

Waddow View Clitheroe

Design & Access Statement





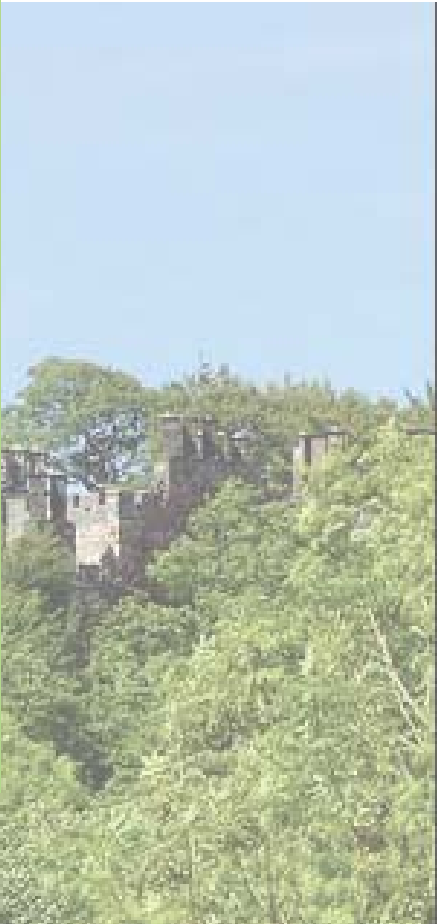
mck associates limited
architecture • building surveying • project management

Dickman Associates Ltd

DTPC

Contents

Forward	4-5
1.0 Introduction	5
1.1 The Site	6
1.2 Planning Policy	6
1.3 Planning History	6
1.4 Context	7
Photographs	8-9
2.0 The process	10-13
2.1 Assessment	12
2.2 Involvement	12
2.3 Tree Survey Report	12
2.4 Use	12
3.0 Amount & Scale	14-17
3.1 Analysis	16-17
3.2 Scale	16-17
4.0 Layout	18-21
Sketch Book	
5.0 Design	22-25
5.1 Masterplan	24-25
6.0 Access	26-31
6.1 Access for all	28
6.2 Public Transport	28
6.3 Education	28
6.4 Secured by design	28
Access Diagrams	30-31





Forward

This Design & Access Statement has been prepared on behalf of Huntroyd Estate in support of an Outline Planning Application for a residential development at land adjacent to Milton Avenue, Clitheroe.

This document aims to provide an analytical background and concept proposals to facilitate discussions with the Local Planning Authority. This statement responds to the requirements of the Town and Country Planning (General Development Procedure (Amendment) Order 2006 for applications of this type to be accompanied by a Design and Access Statement.

The content of the design element of the statement must demonstrate how the physical characteristics of the scheme have been influenced by a thorough process, which includes:

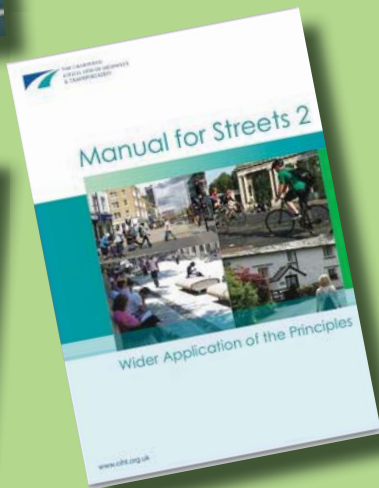
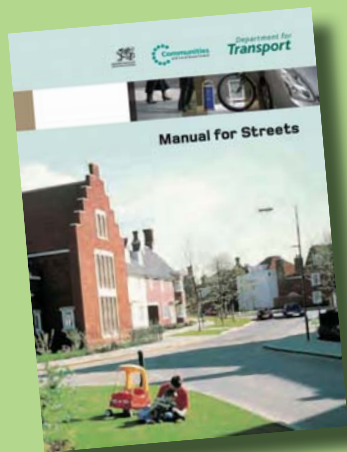
- Assessment
 - Involvement
 - Evaluation
-
- Use - what the land and buildings will be used for
 - Amount - how much development can the site accommodate
 - Scale - How big the buildings and spaces will be, specifically their height, width and length

- Layout - How the buildings and public and private spaces will be positioned and the relationship Between them and buildings and spaces around the site.

Design

- Appearance - What the building's and spaces will look like, for example building materials and architectural details.
- Landscaping - How open spaces will be treated to enhance and protect the character of a place
- The access - element of the statement must include two aspects of access to the development:
Vehicular and transport links - why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.
- Inclusive access - How everyone can get to and move through the place on equal terms regardless of ages, disability, ethnicity or social grouping.

1.0 Introduction



Introduction

1.0 Introduction

1.1 The Site

Clitheroe is located in the heart of the Ribble Valley, Lancashire and is situated near the edge of the Forest of Bowland.

Clitheroe is a market town with a population of over 14,600 and lies at the heart of Ribble Valley. The 2001 Census recorded a population of 14,697 in Clitheroe and 53,960 in Ribble Valley. Clitheroe is the main town in the borough.

1.2 Planning policy

The subject site lies wholly within the urban boundary (so it is policy G2 compliant) though it is not a specifically allocated site in the adopted Ribble Valley District Wide Local Plan. It is however in a highly sustainable location immediately adjacent to the town centre of Clitheroe with existing residential development to the north and south and the eastern boundary abuts a car park to the rail station. Clitheroe is a main settlement and thus considered to be a place suitable for consolidation and expansion and the indicative scheme has been designed to take account of the policy G1 requirements and subsequent design guidance.

The site is fully PPS3 compliant being available now; accessible by a range of transport modes as explained further in the highways section of this document; it is sustainable being in easy reach of all the facilities in the town centre; suitable being a proposed housing scheme between existing residential areas; achievable and deliverable as it is in a single ownership with significant house builder interest; and with a scheme of 50 new homes is viable. Following our meetings with your officers back in February and August it became clear that your Council does not currently have a 5 year housing land supply. This site offers an opportunity to deliver new homes across a range of house types, tenures and sizes to meet current needs. A full planning statement accompanies this outline planning application.



1.3 Planning History

This site has previously been discussed for a housing scheme by Bellway Homes in 1999. Whilst development plan representations were made there is no information about an application on the RVBC website when doing an application search. Either because the application has not yet been put on the online system or it was never made.





1.4 The Context

The site is 1.23 Hectares (3.03 Acres)
The dominant element of the local topography is Waddington Road B6478 which runs North to South and provides access to the site via Milton Ave.

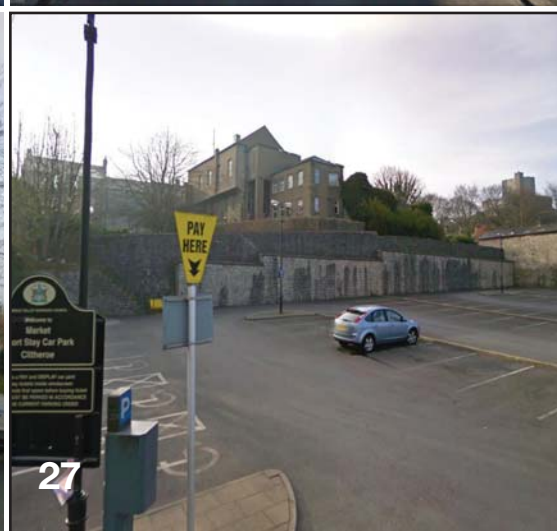
To the West of the site is agricultural land. To the North, Milton, Cowper, Brungerley, Chester and Park avenues, Eastham Street and Hawthorne Place all residential areas. This is a dense residential area and made up of mainly terraced houses with some semi detached.

The South of the site a mixture of residential and commercial locations are present. De lacy St, Montague St , Albermarie St, Baldwin Hill, Buccleuch Ave, Cardigan Ave and Kirkmoor Road all residential areas.

A large car park lies to the East of the site on the opposite of Chester Avenue sorting office (road near no.9) is Clitheroe railway station and the main town centre including shops, library, art gallery, castle and all other local facilities.

The site is in a highly sustainable location with good public transport links. Many local amenities lie a short distance away, even on foot and these can easily support the development.

Photographs







2.0 The process

2

The process



2.0 The process

2.1 Assessment

The proposals have been subject to detailed analysis of the sites constraints and opportunities. Figure 2.1.1 shows the site within its context and highlights physical characteristics and constraints.

2.2 Involvement

From the beginning and throughout the design process various groups of people have been involved in the evolution of the proposals.

- Huntroyde Estate
- MCK Associates Ltd
- Dickman Associates Ltd planning consultants
- Development Transport Planning Consultancy
- Bowland Tree Consultancy
- Bowland Ecology
- Trevor Dawson Co
- Betts Associates

2.3 Trees

A tree survey has been prepared in support of this application and the proposals have been informed accordingly Figure 2.3.1. None of the trees are within the site boundary.

2.3.1 Tree Survey Report



Figure 2.3.1

2.4 Use

The site lies within the urban boundary and is unallocated.



- Residential
- Employment
- Agricultural
- To be demolished
- Community/services

Constraints and Opportunities

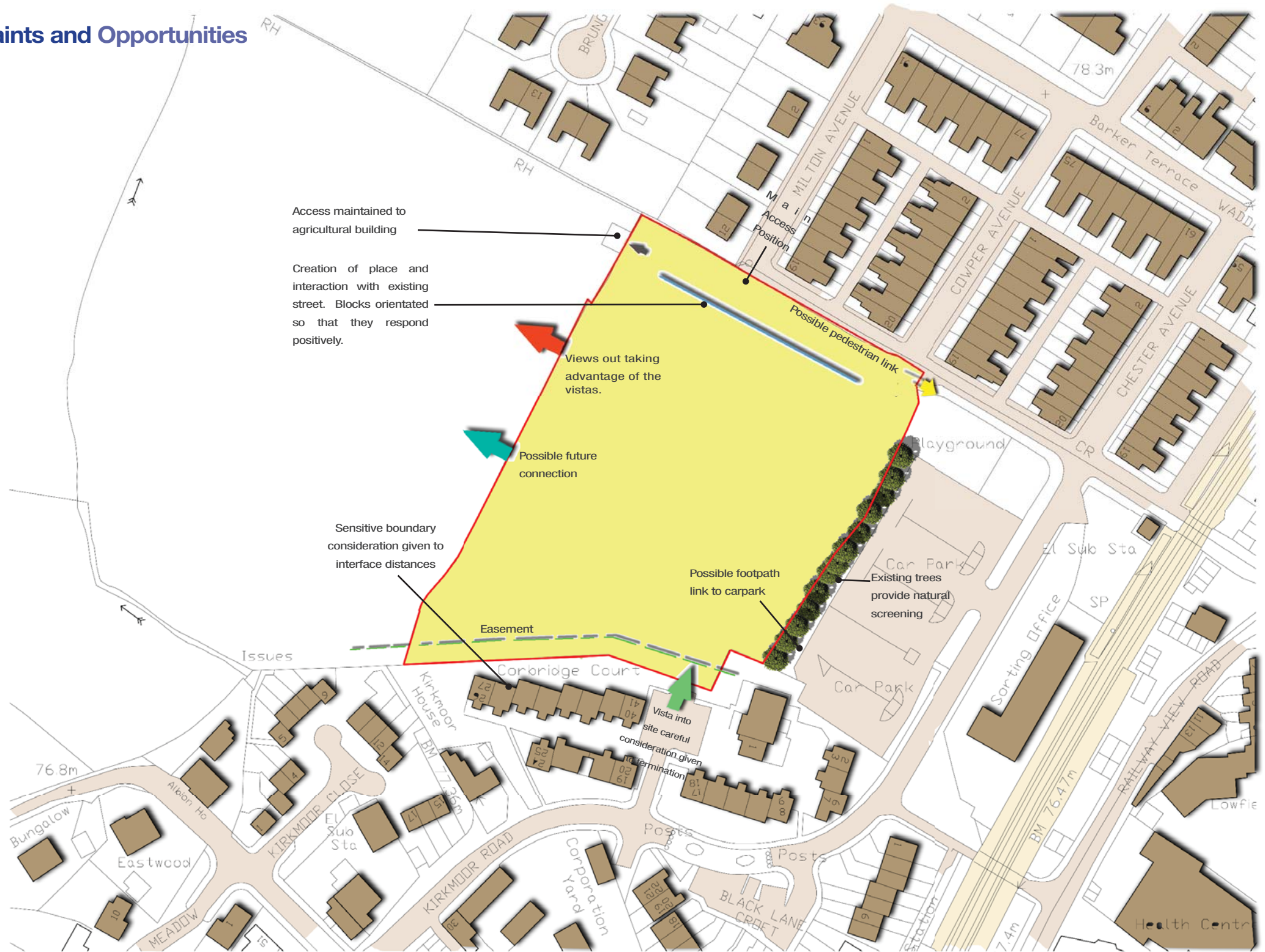


Figure 2.1.1 Assessment



3.0 Amount Scale

3

Amount & Scale



3.0 Amount

3.1 Analysis

This diagram clearly shows that the proposed density works within the sites context. The density of existing properties within Clitheroe and adjacent to the site is relatively high with the majority of properties being terraced housing.



Figure 3.11

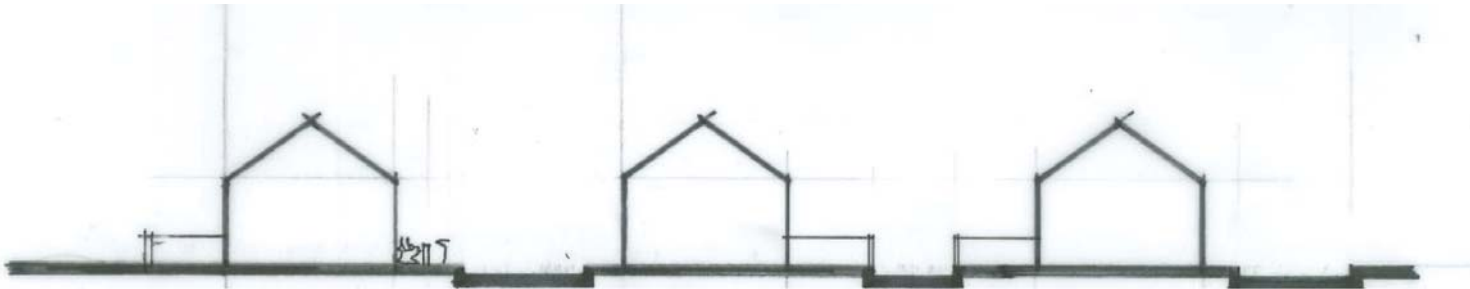
The gross site area is 1.23 Hectares, the proposals are for 50 units
This gives a gross total of 40.6 units per Hectare.

3.2 Scale

Properties in the surrounding area are predominantly two storey.
All blocks will be two storey with 2.5 storey blocks in key locations if required to terminate important vistas. Proposed typical sizes would be and not limited to; 9.6m wide, 11.2m deep and 8.3m high.



View of Milton Avenue a typical example of the vernacular in Clitheroe, the site visible in background. The cross section below is typical of Clitheroe and allows for high density.



Typical cross Section of Milton Avenue and Cowper Avenue





4.0 Layout



4

Layout

Sketch book

Possible future access to adjacent land

Interface distances with properties on Cambridge Court

Low vehicle speeds
Pedestrian priority



LAND ADJACENT TO MILTON AVENUE, CLITHEROE March 2011



Considerations 4.1

Green buffer between development
and existing houses

Vista at the head of Milton Avenue

Creation of sense of arrival

Dual aspect blocks on corners

Views in and out of the
development

Dual aspect blocks on corners and
overlooking existing play area
promoting natural surveillance



5.0 Design





5.0 Layout

5.1 Layout narration

- ① Impact arrival and nodal point. Blocks carefully positioned around the site entrance. Careful consideration given to landscaping and creation of sense of arrival.
- ② Blocks set back overlooking a carefully landscaped area, existing hedge retained. No frontage parking and side drives used to reduce car dominance in this important area.
- ③ Secondary nodal point with clear routes allowing users to navigate and orientate themselves easily around the site.
- ④ Carefully positioned block forming good street termination at the head of the important approach vista from Milton Avenue.
- ⑤ Pedestrian only link connects the two streets forming connectivity and reducing pedestrian journeys.
- ⑥ Interface distances carefully considered between proposed blocks and existing dwellings.
- ⑦ Dual aspect property responds positively with adjacent play area improving natural surveillance. Footpath link between development and this important amenity considered.
- ⑧ Small court well overlooked, defensible and safe place. Dominance of car reduced.
- ⑨ Possible pedestrian link into adjacent site.
- ⑩ Possible link into adjacent site.
- ⑪ Existing natural screening retained between development and the site.
- ⑫ Important views into and out of the site.
- ⑬ Access to farm land retained.





Typical street scene

Materials will be sympathetic and work in harmony with the surrounding area





6.0 Access

6



6.0 Access

6.1 Access for all

The site is exceptionally well located to public transport minimising the need for movements by car. The site lies immediately adjacent the main rail way and bus interchange and the town centre.

Walk
It is within a 2/3 minute walk of the bus/rail interchange connecting it via a linked trip to the NW, locally the 5 min walk encompasses most of the town centre including the market area and Booths supermarket.

The 10 minute walk covers the whole of the town centre and the edge of centre employment zones.

There are 9 schools within a 3km walk distance from nursery, primary and senior levels.

Cycle
The 5km cycle distance encompasses the whole of the Clitheroe area giving access to schools, leisure and employment opportunities.
The national route network lies to the north and south of the area and within the 5km distance connection can be made to route 90 and 91 giving access to the wider area.

Bus
National criteria says a 2/3 min 200m distance to a bus stop with high frequency bus services is a highly accessible location and normally occurs in a city or large town. The site is similarly located to the bus station which connects the town to the rural hinterland and Preston, Blackburn, Burnley and other urban areas.

Rail
As the rail station is a similar distance (200m) from the site and connects across the NW and beyond (including to Manchester and Liverpool airports). The site is well placed for rail to be used as a travel mode.

	NTS Mode Split	
	England	North West & Merseyside
Bus/Rail	10%	11%
Walk	18%	17%
Cycle		
Taxi	1%	1%
MC	1%	1%
Car Driver on Own	59%	61%
Car Driver + Other Staff	12%	10%

The site has the potential to achieve the regional mode splits for non car travel given its proximity to bus and rail networks. Beyond the Castle Hill the topography is undulating which is suitable for cycling.

6.2 Public Transport

Train services in and out of Clitheroe are hourly trains to Blackburn & Manchester Victoria from the railway station that are operated by Northern Rail.

Bus services in and around Clitheroe are also frequent bus services to the surrounding Lancashire & Yorkshire settlements. Transdev is the most prominent operator, mainly operating interurban services to other towns in Lancashire, Greater Manchester & West Yorkshire. Other operators include Stagecoach in Lancashire

6.3 Education

The four main secondary schools in the town are Clitheroe Royal Grammar School, Ribblesdale High Technology College, Moorland School and Bowland High (which has a specialist status in performing arts). In nearby Hurst Green there is Stonyhurst College, a co-educational Jesuit independent school, next to the village of Hurst Green. There are several primary schools in the town. These are St James’s Church of England Primary School, Stonyhurst College Junior School, St. Michael and John’s Roman Catholic Primary School, Pendle Primary School, Edisford Primary School and Brookside Primary School. Nearby is Stonyhurst Saint Mary’s Hall, the junior department of the above-mentioned Stonyhurst College, at Hurst Green.

Summary
The highly accessible location of the site in relation to are a wide range of attractions and non car modes ensures that it is well placed to meet national, regional and local policy on sustainable development.

6.4 Secured by Design

This application is outline only and limited details have been prepared at this stage. However the following principles have been taken into account at this stage.

- Vehicular and pedestrian routes have been designed so that they are visually open, direct and well used. A careful choice of materials and boundary treatments will clearly define private and public spaces.
- Vehicular, pedestrian and cycle are kept together and not segregated. These are well overlooked and not isolated.
- Open space and amenity areas have been designed so that they are well overlooked, with due regard to natural surveillance.
- Windowless gable end walls have been avoided and dual aspect Properties used.
- Rear access footpaths will be well overlooked and accessed only via a lockable gate.
- Cars will be parked in locked garages or on a hard standing within the dwelling boundary.

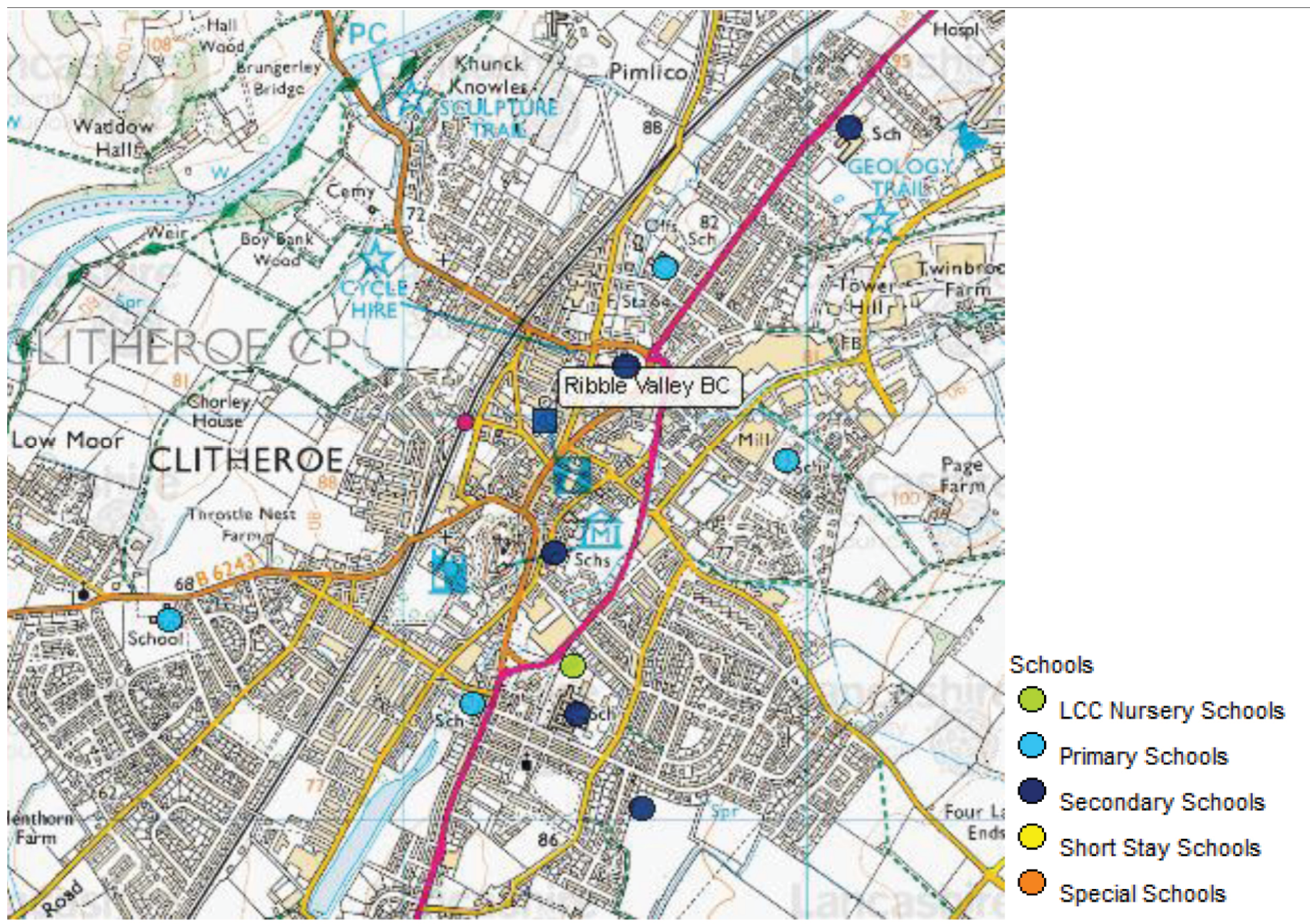
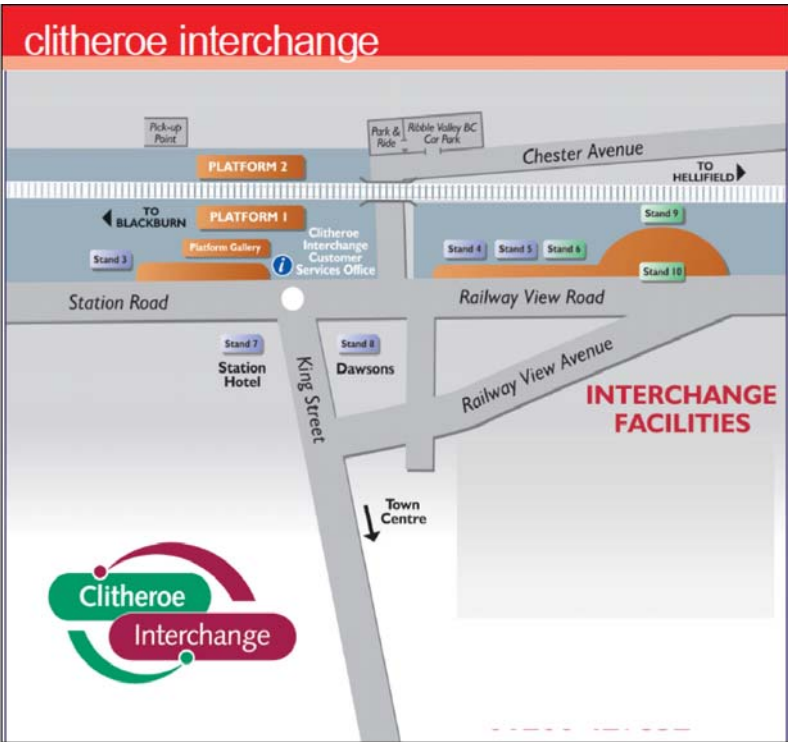
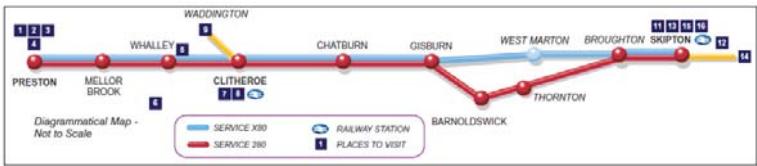
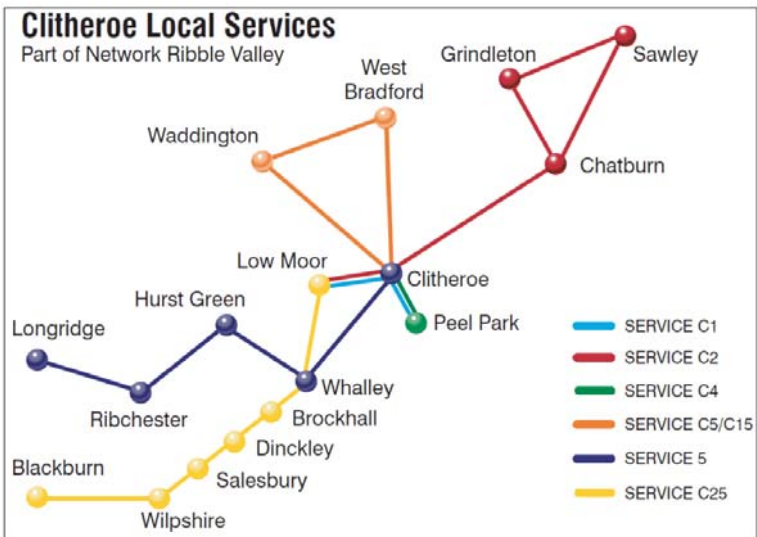


Figure 6.11 Access

Access

Pedestrian routes

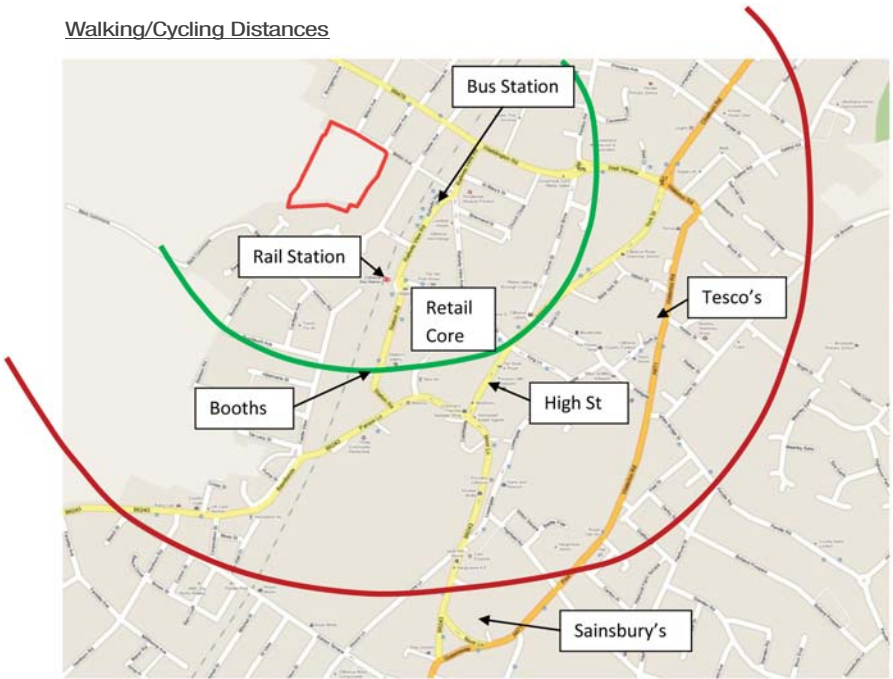




Platform 1
Trains to Blackburn, Manchester etc.
Platform 2
Dalesrail Seasonal Service to Hellfield, Settle, Appleby and Carlisle

Stand	Service	Destination
3	70, P70	Pendle Witch Hopper Downham, Barley and Nelson
	71	Pendle Witch Hopper, Sabden and Burnley
	B10, B11	Bowland Transit Dunsop Bridge, Slaidburn (connect at Slaidburn onto B1 for Tosside and Settle)
	B12	Chipping and Garstang (summer only)
	C1	Peel Park Circular
4	C4	Peel Park Circular
	280	Barnoldswick and Skipton
	X80	Skipton
	C2	Chatburn, Sawley and Grindleton
	C5, C15	Waddington and West Bradford Circular
5		Rail replacement bus services
	5	Whalley, Ribchester and Longridge
	C25	Roefield Leisure Centre, Whalley, Brockhall, Wilpshire and Blackburn
	280, X80	Whalley, Mellor Brook and Preston
	231, 241	Whalley & Accrington
6	21, 22, 23, 28, 29	Whalley, Sabden, Burnley, Nelson and Colne
	225	Blackburn and Bolton
7		Outside Station Hotel
	B10	Bowland Transit, Dunsop Bridge, Slaidburn (connect at Slaidburn onto B1 for Tosside and Settle)
	C1, C2	Henthorn and Low Moor
	C25	Roefield Leisure Centre, Whalley, Brockhall, Wilpshire and Blackburn
		Opposite Station Hotel Setdown stop only
8		Seasonal Service School Services
9		
10		

Walking/Cycling Distances



5 min Walking

 10 min Walking

Waddow View Clitheroe

