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Design & Access Statement

For the Residential Development
of the former
Brown Leaves Hotel, Copster Green

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Introduction

This Statement is provided in support of a Reserved Matters Application following Approval of an Outline Application for residential development of the site in 2011 (App. No. 3/2011/0482).

This statement has been prepared in accordance with the requirements of Circular 01/2006 and with regard to the guidance provided in the CABE Publication "Design & Access Statement - how to write, read and use them". As such the statement will focus on the key areas of Context, amount and use, layout, scale, landscaping and appearance, fundamental access and design issues.

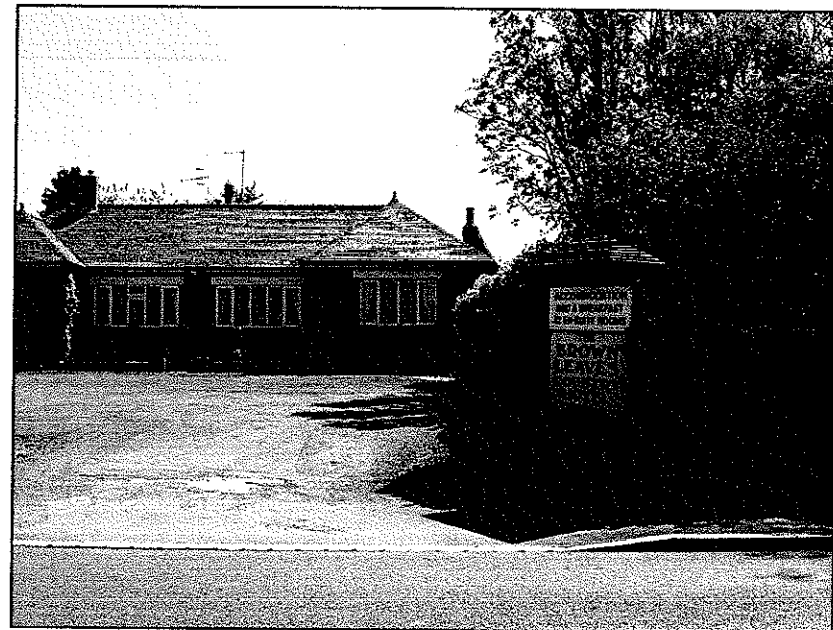
Context

The land is situated immediately to the south of Longsight Road within the Copster Green Settlement Boundary. Along with the majority of development within the village, it occupies the higher ground, giving excellent views into the Ribble Valley.

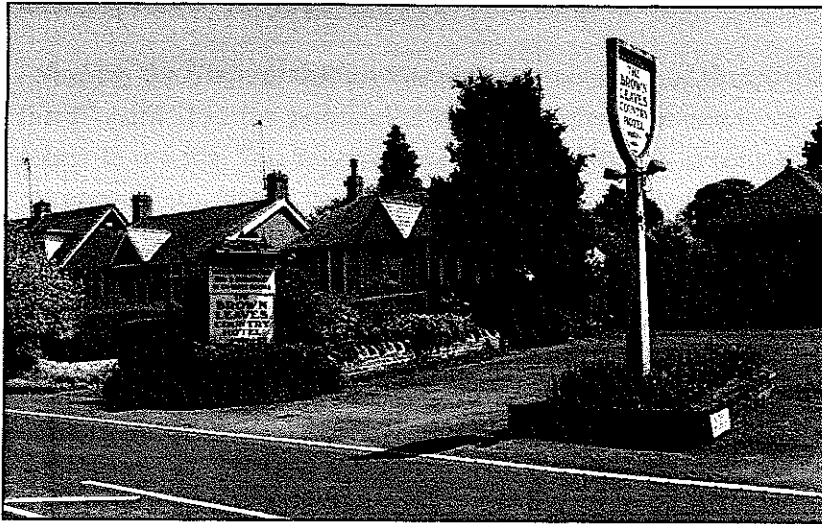
The site is approximately 1.56 acres and is accessed directly off Longsight Road (A59) in Copster Green. The site rises slightly from Longsight Road in the form of an elongated rectangle. The western border of the site is formed by a small ditch and established tree line, beyond which some residential ribbon development extends alongside Longsight Road. To the rear (south) lies agricultural land, used predominantly for horse grazing, whilst the eastern boundary is met with the established residential development of Albany Drive. The land fronts onto Longsight Road, the main thoroughfare of Copster Green,

whilst it forms the last parcel of land within the village envelope to the western edge of the settlement. As such, this application has been designed with a view to appropriately treating the interface between both the developed and undeveloped land that abut the site, whilst also looking to continue the established built frontage onto the adjacent highway.

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VIEW OF THE SITE FROM LONGSIGHT ROAD



PHOTOGRAPH SHOWING ADJACENT PROPERTIES TO THE EAST



PROPERTIES TO THE WEST OF THE SITE

The site is less than 800m from Salesbury CE Primary School, as well as the Post Office and the Bonny Inn public house. These local facilities are bolstered by the provision in Wilpshire (c1.5miles) and Whalley (c 3miles) and therefore, considering the village location, the site is comparatively well connected to the nearby centres. In addition to this, the site is served by the bus routes along Longsight Road, which included direct services to Clitheroe, Whalley, Wilpshire and Preston. The six services an hour also include direct access to the railway stations at Wilpshire and Whalley, integrating well with the Ribble Valley Line and providing direct access to Blackburn and Manchester.

Use

An outline application for residential development was granted by Ribble Valley Borough Council in April 2012 (Ref. 3/2011/0482) therefore establishing the future use of the site.

The site is within the Settlement Boundary and ideally situated for residential development. The broad location of the Ribble Valley is popular with home buyers, whilst Copster Green benefits from excellent public transport and vehicular connections. Such links ensure that any future residents, regardless of age, disability, ethnicity or social grouping, will be able to access the requisite facilities. As such, the site is considered 'sustainable'.

The development therefore will help sustain a mixed community within Copster Green, utilising land within the settlement boundary efficiently and helping to provide a notable amount of housing within the Borough to help meet the required housing delivery targets.

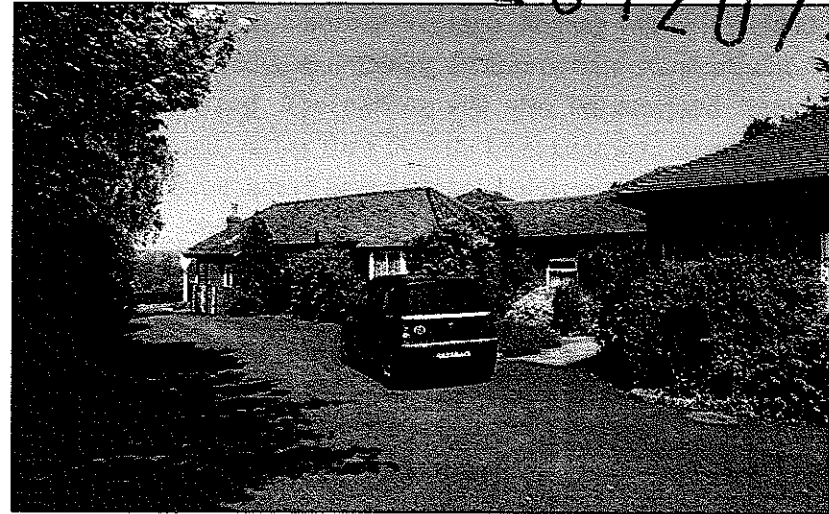
Planning Policy / History

Following the Grant of Outline Planning Approval (ref. 3/2011/0482) on the 3rd April 2011 the principal of residential development is set, as is access to the site. This Reserved Matters Application is to consider only the appearance, layout, landscaping and scale of the development.

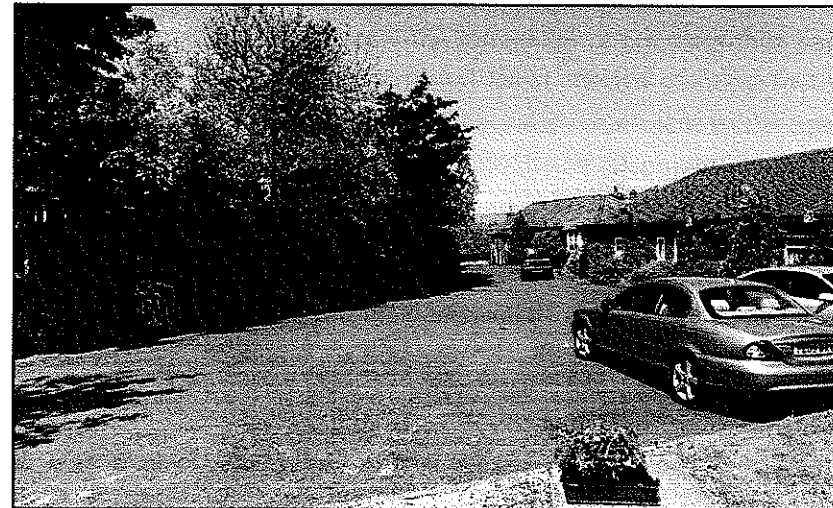
The site owners have entered into a S106 Agreement with the Council to provide financial contributions towards local Education facilities (estimated £77,000) and to provide 5 affordable homes on site which are to be sold to qualifying families at a 40% discount. There is also a requirement to provide a contribution to wheeled bin facilities.

In respect of the proposed development the following criteria of the Ribble Valley District Wide Local Plan (1998) policy G1 are considered relevant –

- *Development should be sympathetic to existing and proposed land uses in terms of its size, intensity and nature*
- *The likely scale and type of traffic generation will be assessed in relationship to the highway infrastructure and the proposed and existing public transport network. This will include safety, operational efficiency, amenity and environmental considerations.*
- *A safe access should be provided which is suitable to accommodate the scale and type of traffic likely to be generated*
- *The density, layout and relationship between buildings is of major importance. Particular emphasis will be placed on visual appearance and the relationship to surroundings as well as effects of development on existing amenities.*
- *Developments should provide adequate arrangements for servicing and public utilities*
- *Developments should provide adequate day lighting and privacy*
- *Materials used should be sympathetic to the character of the area*
- *Development should not result in the loss of important open space including public and private playing fields.*
- *Developments should make adequate arrangements for car parking*



PHOTOGRAPH OF THE EXISTING BUILDING AND CAR PARK



PHOTOGRAPH OF TREE BELT TO WESTERN BOUNDARY

Amount

The proposal looks to contribute to the mixed, balanced community of Copster Green with the provision of semi or detached dwellings created off a spine road through the heart of the site.

The site covers an area of 0.63 hectares, and it is proposed the development will accommodate 18 houses. Therefore The development provides a density of 30 dwellings per hectare and will contribute an appropriate level of Affordable housing. The size, type and siting of the dwellings are appropriate in the local context and will attract a range of home buyers to substantiate the diverse existing local community. Through the Design Phase the layout was progressed with a view to achieving the design principles laid out in Policy G1 of the Ribble Valley Local Plan together with the aims and objectives of PPS3 and PPG13.

These key principles together with discussions with Planning Officers resulted in the proposals that accompany this application.

Layout

The site layout looks to continue the established frontage of Copster Green, whilst creating a more informal layout within the development. Focus has been put on blending both formal and informal, to create a sense of place. To this end, properties have been arranged to front the central spine road and to benefit from the open aspects to the South and West, or orientated so as to benefit from the retained buffer area of landscaping and trees on the western border.

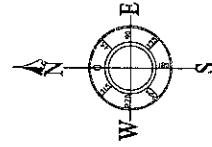
The positioning of the plots facing Longsight Road ensure the existing street scene is maintained, with a pair of small semi-detached units

continuing the broken, informal frontage. Parking will be provided to the front of these plots, maintaining an appropriate stand-off distance from the main road. The parking will also be accessed from the development road, rather than directly from Longsight Road, in order to minimise the number of new entrance points created. Following the road through the body of the development, smaller units are concentrated, overlooking the retained trees and landscaped area. These smaller units can accommodate the reduced gardens required at this point, particularly as they benefit from the relatively privacy and openness of the views to the front. These units will have parking rather than garaging, to limit the mass of buildings in this area

The remainder of the development culminates in an informal area, from which a number of properties will be directly accessed. The properties on the eastern boundary have been positioned to maintain appropriate separation distances. The remainder of the plots then back onto the open land to the South and West. Hedge planting to the Boundaries will provide a sympathetic boundary treatment to the open land beyond and provide a defined edge to the development.

The informal highway arrangement provides a shared Pedestrian / Vehicular surface with pedestrian priority in accordance with LCC design guides, ensuring future residents will be able to safely and easily access Longsight Road and the bus routes located thereon.

As above, the site layout has been developed to ensure the most efficient use of the land, taking into consideration appropriate separation distances from the adjoining dwellings. The development looks to both integrate itself with the existing built form of the village, but also provide an appropriate boundary between the settlement and the adjoining fields.



Brown Leaves Hotel Copster Green

new FM sewer
connected to existing
sewer in Longlight Rd.

new GWS will be
existing stock. Future
location to be agreed.

existing tree and
shrub screening
retained

- SW 1.0m Screen wall / fence
infill to detail
- SFT 1.0m fence to detail
- Paved path and patio areas
- proposed shrub planting
- proposed tree planting
- trees to be removed

All driveways to be black bitmac

Schedule of Accommodation	
Nor "Norfolk" 4 bed detached	1445 sq. ft.
Had "Hadley" 4 bed detached	1392 sq. ft.
Gar "Garth" 4 bed detached	1292 sq. ft.
Elw "Elwick" 4 bed detached	1292 sq. ft.
Fen "Fenton" 4 bed detached	1100 sq. ft.
Ryd "Ryder" 4 bed detached	1142 sq. ft.
Win "Winchester" 3 bed detached	889 sq. ft.
Win "Winchester" 3 bed semi	972 sq. ft.
Win "Winchester" 3 bed semi	603 sq. ft.
Total	20228

Total Site Area = 1.8 acres (0.81 ha)
Nett Developable = 1.40 acres
Density = 50 units / ha 14,424 sq. ft. / acre

Site Layout

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Scale

The general approach of the design, and in particular the house types chosen, was to ensure that the development sits well in its surroundings. The site itself is located prominently near the entrance to the village and it is therefore important that the development fits within the existing sense of place, whilst simultaneously looking to add to the current building form.

To the west of the site, the village 'begins' with two pairs of two storey semi-detached properties, before the building scale reduces into the village where one and one and half storey bungalows become more prevalent. The aim on the frontage plots was to incrementally reduce the building mass from the relatively substantial semi-detached through to the bungalows. However, it was also important to "break" this frontage to fit with the prevailing dwellings to the east and therefore these are envisaged to be small, two storey semi-detached properties, with parking created from a shared access to the front. As such, the build line into the village will ease from large semis, reducing to small semis, then further to dormer and traditional bungalows.

The build line has been maintained by creating a shared parking area for the two properties fronting Longsight Road, similar to the arrangements currently used by others properties overlooking this thoroughfare.

Copster Green, as a general location, has a variety of differing house types within it and this has been reflected where possible within the scheme. There are nine house types proposed providing a wide variety of accommodation for a variety of lifestyles.

Five "affordable" houses are proposed including 2 plots designed to Lifetime Homes standards which will provide adaptability for the elderly.

The location was considered unsuitable for three storey dwellings and, whilst 2.5 storey could be accommodated on the rear boundary, this has been limited to two storey to minimise the overall impact of the scheme. This mix of housing will not only fit well with the existing village, but should also appeal to a broad sector of the market.

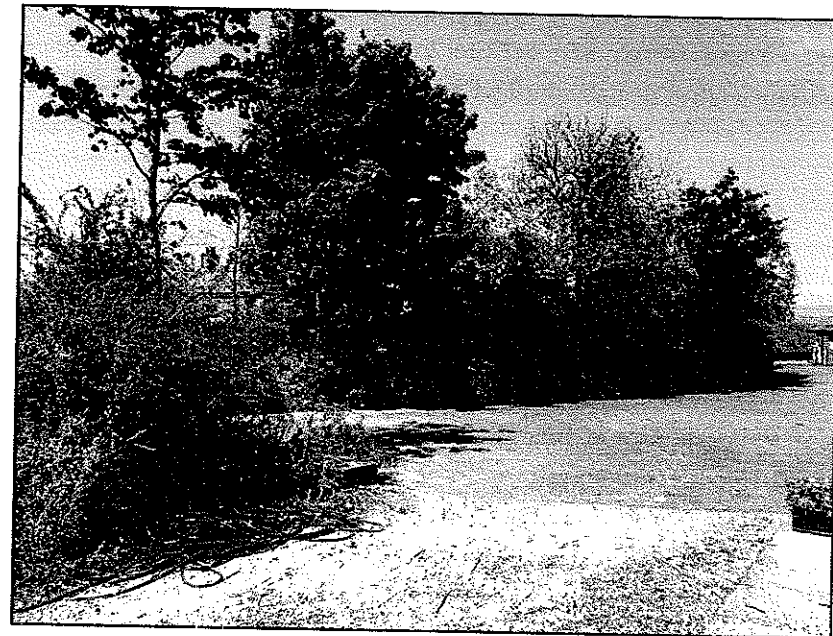
the adjoining fields.

Landscaping

The entrance to the site has been designed to retain the existing tree / landscape belt to the western boundary.

New Hedgerow and tree planting to the southern boundary will ensure the boundary to the adjacent field is 'softened'. Similarly the retention of the ditch and hedgerow on the western boundary will be complimented with additional tree planting.

The proposed landscaping will complement the development through the provision of private garden spaces. Soft landscaping is strategically located to provide visual interest through the site and eventually create a mature landscape setting.



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Appearance

The development is intended to reflect the varied building styles within Copster Green, with an informal setting brought on by the slight meander of the access road and orientation of the properties. This village appearance is underpinned by the limited mass of the buildings, either being semi-detached or detached, to create space between dwellings and ensure the development created is not overtly urban but reflects the need to use land efficiently therefore setting a density of 30 per Hectare as appropriate.

The build line along the spine road is varied, to recreate the broken frontage common with typical village development. Similarly, the deflection in the road alignment ensures that the impact of the development is minimised and much of the housing is not easily visible from the Longsight Road entrance.

The houses shown, 3 and 4 bedrooms, would be expected to appeal to a wide range of the market and as such should underpin the planning aims set out within national policy guidance to create mixed, sustainable developments. The house types, which look to incorporate modern living trends with dining/kitchens, en-suites and a focus on obtaining light rooms wherever possible, will appeal to all age groups, ethnicities and abilities.

The property orientation is guided by the development constraints of the site's shape, the access road and the neighbouring land uses. However, wherever possible the development looks to back onto the countryside or established planting to create private, secluded areas

Access

The development of the site has been designed so as to maximise accessibility and permeability both for vehicles and pedestrians. It was considered vital that access from Longsight Road, as a busy main road, was as efficient and unencumbered as possible and therefore the limitation of development to one side of the spine road helps ensure that vehicles will not be waiting on the main road for the site road to clear.

The entry point into the site has been positioned, in line with discussions with LCC Highways, to maximise sight lines in both directions on Longsight Road. The site frontage, of approximately 25 metres, is currently relatively open and gives excellent visibility for cars exiting the site. However, the entry into the site, particularly for cars proceeding in a westerly direction, has been limited to ensure vehicles enter the site at an appropriate speed.

The remainder of the site is accessed from the spine road that meanders to naturally limit vehicular speed. In any event, owing to the length of the road, cars will be limited to approximately 15mph and therefore the proposed parking areas for units 3 to 10 will be easily accessible for residents of those units.

The site grades evenly from north to south and as such visibility from the vehicular entrances is good. In addition, the natural topography of the site ensures all the properties can be accessed by people with limited mobility.

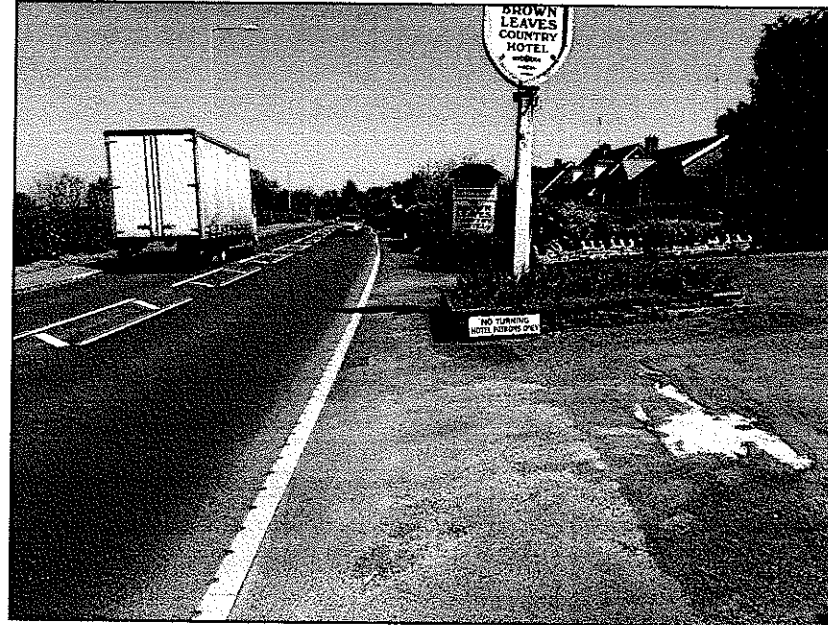
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Access Cont.

All of the properties benefit from pedestrian access to the front. However, there is also direct resident access to all the rear gardens, ensuring that waste and recycling bins can be stored either within the integral garage or away from the front elevations of the properties, before being brought for collection on the front boundaries by the residents. The refuse collection vehicles have sufficient space to enter, turn and exit the site safely and away from parked cars and private curtilages.

In terms of general accessibility, the site is well located for local and sub-regional bus services on Longsight Road, providing excellent access to the nearby urban centres of Clitheroe, Blackburn and Preston. The smaller facilities available in Wilpshire, Whalley and Langho are equally accessible.

There is good vehicular access to the local urban centres, as well as the main employment locations within the Borough. The adjacent Longsight Road gives good access to the main motorway network and generally the site can be considered to be sustainably located for all types of residents and sits well within the local community as a residential development.



VIEW FROM WHERE THE ACCESS POINT WILL BE CREATED ON LONGSIGHT ROAD