

Whalley Road

Design & Access Statement

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Architectural & Building Surveying & Planning Consultants

June 2011

Introduction

The proposals have reached the application stage by involving a wide variety of professionals and individuals and addressing their comments, suggestions and concerns. This document will demonstrate that the proposals will provide a scheme which connects and works well within its context and brings many benefits to the local community.

The proposals have undergone a detailed, thorough analysis which incorporates the advice and views of professionals and local residents. In doing so, it is hoped a diverse and well designed development will be created which integrates and works in harmony with its surroundings.



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The process

Assessment

The proposals have been subject to an analysis of the existing surrounding area. We have identified and addressed key issues within the context of the site and its surroundings. These include the physical, social and economic characteristics of the area.

Involvement

From the beginning and throughout the design process we have maintained discussions and involved various groups of people. This includes various consultants forming part of the design team. These include: Transport consultants, agriculturalist, town planning consultants, noise consultants, engineers and drainage experts.

A public consultation held on 8th July 2010 which was well attended gave rise to a variety of views, both in support of the scheme and raising concerns. Careful consideration has been given to the views received and a full analysis is included in the community involvement statement.

1) Some of the key issues which were highlighted in the involvement stages have been reviewed and addressed.

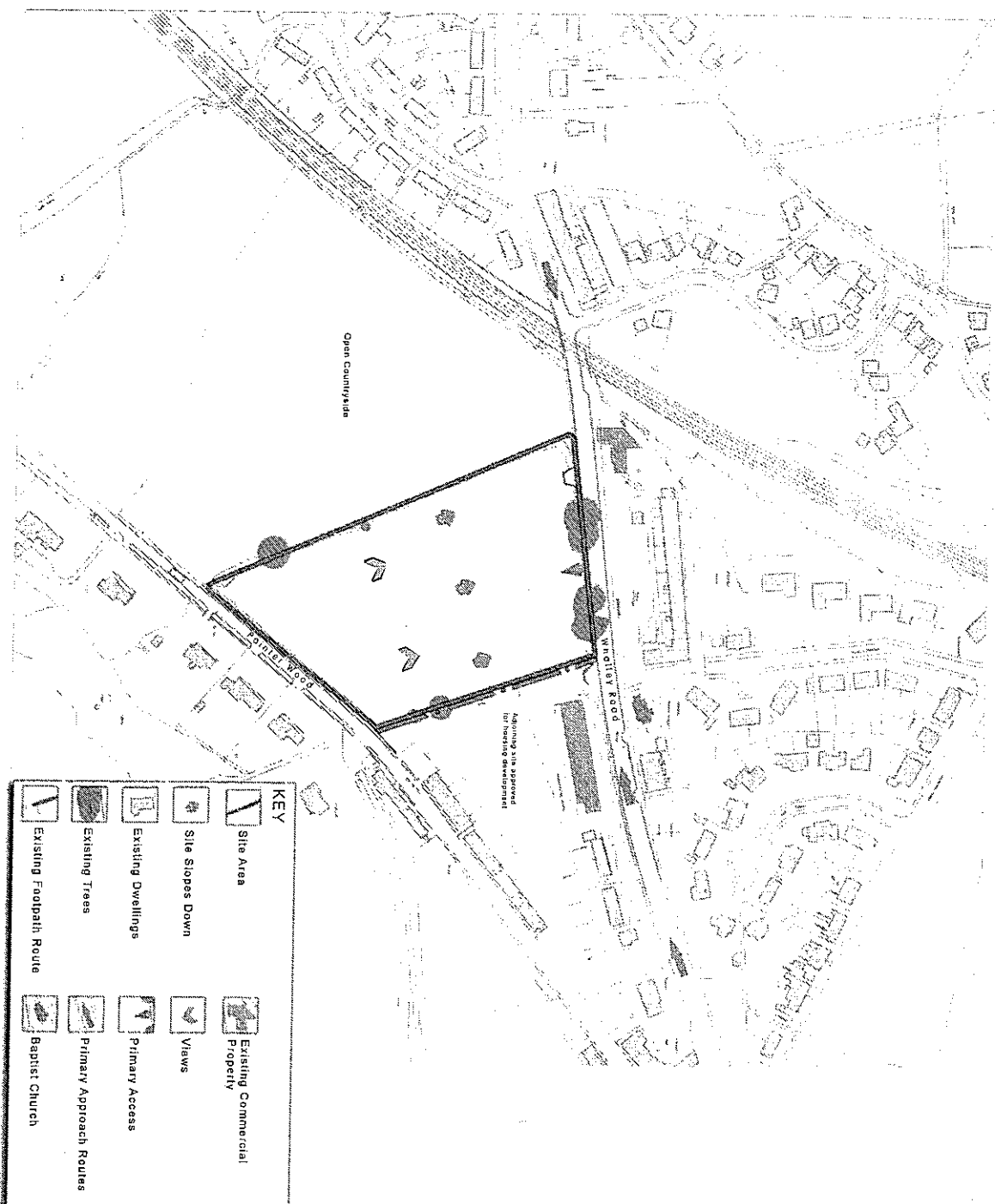
2) The proposals have already been submitted to the local authority under a separate application which was refused. These proposals seek to address the reasons for refusal. In particular, all houses would now be accessed from Whalley New Road. No houses would be accessed from or front Parish Wood.

Evaluation

The information collected in the assessment and involvement stages has helped to identify opportunities and constraints that will inform the later development of the scheme. In the early stages of design a number of alternative layouts were considered and potential conflicts identified and resolved.

One of the main constraints which needed to be carefully considered is the site's gradient. This is discussed later in the layout chapter.

The existing trees have been surveyed and their importance identified. The proposals allow for retention of all the high amenity trees along Whalley New Road.



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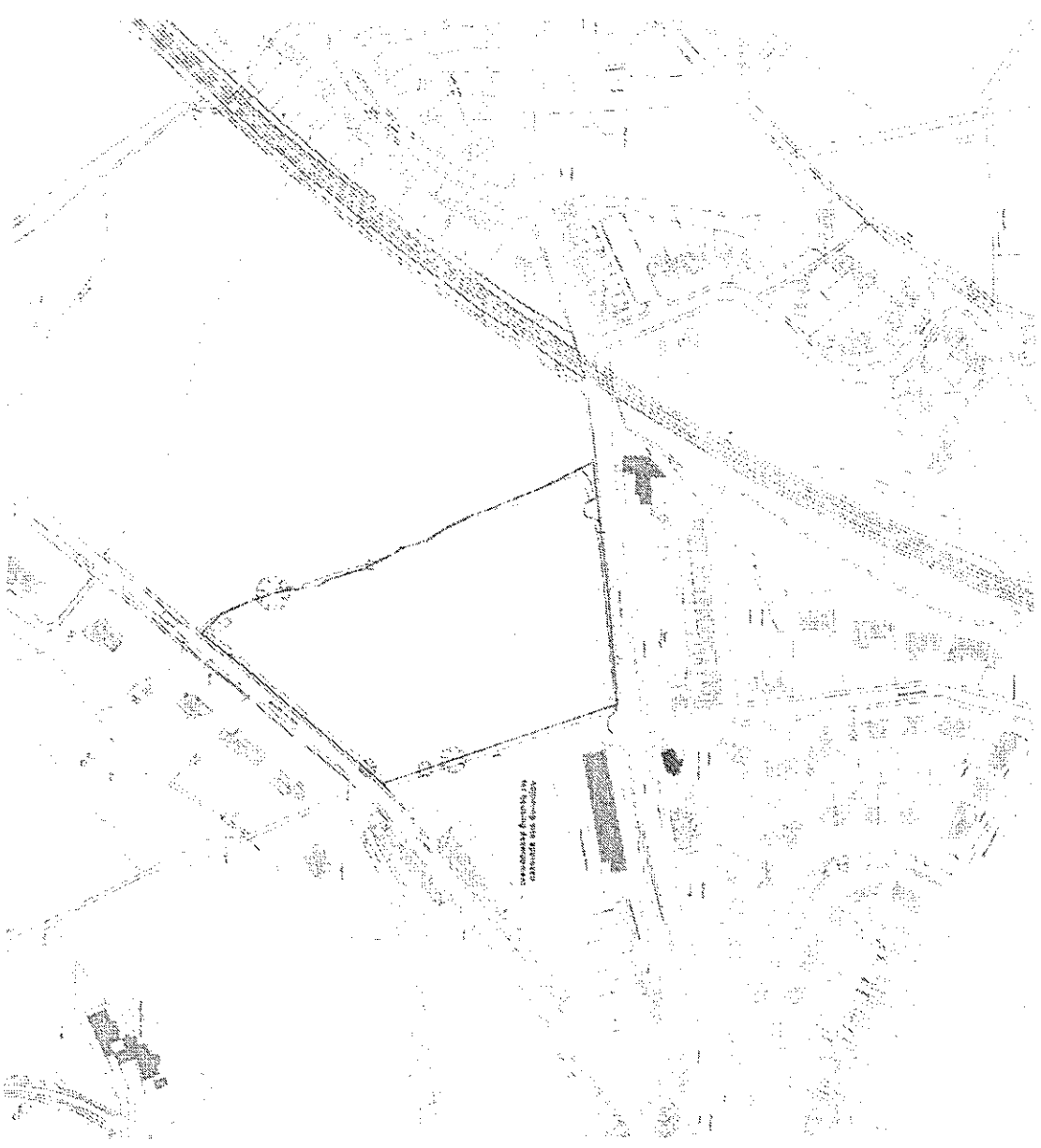
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Use

The development lies within a primarily residential area on the edge of Billington. The site is bounded on three sides by existing or proposed development. The site has a wealth of local services within close proximity which can support such a development. Please refer to the access chapter.

KEY

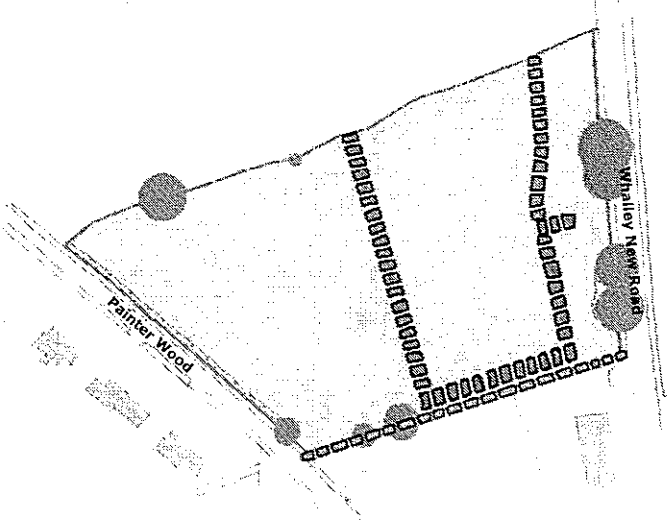
-  Community
-  Commercial
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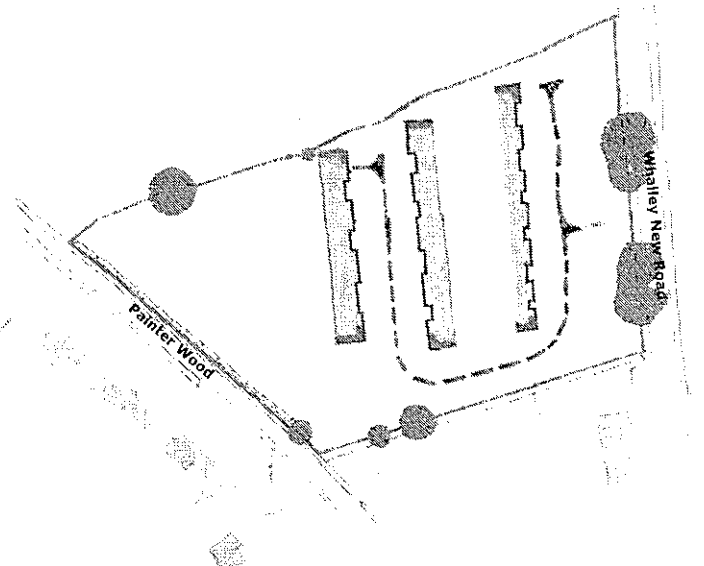
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Layout

Street Layout



Block Structure



Key

	Site Area		New primary vehicular access		Existing Trees
	Existing public footpath (Out of site ownership)		New secondary vehicular access		Proposed building blocks, dual aspect properties denoted in red
	Site boundary		Individual drive with turning areas		Proposed street
	Existing Trees		Proposed street junction		

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The layout has been informed by the site's context and the principles of Manual for Streets have been used.

We have created a street layout which will work with the gradient of the site. Block and street formations will be almost parallel with Whalley Road taking advantage of the views to the North.

Properties will be set back and front Whalley Road where it is proposed to locate the open space within the setting of the existing large mature trees.

The street layout creates a more pedestrian friendly approach that integrates with the surrounding community. By positioning the streets horizontally, dual aspect blocks will slide onto the existing public footpath allowing for convenient safe pedestrian connectivity.

Block formations have been dictated to a large extent by the gradient of the site. The blocks have been carefully aligned to the adjoining roads and the general pattern of development in the area. This has resulted in a layout which is sympathetic to its surroundings.

The split level building blocks will form the retailing structures for the development and avoid the use of large exposed retaining walls. This also means that drives and access to the properties can be easily accessed by all.

The transport assessment prepared in support of the application identifies the most suitable location for the main site access is at a central point on the site's Whalley New Road frontage. It is proposed to narrow the carriageway at this point.

The road structure shown whilst only illustrative works to an acceptable gradient so that it can be adopted by the Local Authority.

A through road connecting Whalley New Road with Painter Wood has been assessed. Due to the technical difficulties of doing this and concerns over a potential rat run being created, only one main access road is proposed off Whalley New Road.

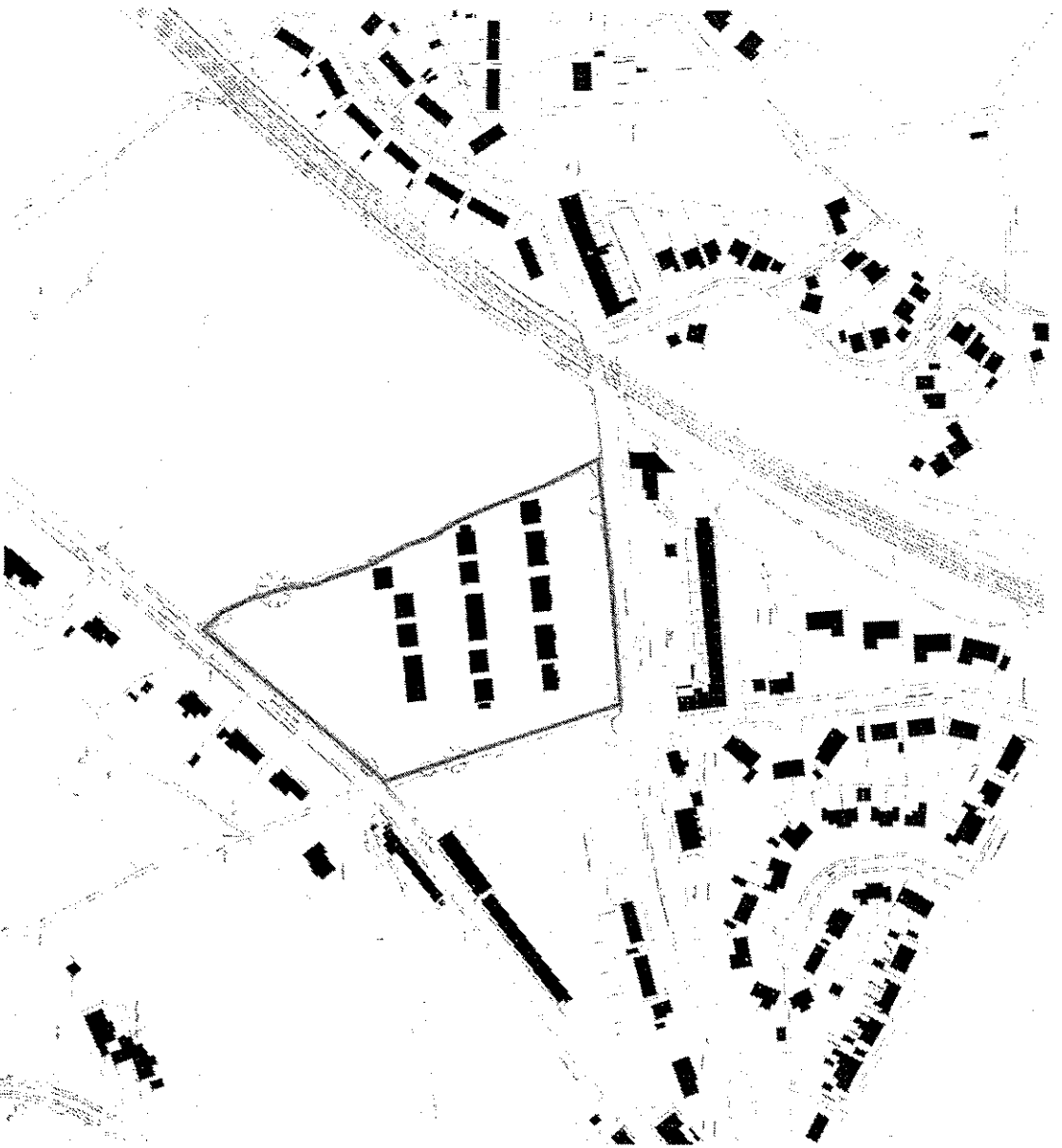
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Amount

34 dwellings are proposed. This equates to 25 dwellings per hectare. This is a lower density than the normal 30 - 50 dwellings per hectare. The lower than normal density is thought to better reflect the nature of the site and the character of the area.

The diagram shows that the density clearly works within the site's context. It is consistent and in keeping with the general form, layout and density of development within the area.

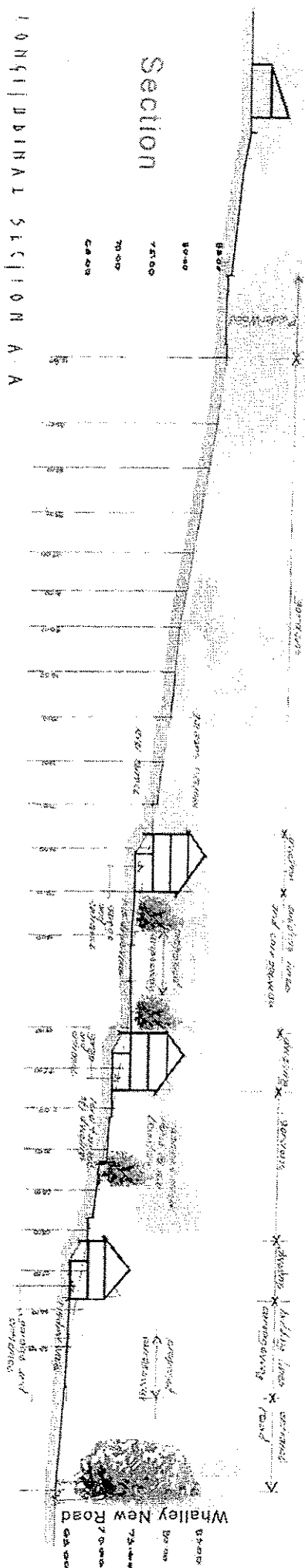


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Scale



Properties	Depth	Width	Height
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Semi-Detached / Meurs	10	6	11.5
Detached	8	11	9.5

The cross-section shows how the spill level, properties of retaining structures to the development and avoid large expanses of retaining structures. By orientating the blocks the way views from properties out of the site will be maximised. We have carefully assessed the scale of the proposed development and have tried to reduce the impact on the surrounding properties.

Each block varies in scale from one and a half storeys depending upon aspect.

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Design

The layout has been informed by the site's context. The principles of Manual for Streets have been used.

Upon entering the development the user will be faced with an attractive row of terraced and semi-detached properties that have been carefully designed in a style sympathetic to the area.

These properties will overlook the newly formed open-space area which runs along Whalley New Road. The retained mature trees along Whalley New Road will add character to the area.

The rear elevations of properties have been carefully designed as they are highly visible from views looking into the site.

Dual aspect properties have been located on the ends of block runs to maximise overlooking of internal roads and the adjoining public footpath and avoid blank gables.

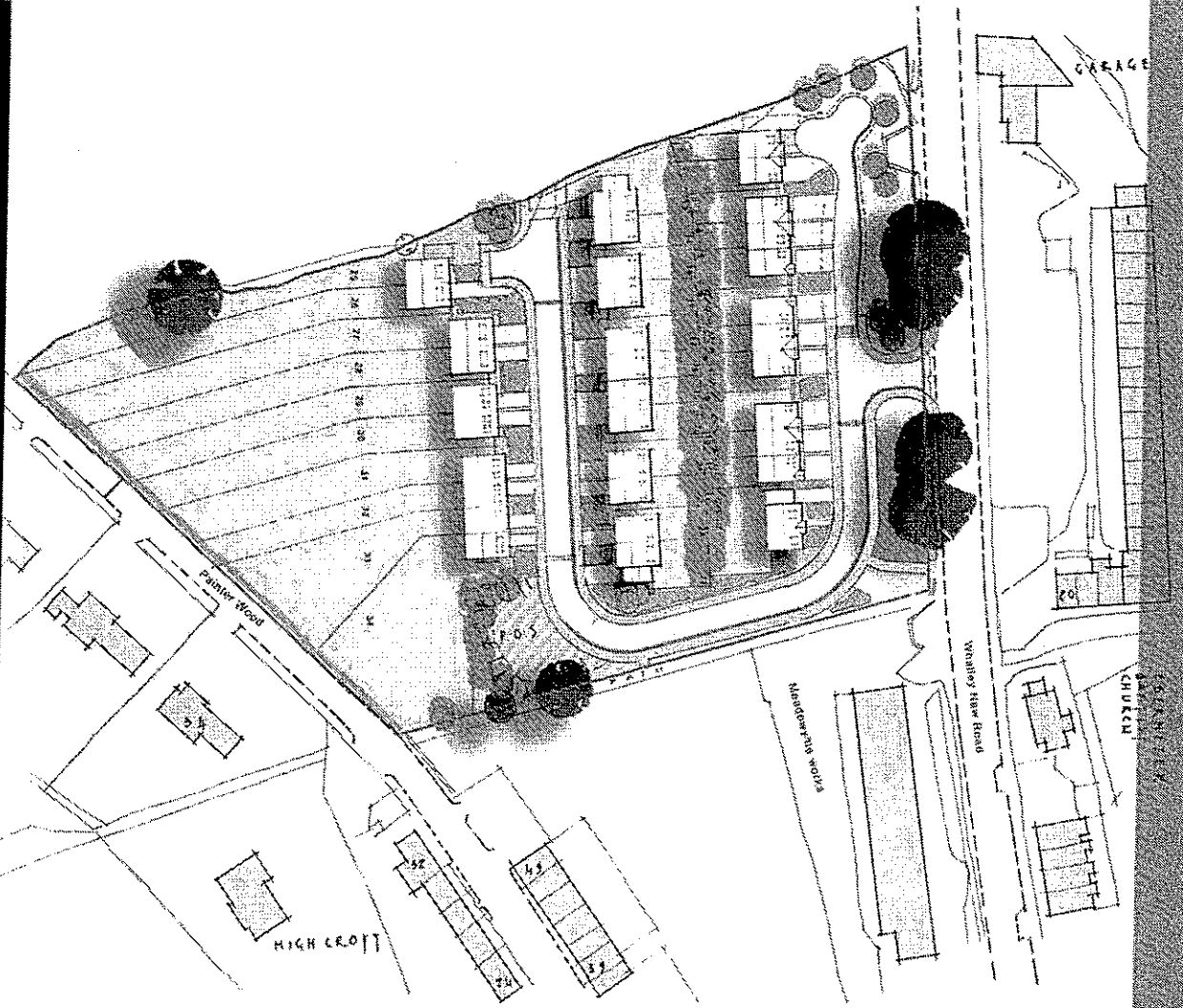
A secondary footpath link is proposed which connects the existing footpath to the east with the new development.

The design has been informed by the involvement process. Issues which have been identified and addressed are as follows:

Seek to retain existing hedge where possible along Painter Wood.

Retention of the existing trees along Whalley New Road.

Provision of a roadside pavement from the site entrance off Whalley New Road in the Whalley direction.

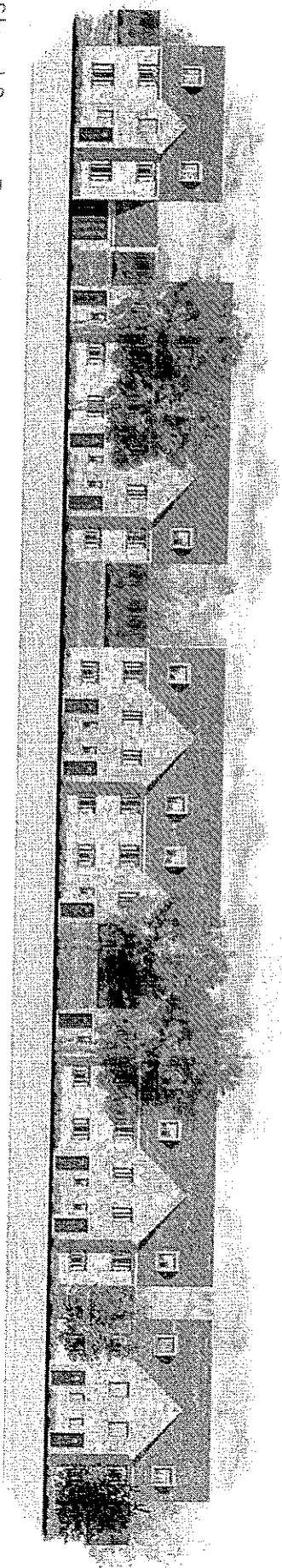


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Appearance



Street Scene From Whalley New Road

The design of the properties will be sympathetic to their surroundings. We have chosen a palette of materials which will complement the area. This includes stone, slate and render. The designs are based upon traditional building styles with contemporary elements. This is an outline application and further specific information and detail will be provided at the reserved matters application stage.

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Access

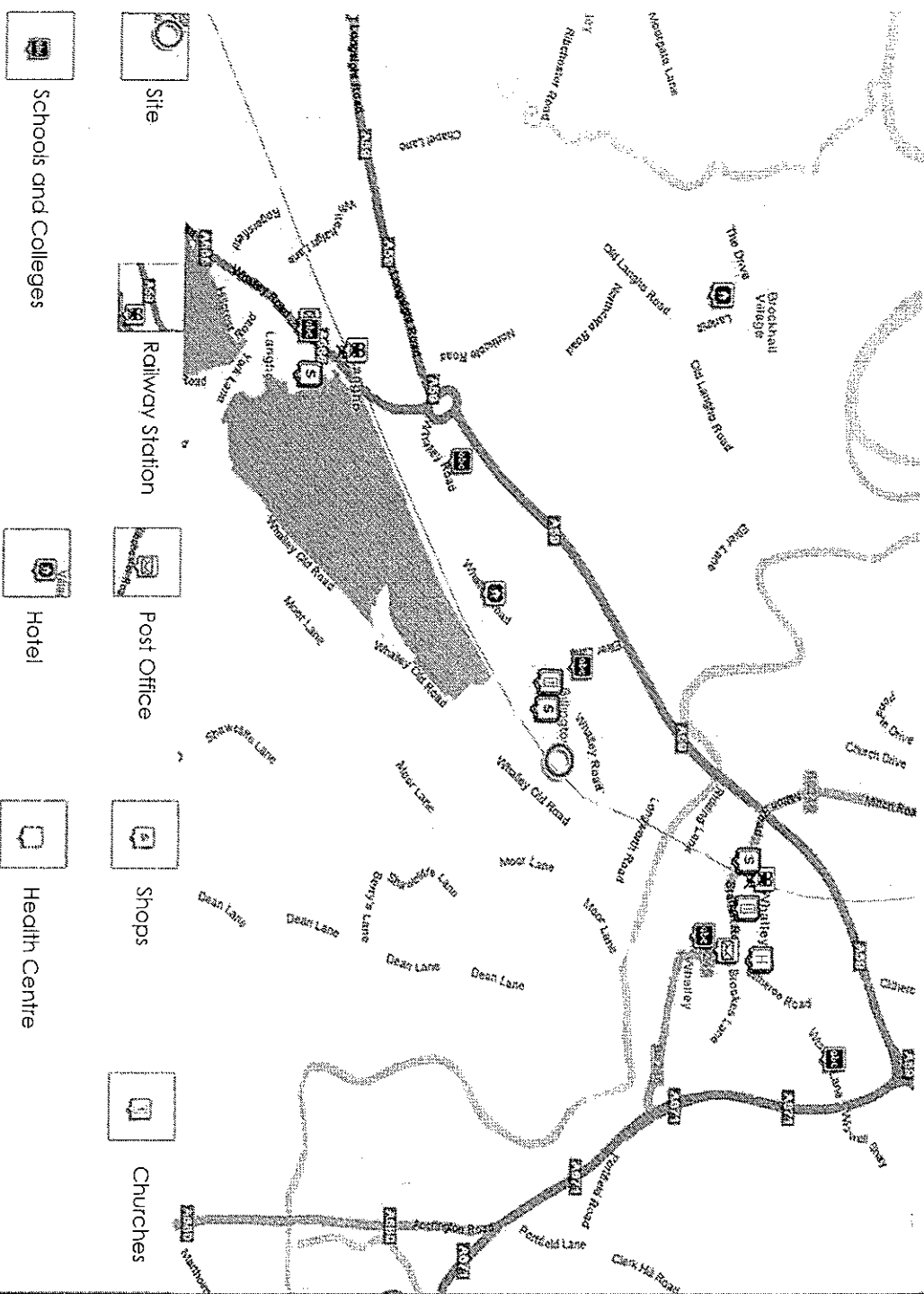
The site has a wealth of local amenities including schools, nursery schools, library, bus stops, bus station, and train stations.

The site topography provides no physical barriers to access either to and from or indeed within the site.

The development will be accessible to all: special attention has been paid to the inclusion and provision for disabled people. Access to and from individual properties and the adjacent highway together with access and circulation within individual properties will be in accordance with part M of the building regulations.

The proposed development addresses a number of principles and developer policies with regard to access:

- The ability to access the site by car, foot and cycle to a range of local services and facilities to meet basic needs.
 - Readily accessible footpath link to the existing public foot way networks.
 - Good quality, outside amenity space which enjoys a high standard of privacy, security and access.
 - A neighbourhood with easy access to public transport.
 - The creation of homes which are adaptable and are able to respond to changing social and economic conditions.
- A full and thorough Transport Assessment has been prepared in support of this application. (T1269)



Schools and Colleges

Site

Railway Station

Post Office

Hotel

Shops

Health Centre

Churches

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