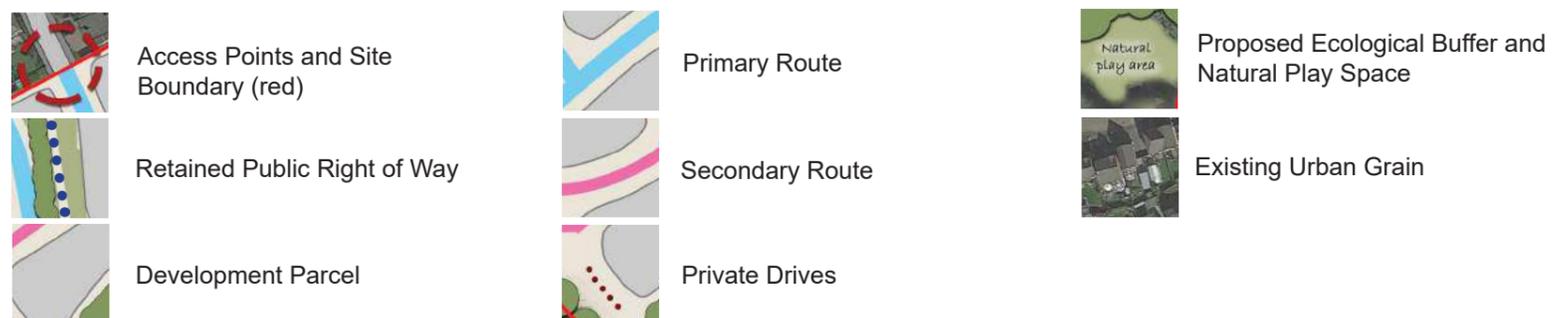




Concept Framework Plan



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-