



DESIGN AND ACCESS STATEMENT:

Hollins Paper Mill, Darwin

On Behalf of Gleeson Homes

31st July 2017

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1.0 INTRODUCTION

- 1.1 This supporting Design and Access Statement has been prepared by Niemen Architects on behalf of Gleeson Homes in relation to the application for residential development at Hollins Paper Mill, Darwen, just south of Blackburn in North Lancashire.
- 1.2 The proposed development is for 151 no. residential dwellings.
- 1.3 This Statement considers the various aspects of the proposed development including an assessment of the site and its surroundings, and the design objectives.

2.0 LOCATION AND SETTING

- 2.1 This Section sets out the wider location and setting of the site within its strategic context and should be read in conjunction with the Site Location Plan and Proposed Layout Plan set out at Appendices 1 and 2 of this Statement.

Wider Surrounding Area

- 2.2 The proposed development site is located 1-mile North of Darwen Town Centre.

Site Characteristics

- 2.3 The approximate gross area of the proposed site is 15.6 Acres. The brownfield site currently sits as disused space, following the demolition of the former disused Hollins Paper Factory ready for redevelopment



Photograph of now demolished former factory buildings



Photograph of historic former factory building on the site

Existing Access

2.4 The existing site is located on two main roads, Hollins Grove Street and Lower Eccleshill Road. The site is split by Hollins Road currently which links the confluence of the two aforementioned main arterial roads with the centre of Darwen, although blocked by the Crown Paints complex of industrial buildings to the North West of the site. The site is accessed directly off Lower Eccleshill Road and Hollins Road currently.

Indicative Site Location - N.T.S.



Immediate Surroundings and Uses

2.5 The brownfield site was the former location of Hollins Paper Mill, which has been closed and subsequently demolished. The site currently lies vacant, awaiting redevelopment.

To the North and North West of the site is the Crown Paints industrial complex with Upper Darwen and Blackburn beyond. To the south and west of the site there are some early to mid-century predominantly semi-detached brick or rendered dwellings, with Victorian rows of stone & redbrick terraced dwellings and central Darwen further beyond. Immediately to the east and south of the site lies Lower Eccleshill Road, a train line, a caravan storage yard, Asphalt plant and car breakers yard, with open field beyond.

Topographical Survey - N.T.S.



Existing Property Example Locations



View of existing Semi Detached properties on Hollins Grove Street just down from the site



View of existing red brick semi detached and terraced properties just behind the above properties



View of existing red brick semi detached and terraced properties just behind the above properties



View of existing red brick semi detached and terraced properties just behind the above properties



View of existing stone and red brick or rendered terraced properties to the south of the red brick properties above



View of Existing access to the Crown Paints complex on Hollins Road



View of the Site from Lower Eccleshill Road Prior to Demolition



View of existing Asphalt Plant on Goose House Lane



View of existing caravan storage site opposite the site on Lower Eccleshill Lane

Precedents

- 2.6 The existing properties in the area are mostly industrial in nature and generally unsightly. Further there is a range of residential properties from Victorian period terraces to early / mid 20 century red brick terraced and semi-detached properties closest to the site. These properties do share a number of similarities with Gleeson Homes house types, including recessed windows with lintel and cill detailing.

Vegetation and Boundary Treatments

- 2.7 Whilst the immediate surrounding area is quite heavily planted, this site has been industrial in nature for over 100 years and has only recently been cleared awaiting redevelopment. The houses will have individual gardens and timber fences which will soften and greatly enhance the visual aspect of the site in comparison to the previous view from Lower Eccleshill Road and Hollins Grove Street.

3.0 PROPOSED LAYOUT

- 3.1 This section provides a description of the proposed development and the context in which it is situated.

Project Brief

- 3.2 The project brief by Gleeson Homes was to accommodate an appropriate level of development whilst considering the site's constraints and opportunities and existing context.

Proposed Access

- 3.3 Hollins Road will be removed as part of the development of this site. The site will be accessed directly off Hollins Grove Street to the estate roads. There are also 7 proposed semi-detached and detached units to the Southernmost section of the site which will be directly accessed from Hollins Grove Street as these are separated from the rest of the development by a retained landscaping strip.

Proposed Site Layout

- 3.4 The proposed site layout utilises plot orientation to front the proposed highway that runs through the site. The orientation of the plots ensures an appropriate relationship to the proposed streetscape whilst providing natural surveillance across the site.

The existing site topography indicates that there is a varying gradient due to the demolition of the previous building on the site, with an approximate fall varying between 4 and 5 metres at its peak between the East and West of the site and is manifested in a landscaped banking between the plots running North to South centrally on the site splitting the site into two sections as can clearly be seen on the Proposed Site Layout plan drawing.

The proposed site layout is designed around creating a diverse and interesting street scene along Hollins Grove Street and Lower Eccleshill Road. The proposed development accommodates appropriate separation distances both adjacent to the site boundaries and within the proposed development itself to reduce the perceived scale of the proposed development and maintain private amenity.

Private and Public Spaces

- 3.5 Solid design methodologies have been adopted concerning the design of the site. The clearly defined front gardens provide an open frontage of defensible space whilst the private amenity space to the rear of properties is clearly defined through the use of timber fencing or garages providing a secure barrier to the rear gardens.

A diverse 'soft scape' together with elevational features will create interest within the street scene. There are areas of public open space provided within the site (approx. 0.3728 ha / 0.921 Acres) along with peripheral landscaping features that take account of the sites varying topography and the existing wooded beck which lies to the South of the development site (approx. 0.8709 ha/ 2.152 Acres).

External to the site, there is also ample provision of existing open space within the immediate locality in the form of the open fields at Polyphemus Wood and Eccleshill to the South East of the site.

Crime Prevention

- 3.6 Gleeson has a wealth of experience in creating safe neighbourhoods in areas of social and economic deprivation and know that achieving security through design is more than a series of standard details and security recommendations. It is also about creating an environment that promotes good social behaviour and encourages a sense of community, ownership and pride, which in turn encourages the self-policing of a neighbourhood.
- 3.7 The Maximising Security Through Design document, prepared by Gleeson, a copy of which is submitted with this planning application, demonstrates the company's commitment to enhancing the security of its homes and developments. The document identifies design solutions which reduce vulnerability to crime.

Surroundings

- 3.8 The proposed scheme seeks to complement and improve upon existing adjacent residential areas within the site's locality, achieved through the use of materials, separation distances and layout. The surrounding context is an eclectic mix of property styles, predominantly terraced and semi-detached dwellings, with a varied mix of surface treatments. Examples of existing materials and details include the predominant use of red and brown brickwork, grey and brown roof tiling, with varying shades of render also featuring within the immediate locality. Marginally further afield there are smaller more recent developments comprised of predominantly red and buff brick detached homes, with similarly defined frontages and plot layouts as those employed by Gleeson Homes.

4.0 TYPE AND QUANTITY OF DEVELOPMENT

- 4.1 The proposal will provide 151 no. dwelling houses utilising 13no. different property styles consisting of 54no. 2-bedroom houses, 89no. 3-bedroom houses and 8 no. 4 bedroom houses. Properties are a mixture of both semi-detached and detached dwellings. Integral garages and adjoining garages also feature within the proposed layout.

5.0 SCALE AND APPEARANCE

- 5.1 The proposed dwellings will be two storeys in height. The scale is therefore in keeping with the local character of residential properties and more appropriate for the area than the former 3 and 4 storey industrial buildings previously occupying the site before being demolished.
- 5.2 Each dwelling will be provided with a minimum of 2no. off road parking spaces, with the majority of plots having an additional garage space.

Elevations

- 5.3 Careful consideration has been given to the arrangement of the varying properties to ensure visual diversity and interest is achieved through the architectural form, the streetscape and roof scape.

All proposed elevations consist of two storey dwellings in both semi-detached or detached formats with pitched roof lines in keeping with the existing residential properties within the immediate locality. Additional features such as quoin detailing, brick heads, sills and corbeling at eaves level combine to create visually engaging elevations while establishing a sense of identity for the development itself.

The proposed elevations therefore complement and enhance much of the surrounding area in terms of form, scale, materiality and with proposed additional detailing to further enhance the proposed streetscape.

Indicative example of elevations - N.T.S.

NB: Brickwork finish shown illustrative, please refer to submission documentation for proposed brick finish



Amenity

- 5.4 The proposed layout seeks to enhance the private amenity of neighbouring properties via improved visual aspect of the site and provision of additional public open space. Relevant offset distances and plot positioning will ensure this is achieved. Private amenity space is provided in the form of secure rear gardens.

6.0 ACCESS AND ACCESSIBILITY

Proposed Access

- 6.1 Access to each plot will be via private driveways/ off-road parking directly accessed from Hollins Grove Street as noted previously.

Design and Visibility Splays

- 6.2 The proposed scheme provides estate roads accessed off Hollins Grove Street with driveways off the estate roads. The new estate road will be designed to meet visibility splay requirements in terms of vehicular access onto Hollins Grove Street from the proposed site. The new proposed site access is similar in terms of highway connection to the existing road, Hollins Road as this is deemed to be a suitable location in terms of visibility to onward traffic on to the main road. The proposed design also accommodates pedestrian visibility along the proposed footpaths in relation to the access created via private drives along the boundary. Defined frontages create a clear point of access to each individual plot, with direct access off Hollins Grove Street for the 7 southernmost plots.

Access into the Dwellings

- 6.3 Gradients leading to dwellings will be designed in accordance with Part M of the Building Regulations and all plots are to include an allowance for a minimum 900 x 1200mm level access to the main entrance.

Access by Bus

- 6.4 The site is ideally located for public transport with a bus stop located on Lower Eccleshill Road, directly outside of the site. The bus number 33 run regularly between Darwen centre and Blackburn centre.

Access by Train

- 6.5 The site is located 1 mile or a 20-minute walk away from Darwen train station, to the South of the site, which runs trains between Clitheroe and Blackburn to Bolton, Salford and Manchester Victoria.

Access by Road

- 6.6 The site is accessed directly off Lower Eccleshill Road which links via Paul Rink Way to the North to junction 4 of the M65 with access to Preston and the M6 to the east and Burnley to the west.

Access by Air

- 6.7 The site is located 30 miles away from Blackpool Airport and Manchester Airport is located 41 Miles away to the South, both accessed via the M65 and wider motorway network.

Defined Retail Centres

- 6.8 A small Co-Op minimarket style shop is located 0.5 miles away from the proposed site entrance at the end of Hollins Grove street.

Further, Darwen centre is located approximately 1 mile walk to the South of the site which includes a Lidl, Asda, Iceland and a Sainsbury's supermarkets, Darwen market and other normal retail outlets generally found in town centres.

Access to Schools

- 6.9 The proposed site has good access to a wide range of educational facilities, with a good number of them located within 1.5 miles of the site:

Darwen St James C of E Primary Academy is 0.7miles

Avondale primary School is 0.7 miles

St Cuthberts C of E Primary School is 0.8 miles

Darwen Vale High School is 1.3 miles and

Darwen Aldridge Enterprise Community Academy is 1.5 miles from the site.

Access to Other Facilities

- 6.10 Darwen's local Health Centre, Leisure Centre, Police station, Library and Theatre are all closely located in the centre of Darwen approximately 1 mile to the south of the site by foot.

7.0 LANDSCAPING

Protection During Construction

- 7.1 Any existing trees to be retained will be appropriately protected during construction with all necessary precautions taken.

Landscaping Scheme

- 7.2 A Landscaping scheme has been designed for the development by Rosetta Landscape Design and is included within the application.

8.0 DESIGN PROCESS AND PLANNING CONSIDERATIONS

- 8.1 To ensure the production of a high-quality design that takes on board Planning Policy and site specifics, a thorough examination of the physical limitations and constraints of the site and its wider surroundings has been undertaken, identifying any potential design opportunities. These have been detailed through a series of context, appraisal and concept sketches in accordance with guidelines set out in 'Successful Place – A Guide to Sustainable Housing Layout and Design'.
- 8.2 Additionally, the requirements of the Statutory Development Plan for the area as well as national planning context and policy have been considered.

National Planning Policy Framework

- 8.3 The National Planning Policy Framework sets out the Government's planning policies for England and requirements for the planning system with the main goal of 'achieving sustainable development'.
- 8.4 The Framework sets out 12 core land-use planning principles amongst which it states that planning should:
- Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve places in which people live.
 - Proactively drive and support sustainable economic development to deliver homes, businesses and infrastructure.
 - Seek to secure high-quality design and a good standard of amenity.
 - Encourages the effective use of land by reusing previously developed (brownfield) land.

- Effectively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

How Does the Proposal Address the Framework?

- 8.5 The proposed development will reinvigorate an existing disused brownfield site following demolition of existing structures on the site. The sites location benefits from regular public transport services within close proximity and is easily accessible whether walking or cycling. The proposal will enhance the housing provision within the local area, providing a range of homes for potential future residents, enhancing the overall visual improvement to the locality.

Local Planning Policy

- 8.6 A comprehensive planning statement has been completed by SATPLAN Ltd on behalf of Gleeson Homes to accompany the application.

Proposed Use

- 8.7 As the proposed site lies within a mixed area of residential and industrial land uses but with aging properties, the proposed development is considered an appropriate addition to the locality. The overall development presents a good opportunity to reinvigorate the existing provision while contributing towards the need for new housing as outlined by central government in line with estimates for population increases. The range of house types has been carefully considered allowing the site to cater to a range of potential future residents, and create a diverse and interesting street scene.

Proposed Layout

- 8.8 The proposed development will contain house types of a traditional brick semi-detached and detached format. The parking provision of properties is typically located to the frontage of the properties, creating distance between the dwellings and the roads, with a driveway adjacent to the relevant property side resulting in a greater separation distance between the houses, reducing the dominance of the car to the street scene. The addition of adjacent garages, and the use of house types with integral garages also aim to ensure that the street scene is not car dominated, whilst enhancing the parking provision.

The proposal will incorporate an appropriate mix of house types to create a lively, vibrant and diverse street scene. Defined frontages and clear sight lines to the roads from the proposed dwellings create active surveillance across the site.

The housing mix consists of 2, 3 and 4 bed dwellings in semi-detached and detached formats. The defined frontages and design of the parking provision allows the dwellings to be set back at a comfortable distance from the main highway, reducing the encroachment of noise upon the site.

Design

8.9 The proposed property locations have been positioned to, wherever possible, ensure natural surveillance is achieved to all public realm areas.

9.0 CONCLUSIONS

9.1 It is considered that the proposed scheme meets the requirements of the brief, and both national and local planning policy and guidance, for the following reasons:

- The proposed development is wholly compatible in terms of national and local planning policy;
- The opportunity to bring forward low cost market housing, which will add to the choice available for local residents;
- The proposal significantly enhances and completes the street scene, adding much needed diversity to the immediate locality. Careful consideration has been given to the location of new dwellings in relation to security but particularly privacy design standards and distances.

APPENDIX 1 - SITE LOCATION PLAN - N.T.S.



Hollins Paper Mill, **DARWEN**
DO NOT SCALE - ALL DIMENSIONS & LEVELS TO BE CHECKED ON SITE - THIS DRAWING IS COPYRIGHT

SKETCH
subject to structural review
subject to accurate measured survey

DATE: 07/08/17		PROJECT: SITE LOCATION PLAN FOR SUBMITTED APPLICATION	
DRAWN BY: GLEESON HOMES		CHECKED BY: NIEMEN ARCHITECTS	
TITRE: SITE LOCATION PLAN		SCALE: 1:1000	
REF: 12.11.15	DATE: 11/25/08/A3	REV: B	
PROJECT NO: 2088-C-000 A	PROJECT: 2088-C-000 A	www.niemen.co.uk	



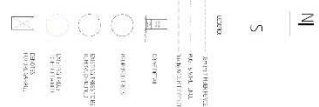
APPENDIX 2 - PROPOSED LAYOUT PLAN - N.T.S.

Hollins Paper Mill, DARWEN
 000001 SCALE ALL DIMENSIONS ARE SUBJECT TO BE CHECKED ON SITE - 1:500 PLAN AND 1:100 PLAN



SKETCH
 subject to structural review
 subject to accurate measured survey

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.		1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.	
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Block/Type	No of Beds	Type	No of Units	Average
1. Bedrooms	53	Single-bed	53	1.687
2. Bedrooms	19	Single-bed	19	0.606
3. Bedrooms	14	Single-bed	14	0.452
4. Bedrooms	7	Single-bed	7	0.227
5. Bedrooms	4	Single-bed	4	0.129
6. Bedrooms	3	Single-bed	3	0.097
7. Bedrooms	2	Single-bed	2	0.065
8. Bedrooms	1	Single-bed	1	0.032
9. Bedrooms	1	Single-bed	1	0.032
10. Bedrooms	1	Single-bed	1	0.032
11. Bedrooms	1	Single-bed	1	0.032
12. Bedrooms	1	Single-bed	1	0.032
13. Bedrooms	1	Single-bed	1	0.032
14. Bedrooms	1	Single-bed	1	0.032
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19. Bedrooms	1	Single-bed	1	0.032
20. Bedrooms	1	Single-bed	1	0.032
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28. Bedrooms	1	Single-bed	1	0.032
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96. Bedrooms	1	Single-bed	1	0.032
97. Bedrooms	1	Single-bed	1	0.032
98. Bedrooms	1	Single-bed	1	0.032
99. Bedrooms	1	Single-bed	1	0.032
100. Bedrooms	1	Single-bed	1	0.032
Totals	151		151	102.00

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