

Former Henry Alty's Brickworks Off Station Road, Hesketh Bank, Lancashire.



Design and Access Statement

For Persimmon Homes Lancashire Ltd

Reserved Matters Planning Application for Residential Development

23 February 2016

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The Greenfield Design Partnership Ltd
Waterside Mill
Chew Valley Road
Greenfield
Saddleworth
OL3 7NH

Tel: 01457 820 926
Email: hello@tgdp.co.uk
Web: www.tgdp.co.uk

1.1 This Design and Access Statement has been prepared by The Greenfield Design Partnership Limited on behalf of Persimmon Homes Lancashire Ltd in support of their reserved matters planning application for residential development comprising of 211 dwellings at the former Henry Alty’s Brickworks on land off Station Road, Hesketh Bank, Lancashire.

1.2 The site benefits from a Outline Planning Permission (2013/1258/OUT) granted 30 April 2015 for ‘Residential development across two phases, including associated garages, roads, landscaping and public realm creation in the form of a linear park and B1 employment uses. Details of access included’.

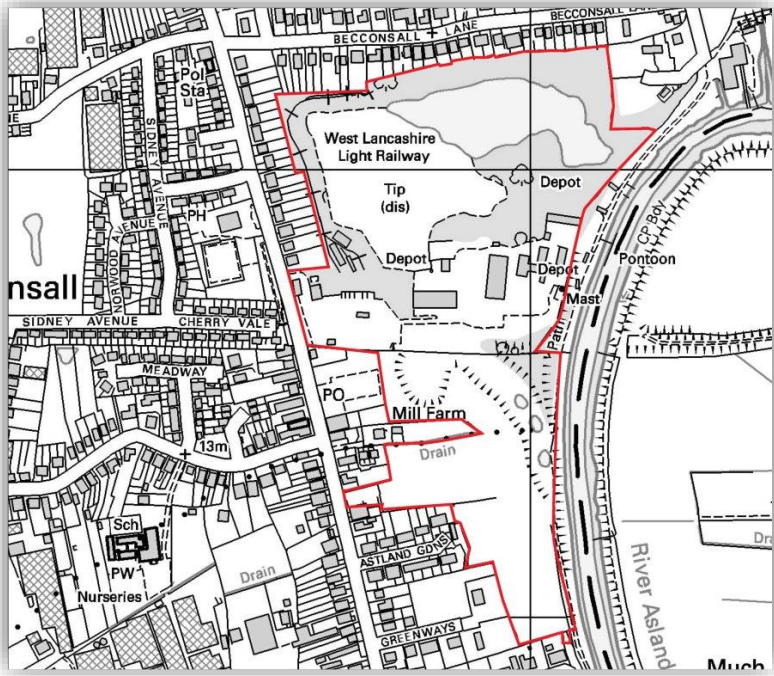
1.2 The site is well positioned in relation to regional employment opportunities (Regional Setting) and established residential neighbourhoods and community facilities (District Setting), and provides an ideal opportunity to bring forward high quality residential development.

1.3 The site which comprises approximately 16.77 hectares (8.48 hectares of which forms this Reserved Matters Application) is located within the village of Hesketh Bank on the settlement boundary with Tarleton on the banks of the River Douglas, which lies approximately 9km to the west of Leyland, and approximately midway between Preston (12km) to the north-east and Southport (12km) to the south-west.

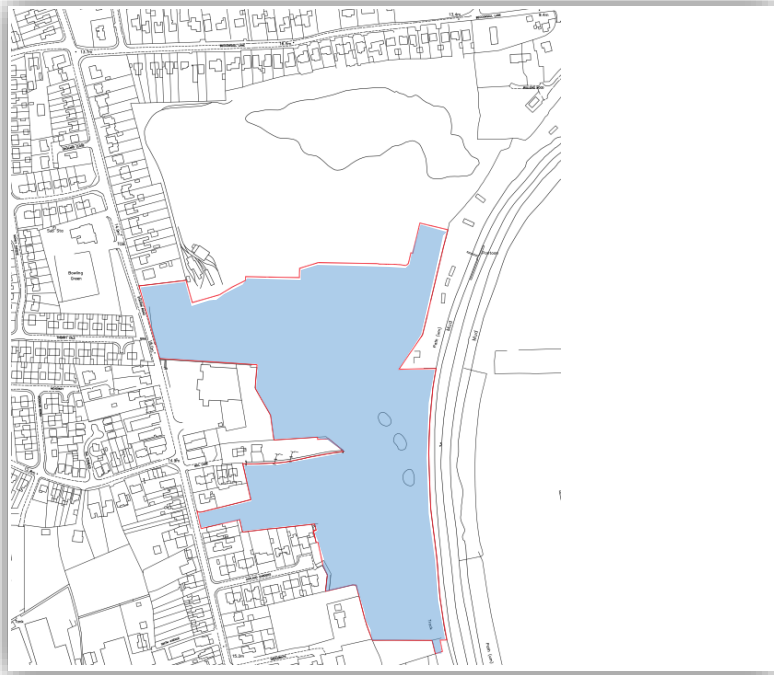
1.4 The appraisal of the context, identification of issues and opportunities and generation and consideration of options contained within this Statement, have been developed through consultation with West Lancashire District Council in line with planning policy.

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

1.6 This report should be read alongside the documents which support this application.



Location Plan relating to Outline Planning Permission (2013/1258/OUT)



Reserved Matters Application Site

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2.1 To the west of the site lies the parish of Hesketh Bank with Beconsall, which lies on the west bank of the Douglas estuary, the Ribble forming the northern boundary, and is located on an elevated patch of land, which is a continuation of the Tarleton ridge. Beconsall being located at the southern end of this ridge and Hesketh at the north-west. The village's principal road is Hesketh Lane/Station Road which runs north from Tarleton before turning sharp west and passing through the hamlet of Hundred End and then on to Southport.

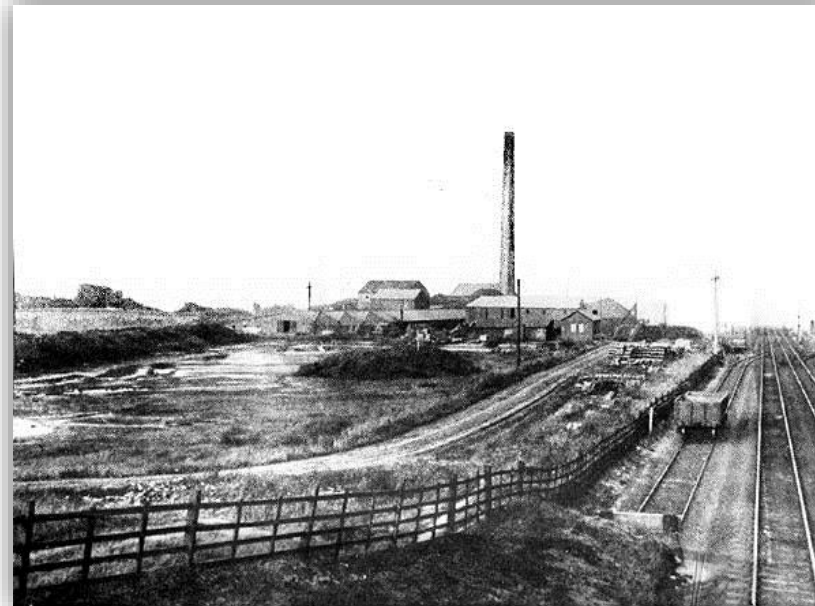
2.2 The western boundary of the site is formed by the established development associated with Hesketh Bank and Beconsall. This development is a mix of 20th Century retail and residential (predominantly detached and semi-detached) properties and their associated car parks, gardens and other associated infrastructure.

2.3 To the east lies the River Douglas [also known as the River Astland or Astland] a navigable tributary of the River Ribble which rises on Rivington Moor to the east of Wigan and flows roughly westwards where it enters the Irish Sea north of Southport. Douglas Boatyard, whilst not sharing a boundary with the site, does lie immediately north and east of the site providing moorings and hardstanding for boat owners.

2.4 The line of the former West Lancashire Railway [WLR] runs through the central part of the development site. Opened in 1878 the WLR ran between Southport north to Preston and Blackburn and south to Liverpool until 1964.

2.5 To the North lies the residential area along Beconsall Road, which is made up of predominantly, but not exclusively, 20th Century detached properties. Beyond the residential area lie Hesketh Marsh and the associated farms and agricultural holdings, used in the main for the growing of vegetables, including Beconsall Hall Farm an 18th Century Grade II farmstead.

2.6 The southern boundary of the site is also formed by established residential development associated with Tarleton. This development is a mix of 20th Century sizeable detached residential properties set in relatively large well established gardens.



Henry Alty's Brickworks and Railway sidings.



Railway Bridge over the River Douglas.

Henry Alty's Brickworks

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2.7 A wide range of services and facilities, including a pharmacy, post office, library, newsagent, off-licence, three supermarkets [Co-Op, Spar and Booths], a bank [HSBC], an off licence, a restaurant and take-away, a veterinary surgery, several hairdressers and primary school all located in the Hesketh Bank – Beconsall area within easy walking distance of the site.

2.8 Tarleton centre, which is located approximately 2.0km south of the site, is within cycling or driving distance and can be easily accessed by public transport [bus] from Hesketh Bank, contains additional services. These include, but are not limited to, doctors and dentist surgeries, opticians, a high school and several public houses.

2.9 The existing bus stops are located within 160m of the current site entrance on Station Road. The stops are is served by the number 2 bus between Southport and Preston and providing access to a range of other locations including; Penwortham, Hutton, Longton, Walmer Bridge, Much Hoole, Banks, Crossens, and Churchtown. The bus services operate at a frequency of two [2] services per hour in each direction.

2.10 Croston railway station on the Ormskirk branch line is located approximately 5km to the south east of the site and provides services between Liverpool Ormskirk [39 minutes] and Preston [30 minutes]. Preston Station located approximately 10km from the site is a major station on the West Coast Mainland between London [2 hours 30 minutes to 3 hours] and Glasgow [2 hours 40 minutes].

2.11 Both Croston and Preston are easily accessible by public transport and private car.



Douglas Boat Yard.



Croston Railway Station.

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1. Main Access Henry Alty's Ltd



2. Booth's Supermarket



3. Secondary Access (Phase 2)

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4. View up Astland Gardens



5. Junction at Station Road / Beconsall Lane



Development Location Plan



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HSBC Bank 2 Minutes Walk from Site



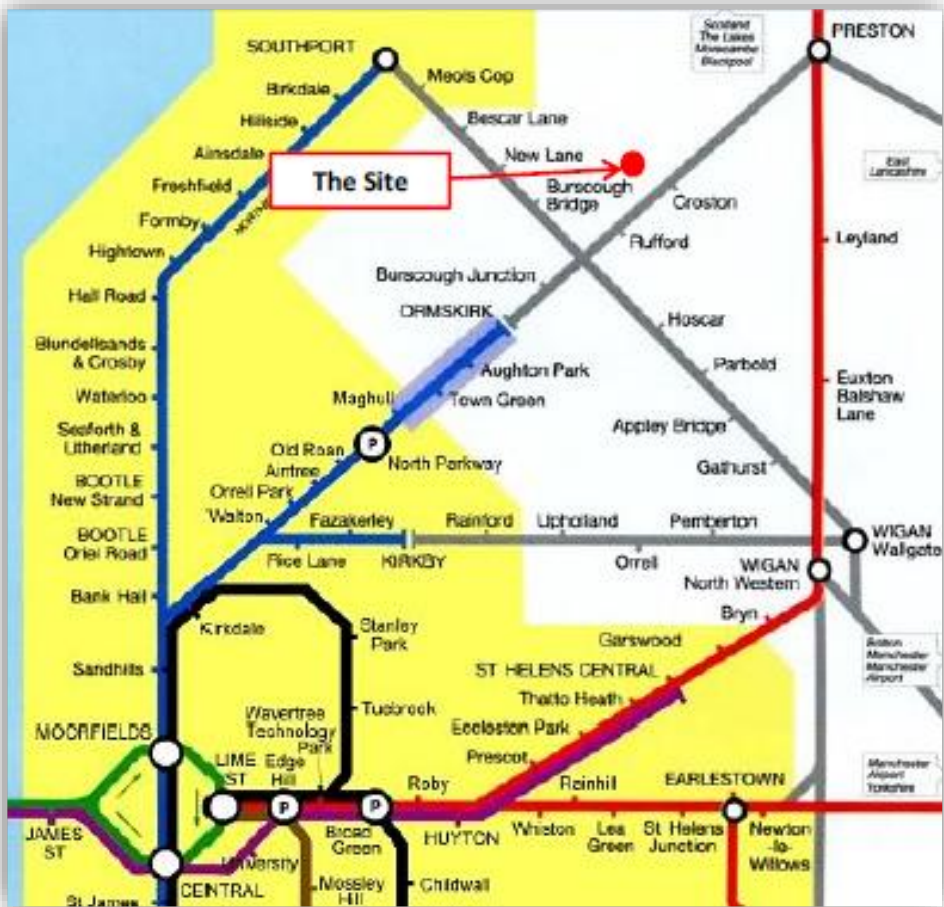
Croston Railway Station



Post Office and Off Licence 2 Minutes Walk From Site



Pharmacy and Bus Stop 2 Minutes Walk from Site



Commuter Rail Connections

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Hesketh Bank

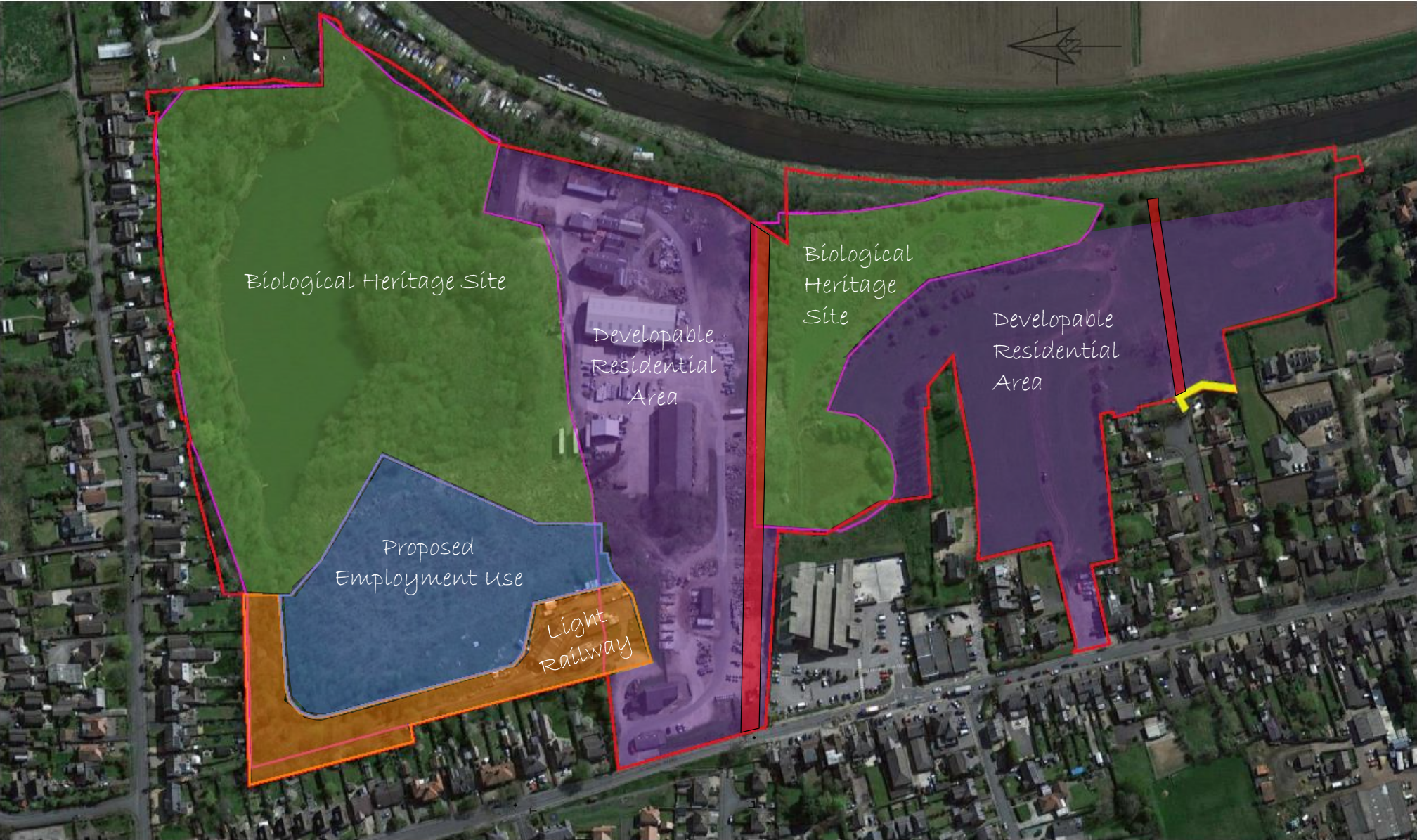


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Former Henry Alty's Brickworks, HESKETH BANK



Site Location:
Former Henry Alty's Brickworks
Location:
HESKETH BANK, Lancashire

Project Title:
Constraints Plan
Project Number:
TGDP/HABW/CPI

Scale @ A3:
1:1,000
Revision:
-

Drawn By:
TGDP
Date Revised:
23/02/16



Sewer Easement



Developable Area



BHS Area



Employment Use



Light Railway

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Former Henry Alty's Brickworks, HESKETH BANK



Development:
Former Henry Alty's Brickworks
Location:
HESKETH BANK, Lancashire

Selling Title:
Opportunities Plan
Selling Number:
TQDP/HABW/DPI

Scale & A1:
1:1,000
Revision:
-

Drawn By:
TQDP
Date Issued:
23/02/16

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— Outline Application Boundary
★ Phase One Site Access

➡ Potential Outlooks over Open Space
★ Phase Two Site Access

⊕ Pharmacy
○ Post Office

⬠ Supermarket
↔ HSBC Bank

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6.1 The site benefits from a Outline Planning Permission (2013/1258/OUT) granted 30 April 2015 for ‘Residential development across two phases, including associated garages, roads, landscaping and public realm creation in the form of a linear park and B1 employment uses. Details of access included’.

6.2 The site was originally master-planned by Henry Alty’s Ltd, this plan below shows the development parameters and the desired location for residential, employment and public Open Space.

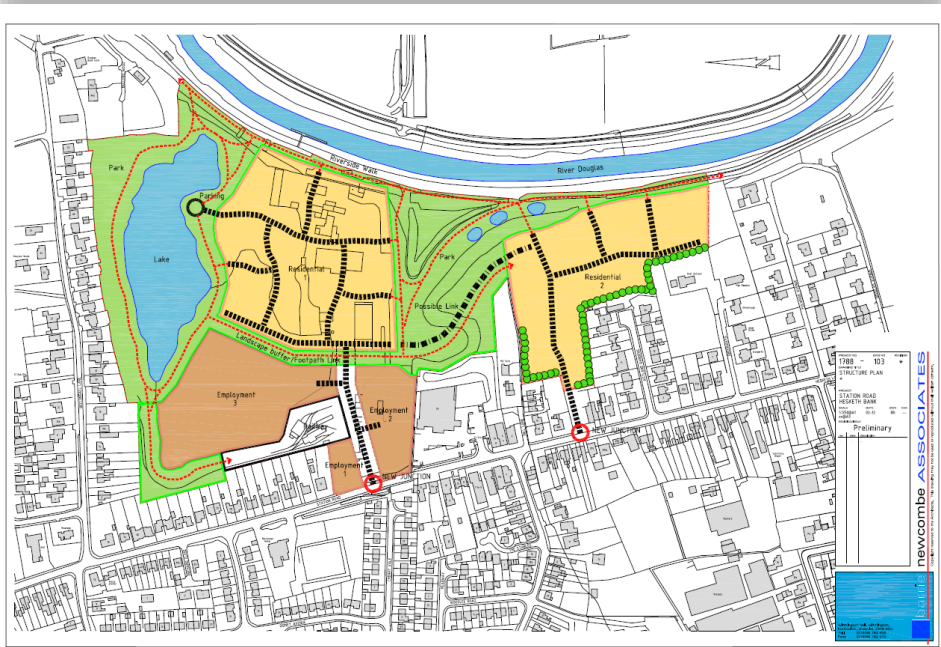
6.3 This concept plan was taken-on by Persimmon Homes and expanded upon to define densities and broad housing ranges.

6.4 A number of Iterations of the Masterplan for the development were produced throughout the planning process taking on board comments from the various public consultations that were held together with comments from the LPA and statutory consultees.

6.5 A final contextual masterplan was produced which fully respected constraints agreed with West Lancashire District council which forms the basis on which the submitted scheme now reflects.



Persimmon 1st Iteration Masterplan



Alty's Masterplan



Masterplan approved at Outline

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6.6 A Sketch concept scheme had been produced to form discussions with the LPA prior to this submission, It was felt that southern phase was too dense and that a reduction of number would be more appropriate for this area. The comments have been noted and implemented within the submitted scheme.

Alty's Brickworks, HESKETH BANK



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Sketch Proposals Tabled at pre application stage.



HOUSE TYPE	SQ.FT	NO	TOTAL SQ.FT
Apt	615	6	3690
Apt Corner	691	9	6219
Morden	548	11	6028
Moseley	739	33	24387
Hanbury	761	12	9132
Rufford D	870	2	1740
Rufford S	870	10	8700
Souter	932	16	14912
Hatfield	969	21	20349
Clayton corner	999	10	9990
Roseberry	1096	26	28496
Clandon Plus	1162	1	1162
Kendal	1190	34	40460
Chedworth	1222	5	6110
Winster	1275	15	19125
TOTAL		211	200500



Apartment Block



Apartment Corner

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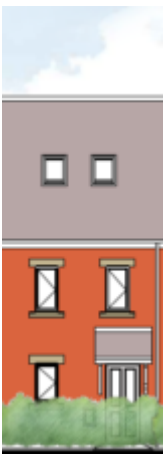
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Morden



Moseley



Hanbury



Rufford



Souter



Hatfield



Clayton Corner



Roseberry



Clandon Plus



Kendal



Chedworth



Winster

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8.1 The design has responded to existing constraints and opportunities on site whilst also aiming to provide an efficient housing scheme utilising good design.

8.2 The scheme delivers a range of family houses ranging from 2 bed to 4 bed propertied delivering 24 dwellings per gross Hectare which is to be considered low density.

Former Henry Alty's Brickworks, HESKETH BANK



Developed by:
Former Henry Alty's Brickworks
Location:
HESKETH BANK, Lancashire

Developing Title:
Contextual Masterplan
Developing Number:
TGDP/HABW/CM1

Scale @ A4:
1:1000
Revision:

Drawn By:
TGDP
Date: 23/02/16

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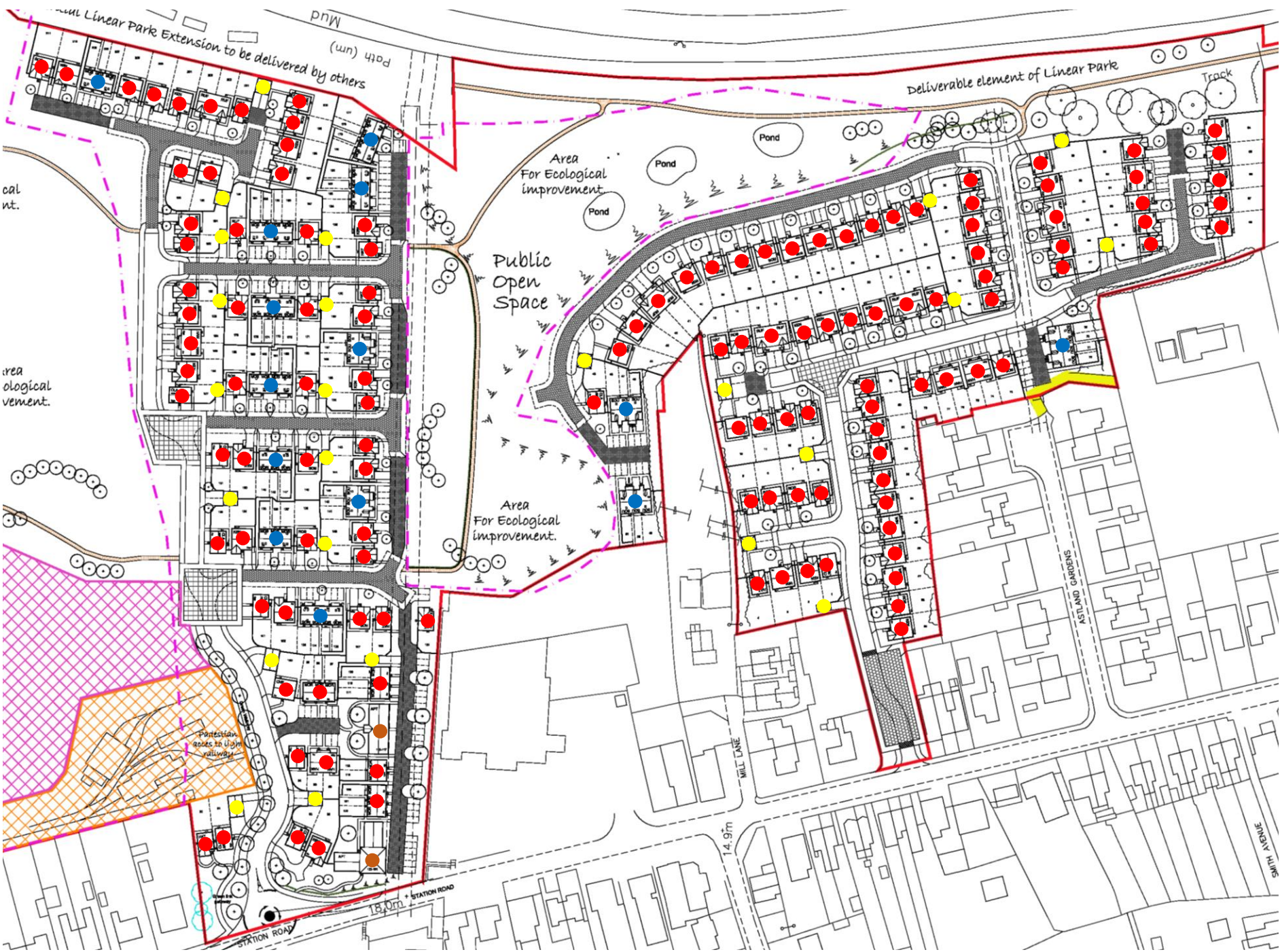
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- Single Storey (garage)
- Two Storey Building
- 2.5 Storey Building
- Three Storey Building

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Land reclamation

9.1 Part of the site (phase 1), as a former builders merchants, has been reclaimed and demolition of the buildings will take place. There is clear and current advice that developing on brown field land is sustainable and reduces the impact on green belt green field land and impact on natural habitats and environments.

Drainage

9.2 The drainage has been considered and a Sustainable Drainage System is to be incorporated into the proposals. Surface water will discharge to the River Douglas which will allow the development to maintain a high level of sustainable water discharge by natural means.



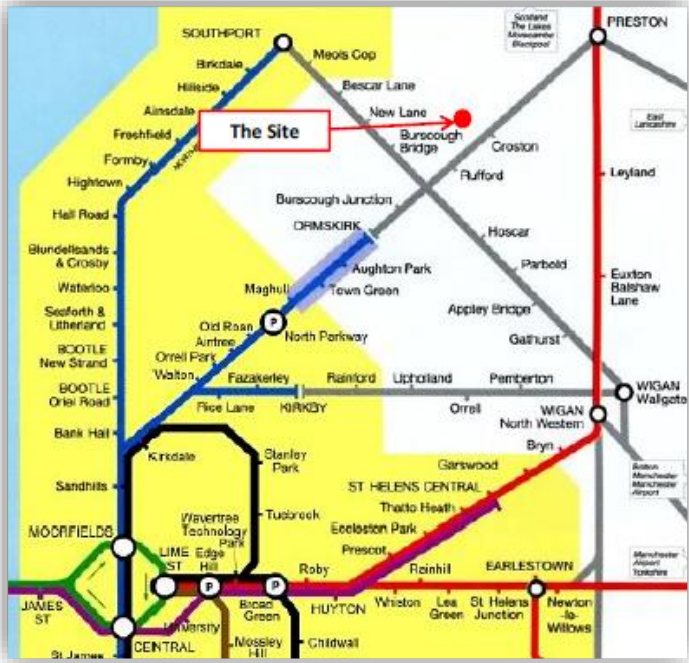
Aerial view illustrating Alty’s current form.

Sustainable Travel

9.3 The development is situated close to a range of local amenities including a supermarket, bank, post office and chemist all within a 2 minute walk.

9.4 The existing bus stops are located within 160m of the current site entrance on Station Road. The stops are served by the number 2 bus between Southport and Preston and providing access to a range of other locations including; Penwortham, Hutton, Longton, Walmer Bridge, Much Hoole, Banks, Crossens, and Churchtown. The bus services operate at a frequency of two [2] services per hour in each direction.

9.5 Croston railway station on the Ormskirk branch line is located approximately 5km to the south east of the site and provides services between Liverpool Ormskirk [39 minutes] and Preston [30 minutes]. Preston Station located approximately 10km from the site is a major station on the West Coast Mainland between London [2 hours 30 minutes to 3 hours] and Glasgow [2 hours 40 minutes].



Rail connections.

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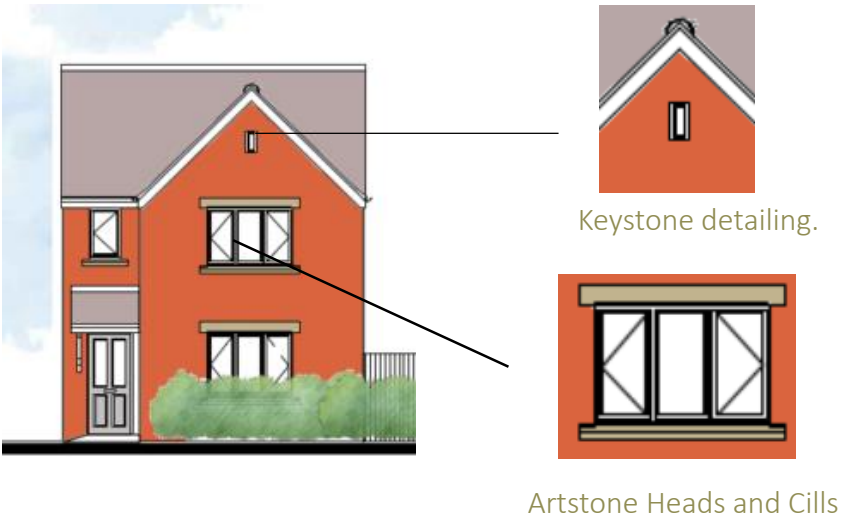
Elevational Treatment and Local Character

10.1 The proposed scheme has referenced surrounding vernacular within its design, incorporating architectural details, materials and scale of building that will knit the scheme into the surrounding built environment.

10.2 The proposed elevations for the development draw on elements and characteristics from the surrounding area.

10.3 The development picks up on key local details to tie the new development back to the existing community but while still providing a distinctive development that makes best use of the land. There is an abundance of large detached housing within the surrounding area and this is echoed throughout the proposed development.

10.4 The property mix is laid out to provide an aspirational selection of homes that will provide much needed new housing for the local community. The layout of the scheme has responded to the surrounding environment by creating pedestrian links, with these spaces being well overlooked and safe with building frontage creating legible spaces allowing the routes to be easily identified. The streets provide a coherent and well structured form.



The use of varying canopy styles to front doors Typical of those used in the local area.



Use of Dual Aspect properties, in key locations.



Examples of typical housing in the immediate vicinity, with the use of good quality red brick with stone detailing to doors and windows

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11.1 Within plot boundaries the landscaping should reflect the local conditions and provide hardy robust planting utilising native species.

11.2 Timber boundary fences will be used together with appropriate planting to create a softer treatment within the development and be partially shielded by planting with climbing species to be considered. This will aim to provide a secure but visually appealing barrier.

11.3 The above measures intend to ultimately create a secure but quality landscape design that will compliment the existing environment and help give a sense of place to the development.

11.4 The scheme also includes delivery of part of the wider linear park which links in with the areas of public open space within the site and also provides pedestrian routes to both the fishing lake and the light railway.

11.5 This section should be read in conjunction with the landscaping designs produced by Trevor Bridge Associates.



Timber screen fence with complementary



Hedge planting used as perpendicular break bars.



Example of tree planting in a residential setting

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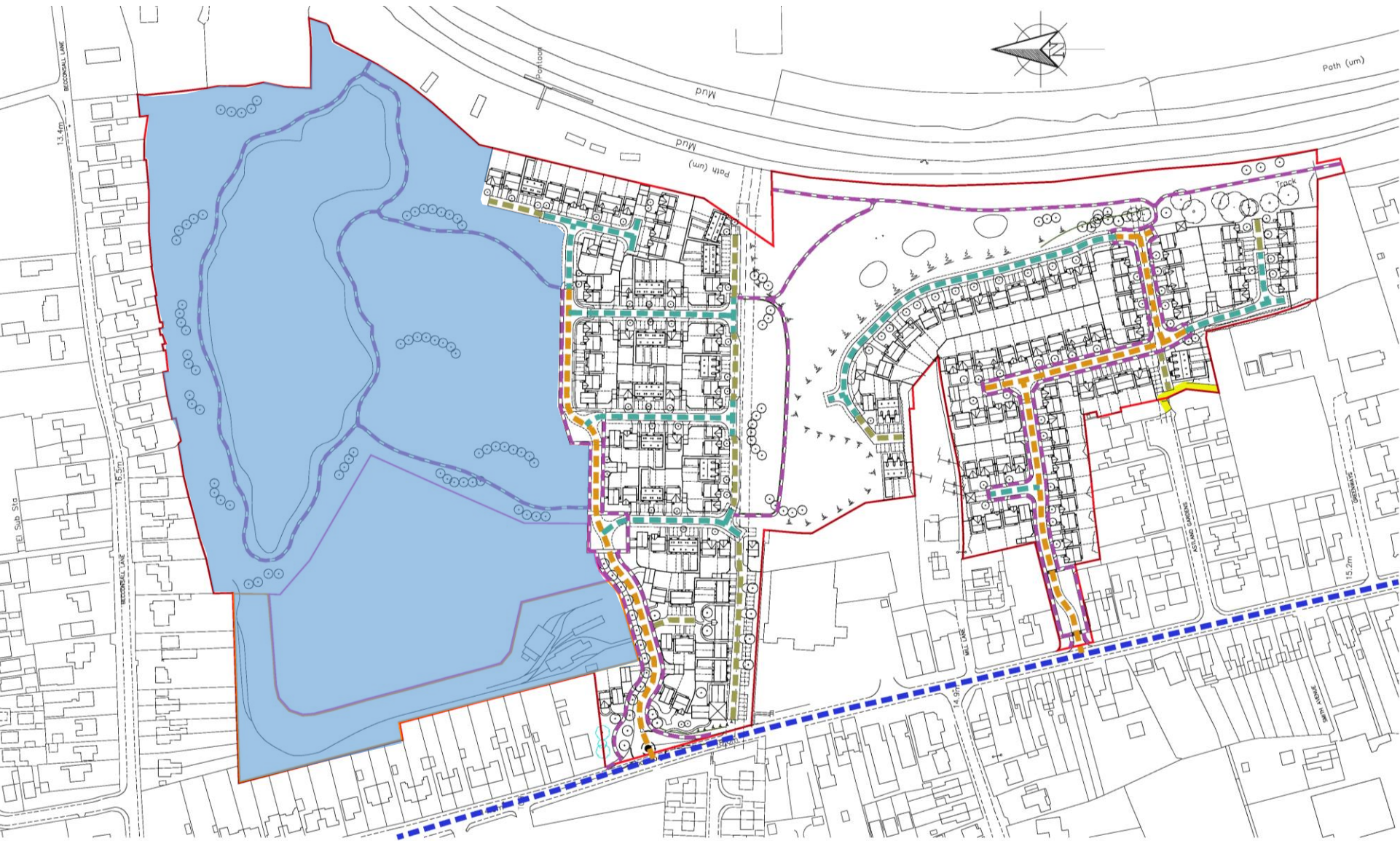


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Movement and Access within the wider masterplan.



Indicates Primary Route



Indicates 4.5m Accessway



Indicates Pedestrian Route



Indicates 5.5m Access Road



Private Shared Surface



Area Outside RM Application

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Typical Streetscene.



In Context masterplan in relation to wider outline development.

13.1 The Scheme as proposed will show a good use of brown field land and maximise development, whilst providing a scheme with architectural quality and sense of place and sensitivity to its surroundings and context.

13.2 The street frontage presented Within the scheme will add to the character of the area and create an attractive street scene and will be enhanced by appropriate landscaping.

13.3 Pedestrian permeability will be enhanced and encouraged with access to public open Space and the Linear park, along desire lines to movement destinations. Pedestrians will also be encouraged to points of pick up for public transport, promoting modle shift.

13.4 The provision of Public Open Space will be beneficial to the development, together with the surrounding community. This will enable the development to act as part of the wider community.

13.5 This scheme aims to provide varied characters, creating a sense of place with a legible street hierarchy.

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