinforcing the street layout to both the North and South side of the street.

5.4 Part way along this street the development becomes single sided. However, the build line to the developed side is still strong and aligned with the first section of the street with the front garden pattern repeated.

5.5 Further along this street to the West the road becomes unmade and is more akin to a farm track, with the buildings becoming more spaced out and taking the form of farm stead's and worker's cottages. No turning area is present and the road narrows and eventually connects with Flensburg Way.



Typical view along Croston Road



Typical view along Bannister

Croston Road

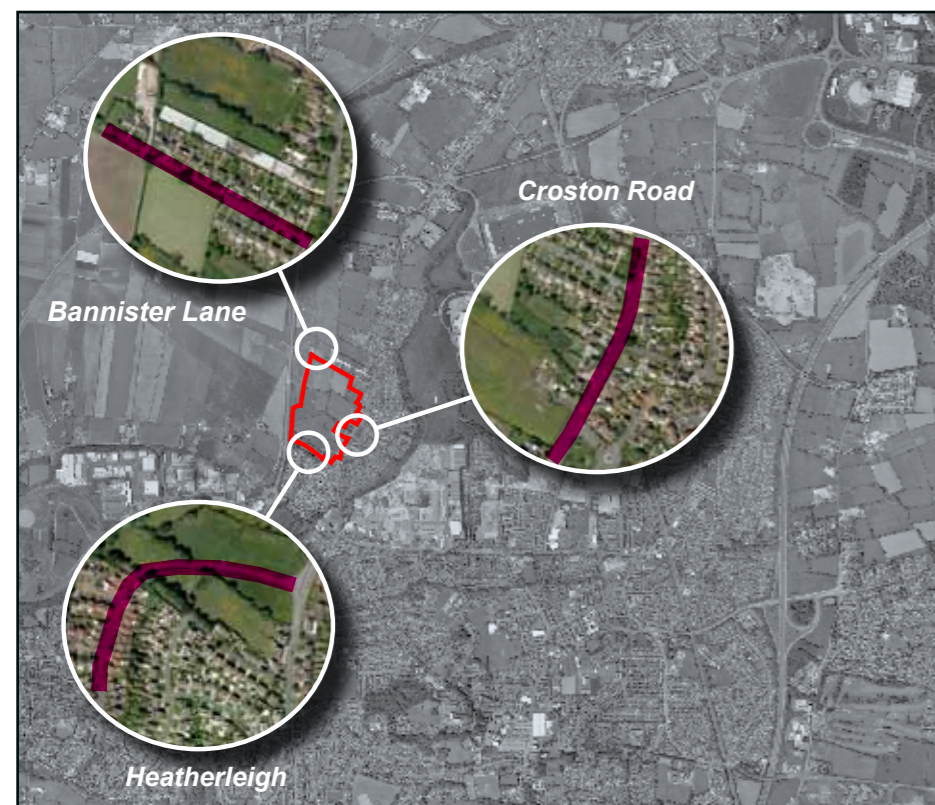
5.7 Croston Road is a through route running North to South, historically providing a connection between Preston and Leyland. The introduction of the Flensburg Way bypass has routed some traffic away from Croston Road and speed restriction measures have been added to the street. The character of the road is that of a suburban street with properties fronting the road and directly accessing on to it with vehicle movements. The character of the buildings surrounding this road is eclectic with buildings and development evolving over time. A varied street pattern with stepped build line exists and an historical accumulation of front boundary treatments underline the way the street has evolved over time. It is this variation in building style and boundary treatment that gives the street its character.

Heatherleigh

5.6 Heatherleigh is a modern residential estate road (5.5m wide) currently serving a medium sized development of detached houses. This road is the connection between the existing estate and Croston Road. The junction onto Croston Road is large with a wide radius bell mouth kerb line.



Typical view along Heatherleigh



current aerial view





Section 3 Site Analysis

Site Analysis

6.1 This section looks at the immediate surroundings in more detail. In particular it considers the site's potential role and contribution to the character of the wider neighbourhood and key issues and opportunities to be considered in bringing forward proposals for development.

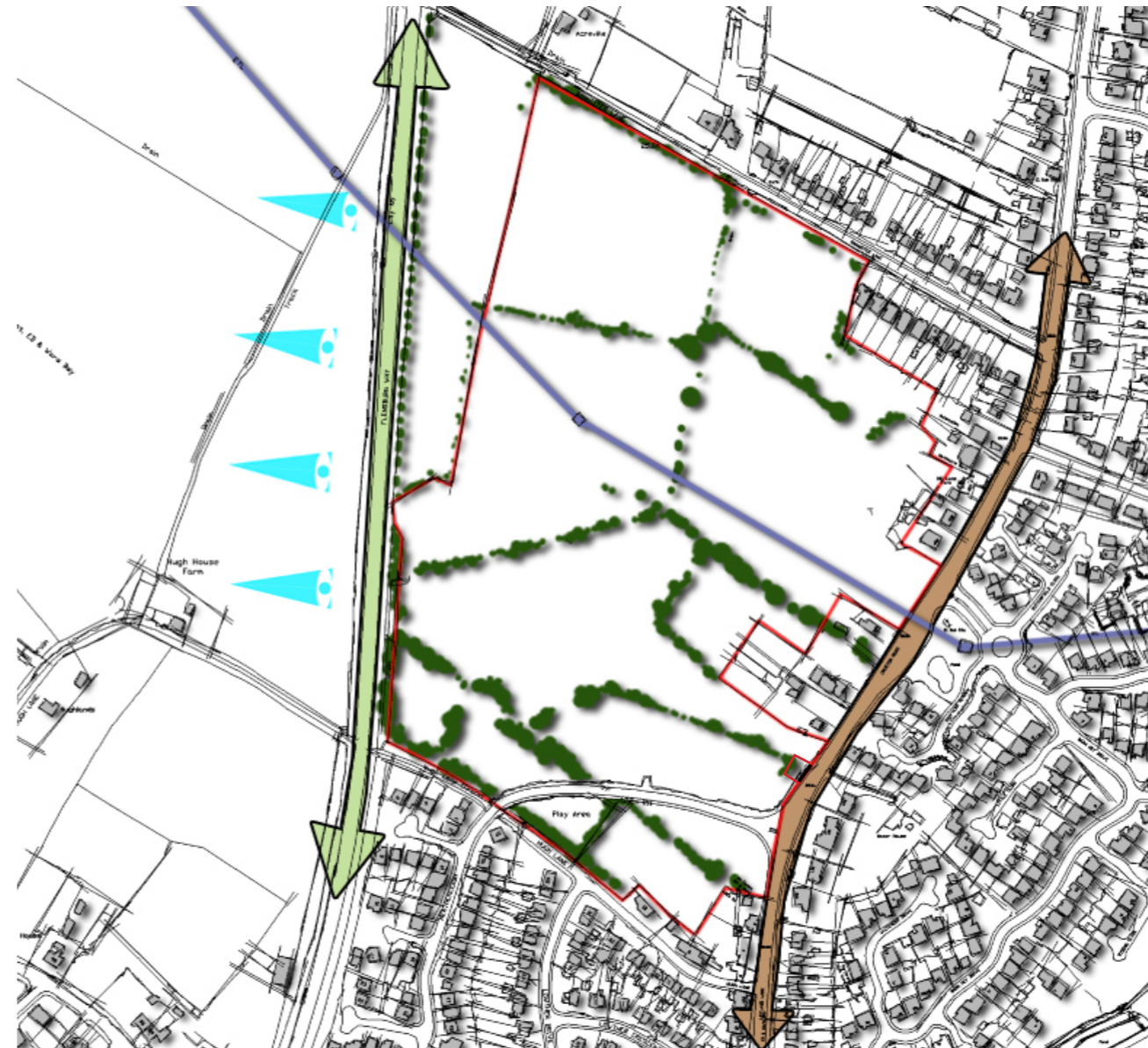
6.2 The site setting is considered in the following pages under these headings:

- Townscape and Visual Structure
- Movement and Connections
- Environmental Assets
- Residential Amenity

Townscape and Visual Assessment








6.3 On site services are present in the form of overhead power lines and a pylon. This constraint will require sensitive treatment to ensure a suitable layout is achieved in these areas, with buildings orientated to avoid direct views onto the pylon and power lines.

6.4 Short range views into the site exist from Croston Road, Heatherleigh and Bannister Lane with medium range views from Flensburg Way. Any development should present a frontage to these surrounding areas.



Townscape and visual assessment plan

Key

- | | | |
|---|--|--|
|  Site boundary |  Flensburg way landscape corridor |  Pylons and lines |
|  Existing on site trees |  Existing residential houses | |
|  Townscape structure visual corridor |  Open views into site | |



Existing pylon from Barn Hey Drive viewed towards Croston Road



Viewed towards site from Flensburg Way



Viewed towards site from Heatherleigh



Section 3
Site Analysis

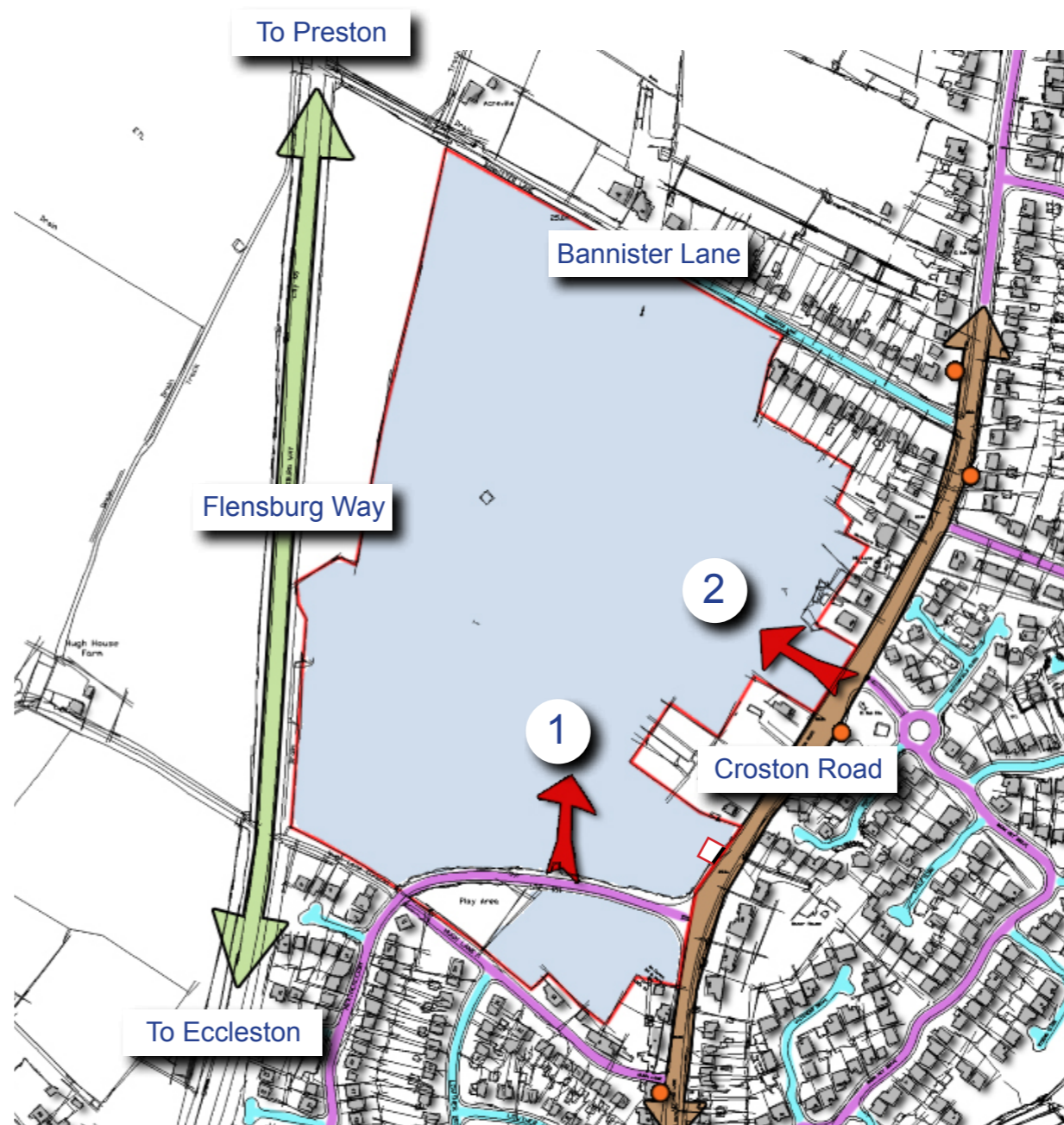
Movement and Connections

7.1 The Masterplan will knit into the existing highway infrastructure with possible development access points from Croston Road and Heatherleigh. Bannister Lane to the northern boundary will only serve a small amount of development continuing the existing pattern of housing directly served on the lane.

7.2 Flensburg Way is a fast moving main route and as such will generate a noise constraint to development. The buildings on the proposed Masterplan fronting this constraint will be set back to protect the rear private garden areas from the impact of noise on the outside space.

7.3 The site is well served with public transport. Earnshaw Bridge, by Manor House bus stop, situated directly adjacent to the site boundary along Croston Road. This will provide access for the public to Chorley, Leyland and Preston town centres. The site layout routes pedestrian's to this bus stop, thus promoting the use of sustainable modes of transport, allowing residents to access neighbouring towns without the use a car.

7.4 Leyland railway station off Station Brow is situated within 2 miles of the site and connects Leyland and neighbouring towns with Preston, Blackpool and Manchester. This shows that the development has very good access to public transport and supports modal shift.



Movement and connections plan

Key			
	Site Boundary		Site entrance 2
	Main infrastructure roads		Key transport routes
	Site entrance 1		'Closed' routes / cul-de-sacs
			On site movement
			Bus stops



View towards Bannister Lane



View from existing development off Heatherleigh



View towards proposed site entrance 2



View along Croston Road



Croston Road junction with Heatherleigh



View along Flensburg Way



Section 3
Site Analysis

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Environmental Assets

8.1 The historic field pattern to be retained where possible and existing hedge breaks will set the framework to the Masterplan skeleton. See Ecological Assessment.

8.2 The existing water courses and pond features are located along the field boundaries and the Masterplan will be designed to retain these important features. These drainage runs will provide a useful network in the future application of a sustainable urban drainage system. See Flood Risk Assessment.

8.3 Within the site four stretches of wet ditch can be found along field boundaries which has influenced the Masterplan Skeleton.

8.4 The site is also populated with tress within the field boundary network. The Arboricultural Report details these trees and the Masterplan shows retention of these features within the public realm.

8.5 The Masterplan has been shaped to knit into the above existing features allowing them to be retained within public spaces and green corridor linkages. This is important to allow the future management and longevity of the trees, hedges and water courses. The streets will be wide enough to retain such features and create a feeling of space with a maturity of landscape providing a pleasing rural character.



Environmental assessment plan

Key	
	Main infrastructure road
	Tree groups
	Grass land
	POS
	Urban Street
	Water



View towards site from Flensburg Way



Typical field boundary



Typical field boundary



Existing footpath crossing at Flensburg Way



Typical field boundary



Existing footpath along southern boundary



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Urban Interface

- 9.1 The degree of sensitivity of residential development surrounding the site is varied due to three considerations: the interface distances between the existing houses and proposed development, the distance between the existing rear properties and the site boundary, and Heatherleigh running through the development.
- 9.2 As indicated on the plan opposite the areas of high sensitivity would be buildings that directly interface front to front with existing buildings. This is demonstrated along Bannister Lane, and Croston Road shown in orange.
- 9.3 The plan also shows areas of medium sensitivity. This classification would be applied where the site boundary manifests itself as the rear of existing residential properties. The Masterplan has reflected this and shows a rear to rear situation at these points.
- 9.4 The areas of low sensitivity on the plan are shown where no existing building are interfaced or a good amount of separate distance is evident.
- 9.5 The development benefits from views out of the site and the Masterplan should take advantage of this with an outwardly facing scheme to the West.
- 9.6 The surrounding built environment will inform the layout and road pattern. The proposed scheme should follow the pattern and character of built form along the surrounding roads.
- 9.7 Croston Road has a character of a residential street with an eclectic mix of buildings and varied build lines having been developed over time. The street has a feeling of space with buildings set back from the footway.
- 9.7 Bannister Lane has the character of a residential avenue with straight formal build lines. Again, the street is wide with a feeling of open space characterised by large front private areas bounded by hedges.
- 9.7 Heatherleigh manifests itself as a circa 1990's housing estate with evenly spaced properties addressing the roadway and buildings fronted by driveways/parking area.



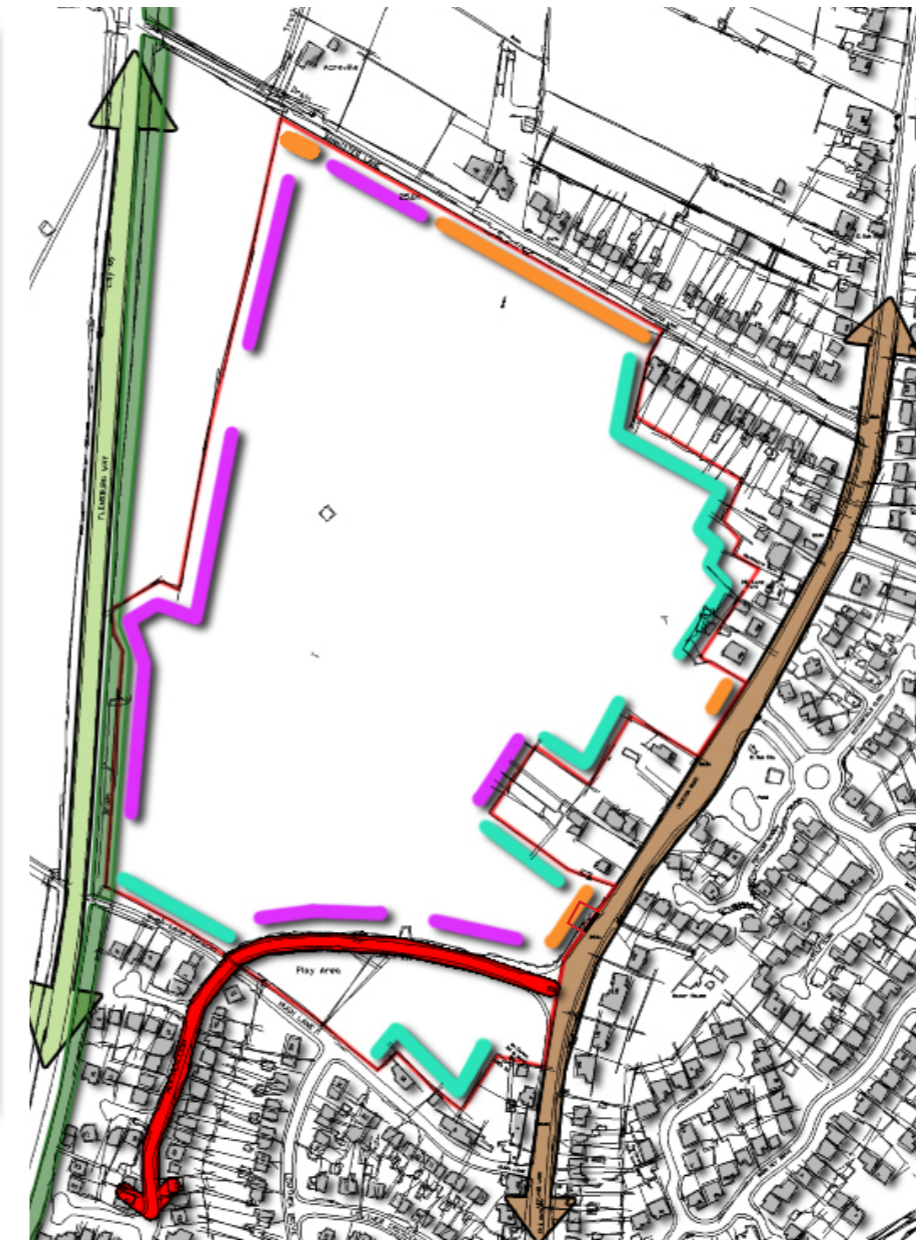
View of Bannister Lane



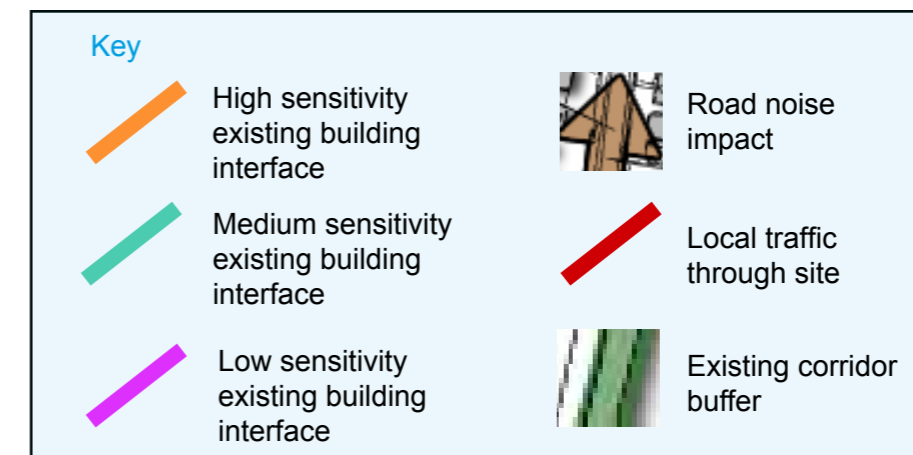
View along Croston Road



View towards development from Heatherleigh



Residential Amenity plan




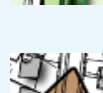
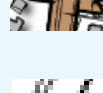
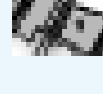
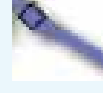
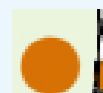


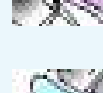

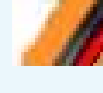


9.0 Urban Interface



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Key

-  Site boundary
-  Existing tree groups
-  Main infrastructure roads
-  Existing residential access road
-  Existing development
-  Existing pylon and associated overhead cables
-  Possible noise impact from Flensburg Way
-  Existing pond and associated ditches
-  Key transport routes
-  'Closed' routes / cul-de-sacs
-  High sensitivity frontage
-  Medium sensitivity frontage
-  Low sensitivity frontage



Constraints Plan













10.0 Site Constraints



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11.0 Site Opportunities

Key

-  Primary access from Croston Road and Heatherleigh
-  Existing water and proposed ponds
-  Retain hedgerows and trees
-  Views Out
-  Proposed green walk linkage and pedestrian footpath
-  Green surroundings
-  Surrounding built form
-  Site boundary
-  Create frontage to Heatherleigh
-  Create frontage to Croston Road
-  Create frontage to Bannister Lane
-  Existing bus stops



Opportunities Plan



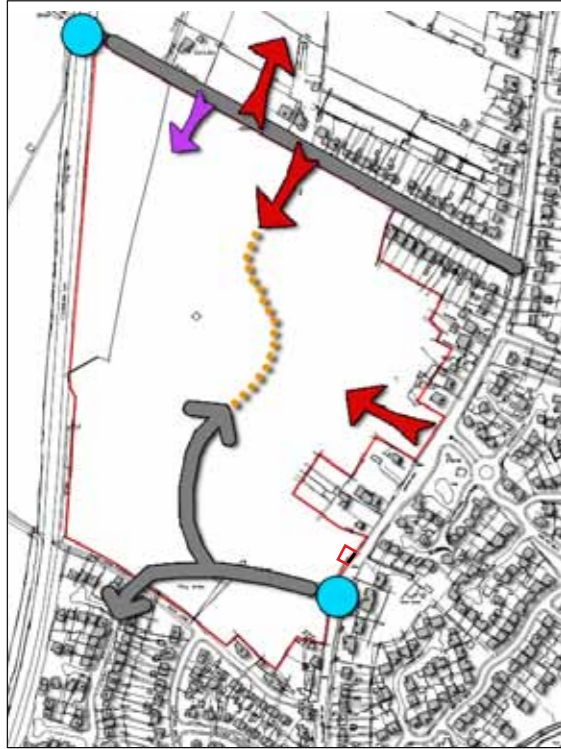
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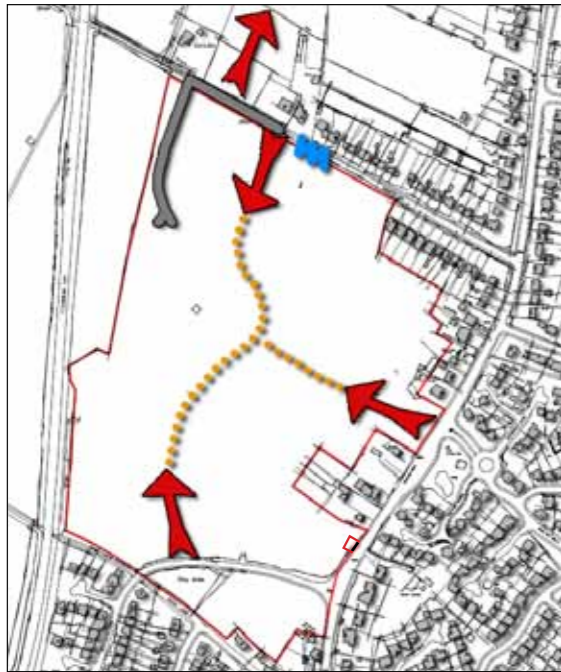
Section 4
Design Responses

Evolution

12.1 During the course of developing the Masterplan, options were considered to ensure the correct form of development be achieved in a final development proposal. This development process has resulted in the optimum form of development most appropriate for the area.



Step 1



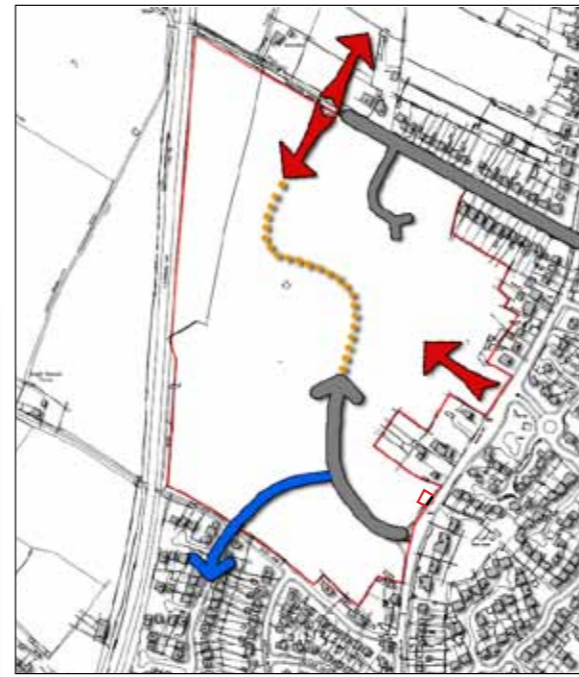
Step 3

12.2 Step 1

- A roundabout was considered on Flensburg Way.
- A roundabout was also considered on Croston Road.
- A development access was considered from Bannister Lane.
- A secondary access point from Croston Road adjacent to Barn Hey Drive was incorporated.
- A staggered access linking development land to the North was shown
- An internal spine road was shown from Heatherleigh to Bannister Lane.

12.4 Step 3

- Access to link in three directions namely, Bannister Lane, Croston Road and Heatherleigh.
- Development linkage connecting land to the North of Bannister Lane.
- An emergency link was proposed restricting vehicular movement along Bannister Lane.
- A development access road was incorporated at the West side of Bannister Lane.
- The boundary was amended removing land to the West.



Step 2



Step 4

12.3 Step 2

- The linkage to Flensburg Way was omitted.
- A realignment of Heatherleigh was shown to prioritise the new development with the existing Heatherleigh development connecting with a priority junction.
- The land to the North of Bannister Lane was connected with a direct link.
- An internal spine road was shown from Heatherleigh to Bannister Lane.

12.5 Step 4

- A loop road to connect Croston Road with Heatherleigh with possible bus route was incorporated.
- A further internal loop road within the development site was added.
- The link to the land to the North of Bannister Lane was omitted and an emergency link was added restricting vehicular movement.
- It was considered a sensitive approach to Bannister lane would be appropriate, with only the buildings fronting the road to have direct vehicular access onto it.
- Heatherleigh to be kept on it's original line, with development access taken from it with a priority junction.

12.0 Scheme Evolution



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Evolution - Scope of Masterplan

12.6 The land to the West of the current development site is bounded by a hedge and water course to the East, Flensburg Way to the West and Bannister Lane to the North. These boundaries create a constrained parcel depth. A desire to front Flensburg Way and retain and front the hedgerow allows the northern portion of the parcel to be shown as housing. The southern area of this parcel then tapers to a narrow point to the South, thus reducing the plot depth and constraining development to this area.

12.7 A substantial portion of this parcel would be potentially used as public open space as shown in the diagram. The current illustrative Masterplan shows suitable amounts of public open space and this additional area was not required.

12.8 Further investigations to this area has shown a sewer present below ground bisecting the development area, further impacting on the viability and developable area.

12.9 Subject to the above points, this area of land has been removed from the overall scheme, however, the Masterplan aims to still allow this parcel to be used as shown if required for future development.



Indicative West parcel

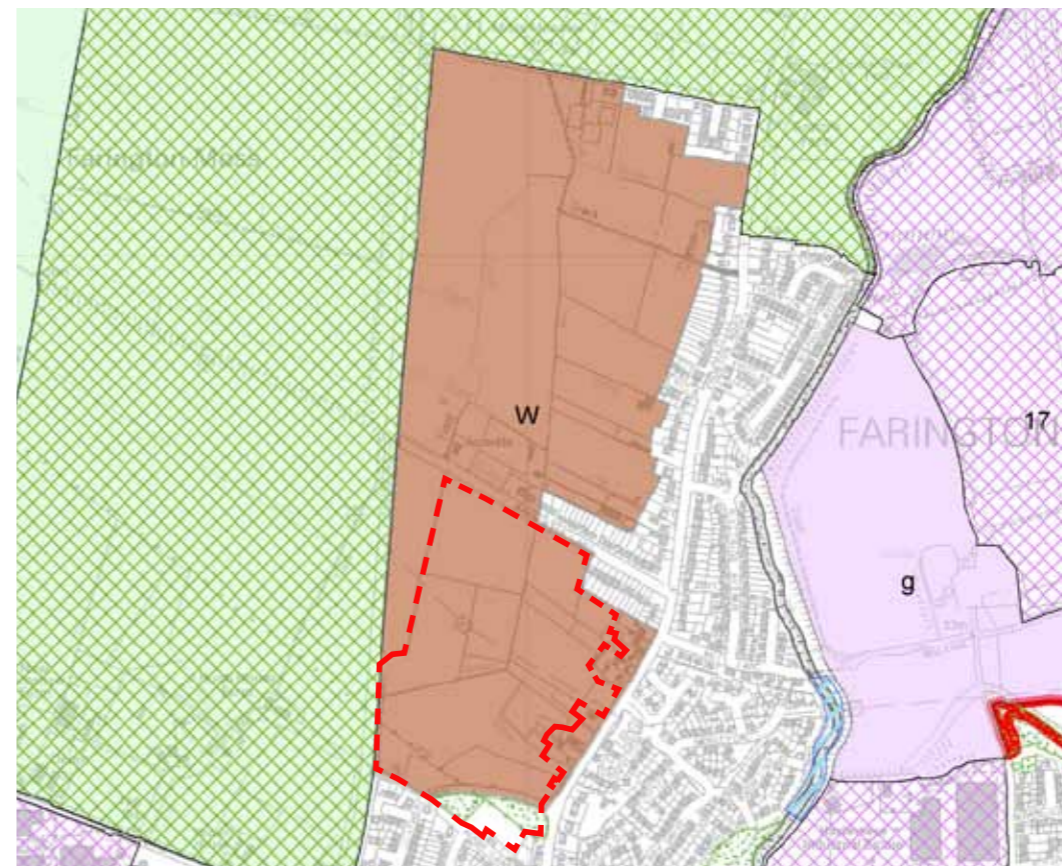
Evolution - Scope of Masterplan

12.10 The scope of the Masterplan and subsequent application has been considered with land to the North of the current application site. During the design process it was noted that the expansion of Farington is naturally progressing from the South. It is with this urban expansion that access points from Heatherleigh and Croston Road have been considered.

12.11 The current site area benefits from two main access points with the ability to provide an internal loop road network and emergency access point. This allows the development of this portion of the proposed allocation site to be developed without the need for further land take.

12.12 Bannister Lane provides a physical boundary break point between land to the North and the application site. It has been considered that properties should front the street, and only these properties will have vehicular access onto the road.

12.13 An emergency link has been shown onto Bannister Lane allowing pedestrians, cycles and emergency vehicles access onto the site, however, restricting any other vehicular movement. This access point is then reserved in perpetuity for future alteration should a link be required during the course of Farington's development.



Extract from South Ribble Site Allocation Plan with site outlined

12.0 Scheme Evolution



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Community Consultation

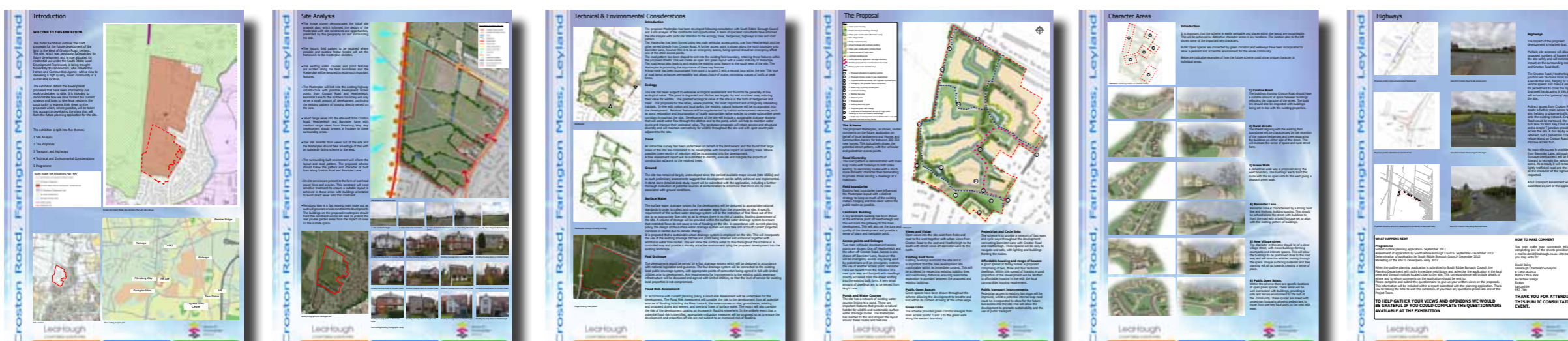
13.1 Extensive, and ongoing, discussions have been undertaken with South Ribble Borough Council's Planning Department throughout the duration of the design process. Planning Officers have been involved with the project since the beginning and have informed the design process through advice and guidance shaping the scheme with the design team.

13.2 A leaflet was sent out to approximately 800 local residents in advance of the public consultation that was held on 14th August 2012 at St. Paul's Church Hall, Farington. The developers and an event design team discussed the overall concept of potential residential development with local residents to promote community involvement.

13.3 The proposed Masterplan has been developed following consultation with South Ribble Borough Council and a site analysis of the constraints and opportunities. A team of specialist consultants have informed the site analysis with particular attention to the ecology, trees, hedgerows, highways access and road pattern.

13.4 This document should read in conjunction with the 'Statement of Community Involvement'. This demonstrates the public response and comments received subsequent to the consultation event. The public responses have been examined and where appropriate and possible incorporated/amended within the Masterplan. Alterations to the Masterplan, following the consultation process, include the following:

- The removal of a 'Landmark' building from site entrance.
- The deletion of development off Bannister Lane (direct access only).
- The incorporation of a left hand turn lane to Heatherleigh at the junction of Croston Road.
- The inclusion of fishing stakes to existing pond.
- The incorporation of trim trail play equipment on site promoting movement and well being.
- Flooding issues (see Flood Risk Assessment).
- Traffic concerns (see Traffic Impact Assessment).



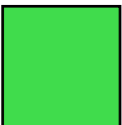




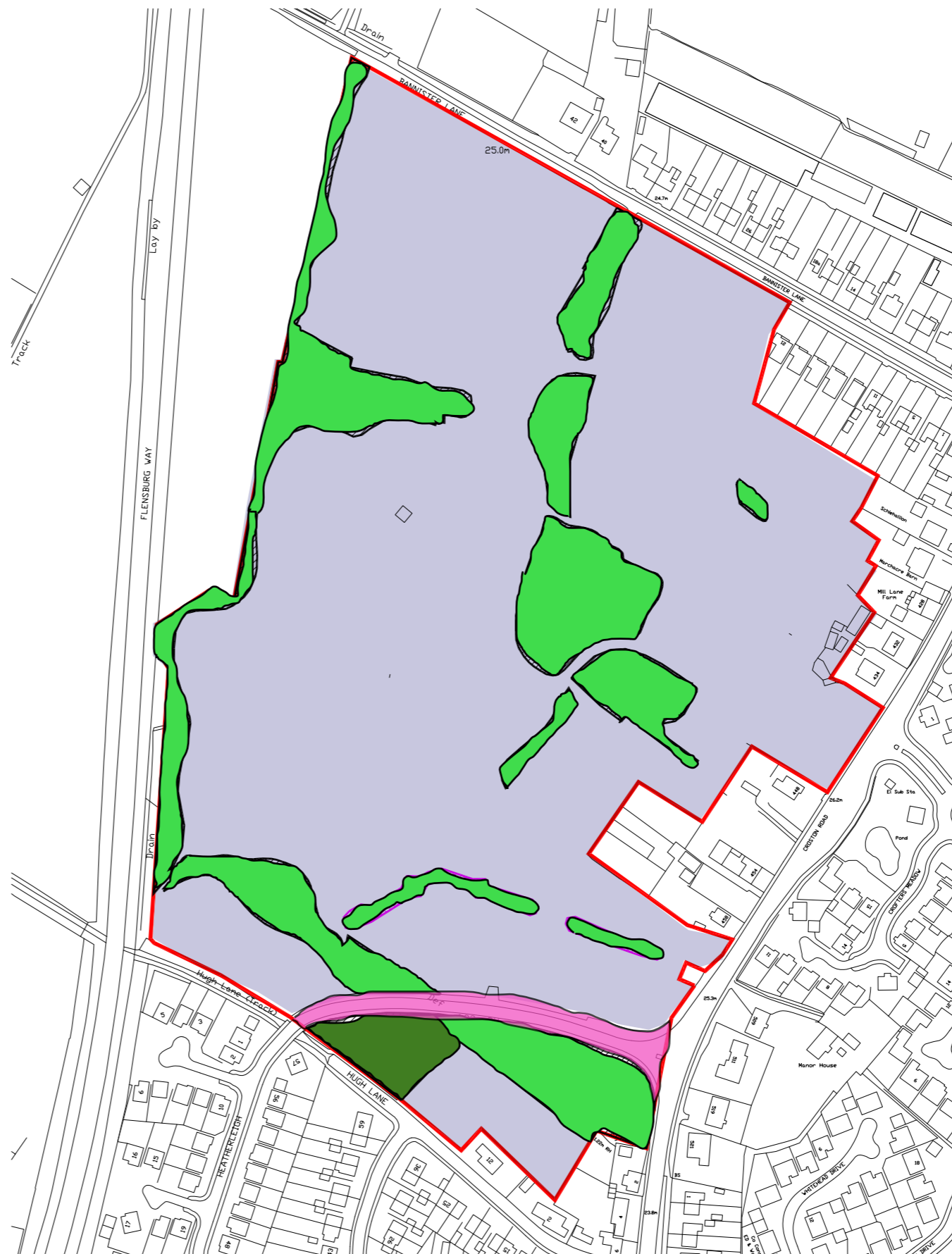
Images of consultation boards presented at the event

Use & Amount

- 14.1 The planning application site area is 12.7 hectares.
- 14.2 The amount of public open space provided on site amounts to 2.0 hectares.
- 14.3 The residual developable area amounts to 10.21 hectares.
- 14.4 A length of Heatherleigh is shown within the planning application site area and is adopted by the Highways Authority and is excluded from the nett developable area calculation.
- 14.5 A portion of public opens space is shown within the planning application site area and is within the ownership of South Ribble Borough Council. This area is excluded from the nett developable area calculation and also excluded from the public open space calculation above.
- 14.6 The proposed application is for residential use and will consist of up to 350 new homes. This will comprise of a range of 2-5 bedroom family homes extending from 1.5 storey - 3 storey build heights.
- 14.7 The development as a whole will comprise a maximum coverage of 34 residential units per hectare.

Key

<p> Indicates residual developable area</p> <p> Area under the ownership of South Ribble Borough Council</p> <p> Indication area of public open space</p>	<p> Area under the ownership of the Highways Authority</p> <p> Indicates application red edge boundary</p>
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Overview

15.1 This section sets out initial design concepts developed in response to the key issues and opportunities previously identified, and their subsequent evolution through consultation, concluding with the proposed Structuring Principles forming this application.

Our initial design concepts were developed under the following headings:

- Landscape and Greenspace
- Movement and Connections
- Visual Structure

Landscape & Green Space

15.2 The on-site features include the important hedgerows and field breaks. The existing field pattern is bounded by large hedges, trees and in many cases surface water drainage ditches. It is important to protect such features to ensure the historic pattern and attractiveness of the area is maintained and to ensure natural habitat is preserved. It is also important to preserve open water courses and ditches to ensure the preservation of habitat and to act as part of a sustainable drainage system.

15.3 Another key feature on the site analysis is the presence of an existing pond. This is shown to be retained and enhanced on the proposed plan. It is proposed that this attractive element will be surrounded by a public realm and slow moving street termination points. This will become a destination point to the street pattern and create a sense of place. The retained water courses will lead to the existing pond and again form part of the sustainable drainage system. A request during the public consultation for a fishing pond was raised and as a direct response to this it is proposed that fishing stakes are incorporated into the existing pond area, thus making this public space a true destination point.

15.4 These features are shown as retained on the proposed structure of the Masterplan, with the development being knitted sensitively around them with minimal penetrations through the hedge breaks and minimal culverts to the watercourses. The current Masterplan has achieved this good balance between maximising development whilst protecting these attractive features.



Landscape & Green space



Movement & Connections

16.1 The road framework has also respected the existing field pattern. The road skeleton has been laid out to hug the exiting hedge lines and shaped to retain them together with trees and open water courses within the proposed streets.

Bus Loop

16.2 It is proposed that a loop connection be incorporated into the road hierarchy, linking the new junction at Heatherleigh and the new connection with Croston Road. This loop is proposed to be a 6m wide road with no less than a min 10m radius kerb line. This will be suitable to allow bus penetration into the site thus ensuring the promotion of sustainable modes of transport.






Pedestrian Links

16.3 The Masterplan has been designed to incorporate safe pedestrian routes throughout the scheme. These routes are to connect to the existing footway network in the local area.

16.4 A green walk is proposed to the western boundary to allow a connection with Heatherleigh and Bannister Lane. There is also a green corridor and footway link East and West connecting Croston Road with the green walk. This link is proposed to navigate across the central public open space at the core of the development. There is also an East to West pedestrian route along Heatherleigh and adjacent to the existing pond.

16.5 These links will allow pedestrians to navigate around the scheme with legibility and interaction with key public realm features to create destination points along the walked route.

Key

-  Proposed bus loop road
-  Secondary internal loop road
-  Secondary access road
-  Pedestrian walk way
-  Emergency access point



Movement & Connections

Visual Structure

Flensburg Way Existing Infrastructure

17.1 The surrounding road pattern allows for suitable access from the East and South. The main thoroughfare of Flensburg Way has been a key consideration in the formation of the Masterplan. As such the Masterplan has aimed to provide a frontage street scene to be presented to this key infrastructure and main arterial route.

Flensburg Way will also create a noise impact on any proposed development, and as such the Masterplan has aimed to show a form of development that will front this route, thus screening and protecting the rear garden amenity space from noise penetration.

Bannister Lane Existing Infrastructure

17.2 The Masterplan shows a frontage of residential properties onto Bannister Lane. This is in response to the existing street form with the aim of continuing the street layout to knit in sensitively with the existing grain of surrounding properties. The build line of existing properties is set well back from the road side and this has been reflected in the layout of the Masterplan. The existing properties along Bannister Lane have direct access with vehicle movements and it is envisaged that any subsequent detailed layout will adopt a similar strategy of access along this street. It is also envisaged that the properties along this street will be of a similar size and scale to the properties that manifest themselves here.

Heatherleigh Existing Infrastructure

17.3 The existing road way of Heatherleigh is currently taken off Croston Road and this is to remain on its line with some additional junction improvements. The first length of road way off Croston Road is bounded by green fields and it is proposed that the area to the South of the road will have some element of green space creating an open sense of space. An existing area of Public Open Space is present at the entrance to the existing estate and has been the subject of antisocial behaviour due to its relatively low passive surveillance. The Masterplan has the main portion of development to the North of Heatherleigh and is shown to have a building line frontage addressing the street. It is planned to have a good number of properties fronting the existing belt of Public Open Space, thus increasing the surveillance of the area to create a safe and secure environment for play.

Croston Road Existing Infrastructure.

17.4 The existing form of Croston Road is continuous to the East. However, it is fragmented along its western edge with breaks in the built form. It is proposed to create an urban infill along this route filling in the gaps where the development contacts the road. The buildings that front this space should be of a high quality and scale reflective of the existing street pattern.



Visual Structure



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Power Lines

18.1 The site analysis also identified the existing 'on site' pylon and power line routes. This visually unattractive site constraint has required sensitive treatment within the design of the Masterplan. Guidance on design around electricity pylons has been sought from National Grid "Development Near Overhead Lines" and "Creating a Sense of Place Design Guidelines"

18.2 This guidance has informed the layout of the street form and green corridors. The road network has been suitably deflected to avoid direct views to the pylon whilst green bars of open space exist to account for the power line routes, with pedestrian footways aligned to avoid a direct approach.

18.3 Buildings are envisaged to be positioned to aspect away from the pylon and thus window views from the proposed buildings should not be adversely affected by the constraint.

18.4 The required stand off distance to which proposed development can be built in relation to overhead transmission lines, must conform to the specifications contained in the Electricity Safety, Quality and Continuity Regulations 2002. The minimum heights at which the conductors are strung between towers are subject to specified voltages and can ultimately vary the minimum build stand off distance.

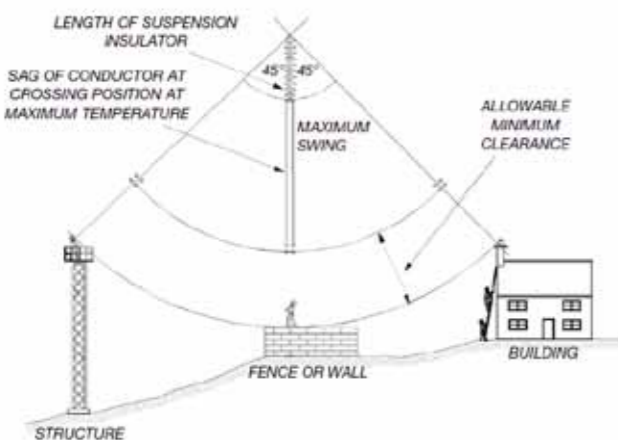


Image indicating minimum clearance to objects to which a person can stand

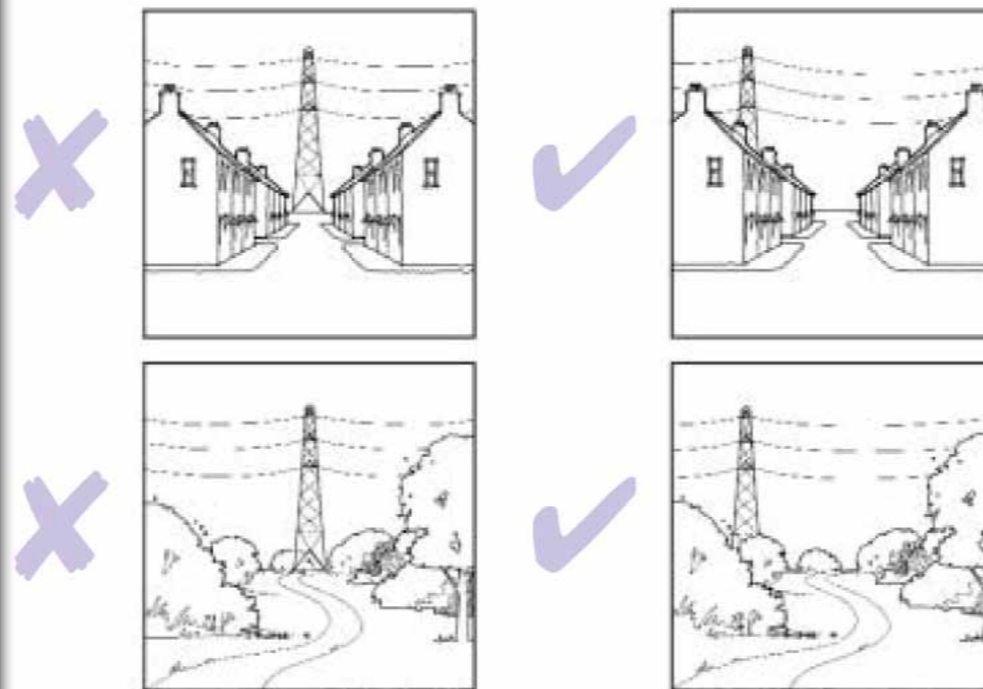


Image of a positive and negative response to development layout near power lines



Image showing how public open space can screen views to pylon structures

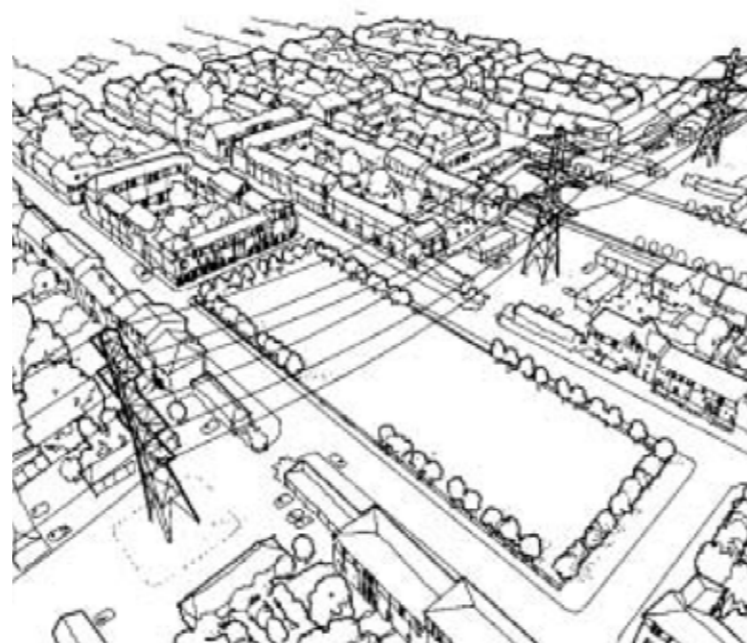


Image demonstrating a suitable open space incorporating power lines

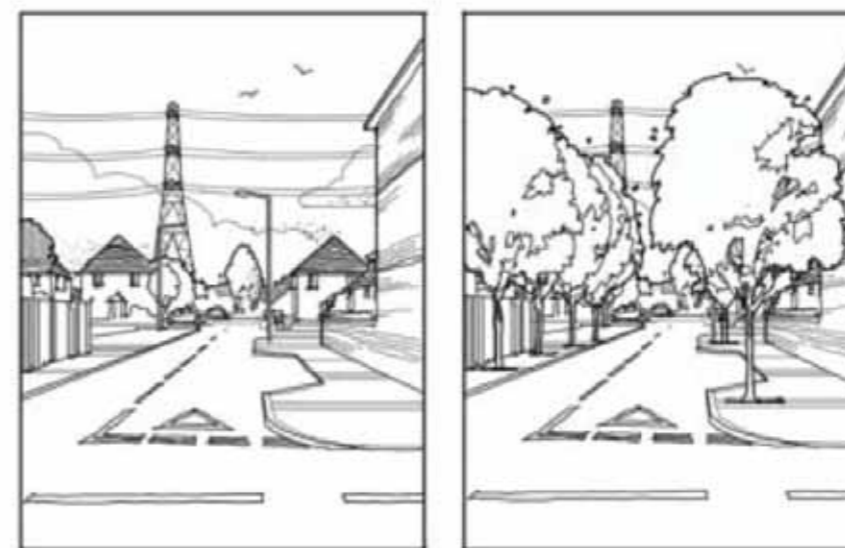


Image showing how street landscaping can screen views







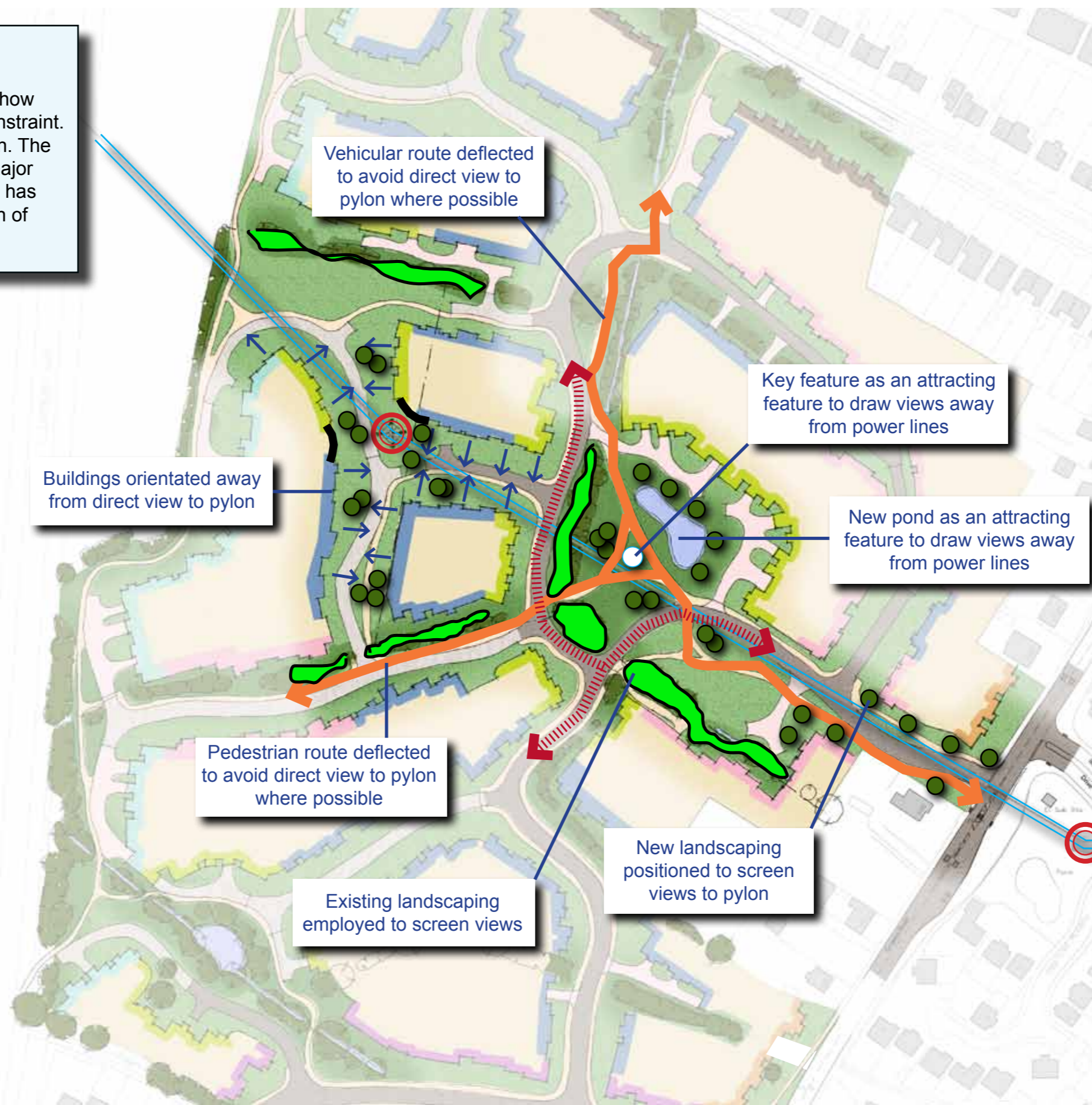
Section 4
Design Responses

Design responses in relation to guidance

19.5 Adjacent is the plan demonstrating how the design responds to the power lines constraint. This is identified in the site analysis section. The guidance from Nation Grid has played a major part in the evolution of the Masterplan and has informed the road structure and the pattern of development.

Key

-  Position of pylon
-  Route of power lines
-  Proposed deflected road route
-  Proposed deflected pedestrian route
-  Existing landscaping buffer
-  Proposed landscaping buffer
-  Building frontage orientation
-  Visual draw
-  Blanking infill



19.0 Guidance Responses



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Section 5 Illustrative Masterplan

The Scheme

20.1 The proposed Masterplan, as shown, has been reached following extensive analysis of the constraints and responding to the public consultation feedback, on behalf of local landowners and Homes and Communities Agency for up to 350 new homes. This indicatively shows the potential street pattern, with vehicular and pedestrian access points.

20.2 The road pattern is demonstrated with main loop roads, with footways to both sides, leading to secondary routes with a much more domestic character and terminating to private drives serving a maximum of 5 dwellings.

20.3 Existing field boundaries have influenced the Masterplan layout with a distinct strategy to keep as much of the existing mature hedging and tree cover within the public realm as possible.

20.4 Two main vehicular development access points are shown. One off Heatherleigh and the other off Croston Road. Access is also shown off Bannister Lane. However, this will be emergency access, being used by pedestrians only unless an emergency restricts the use of another access point. Bannister Lane will benefit from the inclusion of a new cycle way and footpath, with dwellings directly accessed from the street, knitting into the existing built form.

20.5 A very small number of dwellings are to be served from Hugh Lane. These dwellings are to be of similar height and massing to that of Hugh Lane at 1.5 storey. The proposed buildings will front an area of public open space providing much needed natural passive surveillance. This area when viewed from Heatherleigh will provide a pleasing street scene of residential buildings nestled behind the tree line over the green space. This layout of development will tie the existing built form, along Hugh Lane, together with the new development and create a contiguous parcel of dwellings fronting in all directions. The proposed buildings will take the form of residential properties in a park like setting. This green lung will allow a useful buffer to the existing alignment of Heatherleigh.



Illustrative scheme

Key

- | | | | |
|--|---|--|--|
| | Green space housing | | Family market housing |
| | Eastern development fringe frontage | | Arrival frontage |
| | Urban grain continuation (Bannister Lane) | | Urban grain continuation (Croston Road) |
| | New village street | | Housing served off Hugh Lane |
| | | | Possible proposed loop road for future bus route |

- Primary cycle route and foot ways
- Ownership boundary split
- 1** Proposed alterations to existing junction
- 2** Proposed primary access to new development
- 3** Proposed additional access, with highway improvements
- 4** Emergency link (possible future connection)
- 5** Green lung at primary access point

20.6 The site has a network of existing water courses linking to a pond. These are important features that provide a natural habitat for wildlife and sustainable surface water drainage routes. The Masterplan has reacted to this and shaped the layout around these routes and features.

20.7 Open views into the site exist from fields and road to the West together with urban views from Croston Road to the East and Heatherleigh to the South with street views off Bannister Lane to the North.

20.8 Green spaces have been shown throughout the scheme allowing the development to breathe and knit within its context of being at the urban edge.

20.9 The scheme provides green corridor linkages from main access points' 1 and 3 to the green walk along the eastern boundary.

20.10 The scheme is to provide a network of foot ways and cycle ways throughout the development connecting Bannister Lane with Croston Road and Heatherleigh. These spaces will be easy to navigate and safe, with lighting and buildings fronting the routes.

20.11 Pedestrian access to existing bus stops will be improved, whilst a potential internal loop road could be incorporated to allow for future bus access into the site. This will allow the development to promote sustainability and the use of public transport.

- 6** Arrival frontage buildings
- 7** Existing play area
- 8** Retained pond
- 9** Proposed pond
- 10** Existing electricity pylon
- 11** Proposed green walk linkage
- 12** Small area of development served off Hugh Lane Buildings to front out towards Heatherleigh.
- 13** Small area of development served off Bannister Lane with upgraded road and turning facility.

20.0 The Scheme Layout



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Public Open Space.

21.1 Within the scheme there are specific locations of open green spaces. These areas will be well overlooked with buildings, providing a safe and secure environment to the hub of the community. These spaces are linked with pedestrian footpaths allowing pedestrians to move from one key focal point to the next with ease.

New Village street

21.2 The character in this area should be of a close village street, with mews buildings forming courtyards and intimate spaces. This will allow the buildings to be positioned close to the road way and will slow the vehicles moving through the space. Unique surfacing materials and tree planting will all serve towards creating a sense of place.

Bannister Lane

21.3 Bannister Lane is characterised by a strong build line and rhythmic building spacing. This should be echoed along the street with buildings to front the road with a build frontage set to align with the existing pattern.





Green Walk

21.4 A pedestrian walk way is proposed along the West boundary. The buildings are to front this route with the an open vista to the West, thus providing a pleasant green walk.

Rural streets

21.5 The streets aligning with the existing field boundaries will be characterised by the retention of the mature hedgerows and trees separating the buildings on either side of the street. This will increase the sense of space and rural street form.

Croston Road

21.6 The buildings fronting Croston Road should have a suitable amount of space between buildings reflecting the character of the street. The build line should also be respected with buildings being set in line with the existing properties.



Public Open Space and Play areas

22.1 The Masterplan has made provision for green corridors and Public Open Space. These corridors will link the key green spaces and allow for a network of pedestrian routes. The green walk running North / South will define the western edge and be well surveyed by the build line frontage. Along this route it is intended that timber trim trail play equipment is provided, as a substitute for static play equipment, encouraging a movement to the potential activities. This type of play equipment is envisaged to be a subtle response to the proximity of dwellings and the natural environment, being naturalistic timber coloured features such as stepping logs, climbing posts etc.

22.2 All the proposed public open spaces will be well overlooked to ensure a safe and comfortable environment for the local community and to allow public realm access to previously private land.



Typical image of trim trail



Typical image of trim trail



Typical image of trim trail



Typical image of trim trail



Scale

23.1 To demonstrate the ability to deliver a wider diversity of house types and explore the capacity of the site, a number of indicative appropriate housing types were also defined. Through guidance from the local planning authority an area of low rise buildings have been applied served from Hugh Lane. This approach was deemed sensitive to existing scale of neighbouring properties.

Components

23.2 The indicative house types represent a range of types and sizes, and are based on actual house types in terms of form, scale, parking and footprint.

23.3 The housing types are:





Town House (3 storey), Town House (2.5 storey), Detached House (2 storey) & Bungalow (1.5 storey)

23.4 This diversity of housing types provides the opportunity to create diversity and variety, and respond to the local vernacular of terraces and larger stand alone buildings. Precedent images are provided across the page to illustrate the opportunity to create a diversity of housing types with a strong sense of continuity and enclosure and a more flexible, organic approach, both set within a distinctive landscape framework.



Storey heights

Key

 Maximum 1.5 storey heights	 Maximum 2 + 2.5 storey heights
 Maximum 2 storey heights	 Maximum 2, 2.5 + 3 storey heights

Detached House (1.5 storey)

- 2-3 bedroom home
- 900 - 1200sq ft gross floor space
- private driveway / in curtilage parking
- Private front & rear garden



Indicative image of a one and half storey dwelling

Detached House (2 storey)

- 3-5 bedroom family home
- 900 - 1900sq ft gross floor space
- Integral garage / private driveway / in curtilage parking
- Private front & rear garden



Indicative image of a two storey dwelling

Town House (2.5 storey)

- 3 bedrooms
- 1000-1100 sq ft gross floor space
- Courtyard parking/ in curtilage parking
- Private rear garden some private front garden



Indicative image of a two and half storey dwelling

Town House (3 storey)

- 3 - 4 bedroom family home
- 1100-1250 sq ft gross floor space
- Courtyard parking/in curtilage parking
- Private rear garden some private front garden



Indicative image of a three storey dwelling

23.0 Scale



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Highways

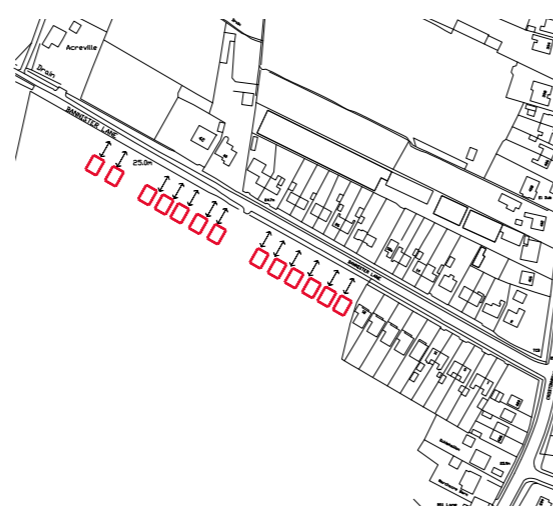
- 24.1 The impact of the proposed development is relatively low.
- 22.2 Multiple site accesses will allow for the proposed numbers of houses to access the site safely and will minimise the impact on the surrounding residents and Croston Road itself.
- 24.3 The Croston Road /Heatherleigh junction will be made more suitable for a residential area, helping to reduce vehicle speeds and make it easier for pedestrians to cross the highway. This has been achieved by reducing the radius of the junction kerb lines, and the incorporation of a pedestrian refuge within the highway. This will reduce the length of travel for a pedestrian along the desire line to cross the road, thus reducing the exposure to vehicles. Improved landscaping in this location will enhance the 'gateway' appeal of the site.
- 24.4 A direct access from Croston Road will create a further main access to the site, helping to disperse traffic safely onto the existing network. Croston Road would be narrowed, the right turn lane for Barn Hey Drive removed, and a simple T-junction provided to access the site. A bus lay-by will be retained, but a pedestrian crossing refuge island on Croston Road will improve access to it.
- 24.5 No main site access is provided from Bannister Lane, although some frontage development will be brought forward to recreate the existing street scene. As a result, it will remain a lightly trafficked road and the impact on the character of the highway will be respected.
- 24.6 A full Transport Assessment will be submitted as part of the application.
- 24.7 A left hand lane will be added to Heatherleigh at the junction of Croston Road. During the consultation process local residents raised concerns over stacking traffic at this junction during peak travel periods. To address this perception a left hand turn lane has been incorporated into the junction arrangement. In the event of high volumes of traffic the opportunity of turning left and right would reduce any impact.



Proposed junction alterations at Croston Road



Proposed junction improvements along Heatherleigh



Proposed indicative form of development to be served off Bannister Lane



View from Croston Road to site access point



View from Croston Road along Heatherleigh



View from Croston Road along Bannister Lane





Section 6 Summary & Conclusion

Summary and Conclusion

25.1 This application seeks outline planning permission for the development of green field land for residential purposes. The site is safeguarded for development in the extant Local Plan (2000) and is a proposed allocation as a major development site within the Site Allocations & Development Management DPD. All matters are reserved except for access. The application is accompanied by a full suite of supporting documents.

25.2 The application site comprises of land within a predominantly residential area in the main urban settlement. The site lies in a highly sustainable location and is accessible by public transport and within close proximity to a wide range of shops, services and community facilities. The site's proximity to the local infrastructure provides an ideal opportunity to create strong links from the development to the wider surroundings.

25.3 The illustrative Masterplan demonstrates how a future detailed layout should deal with the constraints and opportunities presented by the site and its context.

25.4 The illustrative Masterplan demonstrates a sensitive approach to development with the retention of existing features. The protection of the existing hedges and trees within the pattern of the existing fields is of great importance and the Masterplan aims to retain these features within the visible public realm.

25.5 Large areas of green space have been set aside for public open space use. Linear bars of green links connect these spaces allowing pedestrians to navigate through the development via safe and well landscaped environments with segregated footways. These connections are significant asset for surrounding residents allowing the wider community to traverse the site across previously private land.



Illustrative Master Plan



25.6 The illustrative Masterplan has been informed by interaction with the local community. This important feed back from local residents has led to significant alterations to the proposed scheme. These alterations are: the removal of landmark building, removing accessway from Bannister Lane, incorporation of a left hand turn lane at the junction of Heatherleigh and Croston Road, the incorporation of suitable play equipment in the form of trim trails and the incorporation of fishing stakes to the existing pond. During the consultation process an overwhelming majority requested the reduction of the substantial amount of affordable homes. Any subsequent detailed application, should consider reducing the amount of social rented tenure affordable homes, due to this community response.

25.7 During the course of the design process, numerous meetings have been held with South Ribble Borough Council. These meetings and subsequent feed back have informed the current proposals with substantial changes to access around Bannister Lane and land to the North.

25.8 The design team have consulted with other statutory consultees, such as, Lancashire County Council regarding highway issues and the Environment Agency regarding ecological habitat, watercourse and flood risk.

25.9 The illustrative Masterplan and accompanying information demonstrate that the proposed development can be accommodated within the site, in accordance with planning policy and to a high design standard. The development will deliver an important provision to the housing need in the local area.

25.10 This Design and Access statement is in support of an Outline application for up to 350 new dwellings. After a detailed design process, whilst aiming to provide much needed new homes, the proposal shows a sensitive approach to the development site and its features. Great care has been taken to reduce the impact on the local environment.

KEY

-  • Green Corridors
-  • Bus Loop
-  • Secondary Loop
-  • Accessways
-  • Maximum 1.5 storey heights
-  • Maximum 2 storey heights
-  • Maximum 2 + 2.5 storey heights
-  • Maximum 2, 2.5 + 3 storey heights
-  • Footpaths / Cycleways
-  • Water
-  • Primary Access Point
-  • Secondary Access Point
-  • Emergency Access



Parameters Plan

25.0 Summary & Conclusion



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Client:
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