



taylor youngty

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Residential Development at Littlemoor, Clitheroe

Design and Access Statement

April 2012

taylor young|ty

Document: 5813/documents/DandA-rev2
Compiled By: GP
Reviewed By: GP
Date: April 2012

Taylor Young
Chadsworth House
Wilmslow Road, Handforth
Cheshire SK9 3HP



t: 01625 542 200
f: 01625 542 250
e: cosec@tayloryoung.co.uk

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SUMMARY

01 INTRODUCTION

This Design and Access Statement accompanies an outline application for residential development on a site at Littlemoor, Clitheroe. The site is a part of the Standen Estate and the applicants are R. Cornish and A. Ferguson (as Trustees), The Standen Estate, c/o Ingham and Yorke.

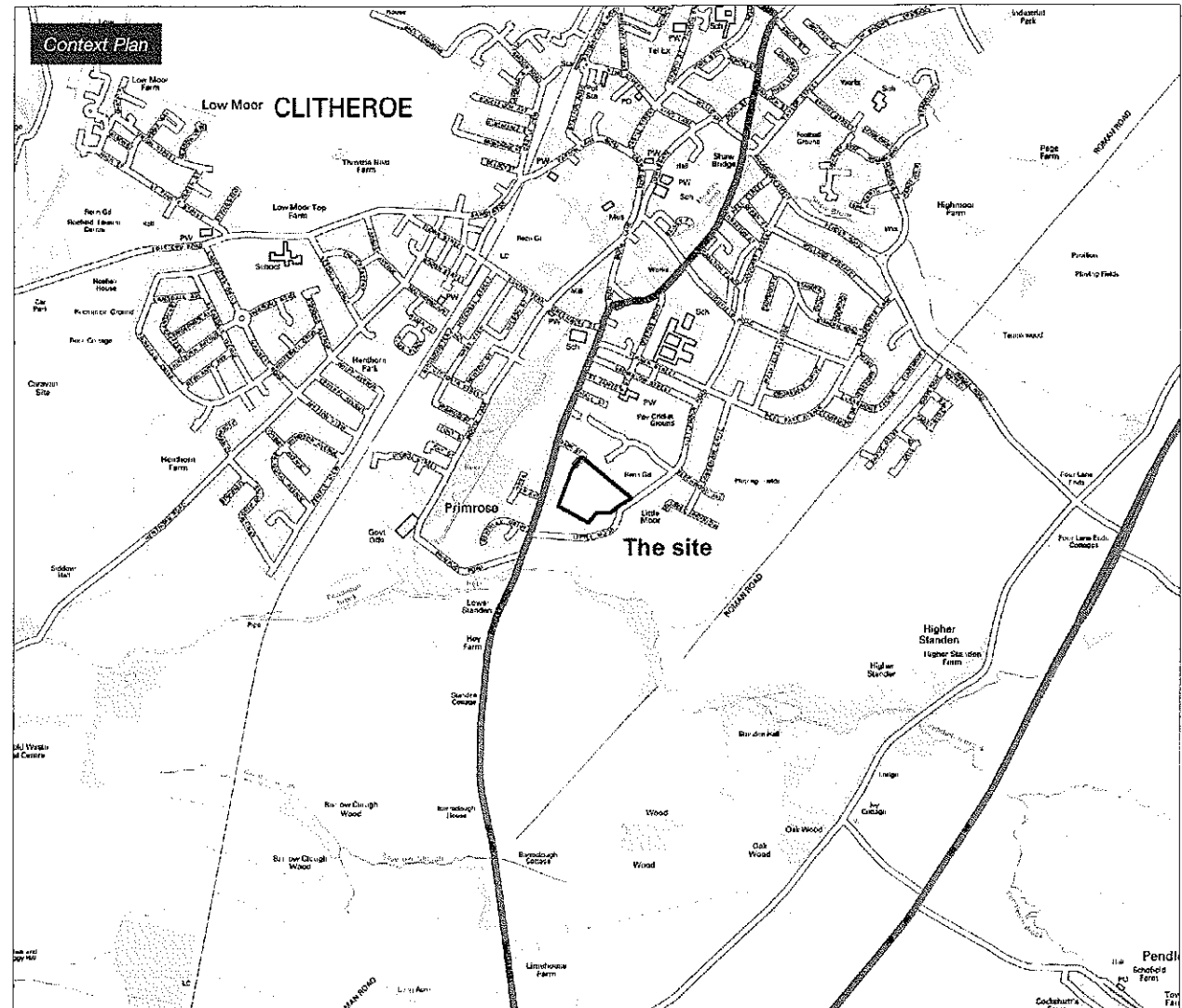
Background

The site of approximately 1.75 hectares (4.3 acres) lies on the south east urban edge of Clitheroe, approximately 900m from the town centre (taken as the junction of Castle Gate and Castle Street).

The site is bounded by Littlemoor to the south-east; Copperfield Close and playing fields to the north-east; Little Moor View and the back of properties fronting Whalley Road (including a petrol filling station and local store) to the west; and a cleared site and private properties to the south.

A pedestrian route runs outside the site along the north-east boundary.

Immediately north of the site is approx. 0.5 acres of public open space (incorporating an equipped play area).



The application comprises:

Up to 49 new dwellings.

The application is an outline application with only details of access. All other matters are reserved.

Development Vision

The vision for the redevelopment of the site is to achieve:

- A high quality residential development to meet the requirements of the local housing market.
- A development that responds positively to its context.
- A development that respects local character.

Development Objectives:

- A mix of residential types – 2 to 3 bed semis and terraces, 3 to 4 bed detached.
- Predominantly 2 storey, with some 2 ½ storey (i.e. room in the roof) and bungalows to meet the needs of elderly people.
- All homes to have private garden space.
- Relatively low density: 25 - 30 / hectare (10 - 12 / acre).

- Appropriate relationships to neighbouring properties / uses.
- A 'permeable' development with good pedestrian linkage to surrounding areas.
- Incorporation of high quality landscaping, retaining existing trees and boundary features where feasible.
- Improvement to car parking on Littlemoor, immediately outside the site.

Document Structure

This Statement explains the redevelopment proposals for the Littlemoor site. It describes the physical and policy contexts surrounding the proposals and summarises the design processes and consultations undertaken by the Standen Estate's project team. Technical reports prepared by the team, which accompany the application are referred to and summarised in this Statement where appropriate.

The Standen Estate's team have mapped the constraints and opportunities of the site and, through the process of developing an illustrative masterplan, considered how each could be appropriately addressed; this is explained herein.

The outline application includes a Parameters Plan and an indicative Masterplan. The Parameters Plan sets out how the proposed development will be located on site, site access, the amount of development, maximum heights and development density. This is the statutory plan describing the elements for which planning permission is sought.

The Illustrative Masterplan is a non-statutory plan, provided for information. It describes how the site might be laid out, in accordance with the Parameters Plan, applying design principles discussed in this Statement. This is intended to demonstrate that it is possible to achieve the density and numbers envisaged and to express the type of development envisaged for the site.

The Statement follows best practice for Design & Access Statements as set out in the CABE document "Design and Access Statements: how to write, read and use them". This statement follows this guidance, notably by including elements reflecting assessment; involvement; evaluation; design and access. It also complies with the Government Circular 01/06: "Guidance on changes to the development control system" which sets out the scope and content of a Design and Access Statement.

This Statement will cover the following aspects:

Section 2: Site Context and Analysis

A brief assessment of the wider area to which the site relates, together with an analysis of the physical character of the site itself.

Section 3: Site Opportunities and Constraints

A summary of the principal development constraints and opportunities, identified through the previous analysis section.

Section 4: Design Process

A summary of the evolution of the proposals for the site, including the public consultation work undertaken.

Section 5: Development Proposals

An explanation of the design principles that underpin the development and a review of an illustrative masterplan that proposes how these principles could be realised.

02 SITE CONTEXT AND ANALYSIS

Land Ownership

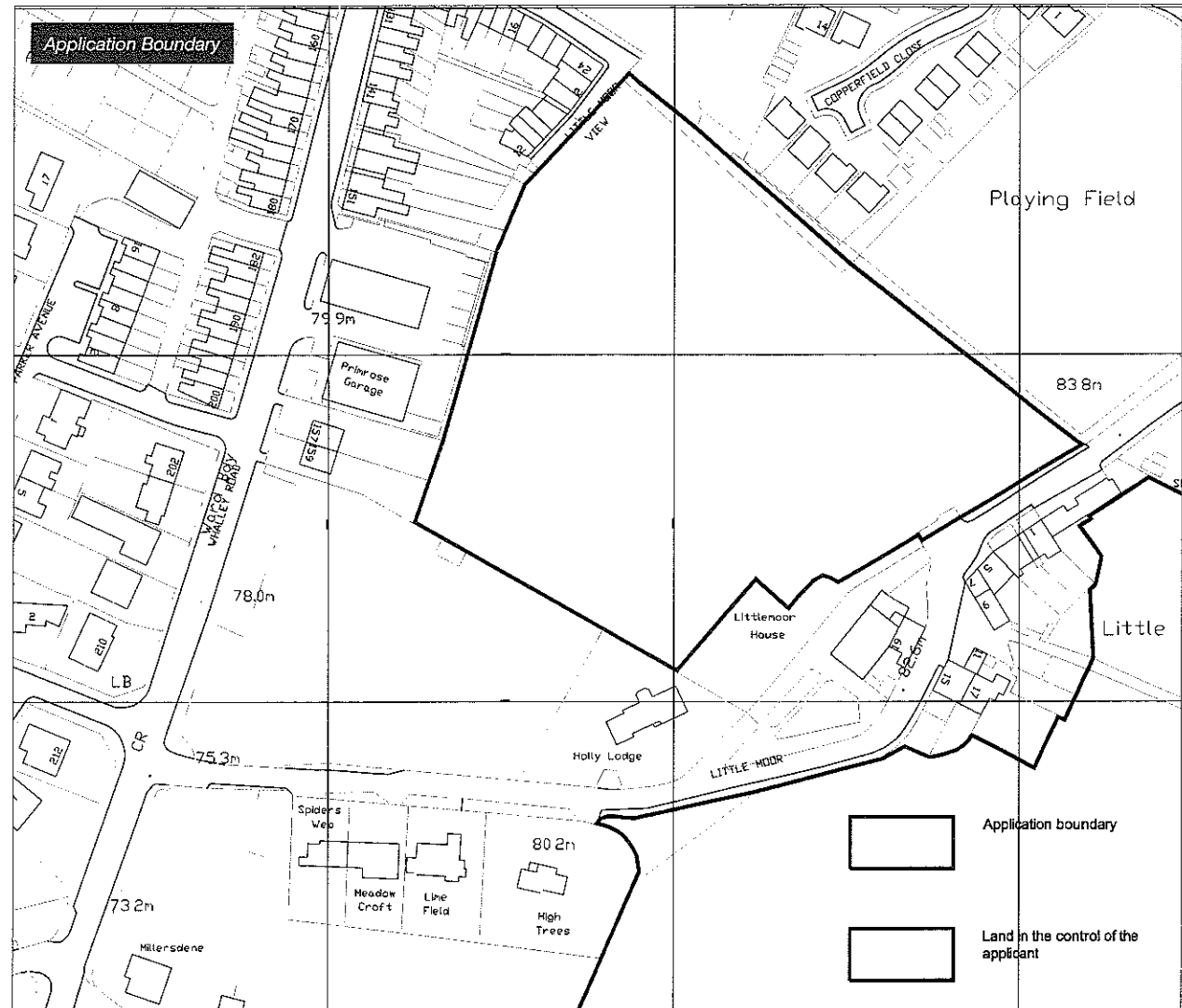
The Standen Estate has a significant land holding in the Ribble Valley. This includes the application site together with land adjoining it to the south and east.

The Site & the Surroundings

Landscape Context

The application site is currently an open field laid to grass. Boundaries are a mix of stone wall and hedge interspersed with trees.

Immediately adjacent to the north east is a rugby pitch, the gardens of a housing development, and an open recreation area. Little Moor View, a stone built terrace overlooks the site to the north west, and a filling station and the rear gardens of other properties abut to the south west. The former site of Barkers Nursery abuts to the south west; this is currently cleared but has consent for residential development. Two large detached properties lie in grounds to the south. The eastern-most part of the site faces onto Littlemoor.



Trees

All sides of the site boundary have irregularly spaced native semi-mature trees. These are the subject of an Arboricultural Report which accompanies the application.

Uses & Activities

Land Use

The site is currently used for the grazing of cattle.

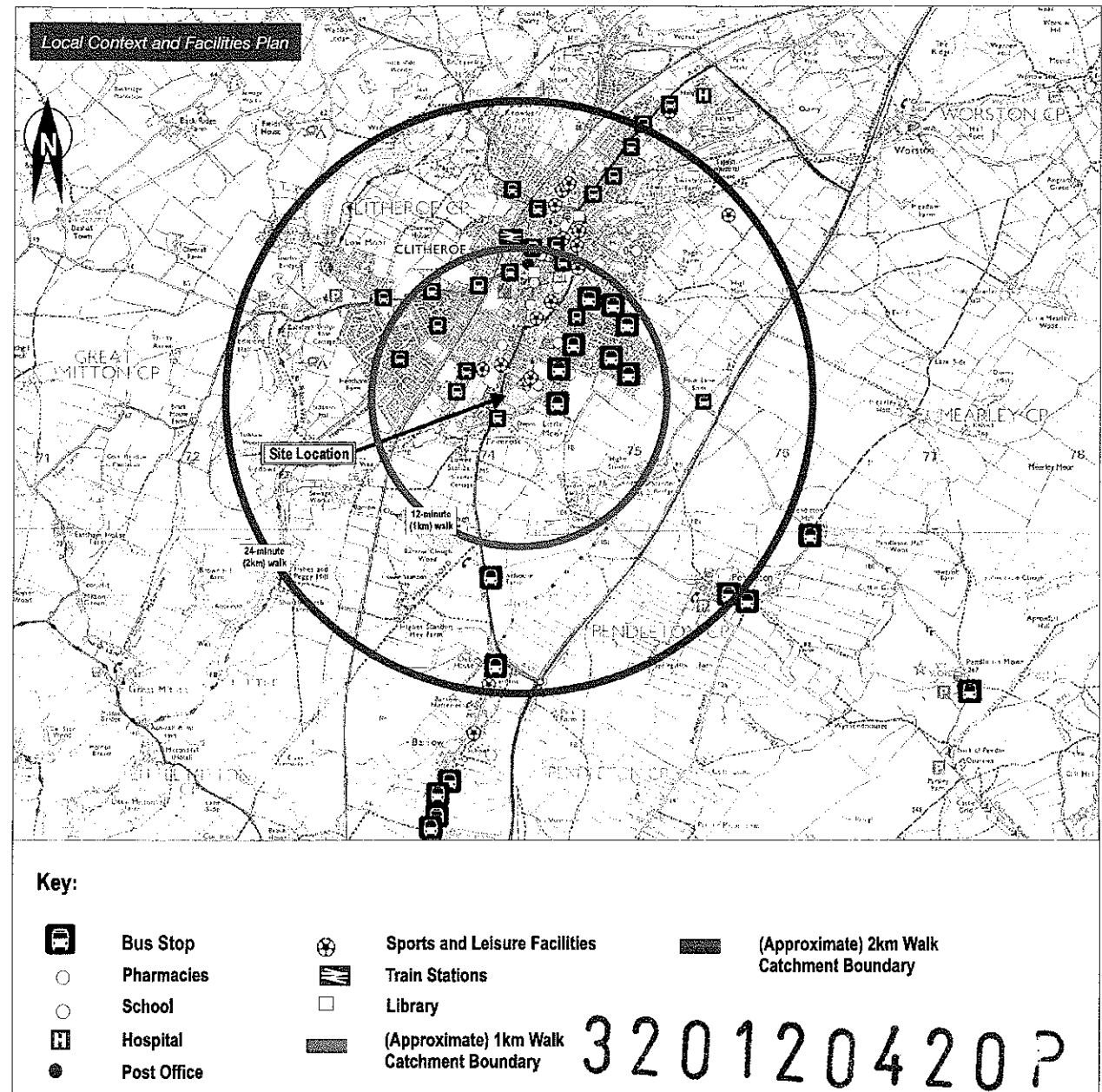
Local facilities

The site is within 200m of the local store at the filling station on Whalley Road and within 100m of bus stops. A Sainsburys supermarket is within 600m with other local shops, pubs and restaurants along the route.

Clitheroe Railway Station is approx. 1,300m - approximately 15 to 20 minutes walk.

A number of local schools and recreation facilities are within 1km.

These and other facilities are shown on the local context and facilities plan opposite.



Movement and Access

Existing Network

The site is located at the southern end of Clitheroe, close to Whalley Road, which is the main road into Clitheroe from the south. The site has a frontage onto the road known as Littlemoor, where one vehicular access is proposed to access the local highway network.

Littlemoor travels due north, becoming Littlemoor Road and connects with residential streets, which in turn lead to the centre of Clitheroe and the numerous retail facilities, employment opportunities schools etc which are located along that corridor. Littlemoor Road also connects to Pendle Road, which leads further east to the A59.

From the proposed site entrance Littlemoor also leads south to connect with Whalley Road which leads both directly north into Clitheroe and directly south to the A59 and Whalley.

Pedestrian and Cycle Routes

There are existing public footpaths and footways adjacent to the site. Cycle facilities and cycle routes are present in close proximity.

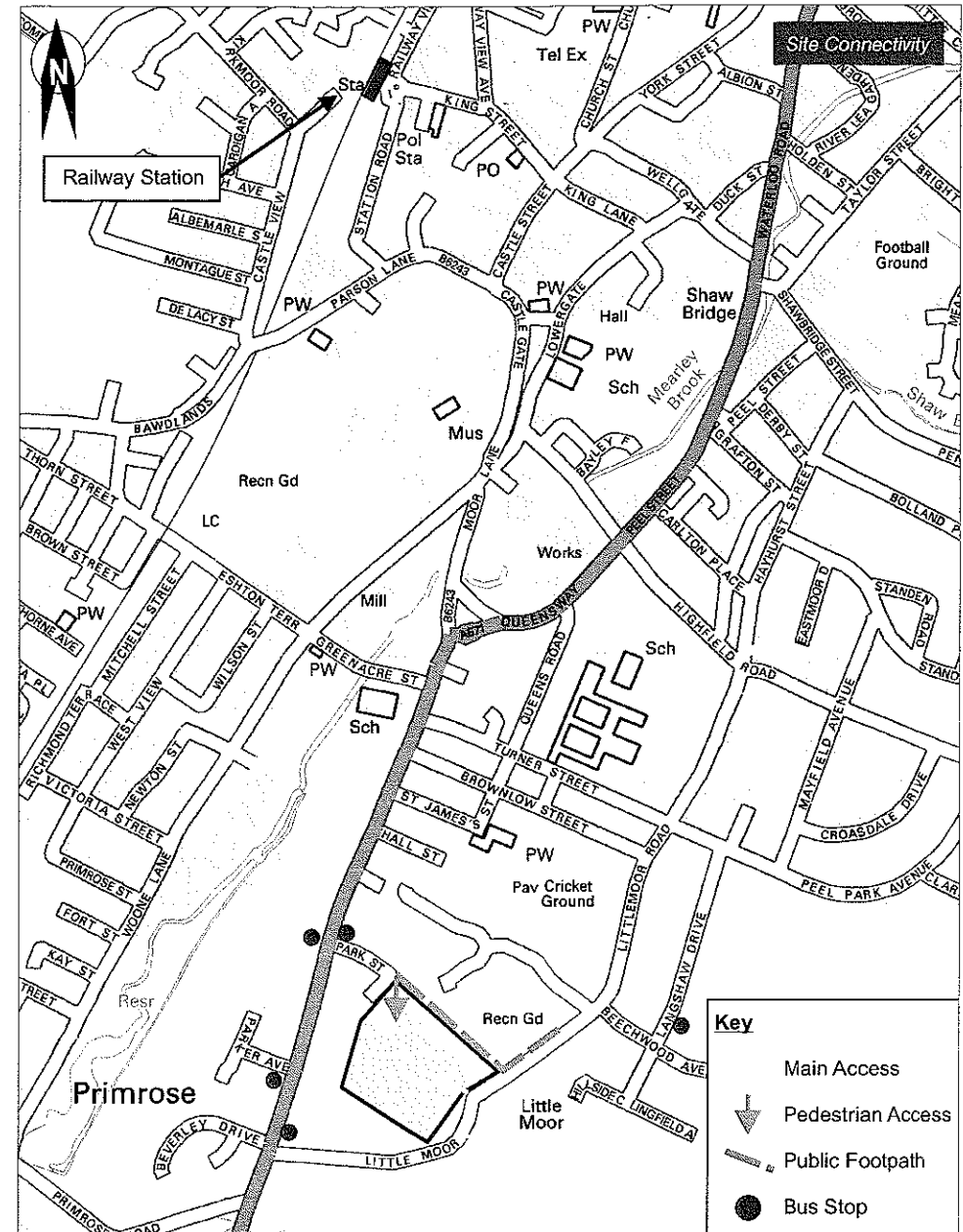
Cycle lanes are present intermittently along the A671, Whalley Road and are present in the vicinity of the junction with Littlemoor. The A59 / Pendle Road / Clitheroe Road junction benefits from a marked out cycle crossing.

Plans 5 and 6 from the Transportation Assessment are reproduced here to illustrate approximate walk and cycle catchments based on recognised acceptable journey lengths for those modes. The plans also show the locations of national cycle routes.

Public Transport

The closest bus stops are located on Whalley Road, less than 80m from the edge of the site and just 175m from the centre of the site. More than a dozen different bus services pass along this section of Whalley Road during a typical week.

Clitheroe transport interchange (railway station), is accessible by cycle or bus and lies approximately 1.25km from the site.



Site Character & Identity

This section considers the predominant design cues and urban design characteristics of the site and surrounding area in order to inform a 'site specific' design approach.

The site lies at the transition point between a number of existing uses: agriculture, residential (existing and proposed), local amenities and public open space. It slopes gently down from the east. Littlemoor, and the properties on it, marks the southern edge of the urban area of Clitheroe as defined on the Local Plan Proposals Map and the site represents an infill opportunity within this area.

Character of local area

The general character of the area around the site is that of an 'edge of settlement' residential area with a number of different types and ages of property within a few hundred metres:

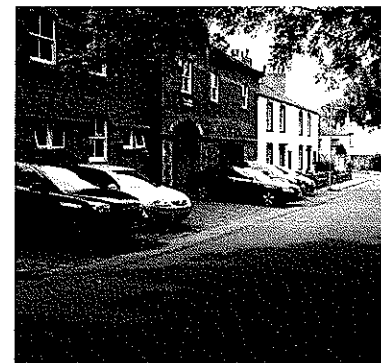
- To the north properties are generally small, back of pavement, stone built terraces along streets that connect to Whalley Road. These reflect the rapid development of industry in Clitheroe in the mid Victorian period
- Copperfield Close to the north east is part of a very recent development of stone faced semi-detached, terraces and small detached of 2 and 3 storeys.

- Beyond the rugby pitch to the east is an area of circa 1960s semi-detached properties which reflects the significant growth of the town at this time
- Grade 2 listed Littlemoor House and the short terrace facing it along Littlemoor represent the origins of development in the area in circa late 18C / early 19C, originally as a hamlet separated from the town of Clitheroe.

- There are a number of individual low density, late 20C, properties along Littlemoor to the west.

In summary the general impression is that of a cared for, well established, residential area.

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03 OPPORTUNITIES AND CONSTRAINTS

This section identifies the main opportunities and constraints surrounding the proposed development.

Topography

A topographical survey of the site is included within the application. The application site slopes down from east to west at approx. 1 in 25 and also more gently from north to south.

Highways & Access

The site is well located to connect into existing pedestrian, cycle, public transport and highway networks. Walking, cycling and public transport trips for work, leisure and to local facilities would be realistic choices of travel.

On its eastern side, the site has a boundary with the public highway, i.e. Littlemoor. Along its northern side the site has a boundary with a public footpath.

The surrounding residential area and the A671 Whalley Road have good pedestrian footways and are well lit. Littlemoor Road towards Clitheroe has footways along its length. The presence of footways leading into the countryside enhances the accessibility of the surrounding local community.

The majority of Clitheroe can be accessed within a 2km walk from the site. The catchment includes Clitheroe transport interchange (train station and bus station), the town centre, a large number of facilities such as schools, retail, health facilities and locations of employment. The petrol station/shop abuts the site and hence provides a shop on in close proximity to the development.

Historical, personal injury road traffic accident data for the area has been obtained and the junctions in the vicinity of the development site show no untypical road safety issues.

The scale of the development, (circa 50 dwellings), is such that just 35 vehicular movements are forecast to occur during the busiest am and pm peak hours. The development impact on the surrounding highway network will be minimal.

Analyses of journey to work statistics reveals that 60% of commuters currently living in the Littlemoor ward travel on the A59 to visit their place of work. 53% have a place of work to the south and 7% have a place of work to the north. In comparison to any other sites in Clitheroe, the proposed site is well located to accommodate that travel pattern whilst minimising impacts on Clitheroe.

Landscape & Trees

There are a number of trees on the boundary of the site. These are identified on the topographical survey and the tree survey. It is understood that none of these are subject to tree protection orders.

No other landscape constraints are evident within the site.

Environmental

A suite of environmental assessments has been undertaken in relation to the development, full versions of which accompany the application. Key points are summarised below:

Air Quality Assessment

An Air Quality Assessment by Royal Haskoning accompanies the application.

The air quality assessment was undertaken to ascertain the suitability of the proposed development site for residential use and the impact of the proposed development on existing air quality. This assessment considered existing background air quality, with mapped data obtained from the UK air quality archive, and RVBCs formal review and assessment submissions to DEFRA.

Overall, the proposed development is predicted to have a negligible impact on local air quality with respect to sensitive receptors located adjacent to the site and surrounding road network. With respect to proposed residential properties within the site, annual mean concentrations of NO₂ and PM₁₀ at properties in closest proximity to the immediate road network are predicted to be well below the respective air quality objectives in 2013. Therefore, the site is considered suitable for residential use in respect of local air quality.

Noise Impact Assessment

A Noise Impact Assessment by Royal Haskoning accompanies the application.

The noise impact assessment was required to evaluate the noise affecting the proposed development site to indicate the suitability of the site for residential new build.

A noise assessment of the car wash at Primrose Garage on the north-west boundary of the site was undertaken to indicate the likelihood of complaints in accordance with the method and procedure in BS 4142.

With regard to the relevant assessment criteria criteria in PPG 24, the site is considered as suitable for residential development with the inclusion of the recommended mitigation measures

Flood Risk Assessment

A Flood Risk Assessment by AMEC Environmental & Infrastructure Ltd accompanies this application. The site lies within Flood Zone One, and the report identifies a draft surface water management strategy for the proposed development.

Ecology

An Ecological Appraisal of the site by consultant ecologists ERAP Ltd accompanies the application.

This finds that the site does not support any rare or uncommon plant species. Neither of the two boundary hedgerows are classed as 'important' in accordance with the Hedgerows Regulations 1997. The site does not form part of a significant wildlife corridor.

No protected species were recorded within the site. Three trees within the site have potential for use by roosting bats owing to the presence of cracks and splits. Guidance in relation to the appropriate protection of the trees, in conjunction with the development proposals is provided within the main ecological report.

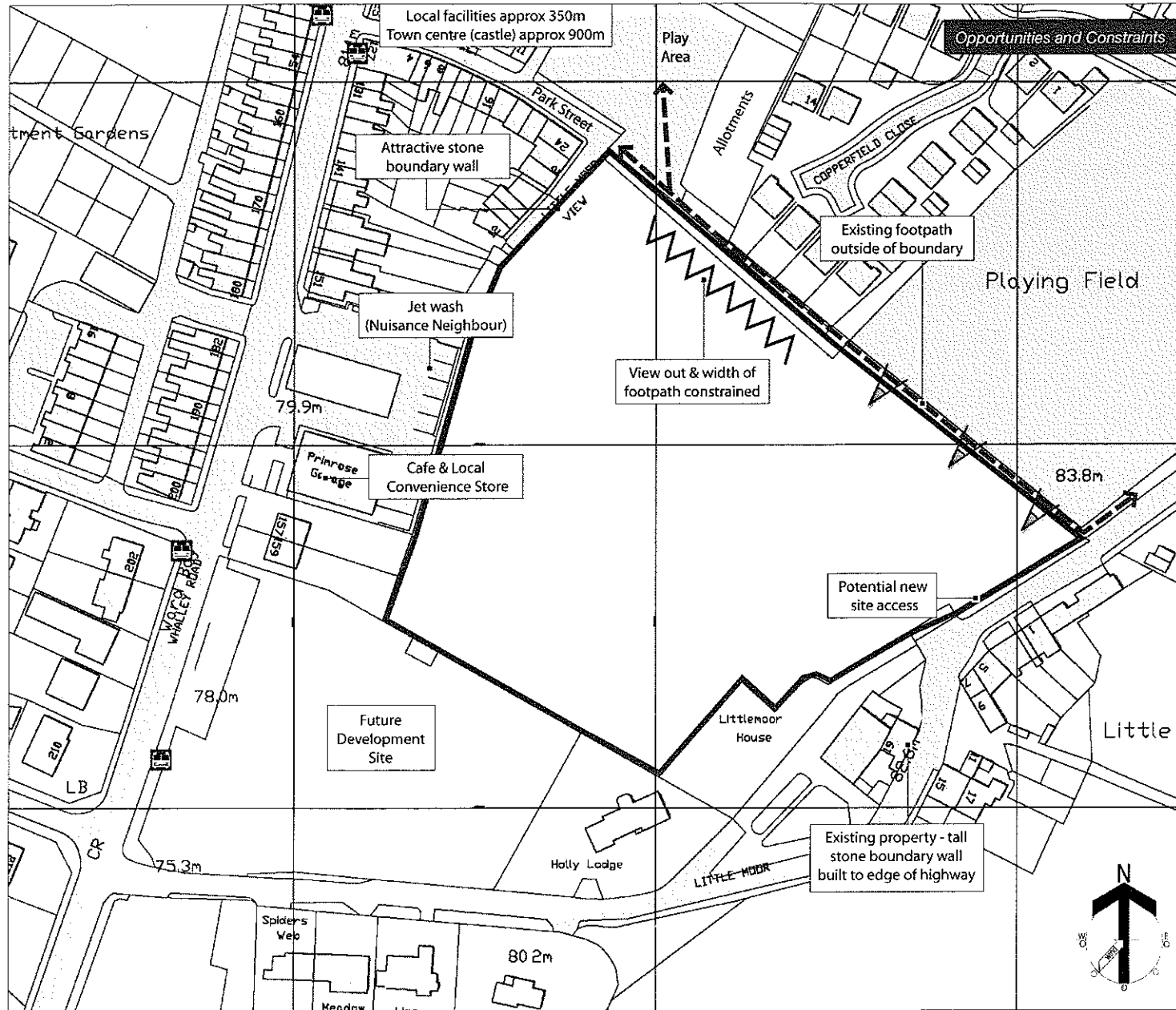
Guidance in relation to the retention and protection of trees and protection of nesting birds is presented in the main report. The presence of House Sparrow and Dunnock, both UK BAP Priority Species is recognised.




Based on the survey information presented in the main report, it is concluded that the principle of the proposed development of the site is acceptable in terms of ecological considerations.

Site Services

A services study of the site has been produced by AMEC Environmental & Infrastructure Ltd. This indicated that a number of underground service routes cross the site and will need to be realigned to suit the final development layout proposals.

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- Opportunities and Constraints**
-  Development Site
 -  Attractive views out over Rugby Pitch
 -  Existing Bus Stops

04 DESIGN AND CONSULTATION PROCESS

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This section briefly summarises the evolution of proposals for the site and the consultation work undertaken.

Assessment

The design process has evolved over a number of stages, underpinned by the comprehensive baseline analysis of the application site and its wider context, and also by consultation with the public and other stakeholders including the local planning authority during the design period.

The issues derived from the baseline study which informed the development of the design proposals are:

Creation of suitable access to the site -

A main vehicular access is proposed off Littlemoor. This has been designed to meet the requirements of the county highways officer and retain the best of the existing trees along Littlemoor. A further pedestrian access is proposed to the north which connects to Little Moor View / Park Street.

An appropriate scale and density -

The application seeks to achieve a maximum density of 28 dwelling/hectare. This is broadly similar to recent development on Copperfield Close and allows for the provision of gardens to all units, landscape buffering where required, and an area of open space facing onto the rugby field.

It is anticipated that the majority of properties will be two storey, with a smaller number of 2 and 1/2 storey (room in the roof) and bungalows.

An appropriate mix of dwellings -

The application anticipates a range of dwelling types to meet differing needs. These include detached and semi-detached houses of 2 - 4 bed rooms, and detached and semi-detached bungalows of 2 - 3 bedrooms.

Appropriate relationships with neighbouring properties -

The design principles identified below and the application parameters plan require that:

- the development is laid out to produce 'back to back' relationships with neighbouring residential properties; i.e. back gardens adjoin back gardens.
- Open space and outward facing properties address the rugby field.
- A landscape buffer is provided to Littlemoor House.
- A buffer zone is provided to the petrol filling station.
- Bungalows are located adjacent to properties

on Little Moor View and to existing properties adjacent to the site entrance on Littlemoor.

- Properties backing onto Copperfield Close are a maximum of two stories.

Retention of trees and boundary features where possible -

The illustrative layout shows how key trees can be retained, boundaries strengthened with additional tree planting, and sections of existing stonewall and hedgerow retained.

Improvement to car parking along Littlemoor -

An area for car parking is provided adjacent to the site entrance off Littlemoor.

Improvement to the existing footpath

The illustrative layout shows how the footpath to the north east of the site can be improved by widening the footpath corridor along the edge of the site and providing passive surveillance along the rugby pitch boundary and at the junction with Park Street

Involvement

A formal pre-application consultation process between the applicant's team and the local planning authority was undertaken which included a meeting held between the applicant's team and the Council's Planning Officers on

3rd October 2011 and a formal response letter from the Council dated 13th December 2011. The letter provided guidance on the following issues:

- Principle of development and relevant planning policy
- Affordable housing
- Trees/Ecology/Biodiversity
- Highways
- Design/Layout/Visual Amenity/Heritage Asset
- Public Open Space
- Renewables
- Lancashire County Council Planning Contributions
- Environment Agency response
- United Utilities response
- Miscellaneous matters

A public exhibition of the proposals took place on 20th and 21st January 2012 at the St James's Church Hall, St James's Street, Clitheroe.

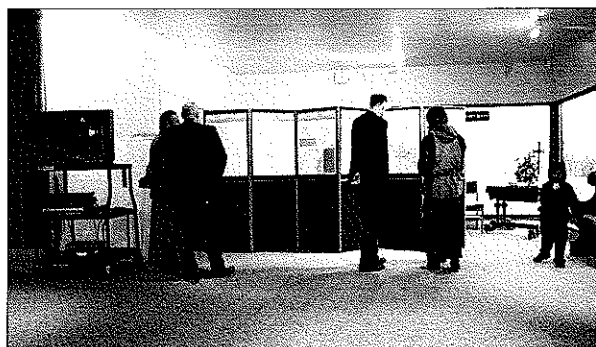
Residents of properties surrounding the application site were notified of the exhibition by a flyer which was posted to them well in advance of the days in question. Ward Councillors and the Town Council were also notified of the exhibition.

16 people attended the exhibition of the 20th January 2012 (Friday evening – 3.30 – 7.30 pm) and 30

attended on the 21st January 2012 (Saturday – 10.30 am to 3.30 pm). 9 written comments were submitted during the exhibition and two subsequently.

The main concerns expressed related to highways/access issues in relation to traffic on Littlemoor, relationship between houses on Copperfield Close/Littlemoor View and proposed development, loss of trees, pressure on local services and Policy G6 of the Local Plan

A full summary of the consultation process undertaken is contained in the Statement of Community Involvement which accompanies the planning application, as part of the Planning Statement.

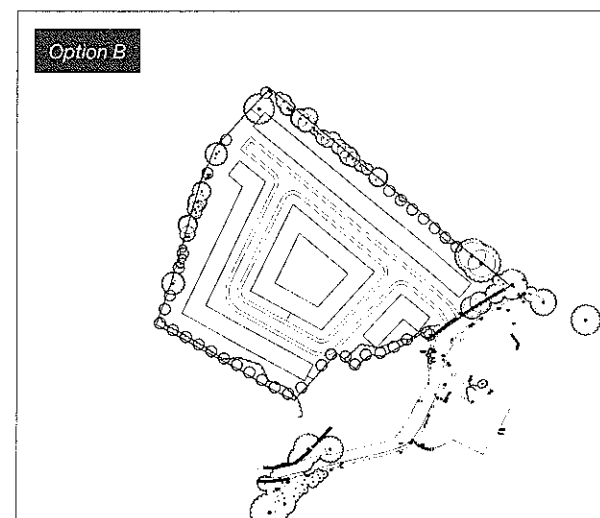
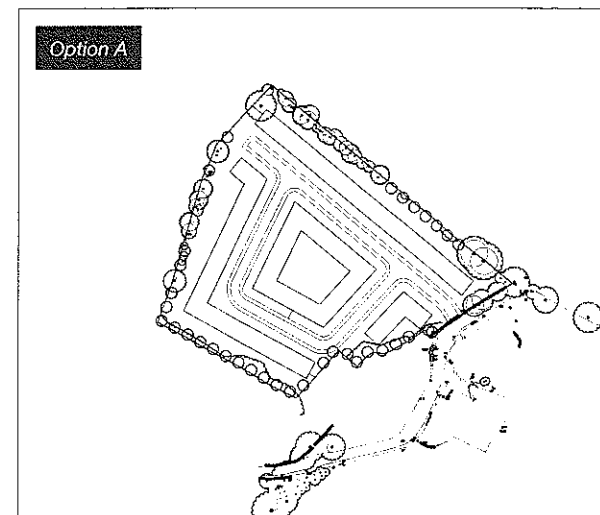


Lancashire Constabulary's Architectural Liaison Unit

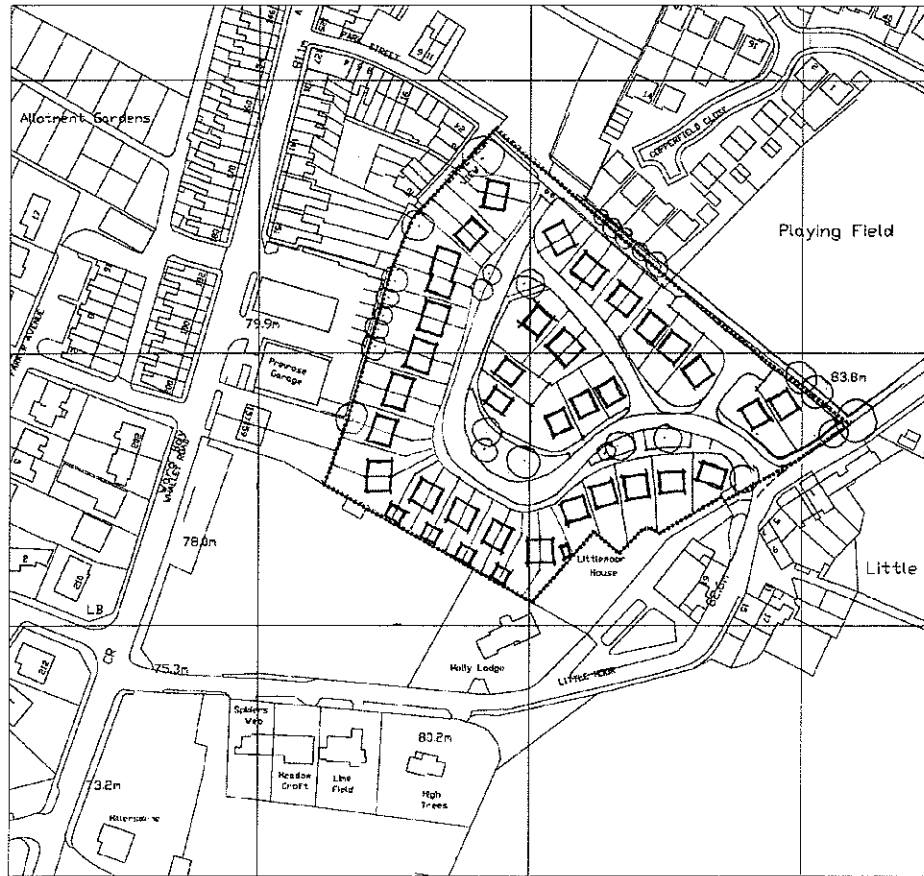
Lancashire Constabulary's Architectural Liaison Unit was consulted on the development proposals and the illustrative masterplan. In response the Constabulary made no specific comments but invited more detailed consultation at the reserved matters stage and requested that the developer consider that the new homes be built to Secured by Design standard.

Evolution

An early assessment of the site was undertaken to identify options for the basic site structure i.e. location of development plots, routes, front and rear aspects.



Following more considered input from other members of the team a more detailed sketch layout was developed that established a preferred site structure and access arrangement. This started to consider site density, linkage, trees and relationships to surrounding properties.



A further iteration of this layout was developed to respond to comments from the development team, specifically in relation to the buffering of Littlemoor House and provision of car parking for Littlemoor.



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Further development improved the spatial relationship to the rugby pitch.



The layout presented at the public exhibition was further developed to indicate where 2 1/2 storey units might be accommodated and also bungalows adjacent to the main access off Little Moor and the pedestrian access off Little Moor View.



Following the consultation event a number of amendments were made in response to the comments received, resulting in the illustrative layout that accompanies this application.

05 DEVELOPMENT PROPOSALS

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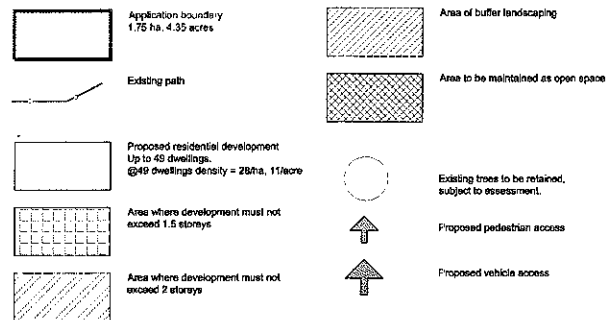
This section sets out design parameters and principles for the development of an Indicative Masterplan and Parameters Plan.

Design

Proposals for the application site provide appropriate relationships to context and address the site constraints and opportunities as described above.

Parameters for Development

The development parameters define the elements that are the content of the outline application. Reference should be made to the parameters plan opposite.



Amount

The application is for a residential development of up to 49 new family dwellings.

The proposed development will include a range of dwelling types and sizes with a variation in density in different areas across the site.

Use

The proposal for residential development complements the surrounding residential uses and makes best use of a sustainable location close to local amenities.

Open Space

The masterplan indicates how the site could connect to the existing open space to the north and improve existing footpath connections along the northern edge. An area of open space is provided adjacent to the rugby pitch. This will provide an element of public open space within the layout, and provide for car parking spaces for the benefit of existing properties along Littlemoor.

The site is also immediately adjacent to an area of existing play equipped public open space and a range of recreation facilities.

The local planning authority's pre-application response letter dated 13 December 2011 indicated that there would be a requirement for public

open space under Policy RT8 of the Ribble Valley District-wide Local Plan. The policy requires all development sites of over 1 hectare to provide adequate and usable public open space, based upon levels of provision provided in Policy RT9. However, Policy RT9 is not a saved policy and therefore the size and type of the POS provided needs to be justified by the applicant, within the planning application, rather than by reference to a standard of provision. Management of the POS would not be undertaken by the Borough Council and therefore the proposed management arrangements are for the applicant to determine and justify. These management arrangements are detailed in the Planning Statement.

Indicative Masterplan

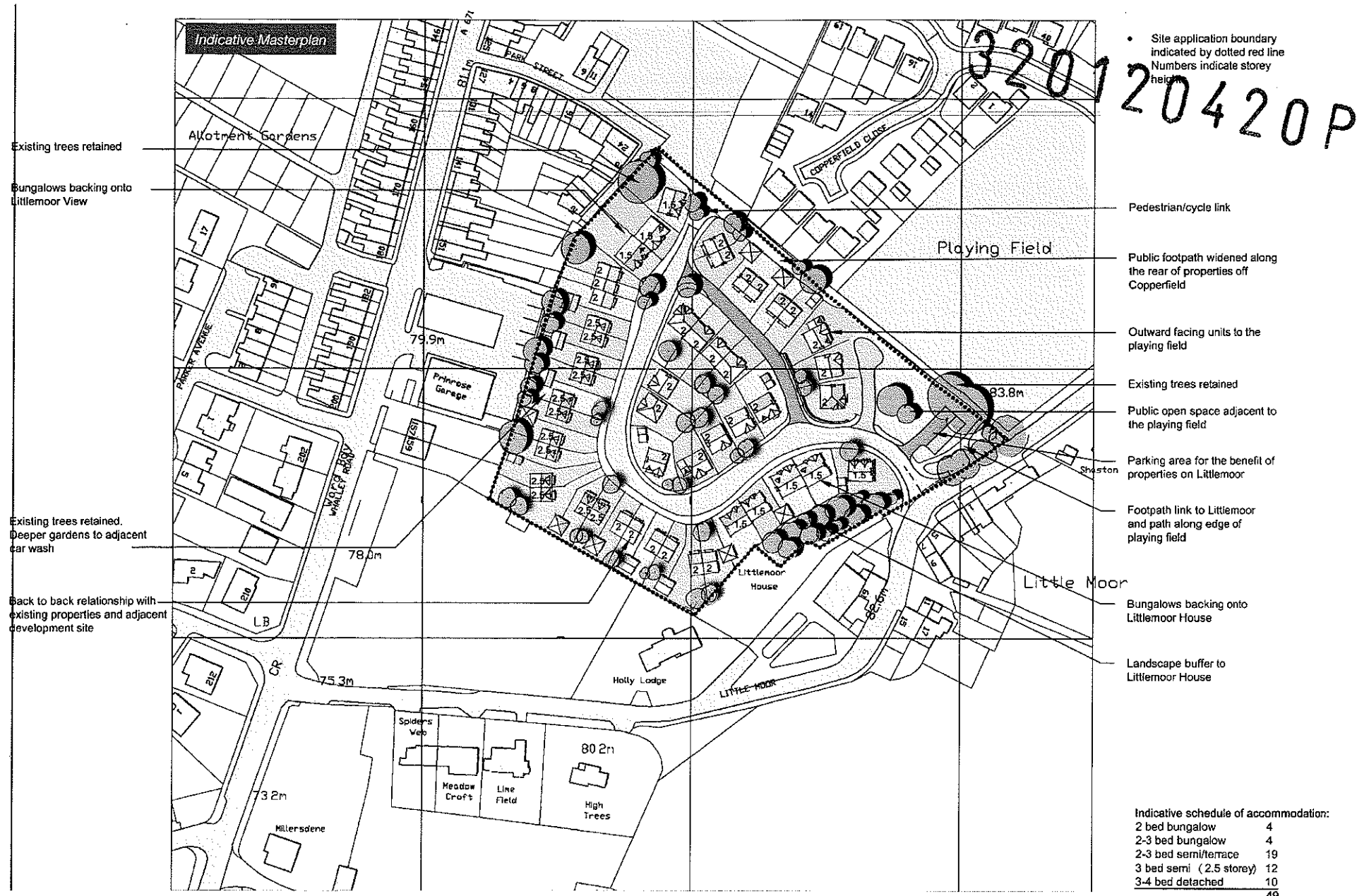
The indicative masterplan demonstrates how the site could be laid out according to the design principles set out below and reflecting the parameters described above (see plan overleaf).

Layout

The basis for the masterplan and the organising principles behind it are:

- A scale and density of development that respects the surrounding residential areas.
- A range of dwelling types and sizes, appropriate to the area.

- A 'back to back' relationship with immediate neighbours.
- Deeper plots to provide appropriate root protection zone to existing trees where required.
- Deeper plots to allow buffering of neighbouring plots use where required - eg the petrol filling station on Whalley Road.
- An outward facing aspect and positive spatial connection to the rugby pitch.
- Improved passive surveillance of the existing pedestrian route.
- Outward facing development onto new the road layout.
- Improvements to landscaping around the boundary of the site, including a buffer planting zone to Littlemoor House.
- An attractive, well landscaped streetscape with appropriate building forms at key points in the layout.



Access & Movement

Vehicle Access

The development includes a new vehicular access onto Littlemoor. The access has been designed to accord with the latest design guidance.

The site is likely to generate a relatively small number of trips, even during the traditional commuter peak hours. The main highway junction which will be used by development traffic is the junction of Whalley Road/ Littlemoor. That junction is forecast to operate significantly within capacity for the future opening year traffic scenario. The proposed site access is also forecast to operate significantly within capacity when tested.

Speed surveys were carried out on Littlemoor, on a straight section, 65m north of the site and it was found that the 85th percentile speed of vehicles in that location was approximately 25mph in both directions. It is understood that the Highway Authority are in the process of reducing the speed limit to 20mph along Littlemoor and Littlemoor Road.

Pedestrian and Cycle Access

There are existing public footpaths adjacent to the site and residents will be in close proximity to cycle routes and facilities. The Development will feature pedestrian connections through to Littlemoor, to the adjacent public footpath and to Park St. From those connection points, footways are present, leading north to Clitheroe and south to Primrose Road and beyond.

For longer distance cycling, cycle routes 90 and 91 are accessible from the site.

Car Parking

Overall car parking provision will meet Ribble Valley Borough Council standards, but it is intended that the development will incorporate a range of different parking solutions in line with the good practice recommendations included in English Partnership's guide 'Car parking, What Works Where' and DCLG's 'Manual for Streets' and 'Manual for Streets 2'.

Public Transport

The development, being circa just 50 dwellings, does not propose any enhancements to the existing public transport facilities or services.

There are a large number of bus services running along Whalley Road and two circular bus services serving the surrounding residential area. During the Summer period a circular bus service also runs along Pendle Road.

Clitheroe Railway Station offers an hourly service to Manchester Victoria. During its route the train stops at the surrounding towns as Whalley, Langho and Ramsgreave and Wilpshire.

The location of the site will therefore help to promote alternatives to the use of the private car and the proposals are therefore consistent with the aims of the Core Strategy Transport Criteria

Inclusive Design

The scheme will be designed to comply with good practice guidance on access and inclusive design including:

Design – the design of homes for people with a range of physical disabilities and a commitment to Lifetime Homes for appropriate plots – flexible adaptable homes for people of all ages and physical abilities. Although the principles of inclusive design pay particular regard to the needs of disabled people they are important to everyone. The illustrative masterplan has been considered so that inclusive design principles can be included as the design is developed. In particular the masterplan ensures that:

- Level access can be included to all buildings
- The movement network can provide safe areas that prioritise pedestrians and safe crossing points on trafficked streets.
- Good public transport can be accessed.
- A good range of facilities can be provided locally.

Appearance

Section 2 of this Statement identifies the character of the surrounding area and it can be seen that although the general character is that of a well established 'family' residential neighborhood there is a variety of dwelling types and architectural styles. It is not the intention of this Statement to prescribe a particular architectural approach, but it is expected that the approach taken will respect the character of the surrounding areas and respond positively to the local context.

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06 SUMMARY

This Design and Access Statement has identified development objectives and a development vision for the proposed site at Littlemoor. The Statement has summarised site development opportunities and constraints; public and stakeholder consultation; and the design process to-date. It demonstrates that the site is suitable for the proposed scale and type of development and that it can be delivered in a manner which will be appropriate to its context. The Statement also explains the production of a series of parameters to help guide and control the development of the site during future design stages.

The Planning Statement which accompanies the application explains how proposals accord with relevant policies of the existing and emerging development plan and the National Planning Policy framework.

The applicants therefore respectfully request that outline planning permission is granted for the submitted proposals.