



Prepared by:
Astle Planning & Design Ltd
The Steam Mill
Steam Mill Street
Chester
CH3 5AN

01244886644
info@astlepd.co.uk
www.astlepd.co.uk

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Client: Bellway Homes
Date: December 2020
Job No: BHNW118 DAS01
Revision: A
Size: A4 Document



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“The streets make up the greater part of the public realm. Better designed streets therefore contribute significantly to the quality of the built environment and play a key role in the creation of sustainable, inclusive, mixed communities.”

Manual For Streets



The development of this site has been guided by a simple and robust vision, which has evolved through the masterplanning process.

This vision is to create a unique design led solution which responds to the needs and characteristics of the area and the site by forming reflective identity of the immediate area of Lathom.

A high quality sustainable residential neighbourhood which maintains and enhances the key existing landscape features, integrating the site into the wider area.

To create a well-informed attractive neighbourhood, not overly dominated by the car.

To provide sensitive and robust solutions to the interfaces between existing and proposed dwellings.

To create a sense of place with reference to the local architectural language.

Provide 200 new homes which will provide a range of house types to create a balanced mixed community.



1.0

Introduction



1.1 Introduction

This Design and Access Statement has been prepared by Astle Planning and Design, on behalf of Bellway Homes North West Region in support of a Detailed planning application for up to 200 No. dwellings. This will include 2-5 detached & semi-detached dwellings with associated car parking, landscaping and public open space. There are also 2 blocks of 3 storey 1- and 2-bedroom apartments to the site frontage. The range of proposed dwellings will ensure opportunity for all.

This Design and Access Statement has been prepared in accordance with the requirements of The NPPF to support this application on behalf of Bellway Homes North West Region for the Application Site (Fig 1).

The document should be read in association with the Planning Statement submitted as a separate supporting document. This Design and Access Statement only refers to policy matters where they have specific relevance to design and/or access issues, and also demonstrates the steps taken to appraise the context of the scheme and how the design of the development takes that context into account.

The proposals in this Design and Access Statement have been carefully considered to respect the setting of Lathom and to create a high standard of quality living.

The development has been driven by the need to propose an appropriate scheme which logically integrates into the community. An overall development brief was created for the wider 22Ha site which was allocated for residential use. The Local Plan envisaged the delivery of Firswood Road for approximately 400 residential dwellings along with access and associated landscaping and the provision of a linear park link to assist in the delivery of the proposed Ormskirk – Skelmersdale Linear Park.

The Development Brief associated with the overall site provided a design framework with principles and guidance, which inform detailed design solutions, but it also recognised the importance of retaining flexibility to respond to changing market conditions and social and technical demands. Firswood Road has been identified from as far back as the early 1990s as a site to assist in the longer-term delivery of housing for West Lancashire Borough Council. From 1992-2013, the site was subject to a safeguarded land policy. However, in the current West Lancashire Local Plan 2012-2027 (“the Local Plan”), adopted in October 2013, the site had been judged necessary to meet the Plan’s housing targets, and has thus been allocated for development within the Plan period. As part of Local Plan policy RS1 Residential Development, several of the allocated housing sites, including the Firswood Road site, were required to have

a masterplan/ development brief produced to assist in the delivery of the site.

Bellway Homes has previously built out the first phase to the south-west which delivered 94 houses and Wainhomes will deliver 127 homes to the north of the site, leaving the central infill phase which Bellway are acquiring. This scheme sensitively responds to its surroundings by making formal footpath connections and respecting separation distances of properties along the boundaries.

- The layout has been formed to create a high-quality residential development within the context of the site’s settings.
- Integration will be shown through proposed links and networks to the wider context.
- The existing landscaping that will be retained where possible, creates a sense of place and this will be enhanced with the introduction of the new landscaping proposals.
- The proposal is for 200 dwellings which will facilitate a vibrant neighbourhood that sits well within the existing setting of the wider site.

Figure 1 - Phase 1 under construction



1.2 Site location & Local Amenities

The site is located between Skelmersdale and Ormskirk, to the north of the M58. The site is close to Junction 3 and 4 of the M58, with the motorway providing further connections to the M6 and M56. The site therefore has easy access to a range of destinations including: Southport, Formby, Aintree and Wigan. The site is also close to Skelmersdale town centre where there is a range of local facilities and services. As well as the strategic road connections, the site is close to a range of bus services in the Lathom area.

The site is sustainably located with a wide range of facilities and amenities within walking distance of the site. Facilities and amenities available include schools, post office, restaurants, pubs, places of worship, doctors, dentists and a selection of shops. The site is in close proximity to several schools covering a range of age groups including Brookfield Park and St Richard's Catholic Primary School which are approx 10 mins walk from the site. Glenburn Sports College, Lathom High School Technology College and Our Lady Queen of Peace Engineering College are also in close proximity.

Skelmersdale United FC, Skelmersdale Cricket Club, Blaguegate Playing fields and Stanley Coronation Park provide recreational facilities in the nearby locality. There is easy access to facilities in Skelmersdale Town Centre with a range of shops in the shopping centre.

The site area has a range of transport options available. A regular bus service operates along Blaguegate Lane/Ormskirk Road that provides connections to the shopping centre in Skelmersdale and other local centres. The nearest train station is in Ormskirk approximately 3.9 miles away which provides merseyrail services to Liverpool central and northern services to Preston. There are also regular bus services to this train station on the no 385 that runs approx. every 20 minutes.

In conclusion, the site is easily accessible via public transport services. The proposed layout will integrate well with the surrounding area and within the location uses.

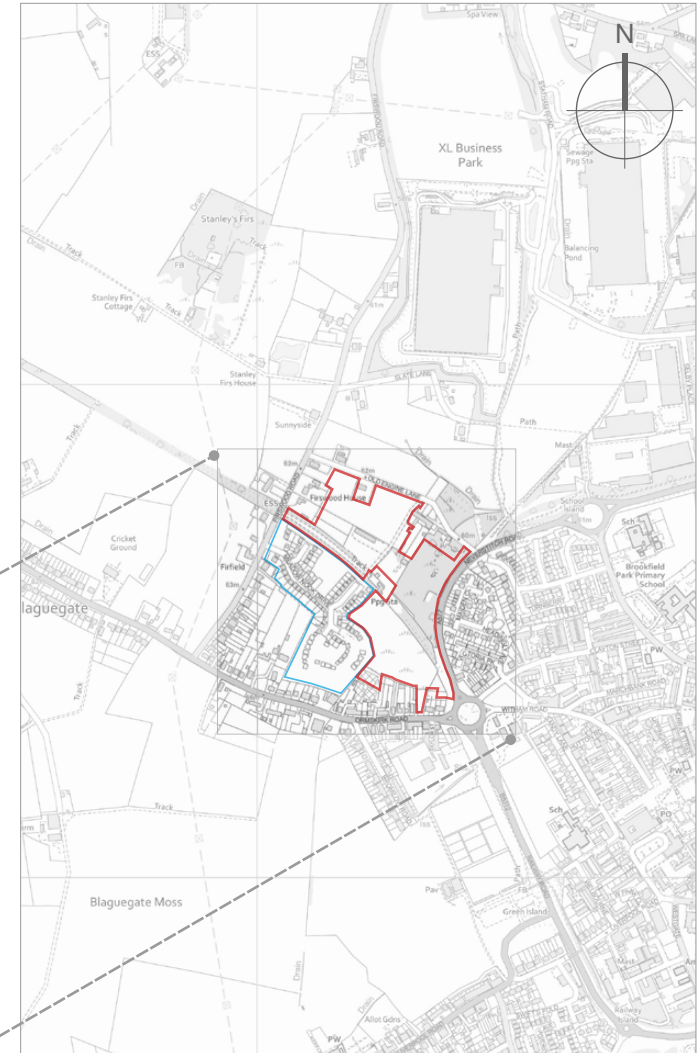
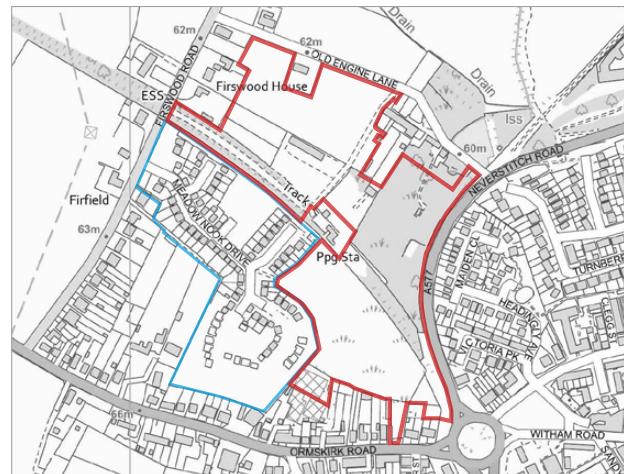


Figure 1 & 2 - Site boundary

Figure 3 - Settlement Pattern

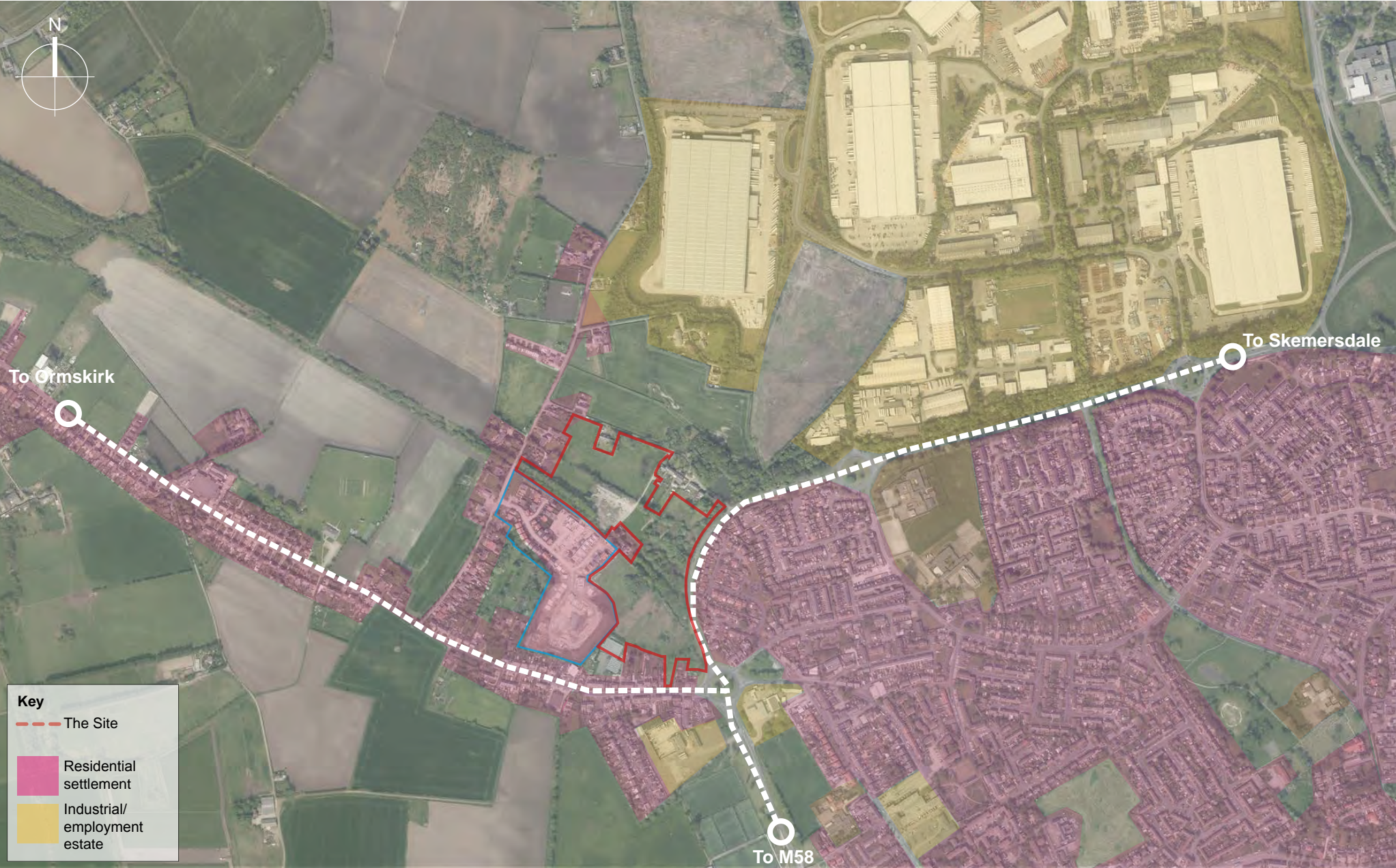
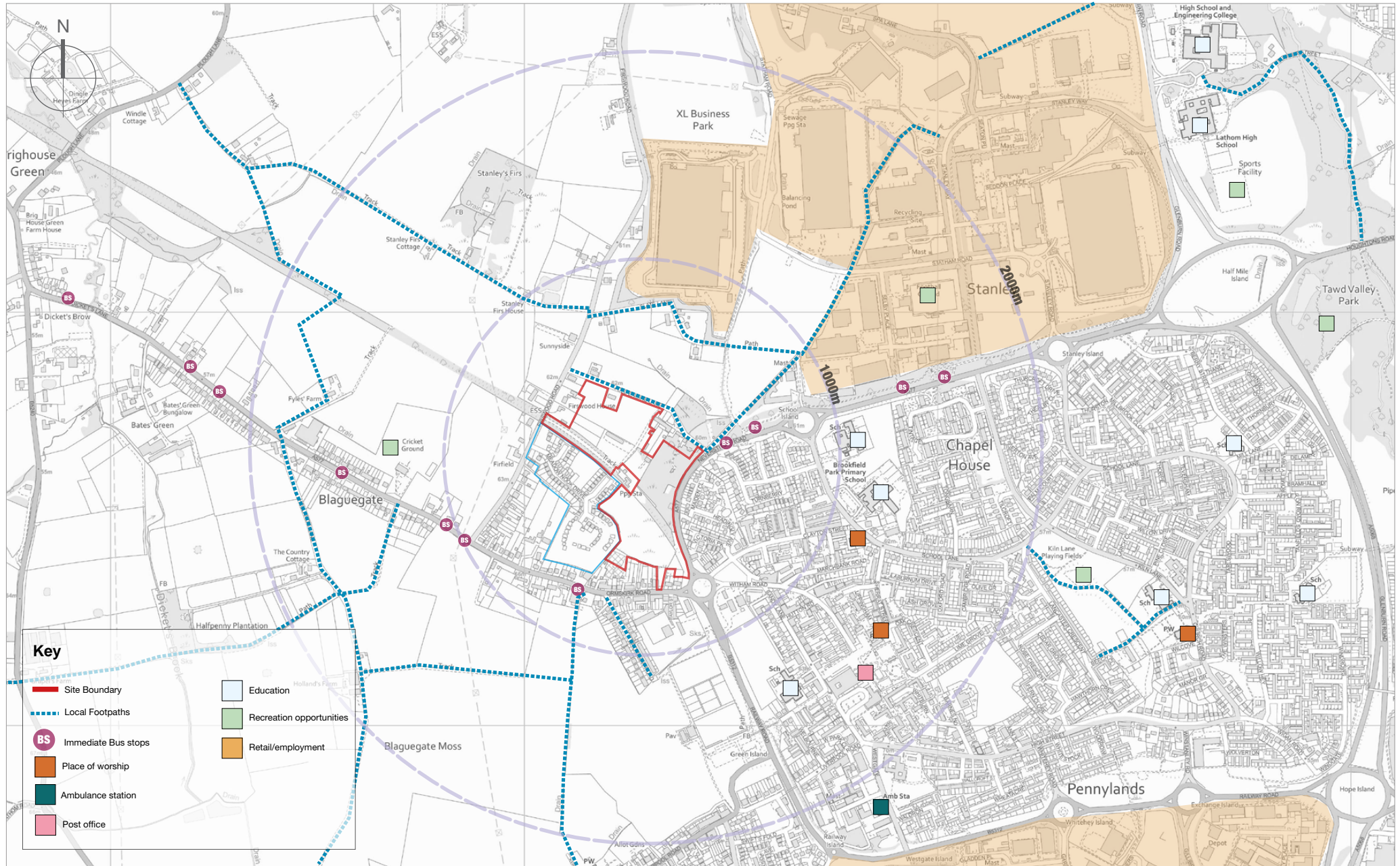


Figure 4 - Local Amenities



1.4 Existing site conditions

The site area measures approx. 7.37Ha. The site was originally safeguarded land before being allocated for residential development. The site consists of fields used as arable and pasture land, with a central area used for light industrial/storage uses.

The site is bounded to the most southern boundary by existing dwellings along Ormskirk Road. The western boundary abuts the first phase of the wider site which is also constructed by Bellway Homes. The existing dwelling Firtree, which is being retained will be accessed via this application. A large linear area consisting of a ditch and trees separates the two Bellway phases with the existing trees on site and surrounding the boundary being retained where possible to protect and screen the existing properties around the site boundary.

The scheme will maximise connectivity to Neverstitch Road and the wider Lathom area and will improve pedestrian and cycle network connects.

Figure 5 - Site photographs



1
Neverstitch Road



2
Existing access to old engine cottage



3
Potential connection from Ormskirk Road



4
Dismantled railway line link

Figure 5 - Site photographs



Connection from phase 1 to proposed phase 2



Looking towards phase 1

Figure 6 - Photograph location plan



1.4 Historical Context

The historical maps opposite show the detail of how the site and its surroundings have expanded over time.

The map of 1849 shows the site as open fields surrounded by lanes. A railway bisects across the wider site, which sits to the south end of the current application phase. There are a number of farms and farmhouses on the site and surrounding the site. In general, the area was very rural in nature.

By 1909, the area has developed slightly further, particularly to the south-east of the site. The number of properties in the area has increased in addition to the development of the road structure. By this time, Ormskirk Lane is noted as well as Coal Pitt Lane. Old Engine Cottages appears within the site boundary with Slate Farm sitting just to the outside of the site to the north-east. Surrounding the site it is still generally rural in nature with the individual farms and the residential development to the south of Ormskirk Road.

By 1938 the area surrounding the site has not changed. The road network structure remains largely the same. The site still remains similar to before and still consists of a tramway and railway embankment crossing the site.

1983 residential development surrounding the site has developed. The road structure has

been enhanced with Firwood Road replacing Coals Pitt Lane. The railway is now described as dismantled and the tramline is no longer present. The area is now established as a residential area with A-road networks and roundabout junctions defining the primary movement framework for the local area. An informal track crosses the site in a south to north direction.

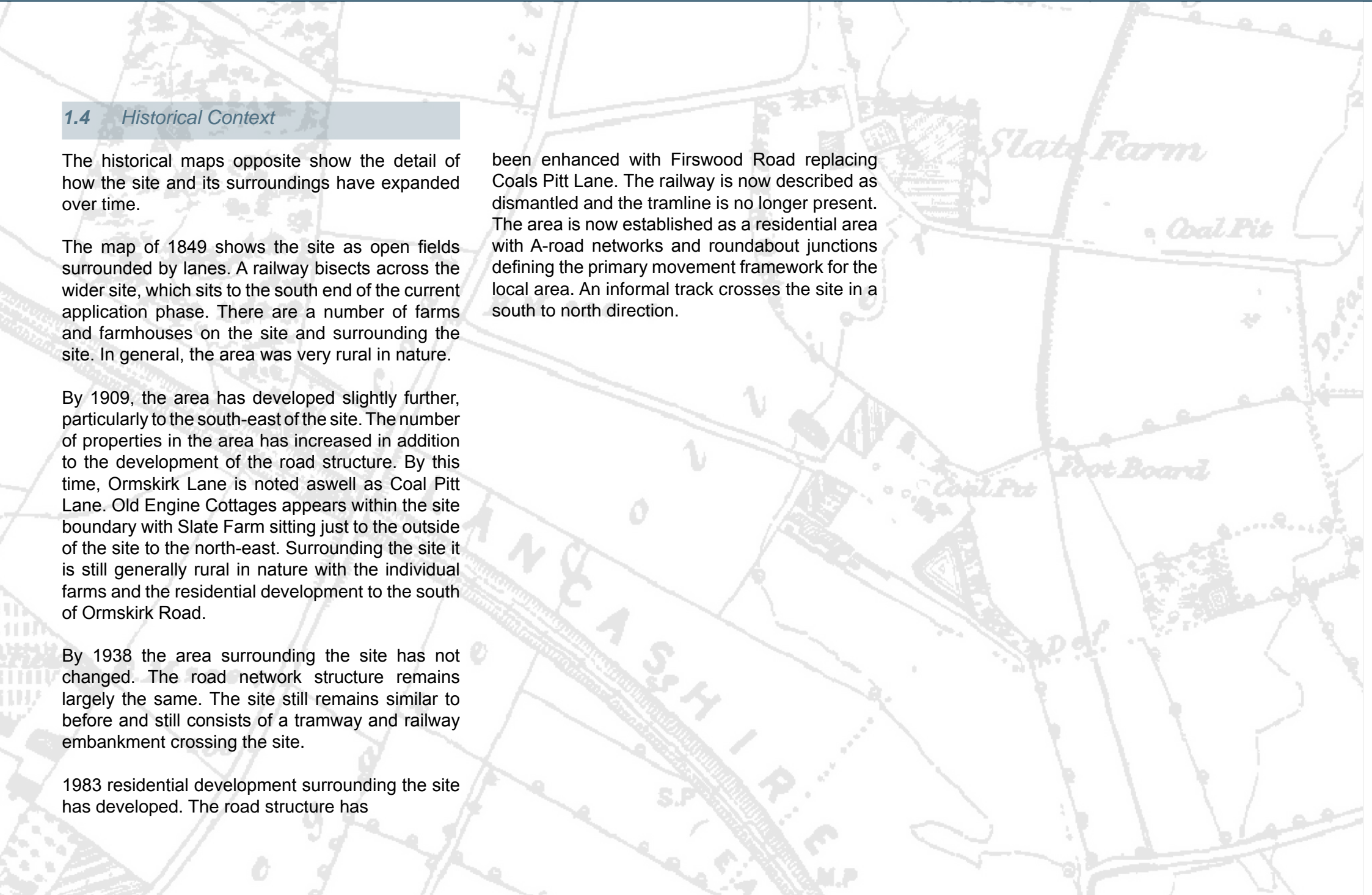
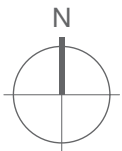


Figure 7 - Historical development surrounding the site



2.0

Appraising the context



2.1 Local vernacular study

In order to inform the Detailed Planning Application proposals and establish the key design principle for any future detailed scheme, an assessment of the local vernacular have been undertaken and is described in detail below. The existing urban grain is characterised by a diverse range of residential houses with local facilities such as schools that serve the residential properties integrated within these areas.

The development of this area of Lathom spreads in a linear form along the A577 out towards Westhead and Skelmersdale.

This application proposes a residential development, which will be sympathetic to the traditional vernacular of Lathom and the other phases of the wider masterplan.

The area around the site features a wide range of housing styles which are indicative of the evolution of this residential area over time. To the east and south are the established residential neighbourhoods surrounding Blaguegate Lane, Chapel House and Pennylands ("Old Skelmersdale") comprising properties fronting Ormskirk Road and various residential roads serviced off Clayton Street. The general styles of these dwellings are mixed 19th and 20th century detached/semi-detached properties. To the south west of the site is a small cluster of lower density residential dwellings. These properties comprise mainly large post war

dwellings with varying architectural details and a range of single and two storey properties.

The existing residential areas that surround the site have a mix of dwelling types ranging from bungalows to relatively modern brick dwellings. Firswood Road is typical with its existing mix of mainly detached and semi-detached style houses which display a range of modern interpretations of traditional architectural styles, with a mix of architectural detailing.

The following images support the variety of styles and demonstrates the predominance of traditional streets with predominantly two storey properties. The future housetypes will be in keeping with the existing local vernacular.

The Predominant architectural language in the modern areas are:-

1. **Brick detailing**
2. **Render**
3. **Tile Hanging**
4. **Stone detailing**
5. **Entrance porch detailing**
6. **Red / grey roof coverings**
7. **White windows**
8. **Feature render elements**
9. **Modern concrete tiles**

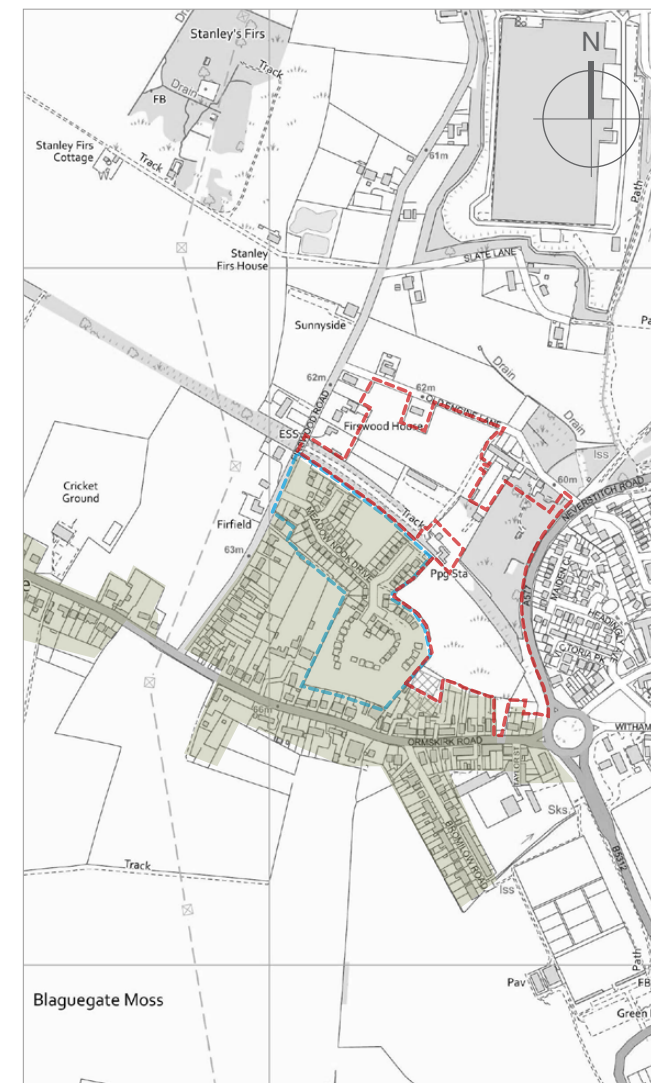
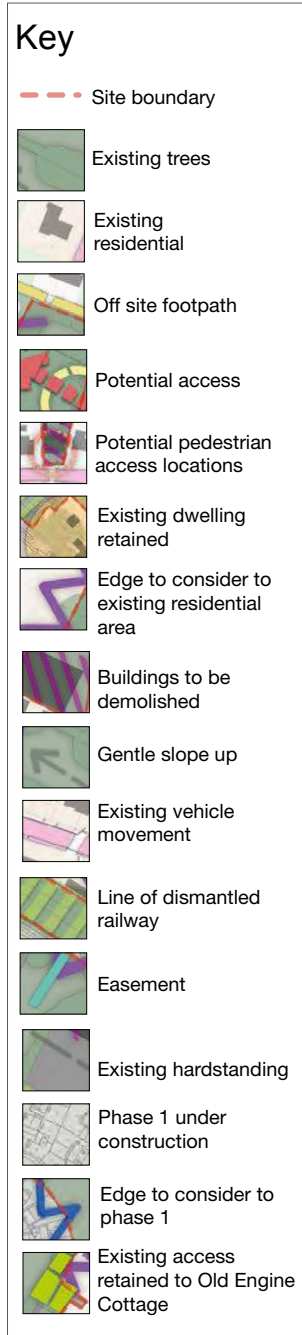


Figure 8 - Local vernacular study area

Figure 9 - Immediate architectural language



Figure 10 - Site considerations



3.0

Design



3.1 Development Objectives

Development Objectives Sustainability:

This detailed planning proposal has been designed in accordance with the following development and Urban Design objectives.

Through NPPF the Government is committed to delivering sustainable development and encourages local planning authorities to promote economic development to improve the well-being of communities, improve facilities, promote high quality and safe development and create new opportunities for people living in those communities.

Development Objectives:

- To create an attractive walkable residential neighbourhood using design guidance set out in Manual for Streets.
- To create an attractive green gateway to the development, linking with the surrounding land uses.
- To create a sense of place with reference to the local architectural language.
- To provide a mix of dwelling types that will satisfy local need and enhance the profile of the area as a whole.

- To provide sensitive and robust solutions to the interfaces between existing and proposed dwellings.
- To provide new and improve existing pedestrian links.
- To create a well-informed attractive neighbourhood, not overly dominated by the car.

Urban Design Objectives:

- To create sustainable patterns of development which exploit and improve accessibility to public transport, to;
- Encourage good design that will create places with distinctive character, pleasant to use and human in scale & to make efficient use of available land by promoting greater intensity of development;
- Promote character by responding to and reinforcing locally distinctive patterns of development and landscape;
- Promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public spaces;

- Promote accessibility and local permeability by creating routes that are attractive, safe and work effectively for all users;
- Promote legibility through development that provides recognisable routes, gateways and focal points;
- Promote diversity and choice through a range of housing typologies.

Design Overview:

This section provides information on the Design and Access components in accordance with the requirements of DCLG Circular 01/2006.

The application seeks detailed planning permission.

Good design is about creating places that are people friendly, which are appropriate in context, and enhance the urban and landscape environment.

Our scheme complies with these requirements.

3.2 Place Making

Throughout the layout design process, a key focus has been to ensure delivery of a new neighbourhood that integrates into the wider settlement.

The vision was designed around a linear area of green infrastructure where the dismantled railway line sits.

The connection to the wider area has been embraced, reinforcing the gateway into the development using three storey apartment buildings

The road hierarchy is designed to be legible to all users and will attract visitors as well as the residents to the core of the development.

To help ensure that it becomes a scheme that is integrated within the community the development focuses on key characteristics of the area to see that the range of housetypes proposed will fit into the landscape setting, adding to the overall place making and strong sense of community.



3.3 Design Proposals

The layout responds directly to the character of the landscape and local context, and to the opportunities presented by the landscape features within the site. Three key concepts are illustrated on the adjacent diagrams:

Pedestrian Movement:

The creation of a direct, attractive and safe routes through the site will provide a pleasant green corridor to pass through, enhancing connectivity and encouraging local travel by non-car means. Enhancing connectivity and movement to Neverstitch Road, Ormskirk Road, existing Bellway development and the surrounding areas has been provided in the design.

Green space Network:

The area of the dismantled railway frames and defines the development areas. This will be designed to ensure that ecological and biodiversity enhancement are both maximised.

Creation of Local Distinctiveness:

The main highway access into the site has been planned to reinforce the sense of place within the development.



Figure 11 - Design proposals

3.34 Vehicular Movement

The Movement and Connections Framework sets in place a well-defined and easily understood pattern of development parcels, streets and green spaces. It also provides an easily understood framework within which a clear hierarchy of pedestrian, cycle, and vehicular movement routes. The starting point is making good connections with the existing streets and footpaths.

In accordance with Manual for Streets (DfT/CLG 2007), streets will be designed as high-quality places with five principal functions: place, movement, access, parking and utilities. Of the five principles, place and movement will be the most important in determining character. Creating a clear hierarchy of easily understood, high quality, attractive, safe, streets and connections will include:

The new access:

The principal access within the development will have direct access from Neverstitch Road. Neverstitch Road is an A-road (A577), providing connections to the wider Skelmersdale area and direct connections to the M58.



Figure 12 - Movement framework

3.35 Townscape & Development Pattern

The proposed development concept will strengthen the existing character by working with the topography, movement and field patterns.

The scheme proposes a regular pattern of easily understood development parcels and streets that are shaped by field patterns, local characteristics and local landscape character.

The development blocks create a strong sense of enclosure, with building scale and massing to reinforce key arrival points, junctions, streets and connections.

Memorable way-markers define the entrance points into the development, key spaces and connectivity to surrounding land uses.



Figure 13 - Townscape and Development pattern

3.36 Development blocks & active frontages

The development blocks have been designed to have buildings fronting each edge to create active, lively streetscapes with a strong defensible inner core and semi-private frontages that together enhance the security of the scheme as a whole.

Nodes, focal points and view-lines:

The arrangement of development blocks creates a number of key views and feature spaces within the development. Recognising where these occur enables the development to be designed with a unique character and a sense of place. Nodes are to be created throughout the development. These are spaces which have their own sense of character and which can aid orientation and navigation through the development. Nodes can be emphasised in the following ways:

- Locating key route intersections within nodes
- Widening of spaces along the key routes within nodes
- Placement of focal buildings at the end of view lines



Figure 14 - Active frontages

Figure 15 - Proposed Planning Layout

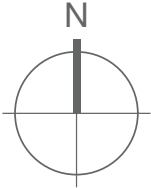
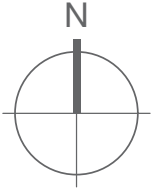


Figure 17 - Green Infrastructure plan



Key

- Existing Green infrastructure
- Proposed Green infrastructure

3.6 Sustainability

The proposed development has been designed to improve energy efficiency and meet the challenge of rising building performance standards. A range of energy and water resource minimisation features will be incorporated in the design as standard – see below:

- High standards of insulation and modern heating systems allow for high Energy Efficiency. The energy efficiency rating is a measure of the overall efficiency of the home. The higher the rating, the more efficient a home is and the lower the fuel bills are likely to be. On average this is 40% better than homes built pre 2002, in terms of energy efficiency and 70% better than homes built pre 1990.
- Homes score a high rating for Environmental Impact. The environmental impact rating is a measure of the home's impact on the environment in terms of carbon dioxide emissions. The higher the rating, the less the impact on the environment.
- High standards of insulation are employed.
- High efficiency boilers are used to keeping fuel bills and carbon emissions low.
- One of the major contributing factors to heat loss has been shown to be the lack of airtightness in buildings.

- Windows specified by the developers outperform those specified by Building Regulations
- A proportion of the light fittings are of the dedicated low energy type.
- Water efficient fittings, including dual flush wc's will be specified by the developer in their new homes to reduce water consumption.
- Minimising the impact on the environment is central to the developers sustainability policies. The developer has systems in place to ensure: prevention of pollution; legal compliance; resource efficiency; excellent communication and continual environmental improvement. Sensitively designed landscaping schemes seek to retain and enhance valuable, existing features and to increase biodiversity.
- The developer works to reduce wastage through design and by partnering with suppliers to reduce the amount of waste sent to landfill.
- The developer also considers the ethical environmental performance of its suppliers and sub-contractors. A partnering approach is adopted that clearly sets out the expectations from all parties and covers issues such as sourcing of materials, transportation and delivery, packaging, health and safety, workforce competency and training and welfare

as well as pricing and payment terms.

- More efficient and environmentally friendly drain and sewer systems are employed to reduce the risk of flooding
- To assist customers to live a more sustainable lifestyle, Bellway Homes offer a number of Eco friendly optional extras. These include: kitchen waste segregation facilities, tap flow restrictors, compost bins, water butts, advanced heating controls, low energy lighting, motion sensors and timing devices.

Waste Management

Bellway Homes have a policy of segregating and managing waste on site, both to minimise waste arising and maximise the opportunity for re-use and recycling. For example, separate skips/ waste containers will be provided for different materials.

4.0

Access &
Circulation



4.1 Access

The aim is to create an inclusive environment that can be easily used by as many people as possible. The development proposals for the site are founded on the creation of high-quality residential environment.

The local area has good transportation links and has an excellent bus services from Ormskirk Road to Liverpool, Southport, Skelmersdale and Wigan. The development proposes potential connections to the existing transport network. Existing footpath, road and cycle links provides safe sustainable transport connections across the site and to the wider Lathom area. Ormskirk Train Station is approx. 3.6 miles from the site.

The proposed access is illustrated in figure 19. The access is via Neverstitch Road. The road network within the development is legible with a main street into the site and lane connections across the site. Traffic calming will be incorporated to slow traffic speeds and prioritise pedestrian movement. Safety is key so the networks comply with practice guidance and standards.



Figure 18 - Access

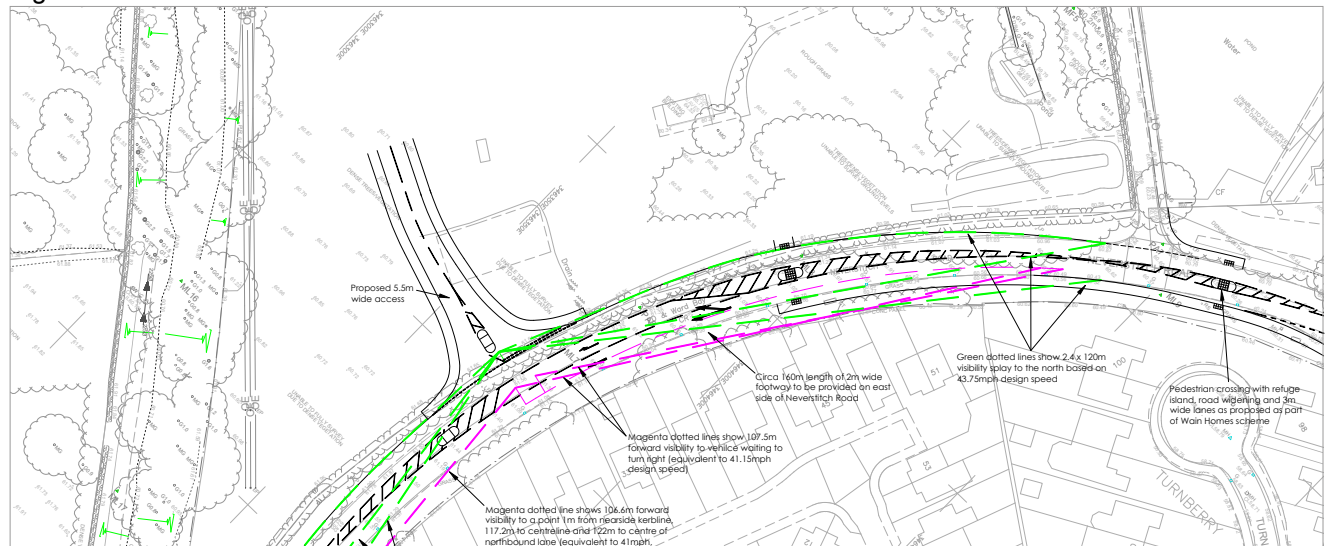


Figure 19 - Access drawing number: CBO-0603-002 REV D

5.0

Scale



5.1 Development Mix

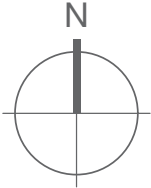
The development mix meets the requirements of the local area and includes a range and types of dwellings, size and price to create a balanced development. The development is a mix of family market housing with appropriate affordable housing.

A mix of detached and semi-detached dwellings in a variety of density with some key apartments buildings have been used to design a varied street scene. The height of the buildings and their relationship to the surroundings provides a variable skyline with a variation of scale and massing, in keeping with the immediate and the surrounding area. Taller building height has been used on the site at the gateway entrance to highlight a key view along Neverstitch Road and into the site.



Figure 20 - Scale of dwellings

Figure 21 - Bedroom range



Key

Blue square	5 bed
Yellow square	4 bed
Green square	3 bed
Magenta square	2 bed
Red square	1 bed

6.0

Appearance



6.1 Architectural Language

The intended appearance of the proposed development is to create a built form that provides a scale, massing and appearance that will complement the context, creating a distinct and legible townscape.

The aim is to create an external built form of high-quality design that will complement and respond to the setting whilst creating a sense of place.

The choice of materials and associated detailing of texture, colour and decoration seeks to reinforce the architectural expression and identity of the buildings while maintaining an overall coherence and link to the local areas design features.

A critical function of the proposed built form is to provide spatial definition to the public spaces and routes. The pattern of the streets, routes and squares proposed in the layout have been informed by an appraisal of the context.

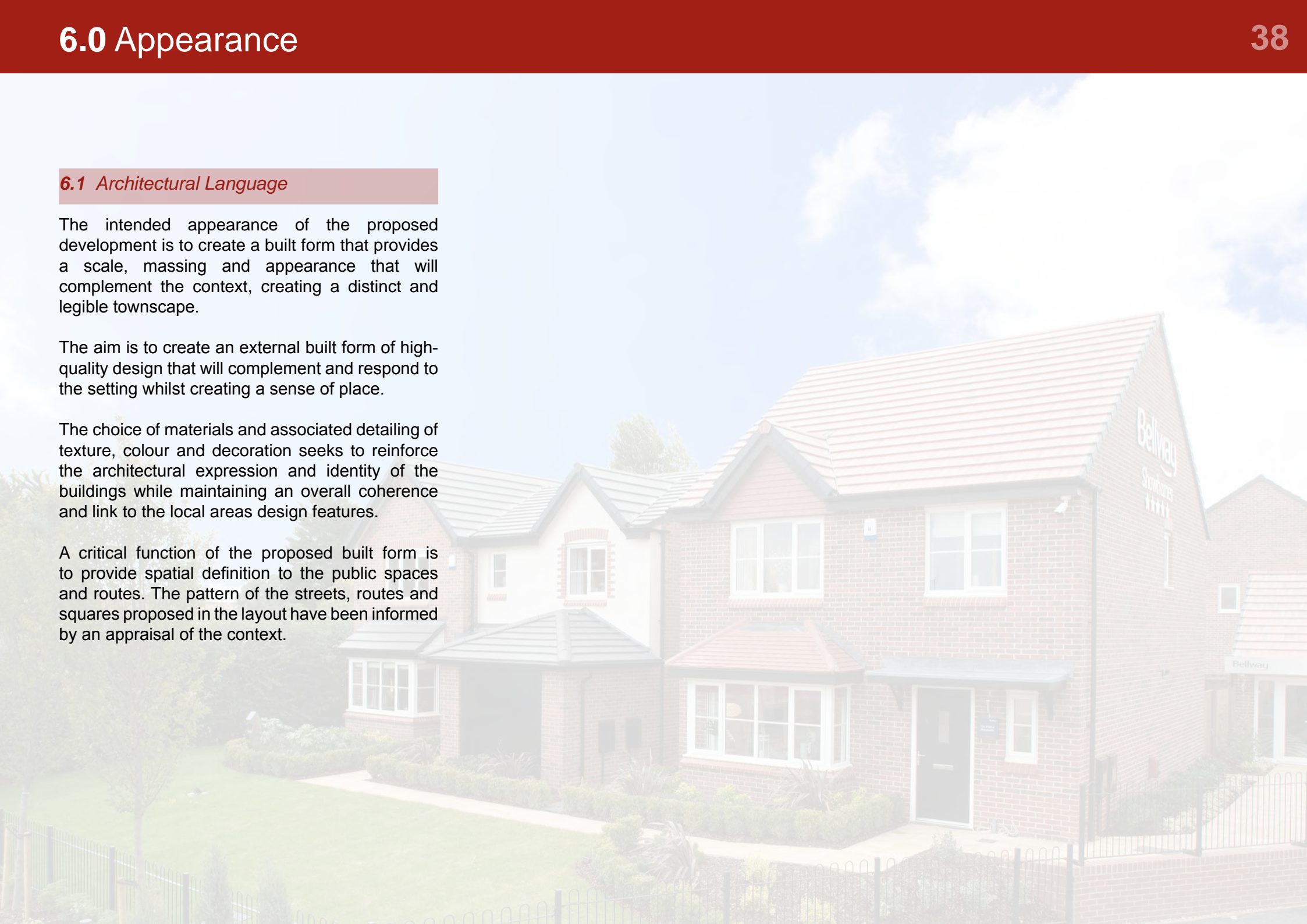


Figure 22 - Comparison to local vernacular and proposed detailing

Brick window details/Black Facias

Gable detailing/White windows

Red & Grey roof tiles

Brick sills



Figure 23 - Proposed materials plan



Materials Key

BRICKS

Main Brick

- TYPE A
FORTERRA VILLAGE HONEY GOLD
- TYPE B
FORTERRA WOODSIDE MIXTURE
- TYPE C
FORTERRA LINDUM COTTAGE RESERVE

ROOF TILES

- TYPE A
Marley Modern Duo Smooth Grey tile & matching ridge tile.
Dry verge colour Grey.
- TYPE A
Marley Modern Duo Old English Dark Red & matching ridge tile.
Dry verge colour Grey.



- BRICK VERSION**
Contrasting Brick in Forterra County Red Smooth were applicable - refer to house type elevations

RAINWATER GOODS

Black upvc (Round Profile)

FASCIAS / BARGEBOARD

Black upvc

SOFFITS

White upvc

FRONT DOORS

Chartwell upvc Insulated Composite - Part Glazed

REAR/SIDE DOORS

White upvc Insulated Composite

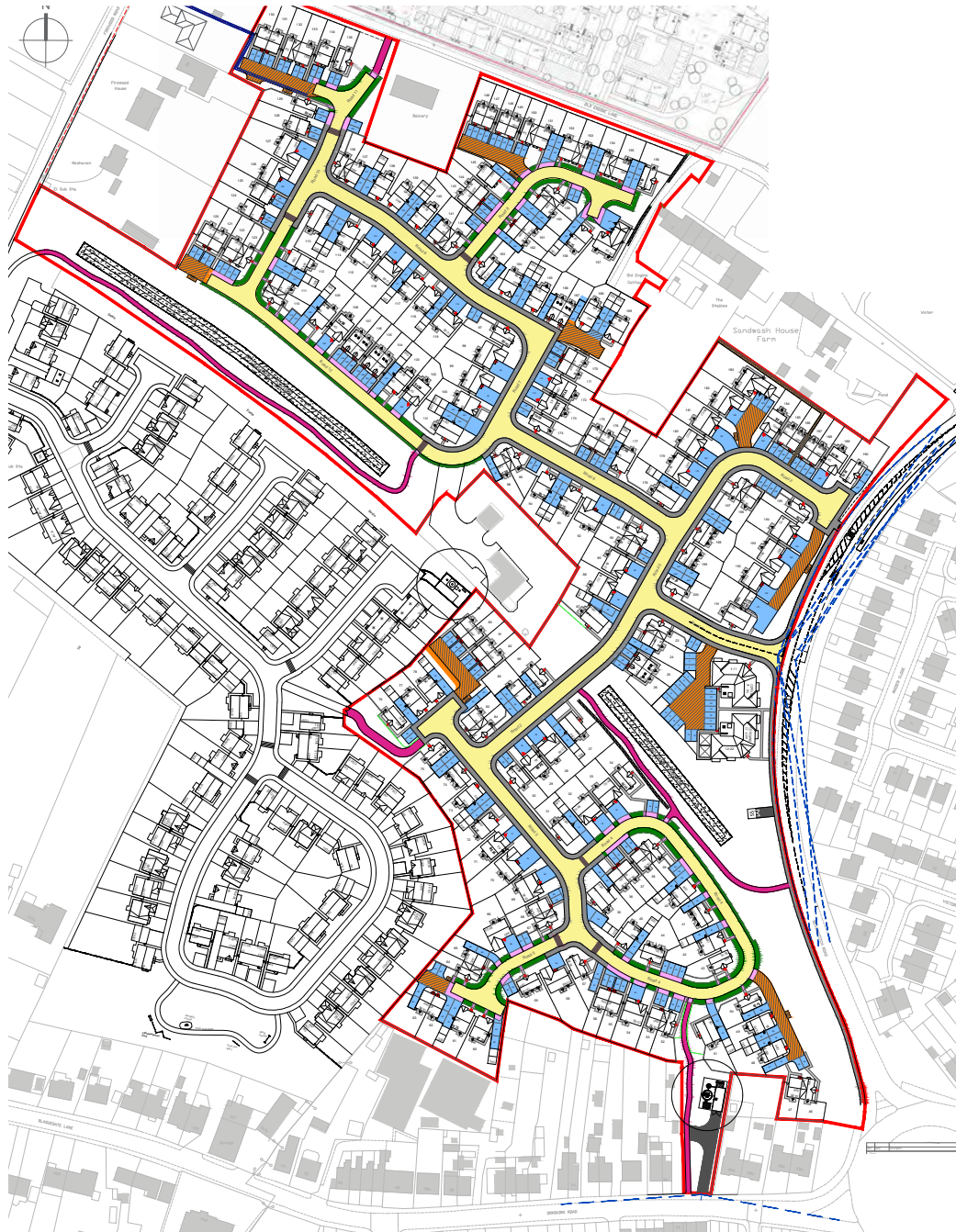
GARAGE DOORS

White Polyester Powder Coated Steel Panel Up and Over Garage Door (Garador - Salisbury)

WINDOWS

White upvc

Figure 24 - Proposed hardsurfacing plan

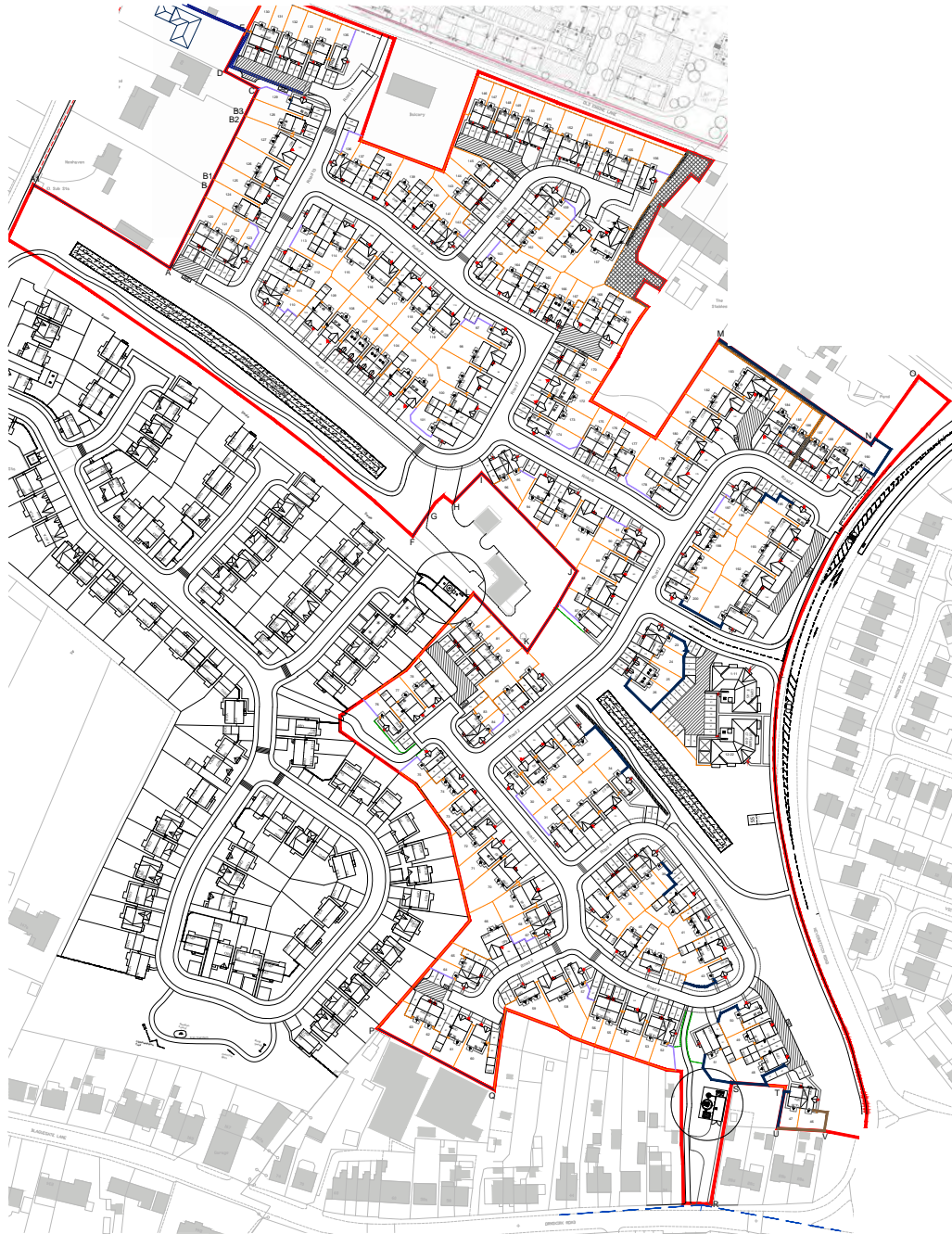


Hard Surface Key

- Proposed Adoptable Carriageway
- Proposed Adoptable Footpath
- Proposed Adoptable Footpath, drive crossings & pathway crossings
- Proposed Adoptable grass verge
- Private Shared Drive
- Private Parking Bays / Drives
- Private Footpaths
- Managed Pathways and Footpath / Cycleways
- Adoptable Ramp
- Access to sub-station / Pump station

*Road & Pavements to Adoptable Standards. Refer to Engineers drawings for details

Figure 25 - Proposed boundary treatments



Boundary Treatment Key

-  1.8m High close boarded fence with gates as required
-  1.8m High brick walls and piers
-  450mm High Timber Knee Rail
-  2.4m Acoustic Barrier
-  3m Acoustic Barrier

External Boundary Treatments

Between Points **A1 & A** in accordance with fence specification 2, fence between these points is to be erected with the rail side facing away from the retained property

Between points **A & B** in accordance with fence specification 1

Between points **B & C** Existing Hedge to be removed

Between points **B & B1** (distance of 3.2 m) & **B2 & B3** (distance of 4m) in accordance with fence specification 1

Between points **B1 & B2** (a distance of 25m) to construct a mixed brick pier with timber panel wall to the following specification:

- Lower brickwork of the wall: 225mm width to a height of 1200mm in rustic brick
- Piers: At 2.69m centres. 450mm square to a height of 2.5m in rustic brick with a capping of brick on end blue engineering brick.
- Timber panelling: close feather boarded timbers between piers to a height of 1200mm with 75mm x 50mm framing. Framing to face retained properties. All timbers to be tannalised.

Between points **D & E** in accordance with fence specification 1 below

Between points **F, G, H, I, J, K & L** in accordance with fence specification 1 below

Between points **M, N & O** in accordance with fence specification 1 below

Between points **R, S & T** in accordance with fence specification 2 below

Between points **P & Q** in accordance with fence specification 2 below

Between points **T, U & V** in accordance with fence specification 2 below

Fence Specification 1: Close feather boarded timber to a height of 2m incorporating 100mm x 100mm vertical posts set in concrete at 2m intervals with 3no. horizontal rails each measuring 75mmx50mm with rail side facing towards retained properties. All timbers to be tannalised. To be increased in height where required as an acoustic barrier to RSK noise report details

Fence Specification 2: Close feather boarded timber with concrete gravel boards to a height of 2m incorporating 100mm x 100mm vertical posts at 2m intervals with 3no. horizontal rails each measuring 75mmx50mm with rail side facing towards retained properties. All timber to be tannalised. To be increased in height where required as

7.0

Elderly Housing (HAPPI)



HAPPI
Addressing our ageing population
model for In...



The time has come for a national effort to build the homes that will meet our needs and aspirations as we all grow older.

We should all plan ahead positively, creating demand for better choice through a greater range of housing opportunities.

Housing for older people should become an exemplar for mainstream housing, and meet higher design standards for space and quality.

Local Planning Authorities should play a key role to ensure delivery of desirable housing in great places, tuned to local need and demand.

7.1 HAPPI - Our ageing population

Housing our ageing population is a critical element of housing delivery and forms an essential element of the housing market. The number of over 60's is projected to increase by 7 million over the next 25 years (Office for National Statistics, 2009). Current government thinking has been established through Lifetime Homes and its counterpart Lifetime Neighbourhoods and has been developed by government and stakeholders to address the current housing stock to ensure variety and flexibility for all. Part of the policies developed for Lifetime Homes, Lifetime Neighbourhoods : a national strategy for housing an ageing society was to set and commission a 'innovation panel' to build on existing good practice, review current thinking in Europe and promote new ideas. HAPPI – Housing our Ageing population: Panel for Innovation was therefore established. The panel was formed in June 2009 and principally addressed the question; 'What further reform is needed to ensure that new build specialised housing meets the needs and aspirations of the older people of the future?'

'What further reform is needed to ensure that new build specialised housing meets the needs and aspirations of the older people of the future? The panels work focused on;

- Improving the quality of life of our ageing population by influencing the availability and choice of high quality, sustainable homes and neighbourhoods.
- Challenging the perceptions of mainstream and specialised housing for older people, for existing and future generations.
- Raising the aspirations of older people to demand higher quality, more sustainable homes.
- Spreading awareness of the possibilities offered

through innovative design of housing and neighbourhoods.

HAPPI recommends 10 components that form good design. The majority of these components are taken from the principles of good design found in other design guides including good light, ventilation, storage and generous living areas and circulation spaces.

Space & flexibility

The proposed dwellings offer a range of housing sizes that respond to the needs of the local area. Each dwellings being designed with the end user in mind offering space and flexibility.

Daylight in the home & in shared spaces

All dwellings have windows positioned to allow plenty of natural daylight to habitable areas.

Balconies & outdoor spaces

The proposed dwellings in the main are all 2 storey residential dwellings and therefore balconies do not form part of the design. However, there are generous garden areas front and rear to all properties which often exceed Local Authority requirements. The 3 storey apartment buildings to the site frontage have Juliet balconies and are set within generous grounds with direct access to the linear park.

Adaptability & 'care ready' design

All dwellings will be constructed to meet current Building Regulations with the structure designed to ensure minimal work is required in any future adaptation of the dwellings.

Positive use of circulation space

All dwellings are designed so circulation space is

functional and kept to a minimum.

Shared facilities & 'hubs'

Although the development does not propose any specific 'hubs' there are generous areas of open space, this coupled with an informal approach to the highway hierarchy will encourage social interaction and community spirit.

Plants, trees & the natural environment

The proposed development is supported by a comprehensive and innovative landscaping scheme ensuring that the dwellings engage positively with the proposed streets and assist the enhancement of the natural environment.

Energy efficiency & sustainable design

All dwellings will incorporate energy efficient appliances including white goods and boilers. The design of the dwellings and externals embrace sustainable design incorporating the latest Building Regulation requirements and Sustainable

Urban Drainage principles

Storage for belongings & bicycles All dwellings have adequate internal storage areas. A proportion of dwellings have garage spaces that will be able to accommodate cycle storage.

External shared surfaces & 'home zones'

The road hierarchy has been developed to apply the best practice design principles in respect of shared surfaces. Although the road network accommodates the needs of vehicles and the requirements of the Local Highway Authority priority is given to pedestrians ensuring that opportunities for social interaction are encouraged.

8.0

B F H L

(Building for a healthy life)

Overview



Integrating into the neighbourhood

Natural Connections

Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.

Evaluation

The proposed vehicular access is from Neverstich Road. An area of retained land within the site boundary being gifted to No 4 Old Engine Lane to provide access to the property and access is provided for Firtree via the new main road network. Further information is highlighted in drawing no. BO-0603-002 REV B.

All new proposed routes connect to the existing movement routes. It has been a key objective of the movement framework to create a clear street hierarchy within the development with good connectivity to ensure the area and its surroundings are easily accessed by foot. This can only be done by balancing the movement hierarchy and avoiding a car led development. Movement priority has focused on pedestrians who will be placed at the top of the hierarchy. 5 dedicated pedestrian only connections are proposed around the site boundaries. One directly connects to Ormskirk Road to the south leg of the site; one provides connectivity to the north of the site onto Old Engine Road; one connects this application to the existing phase to the south; one provides a dedicated pedestrian link from the linear park to Neverstich Road and the fifth goes through the linear park into the Phase 1 development and onto Firswood Road. The pedestrian connections have been focused upon creating a seamless flow of pedestrian movement across all three phases of the overall site and into the wider area.

The suggested new streets link into the existing settlement streets and footpath networks to enhance the local and strategic footway connections. The layout design has addressed the position of existing buildings and land uses along the boundaries of the site in order to create the most appropriate vehicle and pedestrian connections. Pedestrian permeability has been a primary consideration to ensure that the site became integrated with the wider road network in the safest and most appropriate locations.

The layout has respected what happens at the site's development edges. The layout responds to the existing site topography whilst creating a positive road frontage to the access. Separation distances have been considered between the proposed and the existing dwellings, particularly Firtree and 4 Old Engine Lane in order to minimise the impact onto these properties. The boundaries that abut the previous phase, for example plots 76-79, 64-75 have been carefully thought out in order to not create any overlooking or privacy issues. The existing trees have been subject to investigation and will be retained where possible.

Walking, Cycling & Public Transport

Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes

The layout encourages both new and existing residents to use public transport through the connection to the existing footways surrounding the site and therefore the existing bus stops. It is important to place the footpaths in the right location to make them accessible and safe to use. Footpaths should be well overlooked by neighbouring dwellings to ensure natural surveillance

to create a pleasant and welcoming environment to use.

We are not proposing any new bus stop locations as per the overall site design brief. The site is very accessible to regular bus services along Ormskirk Road to the wider area and Ormskirk Train Station. Although there are no new facilities proposed on site in line with the overall site development brief. However, the site proposals encourage sustainable means of travel through the 5 new pedestrian links proposed around the site boundaries in order to make easily accessible connections to the available public transport options within the immediate local area.

Facilities and Services

Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.

The site is sustainably located with a wide range of facilities and amenities within walking distance of the site. Facilities and amenities available include schools, post office, restaurants, pubs, places of worship, doctors, dentists and a selection of shops. The site is in close proximity to several schools covering a range of age groups including Brookfield Park and St Richard's Catholic Primary School which are approx 10 mins walk from the site. Glenburn Sports College, Lathom High School Technology College and Our Lady Queen of Peace Engineering College are also in close proximity.

Skelmersdale United FC, Skelmersdale Cricket Club, Blaguegate Playing fields and Stanley Coronation Park

Integrating into the neighbourhood

provide recreational facilities in the nearby locality. There is easy access to facilities in Skelmersdale Town Centre with a range of shops in the shopping centre. The site area has a range of transport options available. A regular bus service operates along Blaguegate Lane/Ormskirk Road that provides connections to the shopping centre in Skelmersdale and other local centres. The nearest train station is in Ormskirk approximately 3.9 miles away which provides merseyrail services to Liverpool central and northern services to Preston. There are also regular bus services to this train station on the no 385 that runs approx. every 20 minutes.

In conclusion, the site is easily accessible via public transport services. The proposed layout will integrate well with the surrounding area and within the location uses.

Homes For Everyone

A range of homes that meet local community needs.

The layout proposes a wide choice of housing with regard to house type, quality and size, and are attractive to new residents. This is influenced by extensive market research. The emphasis has been 2, 3, 4 & 5 bed family housing in the form of detached and semi-detached dwellings and some 1 and 2 bed apartment providing opportunity for all. Within this local authority area, there is also a requirement for dwellings to be designed and built to meet the needs and aspirations of the older people of the future under the HAPPI (housing our ageing population) Policy. The specific requirements of this policy are detailed under section 7 of this document.

The development proposes 10% affordable properties in order to create a balanced development. The properties

Distinctive Places

are proposed in the following split of xxxx.

The affordable properties will be indistinguishable from the open market dwellings in order for them to sit seamlessly within the overall street scene.

Making the most of whats there *Understand and respond*

The boundaries have been carefully considered in order to soften the impact of the development onto the neighbouring development and potential impact on visual amenity. The landscaping that surrounds the existing boundaries is to be retained where possible to provide natural screening. Due to the placement of the site, it is well screened by neighbouring dwellings along Ormskirk Road and Firwood Lane. The boundary along Neverstitch Road provides direct views into the site. This area has been carefully designed to reduce impact on the existing residential area to the eastern side of Neverstitch Road.

The existing trees and hedgerows surrounding the boundaries have been retained and integrated into the design where practicable. This allows the site to retain its containment from the existing properties surrounding the boundaries. The linear park area that bisects the site retains the existing trees and becomes a recreational use for both new and existing residents. There are no existing buildings on site. An area of retained land is reserved for access to No 4. Old Engine Lane from Old Engine Lane along the boundary between the site and existing property. Access to Firtree property is also within the application boundary.

A memorable character

Creating places that are memorable

In order to inform the detailed proposals an assessment of the local vernacular has been undertaken. The proposed housetypes take cues from the local architectural language in terms of detailing, colours and materials.

The images on page 16/17 showing the study of the local vernacular, support the variety of styles and demonstrates the predominance of traditional streets with predominantly two storey properties. Firwood Road is typical with its existing mix of mainly detached and semi-detached style houses which display a range of modern interpretations of traditional architectural styles, with a mix of architectural detailing.

Detailed consideration has been given to the architectural appearance of the buildings and their fabric which has been guided by the assessment to inform and ensure sensitive and accurate settlement character area design cues. The Predominant architectural language in the local area is detailed on page 17-18.

Distinctive Places

Well defined streets and spaces

Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.

The new street and green spaces have been designed to be part of an extended linear pedestrian route through the site which is well overlooked to allow natural surveillance.

The scheme provides continuity of street frontages and the enclosure of space by development that clearly defines private and public areas through the use of attractive and distinctive landscaping. Tree planting throughout the development is used to break up the built form.

The proposal has developed clear perimeter blocks to generate continuous active frontages. The geometry of the blocks, together with the need for pedestrian and vehicular linkages generates key corner turning buildings which take on importance in setting focal points within the development.

All housing is positioned at the edge of the street with a semi-private space that varies in width along the street. The front doors are always on the street promoting active frontages and social interaction between neighbours.

Easy to find your way around

Use legible features to help people find their way around a place

The layout shows a Movement and Connections Framework which, sets in place a well-defined and easily understood pattern of development parcels and streets. It also provides an easily understood framework with a clear hierarchy of pedestrian, cycle, and vehicular movement routes. The starting point is making good connections with the existing streets and footpaths. In accordance with Manual for Streets (DfT/CLG 2007), streets will be designed as high-quality places with five principle functions: place, movement, access, parking and utilities. Of the five principles, place and movement will be the most important in determining character and helping to navigate the development. This proposal follows this by placing buildings to terminate view lines and in turn create memorable way markers while moving around the development. Well-connected and accessible green areas help with navigation depending on which approach route is taken. This is achieved by carefully manipulating vistas, pinch points and block massing. Attractive and distinctive landscaping adds further to this effect. The principal road within the development has direct access from Neverstitch Road and the new movement hierarchy is defined by a main streets with a geometry of 5.5m roads with 2m footways either side and 4.8m wide shared surface lanes.

The arrangement of development blocks and linear green parkway creates a number of key views and feature spaces within the development. Recognising where these occur enables the development to be designed with a unique character and a sense of place. Nodes are created throughout the development and are defined through the framing and changing density of buildings. These spaces which have their own sense of character and which can aid orientation and navigation through the development. Key landmark buildings are placed to terminate views and are defined by architectural detailing. Plots which terminate views are 35, 60, 61, 67, 74, 88, 89, 91, 100, 118, 126, 127, 135, 150, 151, 166, 167, 170, 171, 198 & 199. These plots can be defined by a change in height, architectural detailing or dual aspect elevations. The gateway to the site is created through the use of two apartment blocks which are 3 storey which sets a key landmark for the development.

The proposals create a regular pattern of easily understood development parcels with a street hierarchy that is clear to navigate around. The streets are clear and direct with hierarchy, legibility and linkages. The movement hierarchy is defined by main streets in a geometry of 5.5m roads with 2m footways either side and 4.8m wide shared surface lanes. Pedestrian links are in places where the linkages are logical and appropriate to connect to the wider neighbourhood in a safe and convenient manner.

Streets for all

Healthy Streets

Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.

The planning layout shows how the new street has been planned to be safe and accessible by designing the street as a more intimate place through turns to slow cars down to a minimum and avoiding long stretches of straight road to increase the safety for pedestrians.

The layout has been designed to encourage social cohesion and reduction in crime through the arrangement of the development blocks and public spaces. The layout positions all housing at the edge of the street with a semi-private space that varies in width along the street. The front doors face onto the street and turn corners promoting active frontages and social interaction between children and neighbours and the linear green park is overlooked by dwellings.

Cycle and Car Parking

Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.

Accommodating car parking is crucial to the quality of housing and to the choices people make in how they travel. The level of parking provision is influenced by the location of the site. This site is highly accessible to a range of amenities and alternative transport modes ensuring that it is well placed to meet national, regional and local policy.

The scheme has been designed in line with local standards and recommendations set out in the English Partnerships document 'Car Parking - What Works Where'. This development exhibits two car parking types which are promoted in this document as good practice.

Car parking has been provided in accordance with the council highways standard which is set out as below

1 & 2 bed apartments - 1 space

2-3 bedroom - 2 space

4+ bedroom - 3 space

All integral garages have internal dimensions 6mx3m and to be counted as a parking space.

Parking is generally on plot either up front or to the side of the dwelling. Where parking is not directly positioned on plot, it is in close proximity. In this instance footpaths are provided to connect to the front

or back door making the parking still very accessible to the dwelling.

A parking court is proposed for the apartment blocks to the site frontage. This provides 1 space per apartment and is well overlooked by the apartment block itself due to the elevations all being active.

All garages are plotted behind the build line of the dwelling and not in prominent view lines in order to not dominate the street scene.

Each property and apartments are provided with an EV charging point as part of the requirements by the local authority. Details of this can be found on the EV charging point plan submitted as part of the application under ref: BHNW118EV01

Green and blue infrastructure

Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.

Public open space comprises a linear park as per the development brief for the overall site. This connects Neverstitch Road to Firwood Road via foot along what was a disused railway embankment. Formal play facilities are provided on the previous phase of the Bellway site.

The linear green walkway will be looked after by a management company in order to maintain the quality and appearance.

Streets for all

Back of pavement; front of home

Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.

The need to make provision for the storage and collection of household waste is an important design consideration.

All containers will be stored at the rear of the proposed properties. The scheme has been designed to allow refuse containers to be collected from the street. The layout has been checked to ensure it can accommodate a refuse vehicle and the arrangement of the plots have the ability to store the waste containers to the rear of the properties. A waste management plan has been created and submitted as part of this application drawing ref:BHNW118WM01

Cycle storage is available within the private curtilage of each dwelling for ease of access and security.



9.0

Evaluation



EARLSFIELD
PARK

Bellway

9.1 Evaluation against policy

This section provides a summary of how the scheme meets these key objectives.

There are a number of key planning policies set down in National Planning Policy Framework (NPPF) which supports the redevelopment of the site for housing as part of the Government's agenda to promote growth and the provision of sustainable housing in locations accessible to all sectors of the community.

The NPPF confirms that development proposals should adopt the following design principles:

- a) 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;**
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;**
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);**

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks;

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.



8.2 NPPF

The NPPF states that ‘Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics. Planning policies and decisions should aim to ensure that developments;

a) 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;

That Residential proposals are adaptable this can help create more robust communities. The buildings can be designed to accommodate the changing needs of their occupants over time. The degree of adaptability will be dependent on the size, location and configuration of proposed dwelling types and their setting.

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

The ability for people to be able to find their way around and recognise routes as they connect to the existing routes adjoining to the wider area is important. The routes can make a significant contribution to making a place feel safe. The site layout plan incorporates a series of focal points to help people find their way around and incorporates

views and vista that focus on important routes, memorable buildings and landscape features. Prominent corner buildings reinforce identity and provide points of orientation. The legibility of the proposed dwellings can be further enhanced by the type, detailing and quality of building materials. Principle intersections can be reinforced with taller buildings and landscaped features to increase their significance and aid legibility. Gateway features along the main frontage and as arrival to feature squares can mark the transition from one use to another or create a threshold between the public and private realm.

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

The appearance of the proposed development will be the visual representation of all the local character analysis decisions that have informed the design. The proposed use, layout, scale and landscaping will provide the basic structure and inform the selection of building materials and architectural treatment.

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to

create attractive, welcoming and distinctive places to live, work and visit;

The existing features and its people contribute to its special character and sense of identity. Positive features such as the existing urban grain, attractive traditional and modern buildings, landscape assets, views and vistas have informed the urban design strategy for the site. Development that responds sensitively to the site and its wider setting is more likely to create a sense of place. Consideration has been given to the sites landform, natural assets and character in the preparation of the site layout plan. There are opportunities to design for local distinctiveness by the consideration of local building practices and typologies and by creating a new sense of place in areas that embrace new technologies and uses. The layout of buildings, streets and spaces relate to the variation of existing urban grain where appropriate and combine to create a hierarchy of streets that relates to their movement and place status.

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks;

Please refer to the planning layout.

8.2 NPPF

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

ODPM document Safer Places recognises the importance of well-defined routes that provide convenient movement without compromising security. Where footpaths are required, they are as straight as possible and wide, avoiding potential hiding places. Surrounding buildings and activities overlook them.

The layout of a residential area can have a significant impact on crime against property and pedestrians. Principles for reducing the likelihood of crime in residential areas include:

Provision of defensible space;

Restricting access to rear of dwellings;

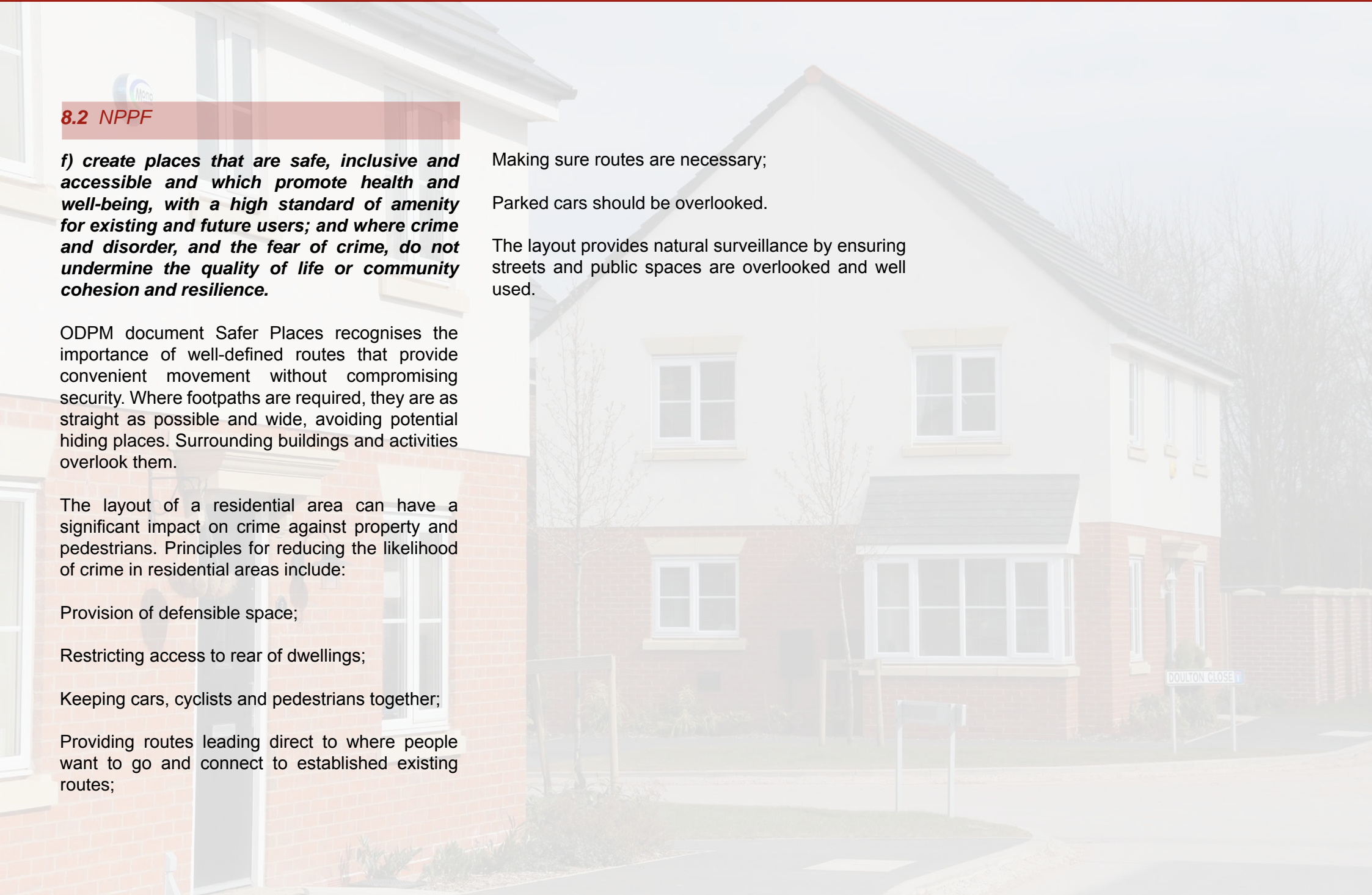
Keeping cars, cyclists and pedestrians together;

Providing routes leading direct to where people want to go and connect to established existing routes;

Making sure routes are necessary;

Parked cars should be overlooked.

The layout provides natural surveillance by ensuring streets and public spaces are overlooked and well used.



10.0

Conclusion



10.1 Conclusion

The scheme provides a suitable and sustainable residential development that exhibits best practice and respects its context and surroundings with a diverse range of housing typologies proposed.

The development will provide 200 new homes which will provide a range of house types to create a balanced mixed community.

The development will create a high quality sustainable residential neighbourhood which maintains and enhances the key existing landscape features, integrating the site into the wider area.

The development will create a well informed attractive neighbourhood, not overly dominated by the car.

The development will create sensitive and robust solutions to the relationships between existing and proposed dwellings.

The development will create a sense of place which includes house types that reference the local architectural language.

Bellway Homes have a proven track record of providing excellent quality aspirational housing supported by extensive landscaping and a commitment to design quality. This scheme exhibits these core values.





Prepared by:
Astle Planning & Design Ltd
The Steam Mill
Steam Mill Street
Chester
CH3 5AN

01244886644
info@astlepd.co.uk
www.astlepd.co.uk

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