



PRIMROSE VILLAGE CLITHEROE

DESIGN & ACCESS STATEMENT

FULL PLANS PLANNING APPLICATION TO ERECT 126No. DWELLINGS
WITH ASSOCIATED HIGHWAY & EXTERNAL WORKS

millar homes

DESIGN & ACCESS STATEMENT

MILLER HOMES LIMITED - NORTH WEST REGION
HAWTHORNE HOUSE, WOODLANDS PARK,
ASHTON ROAD, NEWTON-LE-WILLOWS. WA12 0HF

MARCH 2012

CONTENTS

1.0	INTRODUCTION
2.0	CONTEXT
3.0	SITE ANALYSIS
4.0	ENERGY STATEMENT
5.0	LAYOUT
6.0	ACCESS
7.0	DWELLING MIX
8.0	CONCLUSIONS

1.0 INTRODUCTION

1.1 SCOPE OF THE DOCUMENT

This Design & Access Statement seeks to follow the CABE good practice guide and been prepared by Miller Homes Limited North West to accompany a full planning application submission for the development 126no dwelling in a range of house types which include terraced mews and detached together with bespoke apartment types

The site is located off Woone Lane Clitheroe and this document describes the site analysis design development and evolution of the proposals within the context of the site and its surroundings

1.1 CONTENT OF SUBMISSION

This document forms part of the formal planning submission to Ribble Valley Borough Council and should be considered alongside the other submitted documents as below;

- Planning Statement
- Statement of Community Involvement
- Tree Survey
- Landscape Proposals
- Location Plan
- Site Layout and Enclosures Plan
- House Plans & Elevations
- Site Sections and Streetscenes
- Material Schedule
- Topographical Survey



2.0 CONTEXT

2.2 SITE SURROUNDINGS CONTINUED

Primrose Lodge has been woefully neglected for numerous years due to the decline of the mills which once it served. The industrial decline has brought with it a lack of water management and maintenance and has resulted in a substantial reduction in the water area/volume due to silt accumulation and the damage deterioration of dam walls and weirs etc.

The industrial decline has compromised the landscape and nature conservation qualities of the site. Proper woodland management is required and landscape improvements necessary with the need for nature conservation and protection measures.

This application fully supports the involvement of Lancashire County Council's Remade Team. Whilst a detailed restoration programme will deal with the issues stated above in the fullness of time, Primrose Lodge remains a key part of the comprehensive regeneration proposal for this area.

The aspiration for this area involves the creation of a public amenity that will involve the remediation of the former mill lodge with a view to establishing a permanent body of water (subject to any criteria identified by flood risk assessment) at the same time public access in the form of strategic footpath link to the town centre will be incorporated.



primrose mill: small workshop



primrose lodge

3.0 SITE ANALYSIS

3.1 STRENGTHS

- The site lies within an established residential area
- There are strong access links to other communities and services
- Clearly defined site that is relatively level and has easy access to the existing highway

3.2 WEAKNESS

- Existing services through the site which impacts on the developable area
- 12m stand off area from the railway line along the northern boundary of the site which again impacts on the developable area

3.3 OPPORTUNITIES

- Potential for new pedestrian links to the adjoining open spaces
- To enhance the ecological value of the site

3.4 THREATS

- Demolition of the existing mill. The proposed scheme has taken account of this and a bespoke apartment block has been sympathetically designed to take its place and enhance the developments main focal point



primrose mill - small workshop



primrose mill

4.0 ENERGY STATEMENT

4.1 PLANNING POLICY

There are number of drivers to ensure that new developments are sustainable and have minimal impact on the environment in both their construction and use. In 2004 the Government published Planning Policy Statement 22 (PPS22) 'Renewable Energy' which sets out its policies for renewable energy and which planning authorities should consider when preparing local development documents and taking planning decisions.

Policy ENG1: Carbon Dioxide Emissions and Energy Performance states that:

new development or more than 10 dwellings or 1000m² of non-residential floor space should secure at least 10% of their energy from decentralised and renewable or low-carbon sources unless this is not feasible or viable.

Regarding the local tier, the Local Plan Policy Energy and Water conservation requires developers to demonstrate the measures that are taken to ensure the construction of environmentally efficient buildings and the use of energy efficient heating, lighting and other powered systems.

4.2 REGULATORY CONTEXT

The Building Regulations Part L Conservation of Fuel and Power provide a route path towards zero carbon dwellings through increasingly stringent energy performance and associated reductions in CO₂ emissions beyond current regulations. This site's current energy performance standards (Part L1A 2010) are based upon a 20% dwelling emission reduction of a notional building built to the material specification criteria detailed in the 2006 Part L Building Regulations.

The timetable of updates to the Building Regulations for reductions in dwelling emission rates against the current requirement of Part L1A 2010 regulations are presented in following table.

Date	Dwelling Emission Reduction %
2006	current
2013	44%
tbc	100%
2016	true zero carbon

When viewed in this context it is clear that huge efficiency gains are being delivered through new build housing. Over a 10 year period (2003 to 2013) regulated emissions from new dwellings will have been reduced by 44%.

5.0 LAYOUT

The site lies in an area bounded by post war housings to the west Victorian terraced housing to the north Primrose Lodge plus commercial buildings (Lodematic and Stalwart) to the east and open countryside to the south. The housing to the west is located beyond the railway with access via a pedestrian bridge link. The most immediate residential neighborhood is therefore high density terraced housing to the north of the site an area of limited amenity space (rear yards) and the pressure of very restricted parking. It is against this background that the redevelopment of this brownfield site will be judged as a transitional space between high density former mill terrace cottages on the one hand and open countryside on the other.

The key principle behind the design of the scheme is the creation of a unique high quality development with its own sense of place and integrity. The Village concept is a departure from the usual housing estate. The built form will not be subservient to the demands of vehicular access. The scheme envisages a series of three spaces of varying character plus central village square and gateway site entrance (Primrose Mill). These spaces and "events" are defined by pinch points where the scale and proximity of the buildings will signal a change of direction or priority of pedestrians over vehicular traffic. This is a safe environment where a sense of ownership and public space is paramount.

The layout will facilitate pedestrian / cycle movements through the site by providing a route remote from the vehicular circulation. The pedestrian routes will accommodate the existing public footpath which crosses the railway in the north west corner of the site.

In order to create an active street frontage; an essential element of the 'Village' principle, parking areas are located behind the houses and in most cases accessed through a variegated terrace. This approach also avoids the predominance of garage doors on the prime elevation of the buildings.

As stated previously the site perimeter provides both constraints and opportunities which impinge on the village concept. The redevelopment of the Rectella factory provides an opportunity to create an active street scene and vitality to Woone Lane - with a sense of ownership with regard to Primrose Lodge. The housing proposed in this area will be relatively tight to the road - a reflection of the former large stone perimeter wall. Woone Lane will remain "contained" with gaps through to the site limited to a single vehicular entrance (court yard car parking) and a dedicated arched pedestrian route through to the body of the scheme. These breaks therefore provide glimpses of the scheme beyond the solid perimeter formed by two to three storey built form.

At the site entrance the gateway/landmark Primrose Mill is further enhanced and given presence by re-engineering the access road achieved by demolishing single storey accommodation and strengthening and northern side of the access road with a three storey building. The access road/entrance driveway is bounded by built form to both sides to further enhance the sense of arrival and at the 'T' junction within the site a feature building is strategically located at the turn in the road. The delightful conclusion to this journey from the site entrance through to the heart of the site is the establishment of the 'village square' which by its layout not only helps navigation/orientation but also provides a pedestrian nature to the overall scheme - the square acts as a device to further encourage vehicles to move through the village with great care and attention.

Just beyond the south eastern site boundary and to the south of Primrose Mill is the existing commercial building "Lodematic". This boundary will therefore be the location for a suitable landscape buffer with the gable end of the proposed terraces beyond to mitigate any perceived noise problem from the employment site. The integration of residential and employment uses is now commonly accepted with suitable design (contrary to past practices which sought to segregate uses of this nature). The south eastern boundary area will also be utilised for the car parking for the apartments occupying Primrose Mill. It should be noted that the car parking will be located in an area formerly occupied by a single storey element of the mill its removal will help to reinforce the "four square" nature and landmark status of the building. This whole area will be further reinforced by a key pedestrian footpath running through the middle of the site. This highly visible and overlooked strategic route will connect two distinct areas of the site, bypass two play areas and continue through to the pedestrian bridge across the railway track.

With regard to the railway track the housing on this north western site boundary has been located in a zone beyond existing easements therefore creating a large landscape boundary with the railway while further mitigating the impact of the railway on the scheme in general.

It should be noted that further development land is located to the south west of the site. Whilst this land does not form part of the proposal an opportunity exists to connect these areas in the future reinforcing the design concept and bolstering the fledgling community proposed within Primrose Village.



6.0 ACCESS

Primrose village will provide an enhanced pedestrian centered community to the south of Clitheroe town centre. All footpaths within the development will be fully inclusive and accessible to all potential users. A pedestrian network of paths will straddle/permeate the site to reinforce the village ethos of this neighborhood. It is the intention that this approach will mean that road users show due respect to both pedestrians and cyclists. Beyond the site pedestrians and cyclists have good opportunities to visit the town centre a short walk away or take off into the open countryside. The site is a five minute walk from Whalley Road where principle bus routes provide regular services to the town centre and from Whalley Road to the adjoining communities of Whalley and Barrow as well as further a field to other towns.

The main bus and rail interchange is located with Clitheroe town centre only ten minutes walk away.

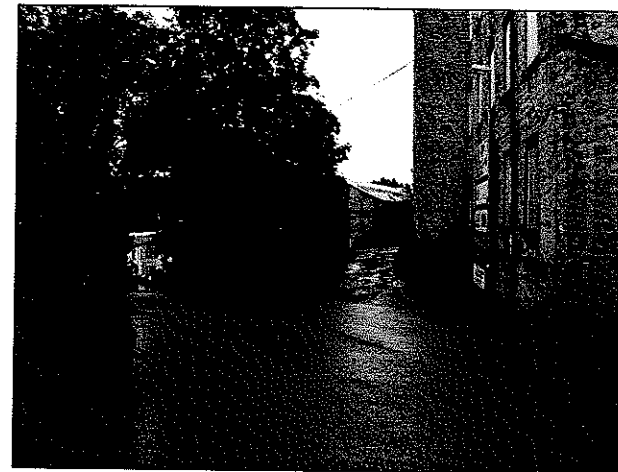
The only point of vehicular access to the site is off Woone Lane adjacent to Primrose Mill. Improvements will be made to this junction in order to achieve satisfactory sight lines and improve safety for pedestrians heading toward Primrose Road. As there is limited footpath provision to either side of Woone Lane to the north of the site the proposed pedestrian link through the lodge will make an important contribution to the safety of pedestrians and cyclists. As well as the footpath linking the site with Kemple View via the footbridge over the railway a footpath along the west boundary links to Woone Lane to the open countryside to the south including public transport.

The site is accessible to both local and strategic highway networks with good connections to Preston M6 - Leeds M1 / A1 via the A59 which is the main distribution road adjacent to Clitheroe.

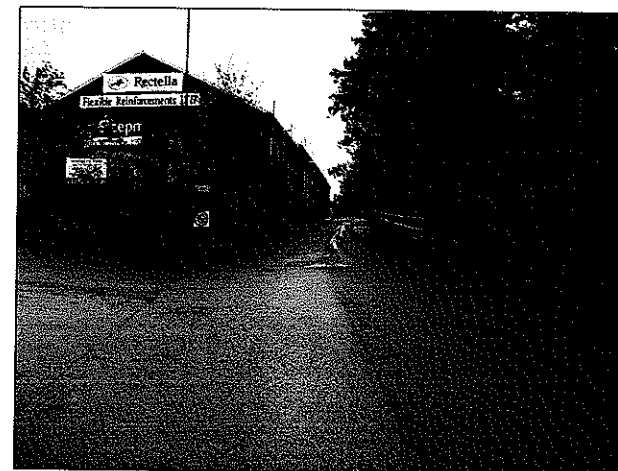
Access to the development will seek to conform with the requirement set out in the disability discrimination act 1995. In order to achieve this guidance will be gained from the documents below.

- BS8300: 2001 designs of buildings and their approaches to meet the needs of disabled people - code of practice
- Approved document M of the building regulations published in 2001

Level access will be provided to all properties with accessible thresholds not exceeding 15mm high to comply with approved document M. It should be noted that all floors of the Primrose Mill substituted apartment block will be served by a lift allowing a barrier free access to all.



South view down Woone Lane



North view up Woone Lane

7.0 DWELLING MIX

Schedule of Accommodation

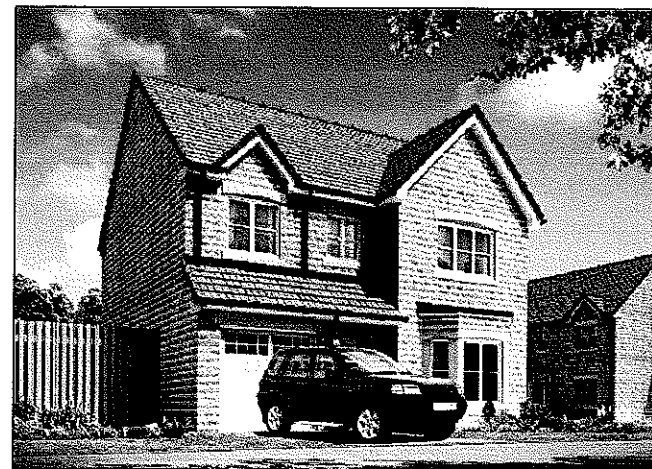
• 2 Bed Apartment	28no
• 2 Bed Semi Detached	9no
• 3 Bed Semi Detached	47no
• 3 Bed Detached	4no
• 4 Bed Semi Detached	29no
• 4 Bed Detached	9no

Total homes 126no

Car parking provision 226 spaces (179%)

The above schedule of accommodation indicates how Primrose Village will provide a good mix of homes and a viable community based on three distinct areas around a village square and main access route

A component of the scheme is the introduction of an element of family housing strategically located at the north end of Primrose Lodge. Whilst bolstering the existing neighborhood this element of housing will command impressive views over the lodge in an area that requires challenging design.



artist impression of glenmuir house type



artist impression of token house type

7.0 DWELLING MIX

Schedule of Accommodation

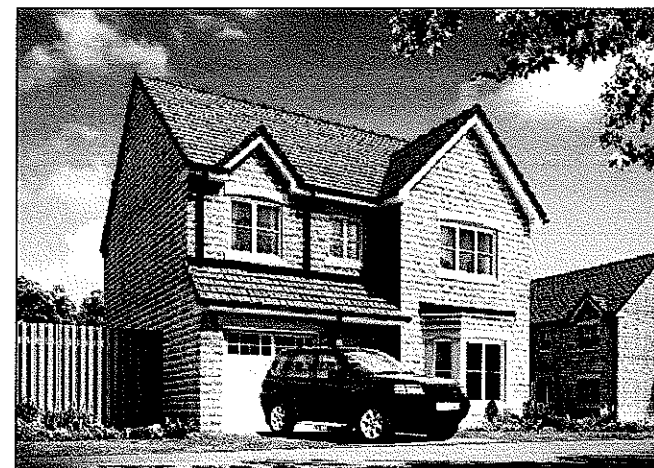
• 2 Bed Apartment	28no
• 2 Bed Semi Detached	9no
• 3 Bed Semi Detached	47no
• 3 Bed Detached	4no
• 4 Bed Semi Detached	29no
• 4 Bed Detached	9no

Total homes 126no

Car parking provision 226 spaces (179%)

The above schedule of accommodation indicates how Primrose Village will provide a good mix of homes and a viable community based on three distinct areas around a village square and main access route

A component of the scheme is the introduction of an element of family housing strategically located at the north end of Primrose Lodge. Whilst bolstering the existing neighborhood this element of housing will command impressive views over the lodge in an area that requires challenging design.



artistic impression of 'germ' house type



artistic impression of 'toddler' house type

7.0 CONCLUSION

Primrose village will provide an enhanced pedestrian centred community to the south of Clitheroe town centre. All footpaths within the development will be fully inclusive and accessible to all potential users. A pedestrian network of paths will straddle/permeate the site to reinforce the village ethos of this neighbourhood. It is the intention that this approach will mean that road users show due respect to both pedestrians and cyclists.