

2017



[SOLWAY DRIVE, WALNEY DESIGN & DEVELOPMENT BRIEF]

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Introduction

This Development Brief is being issued to encourage expressions of interest for the development of the Solway Drive site for housing. The land forming two parcels (sites SHL100a and SHL101) is being progressed as a housing allocation through the emerging Local Plan. The two sites will be referred to singularly as 'The Site' except where a reference is made about one area specifically.

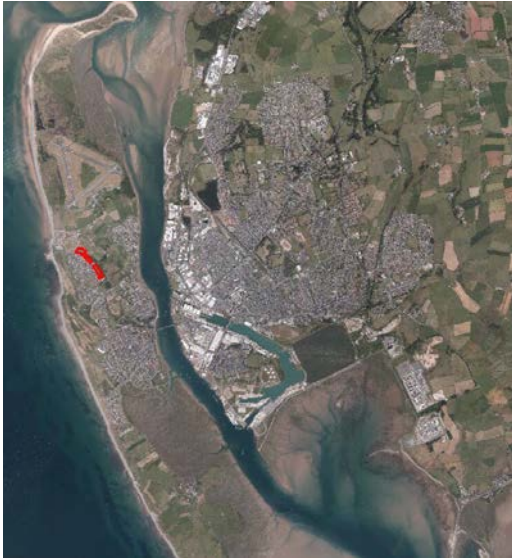
The format envisaged is either a flat-based extra care scheme and/or private market units. A higher density development in terms of form will help maximise the unit out-turn for the site whilst helping to retain a greater degree of openness around the development in what needs to remain a landscape-dominated setting.

The site's environmental quality lends itself to this type of development with its close proximity to the coast, rural hinterland and extensive views of the sea and Lake District Mountains beyond which provide an attractive and highly marketable setting.

The purpose of this Development Brief is to inform, guide and deliver a sustainable housing development scheme for the site. It represents the starting point for negotiating a high quality development that will help to lift the quality of design not just on this site but across the Borough.

In the event of competing bids being received consideration will be given to a Design Selection Panel to consider scheme presentations against the criteria set out in this brief, or any that supersede it.

Site Location – Solway Drive, Walney Island



Site Boundary



N



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Developer Brief

This Brief is one of several being produced to guide and coordinate the delivery of sites in Council ownership promoted as part of the emerging Barrow Borough Local Plan. It should be used to produce a viable scheme for full planning permission for the whole site that meets the principles and criteria set out in this Brief that will help to raise the quality, and contributes to improving choice in the local housing market.

Two preferred housing types are suggested:

1. Residential care and/or private flat accommodation of no more than 2 ^{1/2} storeys in height where the upper storey would be incorporated as part of a distinctive roof design.
2. Market housing set behind a landscaped frontage that takes account of the site's existing frontage, its openness, woodland backdrop and wider setting.

All proposals should consider the following:

- The relationship with the existing West Point House development that bisects the two parts of the site.
- A smaller area of the southern parcel to the south of the existing footpath access to the Green Wedge is only considered to be suitable for a small number of dwellings with garaging located within a consolidated landscaped boundary.

- All parking to be within the curtilage located away from prominent view behind defensible building lines or screened by garaging and landscaped garden boundaries that connect with the site's surrounding Green Infrastructure Framework.
- The scheme will be considered heavily on its ability to be assimilated sensitively into the landscape setting. It will be important that the amount of built form and its ancillary components, especially parking and accessibility, is proportionate to the need for openness to ensure that the environmental and urban design requirements of the brief can be met.

Planning Status

The entire site is within Barrow Borough Council ownership with no relevant planning application history. The two areas forming the Solway Drive site are shown on the Site Location Plan and described in the next section.

The site is well-defined in streetscene and landscape terms, by houses on Solway Drive to the west and the woodland backdrop to the east. Parts of the north and south areas of the site currently fall within the existing Walney Green Wedge. Green Wedges are a means of protecting important open green space within and around the urban area to maintain separation between settlements and adjacent development areas and to provide visual and physical access for amenity and recreation.

The Council's Green Infrastructure Strategy has been developed from a review of all Green Wedges including the one at Walney. The study concluded that the boundaries of the existing Walney Green Wedge along Solway Drive were insufficiently well-defined with the boundary running through the open part of the site. The proposed Green Wedge boundary being taken forward in the Local Plan can be seen on page 8.

The Site

The Solway Drive site currently presents a mature landscape on the edge of the existing settlement providing an open aspect and amenity to the residential frontage opposite. The site is accessed by a network of public footpaths and informal routes providing local community access into the Green Wedge.

The Solway Drive site comprises two narrow parcels of land. One to the north and one to the south either side the existing West Point House.

South East Parcel

The land comprises important areas of distinctive mature scrub hedgerow fronting the highway within areas of unimproved grassland. South of the main footpath access to the Green Wedge is an area enclosed by mature hedgerow adjacent to existing development to the south and west.

North West Parcel

The north-west parcel is more open in character comprised largely of similar unimproved grassland with an informal network of tracks accessing the wooded area to the east. Both north and south areas have local ecological value as wildlife habitat and as movement corridors.

The site area shaded light blue is an area of the Walney Green Wedge that would be suitable for sustainable drainage systems (SuDS) and other Green Infrastructure purposes. This area will not be subject to built form development due to the need to maintain open views from Cows Tarn Lane into the Green Wedge and to separate the permanent built up area from the semi-permanent character of the West Shore Chalet Park.

Site Conditions & Access

The entire site also falls within the Environment Agency's 'More' category regarding susceptibility to ground water flooding. Parts of the site are marshy with additional potential for surface water flooding in the up to 0.1metre in 30 and 200 year categories..

A United Utilities Main Pipe Combined runs along the length of the North West Parcel of land adjacent to the highway frontage with Solway Drive.

The site falls within the Air Safeguarding Zone for buildings over 10 metres and within the Zone for Emergency Planning Consultation.

The site is readily accessible to local services and facilities with the following list indicating approximate distances:

- Mill Lane Community Centre 750 metres
- Walney Library 1700 metres
- Mill Lane Post Office 800 metres
- Supermarkets 1500 to 2500 metres
- Doctor's Surgery 1500 to 2000 metres

The site is also accessible by public transport with Bus Stops between 150 and 800 metres of the site.

Photographic Images of the Site

The following viewpoint images highlight the existing character of the site and immediate surrounding area:



How to use the Design Sections of the Brief

The following sections set out the Council's thinking on the quality, character and appearance of development it expects to see. The guidance is intended to be used by the design team and to help structure a Design & Access Statement.

It is important to note that the Brief is not prescriptive; it highlights a general approach and the principles and objectives that schemes need to achieve, not how it must be done.

A list of contacts is provided on the back page should clarification or interpretation on any point be required.

Design Approach

The Council expects to see evidence of proposals having been design led creating both a sense of place and a sense of space that combines a marketable identity with a functional and liveable arrangement.

Design and Access Statements will need to illustrate how the scheme would appear visually in streetscene terms from key viewpoints and not simply in plan form.

Design Principles

A submitted scheme will need to show how the following criteria have been taken into account.

Proposed schemes will need to show:

Context

1. How the site context and setting have informed its appearance and how views in and out of the development have been managed.
2. How the form and character of the existing mature frontage landscape is to be managed and protected during development.
3. How public access to the Green Wedge is to be maintained.
4. How the impact on the site's existing ecology in terms of habitat and wildlife movement in particular will be minimised, especially during construction

Layout, Form & Character

1. How form and arrangement contributes to the creation of a sense of place whilst retaining the generally open character of the site.
2. How the design would optimise orientation to maximise solar gain, aide passive ventilation and exploit local and distant landscape/seascape views.
3. Access into and around the site achieves an 'off-carriageway' appearance using shared surfaces connecting with existing pedestrian access to the Green Wedge.
4. The layout and building arrangement create an acceptable balance of community safety, natural surveillance and privacy.

5. Appropriate drainage arrangements incorporating the area identified for SUD's.
6. How the visual impact of parked vehicles will be minimised throughout.

Building Design

1. Building elevations incorporate projected and setting back elements in order to create a strong façade.
2. Consideration has been given to use of glazing and materials to soften the impact of the development in this location.
3. Boundary treatments have been chosen to define semi-private space, create legible entrances and support the creation and connection of habitat in line with Green Infrastructure objectives.
4. Consideration has been given to the visual impact of the roofline.
5. Consideration has been given to lighting/light pollution to avoid the urbanising appearance of lighting columns.

Sustainability

1. Buildings have incorporated sustainable principles and technologies
2. Cycle storage facilities to encourage reduced use of the private car have been incorporated.
3. Storage for waste and recycling bins has been incorporated within the defensible curtilage and not in prominent view within the streetscene.

Development Framework

-  Green Wedge
-  Green Spaces
-  Green Links
-  Proposed Vehicular Access
-  Existing Pedestrian Access
-  Public Rights of Way and Other Routes
-  Proposed SuDs Area
-  Views
-  Site Boundary



Planning Policy Context

National Planning Policy Framework Context

Para 153 of the NPPF states that; 'Supplementary Planning Documents (SPD) should be used where they can help applicants make successful applications or aid infrastructure delivery, and should not be used to add unnecessarily to the financial burdens on development.'

It is considered that the vulnerability of the site in terms of the impact of development upon its character and that of the wider area justifies the production of a development brief.

Para 210 of the NPPF states that 'Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise'.

Local Planning Policy Context

It is considered that the intention to develop land at Solway Drive would be consistent with Saved Policy D4 of the Barrow-in-Furness Adopted Local Plan 1996-2006 providing that the objectives set out in the principle, parameters and performance criteria sections of the Brief are met. It is also consistent with the Council's emerging Borough Local Plan and the Green Infrastructure Strategy Supplementary Planning Document (SPD) that supports it.

The use of a development brief on this site is consistent with the NPPF's encouragement for positive and proactive planning in the delivery of sustainable housing development



Good design remains 'indivisible' from good planning (NPPF, p.56, 2012) and is the most visible indicator of investment and regeneration. The delivery of an 'approved' design and finish quality on the ground is considered by the Council to be an essential infrastructure objective.

Planning Application Process

Pre-application discussions will be an important part in formulating scheme proposals with key stakeholders. The Council expects all issues to be resolved prior to the submission of an application. It is envisaged that a Development Team approach will be offered with direct support to the design team from development control, planning policy, County drainage and highways and building control sections.

Implementation

The number of conditions will be kept to a minimum. Issues of materials in particular are fundamental to the outcome of the scheme and will be expected to be scheduled within the planning application.

Permitted development rights relating to fences and garden structures will be removed to ensure that the overall approach to landscape design is not undermined.

Particular attention will need to be given to the protection of habitat and ecology during the construction phase.

Submission requirements

The documents in the list below will be required to accompany the application for full planning permission. Other statements may be required arising from information received from formal consultations:

- Planning Statement
- Housing Statement;
- Design and Access Statement;
- Tree and planting survey and impact Assessment;
- Landscape Value Impact Assessment;
- Phase 1 Land Contamination Report;
- Flood Risk Assessment and Drainage Strategy;
- Habitat and Protected Species Survey;
- Development Timetable
- Construction Management Plan;

Useful Contacts

Planning Policy **01229 876363**

(All initial enquiries)

Development Control 01229 876568

Estates 01229 876362

Building Control 01229 876356

Cumbria Highways 0845 6096609

Disclaimer

It is important to note that every reasonable effort has been made to ensure the accuracy of the information provided. It remains the sole responsibility of the developer to demonstrate the acceptability and accuracy of proposals submitted to the local planning authority for planning permission.

February 2017.

Working together to support sustainable development within the Borough of Barrow-in-Furness

