



# Land at Blainscough Hall, Coppull

Design and Access Statement

December 2020

## Vision For Land at Blainscough Hall

The intention is to create a vibrant, sustainable and coherent development that is situated in an already well established residential area. The proposed masterplan aims to further demonstrate how the following will be achieved:

- A sustainable development that is integrated with the existing settlement of Coppull;
- A high quality design delivering a mix of housing, including affordable housing, open space and considerate wildlife enhancements;
- New footpath links and enhanced connections to the wider public footpath network to encourage pedestrian movements;
- Provision of areas which have a safe and attractive public open space which will contribute to recreation, ecology and connectivity;
- Best practice principles and contemporary design solutions based on local character and incorporating local materials and colour, block patterns, street trees, etc.

This Design and Access Statement explains how this vision will be met, and clearly explains and illustrates the projects urban design and access principles which have informed the development proposals.



Indicative 3D Visuals



Indicative 3D Visuals



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SECTION  
**01**

**BACKGROUND**

1.1 Foreword

This Design and Access Statement (DAS) has been prepared by Baldwin Design Consultancy Limited on behalf of Lea Hough in support of their Outline Planning Application for residential development comprising of upto 123 dwellings at the site located on Land at Blainscough Hall in Coppull, southwest of Chorley.

This document should be read in conjunction with the Supporting Planning Statement, and supporting technical reports.

1.2 Design & Access Statement Methodology

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

The structure of this document and the detail within follows the guidance from CABI's 'Design and Access Statements: How to read and use them' (2006) and Part 2, Article 8 of the Town and Country Planning (Development Management Procedure)(England) Order 2010. This Statement is set out as follows:

- Section 2: Development Context - an assessment of the site's wider context in terms of town character, planning context and review of key planning policies which will inform the indicative layout.
- Section 3: Site Context - 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 constraints and opportunities for development of the site.

- Section 4: Design Development - key design principles explored through a series of mastersteps which will inform the indicative layout.
- Section 5: The Scheme - sets out detail on the illustrative layout and how the proposed site has been informed by site-specific parameters.
- Section 6: Summary and Conclusions



Aerial view of Land at Blainscough Hall with site edged in red



SECTION  
**THE SITE** **02**

## 2.1 The Site

The site is situated in Coppull, a village and civil parish in Lancashire that forms a part of the Borough of Chorley. It is approximately 4 miles (6.4 km) southeast of Chorley Town Centre, 6.7 miles (10.8 km) north of Wigan, 13.7 miles (22 km) west of Bolton and 21.6 miles (34.7 km) east of Southport.

There are three railway lines through the Borough with stations at Adlington, Chorley and Buckshaw Village on the Blackpool-Preston-Manchester line; Croston on the Preston-Ormskirk Liverpool line and Euxton Balshaw Lane on the West Coast Main Line. The nearest train station to the development site is Euxton Balshaw Lane, located 3.8 miles (6 km) to the north.

According to the Policy ST2 (The Chorley Local Plan 2012-2026), there is land safeguarded for the construction of a railway station. The railway station is to be developed in Coppull on Station Road, located approximately 0.6 miles (1 km) east of the site. The new station in Coppull will provide a service into Wigan and Preston for both city centre visitors and for those travelling further afield by rail, both providing excellent and frequent public transport as an alternative to vehicular use.

The site also benefits from a nearby bus stop located to the west of the site directly on Preston Road, providing regular and frequent bus services to the surrounding area and a direct service to the Chorley and Wigan Town Centre.

### KEY

-  Shopping Facilities (i.e. shops, convenience stores and other commercial facilities);
-  Medical Facilities (i.e. doctors surgeries, pharmacies, dentists and hospitals);
-  Education (i.e. pre-schools, primary schools, secondary schools, colleges and universities);
-  Eateries (i.e. restaurants, pubs, cafes and diners);
-  Post Offices (including those within convenience stores);
-  Bus Stops
-  On-road cycle route, not on the National Cycle Network (connects to National Cycle Route 55 and 562).
-  Railway Track



Aerial view of Land at Blainscough Hall with site shown as red dot

## 2.2 Relevant Design Policies

The application site is located in Coppull within the administrative boundary of Chorley Council. The site is comprised of 5.51 hectares of land designated under Policy BNE3.6 of Chorley Local Plan as Safeguarded Land.

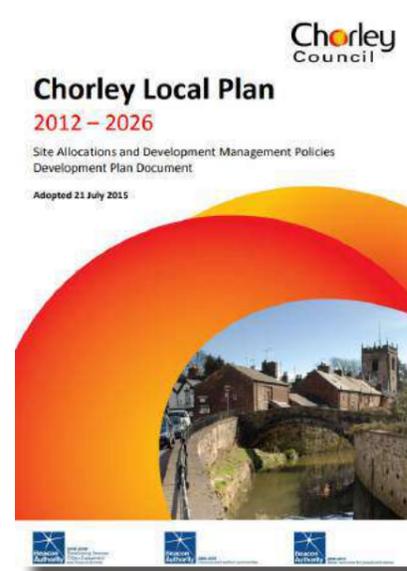
The site provides an opportunity to develop up to 123 dwellings in order to realise key benefits to the local area and borough as a whole through boosting housing delivery in Chorley and meeting affordable housing needs.

A summary of relevant planning policies is outlined below;

### National Planning Policy Framework

The NPPF attaches great importance to the design of the built environment as well as recognises that good design is a key aspect of sustainable development. Paragraph 127 of the Framework requires developments to ensure that they:

- will function well and add to the overall quality of the area;
- are visually attractive;
- are sympathetic to local character and history;
- establish or maintain a strong sense of place;
- optimise the potential of the site;
- create places that are safe, inclusive and accessible.



### Chorley Local Plan (2012 - 2026)

#### Policy V1 – Model Policy.

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the Framework. The Council will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise.

#### Policy HS4A: Open Space Requirements in New Housing Developments.

All new housing developments will be required to make provision for open space and recreation facilities, where there are identified local deficiencies in the quantity, accessibility or quality and/or value of open space and recreation facilities. Where there is an identified local deficiency in quality and/or value of existing open spaces and recreation facilities, a financial contribution towards improving these sites will be required.

On-site provision and financial contributions for off-site provision or improvements will be calculated using the following standards:

Typology	Provision
Amenity Green Space	0.73ha per 1000 population
Provision for children/young people	10.08ha per 1000 population
Parks and Gardens	1.91ha per 1000 population
Natural and Semi Natural Greenspace	4.64ha per 1000 population
Allotments	0.07ha per 1000 population

### Parking Standards

The parking standards have been drawn up co-operatively between the previous regional tier of government, Central Lancashire and Lancashire County Council. The levels set are expressed in maximum terms. A certain level of on-site parking and servicing may be necessary to alleviate congestion on the highway, to protect and improve the safety of pedestrians and to safeguard the amenity of residents of properties in the vicinity of new developments. Proposals for development will need to make parking provision in accordance with the standards set out in Appendix A of Chorley Local Plan Document.

No. Bedrooms	Required Provision
1 Bedroom	1 Space
2 to 3 Bedrooms	2 Spaces
4+ Bedrooms	3 Spaces

### Central Lancashire Core Strategy (July 2012)

Central Lancashire Core Strategy Policy 17: Design of New Buildings requires the design of new buildings to minimise opportunity for crime, and maximise opportunities for natural surveillance. It also requires developments to take account of the character and appearance of the local area, including the following:

- siting, layout, massing, scale, etc.;
- being sympathetic to surrounding land uses
- ensuring the amenities of occupiers and neighbouring users;
- linking in with surrounding movement patterns
- providing landscaping as an integral part of the development;
- promoting designs that will be adaptable to climate change;
- ensuring that contaminated land is considered and, where necessary, addressed through appropriate remediation and mitigation measures.

### Affordable Housing

Core Strategy Policy 7 sets a target of 30% affordable housing from market housing schemes in the urban parts of Preston, South Ribble and Chorley. The thrust of the Policy is to achieve on-site provision of affordable housing in the first instance. The Affordable Housing SPD provides advice on how the Council's affordable housing policy is to be implemented, stating that where an element of affordable housing is required, at least 70% of the units shall be social rented or affordable rented, unless the Council is satisfied that an alternative mix meets an independently assessed proven need and agrees to such an alternative provision.

## 2.3 Summary of Chorley Local Plan and Central Lancashire Core Strategy Policies

**Policy V1 – Model Policy.** When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the Framework. The Council will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. Planning applications that accord with the policies in this Local Plan will be approved without delay, unless material considerations indicate otherwise.

**Policy ST1: New Provision or Improvement of Footpaths, Cycleways, Bridleways and their associated facilities in existing networks and new development.** New development and highway and traffic management schemes will not be permitted unless they include appropriate facilities for pedestrians, cycle parking facilities, and/or cycle routes. Proposals should provide for:

- i) The retention or appropriate diversion of existing footpath and cycleway links;
- ii) Facilities for pedestrians and cyclists to facilitate access on foot and by bicycle to nearby residential, commercial, retail, educational and leisure areas, where appropriate;
- iii) Additional footpaths, bridleways and cycleway routes between the countryside and built up areas where appropriate.

**Policy ST3: Road Schemes and Development Access.** Permission will not be granted for any development on land which:

- 1) Is required to allow road access to a site considered suitable for development; or
- 2) will prejudice the construction of identified road schemes.

**Policy BNE1: Design Criteria for New Development.** Planning permission will be granted for new development, including extensions, conversions and free standing structures, provided that, where relevant to the development:

- a) The proposal does not have a significantly detrimental impact on the surrounding area by virtue of its density, siting, layout, building to plot ratio, height, scale and massing, design, orientation and use of materials.
- b) The development would not cause harm to any neighbouring property by virtue of overlooking, overshadowing, or overbearing;
- c) The layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and respect the character of the site and local area;
- d) The residual cumulative highways impact of the development is not severe and it would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Site Allocations Policy – Parking Standards, unless there are other material considerations which justify the reduction;
- e) The proposal would not adversely affect the character or setting of a listed building and/or the character of a conservation area and/or any heritage asset including locally important areas;
- f) The proposal would not have a detrimental impact on important natural habitats and landscape features such as historic landscapes, mature trees, hedgerows, ponds and watercourses. In some circumstances where on balance it is considered acceptable to remove one or more of these features then mitigation measures to replace the feature/s will be required either on or off-site;
- g) The proposal would not cause an unacceptable degree of noise disturbance to surrounding land uses;
- h) The proposal includes measures to help to prevent crime and promote community safety.

**Policy BNE9: Biodiversity and Nature Conservation.** In Chorley, Biodiversity and Ecological Network resources will be protected, conserved, restored and enhanced. Priority will be given to:

- i. Protecting and safeguarding all designated sites of international, national, regional, county and local level importance including all Ramsar sites, Special Protection Areas, Special Areas of Conservation, national nature reserves, sites of special scientific interest and biological heritage sites, geological heritage sites, local nature reserves and wildlife corridors together with any ecological network approved by the Council;
- ii. Protecting, safeguarding and enhancing habitats for European, nationally and locally important species;
- iii. The ecology of the site and the surrounding area (safeguarding existing habitats / features such as but not exclusive to trees, hedgerows, ponds and streams), unless justified otherwise;
- iv. When considering applications for planning permission, protecting, conserving, restoring and enhancing Chorley's ecological network and providing links to the network from and/or through the proposed development site.

**Policy BNE10: Trees.** Development proposals which would result in the loss of trees and/or involve inappropriate works to trees which contribute positively to the character and appearance of a Conservation Area will not be permitted. The removal of such trees will only be permitted in exceptional circumstances and where consent is granted, replacement trees will be required to be planted. Proposals that would result in the loss of trees, woodland areas or hedgerows which make a valuable contribution to the character of the landscape, a building, a settlement or the setting thereof will not be permitted. Replacement planting will be required where it is considered that the benefit of the development outweighs the loss of some trees or hedgerows. Tree planting will be required as part of new development proposals and an associated maintenance scheme. Tree Preservation Orders will be used to protect trees of landscape or townscape significance.

**Policy BNE11: Species Protection.** Planning permission will not be granted for development which would have an adverse effect on a priority species unless the benefits of the development outweigh the need to maintain the population of the species in situ. Should development be permitted that might have an effect on a priority species planning conditions or agreements will be used to:

- a) Facilitate the survival of the individual species affected;
- b) Reduce the disturbance to a minimum; and
- c) Provide adequate alternative habitats to sustain the viability of the local population of that species.

**Policy HW1: New Open Space, Sport and Recreational Facilities.** Proposals for the provision of new open space, sport and recreational facilities or extensions to existing facilities will be permitted if all of the following criteria are met:

- a) The development will not have an adverse impact on the local environment or visual character of the landscape;
- b) The development will not result in the loss of the best and most versatile agricultural land (Grades 1, 2 and 3);
- c) The development will not cause harm to a site of nature conservation value;
- d) The development will not harm the amenities of local residents;
- e) The site is accessible by a choice of means of transport other than the private car and the traffic generated would not have a severe impact on the highway network.

SECTION  
**03**

**SITE CONTEXT**

### 3.1 Local Context

The site covers an area of approximately 5.51 hectares and is bordered predominantly by residential development to the north west. Blainscough Lane abuts the site to the south west beyond which lie Blainscough Hall and a number of industrial units. The eastern and south-eastern boundaries are defined by the heavily wooded brook corridor and a Local Nature Reserve. The blocks of woodland and open land immediately east of the site is listed as a Local Nature Reserve and features a number of informal footpaths.

The proposed site lies to the north east of Blainscough Lane and directly west of Preston Road. An existing residential development abuts the site to the north, with Blainscough Lane and a brook defining the southern boundary, beyond which lie Blainscough Hall and a number of industrial units. The existing buildings within Coppull and the surrounding area are varied in styles, age and materials. The dominant building material is brick with elements of render. The existing and the new housing estate directly to the north of the site that has expanded the residential area in recent years, have been predominantly built with red, brown and buff brick and render, with a varied mixture of built forms. The surrounding housing stock is generally 2 storey detached and semi-detached dwellings with pitched roofs.

Typically, in the area local to the development site as indicated on the context images reasonably sized front gardens provide adequate space for off road car parking. Smaller front yards are prevalent along terraced properties with on-street parking.

### 3.2 Public Rights of Way

The site features two internal field boundaries; a central hedgerow runs north-south and features a Public Right of Way (PROW) along its course, traversing from existing settlement to the north, to Blainscough Lane in the south. The boundary features a number of trees and another public footpath leading from the local nature reserve to Blainscough Lane.

### 3.3 Drainage and Flood Risk

The site is located within Flood Zone 1 and therefore considered to be at little or no risk of fluvial or costal / tidal flooding. An appropriate site layout can be achieved which makes use of the site topography that falls to the east with opportunities for sustainable drainage and out falling into Tanyard Brook.



View 2 - Looking Towards PROW, East of the Site



View 3 - Semi-detached properties on Meadow Way



View 4 - Semi-detached Properties on Splendor Lane



View 5 - Looking Towards Blainscough Lane



Aerial Image site edged in red. Numbers correspond to the images



View 6 - Mews properties on Preston Road



View 7 - Looking North towards the Site



View 1 - Coppull Mill and Coppull Lodge



Contextual Analysis Plan

**KEY**

- Shopping Facilities (i.e. shops, convenience stores and other commercial facilities);
- Medical Facilities (i.e. doctors surgeries, pharmacies, dentists and hospitals);
- Education (i.e. pre-schools, primary schools, secondary schools, colleges and universities);
- Eateries (i.e. restaurants, pubs, cafes and diners);
- Post Offices ( including those within convenience stores);
- Bus Stops
- On-road cycle route, not on the National Cycle Network (connects to National Cycle Route 55 and 562).
- Railway Track

**Contextual Analysis**

The contextual analysis plan to the left shows the distribution of local amenities and services within reasonable walking distance of the development site. Being located to the southwest of Chorley, the site is well located for access to a wide range of local services and amenities.

The NPPF document highlights the importance of pursuing sustainable development, and the need for the planning system to support economic growth.

It is commonly accepted that walking has the greatest potential to replace short car journeys, particularly those under two kilometres. The plan opposite shows the 400m and 800m catchment ranges for the site. Walking represents an alternative to the car for short range educational 'school run' and 'top up' shopping trips as well as some local employment and leisure journeys to the nearby town centre.

The site is located in a sustainable location with excellent access to the rest of the Coppull and Chorley area. Within 300m of the site lies the local St. Oswald Catholic Primary School and a post office within 800m. Due to the site's close proximity to services and public transport reliance on the private car will be reduced which can only have a positive impact on the environment.

The site is also located close to the on-road cycle route that connects to the National Cycle Route 55 and 562 which provides a sustainable connection to the wider local area. This encourages people to use push bikes and walk to various amenities and workplaces as an alternative to private car use.

## Existing Site Conditions

The existing site comprises of three distinct field parcels abutting the existing settlement edge of Coppull. The topography of the site exhibits landform associated with that of a shallow valley, falling from west to east towards the brook on the sites eastern and south eastern boundary.

The blocks of woodland and open land immediately east of the site is listed as a Local Nature Reserve and features a number of informal footpaths. Small localised ridges are found where hedgerow vegetation and trees are located.

The sites southern boundary is heavily screened by existing mature trees.



Images Locator Plan

02



01



03



05



04



### 3.5 Arboriculture

The survey of the existing trees and existing landscape features on Land off Blainscough Hall site has been carried out in accordance with British Standard 5837 2012: Trees in Relation to Design, Demolition and Construction recommendations.

The survey provides an analysis of the impact of any proposed development on trees, groups and hedges and local amenity value they provide. The development site currently comprises of improved grass land used for the grazing of livestock which comprises of two field areas with central dividing belt of hedgerow and tree planting.

The eastern and southern site boundary incorporates areas of mature woodland groups, with mature tree planting located within the red line boundary of the site and the curtilage of the current Blainscough Hall.

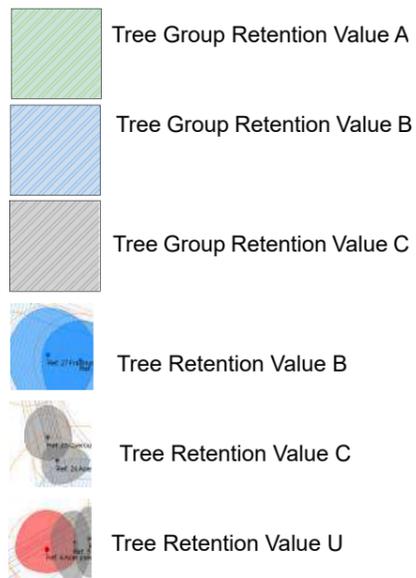
#### Tree Constraints Plan

All trees recorded on site have been categorised as retention value “B” and “C”, with one tree categorised as retention value “U” due to its limited arboricultural merit or poor overall condition.

Removal of hedges along the northern boundary will be necessary in order to facilitate site access and the housing layout. Partial removal and reduction pruning of the existing tree groups will be minimised where possible through minor amendments to the final layout. Adequate buffer will be provided as a stand-off from tree groups G1-G5.

Overall, the indicative development proposals have been considerate towards the existing landscape features of the site in order to allow for the retention of the highest category trees and groups on site.

(Please refer to the Christians Environmental’s “Preliminary Arboriculture Impact Statement” document for further details and drawings.)



Overlaid Tree Survey Map by “Christians Environmental”.

### 3.6 Habitat

A desk study was undertaken to establish the presence of protected species and notable habitats. The site was visited on the 21st July 2020 where a survey of the site was conducted.

It has been established that there was no evidence of badgers, otters and water voles (although some parts of the stream were inaccessible). It was established that although there is also no evidence of bats in or around site, there is suitable foraging habitat on site for commuting and foraging bats. Birds are likely to utilise scrub on site for nesting between March 1st to August 31st. Any vegetation clearance should therefore be undertaken outside of this period.

Below are the summary of the Target Notes taken from the "Preliminary Ecological Appraisal" Document:

1. A species-poor defunct hedge with trees is present along the southern boundary of the western field unit and alongside the farm track. The points are also illustrated on the adjacent plan.
2. The site is dominated by improved pasture which shortly prior to the survey had been cut for silage. Three separate pastures are present, including a large triangular field unit in the west and two smaller field units to the east. The fields are dominated by perennial rye-grass and have a relatively uniform species composition, reflecting significant levels of agricultural improvement.
3. In the eastern half of the site a mature tree line is present alongside a public footpath, the majority of the trees are pedunculate oak and sycamore. Other species include, hawthorn and grey willow at the northern end. A bank is present along the tree line and reflects similar species as the adjacent pasture. In addition localised stands of common nettle, rosebay willow herb and Indian balsam are also present.
4. A pedunculate oak associated with the tree line (Target Note 3) has bat roost potential. This is discussed further in the following section.
5. Along part of the southern boundary and along the eastern boundary a wooded stream corridor is present associated with Tanyard Brook. Habitats present include mature broadleaved woodland, dense scrub, stands of tall ruderal herb and areas of reed canarygrass dominated swamp in the north east corner alongside the brook.
6. A pond is present within dense grey willow scrub alongside a public footpath on the sites eastern survey boundary. Very little vegetation is present but includes a stand of floating sweet-grass and marsh marigold.
7. A pond is present approximately 12m east of the stream on the sites eastern boundary. The pond is dominated by water soldier which has more than likely been introduced.

(Please refer to the Pennine Ecological's "Preliminary Ecological Appraisal" document for further details and drawings.)



Overlaid Extended Phase 1 Habitat Survey Map by "Pennine Ecological".



### 3.7 Highways

There are existing vehicle access points located off Grange Drive to the north of the site which are to be retained, creating a loop within the proposed development. Vehicular access onto the site will be achieved through the existing access points along Grange Drive. Noting the public rights of way which dissect through the site, therefore opportunities for development to secure enhanced pedestrian connectivity.

Users of Manor Way and Grange Drive, from which access is proposed, would experience some effects as a result of a new access being constructed however additional development would not be out of character or introduce elements that are not already present within the context of the roads and footways.

### 3.8 Summary

The existing features, both within and around the site, present a number of opportunities to create a unique scheme that is responsive to the site, preserves and enhances the best of what is there wherever possible and knits it into the adjacent areas of open space and urban form, providing a strong sense of place and local character.

### Constraints and Opportunities Plan

Key opportunities and constraints for the development of the site have been identified following a detailed appraisal of the site and its context. The points are summarised on the adjacent plan.

**DESIGN DEVELOPMENT**

SECTION  
**04**

## 4.1 The Development Strategy - Vision

The underlying vision for the site is to establish a new residential neighbourhood which will become a positive asset to Coppull and the wider borough of Chorley in terms of providing much needed housing, good design, and opportunities for open space. This will create an open and inclusive neighbourhood that maximises interactions with the natural environment by retaining a strong framework of green infrastructure for existing and future residents to enjoy. The design development is informed by a set of design principles with the accompanying Illustrative Masterplan providing an illustration as to how the scheme could secure the following:

- Up to 123 new dwellings
- Central linear public open space and informal recreational areas throughout the site;
- Proposed new footpath links including one from Grange Drive to Tanyard Brook;
- Proposed housing mix to include high quality homes for affordable rent and shared ownership, providing essential contribution to the affordable housing stock in the Coppull area;
- Wildlife and ecological enhancements/protection including the retention of woodland;

The design principles for the layout and built form will be to adopt best practice and contemporary design solutions. These solutions will, however be based on local character. The approach will adopt, for example, the commonality of local materials and colour, block patterns, street trees, and narrow and wide plan building forms. The emphasis for the design approach is simplicity and legibility, with well proportioned buildings and spaces which deliver attractive high quality designs.

Additional design principles include;

- To deliver a high quality "place" which is sustainable, safe and attractive;
- Deliver a mix of housing, offering 3-5 bedroom properties, comprising a range of house types, including detached, semi-detached and some terrace/linked mews cottages;
- Provide a high quality built and landscape design that incorporates Best Practice principles. Using as reference the core design texts of "Manual for Streets", "Safer Places", and "By Design"
- Establish a legible environment with a choice of interconnecting attractive streets and pedestrian routes which provide excellent connectivity across the site and into the existing context;
- Adopt inclusive design by making the place accessible for all;
- Promote sustainability and reduce energy consumption;
- Establish a landscape and public open space (Green Infrastructure) resource with the development, which provides amenity, recreational, biodiversity and sustainability benefits.



Indicative 3D Visuals

## 4.2 Mastersteps Plans

The following pages show the steps taken during the design process. These steps demonstrate how the site constraints and its existing surroundings have informed the Masterplan. The key elements such as the existing field pattern formed by tree lines and hedges have been important drivers behind the design. The indicative Masterplan also sensitively relates to neighbouring properties, and especially the adjacent Local Nature Reserve on the eastern and south-eastern boundary and it has been sympathetically designed to respect amenity and proximity.



### Mastersteps plan- The Site

- The site boundary defines the outer limit of the application site, edged in red.
- Vehicle access points are identified and are to be taken via existing road Grange Drive.
- Adjacent assets are identified and interfaces are established.



### Mastersteps plan- Existing Landscaping

- Existing trees and hedgerows are identified and are to be retained where possible and embellished within site curtilage. The existing field pattern is defined by well established hedgerow lines and mature tree planting.
- Existing copse of trees on south western boundary are identified and are incorporated into the development as a means of a visual screening from the adjacent industrial estate.
- Existing public right of way is identified (dashed in blue).



#### Mastersteps Plans- Development Parcel Orientation & Amenity Open Space

- Indicative development parcels considered in line with desire to front existing landscape features and Public Right of Way. Frontages are indicated by orange arrow.
- Amenity open space identified, highlighted in green. Adequate buffer proposed between the existing area of ecological importance and the proposed development.
- Vehicular loop is established.

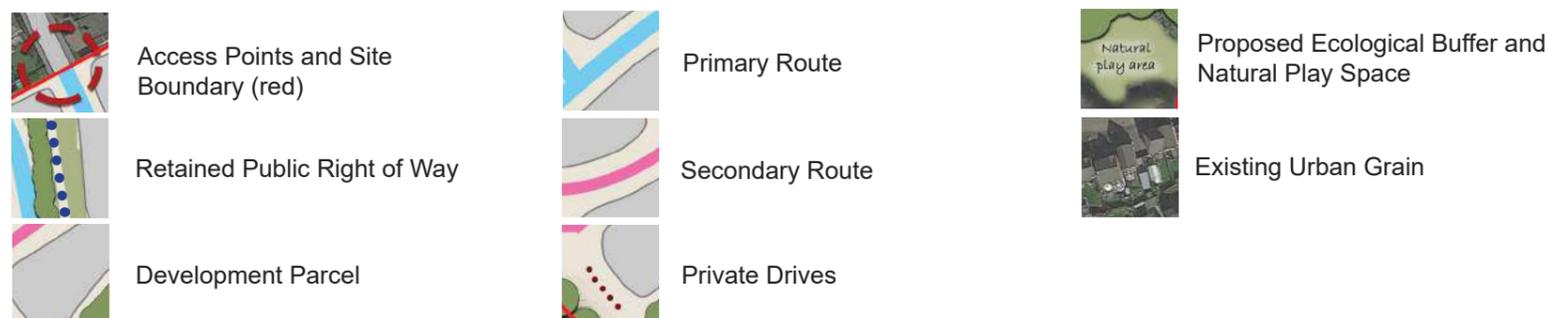


#### Masterstep Plans - Vehicular / Pedestrian Routes

- Spine road route is identified based on the orientation of development parcels. Road structure and hierarchy established and is set to minimise impact upon ecology.
- Focal points and vistas are identified, circled in blue.
- Pedestrian links are promoted, connecting Grange Drive with Blainscough Lane and offering further connections to Blainscough Hall. Existing Public Right of Way is retained and incorporated into the site in order to enhance connectivity to the east. Key pedestrian routes are dotted in yellow.



Concept Framework Plan



### 4.3 Design Principles Summary

The mastersteps have attempted to demonstrate how the established design principles, derived from a detailed investigation of the surrounding local context, site opportunities and constraints as well as planning context analysis, have been implemented to ensure they can underpin the scheme to create an interesting place which is sympathetic and able to reference local context whilst ensuring the scheme has its own distinctive qualities. Applying and overlaying the identified 'mastersteps' to the site results in a simple concept framework plan. The framework illustrated to the left represents an envisaged organising structure through which we can ensure that the identified principles of local characterisation, design quality and sustainability are carried through to the subsequent masterplan and detailed design.

The key elements such as the existing field pattern formed by the existing Public Right of Way and hedgerows have been important drivers behind the design. The road pattern and pedestrian links have been laid out to have a minimal impact on the retained green links. The indicative masterplan sensitively relates to neighbouring properties, and it has been sympathetically designed to respect amenity and proximity.

#### Design Principles

- Site access gained via Grange Drive;
- Sensitive treatment towards adjacent Local Nature Reserve to the east;
- Road design around a series of focal areas and in order to minimise the impact upon ecology;
- Retention of existing site features such as trees, hedges and PRow in order to screen the development;
- Exploitation of views in & out of development proposal, particularly to exploit vistas to the east and south-west;
- Promotion of walking with linkage to existing pedestrian routes. It is important that the development promotes healthy living through the provision of accessible high-quality green infrastructure together with cycle and pedestrian routes and linkages.
- The building orientation and layout is set to create an active frontage and natural surveillance/ security over the public spaces, streets and footpaths and cycle routes;
- Development aims to achieve a high quality environment taking advantage of and integrating with the existing topography, views, landscape features and identified biodiversity habitats.

SECTION  
**05**  
**THE SCHEME**

## 5.1 Use and Amount of Development

The development proposals are illustrated indicatively by the Masterplan opposite which identifies the proposed landscaping and open space areas and built development, the proposed development areas and site access points.

The outline application site covers a total area of approximately 5.51 hectares. The overall amount and locations is a result of layout design which in turn responds to the constraints and opportunities detailed in the preceding sections. In summary the amount of development proposed is as follows;

### Residential Development (3.69 hectares)

The Illustrative Masterplan illustrates how up to 123 dwellings could be accommodated on-site, and secure a mix of dwellings types ranging from 3 to 5 bedroom properties designed as detached, semi-detached or mews. While the final details on housing mix would be a matter for any reserved matters application, the Masterplan demonstrates how a range of market housing for first-time buyers, family homes and affordable dwellings could be provided.

Although there will be range of block densities, the average net density across the site equates to 33.3 dwellings per hectare. Net density is based upon net residential area, which is land that is developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping.

### Public Open Space and Natural Play Area (0.81 hectares)

Amenity public open space is provided as SuDs ponds, natural and semi-natural open space, this builds upon the site's existing natural assets and offers substantially enhanced biodiversity and public amenity benefits. A linear focal green space and trim trail are proposed centrally across the site, providing an enhanced connection from the access point from Grange Drive towards Tanyard Brook.

### Undevelopable Root Protection Areas (0.79 hectares)

In order to retain the majority of the existing trees on site, root protection areas were excluded from developable areas, totalling 0.79 hectares on site.



Illustrative Masterplan



## 5.3 Scale

The scale of building is of importance if the development is to integrate into the existing context. With this in mind, the massing and rhythm of the surrounding buildings has been repeated within the proposed development, replicating the precedent set in the local area. The scale of development must be considerate towards the existing landscape assets on site and the adjacent residential properties located to the north of the site. Two storey buildings are predominantly local to the site.

The scale of the built development would vary around the site. This consists of predominately two storey buildings, the heights of which are in line with the existing surrounding properties. Taller and generally higher density development up to 2.5 storeys in height (up to 12 metres) would only be appropriate within the key focal areas of the site, adding interest to the street scene in key locations. To respond to the existing properties on Manor Way the properties proposed here could comprise of detached larger two storey units with parking to the side in order to minimise visual impact.

Lower density areas of the site are strategically located around the periphery of the site in order to minimise impact upon existing ecological assets. These would comprise of typically two storey dwellings with up front and side parking, and 2.5 storey types used at key focal areas in order to create a dynamic street scene. As well as integrating the proposed development into the open character of the wider area to the east, lower density detached units would benefit long distance views out towards the areas of ecological importance just outside of the development site.

The tighter built form of 2 storey mews and semi-detached properties facing onto the street has been planned to provide a cohesive roof line along the primary accessway routes.



Indicative 3D image showing two and two and a half storey dwellings with indicative materials



Illustrative Masterplan

## 5.4 Movement and Connections

### Vehicular Movement

A key objective is to promote the efficient and safe movement of residents, visitors and to promote connectivity with the existing residential settlement and the wider PRow network. The design of the road aims to calm traffic and suppress speeds with the use of directional changes and pinch points forcing drivers to slow.

The primary vehicular route is a 5.5m wide estate road with footpath provisions on both sides. There are two existing access points off Grange Drive that form a permeable loop within the development that create a series of focal points. The accessway taken from Grange Drive are of adequate width in order to accommodate key service vehicles such as Waste HGV.

Secondary vehicular routes link the individual housing areas with the primary spine road and form attractive residential streets with 2m footpath provision to at least one side.

Narrower tertiary streets branch off the secondary vehicular route to create private drives, differing in surface treatment from the access road to aid legibility. Private drives are shorter, pedestrian friendly driveways that allow for access to no more than 5 properties.

Varied turning configurations are accommodated within these areas to ensure the road pattern does not become repetitive, adds distinctiveness whilst maintaining adoptable standards. Overall, the road layout and hierarchy has been designed to promote pleasant, low traffic environment and to design out "rat runs", the housing layout has also been designed to face outwards to enhance natural observation and minimise the creation of "negative spaces".

### Pedestrian and Cycle Movement

Ease of pedestrian and cycle movement has been prioritised throughout the design with designated footways providing segregation from road traffic along the main pedestrian public realm. The existing PRow running across the site, splitting it in two have been retained and incorporated into the development, thus providing an enhanced pedestrian link between Grange Drive and Tanyard Brook. New pedestrian and cycle link is proposed on the northern boundary, accessed off Manor Way.

The layout has been designed to accommodate another pedestrian and cycle route, situated on the south-western boundary, running along Blainscough Lane. The link would provide the most direct pedestrian route into and out of site for individuals walking to and from Preston Road and to the south western areas, thus limiting unnecessary walking distances travelled by the future residents of the development site.



Illustrative Masterplan

#### Key

-  Indicates Primary Loop Route
-  Indicates Primary Vehicular Route
-  Approximate location of Secondary Routes
-  Approximate location of Private Drives
-  Approximate location of Cycle and / or Pedestrian routes
-  Blainscough Lane

## 5.5 Layout - Key Areas

The purpose of these drawings is to demonstrate the general design principles that could be adopted for the new residential development, and how the development could be laid out within the Development Framework Zones.

It is illustrative only and not representative of plot layouts. The indicative layout indicates the principles of the urban structure, (i.e. the framework and the layouts of the streets and routes), and the urban grain (i.e. the location, arrangement and design of the development blocks, plot arrangement and the green infrastructure). The plan provides an approximate location of buildings within the residential zone and how the built form could relate to the streets and the public realm. Consent is not sought for this drawing; it is merely indicative and will help to inform the detailed design stage.

Outlined below are the key areas of the proposed development site:

1. Arrival Area - Linear Focal Green Space and Trim Trail;
2. Green Fringe with an Attenuation Feature, Footpath Link and drainage outfall to Tanyard Brook;
3. Mid Street Scene Areas;
4. Transitional Edge - Blainscough Lane Green Fringe;
5. Ecological Area Stand Off with Attenuation Feature and Footpath Link.





## Key Area 1 - Arrival and Focal Green Space

The arrival space is characterised by a cluster of detached 2 storey units that face onto the linear green open space. The build line is set back to allow for a maximised open space. The existing Public Right of Way is retained and incorporated into the site along with proposed trim trail areas that creating interest points along this focal linear green space. The pleasant space will provide safe and well overlooked public open space for existing and future residents.

In summary, the key features of the area are:

- Pleasant setting and arrival space for the development site;
- Green corridor;
- Retained PRoW;
- Trim trail;
- Adequate stand off from existing properties on Grange Drive;
- On plot parking is proposed in this area in order to set the development back from the street scene where possible.

## Trim Trail Precedent Images



Indicative 3D Images



## Key Area 2: Green Fringe Edge

The undevelopable root protection area forms the majority of the green fringe edge area. The area is predominately defined by a heavily wooded brook corridor and a Local Nature Reserve. Retained trees along this edge provide visual amenity as well as screening from the adjacent industrial estate.

The proposed development will provide surveillance as well as an adequate stand off from the existing Public Right of Way as well as retained trees and hedgerow in order to minimise impact upon existing ecological assets. The properties overlooking the pond will provide a new sense of place to the periphery of the site.

In summary, the key features of this area are:

- Proposed properties face onto the SUDs pond;
- Existing ecological assets are retained and promoted;
- Pleasant open space envisaged;
- Natural play area proposed;
- On plot parking is proposed in this area in order to set the development back from the street scene where possible.
- Provide sustainable drainage and outfall to Tanyard Brook.



## Key Area 3: Main Street

In summary, the key features of this area are:

- Higher percentage of semi-detached and mews properties;
- Up front parking in order to adhere to appropriate interface distances between dwelling houses;
- Two and half storey houses proposed at focal points;
- On street landscaping proposed in order to create a coherent development;



## Key Area 4: Transitional Edge

This area is characterised by transitional edge between the proposed development and the open field across the Blaincough Lane, as well as the proposed properties that face onto Manor Way.

Green walk is proposed along Blaincough Lane, providing legible surveilled and pleasant pedestrian and cycle pathways that connect the development site to the wider area. Existing landscape and hedges are utilised along the Blaincough Lane with detached units fronting the main road that are located on private drives, thus creating an adequate stand off.

In summary, the key features of this area are:

- Up front parking proposed to properties facing onto Manor Way in order to provide substantial stand off from existing properties;
- Green walk is proposed along Blaincough Lane, which incorporates retained trees and boundary hedgerows;



## Key Area 5: Ecological Zone

Similarly to the Green Fringe Edge, this area aims to enhance, preserve and respect the existing ecological assets of the site. The key features of this area are:

- Pleasant setting and arrival space for the development site;
- green corridor;
- Retained PRoW;
- Trim trail;
- Adequate stand off from existing properties on GranGe Drive.
- Provide sustainable drainage and outfall to Tanyard Brook.



## 5.6 Green Infrastructure and Landscaping

The development of the site will significantly improve the environment within and around the site. The existing site consists of large areas of overgrown vegetation. The proposed development aims to repair, remediate and regenerate the site in line with emerging Local Plan and Council's aspirations for the local area.

The following measures will be implemented within the site to deliver biodiversity enhancement and address the conditions associated with the outline planning permission:

Existing tree lines and hedgerows will be retained as far as practicable as shown on the Indicative Masterplan.

Proposed new tree, shrub and hedgerow planting are also shown indicatively across the site.

The landscape planting will include a range of native species trees, shrubs and hedgerow plants appropriate to the area which will increase the habitat connectivity and species diversity of these boundary features.

This, along with green space provided by residential gardens as they mature, will provide a range of foraging, nesting and commuting opportunities for a variety of species, including invertebrates, birds and small mammals.

The rainwater attenuation ponds are proposed to the south of the site and their quality and value for wildlife will be enhanced through marginal planting. As the landscaping around the SuDs ponds matures, these will provide wetland features of value to a range of species. Selective tree removal around the pond areas will reduce shade to the pond. The ponds will be periodically managed to maintain a high quality habitat. The timber from trees to be felled will be retained on site and fashioned into log piles, dwarf retaining features as well as elements used in the Natural Play Area.

Habitat connectivity will be enhanced between the ponds and the surrounding environment along the green space corridors that will be planted and maintained around and through the site.



Example Image Showing Pedestrian Footpath and Cycleway



Example Image a SuDs Pond



Example Image a SuDs Pond

## 5.7 Appearance of the Development

The proposed development will be aesthetically influenced by the existing character of the wider Coppull area and by the residential area that the development site is situated in, with the goal of creating an aesthetically unified community. As previously studied, a select group of design features as seen within the existing local vernacular will be adopted, including new detailing in order to give the development its own identity. Below are the proposed street scenes that indicate the materials palette and the appearance of the development.



*Indicative 3D Visual*



*Indicative 3D Visual*



*Precedent Photographs*



*Precedent Photographs*

SECTION  
**CONCLUSION 06**

## 6.1 Conclusion

### Summary and Conclusion

This Design and Access Statement is in support of an Outline Planning application for up to 123 new dwellings, associated parking and landscaping.

The site has been designed to complement and respond to the surrounding area, create local identity and promote a safe, inclusive neighbourhood. Well-informed design and material choice will give the development longevity, contribute to the townscape and raise the aspirations of the area.

### Secure Development

Detailed site analysis and extensive design process has lead to a layout form that is developable and acceptable within the character of the area, whilst maximizing natural surveillance throughout.

### Quality Housing Stock

The scheme would comprise of 30% affordable rent properties, providing an essential contribution to the affordable housing stock in the Preston area as well as enhancing the local settlement.

### Public Open Space

0.81 hectares of quality amenity public open space that builds upon the site's existing natural assets is provided on site. These offer substantially enhanced biodiversity and public amenity benefits.

### Enhanced Environment

The built form within the development will sit comfortably within its surrounding, whilst providing an active street scene and sense of place. The proposed street scenes will be designed to knit well with the existing built environment, and improving the appearance whilst working within the grain and pattern of the surrounding area.

### Integrated Parking

Each dwelling should be designated off street car parking space set to be convenient for the home owner with minimum travel distances from the related dwelling.

Where possible the car parking will be designed to be within plot curtilage to enhance ownership and maintenance.

### Private Space

Each dwelling within the development will accommodate adequate private family gardens. Each property will have appropriate areas for bin storage with simple routes to public highway.



Illustrative Masterplan

Land at Blainscough Hall, Coppull  
Design and Access Statement  
Revision-