

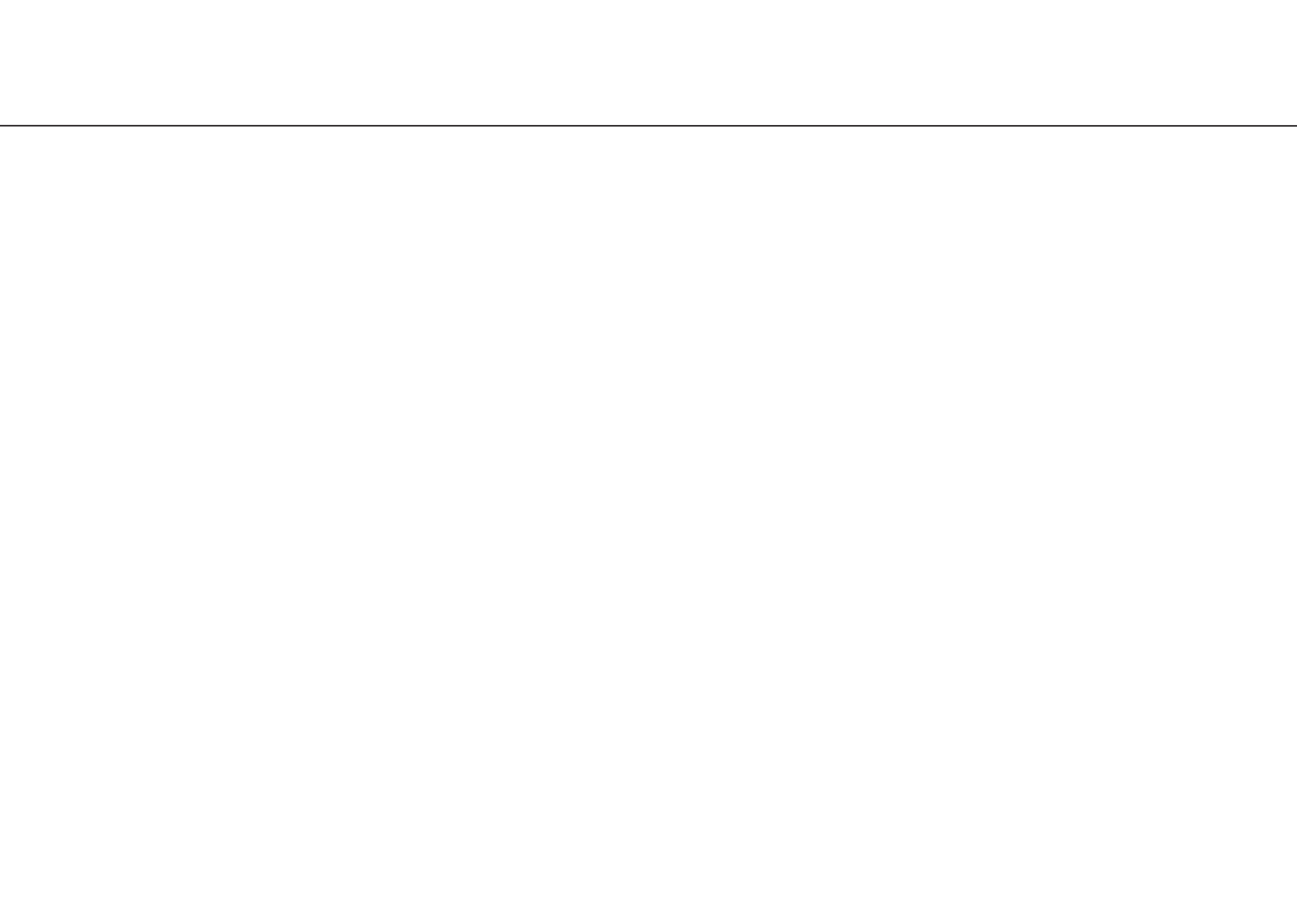


Higher Standen Farm & Part Littlemoor Farm, Clitheroe

Design and Access Statement

October 2012

IBI TaylorYoung





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SECTION 01 INTRODUCTION

This Design & Access Statement has been prepared by IBI Taylor Young on behalf of the applicant, The Trustees of the Standen Estate, in support of an outline planning application for proposed residential led, mixed use development.

The development description is as follows:

- 1,040 residential dwellings comprising:
 - 728 market homes
 - 312 affordable homes
 - 156 of the total (1040) would be for elderly people (i.e. over 55 years of age) of which 78 would be affordable
 - 0.8ha to be reserved for retirement living within the total of 1040 homes;
- local retail, services and community (A1-A4, B1(a) and D1);
- 2.25 ha for employment (Class B1) accommodating up to a maximum gross floorspace of 5,575 m²
- 2.1 ha of land for a primary school site;
- Public open space including green corridors and areas for tree planting and landscaping;
- An improved (roundabout) junction between Pendle Road the A59;
- New vehicular, pedestrian and cycle accesses onto Pendle Road and Littlemoor
- New pedestrian and cycle accesses onto Worston Old Road
- Temporary vehicular access onto Worston Old Road
- New pedestrian and cycle access from the end of Shays Drive

- Roads, sewers, footpaths, cycleways, services and infrastructure including:
 - A Sustainable Urban Drainage System
 - New services such as gas, electricity, water and telecommunications

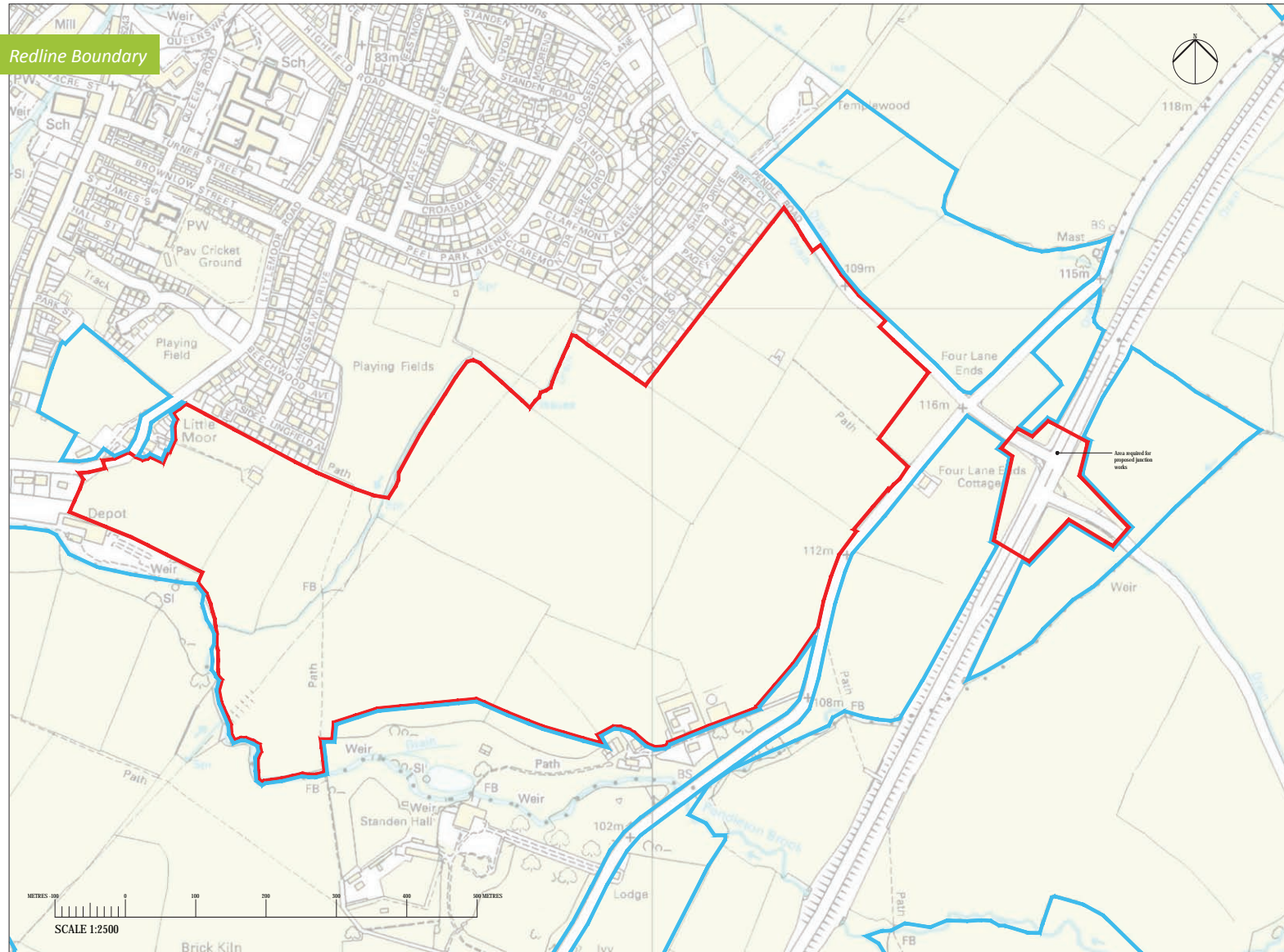
The Design and Access Statement has been produced with reference to *Guidance on Information Requirements and Validation* (DCLG, March 2010) and the CABE document *Design and Access Statement - How to write read and use them*(2007). It also reflects relevant local, regional and national planning and design guidance.

OVERVIEW

The proposed site, land at Higher Standen Farm, is located on the south east perimeter of Clitheroe town in the Ribble Valley. The intention is to create a high quality and sustainable extension to the existing town of Clitheroe in line with emerging local planning policy objectives.

The proposed site is approximately 50.1 hectares and the application seeks outline permission with all other matters reserved.

SECTION 01 INTRODUCTION



DOCUMENT STRUCTURE

In submitting an outline application the proposed development will be framed within certain parameters that are established through this document and set out on an accompanying plan.

This statement sets out the background and policy context and explains how the current proposals have been developed in accordance with the emerging policy framework to contribute to the housing requirements as identified by Ribbles Valley Borough Council.

Legend

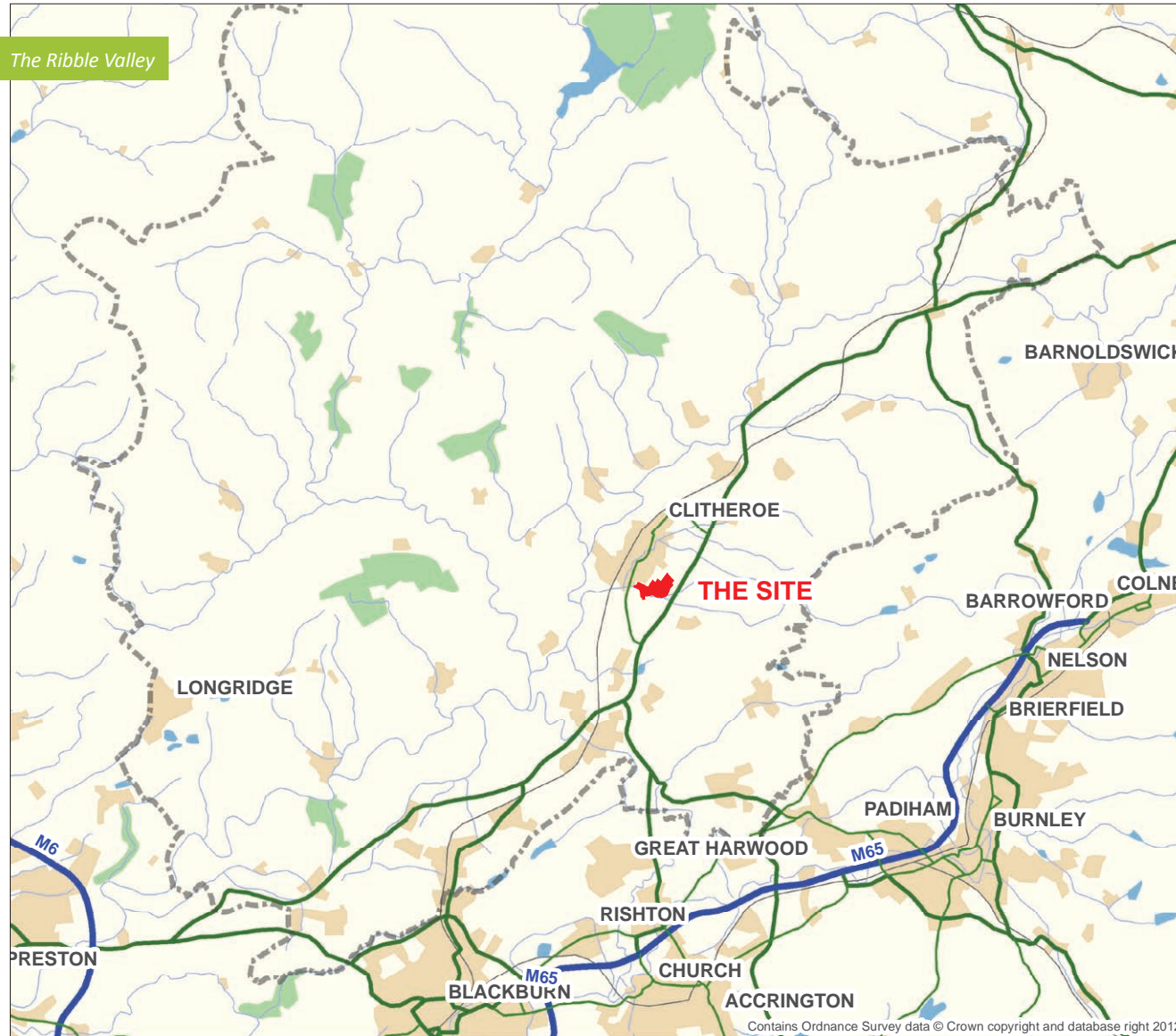
Site application boundary



Other land owned by applicant



SECTION 01 INTRODUCTION



It then continues to establish design principles and a proposed design code framework; the principles could inform detailed design development and a code can be developed further at reserved matters stage to enable some flexibility as the site develops but always within the parameters established through the outline permission. The landscape and sustainability strategies are also clearly explained.

The design and development of this site draws from the wishes of the Estate's trustees, their planning consultants (Steven Abbott Associates LLP) and our own to create a high quality development that is sensitive to the context based on considerable experience. Common and additional key points are highlighted in the studies undertaken through the Environmental Statement (ES) managed by Amec but with contributions from a number of professional practices.

SECTION 02 BACKGROUND

THE SITE

The site forms part of the Standen Estate and is located at the southern outer edge of the Clitheroe settlement boundary.

The site occupies an area of approximately 50 ha of agricultural land and farm buildings predominantly used for grazing and mowing purposes separated into a number of medium to large sized fields bounded by hedgerows with individual hedgerow trees. A further 2.1 ha of land, comprising four individual fields, have been identified near the A59 junction for potential junction improvements to enhance it as part of the development.

The northern boundary of the main site comprises a mix of fencing types and trees to the rear of neighbouring residential properties off Littlemoor, Hillside Close, Lingfield Avenue and Shays Drive and along the boundary with the area of public open space, and a secondary school's private playing pitch including an all-weather facility. Drainage ditches also define this boundary with the open space. Beyond to the north lies residential development and the School.

The site boundary to the northeast is formed by hedgerows with hedgerow trees bordering Pendle Road. The boundary then follows a south-westerly route and is defined by a hedgerow with trees dividing agricultural fields. Beyond the fields to the south is the minor Worston Old Road, with the A59 further beyond. The southern boundary then follows the edge of woodland before tracking the route of Pendleton Brook, a small tributary of the River Ribble, north-westwards towards the Dent Plant Hire Depot off Whalley Road (A671) to the west. Further east, to the south of Pendleton Brook, is Standen Hall and its grounds.

Two public rights of way (PRoW) cross the site, towards the western and eastern boundaries respectively, and Ordnance Survey maps show the line of a Roman Road traversing the site in a northeast-southwest direction.



Pendleton Brook

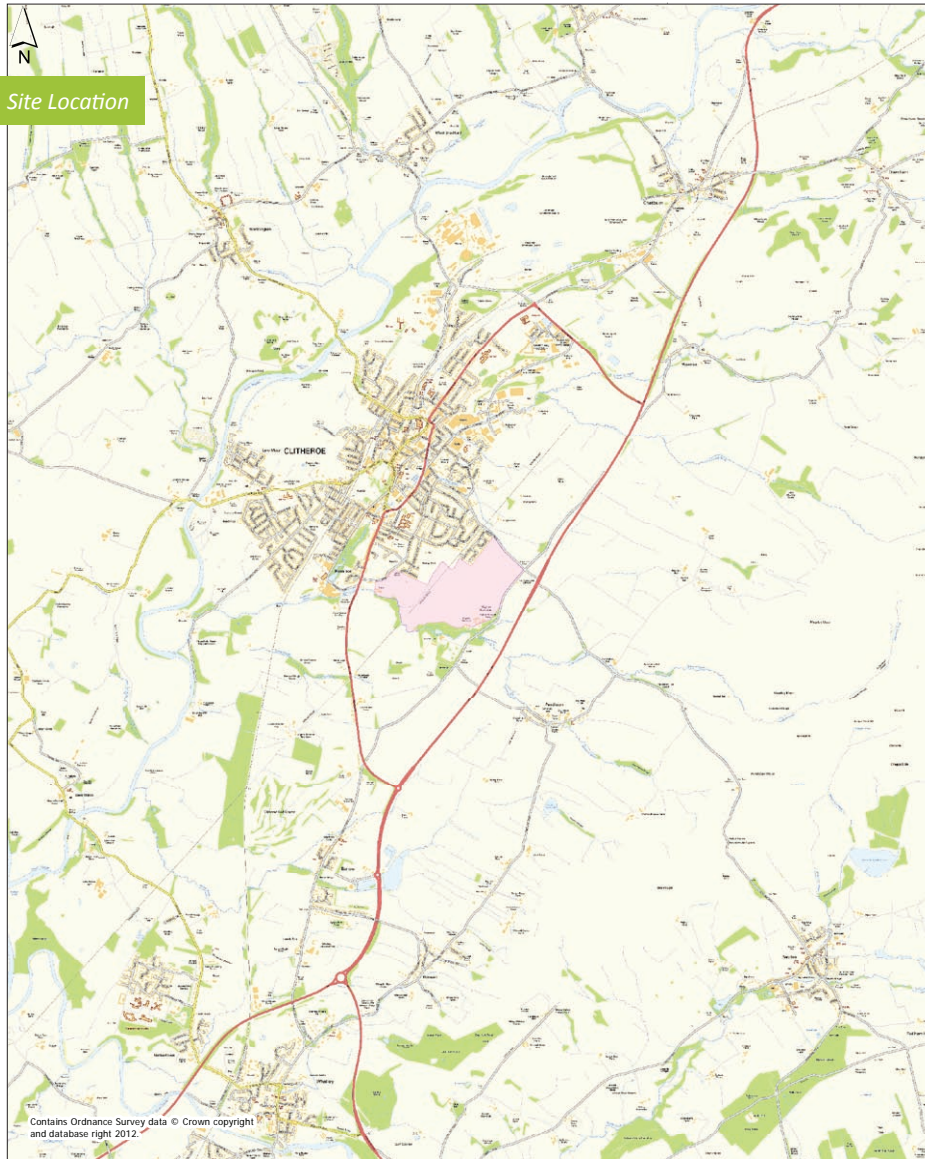


Towards Littlemoor



Boundary of Standen Estate

SECTION 02 BACKGROUND



SITE HISTORY

The site has an agricultural history and associations with Standen Hall. Some of the historic field boundaries remain intact as the Historic Map 1847 - 1848 illustrates.

There are no designated heritage assets within the site. Clitheroe Castle, a scheduled monument and Grade I listed building, is over 0.8 km from the nearest point on the site boundary.

Standen Hall, is a Grade II* listed country house dating to the 15th century; it stands on lower ground about 140 m south of the site. Within 40 metres of the house there is a mounting block that is also Grade II listed. A number of late 18th and 19th Century houses at Littlemoor, immediately outside the west boundary of the site, are listed at Grade II. Littlemoor has become absorbed into the south end of the town through development either side of Littlemoor, extending along Littlemoor Road, so its former isolated state is no longer clearly visible.

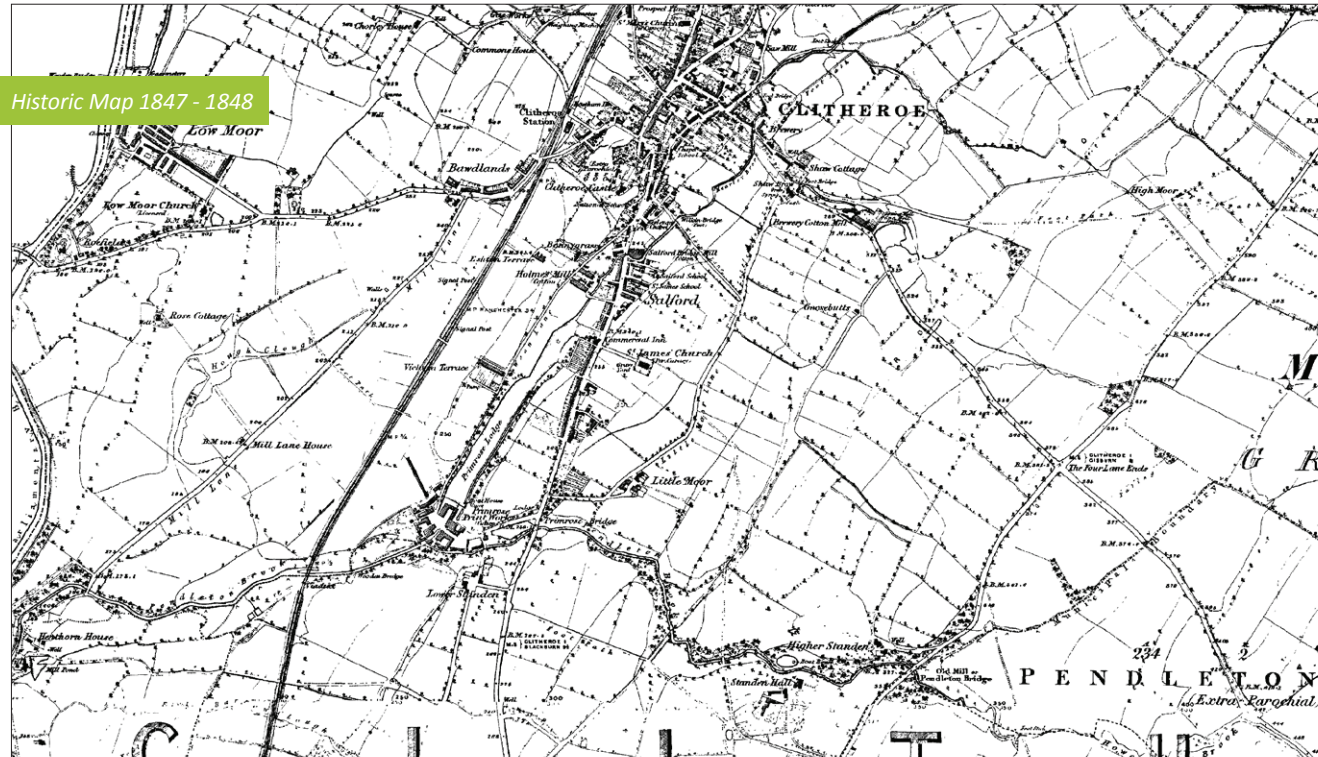
On the southern perimeter of the site the Old Bothy cottage sits as part of the farmstead grouping, this is a 17th and 18th Century rubble built dwelling and is Grade II listed.

To the west of the site on the opposite side of Whalley Road sits the Grade II listed Lower Standen Farm, an early 19th Century pebble-dashed rubble construction; here the set back from Whalley Road is very generous.

The impact of the proposed development is considered as part of the Landscape Framework and has been considered as part of the Environmental Impact Assessment (EIA).

The line of a former Roman Road that crosses the site in the northeast-southwest direction is the oldest heritage feature within the site boundary. The EIA included an archaeological assessment which not only examined its implications but included a 100% geophysical survey of the site.

SECTION 02 BACKGROUND



AIM

The proposal aims to deliver a residential led mixed use development to accord with the emerging planning policy framework for Clitheroe which identifies this site within the draft submission version of the Core Strategy 'A Local Plan for Ribble Valley'. The aim is to provide a sustainable extension to Clitheroe that enables the future of Clitheroe to be supported through the delivery of a range of high quality new homes.

VISION

The Higher Standen Farm development will create a residential led mixed use sustainable town extension. The proposed development will interconnect with existing residential communities and create additional local facilities to support the new residential community as well as the existing residents. This design response has been developed specifically for the site and aims to

provide a framework to guide future development to ensure a cohesive design will evolve over the coming years. The rich landscape has provided the basis for enhancing pedestrian and cycle links across the site to ensure that the sustainability of the site is reinforced.

OBJECTIVES

The proposed development will support the delivery of a residential led mixed use scheme in a sustainable location and which will facilitate travel modes other than the car.

This will comprise:

- 1,040 new homes comprising:
 - 728 market homes
 - 312 affordable homes
 - 156 of the total (1040) would be for elderly people (i.e. over 55 years of age) of which 78 would be affordable
 - 0.8ha to be reserved for retirement living within the total of 1040 homes;
- 0.5 ha for local retail, service and community facilities in a hub located in proximity to Pendle Road to provide a sustainable local facility for the new and wider surrounding community

SECTION 02 BACKGROUND

- 2.25 ha for employment (Class B1) accommodating up to a maximum gross floorspace of 5,575 m² located predominantly around the existing Higher Standen Farm area and potentially a small area near the Pendle Road frontage and developing local businesses and employment opportunities
- 2.1 ha of land for a primary school site located towards the Pendle Road frontage.
- A varied recreational space network accessible from surrounding areas; including green corridors and areas for tree planting and landscaping;
- The improvement of existing pedestrian links across the site and the retention of existing public rights of way in their current alignment, including proposed pedestrian and cycle accesses onto Pendle Road, Littlemoor, Worston Old Road and the end of Shays Drive
- An improved (roundabout) junction between Pendle Road the A59;
- Retention of existing landscape features within the site such as hedge boundaries and trees; and the proposed inclusion of a Sustainable Urban Drainage system across the site.



Higher Standen Farm Buildings



Littlemoor



Site Entrance From Littlemoor



Towards Littlemoor and Whalley Road

SECTION 03 PLANNING POLICY

This section summarises the key planning policies and design guidance applicable to the development of the site. This should be considered alongside the accompanying planning statement, produced by Steven Abbott Associates LLP (SAA) which provides in depth planning analysis of the proposed development against the policy framework.

NATIONAL

The **National Planning Policy Framework (NPPF)**, published on the 27th March 2012 by the DCLG, sets out the overarching planning policy framework in a single, coherent document.

The NPPF states that “at the heart of the planning system is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision-taking”.

Sustainable development is defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs. It has economic, social and environmental dimensions [NPPF, p2-4].

Importantly the NPPF recognises that “sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including: replacing poor design with better design... and widening the choice of high quality homes.”

Design is recognised as a Core Planning Principle, stating a need to “always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings” [NPPF, p6].

Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people [NPPF, p14].

The importance of design is set out in identifying characteristics that ensure a quality of development [NPPF, p15], in summary these state that the development should :

- function well and add to the quality of the area over its lifetime;
- establish a strong sense of place;
- optimise the potential of the site, create and sustain an appropriate mix of uses, and support local facilities and transport networks;
- respond to local character, history and reflect identity;
- create safe and accessible environments; and
- use good architecture and appropriate landscaping to create visually attractive places.

The role of design in creating healthy communities is also highlighted. Planning decisions should aim to achieve places which promote safe and accessible environments, and developments with clear and legible pedestrian routes and high quality public space which encourages active use [NPPF, p17].

SECTION 03 PLANNING POLICY

REGIONAL

The **North West of England Regional Spatial Strategy to 2021** remains a part of the development plan pending its repeal formally. The development is consistent with its principles insofar as the design and access principles set out in this statement are concerned.

LOCAL

Ribble Valley District Wide Local Plan

With the Council's recent submission of the Draft Core Strategy to the Secretary of State, the residual saved policies in this 1998 document have limited weight and will expire in March 2013. There is no conflict between the design approach being taken and the Local Plan.

Ribble Valley Local Development Framework (LDF):

Core Strategy 2008 -2028: A Local Plan for Ribble Valley Submission Version (Regulation 22)

The Vision of the emerging Core Strategy states "we will seek to create an area with unrivalled quality of place, respecting the unique natural, social and built heritage of the area." In particular, the Strategic Objectives that will help to deliver the Vision refer

to respecting, protecting and enhancing the high quality environment of the borough, and ensuring that neighbourhoods are sought after locations.

The importance of high quality design is referenced through the emerging Core Strategy, but in particular:

- Key Statement EN 2 refers to development being in keeping with the character of the landscape, reflecting local distinctiveness.
- Key Statement EN3 refers to the importance of sustainable design for example considering sustainable construction methodologies, drainage systems, layout, material and landscaping.

The site itself is identified as a Strategic Site, and the explanatory text references the importance of the highest quality of design, including maintaining views across the site and the reduction in the impact of the development through planting.

In terms of Development Management Policy, the proposed Key Statement DMG1 seeks to ensure a high standard of building design and that developments are sympathetic to existing and proposed land uses, considering scale, massing, style features and materials. Also referenced is the importance of the density, layout and relationship between buildings, their visual impact and relationship to surroundings and existing amenities.

The Statement also references the need to incorporate the Code for Sustainable Homes and Lifetime Homes. This is further supplemented by Proposed Change 41 that states that all applications must conform with the 8 Building In Context principles in the CABE/EH Building In Context Tool Kit. An assessment is provided in Appendix 1.

Key Statement DME 2 seeks to retain important landscape and townscape features, maintaining natural and built characteristics and enhancing these where possible. Key Statement DME 4 focuses on Heritage Assets (also addressed in Key Statement EN5), and the presumption on favour of the presentation of such assets and their settings.

Key Statement EN4 covers biodiversity and geodiversity and refers to the importance of the development of green corridors and avoiding any fragmentation of natural habitats.

Clitheroe Town Centre Masterplan

In June 2010 the Council formally adopted the Clitheroe Town Centre Masterplan. This plan developed a framework for sustainable growth in Clitheroe including identifying potential development areas and townscape improvements.

SECTION 03 PLANNING POLICY

FURTHER DESIGN BEST PRACTICE

Design has an important role to play in the planning system, both in terms of plan making and decision taking. Since the launch of the NPPF the Government

has announced a strategic review of design guidance documents. In the meantime the Design Council CABE, supported by a number of the built environment professional bodies, recently published *A Design Wayfinder* (2012) which sets core principles

taken from the *By Design* (CABE, 2000), the *Urban Design Compendium I and II* (English Partnerships & Housing Corporation, 2000/2007) and *Manual for Streets* (Dept. for Transport, 2007) promoting their continued importance.

Building for Life (CABE, 2008) is also referenced, however this has now been re-launched by Design Council CABE (September, 2012) following a review of the document; a review is included as part of this document

In terms of on-site highway infrastructure this should be developed in accordance with the recommendations contained *Manual for Streets* (DfT, 2007), *Manual for Streets 2 - Wider Application of the Principles* (DfT, 2010) its companion guide and the Lancashire County Council document *Creating Civilised Streets, Policy and Design Guidance* (LCC, 2010).

These documents all provide best practice principles on which the scheme can be developed.



Redline Aerial Plan

SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION

Ribble Valley has a population of around 58,000 inhabitants; Clitheroe lies at the heart of the Borough as the main administrative centre, and is estimated to have around 15,000 inhabitants (based on ONS mid year population estimates 2010). It is a traditional Lancashire market town, with a long history linking back to prehistoric and Roman times.

The site sits within the Littlemoor Ward and it is considered that the proposal will round off the existing settlement to the south in a similar proportion and settlement edge as the Henthorn Park area to the west of Clitheroe town centre.

Clitheroe benefits from both good road and public transport links. Main line rail services are accessible from Preston. Clitheroe Interchange connects local rail services to Manchester and Blackburn, as well as providing a bus terminus for the Ribble Valley.

CONTEXT ANALYSIS

The proposed site is greenfield and requires design sensitivity to assimilate into the context of the Ribble Valley.

The northern edge of the proposed development site sits on the periphery of the existing town. Within the area of Clitheroe this residential area has a number of different types and ages of property:

Grade II listed Littlemoor House and the short terrace facing it along Littlemoor represent the origins of development in the area in circa late 18th and early 19th Century, originally as a hamlet separated from the town of Clitheroe.

To the north east of the site are the back-of-pavement rows of stone constructed terraced housing that join onto Whalley Road. These would have been workers cottages for the rapidly expanding industries during this period.

Copperfield Close sits north of the site and comprises a very recent development of stone faced semidetached, terraces and small detached of 2 and 3 storeys.

To the north and west is an area of post WWII to 1970s development, comprising semi-detached properties of one and two storeys which reflects the significant growth of the town at this time. There are also a number of individual low density, late 20th century, properties along Littlemoor to the west.

To the east the site adjoins Pendle Road and agricultural land. To the south a significant woodland bounds the site in part and behind this sits Standen Hall. The associated cottages, including the Grade II listed Old Bothy also sit on the southern perimeter of the site.

SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION

The scheme design has been informed by a comprehensive physical, socio-economic and policy appraisal of the local context.

Social and Economic Context

A full Community Statement has been prepared by AMEC and forms part of the Environmental Statement (ES) that supports this submission. The section evaluates the potential social and economic effects of the development upon the existing and future community.

The proposed site is located to the south east of the existing settlement. The town centre is approximately 1600m away where a range of services can be accessed.

Local facilities and services such as General Practitioner and Dental services are all located within relatively easy access of the site, within the town centre. The nearest small local convenience store is a Spar located on Whalley Road, an approximate 5 minute walk away from the western part of the site. It is proposed that a Community Hub is provided at the Pendle Road frontage of the development site. This could include retail and community uses to support existing and proposed residents.

The proposed scheme seeks to deliver commercial premises as part of the mix of uses; it is envisaged these will provide office accommodation for a number of local businesses and continue to support employment within the area. The accommodation is envisaged as a range of premises, including small local service units, located towards the site frontage with Pendle Road, and a larger area of office units are envisaged using the farm buildings as a basis for a bespoke business centre.

The site is located within a 10minute walk of the local primary school, and the proposal will provide a site for a further school on site to meet future demand. Secondary education is also available within the town at the community school, Ribblesdale School, which is within a 10 minute walk and the Academy status, Clitheroe Royal Grammar School is also within the town. A further school, Bowland High is located north of the town centre at village of Grindleton

Landscape Context

The illustrative masterplan and landscape framework has responded to work undertaken as part of the ES by AMEC with regards to drainage requirements and habitats.

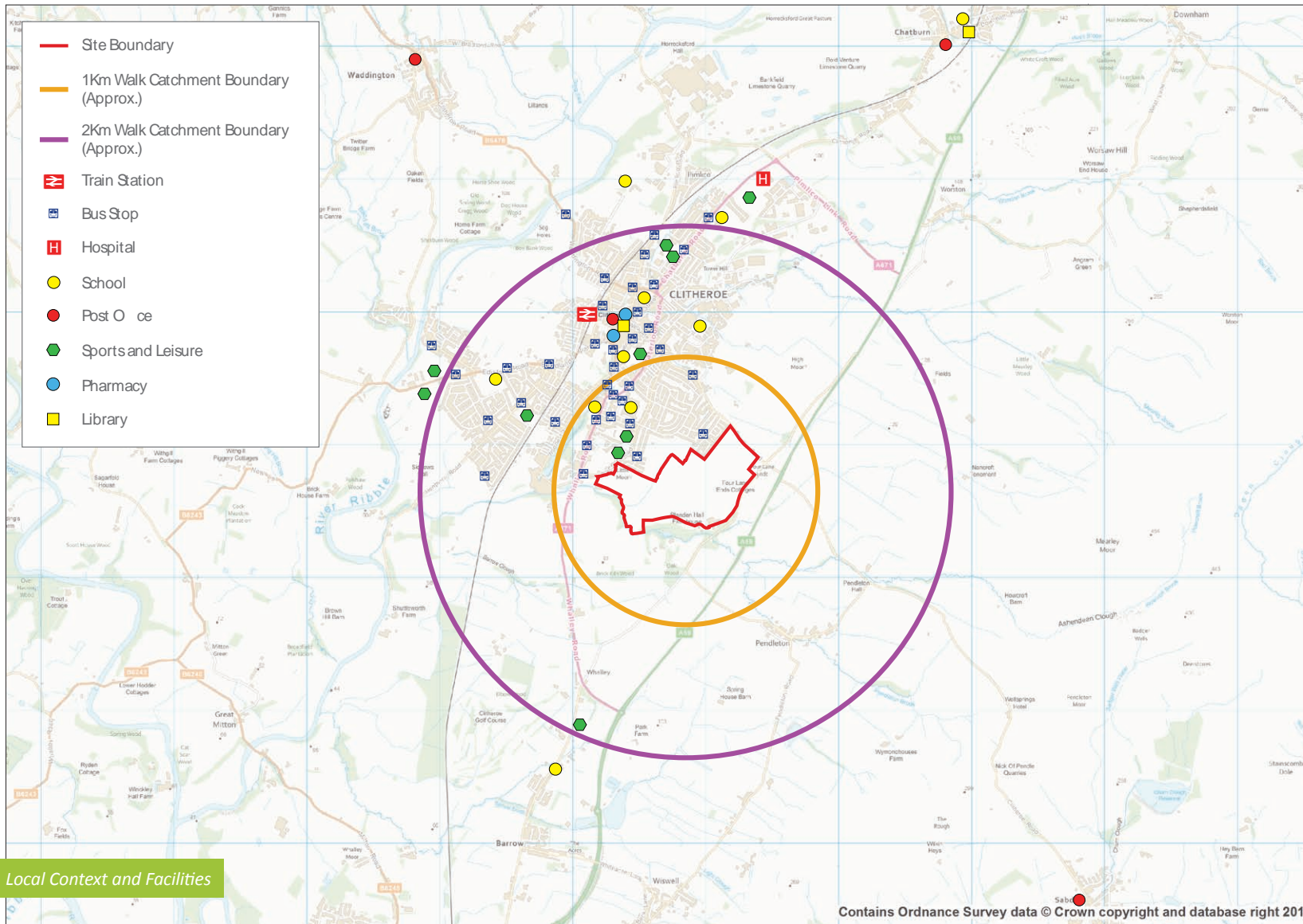
The Landscape Visual Impact Assessment concludes that site has value as part of the countryside

surrounding Clitheroe, and the development of the site will expand the periphery of Clitheroe bringing the urban edge closer to other areas of countryside, though it's value is partially diminished by the starkness of the existing urban edge bounding the site. The development of the site will result in a reduction in the overall quantum of countryside but the landscape is not of high value as it is not part of the Bowland Fells AONB. The landscape has recreational value to the local population and it forms the edge to the urban area of Clitheroe.

Key mitigation suggested and addressed through the illustrative masterplan includes the landscape framework retaining hedgerows and mature trees as far as possible, as well as existing water courses and creating extensive open space and landscaping. The need to create appropriate scale, layout and density for the context as identified through the assessment work is also highlighted, along with the requirement to consider how the proposed town extension can be softened around the edges.

The landscape can also be used to ensure view corridors are retained to key features of the surrounding features such as Clitheroe Castle and St James' Church tower, as well as the axis of the former Roman Road.

SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION



Movement Context

The site is well connected into the existing cycle, pedestrian and vehicular networks. Adjacent to two main road arteries into Clitheroe town centre, A671 Whalley Road to the west and Pendle Road to the north east. The A59 runs to the east of the site and both of these two roads connect with it.

The site is further bounded by the local road network, namely Littlemoor which bounds the site on the north west edge.

Following work undertaken by Amec and Savell, Bird & Axon the main vehicular access to the site is proposed to be taken from Pendle Road. A secondary access is sought from Littlemoor to serve only as an emergency, bus, cycle and pedestrian access. The site contains two existing Public Rights of

SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION

Way that were identified for retention through the design process. Further pedestrian and cycle access are proposed onto the end of Shays Drive and onto Worston Old Road.

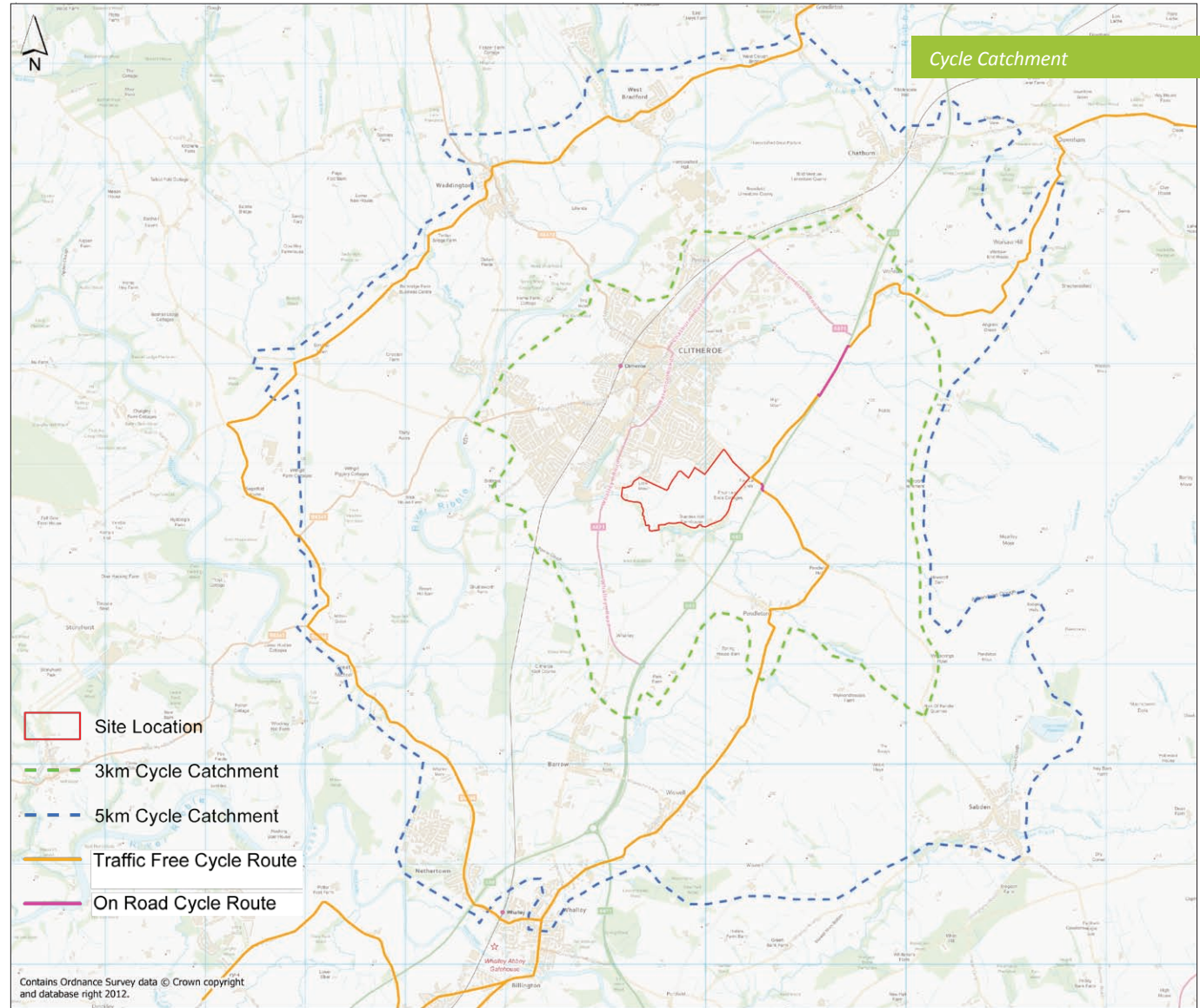
Cycle Route 91 is located approximately 70m from the site and runs from Pendleton, along Worston Old Road and Pendle Road from the A59/ Pendle Road/ Clitheroe Road junction for a short distance before continuing north along a small unclassified road.

BUILT FORM CONTEXT

The site is predominantly greenfield, with the farmstead of Higher Standen Farm on the southern boundary and a small barn building towards Littlemoor. The proposal aims to convert the Higher Standen Farm buildings, where possible, as part of a proposed business centre that is envisaged to contain offices.

There are no designated heritage assets within the boundary of the proposed application site and the wider context is a mix of styles and eras of development.

The existing residential areas to the north developed and expanded in the post WWII era to about the late 1970's, these predominantly comprise semi detached two storey dwellings and bungalows, and also include many detached dwellings.



SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION

The layout is typical of this era in regular spaced plots with a set back away from the pedestrian footway and culs-de-sac terminating the settlement edge.

During this period of expansion the former hamlet of Littlemoor was absorbed into the wider settlement. Whilst now no longer visually disconnected from Clitheroe town centre it retains a distinct character. A predominantly single sided hamlet this comprises terraces and pairs of cottages. The buildings all have a very strong relationship with the street and create a noticeable pinch point within the street scene.

CLITHEROE RESIDENTIAL DEVELOPMENT STUDY

To understand the existing context of Clitheroe, and how the development could assimilate with the previous residential development around the town, a review was undertaken.

Clitheroe is a characterful place; there is a wide range and diversity of housetypes, in terms of sizes, scale, form and style of development but no overriding style in the outer area.

Victorian terraces tend to be along main access corridors and around the inner areas of the town centre. Moving out of the centre it is visually clear that a number of extensions have been added onto the town over time; as might be expected the outer edges are made up of more piecemeal approaches to development.

Much of the post war era development is mixed in quality but diversifies the housing stock with more semi-detached dwellings. These are of their time in terms of materials and layout, using brick, render and pebbledash and using curvilinear layouts; moving away from the smaller stone built traditional terraces which dominate the centre and are built on a rectilinear grid.

In more recent times infill sites have come forward, it would seem that to respond to the local vernacular in at least materials (for more recent examples), stone elevations (reconstituted stone in many cases) have been popular but again there is a mix of quality.

Views out towards the countryside are also possible in a number of locations due to the topography of the town.

It becomes clear that previous urban extensions to the town, particularly the post war era, were less sensitive in approach than that suggested for this site. For example the importance of context is lost in these developments in terms of the layout. Field boundaries were not considered and the existing landscape within sites would have been in many cases overlooked; no hedge lines are visible and there is little if no break in the development making a quite hard urban environment.

The previous extensions also paid little regard to existing site features, such as archaeology. The line of the former Roman road is considered an interesting feature within the site which has been addressed through the illustrative layout, however this contrasts with the existing estate developments to the north which took no account of the line of the Roman Road.

SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION



1970's Town Extension



Mix of Development Eras From Previous Town Extension



Post WWII Town Extension



Victorian Terraces



Recent Infill Development



Victorian Terrace

SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION



SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION

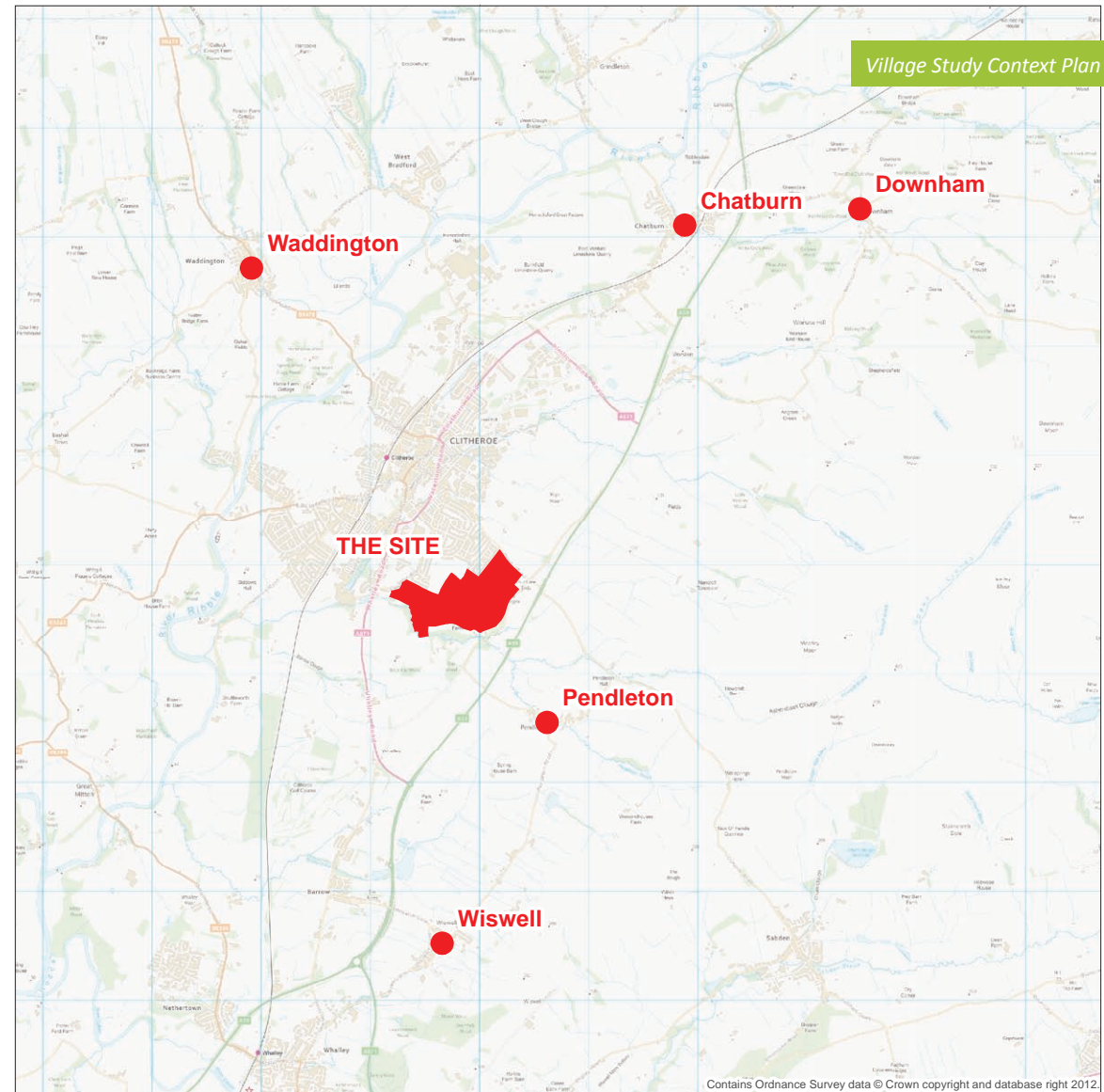
VILLAGE CHARACTER STUDY

To inform the development of proposals for the application site a detailed study was undertaken to analyse the unique characteristics of villages within the Ribble Valley; this idea evolved from discussions with Ribble Valley officers at pre-application stage. The applicant is keen to promote designs in keeping with the context and the villages chosen for the study are located around the periphery of Clitheroe and are of differing scales.

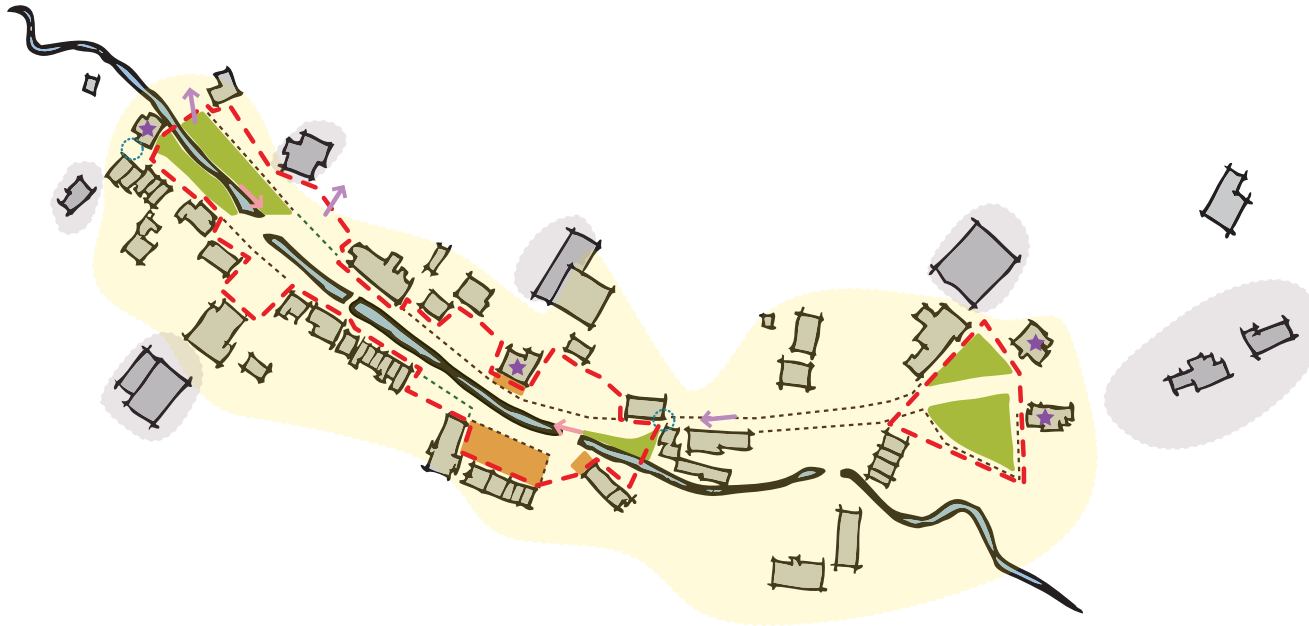
The proposed development will deliver a considerable number of homes. In order to ensure that the site does not become just a sprawling housing development it is anticipated that the site is broken down into character areas so that movement through the site is understood through a series of legible spaces and that there is a high level of visual interest throughout.
















The character areas will naturally be defined by the existing landscape structure.

The study was undertaken to understand the building form, the use of space and landscape, streetscene, and the integration of their setting within the development in understanding views in and out of the site. For each of the villages studied key masterplan characteristics have been derived from the work undertaken which have been drawn into the masterplan layout. It is hoped that these characteristics not only help articulate different character areas across the proposal site but also help assimilate the proposed development into the existing sensitive context.



SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION



 Watercourse	 Local view
 Building	 Long view
 Open space	 Late C20 / early C21 residential
 Topography change	 Poor edge definition
 Focal building	 Post WWII C20 residential
 Hard Boundary	 Pre WWII C20 residential
 Soft Boundary	 Historical settlement C17 - 19
 Street pinch point	
 Enclosure to space	

PENDLETON - PREDOMINANTLY DEVELOPMENT PRE-DATING C20TH.

Spaces

- Green spaces announce the village gateways and defined through building lines.
- Pendleton Brook winds through centre and is central to the character.
- Enclosure is mixed; terraces and more spacious cottage and villa plots.
- Regular spacing enables views north and south to the countryside beyond.
- Frontages at times dominated by on street parked cars.

Street Design

- Traffic movements along unmarked roads and single surface, either side of Pendleton Brook.
- Street width varies with some pinch points which help to slow movement.
- Linear street with snaking gateways.
- On street storage of waste bins detracts from setting.

SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION

Buildings

- Agrarian origins with oldest buildings dating from 17th Century, but ranging through to 19th Century.
- Two storeys throughout with a mix of ridge and eaves heights.
- Common building details include strong recessed windows, stone architraves, lintels and cills, quoins and slate roofs. Other more unique details include displaying a stone dentil course, stone pedimented doorways, carved stone headers and flag stoned roofs.
- Overall linear arrangement of buildings in small groups creates reasonably strong frontage, albeit interrupted by changing topography. A less linear arrangement is apparent at gateways.
- Building lines differ along the linear arrangement, terraces of cottages sit alongside farmsteads, variations from back of pavement to sizeable front gardens.

Materials

- Stone dominates elevations and boundary treatments; with the use of white render and pebbledash.
- Tarmac is used on street surfaces.
- Mix of original wood frames & doors and more recent Upvc additions; deeply recessed and mullions on older properties.

Views

- Local views up and down the street length are terminated with buildings.
- Glimpsed views of countryside to north and south.

Landscape

- Pendleton Brook is key feature; enclosed formally with railings and stone through village centre but a softer approach is used through green spaces at either end.

CHARACTER PRINCIPLES

- Limited uniformity to street building lines but set to create enclosed areas; use of pinch points.
- Mix of dwelling types sit side by side.
- Landscaping mixed in formality, softer meadow and more defined village green.
- Brook is key character of village; and enclosure changes through the space and setting.
- Boundaries form a significant feature of the public realm. Retaining walls where topography changes but softened by front garden.
- Local views within centre defined within strong building lines, occasional glimpses of long views.
- Termination of vistas with focal buildings.



Mix of Building Lines and Dwellings



View Terminated by Focal Building



Brook is Formally Enclosed

SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION



CHATBURN - MIX OF DEVELOPMENT ERAS, GROWTH OF VILLAGE TO NORTH IN 20TH CENTURY

Spaces

- Green spaces announce the key village intersections.
- Spaces are occasional, with street network dominating. East space provide some street furniture.
- Brook runs through the village but at right angles to main street in a valley therefore doesn't form a major part of the character.

Street Design

- Formalised traffic circulation with raised pavements.
- Street width standardised through carriageway.
- Building lines differ but strong enclosure to early settlement and pre WWII development. Post WWII development more open plan and less dense.
- Pinch points infrequent but in key areas of terraced historical settlement.
- Mix of street types due to differing eras.

SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION

Buildings

- Post war extension to the north of the village, 17th & 18th Century farmhouses around settlement illustrate agrarian origins with 19th Century workers cottages lining roads into village. Larger properties and villas towards the settlement edges.
- Predominantly two storeys with occasional two and a half/ three storey, small terraces dominate with larger villas & farmsteads
- Common building details include strong recessed windows, stone architraves, lintels and cills, quoins, slate roofs and shaped stone gutter brackets.

Materials

- Stone dominates earlier construction; early 20th Century brick and stone terraces. Later rendered post war era extension to north of town centre.
- Tarmac on street surfaces.
- Mix of original wood frames & doors and more recent Upvc additions; deeply recessed and mullions on older properties.

Views

- Local views up and down the street length are each terminated with singular buildings.
- Glimpsed views of countryside to north and south.

Landscape

- Rail line is contained within embankment; hidden from village.
- Rising topography creates a mix of views across the valley.
- Front gardens are particular character of the pre WWII housing.

CHARACTER PRINCIPLES

- Streets are generally well enclosed by strong development; some irregularity within the building lines.
- Strong defined streets that comprise singular types of dwelling where later development, but historic settlement creates a richer mix.
- Green spaces limited but announce key intersections / gateways.
- Rising topography accommodated through building arrangement; limited retaining features.
- Views of surrounding areas limited by enclosed streets; occasional glimpses of long views.
- Termination of vistas with focal buildings within key spaces.
- Less dense character/ larger dwellings towards settlement edge.



Post WWII Extension - Less Dense



Small Greens Announce Gateways



Glimpsed Long Views

SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION



WADDINGTON - LINEAR SETTLEMENT WITH POST WWII GROWTH TO THE SOUTH

Spaces

- Two key defined spaces within village centre, each contains green space. Coronation Gardens, a linear green space runs along the brook to the south, and a small green to the north is sited adjacent to the brook. A further large meadow space is not overly visible from main street.
- North space is occasional as part of the brook setting, but accommodates seating. South space provides a more formal park area with manicured planting.
- Brook forms major part of village setting, the enclosure of this develops through the village.
- Meadow space in centre is less visually connected to the village.

Street Design

- Mix of more formalised traffic circulation with raised pavements and single surface streets.
- Street width standardised in places through carriageway width.
- Materials used delineate spaces at surface level.
- Building lines differ but strong enclosure to early settlement; many buildings are back of pavement in historical settlement.
- Post WWII development more open plan and less dense in very regular layouts.

SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION

- Pinch points in key areas of terraced historical settlement, especially within northern defined space.
- Irregular patterns to north, regular building lines to south in newer areas.
- Boundary treatments add to character in places.

Buildings

- Post war extension south of the village, 18th & 19th Century farmhouses around settlement illustrate agricultural origins with 19th Century workers cottages lining roads into village.
- Predominantly two storeys with occasional two and a half/ three storey.
- Mix of cottages and terraced dwellings and building types in historic core; with recent development following a more regular form and street layout
- Common building details include strong recessed windows, plain stone architraves, lintels and cills, and slate roofs, some detail along ridge tiles.

Materials

- Homogenous stone dominates earlier construction; some rendered front elevations.
- More recent construction a mix of stone, render and brick. Tarmac on street surfaces, with some heritage surfaces still retained which delineate spaces.
- Mix of original wood frames & doors and more recent Upvc additions; deeply recessed openings and stone mullions on older properties.

Views

- Local views up and down the street length are each terminated with singular buildings.
- Long views of countryside to the south only possible at village perimeter.

CHARACTER PRINCIPLES

- Generally well enclosed streets but with some irregular building lines.
- Single surface streets with no pedestrian refuge are common within historic core.
- Strong defined streets that comprise singular types of dwelling where infill, but historic settlement creates a richer mix.
- Linear parkway forms a key gateway to the village centre when entering from south.
- Long views south only possible at village perimeter
- Brook is key characteristic of village; enclosure changes through the space depending on the setting.
- Vistas are terminated with focal buildings within key spaces.
- Materials used to delineate differences in the use of space, such as to indicate private space to front of dwellings.
- A mixture of open space responds and creates different characters

Landscape

- Hedges and trees form part of character at the edge of the village, harder landscape within village centre.
- The brook forms a key feature; enclosed formally with railings and stone walling in northern village, a softer approach is used through the southern park space.

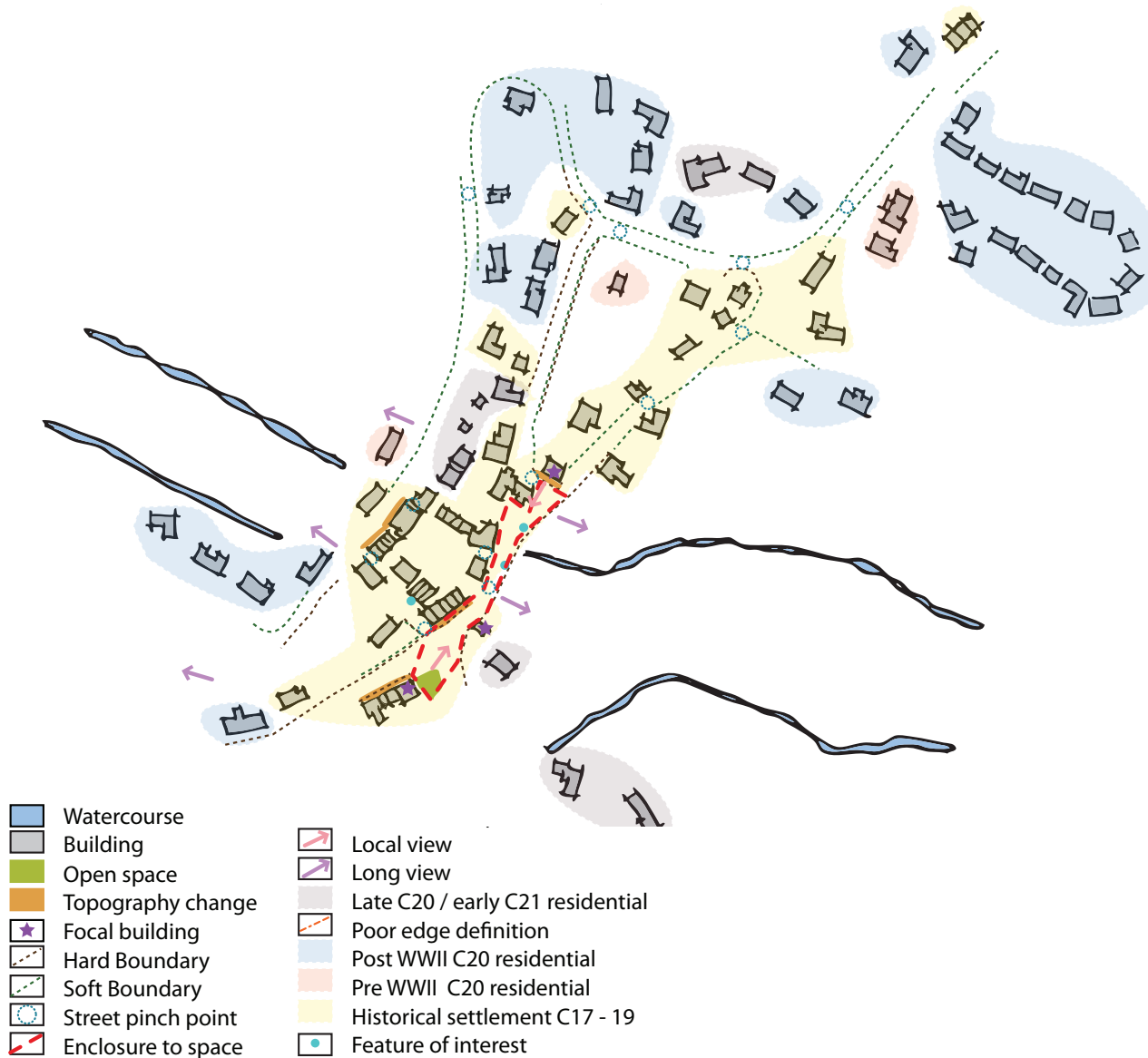


Soft Enclosure to Brook



Small Area of Open Space Well Enclosed

SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION



WISWELL - LINEAR SETTLEMENT WITH MID/ LATE 20TH CENTURY INFILL TO THE NORTH.

Spaces

- A small pocket of hard space with planted beds forms the only open space at the southern gateway.
- Brooks run from the eastern valley side but are not visible except for the collecting troughs that line the main street.
- Setting of the village is generally very open and rural with two of the three north/east to south/west running streets single sided.

Street Design

- Single surface streets across the village, with carriageway vehicle markings.
- Materials used to delineate spaces at surface level, where pedestrian 'folds' connect across the village south/east to north/west.
- Building lines differ but strong enclosure to early settlement; many buildings are back of pavement in historical settlement.
- Boundaries form an important part of the street character, with dense hedges and stone boundary walls a predominant feature.
- Post WWII infill across the northern perimeter, with more regular patterning in places where grouped.
- Pinch points in key areas of terraced historical settlement.

SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION

Buildings

- Small mid 20th Century extensions to north, 19th Century farmhouses around settlement illustrate agricultural origins with terraced workers cottages.
- Predominantly two storeys with occasional two and a half/ three storey.
- Small enclosures of pedestrian only folds lined with terraced cottages.
- Common building details include strong recessed windows, plain stone architraves, lintels and cills, and slate roofs.

Materials

- Homogenous stone dominates earlier construction, including boundaries,
- More recent construction a mix of stone, render and brick. Tarmac on street surfaces, with some heritage surfaces still retained which delineate spaces.
- Mix of original wood frames & doors and more recent Upvc additions; deeply recessed openings and stone mullions on older properties.

Views

- Local views up and down the street length are each terminated with singular buildings.
- Long views of countryside to the north west

and south only possible at village perimeter, and openings through the 'folds'.

Landscape

- Predominantly harder landscape within village centre but softened by single sided edges and the dominance of hedging to mark property boundaries.

CHARACTER PRINCIPLES

- A number of single sided streets, with a more rural setting; areas of irregularity within the building lines.
- Single surface streets with no pedestrian refuge are common throughout.
- A mix of dwelling types sit alongside each other across the centre, with the exception of the later cul-de-sac added to the northern perimeter in the mid 20th Century.
- Historic core along main street and defined space is more irregular in building lines and form.
- Troughs fed by the Brooks are unique water feature along roadside.
- Termination of sightlines with focal buildings within key spaces.
- Materials used to delineate differences in the use of space where pedestrian only.



Single Sided Street Facing Out



View Terminated by Focal Building



Small Pedestrian Only 'Fold'

SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION



DOWNHAM - INTACT HISTORICAL SETTLEMENT WITH VERY LIMITED 20TH CENTURY ALTERATIONS

Spaces

- Two key defined spaces within village. Each contain green space within a different setting.
- North spaces is a formal setting.
- The South space is set within a meadow style around the Brook.
- The Brook forms major part of the southern portion of the village setting and different character of space.

Street Design

- Single surface streets, alongside stone slabs and kerb detailing.
- Materials used to delineate spaces at surface level on street where a drainage channel runs.
- Building lines are irregular across the settlement, with small groupings of terraces.
- Pinch points at gateway to the linear settlement.

SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION

Buildings

- Predominantly two storeys across the village.
- Mix of cottages, terraced dwellings and grander dwellings, with an dating predominantly from the 18th and 19th century.
- Common building details include strong recessed windows, plain stone architraves, lintels and cills, and slate roofs.

Materials

- Homogenous stone dominates with little later alteration to the village.
- Stone heritage surfaces still retained which delineate spaces.
- Mix of original wood frames & doors with some alterations; openings deeply recessed and stone mullions on older properties.

Views

- Local views north terminated with terrace, whilst views south open across rural Lancashire and winding road ahead due to topography.

Landscape

- Very rural in character due to settlement size.
- The brook forms a key feature within southern area of village and is a key feature of the setting.

CHARACTER PRINCIPLES

- Streets benefit from a mixed enclosure with clusters of terraces alongside single larger dwellings.
- Single surface streets are common, with stone detailing.
- Mix of dwelling types sit alongside each other.
- Long views possible due to linear settlement aligned with topography, sensitively dealt with through considered building placement stepping down the gradient.
- Brook forms part of the village character; but within defined area.
- Materials used to delineate differences in the use of space, such as the drainage channels.
- Clusters of strong building lines.



Soft Landscaping to Brook



Strong Building Lines



Rising Topography and Roofscape

SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION

DESIGN CONCEPT

The work undertaken as part of the village character study has informed the evolution of the illustrative masterplan however the starting point for the design was the existing landscape features.

The aim was to create a sense of place appropriate for this edge of town site within a rural location, the landscape setting therefore has been a very important design lead. The topography, the historic field boundaries, the existing water courses, the need to address site drainage have all played an important part informing the layout. The concept was to retain the landscape setting to ensure the site is characterful and is set apart from the insensitive types of standard housing layouts and house types.

The site is planned in line with the Core Strategy to provide 1040 homes in the period to 2028 (now 16 years, the plan period is 2008-2028); Housing design will of course evolve over this period as building sustainability agenda continues to progress and the Code for Sustainable Homes is advanced.

The layout becomes increasingly important in setting some principles which can be retained through potential times of change. The structure formed by the existing landscape is therefore a strong concept on which to base these principles. This is further supported by the work undertaken to examine the

character of a selection of the outlying villages as described earlier.

The proposal site form and landscape framework inform parcelling of the site into character areas to enable the site to develop over time into a diverse and vibrant part of Clitheroe, rather than a monotonous and uniform development.

The character areas are arranged to respond to specific site characteristics and to respond to the landscape appropriately, whilst integrating features that are common to the Ribble Valley.

EVALUATION AND DEVELOPMENT

The development of the illustrative masterplan has been formed through a number of detailed site visits to both the proposed development site and the surrounding area and wider area. The ongoing work produced for the EIA, as part of this was a Landscape Visual Impact Assessment (LVIA), further informed the process, along with other on site features such as the axis of the former Roman Road. This is an interesting historical feature which has been incorporated in the design from the outset.

During the pre-application period a number of amendments have been made to the masterplan in responding to feedback from consultees and further understanding the site.

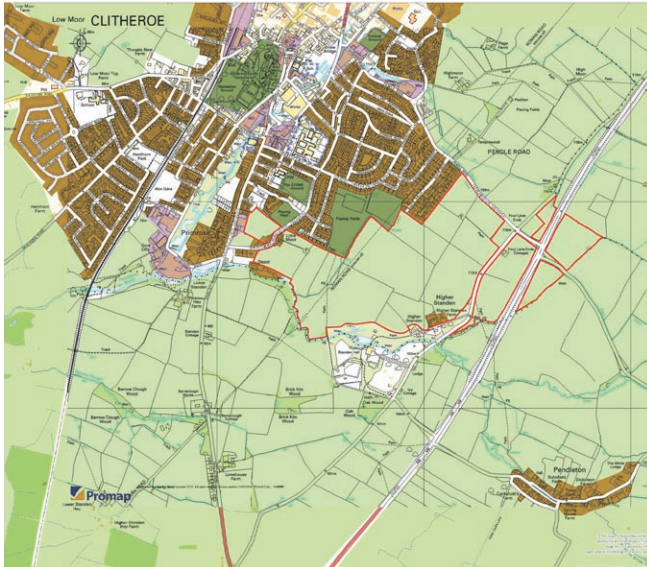
The number of homes has reduced from 1400 to 1040 and the school and employment site were moved to minimise the impact of the wider development on properties to the north and west of the site, and open countryside to the east. The movement of the employment site also enables the reuse of the former farm buildings as a business centre. Further more buffer zones have also been incorporated to create visual separation from adjacent listed buildings.

The access has also been changed to accord with the requests of Ribble Valley Borough Council to take only one access for vehicles from Pendle Road, leaving the Littlemoor access for just buses, pedestrians, cars and in case of an emergency.

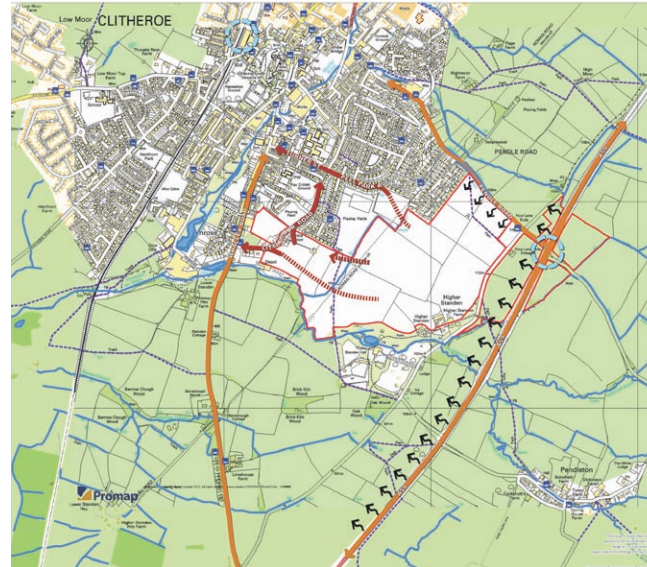
The need for SUDS requirements has also evolved through the development of the illustrative masterplan; where the potential storage areas have been identified these utilise existing site features and topography.

Following recent consultation it was felt that there was a need to respond to issues raised, including the buffer to existing properties. Whilst there is some concern from existing residents to the relationship between existing and proposed dwellings back to back, it has been explained that in terms of security that this is a preferable solution.

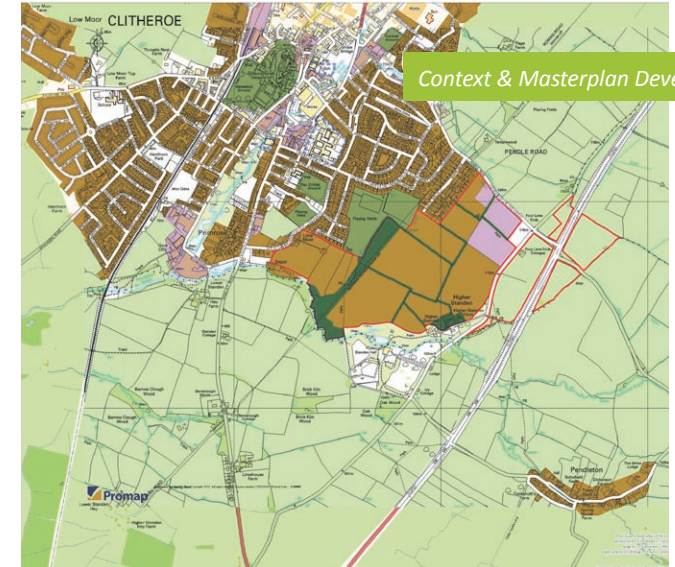
SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION



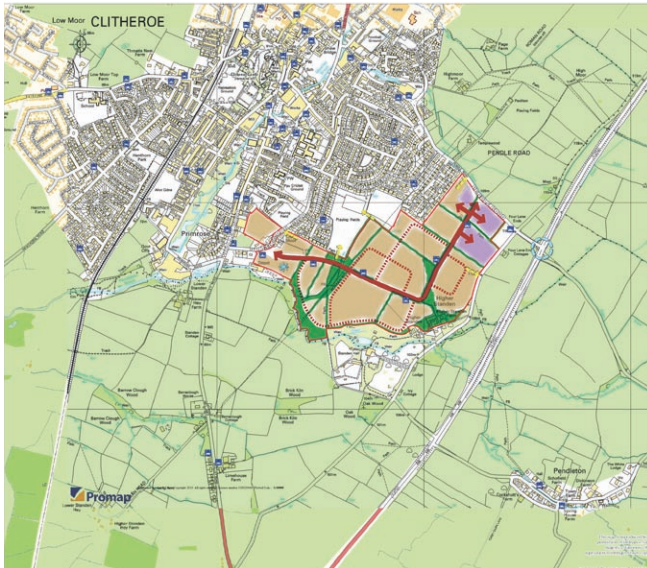
Existing Landuse Study



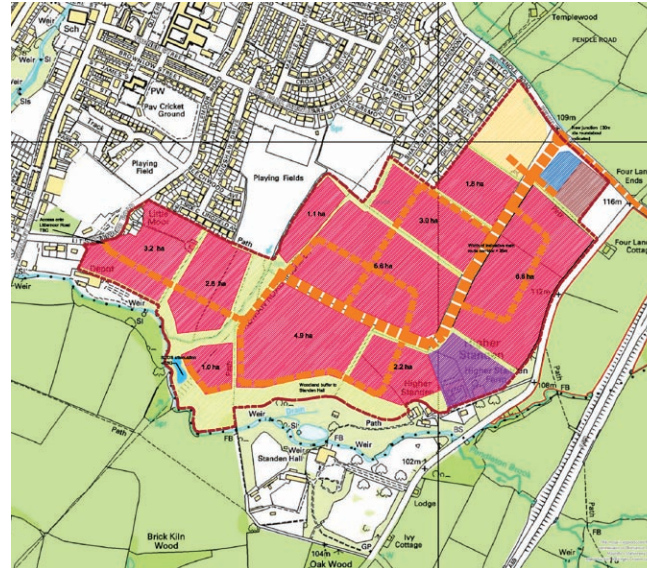
Context & Movement Study



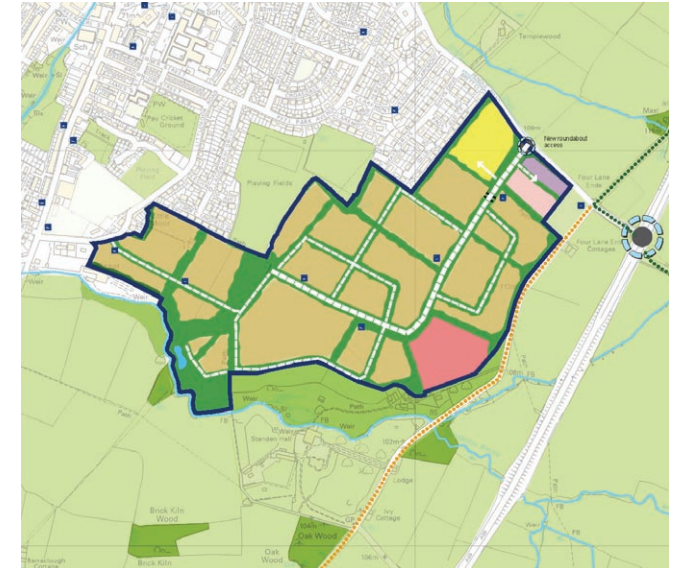
Early Landuse Allocation



Early Movement Framework



Masterplanning Development



Further Masterplanning Development

SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION

If a green buffer is retained between two backs of properties this creates a very secluded space that could post significant security risk whilst a back fence to back fence presents a much more secure option. To alleviate concerns a further 5m has been added to a no build zone that is proposed creating a stand off 15m to the rear of the proposed dwellings main building line.

INVOLVEMENT AND CONSULTATION

Meetings with the Local Planning Authority

A number of pre-application meetings were undertaken with key officers at the Council. From these meetings a number of key issues to be addressed through the submission were established, specifically with regard to the design of the site the need for parameters of scale was reinforced.

It was established that a basic framework of information should form the basis for a design code framework, alongside an approach to character areas of the site. However, to fix specific materials and architectural detail at this stage would be too prescriptive. It is likely therefore likely a condition to require further design code submissions (perhaps related to each phase or reserved matters application) will be attached should planning permission be secured.

Public Consultation

Two manned public exhibitions enabled public viewing of, and invited public comment on, the proposals. These were timetabled to feed into the masterplan development during the preparation of the outline planning application submission.

The two sessions were held on Thursday 20th September 2012 and Saturday 22nd September 2012. From counts taken at the exhibition days, 169 people attended; of those 38 people commented on the proposals at the event via the comments form, and a further 9 comments forms were received via post or email.

A detailed Statement of Community Involvement has been prepared by Steven Abbott Associates; this summarises feedback from the events and is submitted as part of the planning application suite of documents.



The Public Exhibition Sessions



SECTION 04 CONTEXT ANALYSIS AND DESIGN EVOLUTION

Standen Strategic Site

Welcome

The Trustees of the Standen Estate, which owns the land at Higher Standen Farm, will be seeking an application to Ribbles Valley Borough Council for outline planning permission for residential-led development on a site of approximately 50 hectares (123 acres).

The purpose of this exhibition is to share information about the proposals with you, the local community and seek views about the proposals. The boards which follow explain the proposals in more detail.

The application will be in 'outline' form and will seek to establish the mix and general layout of development on the site. We would welcome your input on the proposals.

Members of the Estate's professional team are here to answer any questions. Forms are available to record your comments and we will appreciate your views.



The exhibition material can also be viewed at: www.abbott-associates.co.uk/standen

If you need help in accessing exhibition information please contact:

Harry Tonge at Steven Abbott Associates LLP, Chartered Town Planners
Broadwood House, 2 Stonecross, North Quay, Appley Bridge, Wigan, WMS0L 9JL
01927 251177

Why Standen? Why Now?

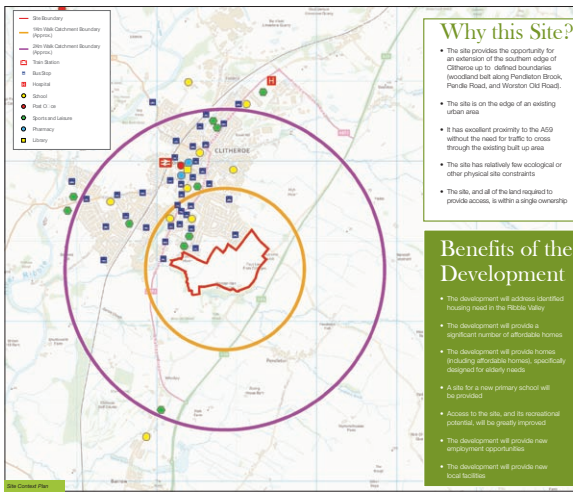
- Three years ago the Standen Estate became aware that the Council needed to identify strategic options for housing within its proposed Core Strategy.
- One of the areas of land identified by the Council as a potential 'strategic site' was Higher Standen Farm. The Estate trusts the Council's view that the land is in single ownership and is available including the land needed to provide a new junction between Pendle Road and the A59.
- The Estate decided to commission an environmental impact assessment. Such assessments are comprehensive, lengthy and look at all aspects of the environment. It has shown that there are no constraints which would prevent a sensitive development.
- Rather than waiting ahead with planning applications for all or part of the site, it was decided to await the emergence of the Council's Draft Core Strategy.
- Successful draft versions of that have shown the Standen site as an option and the more recent versions have specifically proposed it. Most recently, the Council received draft month August 2012 to submit the draft to the Secretary of State as its Submission.
- The number of houses proposed has been reduced by 200 over a quarter to meet a request from the Council which reflected local opinion.
- It is well known that RIVBC is under enormous pressure to grant planning permission for much less residential development. Many of these are large and in places not favoured by the Council. There are proposals of delivering the infrastructure, quality of environment and the community benefits the site to.
- The grant of a planning permission will help the Council to meet opportunities planning applications.
- With the completion of the environmental impact assessment and the Council's decision to submit the Submission Core Strategy to the Secretary of State now is the right time to make an application.

Architectural rendering of the development layout showing the site and Pendle Road.

The Consultation Boards as Displayed

The Site in Context



Why this Site?

- The site provides the opportunity for an extension of the southern edge of Clitheroe up to defined boundaries (second and half along Pendleton Brook, Pendle Road, and Wronker Old Road).
- The site is on the edge of an existing urban area.
- It has excellent proximity to the A59 without the need for traffic to cross through the existing built up area.
- The site has relatively few ecological or other physical site constraints.
- The site, and all of the land related to provide access, is within a single ownership.

Benefits of the Development

- The development will address identified housing need in the Ribbles Valley.
- The development will provide a significant number of affordable homes.
- The development will provide homes (including affordable homes), specifically designed for elderly needs.
- A site for a new primary school will be provided.
- Access to the site, and its recreational potential, will be greatly improved.
- The development will provide new employment opportunities.
- The development will provide new local facilities.

Development Principles and Objectives

- A high quality residential led mixed use development to meet the local housing requirements over the period from 2008 - 2028.
- A development that responds positively to its context.
- A development that respects local character, and creates a sense of place.
- A mix of residential types - 2 to 3 bed semi - detached and terraced, 3 to 5 bed detached.
- Predominantly 2 storey, with some 2.5 storey (4 room in the roof), and a number of bungalows at key locations.
- All houses to have private garden space.
- Appropriate relationships to neighbouring properties / uses.
- A 'sensitive' development with good pedestrian linkage to surrounding areas and attractive routes through the site.
- Retention of existing public rights of way.
- Incorporation of high quality landscaping, retaining existing trees and boundary features where ever possible and respecting the line of the Roman Road and the space around it.
- Creation of new open areas and amenity spaces through the site, formed around a new landscape framework.

Access and Traffic

A Travel Plan will be required to encourage sustainable travel and reduce reliance on the private car. Some of the travel plan initiatives and development related sustainable transport measures will benefit the existing town / community.

RIVBC are planning for a minimum of 4000 homes in Ribbles Valley between 2008 and 2028 (2000 year). The site has been proposed by the Council to accommodate 1940 of those homes.

Due to existing commuter patterns, locating the site close to the A59 will minimise traffic impacts in the town centre.

Minimising traffic impact includes minimising queuing, noise, delays and accidents.

Upgrading the A59 / Pendle Road junction to a full turning movements roundabout, addresses local concerns over the existing junction layout.

A bus only link will be provided through to Littlemore to facilitate the routing of bus services into and through the development.

The opportunity will be taken to create attractive routes for pedestrians and cyclists. These will create a permeable site with many connections to existing footpaths and cycle routes.

The majority of the site lies within an acceptable walk distance from bus stops and is of sufficient scale to attract bus operators to run services into the development.



These sustainable transport connections will ensure that the development functions as an integral and beneficial expansion of Clitheroe.

The proposals are of a sufficient scale to:

- Attract bus operators to run services into the development
- Deliver a meaningful mixed use development, thus diversifying a proportion of car traffic which would otherwise have driven off site.
- Deliver genuine opportunities to encourage sustainable travel through a Travel Plan
- Deliver meaningful enhancements to the footpath and cycle route network.

Locational Logic

As 59% of Clitheroe residents drive out of Clitheroe to work, the site location which will minimise impact upon the town centre (impact which is exacerbated by the one-way system, existing congestion, and severance caused by the railway line), is undoubtedly the Standen Estate site, close to the A59.

Key Planning Policies

RIVBC has statutory responsibilities to plan for the future of the Borough.

National Planning Policy Framework (NPPF) (March 2012)

The Council has to comply with the NPPF and subsequent ministerial statements. NPPF has a presumption in favour of sustainable development.

The proposals relate to the NPPF Core Principles by:

- Proposing a sustainable development
- Providing for an up to date Council plan
- Supporting a wide choice of high quality homes, business units and infrastructure, community facilities and services to meet local needs
- Promoting high quality design and good standards of amenity
- Housing a diverse and high quality mix of tenures
- Rounding off the edge of a town as the next best thing to brown field sites (there are insufficient of those to meet housing provision to 2028)
- Conserving heritage assets
- Planning for public transport, walking and cycling from the outset

The Submission Draft Core Strategy (Ribbles Valley Local Plan, August 2012)

- This plan proposes the site as the Strategic Site at Standen
- The proposals here are wholly compliant with its policies such that:
 - 1,040 dwellings are proposed
 - 312 (30%) will be affordable
 - 108 (10%) will be for people over 55 years of age (78 of those will be affordable)
 - Green corridors are proposed
 - Employment is shown in business centres based on the farm buildings
 - Community facilities and local services are shown
 - Land for a primary school is shown
 - A new junction between Pendle Road and the A59 is shown
 - A very sensitive approach has been taken

SECTION 05 DEVELOPMENT PROPOSALS

This section explains the details of development that are being applied for. The proposals have been developed in the context of the design concept explained in Section 4. Please refer to the submitted package of drawings for full details of development.

USE & QUANTUM OF DEVELOPMENT

The main site measures approximately 50 ha. The land-use will include residential, community, commercial/ employment, retail, education, open space, highways and public realm.

An illustrative masterplan shows the distribution of uses across the site, this comprises:

- 1,040 residential dwellings comprising:
 - 728 market homes
 - 312 affordable homes
 - 156 of the total (1040) would be for elderly people (i.e. over 55 years of age) of which 78 would be affordable
 - 0.8ha to be reserved for retirement living within the total of 1040 homes;
- 0.5 ha for local retail, service and community facilities;
- 2.25 ha for employment (Class B1) accommodating up to a maximum gross floorspace of 5,575 m²
- 2.1 ha of land for a primary school site;
- Public open space including green corridors and areas for tree planting and landscaping;
- An improved (roundabout) junction between Pendle Road the A59;
- New vehicular, pedestrian and cycle accesses onto Pendle Road and Littlemoor
- New pedestrian and cycle accesses onto Worston Old Road

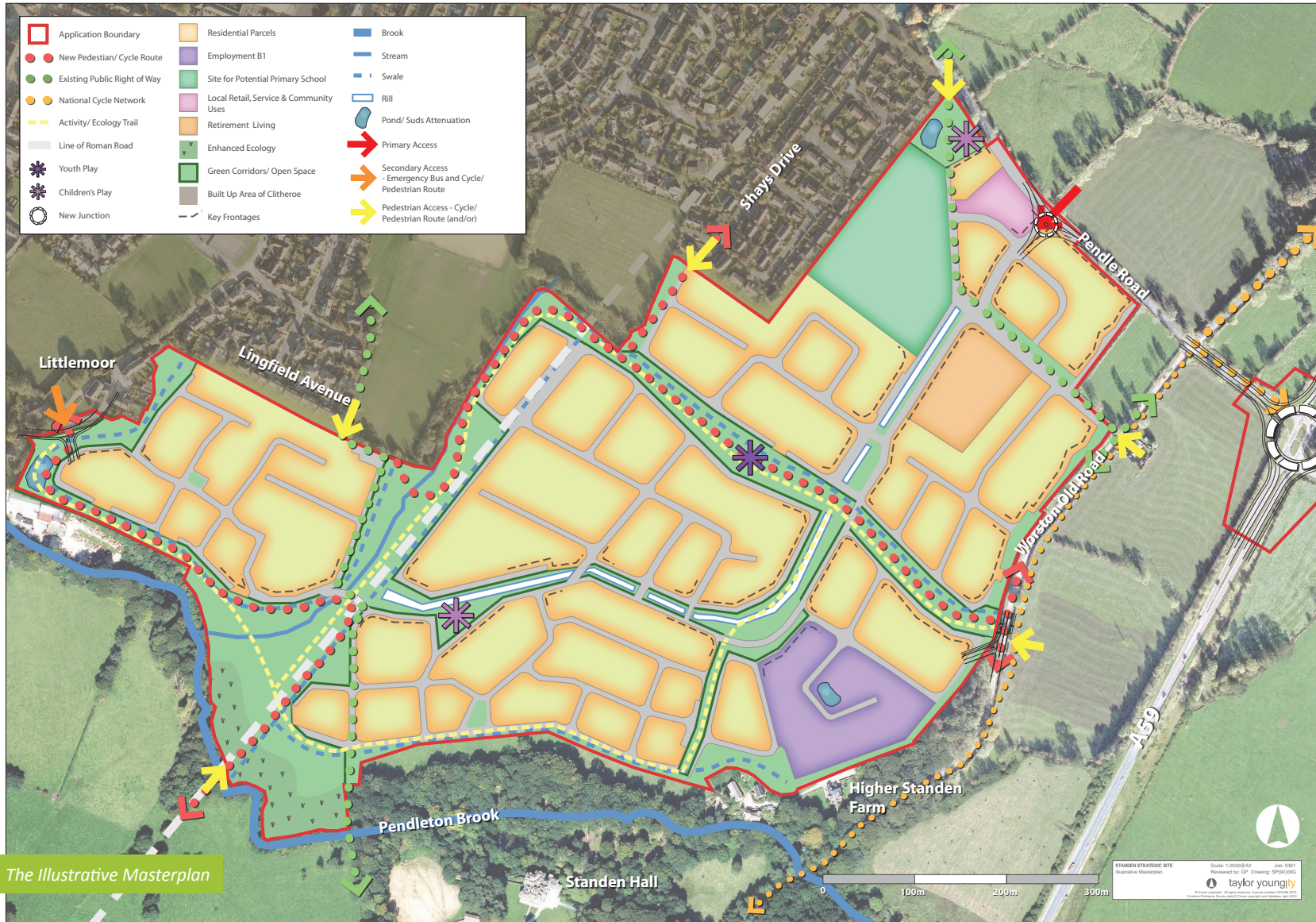
Scale Parameters (and indicative dwelling numbers)

Use	Indicative Type	Footprint Quantum	Site Size	Max Storey Height	Min Width (m)	Max Width (m)	Min Depth (m)	Max Depth (m)	Max Height (m)
Residential Dwellings	C3	1040 units	-	2.5	4.5	12	4.5	12	9
Retirement Living	-	-	0.8ha	2.5	10	40	8	16	10
Indicative Breakdown	1-2 Retirement Apartments	50 units							
	2 Bed house	223 units							
	3 Bed house	445 units							
	4 bed house	223units							
	5 bed house	99 units							
Employment		5,575 sq m gross	2.2ha	2	8	** 50	8	20	12
School*	D1 Primary	1285 sq m gross	2.1ha	1 + part 2.5 for school hall	120	65	10	20	9
Local Retail/Community	A1 - A4 / D1	1500 sq m gross	0.5ha	2.5	6	18	6	22	9

*Proposals will be developed in accordance with Building Bulletin 99; assumptions made on 7 classroom single form Primary School

** This parameter allows for the conversion of existing farm buildings

SECTION 05 DEVELOPMENT PROPOSALS



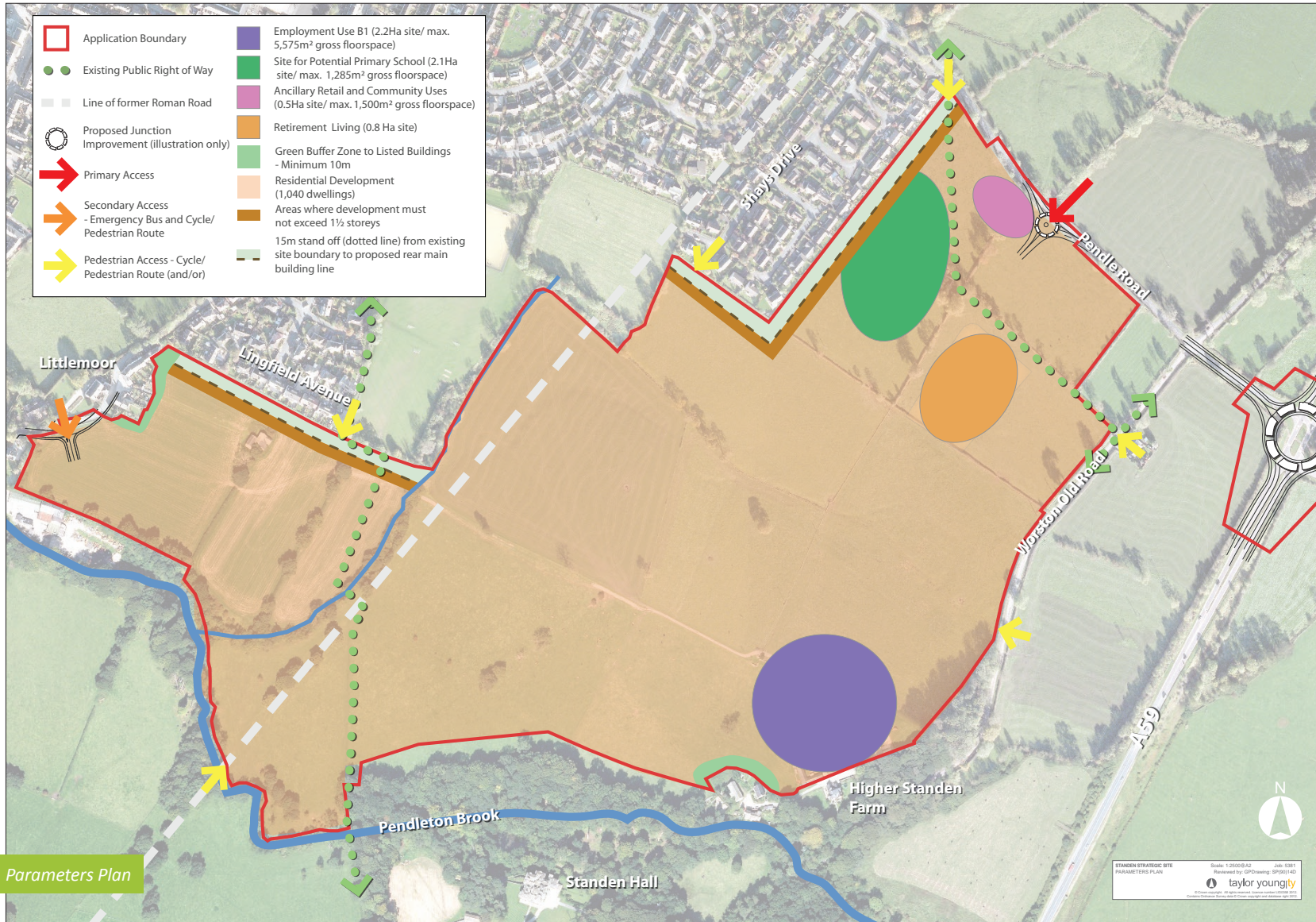
The Illustrative Masterplan

Please cross refer to Scale Parameters

- Temporary vehicular access onto Worston Old Road
- New pedestrian and cycle access from the end of Shays Drive
- Roads, sewers, footpaths, cycleways, services and infrastructure including:
 - A Sustainable Urban Drainage System
 - New services such as gas, electricity, water and telecommunications

The development parameters define the elements of development that are for approval as part of the outline application; this gives the Council certainty when moving forward the detailed stages of development; the plan and table should be read together.

SECTION 05 DEVELOPMENT PROPOSALS



Parameters Plan

HOUSING MIX

The proposal seeks to deliver 1040 homes, these will predominantly be family homes, and will include an affordable provision (as set out below) and homes appropriate for elderly persons, including retirement living accommodation. An indicative mix of housing is shown as follows on the plan, however, this will be confirmed through the detailed design:

- 50 one or two bed retirement living;
- 223 two bed dwellings;
- 445 three bed dwellings;
- 223 four bed dwellings;
- 99 five bed dwellings.

SECTION 05 DEVELOPMENT PROPOSALS

AFFORDABLE HOUSING

The scheme will deliver 30% affordable homes in accordance with the Council's policies. At present it is proposed that this will be a 50/50 split between social rented and shared ownership units.

The affordable housing meets an identified local need as identified through the Council's recent Housing Needs Survey (2012). It is also proposed that 15% of the overall housing provision on site is for elderly persons. Of this 15% a 50/50 split is agreed for market units and affordable units. Therefore 25% of the overall affordable provision will be for elderly persons.

In terms of the remaining affordable provision a mix of rental and shared ownership on this site is proposed. In accordance with the preference for rental properties identified through the Housing Needs Survey this split is 50/50 respectively.

The design of the layout is appropriate for the 'pepper potting' of the affordable units throughout the site for the shared ownership units. However, in terms of the rental properties that will be taken by a Registered Housing Provider or by a number of Providers, the preference is for clusters where these can be managed effectively. Whilst the quantum of affordable homes is agreed, the delivery and phasing will be subject to further discussions with the Council as part of the application process.

EMPLOYMENT MIX

This element comprises a small amount on the frontage with Pendle Road and the former Higher Standen farmstead. These two locations will enable a good range of accommodation to be provided to suit the differing local needs. The Pendle Road frontage will ensure good visibility and access from existing bus routes where it is envisaged that local services will feature. The Higher Standen site is envisaged as a location, based on the old farm complex, for a bespoke business (office) centre, ideally suited to local businesses or agencies.

COMMUNITY BUILDINGS

The masterplan makes provision for a site to accommodate a primary school (2.1 Ha) towards the Pendle Road boundary. A community cluster is also proposed towards the Pendle Road frontage as part of the employment presence described above.

SITE LAYOUT

The indicative masterplan has been developed around a strong landscape framework and through consideration of the wider character of building patterns of villages around Clitheroe. The strongest driver of the layout is to address the site scale to ensure that a series of places are developed, rather

than a monotonous, sprawling housing estate.

DEVELOPMENT ZONES

Key development zones in terms of uses are identified as follows.

The layout predominantly places the services and facilities that will provide further support and opportunity for existing Clitheroe residents adjacent to, or close to, the Pendle Road frontage where these will have a clearer visual relationship with the street. This also ensures that sustainable access to the facilities and services is maximised through the location adjacent to existing bus routes that run along Pendle Road. A small portion of employment premises will also be sited in this zone.

The envisaged Higher Standen Farm business centre could reflect the existing setting with existing refurbished and new build buildings to be developed in a courtyard setting to create unique premises. Whilst more centrally located within the site, the zone will only be a short walk (5 - 8 minutes) from existing bus routes along Pendle Road and Langshaw Drive. In addition, it is hoped that local bus routes will be taken through the Standen site (from Pendle Road to Littlemoor).

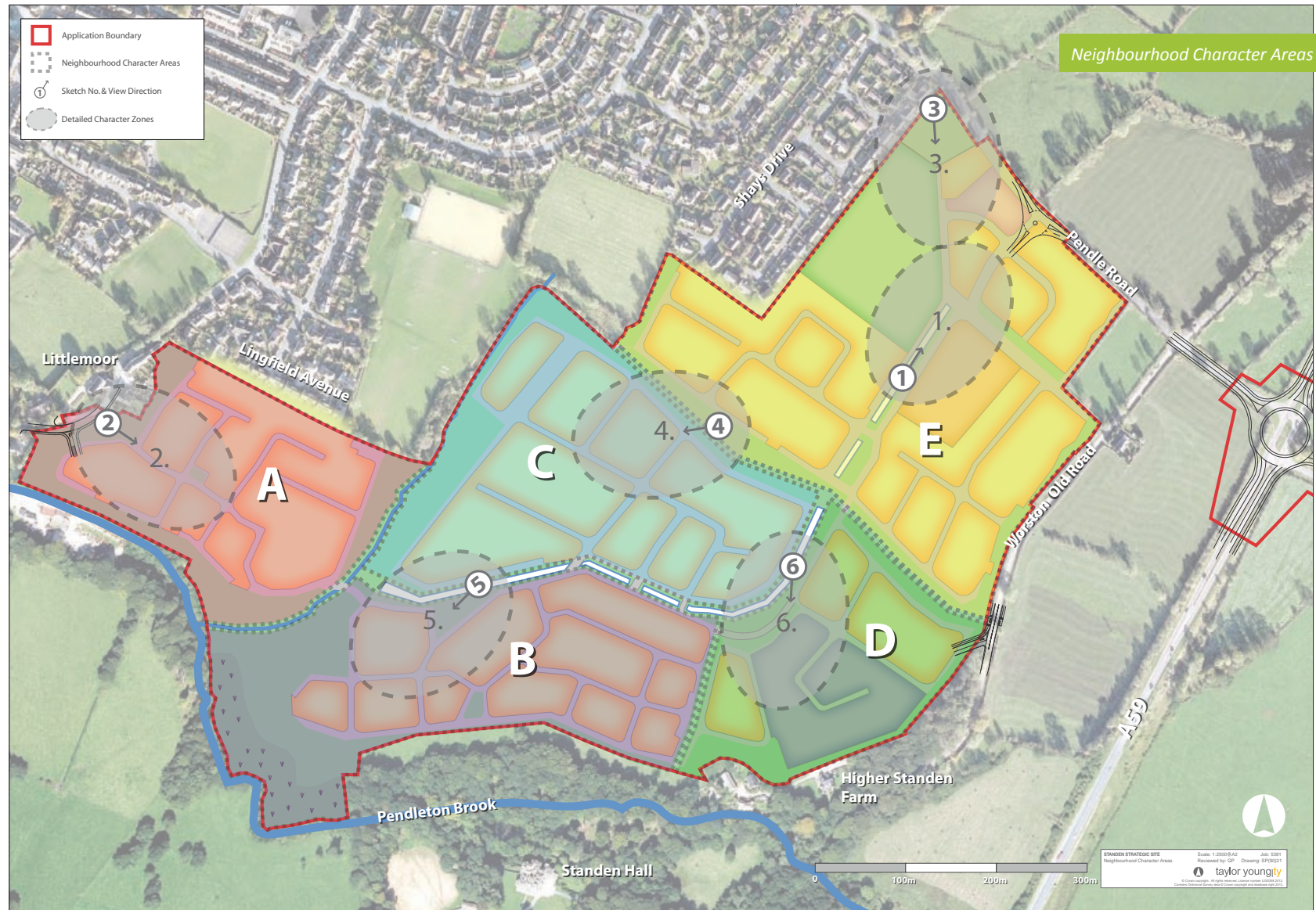
SECTION 05 DEVELOPMENT PROPOSALS

The remainder of the proposed development within the site will comprise homes; elderly residential provision will be included within this mix.

Given the scale of the homes to be provided within this site, it is important that the housing development zone does not become a monotonous housing estate. To address this careful consideration has been given to forming character areas across the site and the landscape framework provides the structure around which these have been formed.

CHARACTER AREAS

Five key character areas have been identified; their key attributes are summarised as follows; with Section 6 providing a more detailed overview:



SECTION 05 DEVELOPMENT PROPOSALS

Area A: Littlemoor

This area requires a sensitive approach to respect the setting of the existing listed buildings. Views from Littlemoor should be respected through the orientation of proposed dwellings towards Littlemoor to create quality frontage and placemaking as the topography rises. A further green buffer should be provided to create some visual disconnection.

The area should be of a higher density to reflect bus, cycle and pedestrian gateway to the site and to create enclosure to the street, appropriate to reflect existing built form of Littlemoor;

There is potential for views towards St James Church & the town centre from buffer and the boundaries to the proposed dwellings will be especially important where the topography rises.

The area also connects into the existing Public Right of Way, providing frontage onto this important connection and the green corridor it will be set within.

Area B: Southern Woodland

Here the proposed development should create a strong edge to the Rill to the north and landscape buffer to the west, framing the green space which

incorporates a children's equipped play area. Here there are occasional views south towards the woodland creating termination to the streets and there is good quality enclosure to the existing Public Right of Way.

The southern edge of the development is feathered by the green wedge and the density of the development is decreased to create a softer edge to the proposed development.

A new walkway and ecology trail runs along the southern boundary.

Area C: Central Core

A green buffer is proposed from the existing playing fields to the north and to enable outward looking development over this space. Here a mid density housing provides quality enclosure to the buffer that provides a pedestrian and cycle trail and connection into the activity and ecology trail towards Shays Drive. The axis of the former Roman Road is respected.

Vehicular entrances into the area from the primary route are marked crossing the Rill. Higher density dwellings bounds the southern edge fronting The Rill to create strong enclosure, this loosens out at the south eastern corner where the Central Core fronts onto The Green.

Area D Higher Standen

This area aims to incorporate the existing farm buildings to create employment uses, that will sit in this area alongside further areas of new homes.

Higher density homes bound the green corridor that runs along the north east edge and the new trail routes to help frame important views from Worston Road, however this lessens towards The Green. The western edge provides looser density where the buffer is provided between the proposed development and the group of cottages associated with Standen Hall, including the listed 'Old Bothy'.

The frontage to The Green will be important to terminate views from the north east and north west within the primary route.

Area E: Pendle Road

This is a large area of the site that incorporates a mix of community, retail, employment and housing uses. The Community Hub provides a focus for activity at the Pendle Road entrance to the proposed development site, with the existing Public Right of Way bounded by the proposed school site and residential development orientated to terminate views into the site and create a strong entrance.

SECTION 05 DEVELOPMENT PROPOSALS

A higher density is proposed around the Pendle Road frontage which decreases away from the primary route to the Worston Road frontage to reduce apparent impact of built edge.

The boundary treatments to the Pendle Road frontage will be of particular importance to the street scene, to announce the quality of the development.

The Rill announces leads the primary route into the main development site, and the southern corner is pulled back to terminate view on the focal corner of Area D.

STREET HIERARCHY

A street hierarchy establishes key movements around the site for all different users. The hierarchy proposed through the indicative master plan uses the single vehicle access; the internal layout therefore needs to be strong and create a strong primary network of streets that are easily legible to move around. The idea of the primary route changing in character has been at the forefront of the layout formation given the size of the site. A series of street hierarchies are suggested, these are explored within the Design Code Framework.

STREETSCAPE

The general principle across the masterplan is to create a series of outward facing perimeter blocks to create quality enclosure to the streets.

Key frontages, corners, gateways and focal points are identified where a specific built form response will support reference points that enhance the quality of the streetscape and legibility of the scheme.

SCALE

The predominant scale across the site will be 2 storeys; however there will be elements of two and a half storeys where this is felt appropriate. This could be in where focal point buildings are identified or where a stronger enclosure is needed to a larger expanse of open space. Dependant on the model adopted for the retirement home this may also need to be up to three storeys.

The accompanying Parameters Plan sets out areas of scale. The area of scale proposed is considered within the topography of the site. Ridge heights on the properties will also differ to create interest within the street scene. Maximum ridge heights for a two and a half storey property would be 9m.

ACCESS

A full overview is provided in Section 9.

A primary access is taken from Pendle Road, this will serve vehicles into the site and connect into the primary routes around the site. A further secondary access is taken from Littlemoor; this will be for buses, cyclists and pedestrians only, with emergency access also possible from this point also;

Further pedestrian and cycle connections are then provided around the site perimeter to support permeable routes across the site and improve connectivity with existing residential areas adjacent.

LINKAGES

The existing two Public Rights of Way are retained in their current alignment across the site. Whilst the character of these routes will evolve from their existing open setting, the routes will be legible through the landscape and public realm approach; they will also have the added benefit of being supported through natural surveillance from the proposed development.

No existing cycle routes pass through the site; although the National Cycle Network Regional Route 91 passes just east of the north east corner.

SECTION 05 DEVELOPMENT PROPOSALS

It is proposed that a series of new cycle and pedestrian routes interconnect with the existing Public Rights of Way to create a more permeable site.

A further activity and ecology trail is proposed that will create a circular route utilising the green corridors connecting to the existing street network around the site.

LANDSCAPE

A proposed landscape framework is set out alongside the illustrative masterplan, the quantum of open space provided, its layout and design will be subject to future reserved matters applications. These matters will be subject to discussion and agreement with the local authority and respond as appropriate to the needs of the Borough. The proposal in this application is that the requirement for LAPs, LEAPs and NEAPs be accommodated within the application site.

As part of the application and the ES a visual impact study has been undertaken. The illustrative masterplan mitigates any perceived impacts by limiting the height of development, retention and enhancement of existing landscape features and proposing new landscaping at specific points along site boundaries.

APPEARANCE

Appearance is a reserved matter at this stage and is not included within this outline application. Nevertheless, there is an expectation that the elevations of all residential, employment and local retail and community uses will represent high quality design and will respond positively to the local vernacular.

The accompanying character study reviews the various physical contexts of the surrounding villages and identifies principles of the existing places which may be taken as cues for design development, however, it is not the intention of this statement to be prescriptive about appropriate architectural style.

Consideration to the quality of the proposed building is key and an appropriate relationship to the site and other development constraints needs to be demonstrated. Sustainable buildings with good energy efficiency should be sought and should be a potential driver for architectural form. The adjacent images are indicative best practice examples and demonstrate how a distinct development appropriate to its location can be created through a range of architecture styles.



Contemporary Interpretation at Upton

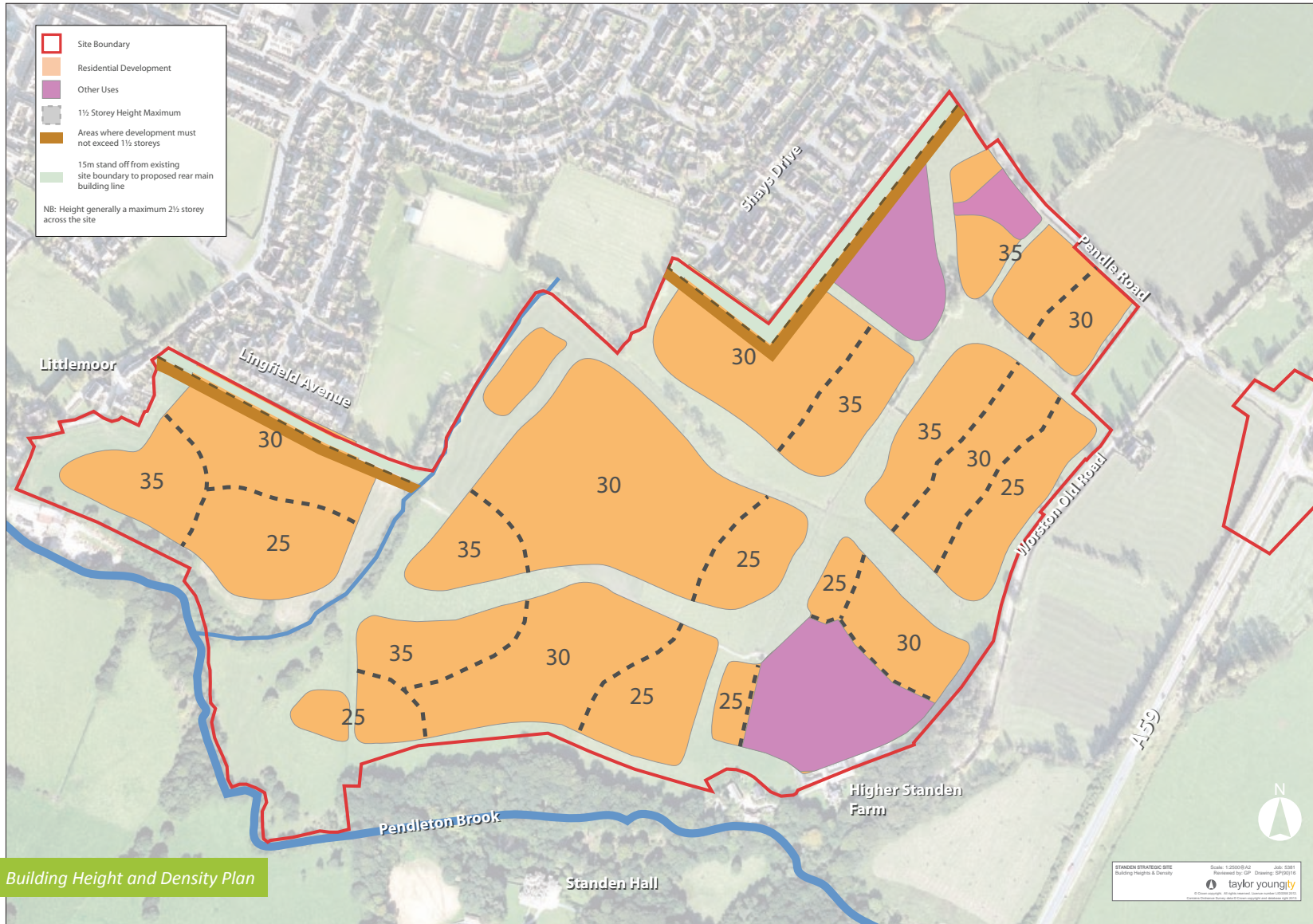


Diverse Housetypes Sit Side by Side at Harlow



Traditional Housetypes at Poundbury

SECTION 06 CHARACTER AREAS



SECTION 06 CHARACTER AREAS

NEIGHBOURHOOD CHARACTER AREAS

The proposed illustrative masterplan comprises five neighbourhood character areas as described earlier; each are here depicted in more detail through the following section. The numbering and lettering refers to the *Neighbourhood Character Areas Plan at Section 5 Development Proposals*.

AREA A: LITTLEMOOR

- Orientation of dwellings towards Littlemoor to respect existing view from the street & create quality frontage within views.
- Higher density to respond to character of townscape at Littlemoor.
- Enclosure to street also appropriate to reflect existing built form of Littlemoor.
- Green buffer to provide suitable stand off from listed buildings.
- Views towards St James Church & Town Centre from buffer;
- Boundaries to the street will be important where rising topography.



3D visualisation of Littlemoor entrance



Higher density housing example



Detailed Character Zone 2 (Refer to Neighbourhood Character Areas Plan - Section 5)

SECTION 06 CHARACTER AREAS



View 2: View into the site at Littlemoor Gateway (Refer to Neighbourhood Character Areas Plan - Section 5)

SECTION 06 CHARACTER AREAS

AREA B: SOUTHERN WOODLAND

- Strong edge to the rill and landscape buffer to the west, framing the pocket park incorporating a children's equipped play area.
- Occasional views south towards the woodland;
- Green wedge into the development to soften edge.
- Inclusion of pedestrian and cycle route around the site.
- Outward facing development towards the woodland area.



Childrens Play Area at Upton Well Enclosed by Residential Development



3D visualisation from the South



Detailed Character Zone 5 (Refer to Neighbourhood Character Areas Plan - Section 5)

SECTION 06 CHARACTER AREAS

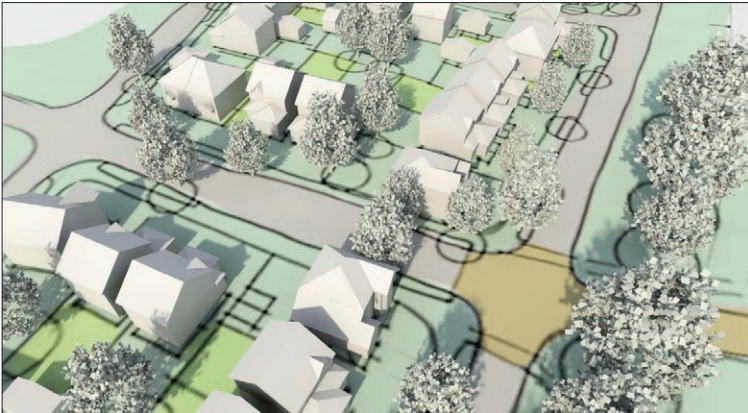


View 5: View within the site at the Southern Woodland Pocket Park (Refer to Neighbourhood Character Areas Plan - Section 5)

SECTION 06 CHARACTER AREAS

AREA C : CENTRAL CORE

- Green buffer to pull homes away from the existing playing fields to the north and to enable outward looking development;
- Higher density along southern edge to rill to create strong enclosure, decreasing in density towards The Green.
- Entrances into area from primary route marked by The Rill
- Support for green corridor along the former Roman Road axis to support route towards a new pedestrian connection from Shays Drive.



3D visualisation of the Central Core adjacent to The Ride Green Corridor



Strong Enclosure to Open Space



Detailed Character Zone 4 (Refer to Neighbourhood Character Areas Plan - Section 5)

SECTION 06 CHARACTER AREAS



View 4: View within the Central Core along the Ride (Refer to Neighbourhood Character Areas Plan - Section 5)

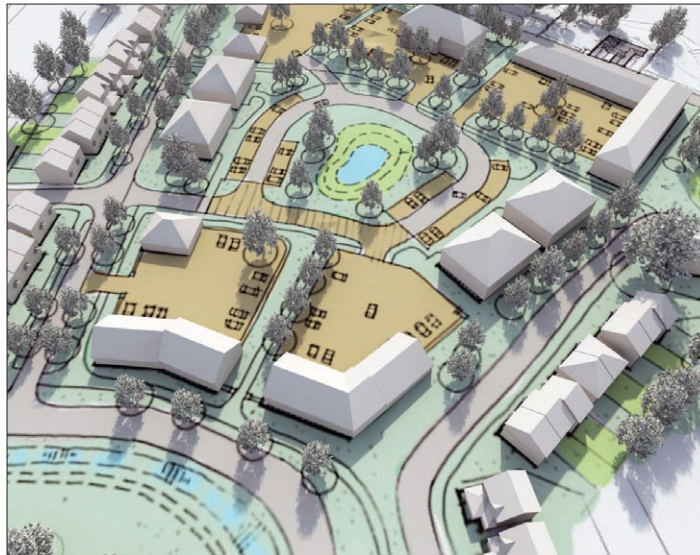
SECTION 06 CHARACTER AREAS

AREA D: HIGHER STANDEN

- A mix of higher density homes and offices.
- Higher density homes bound green buffer and new trail routes;
- Important frontage created to green buffer to the northeast of the area, terminating views into the site from Worston Road
- Pinch point created with Area 3 to terminate view into site along primary route;
- Potential for conversion of farm buildings and new build office buildings to create an employment cluster.



Converted farm buildings (Source - Google)



3D visualisation of the employment area at Higher Standen Former Farm



Detailed Character Zone 6 (Refer to Neighbourhood Character Areas Plan - Section 5)

SECTION 06 CHARACTER AREAS



View 6: View within from The Green towards the Employment Area (Refer to Neighbourhood Character Areas Plan - Section 5)

SECTION 06 CHARACTER AREAS

AREA E: PENDLE ROAD NORTH

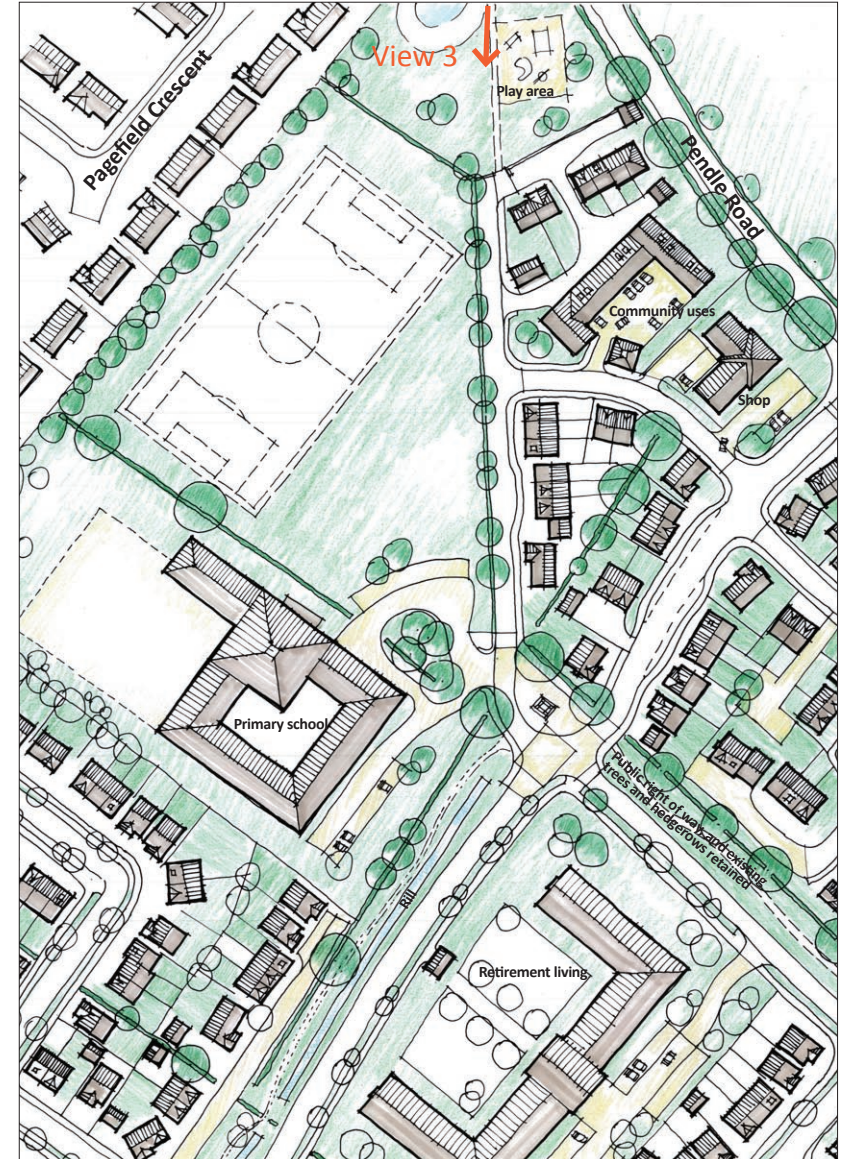
- A mix of community, commercial, retail and housing .
- Orientation and higher density at north west corner to terminate views from Pendle Road
- Higher density to frontage to primary vehicle route and gateway into the site.
- Importance of correct treatment of boundaries to PendleRoad and the Public Right of Way.



Vista along Footpath Terminated by development (Source - Google)



3D visualisation of the Pendle Road Frontage & Community Hub from main site entrance



Detailed Character Zone 3 (Refer to Neighbourhood Character Areas Plan - Section 5)

SECTION 06 CHARACTER AREAS



View 3: View facing into site along existing Public Right of Way at Pendle Road Gateway (Refer to Neighbourhood Character Areas Plan - Section 5)

SECTION 06 CHARACTER AREAS

AREA E: PENDLE ROAD SOUTH

- Lower density to Worston Road to the east to feather the edge to create softer built edge.
- Building line of southern corner pulled back to terminate view on strong building line of Area 4.
- Retention of the existing Public Right of Way and proposed connection onto Shay Road.



Soft Edge to Housing on Development Edge (Source - Google)



3D visualisation of the Rill and Primary Route from Pendle Road



Detailed Character Zone 1 (Refer to Neighbourhood Character Areas Plan - Section 5)

SECTION 06 CHARACTER AREAS



View 1: View towards Pendle Road Gateway (Refer to Neighbourhood Character Areas Plan - Section 5)

SECTION 07 LANDSCAPE FRAMEWORK



CONCEPT

In response to the vision and drivers, a spatial vision for the development has been established and is now presented in a series of framework layers and an illustrative masterplan. The framework layers set out the principles that will drive the development as a quality, sustainable place and provide guidance which will be applied in future reserved matters applications.

The concept and frameworks respond positively to:

- **The vision** – the concept and frameworks seek to deliver the aspiration for the development, therefore seeks to be output focused – demonstrating how a high quality mixed use neighbourhood can be achieved.

SECTION 07 LANDSCAPE FRAMEWORK

- **The site** – the concept and frameworks embrace the site, with its characteristics and assets shaping the masterplan.
- **The context** – the concept and frameworks respond to the surroundings: physically (e.g. views, adjacent homes); socially (integration with surrounding neighbourhoods and facilities) and economically (employment opportunities connected to the area).
- **Planning policy context** – the concept and frameworks seek to demonstrate how national, regional and local planning policies can be met.
- **Vernacular studies** – the concept and frameworks are influenced by vernacular studies, which will help to create locally distinctive proposals.

The contextual studies identified a series of contextual drivers designed to give structure to the development of the masterplan:

- Open space network
- Key Vistas and Views
- Access points and existing movement
- Centres of activity
- Block structure and use
- Developing the movement network

Each of these drivers is now used to introduce the masterplan frameworks and demonstrate how the masterplan responds to the site and its surroundings.

Contextual Driver: Open Space Network

- The site has a rich base of natural assets, green infrastructure and wildlife corridors. These assets will be transformed into an interactive green network through the site safeguarding the existing ecosystems and key elements of the rural character of the site whilst promoting informal active recreation encouraging access to the wider countryside.



Brook corridor on southern boundary

Contextual Driver: Key Vistas and Views

- The Roman Road: a green corridor and primary pedestrian link will be created along the line of the historic north-south Roman Road
- The Ride: A strong east-west landscape corridor will be created to link views east to Pendleton Moor and west to the Bowland Fells
- Views to Clitheroe Castle will be maximised from the development.



Views from site to AONB

SECTION 07 LANDSCAPE FRAMEWORK

Contextual Driver: Access Points and Existing Movement

- Primary access points on Pendle Road and Littlemoor will provide the primary gateways into the development.
- Non-vehicular access points will ensure that the development is fully integrated into the existing urban area to the north and countryside to the south and east.
- The lines of existing footpaths and major routes will form the basis of the movement structure.



Existing footpath through site

Contextual Driver: Centres of Activity

- Centres of activity will be created at primary nodal locations designed to become hubs of community and recreational activities. These can be defined by built form or open space.

Contextual Driver: Block Structure and Use

- A school and community facilities will be focused on the community hub at the Pendle Road access.
- Higher densities will focus on the community centres and key routes, medium densities will provide appropriate relationships with existing homes and lower densities will soften the rural fringe.

Contextual Driver: Developing the Movement Network

- A rectilinear movement network will be created relating to the existing street pattern and grain in this part of Clitheroe.

OPEN SPACE FRAMEWORK

Landscape is one of the key drivers in establishing the development as a successful and sustainable new place in Clitheroe. The open space network should help create an attractive, healthy, characterful, safe and sustainable place.

The primary functions of the open space framework have been developed through discussions with the local authority to identify the most appropriate form that will best serve the new and existing population of this part of Clitheroe.

The following outlines:

- Key contextual and baseline influences
- Relevant planning policies for the framework
- Key drivers and principles

CONTEXT AND BASELINE INFLUENCES

- Areas of significance and quality should be retained and provide cues which will help to shape the design of the new neighbourhood
- Particular features which should be conserved include: hedgerows, existing field boundaries, pockets of woodland and river valleys
- A positive influence of the urban / rural edge needs to be created.
- Landscape context provide strong character for the site

SECTION 07 LANDSCAPE FRAMEWORK



Towards Littlewood



Mature trees in hedgerow



Mature vegetation in river valley

RELEVANT PLANNING POLICIES

National:

- Conserve and enhance biodiversity and wildlife
- Development should ensure sufficient high-quality accessible open space is provided

Regional and Sub-Regional:

- Promotes green infrastructure, which is based on character assessments
- Provision of adequate sports and recreational facilities, responding to local needs

Local:

- Play provision and open space provided in line with discussions with the local authority.

DESIGN PRINCIPLES

- Create a place with unique character that reflects its context
- Provide high quality, inclusive public realm
- Respect natural features, enhance existing and create new ones
- Promote access to the countryside
- Promote active recreation to support the concept of active travel (walking and cycling)

- Ensure long-term stewardship of the development and its assets
- Create a place that is designed around the needs of people that accommodates vehicles.
- Enable social inclusion & integration.
- Encourage healthy lifestyles



Recreation on Standen Estate land to the south

OPEN SPACE PRINCIPLES

The development's open space network is one of the key structuring features of the masterplan. To make an effective sustainable design the landscape will work hard; hand in hand with the existing features: drainage, landform, ecology, open space, recreation, and play.

The following section sets out specific open space principles which will contribute to achieving the relevant design principles as well as meeting relevant planning policy requirements.

SECTION 07 LANDSCAPE FRAMEWORK

This section also shows how key issues from the baseline stage have influenced the Open Space Framework.

The strategy for the framework is set out below in this section.

CREATE A PLACE WITH UNIQUE CHARACTER THAT REFLECTS ITS CONTEXT:

- Create strong visual connections with the broader landscape, particularly to Pendleton Moor, the Bowland Fells and Clitheroe Castle
- Create a network of green corridors that encourage informal active recreation and access to the wider countryside for the existing and the new community.
- Use open spaces as important landmarks and destinations in the development
- Draw landscape qualities into the character of significant routes in the movement strategy
- Create appropriate 'diffused' edges to development which relate to the existing built form and rural edge

Respect natural features, enhance existing and create new ones:

- Promote green infrastructure corridors
- Use the existing and proposed structural landscape to create appropriate setting for new development

- Retain strong hedgerow with wildlife value
- Protect existing mature trees
- Protect and enhance the environment through retention, enhancement and creation of habitats to promote migration across the site
- Provide easy access to high quality, inclusive public realm and to the countryside and enable healthy lifestyles:
- Provide open space and play space to appropriately serve the community
- Use the existing site features, topography and views to create attractive and functional spaces for all
- Support sustainable urban drainage strategy
- Provide a well linked series of open spaces which aid access and maintenance
- Achieve best practice inclusive design standards
- Design to minimise the conflicts between users

ENSURE LONG TERM STEWARDSHIP OF THE DEVELOPMENT AND ITS ASSETS

- Ensure management and maintenance implications are understood from the outset
- Management plan should be agreed with the Council for each element of the open space and public realm
- A strategy for stewardship of open space and public realm will be agreed and implemented by either the City Council or an appropriate management company or trust

OPEN SPACE CHARACTER AND DETAILS

The site's existing green assets and broader context have generated the open space network which is delivered through the following key elements:

- The Community Hub
- The Green
- The Roman Road - green corridor
- Littlemoor Gateway
- Pendle Road Gateway
- The Ride
- Trails
- The Rill
- Wildlife Areas
- Gateways and Green Edges
- Areas of Play
- Pocket Parks and Greens

THE COMMUNITY HUB

Description and Role

This is a focal point for community activity and movement near the main entrance to the development. It will be an attractive and welcoming space outside the school. It is essential that the space is high quality and responds to its role in the development. It is envisaged this is a meeting place which must accommodate significant levels of pedestrian (including school children) and vehicle

SECTION 07 LANDSCAPE FRAMEWORK

movement. This space should set the tone for the development. It's design should help communicate to drivers how they are to behave in the development and what speeds are acceptable. There may be some dropping-off or parking within the Community Hub appropriate to provide access to facilities.

Character and Qualities

- This is a high quality hard landscape space with some formal tree planting, seating, and integrated parking provision

Design Parameters

- Suitable circulation space will be included; design will be based on the Manual for Streets and developed in discussion with local highway officers. Shared space techniques may be appropriate to encourage lower traffic speeds setting the tone for driver behaviour within the development.



Example of a public square clustering community activity.



The Community Hub

SECTION 07 LANDSCAPE FRAMEWORK

THE GREEN

Description and Role

The Green is a new community focal space in the development located where the spine road turns west near the Higher Standen farm buildings, the built form and landscape at this point must work together as place-making factors. The green will have an urban feel softened by an element of greenspace.

Character and Qualities

- This is an informal and less manicured space, promoting the species rich neutral grassland that is part of this pastoral landscape. Differential mowing could be used to create a strong and semi-rural character to the space
- SUDS storage can utilise this space and it may be appropriate to use marginal planting associated to a small wetland area, to create the impression of a village pond.

Design Parameters

- Species rich neutral grassland to be protected and enhanced as appropriate
- Elements of SUDS including swales and ponds will respond to overarching semi-rural character
- Surrounding streets relate to the character of the Green and not dominate the space



Example of a Green

THE ROMAN ROAD - NATURAL GREEN CORRIDOR

Description and role

This corridor is conceived as a linear green space linking the existing and new community to the countryside to the south. The space follows the line of the roman road but also incorporates the adjacent river valley and its surrounding woodland. This is a key pedestrian and cycle route through the development.

Character and qualities

- Naturalistic, and promoting easy access to the river.

Design parameters

- The design responds to the line of the

- Roman Road, emphasising its presence
- Hedgerows and existing trees are retained
- Well overlooked and lit foot and cycle paths are integrated into the corridor
- Opportunities for reducing hard surfacing by sharing routes will be considered where appropriate, e.g. shared surfaces, foot/cycle ways
- Hedgerow is to be maintained at a minimum height to support ecological function, to allow views between upper floors of the buildings and across the corridor
- Incorporate swales and damp grassland or wetland planting as part of the drainage framework
- Directional lighting will be used where illumination is required close to retained hedgerows.
- Areas of species-rich neutral grassland will be incorporated in the corridor.

SECTION 07 LANDSCAPE FRAMEWORK



The Roman Road

SECTION 07 LANDSCAPE FRAMEWORK

LITTLEMOOR GATEWAY

Description and Role

This is a key gateway helping to define the character of the development but it must also act as a buffer to provide some separation between the historic Littlemoor area and the new housing development. The space must also have recreational, ecological and flood attenuation functions.

Character and Qualities

A predominantly soft, open landscape with an informal semi-rural character.

Design parameters

- Opportunity to use SUDS features to create the informal meadow separation between Littlemoor and the new housing. These SUDS features would be generally dry, only holding water in significant rainfall events. A pond with permanent water could reinforce the gateway.
- A more formal, harder landscape space can define the gateway once within the development such that it does not impose a more urban character on Littlemoor.



Littlemoor

SECTION 07 LANDSCAPE FRAMEWORK

PENDLE ROAD GATEWAY

Description and Role

This gateway is a primary pedestrian route located along the line of the existing public footpath. The route provides a direct link to the Community Hub and is the most direct pedestrian route towards the town centre. This space also provides physical separation between the new and existing housing whilst serving a function to attenuate a portion of the development run-off as well as providing opportunities for play and habitat creation.

Character and Qualities

A predominantly soft, open landscape with a formal character.

Design Parameters

Water attenuation through SUDS elements can be in the form of a shallow dry-basin detention area that can be used for play or informal recreation most of the time. A pond might be a feature that can be included to help reinforce the character of the space. The existing stone gateposts supporting the style should be retained and become a feature. A play space can animate the space and trail elements would be sited here. Generally close mown amenity grass except around the pond where a more naturalistic character might be appropriate with marginal planting and damp grassland.



Pendle Road Gateway

SECTION 07 LANDSCAPE FRAMEWORK

THE RIDE - 'URBAN' GREEN CORRIDOR

Description and role

This corridor is conceived as a linear green space promoting active travel and active play as well as creating framed views to Pendle Hill and the Forest of Bowland. The corridor follows the line of an existing shallow drainage depression which will become more prominent as part of the SUDS network. This is a key pedestrian and cycle route through the development and will include a new pedestrian/cycle access to Worston Road.

Character and qualities

A formal linear green space with the the SUDS elements in the form of a swale or rill as a feature.

Design parameters

- The design responds to the existing landscape features, field boundaries and any mature hedgerow or trees
- Well overlooked and lit foot and cycle paths are integrated into the corridor
- Opportunities for reducing hard surfacing by sharing routes will be considered where appropriate, e.g. shared surfaces, foot/cycle ways

- Hedgerow is to be maintained at a minimum height to support ecological function, to allow views across the corridor
- Incorporate swales and damp grassland or wetland planting as part of the drainage framework
- Directional lighting will be used where illumination is required close to retained hedgerows.
- Generally as a formal route the majority of the soft landscape will be close mown grass.



The Ride



Example of formal landscape corridor



Example of swale in Landscape Corridor

SECTION 07 LANDSCAPE FRAMEWORK

TRAILS

Description and role

Within green corridors and green spaces, linked trails will be developed to promote informal active recreation. These trails will be a series of themed small-scale incidents that together encourage people to move around the development. Themes might be art, ecology, history, play, fitness or parkour.

They will be designed to draw the surrounding, existing community into the development and encourage access to the wider countryside by foot or cycle.

Character and qualities

- A mix of the formal and natural informal in appearance, they will incorporate and protect existing site features such as hedgerows and ditches

Design parameters

- The elements that make up the trail must be designed to fit with the character of the space or corridor in which they are located. They must be robust and low maintenance.



Artwork relating to the history of a place

THE RILL – FEATURE SUDS CHANNEL

Description and role

- The rill is a key visual feature of the site as well as a functioning part of the sustainable drainage system. The concept and character of the rill is taken from how the nearby villages of Pendleton and Waddington accommodate water courses running alongside the main street.

Character and qualities

- The character of the Rill can vary along its length to respond to the character of the part of the development it is running through; the space available and the quantities of drainage water it needs to deal with.
- There are example of formal, informal and transition characters in the nearby villages

of Pendleton and Waddington which can inform the design response to the character in any part of the development.

- The Rill would generally have little water in it as it is a drainage feature designed to accommodate run-off and lacks the natural catchment of a stream which would supply a permanent water body. Marginal planting along a narrow 'low-flow' channel can be used to convey the impression of a small stream without water necessarily being visible.

Design parameters

- The design responds to the surrounding landscape and development character
- Well overlooked to ensure natural surveillance for safety purpose and to reduce the risk of anti-social behaviour.
- Safety fencing should be kept to a minimum and relate to the level of risk associated with the feature taking into account the frequency with which the Rill will contain significant depths of water. Safety fencing can increase the risk of a serious accident by raising the height from which a fall can take place and making it more difficult for a child to get out of the Rill so other design solutions relating to the profile of walls and banks should be investigated.
- The Rill will generally run alongside the carriageway or through landscape spaces.
- A formal character would have walled sides

SECTION 07 LANDSCAPE FRAMEWORK

whereas an informal character would have earth banks. Transition areas might have half height walls or one-side wall, the other earth banked

- In both formal and informal characters, native marginal and damp grassland species should be planted in a broad range mix which can respond to the moisture levels present.



Pendleton— formal stream character



Pendleton— informal stream character

WILDLIFE AREAS

Description and role

One of the strengths of the proposed development is the consideration and priority given to ensuring that a robust wildlife network is retained across the site. The wildlife areas will be based on the existing wildlife value of the site in the river corridors and the network of significant hedgerows criss-crossing the site with development focussed on the less valuable agricultural fields. The wildlife corridors created by these linear feature elements create links to the wider countryside. Elements of the SUDS system including ditches, swales and ponds will be incorporated into these areas where they will complement the existing landscape and provide potential enhancement.

Character and qualities

- Positive characteristics of each habitat enhanced

Design parameters

- Access will be permitted to these areas where appropriate and they will not form barriers to non vehicular movement
- Circulation routes associated to these spaces will be safe, where appropriate well overlooked and lit
- Suitable buffer zones and easements

will be adopted to protect wildlife and vegetation as appropriate

- Detailed designs for the spaces should include opportunities for education and interpretation
- Management plans for the long term care of these spaces will be provided with detailed designs.



Wildlife value in river corridor

GREEN EDGES

Description and role

- The design uses these elements of open space framework and structural landscape to settle the development in the landscape.
- The northern boundary will use a mix of

SECTION 07 LANDSCAPE FRAMEWORK

landscape elements, as appropriate, respecting the adjacent urban edge. Where the existing urban edge is the back garden of a house this will tend to have the back garden of a new house reflecting it except where the new school site is located when the existing housing will back onto playing fields.

- Where the site is bound by existing playing fields to the north the design response in the site will tend to be a landscape corridor. The landscape corridor will reinforce the existing boundary.
- The southern boundary river edge is on the Roman Road corridor and there is considerable topographical change. The landscape here should integrate the Roman Road axis character and a river meadow character.
- Development areas should front onto this edge. The southern boundary should be reinforced with additional tree planting this may be in the form of street trees.
- To the east a green buffer should screen the development from Four Lanes End and views from the east.

Character and Qualities

- An informal and semi-rural landscape character will be promoted along the development fringe, using structural landscape layered with the built form to provide a soft edge

Design parameters

- Structural planting including tree planting will not form a continuous edge to development, but will be layered, allowing filtered views to and from the development
- Safe recreational routes will be located within the green edges as part of the series of trails outlined earlier.

AREAS OF PLAY

Description and role

- New play facilities are provided across the site to the required local standards for provision and access. The facilities are a combined provision catering for pre-school to youth play, however the scale and nature of each responds to its significance, as either a local play area or a neighbourhood play area.
- Play areas will be 'designed in' to the landscape framework and public realm rather than being isolated areas.
- All formal recreational facilities will be accessible to all abilities.

Character and qualities:

- There will be bespoke designs for each play area, integrating the formal elements of play and recreation into informal play and an imaginative design
- Schemes will be enticing and offer a good level of activity and positively stimulate those using the space.

Design parameters

- Play provision across the site will cater for all age groups and abilities
- Play areas will be of high quality design and stimulation combining formal play equipment with natural play, encouraging role play and imaginative play
- Designs for each play area will be discussed with the local authority, prior to planning, to negotiate scale, and on-going maintenance.
- Activity buffer zones will be respected
- Play spaces will be designed as safe but challenging. There is ample opportunity in this area for children to seek out play that might be considered at an excessive level of risk. Challenging play areas and natural play which involves a level of risk but in an area of high natural surveillance will encourage children to play in relative safety.

SECTION 07 LANDSCAPE FRAMEWORK

POCKET PARKS AND GREENS

Description and role

These are the small open spaces which offer recreational opportunities and community space close to home. These well designed and maintained public spaces are the most 'local' of public open spaces and set the tone for recreation offer across the whole site. They will generally be located along connecting pedestrian and cycle links to reinforce good access, and links to the broader recreation offer across the development.

Character and qualities

- These spaces should help to reinforce the 'green' character of the development, both in the sense of creating 'leafy' streets and spaces and opportunities to include new elements with 'green' credentials such as permeable paving and recycled materials,
- These areas are to be fully integrated into the townscape, the scale and proportions of the spaces should work well with the built form and not be dominated by adjacent roads

Design parameters

- Pocket Parks should be located on connecting pedestrian and cycle links
- Where play and sports functions are included

appropriate buffer zones to development as defined by the local authority will be respected

- It is expected that these spaces will provide sunny seating areas, planted areas, and may have limited formal play and sports opportunities where buffer zones permit



Examples of pocket parks and greens

SUSTAINABLE URBAN DRAINAGE SYSTEMS 'DESIGNED IN' TO THE LANDSCAPE

Description and role

The drainage system will incorporate a variety of SUDS techniques to ensure that the surface water run-off from the site is attenuated. A key element

of the SUDS is the Rill but large areas of the green space will be used to store small depths of water during extreme events.

Character and qualities

- Areas used for SUDS will only have water in them for short periods at irregular intervals and as such they should be designed such that they have other functions as usable green space or habitat for the remaining majority of the time.
- Integrated into landscape and urban character
- Integrated into existing and proposed habitats to contribute to the multi-functionality of the open space
- Important part of place-making to form memorable features
- Opportunities for play, education and interpretation

Design parameters

- The SUDS system should be designed as an extension to the natural drainage system in the area with swales visually being tributaries to the existing streams.
- Generally SUDS elements will take a naturalistic form with gently sloping bank profiles and sinuous edges to minimise risk and maximise ecological value. More formal design of SUDS may be appropriate in some areas such as along the Rill.

SECTION 07 LANDSCAPE FRAMEWORK



Examples of swales and attenuation areas designed into the landscape.

MANAGEMENT AND MAINTENANCE

When the public realm is implemented it should look attractive. Over time, with age, use and poor management it can degrade and as a result create a negative impression of a place and attract anti-social behaviour. It is important that the design of the

public realm and open space embrace robust design solutions, keeping in mind functionality, services and long-term maintenance.

Spaces which are well managed and maintained encourage a sense of ownership and responsibility. Well maintained and attractive spaces also encourage people to use them, increasing interaction, natural surveillance and feelings of safety and security.

Poorly maintained spaces can provide opportunities for crime, in particular landscaped areas, which can obscure visibility and increase opportunities for undetected crime and anti-social behaviour.

- The following principles should be adhered to:
- Long-term management and maintenance arrangements for any public or semi-public space should be established from the outset. Resources, ownership and responsibilities should be identified and agreed
- Choice and positioning of planting should be carefully considered, so as not to obscure visibility and increase fear of crime,
- Public and semi-public spaces should be designed to enable easy maintenance.

At reserved matters stage, the applicant should produce a public realm and open space strategy. Management and maintenance considerations should be agreed with the Council and presented in

this document. The document should consider:

- How and who maintains streets, local spaces and streetspaces
- How SUDS is managed and maintained
- Where services are incorporated, avoiding conflict with vegetation and the resulting reinstatement of materials to a good standard if access is required
- Materials which are easy to keep clean
- How vegetation is managed to promote good growth, a diverse environment and benefits to wildlife

Any particular management considerations for bespoke spaces will need to be discussed and agreed with the Council prior to implementation.

SECTION 08 CREATING A DESIGN CODE & DESIGN PRINCIPLES

The design code is envisaged as a delivery tool whereby from the outset the need for quality development is understood. If well developed through what will be a significant up-front investment in design time, skills and resources, and the positive engagement of key stakeholders application of a design code can speed up the decision making process in that key parameters and details are understood and time is not wasted revisiting these over the life of the development. A design code should provide the framework by which to deliver the principles and vision securing a high quality outcome.

STANDARDS AND DESIGN GUIDANCE

The design guidance documents as cited earlier provide a basic design understanding for the on-going development of the detailed scheme. The suggested standards that should be targeted by future reserved matters are as follows:

- Residential buildings to achieve Code for Sustainable Homes Level 3 or above; in accordance with any policy or regulation changes as appropriate.
- Homes should include those built to Lifetime Homes standards
- Non-residential buildings should achieve BREEAM Very Good where refurbished, however these may be

limited by the fabric of the building.

- 10% of predicted energy requirements should come from decentralised and renewable or low carbon sources
- The site should seek to achieve a Secured by Design accreditation.
- The site should seek to achieve Building for Life Diamond Standard; an informal assessment has been undertaken and is incorporated at Appendix II

DESIGN CODE FRAMEWORK

Prior to the application for detailed matters it is proposed that a detailed design code should be devised for the site. For each phase or detailed application area a detailed masterplan for the area, intended arrangement of spaces and buildings, including massing, orientation, distribution of uses, densities, building lines, and spaces will be provided. This provides the overarching framework for development.

A written and illustrated statement should accompany this to include, where appropriate, dimensions of the development, and seek to address more detailed issues, including the use of materials, landscaping and tenancy mix depending on the level of detail required.

The development of a design code will require the inputs of technical professionals, including the stakeholders and Council officers.

A code would be required to address the following; this is not exhaustive but provides basis for the code development.

An overall regulating plan - This would show references to all relevant codes on one plan.

Neighbourhood Character Patterns - Key principles that relate to the character within the development area. These should relate to distinct characteristics.

Urban form - Urban structure, scale and massing principles of the proposed development, identifying areas where the use of height might be more appropriate

Topography – The development should respond to the rise and fall of the site.

Views – moving around the development what views are important both into and out of the development; create vistas and termination of these with appropriate treatment.

Land use - Mix of uses, including any buildings proposed with a mix of uses.

SECTION 08 CREATING A DESIGN CODE & DESIGN PRINCIPLES

Density - The location of areas of density within the wider scheme.

Block principles – size of blocks and how they are to be formed. How these will be delivered to front out and not turn their backs on the development edge.

Townscape - Landmarks, vistas and focal points to be identified

Heritage - How the proposals will consider any effects on the setting of the existing Listed Buildings that are within the proximity of the site.

Street hierarchy - Details of street design and character including width, parking arrangements and how junctions between different street types will be handled.

Frontage - Principles for building frontages and set back from the pavement edge; as well as principles for turning corners. Are building lines varied or continuous and what is the orientation of buildings to the street? Design out features such as projecting garden walls and garaging. Where front onto open space are different characteristics required. How will natural surveillance be supported.

Boundaries – This should illustrate the type of boundaries to be used and the proposed height in terms of individual plots and also the site boundaries.

Building types – A breakdown of development and

the range of building types; setting details for certain building types.

Parking- How parking is to be accommodated across the development, in terms of on plot or on street, and how the street will be treated.

Lighting – Illustrating how lighting will be integrated effectively and creatively on the different street hierarchies and spaces within the development.

Architecture – Providing details to how development will be articulated, and how a positive streetscene will be created through rhythm and detailing.

Public art – Where are the opportunities for integration of public art into the scheme and what could these be.

Key and focal buildings - Characteristics of focal buildings that will be used to terminate key vistas. This could include qualities for the primary school or retirement living that could be subject to a design competition.

Sustainability – this should be a thread throughout the code, seeking to address all aspects of the design. Details regarding energy, water use and drainage, and materials are required here.

Open space – The types and function of space within the development and how these will be managed and connected.

Landscaping – A proposal for how the treatment of hard and soft spaces and how the existing landscape is incorporated into the site. How will movement through landscape be supported and what are the key characteristics of civic and green spaces.

SETTING DESIGN PRINCIPLES

Illustrative Masterplan

This section will outline the design principles that have underlined the illustrative masterplan and which could inform subsequent reserved matters planning applications through the application of a design code. It is envisaged that should planning permission be forthcoming, a condition shall be attached requiring the development of a full design code .

There are key operational drivers that have set the development:

- Delivery of 1040 Homes in accordance with emerging policy
- Retention of the existing landscape features wherever possible
- Creation of a mix of uses
- Provision of a school site
- The need to provide affordable homes and homes for an elderly population
- Two existing Public Rights of Way running across the site
- Line of the Roman Road across the site

SECTION 08 CREATING A DESIGN CODE & DESIGN PRINCIPLES



SECTION 08 CREATING A DESIGN CODE & DESIGN PRINCIPLES

DESIGN PRINCIPLES

The Parameters Plan, as included at Section 5 Development Proposals, sets out the basic elements that are considered inflexible and require fixing. The Design Principles Plan sets out the basic design structure that has driven the design development of the proposed scheme. The design principles for the site have been informed by the context work undertaken, including the village character studies to adopt certain characteristics.

A plan has been assembled that sets principles that could inform future reserved matters applications. These could provide the basis for any detailed plans that come forward and illustrate the framework on which the illustrative masterplan has been designed. These could provide a clear guide to how future development should proceed but also enable the necessary flexibility as not to inhibit future creativity.

Urban form - the masterplan should comprise a range of rectilinear blocks to assimilate with surrounding street patterns. These should be formed to create a series of character areas, including a range of landscaped spaces. The characters areas as defined are formed to respond to their siting within the wider development site, breaking the site down into a series of neighbourhoods. The density and height plan sets out where suggested densities are considered appropriate.

- The height of the development should respond to areas of sensitivity within the site such as existing development and the countryside boundaries to the east and south.
- Blocks should be outward facing to ensure natural surveillance is supported over streets and spaces, as identified on the Design Principles plan .
- At the sensitive east and southern edges the blocks should accommodate a green buffer and blocks should face out of the site to avoid unsightly rear boundaries terminating the town limits.
- Key spaces within the site should be bounded by form that is varied, depending on the character and qualities of the space.
- The arrangement of development should create spaces in line with characters as determined through the village character study.

Topography –The gradual rising gradient away from Littlemoor will result in this area of the development site being more visible than other areas of the site, whilst the topography has to be considered as part of the SUDs solution.

- Proposed development at Littlemoor will need to respond to the rising gradient considering views and roofscapes.
- Topography should inform the location of attenuation areas for SUDS solutions.

Views – A number of views are identified on the Development Principles diagram as of importance, these are both out of and through the site. Within a site of this size legibility is very important, within the illustrated masterplan this is built around a series of vistas that are set along key routes and spaces.

- Key vistas should be terminated with focal buildings.
- Key views of surrounding landmarks, such as Clitheroe Castle and St James' Church Tower should be respected and enhanced along green corridors.
- Sensitive views into the development site should be well considered and terminated appropriately.

Land use - The community hub area will comprise a mix of uses including retail, a community services or facilities, a school site, and potentially a small amount of employment uses.

- The school building should be orientated and sited within development site towards the primary route.
- The community hub should address the junction of both Pendle Road and the Primary Route into the site, ensuring a quality frontage and not dominated by car parking.
- The elderly residential accommodation should contribute to the setting of the Community Hub.
- The homes provided across the site will be a

SECTION 08 CREATING A DESIGN CODE & DESIGN PRINCIPLES



Design Principles

mix of dwelling types, it is suggested these would be split as set out earlier; this would need reviewing on detailed application. The dwelling types would include a provision for elderly people in line with policy requirements.

Density - The location of areas of density are identified on the accompanying Density and Height Plan. This responds to the sensitivities of the development site boundaries and the creation of specific character spaces within the site.

SECTION 08 CREATING A DESIGN CODE & DESIGN PRINCIPLES

- Sensitive edges are to be lesser density to enable feathering out of development to create a softer boundary.
- Grouping of higher densities should be made along the primary route through the site and at key gateways where good enclosure to the streets is required.

Block principles – The blocks sizes are to be varied across the character areas depending on the house typologies used and densities.

- Development blocks are delivered to provide quality frontage onto streets and spaces
- Blocks should provide frontage onto the development boundaries where these are open. Where existing development bounds the site it is proposed that the blocks form a back to back with existing development to increase security of both the existing and proposed development.

Townscape - The development site needs to contribute to creating a quality townscape, respecting existing features and creating new ones

- Landmarks such as Clitheroe Castle and St James' Church Tower should be respected. The illustrative masterplan uses the Landscape Framework to retain views to these landmarks.
- Focal points are identified on the Design Principles drawing and inform the legibility of the site and create interest

and variance within the streetscene.

- Important views are also identified with regards to views into the site, again these are identified on the Design Principles drawing.

Heritage - Whilst there are no Listed Buildings within the site, those that bound it therefore need careful consideration.

- A 10m minimum buffer is proposed as illustrated on the Parameters Plan for buildings at Littlemoor and the Old Bothy at Higher Standen to enable a softer edge and visual break between the existing and proposed.

Street hierarchy - The on-site street infrastructure should be developed with a clear hierarchy in place and in accordance with the recommendations contained within the Manual for Streets (DfT, 2007), its companion guide Manual for Streets 2 - Wider Application of the Principles (DfT, 2010)

Primary Street - This is the central spine and incorporates loops with movements into the neighbourhood character areas. The street has a varied character where it arrives at the eastern gateway Community Hub where a number of uses are clustered to create activity and passes through the site to the Littlemoor side of the development site, where buses, cyclists and pedestrians can exit. The building form along the street tightens and opens out

to create a varied design response and create a high quality place. The likely width along this street will vary, up to approximately 20m, and will be supported by structural tree planting, materials and furniture where appropriate. The street enclosure and line should be adjusted to accommodate speed reducing features such as pinchpoints.

Secondary Street - These streets connect the primary street with the residential tertiary streets. These streets connect from the primary route into the residential areas and have a more relaxed feel. The street width is lessened and parallel parking could be used in places to slow traffic movements, alongside structural planting.

Tertiary Street – These are the localised streets serving the residential development. These could take on the shared character that is found in the surrounding smaller villages as highlighted earlier. The streets are much less formal here and range from more enclosed streets to streets bounded with more generous front gardens and a more generous setting of dwellings; reflecting the different characters and forms needed on a site this scale.

SECTION 08 CREATING A DESIGN CODE & DESIGN PRINCIPLES

Pedestrian and Cycle Only Routes – These will be provided to connect the existing Public Rights of Way across the site and create a series of recreational routes around the development site as well as connecting into existing development and enhancing access to the wider countryside.

Frontage - Principles for building frontages and set back from the pavement edge; as well as principles for turning corners.

- Building lines can vary to respond to local character vernacular. Buildings should respond to the street and be orientated accordingly.
- Rear boundary walls and adjacent garaging should not project beyond the front main building line.
- Where frontages face the outer edges of the site, creating softer characteristics will be welcomed in terms of the street enclosures.

Boundaries – Boundaries are very much part of the character of the streetscene and can form added interest. The village character study demonstrated that there are different treatments used, and these are used as part of the retaining structures to allow for differences in topography.

- Consider the treatment along existing site boundaries and retain existing stone walls and vegetation wherever possible.

- Create quality enclosure to the streets using boundary treatments appropriate for the character of the neighbourhood area.
- Use front boundaries to plots and also the wider site boundaries.
- Where rear boundaries are within the streetscene, such as at corners, these should be of similar structure to the house and not fencing to ensure future robustness.

Building types - Building types will vary between functional buildings for the community hub and employment uses, whereby building footprints could be larger, and the dwelling types that will range between single storey bungalows and two and a half storey dwelling houses. The retirement living could be up to three storeys.

- Buildings should be sited in accordance with the parameter plan.
- House types should be varied across the neighbourhood areas and within neighbourhood areas so that no one type dominates and a diverse range of housing opportunities are provided.
- Appropriate building types will be used in the higher density areas as identified on the Building Heights and Densities Plan.

Parking- Once the street hierarchies and block forms have been determined the parking types will emerge.

- Parking will not dominate the streetscenes; a range of solutions will be provided to accommodate a range of needs and housing types.
- Areas of car parking for uses at the Community Hub or employment area will be treated as a public square to ensure that these spaces do not dominate.

Lighting – Lighting different street hierarchies and spaces will require careful consideration to ensure the spaces feel safe and secure at all times of the day.

- Street hierarchies will each have a lighting type defined
- Pedestrian and cycle ways through the site will require lighting solutions appropriate to their setting within the wider neighbourhood area whereby green corridors will need a different treatment to the existing Public Rights of Way.

SECTION 08 CREATING A DESIGN CODE & DESIGN PRINCIPLES

Architecture – At present it will be too prescriptive to align a certain type of architecture to the site or particular neighbourhoods. The character study revealed several key characteristics:

- Building elevations should be well detailed.
- Good quality materials should be adopted that are sturdy and robust and demonstrably appropriate to the context.
- Buildings should adopt certain principles, such as creating deeply recessed openings, regular rhythms along streets and well proportioned solid to void ratios as a basis for detailed design.

Public art – there are opportunities for public art to be integrated into the scheme, this could be included on the green corridors and perform an informal play function.

- Opportunities for public art should be highlighted; likely locations are along the green corridors.

Key and focal buildings – At present the key buildings within the site cannot be set, and this part could include a primary school design brief if competitive bidding was to take place.

- Key focal buildings should terminate key vistas throughout the site as shown on the Design Principles Plan.

- The school should have positive relationship with the community Hub, and the retail and community buildings should be sited to form a gateway to the proposed development site.

Sustainability – The illustrative masterplan has been formulated to create a sustainable extension to Clitheroe.

- Development should incorporate renewable targets in line with current policy provisions as a minimum.
- Layouts should maximise the opportunities to achieve passive solar energy use.
- Dwellings should seek to achieve a higher Carbon Reduction as part of their built fabric, integrating quality build materials and process combined with water and energy saving features in fixtures and fittings.
- Materials should be sourced locally wherever possible.
- SUDs should be incorporated creatively as part of the landscape design.

Open space & Landscaping – A series of spaces, features and routes should be accommodated as demonstrated through the Landscape Framework; this provides the necessary details to inform developing this aspect of detailed design.

- Existing trees, hedges and field boundaries, as well as watercourses will remain intact wherever possible.

SECTION 09 ACCESS & MOVEMENT

A primary route is envisaged from the access at Pendle Road with local routes branching off through the proposed development. The on-site highway infrastructure should be developed with a clear hierarchy in place and in accordance with the recommendations contained within the Manual for Streets (DfT, 2007), its companion guide Manual for Streets 2 - Wider Application of the Principles (DfT, 2010) and the Lancashire County Council document 'Creating Civilised Streets, Policy and Design Guidance' (LCC, 2010).

The on-site secondary highway network should be considered as 'streets' and designed as such. There will be an emphasis on people and their movement and fulfil three key movement functions. These are:-

1. Pedestrian and vehicle circulation
2. Access to buildings
3. Public space for human interaction and sociability

It has long since been accepted that there is a short and long-term requirement to utilise more sustainable transport modes, including the most sustainable modes of walking and cycling. More utilisation of sustainable transport modes would result in reduced congestion levels, improved local environments and healthier and safer lifestyles. With this philosophy in mind, cycling will be established as a high profile mode of transport through the site [and beyond]. This will be achieved through the provision

of direct, uninterrupted facilities along the proposed principal road network. The cycle network would provide linkages between key on-site proposals, and other amenities in Clitheroe.

Safe and convenient access to the principal cycle [and highway] network will be facilitated through the provision of secondary cycle facilities through the residential areas including cycle only linkages where appropriate. The introduction of 20 mph zones in new residential areas will be considered to promote the use of safe cycling. This will also often negate the need for segregated cycle facilities within residential areas.

VEHICLE ACCESS STRATEGY

The vehicular access to the development site will be via Pendle Road to the north of the site and will be via a new roundabout.

A secondary vehicular access will be provided to the west onto Littlemoor. It is intended that the use of this access will be restricted to emergency access, buses and pedestrian and cyclists.

A59 Clitheroe Road – Proposed Roundabout Layout

A new roundabout is proposed at the A59 / Pendle Road / Clitheroe Road junction to replace the

current staggered arrangement, as shown on the illustrative masterplan. This is included in response to the requirements of the existing community.

CAR PARKING

An appropriate level of car parking provision will be provided across the development. The specific level of car parking across the site will be subject to discussions with the local planning and highway authorities. Notwithstanding this, parking will generally be provided in accordance with Table 8.1 included in the North West of England Plan Regional Spatial Strategy to 2021; which as stated earlier remains a part of the development plan pending its repeal formally.

PEDESTRIAN AND CYCLE ACCESS

The concept of development on the site and the design philosophy adopted is to create a mixed-use extension of Clitheroe to encourage the use of sustainable travel modes. Jobs, school places, shops, leisure uses and community facilities will all be available within or near to the site and this, in itself, will encourage the use of walking and cycling.

The benefits of mixed-use development will be complemented by on-site high quality pedestrian and cyclist networks.

SECTION 09 ACCESS & MOVEMENT

These will be attractively designed and provide priority over mechanised modes.

Cycle Route 91 is located approximately 70m from the site and runs from Pendleton, along Worston Old Road and along Pendle Road from the A59 / Pendle Road / Clitheroe Road junction for a short distance before continuing north along a small unclassified road. The A59 / Pendle Road / Clitheroe Road junction benefits from formal cycle crossing facilities. Cycle Route 91 is part of the Lancashire Cycleway and it is a circular route from Ormskirk in the south to Colne via Blackburn.

PUBLIC TRANSPORT

The Institution of Highways and Transportation (IHT) document 'Guidelines for Planning for Public Transport in Developments' (1999) recommends new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop or 800m from the nearest rail station. The development layout will be designed to accommodate bus routes through the site to maximise the potential for their use.

The nearest bus stops are located on Whalley Road, less than 400m from the site. Residents on the proposed site would be able to benefit from these bus stops. More than a dozen different bus services include this part of Whalley Road in their route during the week.

The large number of bus services running along Whalley Road and two circular bus services serving the surrounding residential area are during the summer period, supplemented by a circular bus service that runs along Pendle Road.

The bus services provide connections to nearby towns such as Whalley and Wilpshire as well as further afield major urban areas such as Preston, Blackburn and Bolton. There is a good frequency of buses Monday to Saturday daytime. There are also bus services available during the evenings and on Sundays.

The site is also well located for train travel, with the nearest railway station being within approximately 1.25km of the site. Clitheroe Railway Station offers an hourly service to Manchester Victoria. During its route the train stops at the surrounding towns including Whalley, Langho and Ramsgreave and Wilpshire; and other services are available to Preston and Blackburn.

TRAVEL PLAN

In order to further minimise the reliance on the private car for travel to and from the site, appropriate travel plan initiatives will be implemented. A single 'travel plan strategy' which has already been prepared (and submitted as part of the planning application) will overarch the individual operational travel plans.

The travel plan(s) will monitor the manner in which people travelled to and from the site and will, where appropriate, set a number of targets in order to reduce the use of the private car. The targets and travel modal split associated with each site use would be reviewed and updated when required.

Travel plan coordinators will be appointed as appropriate and will be responsible for ongoing travel plan monitoring and liaison with the local authority, site users and other relevant stakeholders.

The travel plans will be actively promoted and all residents and site users would be provided with access to relevant public transport, cycle and pedestrian network information.

If appropriate the travel plan will promote car sharing schemes, monitor the use and quality of relevant public transport services, support the establishment of Bicycle User Group and liaise with the local authority regarding potential off-site pedestrian, cyclist and public transport improvements.

SECTION 09 ACCESS & MOVEMENT

ACCESS FOR ALL

Whilst all matters are reserved and details of inclusive access will be dealt with at the detailed stages of design the scheme seeks to comply with best practice guidance, including :

Creating a range of accommodation on site that is adaptable to people future needs; including specific accommodation for the elderly including retirement living accommodation. It is also suggested that dwellings to meet Lifetime Homes standards will be identified.

Proposals will be expected to have considered CABE's *The Principles of Inclusive Design*. 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 terms of movement across the masterplan, it ensures that:

- All buildings should be able to accommodate level access;
- The movement network can prioritise pedestrian and cycle movements through the street hierarchy and spaces provided.
- Good public transport is easily accessible and it will be designed to accommodate bus routes through the site to maximise the potential

SECTION 10 SUSTAINABILITY

This section reviews the strategic issues with regards to the developing the Higher Standen Farm site and identifies ways in which the scheme could be further developed at the reserved matters stage to positively respond to a range of sustainability issues.

Amec have produced a Sustainability Statement as part of the Environmental Statement; this is submitted as part of the planning application document suite.

In assessing the sustainability of the development and site Amec used the twenty-three Sustainability Objectives as taken from the Sustainability Appraisal to the Core Strategy 2008 -2028: A Local Plan for Ribble Valley Publication Version (Regulation 19) Consultation Draft.

Overall the Sustainability Statement concluded positively against many of the twenty three objectives. The development is considered to perform significantly against four of them and well against nine. Although against some there is a mixed performance and some are considered immeasurable at this stage, against only two objectives was it felt the development may have a negative impact and these are on balance decisions against CO2 targets and the use of Greenfield land.

In terms of key recommendations made in the Sustainability Statement the following is applicable:

- to accord with Objective 1 to reduce crime, the scheme has been forwarded to the Lancashire Police Architectural Liaison Officer for review; as yet we have not received acknowledgement or any communications from the officer.
- to support Objective 19 to improve air quality it is noted that there are a good range of facilities located within a reasonable walking distance of the site; with regular bus services also currently accessible and potential for improvement in the future on the proposed development site. The development proposes to retain existing Public Rights of Way as well as connecting a new footpath & Cycle link through to Shays Drive.
- To accord with Objectives 20 and 21 to increase renewable energy sources and sustainable use of resource the scheme will accord with emerging Core Strategy policy and the Code Level requirement can be tied into the development via the Design Code Framework.
- To accord with Objective 22 provision for recycling can be detailed into a scheme as the reserved matters are sought.

GREEN TRAVEL

Alongside the proximity to public transport and the importance placed on creating and supporting existing pedestrian and cycle routes, in order to further minimise the reliance on the private car for travel appropriate travel plan initiatives will be implemented. This includes with the planning submission of a single 'travel plan strategy'.

WATER & FLOODING

Submitted with the ES is a Water Environment Statement. An assessment was undertaken of the potential effects on water quality and flood risk and this has concluded that there will be no significant effects, this study includes modelling work using specialist computer software to determine the amount of water running off the site for different flood events once the site has been developed. This modelling work has then been used to determine the amount of storage needed for flood water and this information has been used to incorporate measures into the design of the scheme to temporarily store this water, for example, attenuation ponds, being released slowly to the downstream watercourses at a runoff rate agreed with the Environment Agency.

SECTION 10 SUSTAINABILITY

At the reserved matters stage detailed consideration will be given to the reduction of water consumption within the development. Measures to be considered could include:

- specification of low water consumption fittings
- rainwater harvesting
- grey water recycling

LAYOUT

The illustrative masterplan has been formulated to create a sustainable extension to Clitheroe.

The layout of the development blocks has been informed by the aim to retain as much of the existing landscape features on site as possible, this includes field boundaries, trees and watercourses.

Whilst the scheme is a greenfield site the development blocks have been carefully formed within the illustrative masterplan to incorporate the features as an integral feature of the plan and to support wider environmental and biodiversity objectives.

Within the illustrative masterplan there has been consideration given to how promote a north/south orientation to the residential properties, thus promoting the opportunity for passive solar energy use. The further development of this is a consideration of the Design Code moving forward.

A Design Code can be used to support the reserved matters applications, as highlighted earlier, sustainability should be a thread throughout the code, seeking to address all aspects of the design. This should include layout, energy, water use, drainage, and materials.

Within the Design Principles identified the development should:

- incorporate renewable targets in line with current policy provisions as a minimum;
- maximise the layout to achieve passive solar energy use.
- seek to achieve a higher carbon reduction as part of their built fabric;
- source materials locally wherever possible.
- incorporate SUDS as part of a creative and comprehensive landscape design.

SECTION 11 PHASING

The Standen site is intended to contribute to Ribble Valley's housing needs up to 2028. Development will come forward gradually over that period in a phased manner. The phasing of the proposed development site is indicated on the three drawings for illustration. They show how the site could be developed in three consecutive phases over a period of 15 years. The strategy behind the approach illustrated is to allow the early creation of an attractive entrance to the site off Pendle Road and the early planting of landscape areas to enable them to become established. The development would then move across the site leaving the Higher Standen Farm area within the last phase of development.



SECTION 12 CONCLUSION

The document aims to demonstrate the design process followed by the applicant and their professional team in creating a high quality and residential led, mixed use sustainable extension to the town of Clitheroe in line with emerging policy objectives.

Great care has been taken in the progression of this scheme to ensure the existing context of Clitheroe, the Ribble Valley and the site and its surroundings have informed the process.

The illustrative masterplan has been amended through the process to respond to consultation and feedback on the proposals, this includes reducing housing numbers, amending the access points and amending the siting of different uses.

The document establishes certain parameters to be set should planning permission be forthcoming, alongside design principles that have informed the development of the illustrative masterplan. A landscape framework supports the masterplan and provides a further layer of detail through which to understand the proposals. The Neighbourhood Character Areas provide focus to help visualise how the proposals are envisaged. A design code framework is also set out that could be developed for future reserved matters applications which would follow should planning permission be forthcoming.

APPENDIX 1 BUILDING IN CONTEXT

Building in Context Principle	Scheme Analysis
Principle 1: A successful project will start with an assessment of the value of retaining what is there	The ES provides assessment on the cultural heritage and the landscape. Through the masterplanning process the landscape framework has provided the basis for the creation of the illustrative masterplan structure, this includes the retention of existing hedgerows, trees and watercourses wherever possible.
Principle 2: A successful project will relate to the geography and history of the place and the lie of the land.	The proposed illustrative masterplan respects the history of the site in retaining the axis of the former Roman Road, and aims to retain the existing Higher Standen Farm buildings for conversion into employment uses. The topography is used to inform and assist in the SUDs strategy for the site.
Principle 3: A successful project will be informed by its own significance so that its character and identity will be appropriate to its use and context	The scheme aims to incorporate significant existing landscape features which will make a significant contribution to the character, and the site development in terms of features has been informed by the village character study.
Principle 4: A successful project will sit happily in the pattern of existing development and the routes through and around it.	The proposed illustrative masterplan aims to create a respectful relationship with the existing dwellings that back onto the site, increasing their rear garden security but ensuring proposed development has a 15m stand off from the existing site boundary. The existing Public Rights of Way are retained in their current alignment and further connected across the proposed site.
Principle 5: A successful project will respect important views	The proposed illustrative masterplan incorporates two green corridors in which key views of the listed and scheduled monument Clitheroe Castle and the St. James Church are visible. Feathered edges around the countryside fronting boundaries help support views out over the surrounding landscape. The location of further listed buildings around the immediate periphery of the site has been a consideration, at the western end at Littlemoor and south where within a built cluster sits the Old Bothy two 10m buffers help to retain visual separation
Principle 6: A successful project will respect the scale of neighbouring buildings	The scale of the surrounding buildings is generally two storeys and one storey bungalows with accommodation in the roof space also being frequent. The proposed dwellings along the existing built edges are proposed at one and a half storeys only and at a 15m stand off therefore respecting the existing scale. Across the remainder of the site the scale is proposed to be predominantly 2 storeys with 2 and a half storey dwellings used to provide interest along the streetscape and to provide focal points where.
Principle 7: A successful project will use materials and building methods which are as high quality as those in existing buildings	The appearance of the dwellings has yet to be determined but the scheme proposes that the development will be high quality and considered around a series of neighbourhood areas that will assist in creating a quality place of distinguishable character.
Principle 8: A successful project will create new views and juxtapositions which add to the variety and texture of the setting.	The illustrative masterplan creates key views out the site across the countryside via the green corridors; these also provide key views into the site. Other key views from around the proposed development from Littlemoor, Worston Road and Pendle Road.

Great care has been taken in the progression of this scheme to ensure the existing context of Clitheroe, the Ribble Valley and the site and its surroundings have informed the process. This assessment has been undertaken with reference to the illustrative masterplan and neighbourhood character areas. It is recognised that at present these elements are all illustrative, but that the principles that have informed the illustrative masterplan could be used to inform future detailed design. It is considered that the scheme accords with the principles.

APPENDIX 2 BUILDING FOR LIFE

Integrating into the neighbourhood		Traffic Light Rating
1 Connections		
Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?	The illustrative masterplan proposes to create a connection east/west across the development site that will connect Littlemoor to Pendle Road. Vehicles will be limited to the Pendle Road entrance only (except buses) but pedestrians and cyclist will be able to move freely. The connection will also interconnect with existing Public Rights of Way and further pedestrian and cyclist connections proposed along the southern boundary onto Worston Road and Shays Drive. Frontage is proposed to front existing streets.	Green
2 Facilities and services		
Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?	The scheme is close to a number of facilities accessible within the town centre, but also proposes retail, community and play areas across the masterplan; as well as an area of employment use. A primary school site is also accommodated as part of the illustrative masterplan.	Green
3 Public transport		
Does the scheme have good access to public transport to help reduce car dependency?	The nearest bus stops are located on Whalley Road, less than 400m from the site. More than 12 different bus services include this part of Whalley Road in their route during the week. During the summer period the large number of bus services running along Whalley Road and two circular bus services serving the surrounding residential area are supplemented by a circular bus service that runs along Pendle Road. The site is designed to accommodate a further bus service route.	Green
4 Meeting local housing requirements		
Does the development have a mix of housing types and tenures that suit local requirements?	A range of dwelling types are proposed through the illustrative masterplan; these range through 1-2 bedroom retirement apartments, 2 bedroom (22.5%), 3 bedroom (45%), 4 bedroom (22.5%) and 5 bedroom (10%). 30% of the residential across the site will be affordable, a split of shared ownership and socially rented accommodation; this will include provision for elderly population.	Green

APPENDIX 2 BUILDING FOR LIFE

Integrating into the neighbourhood		Traffic Light Rating
Creating a place		
5 Character		
Does the scheme create a place with a locally inspired or otherwise distinctive character?	The village character study draws characteristics of how the spaces and streets have been formed within surrounding villages. The scheme proposes a variety of density and forms across the development as well as the illustrative masterplan incorporating the existing landscape framework and suggesting additional landscape features such as The Rill. The scheme proposes that the dwellings are reflect characteristics that are common to the local area as identified through the village study.	Green
6 Working with the site and its context		
Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?	The illustrative masterplan utilises the existing landscape framework including hedges, trees and watercourses wherever possible. The topography is respected and the design response adapts to conditions, such as at Littlemoor where views from the street will take in the gently rising gradient into the site. Here the dwellings are proposed to create a small area of openspace and to frame the view into the site. Views from around the site perimeter, such as from Worston Road have also been considered to create strong views up the green corridor. Existing buildings on site at Higher Standen Farm are proposed to be retained as part of a conversion for employment use.	Green
7 Creating well defined streets and spaces		
Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?	Buildings have been arranged into perimeter blocks to create quality streetscenes and frontage onto the street and space network. The detail for the landscaping scheme or the housetypes has yet to be agreed but visualisations show such characteristics and principles have been integral to the scheme development	Green

APPENDIX 2 BUILDING FOR LIFE

Integrating into the neighbourhood		Traffic Light Rating
8 Easy to find your way around		
Is the scheme designed to make it easy to find your way around?	The development is set around a robust street hierarchy where the primary route runs east to west and is characterised by The Rill. Across the site are a number of different open spaces and the site as a whole is broken down into five neighbourhood character areas, formed around the landscape framework. The movement through the site is set around the a series of legible movements where views are terminated by focal buildings.	Green
Street & Home		
9 Streets for all		
Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	The street hierarchy devised creates a series of street types that support pedestrian movements. A number of pedestrian and cycle only routes are also provided around the site that supplement on street movements. The development blocks are all outward facing to ensure there is excellent natural surveillance onto the street.	Green
10 Car parking		
Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?	It is proposed that there will be a range of car parking options on site, with in-plot spaces for many houses, but also on-street provision. It is not anticipated that any car parking courts of any scale will be proposed, although some small (less than 5 spaces) may need to be incorporated to enable dwellings to front onto Pendle Road. It is envisaged that car parking for the retail / community / small employment area adjacent to Pendle Road would take the form of a public square.	Green

APPENDIX 2 BUILDING FOR LIFE

Integrating into the neighbourhood		Traffic Light Rating
11 Public and private spaces		
Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?	A landscape framework has been devised to retain existing features and promote a hierarchy of spaces, including linear green corridors the Ride and the Roman Road, key spaces such as The Community Hub and The Green, and the Rill that create a legible primary route across the site. Further areas of play are proposed across the site in the form of two LEAPS and a NEAP. A series of activity and ecology trails are proposed to provide pedestrian and cycle links that connect to the wider open countryside as well as existing streets and Public Rights of Way. Within the street it is proposed that defensible space in front of dwellings is demarcated clearly through the use of materials or boundary materials where appropriate; and that dwellings would provide quality frontage onto spaces and streets.	Green
12 External storage and amenity space		
Is there adequate external storage space for bins and recycling as well as vehicles and cycles?	The proposed dwellings are not at a detailed stage of design, however the Detailed Character Zones demonstrate that this has been considered within development of the scheme in the spacing and access arrangements provided to dwellings and associated garaging.	Green

This assessment has been undertaken with reference to the illustrative masterplan and neighbourhood character areas . It is recognised that at present these elements are all illustrative, but that the principles that have informed the illustrative masterplan could be used to inform future detailed design. It is anticipated that the scheme should aim to achieve ‘Diamond Standard’

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