



mosaic
town planning

Design and Access Statement

Proposed Affordable Housing Development
Land at Rosemount Avenue, Preesall, FY6 0HB

Breck Homes Limited

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Chapter 1 - Introduction

This Design and Access Statement accompanies a planning application for 53 affordable dwellings on land to the east of Rosemount Avenue and south of Pilling Lane in Preesall.

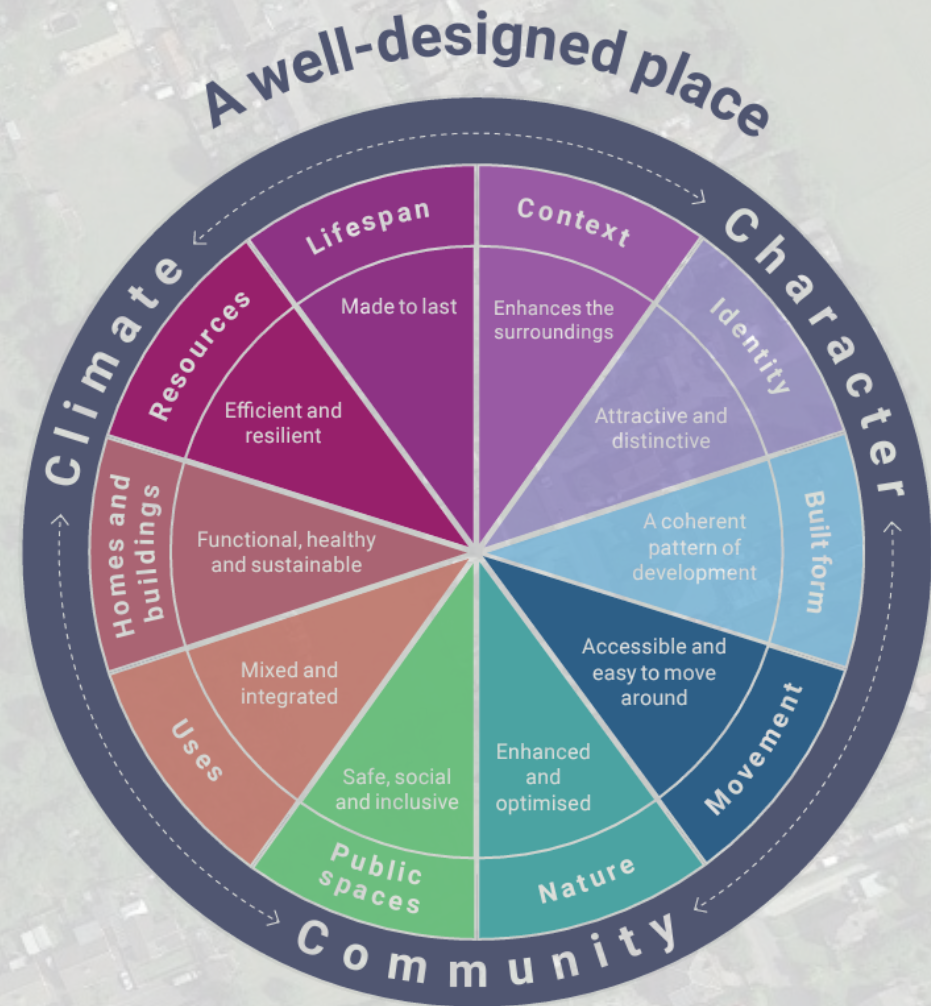
In accordance with Planning Practice Guidance, a Design and Access Statement should:

(a) explain the design principles and concepts that have been applied to the proposed development, and;

(b) demonstrate the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account. (Paragraph: 031 Reference ID: 14-031-20140306).

This Statement is structured according to the ten characteristics of good design set out in the National Design Guide (MHCLG 2019):

- Context – enhances the surroundings.
- Identity – attractive and distinctive.
- Built form – a coherent pattern of development.
- Movement – accessible and easy to move around.
- Nature – enhanced and optimised.
- Public spaces – safe, social and inclusive.
- Uses – mixed and integrated.
- Homes and buildings – functional, healthy and sustainable.
- Resources – efficient and resilient.
- Lifespan – made to last.



*The ten characteristics of well-designed places, from the National Design Guide.
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Chapter 2 - Context

The Context is defined by the National Design Guide as the location of the development and the attributes of its immediate, local and regional surroundings.

The site is located on an area of undeveloped land within the settlement boundary of Preesall. This is surrounded by residential development, with recent housing to the west and south, and ribbon development dwellings along Pilling Lane to the north and Rosslyn Avenue to the east. Immediately adjoining the site to the west is a recently completed development comprising 42 dwellings which will form a continuation of Rosemount Avenue.

The character of the surrounding area is mixed, including modern affordable housing development on Meadow Close, more established houses and bungalows along Pilling Lane and Rosslyn Avenue, mobile homes at Rose Grove Caravan Park and a variety of buildings for commercial and community uses. Knott End / Preesall is a seaside town, located on the northern section of the Fylde Coast.

The application site is set back around 200m from the seafront which features a promenade running along the length of the settlement. Local Plan Policy SP1 requires new development to be **“of appropriate type and scale to the character of the settlement”**, therefore the surrounding context has been a key determinant of the proposed scheme.

Preesall has a dispersed character and merges into Knott End to the west. The two settlements together contain a number of services and facilities which are similarly dispersed. The locality is bounded by the River Wyre to the west and Morecambe Bay to the north. The larger towns of Fleetwood and Blackpool are located on the opposite side of the River Wyre along the Fylde Coast. Preston is the closest city, approximately 25km inland to the south-east.



The site's surroundings in Knott End / Preesall

Chapter 3 - Identity

The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them.

Local Plan Policy CDMP3 requires new development to be designed to respect or enhance the character of the area, including by having regard to the use of materials.

The identity of Preesall and Knott End is typical of a small town, with a relatively low-density development pattern consisting largely of 1 or 2 storeys. Most buildings in the settlement are either finished with brick or render, with dark roof tiles the dominant roof material. Red brick is common, with lighter shades of brick interspersed. The significant majority of buildings are built with pitched roofs, including many commercial and community buildings.

The subject site will sit within established residential properties along Pilling Lane and Rosslyn Avenue and more recently developed properties on Rosemount Avenue and Meadow Close. Given the absence of a distinct character or style of housing in the immediate surroundings, this avoids overly prescriptive design parameters for the scheme.

The homes are of traditional appearance and will complement the local vernacular. Pitched roofs will be used throughout the development, with dark grey roof tiles as is typical in the settlement. Each of the

bungalows will have dormer windows protruding from the roof, increasing the usable area in the partial upper storey and avoiding blank roofs being overly visible at street level.

The dwellings will feature decorative brickwork including soldier course window headers and cills and bands running across the façade. This detailing will be in a contrasting colour brick and will break up elevations, creating an attractive street scene.

The quality of the development will be enhanced by using two contrasting but complementary palettes of materials integrated into the development to create visual interest. These will be:

Type A

- Facing Brick: Marshalls Winterbourne Berry
- Detailing Brick: Marshalls Amberley Corn

Type B

- Facing Brick: Marshalls Amberley Corn
- Detailing Brick: Marshalls Winterbourne Berry

All dwellings will use Calderdale Light Grey roof tiles, black UPVC rainwater goods, and UPVC windows and single window front doors.



Chapter 4 - Built Form

This refers to the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces.

The site layout responds to the development pattern of the site's surroundings as required by Policy CDMP3 of the Local Plan. This states that new design must have regard to its surroundings in terms of density, siting, layout, height, scale, massing and orientation. The adjacent development continues Rosemount Avenue northward, with smaller turning heads serving dwellings. Rosemount Avenue will then curve round into the application site before curving southward and forming the spine road which runs through the centre of the proposed scheme. This will result in a seamless transition both between the two developments, and with the existing houses to the south, ensuring that Rosemount Avenue benefits from a coherent streetscape.

The configuration of plots reflects the suburban-style pattern of housing development which dominates the

locality. The layout makes efficient use of land, providing private rear gardens, landscaping, amenity open space and all necessary functional areas whilst also ensuring that minimum interface distances are met. The closest rear-to-rear or front-to-front interface distances are 22m and the closest front-to-side or rear-to-side interface distances are 13m. This complies with the guidance provided by the Council at the pre-app stage and will protect the amenity of future and existing residents.

The surrounding pattern of residential development is predominantly a mix of detached and semi-detached housing. Older housing along Rosslyn Avenue and Pilling Lane features many larger detached homes, with more recent surrounding development tending towards homes of more varied sizes in semi-detached arrangements.



The proposed site layout

Built Form

Straight building lines have been maintained for the majority of the scheme in line with feedback received at the pre-app stage in order to ensure that detailed front elevations are the most visible throughout the scheme. In order to facilitate sufficient off-street parking provision as well as ensuring appropriate garden sizes and interface distances, the internal road deviates at either end of the site before the turning heads. This has resulted in 3 corner plots with an exposed side elevation, which have been designed with fenestration and detailing to retain visual interest and avoid prominent expanses of brick.

Buildings in the locality are typically low rise, consisting of 1- to 3-storeys with pitched roofs. Due to the older demographic of the settlement, a larger proportion of homes are bungalows than is common elsewhere. The proposed development has been designed to be consistent with this pattern of development featuring a mix of bungalows and 2-storey homes. Bungalows have been positioned on key plots adjacent to the site boundary to minimise the visual impact of the development on its surroundings.



Example Street Scene Elevations from the scheme

Chapter 5 - Movement

Patterns of movement include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport.

The main site access will be in the north-western corner where Rosemount Avenue will run into the site. This will form a cul-de-sac style road which bends round and serves as a spine road through the development. In addition, there will be a spacious turning head at either end of the site serving dwellings and allowing for ease of access in and out of the application site. The curve of the spine road will encourage low vehicle speeds and improve the road safety of the development.

The road will be 5.5m wide and will feature a 2m wide footway on either side. As well as the main site access, the scheme incorporates a footpath/cycle route which utilises a vacant strip of land passing between No. 66 and No. 68 Pilling Lane and connects the site with Pilling Lane. This increases the permeability of the development and provides easy access to bus stops to the north.

The layout provides an off-street parking

of 2 spaces for each of the 2- and 3-bed dwellings and 3 spaces for each 4-bed dwelling to ensure that the parking needs of residents can be accommodated with no impact on the surrounding highway network. Each of the dwellings will also be fitted with an EV charging point serving these spaces.

Bus stops are located on Pilling Lane and are served by the #529 bus, running between Preesall and Galgate. Within a 10-minute walk of the site are further bus stops with services including the #5C, #88 and #89 providing links to key local and regional destinations such as Lancaster, Morecambe, Blackpool and Hambleton. Fleetwood is accessible by a ferry which runs twice an hour, and the nearby Preesall train station provides regular regional services.

The design and layout of the development satisfies all necessary points relating to accessibility and transport which are laid out in Policy CDMP6.



Proposed EV Charging Plan



Knott End Ferry Slipway



Site access from Pilling Lane



Bus stop on Pilling Lane

Chapter 6 - Nature

Natural features should be integrated into a well-designed development. They include natural and designed landscapes, high quality public open spaces, street trees and other trees, grass, planning and water.

The Preliminary Ecological Assessment finds that the site comprises a poor semi-improved field encroached with dense scrub and tall ruderal vegetation. Sections of species poor hedgerow border the northern and southern site boundaries and scattered trees are present throughout. Dry ditches lie adjacent to the western, eastern and southern site boundaries.

The site provides habitat for nesting birds, badger, hedgehog, amphibians and bats, but the majority of habitats to be lost are small in area and not of high ecological value. Subject to its recommendations being followed, the Assessment concludes that development need not adversely affect the ecological assessment of the wider area.

In addition to standard steps such as avoiding clearance of vegetation outside of the nesting season and reasonable avoidance measures for small mammals and amphibians, ecological enhancements are recommended in the form of:

- Provision of bird boxes
- Provision of bat features
- Landscaping to provide a food and shelter resource for wildlife, together with a relaxed mowing regime and establishment of wild flowers

The open space incorporates a pond which will provide ecology benefits in addition to contributing to sustainable drainage.

Alongside these improvements, the proposals will seek to achieve net gains for biodiversity. These measures will help to ensure that the net environmental impact of the development is minimised and opportunities for enhancement are taken in accordance with Local Plan Policy CDMP4.

A Management Plan has also been produced to ensure the long-term commitments to manage the planting, protection and enhancement of biodiversity in and around the development site.



Proposed Landscaping Plan

Chapter 7 - Public Spaces

Public spaces are streets, squares and other spaces that are open to all and which are the setting for most movement. The design of a public space encompasses its siting and integration into the wider network of routes.

Due to the location of the application site in an established built-up area in the settlement of Preesall, the potential for provision of on-site public space provision is somewhat constrained. In order to mirror the surrounding pattern of development and make efficient use of land, it has not been feasible to include large continuous areas of public open space. Notwithstanding this, amenity open space has been included to the north-west of the site which will provide benefit for residents of the scheme and the surrounding area. This space is located adjacent to both the main site access and the footpath link, improving its accessibility for residents of Rosemount Avenue and Pilling Lane.

The internal road will be a cul-de-sac style road with turning heads at each end, therefore there will be no

through traffic and vehicle trips will be solely for access to the properties. In addition, the gentle chicanes in the road will limit vehicle speeds and will make the street a safe and pleasant environment. This will facilitate a greater degree of community interaction and will allow children to walk and cycle to school safely from the site.

Preesall Park is located approximately 200m to the south of the site and can be reached in 5 minutes on foot via an access point on Cedar Avenue. This provides more than 2 ha of quality public space which includes playground facilities, playing pitches, a multi-purpose sports court, a bike track and general amenity space. This provides an easily accessible location for residents of all ages to engage in sports and leisure activities.



Facilities at Preesall Park



Preesall Park



Street scene along Rosemount Avenue



Proposed Footpath/Cycle Link

Chapter 8 - Uses

Sustainable places include a mix of uses that support everyday activities including to live, work and play.

The proposed development is a residential scheme consisting of 53 affordable houses and bungalows. The site is located within the settlement boundary of Preesall / Knott End as designated in the Wyre Local Plan 2011-2031 Policies Map, where Policy SP1 applies. This states that within defined settlement boundaries, new development ***“will be granted planning permission where it complies with the other policies of this Local Plan”*** in order to focus new development in established settlements. The Council confirmed in its pre-app response that the site is suitable for residential development subject to compliance with other Local Plan policies. It has been demonstrated throughout the submitted Planning and Affordable Housing Statement that the proposed development is in accordance with the development plan and other material considerations. The proposed use is therefore appropriate to the site.

Whilst the scheme consists solely of residential development, the site is located in a sustainable location within the built-up area of Knott End and Preesall where a range of services, leisure and community facilities, and employment opportunities are available. The location of the site means that the everyday needs of residents are available within a short distance of the site and can be accessed without a private car.



Extract from Wyre Local Plan 2011-2031 Policies Map

Chapter 9 - Homes and Buildings

Well-designed homes and buildings are functional, accessible and sustainable, having regard to internal and external environments. They meet the needs of a diverse range of users and are adaptable to the changing needs of occupants over time.

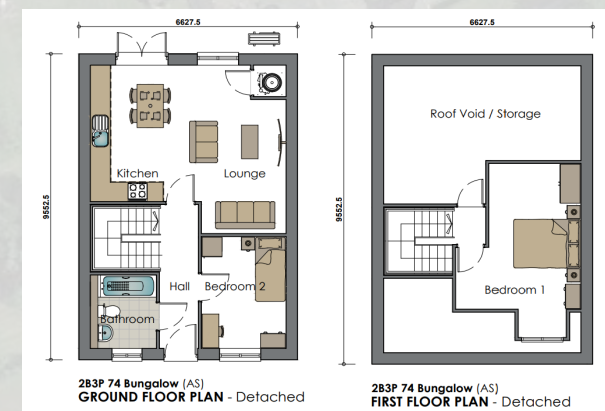
The National Design Guide notes that well designed neighbourhoods need to include an integrated mix of house types that reflect local housing need and market demand. The development is socially inclusive in that it provides affordable housing to complement market housing within the wider settlement.

The proposed development will deliver 100% affordable units. Priority for allocation will be given to those with a local connection to Preesall but would otherwise not have the financial means to live in the town. Rental rates would be set by Jigsaw Homes North who as final owners of the wider site will manage and maintain the properties.

The proposed indicative tenure split will be 33 units for affordable rent and 20 units for rent-to-buy. This will ensure that the homes are made available through

different mechanisms to suit the needs of individuals and families in different circumstances. This tenure split may evolve through discussions with Jigsaw Homes and Wyre Council in relation to evidence of need.

Several aspects of the proposed dwellings have been designed so as to make the dwellings suitable or easily adaptable to the needs of the elderly or those with restricted mobility. This is well suited to the demographic of the locality which has a higher-than-average share of elderly residents. All 2-bedroom dwellings have been designed so as to be easily adaptable to meet a significant portion of Building Regulations Approved Document M4(2). In addition, 28% of the proposed dwellings are bungalows, with all essential facilities including bathrooms with wet room floors located on ground floor level.



Typical proposed bungalow floor plans and elevations

Chapter 10 - Resources

Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design identifies measures to mitigate and adapt to the impacts of climate change.

Whilst the proposal involves the use of a greenfield site, the site has fallen vacant and is strewn with detritus offering little ecological value or utility. It will be enclosed by existing built development and is therefore not capable of performing its historic agricultural use and there is no realistic alternative to make beneficial use of the site in the absence of built development.

The development will make efficient use of the land as encouraged by the National Planning Policy Framework, making an important contribution to housing supply and meeting affordable housing need by utilising a vacant site within the settlement boundary. Making effective use of infill sites like the application site reduces the prospective need for urban expansion to accommodate housing need.

The development will follow a 'fabric first' approach in accordance with the first principle of the Energy Hierarchy, ensuring that

dwellings are designed to reduce heat losses and minimise energy demand. Where energy use is required, this is minimised through technology such as ultra-low emission boilers, intelligent heating controls and dual zone space heating systems. In addition, PV panels will be installed throughout the development.

The sustainable location within the settlement boundary will reduce the need to travel, and bus services, walking, and cycling provide realistic alternatives to the use of the private car. A Residential Travel Plan accompanies the application and, where the private car is used, the provision of electric vehicle charging points will reduce the environmental impact.

It is evident that various aspects of the development respond to the challenge of climate change, seeking to make the best use of resources, in accordance with Policy SP2.



EV Charging Points



Current condition of site



PV panels on a completed scheme by Breck Homes



Ultra low-emission boiler

Chapter 11 - Lifespan

Well-designed places should be suitable for long-term stewardship by landowners, communities and local authorities. Management and maintenance regimes should be considered from an early stage and they should be adaptable to changing needs and evolving technologies.

The entire development will be managed from the outset by Jigsaw Homes Group, a locally active Registered Provider who employ more than 1,500 staff and manage over 35,000 homes across the North West and East Midlands. The affordable housing and communal spaces will be managed by Jigsaw Homes Group in perpetuity.

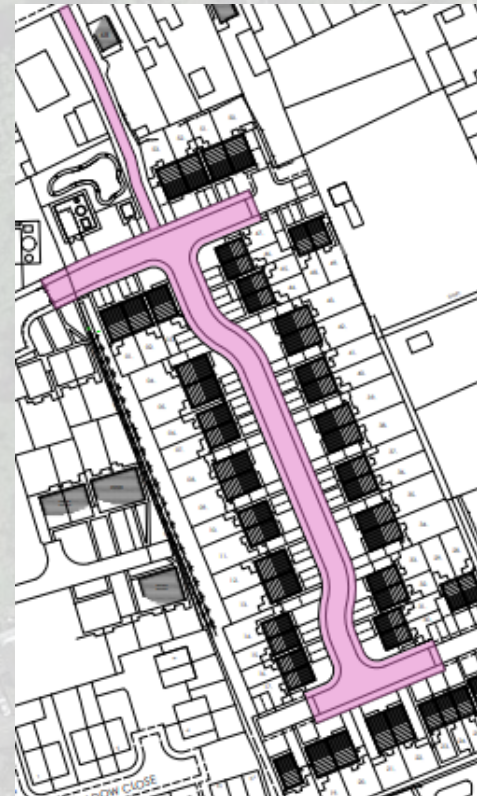
The internal road serving the development and the footway/cycle link connecting with Pilling Lane will be designed and built to adoptable standards and will be adopted by Lancashire County Council by way of a Section 38 Agreement. This will ensure the long term maintenance and management of the road and pavements, ensuring that they are upkept to an appropriate standard.

As confirmed in the submitted Adaptable Dwellings Statement, the development meets the requirement set out in Policy HP

2 for a minimum of 20% of homes to be suitable and adaptable for older people and people with restricted mobility. There are 15 bungalows included in the development, which are most suitable for adaptation of this kind, with all facilities located on ground floor level and bathrooms which can be easily adapted into a wet room.

Throughout all the dwellings, there are design features which aid in making the properties more easily adaptable in various ways, ensuring the long term flexibility of the scheme to cater to the needs of residents.

The long-term management of planting, landscaping and biodiversity enhancements will be achieved through the control of the entire site by Jigsaw.



Extent of road to be adopted by LCC

Conclusion

The proposed scheme consists of 53 affordable dwellings served by a continuation of Rosemount Avenue in the settlement of Preesall. The site is located within the settlement boundary, where acceptable development is encouraged, and will be of an appropriate nature and scale to the character of the settlement.

It will make a significant contribution to meeting affordable housing needs, including adaptable dwellings, with bungalows of particular benefit to the elderly.

The proposals respect the pattern of development in Preesall and Knott End and are of a similar density of 35 dwellings per hectare. The mix of bungalows and houses predominantly in semi-detached arrangements also reflects the character of the settlement. The homes will be constructed in a traditional style, with building materials which reflect those used in the surroundings.

Whilst the form of the development is constrained by the characteristics of the site, including the access and the need to respect surrounding development patterns, a high quality arrangement is proposed with rear gardens to each dwelling, frontage landscaping, a wildlife corridor, a pond and areas of amenity open space. Environmental sustainability is enhanced by the site's accessible location and various features such as EV charging points and PV solar panels.

The development will be accessible by active travel and public transport, assisted by the new pedestrian/cycle connection.

The management and maintenance of the scheme as a whole by Jigsaw will ensure that the quality of the scheme is maintained over its lifespan.