

DESIGN AND ACCESS STATEMENT



LAND OFF WHALLEY ROAD, HURST GREEN, LANCASHIRE

September 2012

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INTRODUCTION

1.01 Statement Context

PRA Architects have been instructed by Stonyhurst College to compile this Design and Access Statement in support of a **full planning application for the residential development** to land north of Whalley Road, Hurst Green, Lancashire.

The Design and Access Statement is to accompany the Full Planning Application for residential development comprising of 30 new build dwellings.

Section 42 of the Planning and Compulsory Purchase Act requires a Design and Access Statement to be submitted with all planning applications, (subject to some omissions).

This statement takes into account the advice set out in DCLG Circular 01/2006, and has been written in accordance with the advice contained in **CABE Guidance, 'Design and Access Statements – How to write, read and use them' and the Ribble Valley Borough Council's Design and Access Statement Pro-Forma**. It aims to ensure that considered design is integral to the process required in creating new developments, whilst also following guidance as provided within the National Planning Policy Framework (NPPF), which promotes good design as a key aspect of sustainable development. Good design indivisible from good planning should also contribute positively to making places better for people.

1.02 Planning Policy Context

PLEASE NOTE, THE FOLLOWING IS A BRIEF SYNOPSIS OF THE PLANNING POLICY CONTEXT AND THE LOCAL AND NATIONAL POLICIES ARE PUT FORWARD IN GREATER DETAIL WITHIN THE PLANNING STATEMENT WHICH ACCOMPANIES THIS APPLICATION.

National and local planning policies guide and advise of the importance of good urban design within successful new development. As a proposed residential development, this is fundamental, and guidance has been taken, in particular from the following national policies: -

National Planning Policy Framework ('NPPF')

"at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as the golden thread running through both plan making and decision taking"(paragraph 14).

In relation to Achieving Sustainable Development, the NPPF sets out a number of thematic sections of relevance to the urban design of the proposed development.

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Promoting Sustainable Transport

Section 4 of the NPPF states that decisions should ensure developments which generate significant movement are located where the need to travel will be minimized and the use of sustainable transport modes can be maximized.

Delivering a Wide Choice of Quality Homes

The overall aim of section 6, which specifically looks at housing, is to '*boost significantly the supply of housing*' and deliver a wide choice of high quality homes that create sustainable inclusive and mixed communities.

Requiring Good Design

Section 7 identifies that good design is a key aspect of sustainable development. It sets out a list of design based criteria against which policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;

- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;

- Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;

- Create safe and accessible environments where crime and disorder, and the fear of crime do not undermine quality of life or community cohesion; and

- Are visually attractive as a result of good architecture and appropriate landscaping.

Promoting Healthy Communities

Section 8 outlines how the planning system can contribute to facilitating social interaction and creating healthy, inclusive communities. Planning decisions should aim to achieve places which promote the following;

INTRODUCTION

- mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;
- Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

Meeting the Challenge of Climate Change, Flooding and Coastal Change

Section 10 of the NPPF stresses the importance of planning and its role in reducing greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. Local planning authorities should ensure development to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

1.03 The Process

This Design and Access Statement will seek to demonstrate how the character of proposals as outlined within the application have been informed by the following steps:

- **Assessment:** The full context including the physical, social and economic characteristics of the site and its surroundings (with reference to national and local planning policies) is taken into account.

A separate detailed planning statement will be submitted as part of the outline planning application.
- **Involvement:** The communication with, and feedback from groups and people, at both professional and community level, and the direction taken following this communication.
- **Evaluation:** The information within the document has assisted towards identifying all constraints and opportunities that will inform the development of the design proposals

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- **Design**

Use: What buildings and spaces will be used for?

Amount: How much will be built on the site

Layout: How the buildings and public and private spaces will be arranged on the site, and the relationship between them and the buildings and spaces around the site.

Scale: How big the buildings and spaces would be (their height, width and length).

Landscaping: How open spaces will be treated to enhance and protect the character of a place.

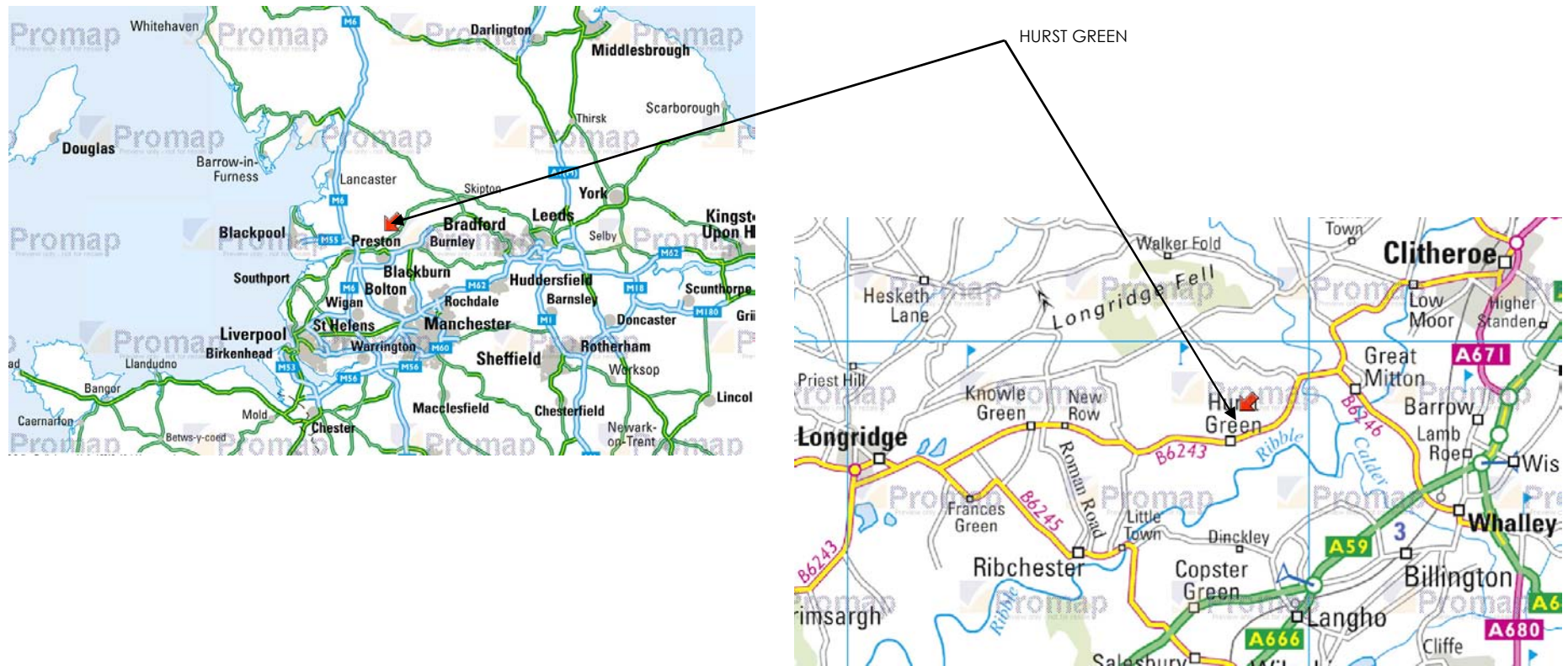
Appearance: What the buildings and spaces will look like e.g. Building materials and architectural details.

- **Access:**

Vehicular and Transport Links: Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

Inclusive Access: How everyone can get to and move through the place on equal terms regardless of age, disability, ethnicity or social grouping.

2.01 Hurst Green - Location



ASSESSMENT

2.02 Site Description



Map showing Stonyhurst College, Hurst Green and proposed site outlined in red

ASSESSMENT

The proposed development site covers an area of 2.44 hectares/6.0 acres. It currently comprises of gently undulating pasture, bisected by an existing hedgerow and a large Ash tree. The site is located at the eastern end of the village and is contained by existing development to three boundaries: -

Eastern: St Joseph's RC Primary School and bungalows
31 and 32 Whalley Road

Southern: Whalley Road, with terraced cottages and
detached dwellings beyond

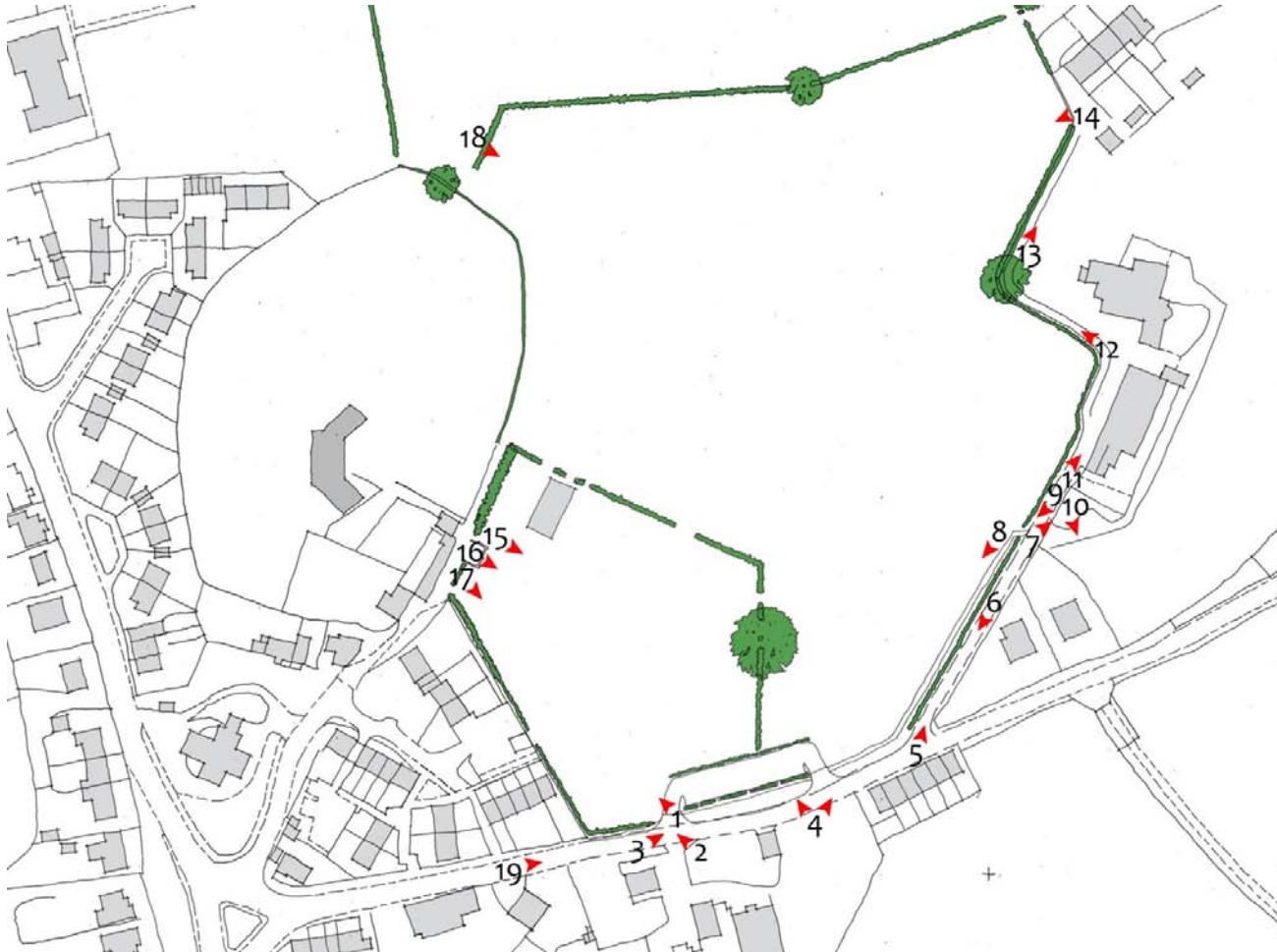
Western: Housing to Warren Fold and Warren Farm

Beyond the northern boundary the land rises to form a ridge line which reduces the visibility of the site when viewed from the north.

This containment of the site encloses the land and provides the setting for a sensitive infill development.

ASSESSMENT

2.03 Site Photographs



Site Photograph Key

ASSESSMENT

PHOTOGRAPH 1: View from Whalley Road onto southwest area of the site



PHOTOGRAPH 2: View from Whalley Road across south western side of the site



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PHOTOGRAPH 3: View from Whalley Road across the site



PHOTOGRAPH 4: View from Whalley Road across south eastern side of the site



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PHOTOGRAPH 5: View from Whalley Road looking up towards St Joseph's School with the site on the left



PHOTOGRAPH 6: View looking back towards Whalley Road with the site on the right



PHOTOGRAPH 7: Distant view south east from St Joseph's School



PHOTOGRAPH 8: View looking back towards Whalley Road from St Joseph's School with footpath opening on right



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PHOTOGRAPH 9: View looking south west across the site from the top of the school footpath



PHOTOGRAPH 10: Distant views from the lane adjacent to St Joseph's School



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PHOTOGRAPH 11: St Joseph's RC Primary School



PHOTOGRAPH 12: View west along lane from beyond St Joseph's School



PHOTOGRAPH 13: View north towards Timothy Farm



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PHOTOGRAPH 14: View across 'northern' edge of site from St Joseph's School



PHOTOGRAPH 15: View south east from Warren Fold across the site



ASSESSMENT

PHOTOGRAPH 16: Distant views south west across the site and beyond



PHOTOGRAPH 17: View south along the western site boundary



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PHOTOGRAPH 18: Distant view south across the site from the from northern



PHOTOGRAPH 19: View east along Whalley Road in front of the site



ASSESSMENT

2.04 Immediate Site Boundaries

The existing site occupies two open areas of pasture as 1 full and 1 part field.

Northern Boundary

The northern boundary comprises of an open field which is dissected by the proposed 'landscape edge' to the development. The land form rises to the north up to an undulating crest across the middle of the field and gently falls away towards the northern edge of the field.



Distant view towards the northern boundary

Eastern Boundary

The eastern side of the site comprises of a post and wire stock proof fence, the path to the school with small grass verge with a boundary hedgerow. Beyond the hedge is a tarmacked surfaced lane which provides vehicular access to St Joseph's RC Primary School and Timothy Farm.

The school and farm house are traditional 2 storey stone walled buildings, the school also includes a series of additional rendered flat roofed extensions.



Post and wire fence to eastern boundary

ASSESSMENT



The lane beyond the eastern boundary



View of Timothy Farm



St Joseph's Roman Catholic Primary School

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Southern Boundary

The southern boundary runs alongside Whalley Road and is fronted by a narrow footway and an 'in-out' parking/school drop off point. The parking area is a mix of tarmac and gravel with space to accommodate circa 13 parked vehicles.

The car park is fronted by a verge and hedgerow and is separated from the field by metal field railings with a further Hawthorn hedgerow running along the northern side of the car park.

To the south, beyond Whalley Road are individual detached stone and stone and render traditional dwellings (Nos. 10, 12, and 18 Whalley Road) with some stone and prefabricated farm buildings beyond.

A terraced row of 2 storey traditional cottages (No 24 being rendered and No's 26 to 34 Whalley Road being built of stone) are situated across Whalley Road from the site, opposite the junction of the lane leading up to the school.



View over parking/school drop off area

ASSESSMENT

Further south, beyond the road edge development the land form falls away and significant distant views are afforded to the southern edge of the village.



Traditional properties on Whalley Road, opposite the site



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Bungalows to the immediate east of the site along Whalley Road



Cottages to the immediate west of the site along Whalley Road

Western Boundary

The majority of the western boundary is shared with the side and rear gardens of houses and bungalows served by Warren Fold. The majority of these houses are both, former and remaining Council houses which are faced in render. The boundaries are predominantly hedgerow.



Cottage gables overlooking the western boundary

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The north western corner of the site is bounded by an elevated stone retaining wall and buildings known as Warren Farm beyond. Warren Farm comprises of a barn conversion and traditional stone faced cottages. Further north is The Warren, a substantial, recently constructed twin gabled house which is faced in local stone with more contemporary fenestration.

Beyond The Warren across a paddock area is the rear of Bilsberry Cottages which are elevated on the western skyline.



View of the northern end of the western boundary



The western boundary and the rear of properties on Warren Fold

ASSESSMENT

2.05 Hurst Green – The Village

Hurst Green is a village located on the edge of The Forest of Bowland, a designated Area of Outstanding Natural Beauty (AONB) in the Ribble Valley district of Lancashire. It lies approximately ½ mile from the River Ribble and is slightly elevated beyond the flood plain.

Initially established as an agricultural settlement with occasional farmsteads the village's history became associated with the nearby Stonyhurst College, less than 1 mile away, when Stonyhurst Hall and its estate was established in the late 16th century by Richard Shireburn. This saw the further development of the village with the building of houses, cottages and almshouses.



Stonyhurst College

In the late 18th Century the Stonyhurst estate was passed to The Society of Jesus to establish a Jesuit school. Stonyhurst College, as it is known today, continues as one of the country's leading Independent Co-educational Roman Catholic schools and has close association with the village.



View of The Green and War Memorial, with St Peters Club (formerly The Guildhall) and Avenue Road leading away in the background

ASSESSMENT

Spreading out from around the village green, war memorial and Shireburn Arms, amongst the remaining working farms, the village today is made up of a mixture of properties: traditional cottages, barn conversions, 20th Century bungalows through to 21st Century new build.



The Shireburn Arms opposite the village green

The village church of St John The Evangelist built in 1838 is located to the western extreme of the village along Longridge Road, and St Joseph's Roman Catholic Primary School which lies just off Whalley Road extends to the east of the village.



St John The Evangelist Church

Lambing Clough Lane runs south from the village centre and leads immediately in to open countryside where spectacular views of the Ribble Valley are afforded to the few bungalows situated on this lane.



View of the open countryside of The Ribble Valley from Lambing Clough Lane

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Avenue Road leads north from the green up to the recognised entrance gateway to the Stonyhurst grounds and College. St Peter's Club, the Memorial Hall, The Bayley Arms public house and the Shireburn Almshouses are all located along this road and are interspersed with a mix of domestic dwellings, detached houses, bungalows, single, semi and terraced cottages, all constructed in a varied palette of materials. This eclectic mix of properties, their scale, massing and finish are reflective of the village's history and development over recent centuries.



St Peter's Club



The Bayley Arms



The Shireburn Alms-houses



The Gateway' to Stonyhurst College

The Memorial Hall

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Hurst Green is a traditional village most of which lies in the Ribble Valley Borough Council's designated Hurst Green Conservation Area, (Designated 2007). The conservation area boundaries about the proposed site to its eastern, southern and part western boundaries. The detail design, grain and massing of the proposed development is to reflect the setting of the designated area.

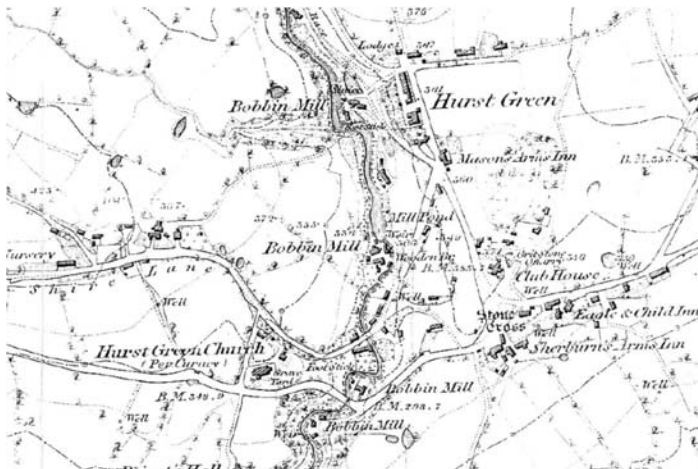
The proposed site being located north of Whalley Road also lies within the Forest of Bowland a designated Area of Natural Beauty (AONB) and in addition to the above suggestion within the conservation area guidance, the proposals will also comply with the Forest of Bowland AONB policy EN2 which requires development (within and contributing to the setting of the AONB) to:

- Be in character, reflecting and enhancing local distinctiveness, vernacular, style, scale, features and building materials: and
- Take a non-standardised approach.

ASSESSMENT

2.06 Residential Development of Hurst Green

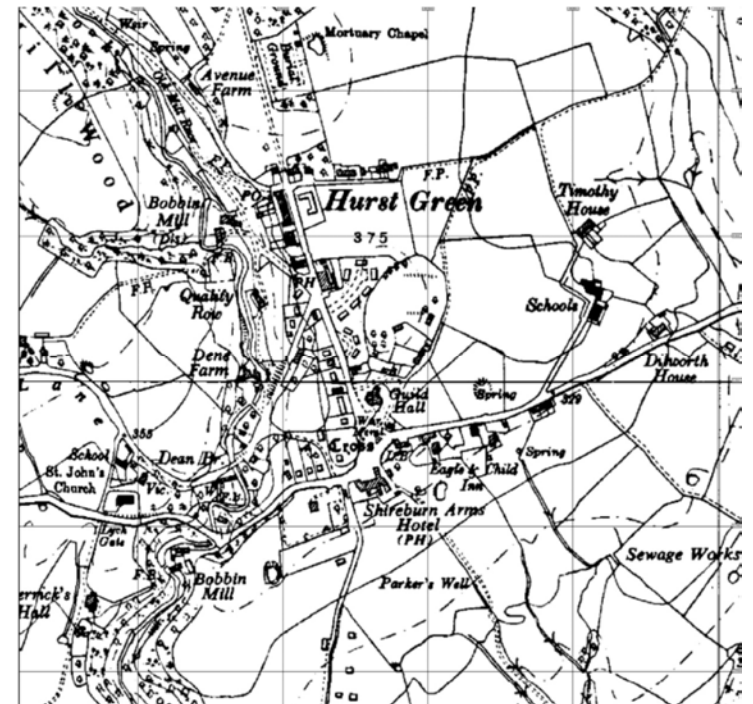
Hurst Green has its origins as a farming community and during the 18th and early 19th century it also supported four bobbin mills which were established to supply the local Lancashire weaving and textile industry. These two industries combined, resulted in a residential expansion of the village with mainly cottages being built to home the local labourers during the 19th and 19th Centuries.



Hurst Green Historical Map Circa 1850

Many of the older properties that exist within the village, most of which were constructed in the local sandstone with stone or slate roofs.

However, many have since been extended and renovated and this has introduced diversity to the vernacular: rendered facades, different window proportions and treatments, concrete roof tiles.



Hurst Green Historical Map Circa 1955

ASSESSMENT

The increasing popularity of the motor car in the mid to late 20th century along with the improved road links brought further residential development to the village as the commercial areas of east Lancashire became more readily accessible. Today, although the bobbin mills are no longer, and the farming community has contracted, the village continues to thrive, with many residents being employed both locally or at commercial areas further afield.



Hurst Green Historical Map Circa 2010

ASSESSMENT

EXAMPLES OF 18TH-19TH CENTURY HOUSING FOUND THROUGHOUT HURST GREEN



ASSESSMENT

EXAMPLES OF 20TH CENTURY HOUSING THROUGHOUT HURST GREEN



ASSESSMENT

2.07 Hurst Green – Character Analysis

The character of the local built context is primarily that of traditional 'village housing' typical of the villages and hamlets that form the local vernacular of the Ribble Valley.

There are a number of 2 storey detached and terraces of stone built cottages which represent the older village housing stock, and these are generally located alongside and adjacent to the original village thoroughfares. The external materials and detailing comprise of:

- Random coursed local sandstone stone, including dressed quoins to some of the larger cottages
- A mix of timber four pane and a few multipane windows. Regretfully there are some examples of non-traditional replacement windows, albeit traditional timber windows remain as the majority.
- The roofs are mainly traditional slate with a proportion of local stone slates, both materials being an appropriate roof finish.
- Simple gutters on rise and fall brackets and alternative simple timber fascias.

- Chimneys abound, and many of the later built dwellings include chimneys.

As to be expected, the village shows signs of the Victorian influence, and this is reflected by the St Peters Club, formerly The Guildhall.



St Peter's Club, formerly The Guildhall

To reflect the diversity of the village population and social needs, there are examples of philanthropic ventures: Shireburn Cottages, Grade II * listed Alms-houses, were built in 1706 at Kemple on nearby Longridge Fell, however they were relocated and rebuilt on Avenue Road in the village in 1946 and Bilsberry Cottages, a group of dwellings which were originally built as council housing albeit many have now moved into private ownership.

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Shireburn Cottages

Warren Fold is an example of more 20th century Council housing, as found within many villages. The dwellings are laid out and elevated using render wall finishes and fenestrated as per the expectations of the time and as such do not reflect the older local vernacular of the village. However, the presentation of the dwellings marks a further chapter of the growth of the village, and bears testament to continuing inclusivity for all, of the local populous.



Warren Fold

To the latter part of the 20th century, there are number examples of dwellings including the conversion of agricultural buildings, small infill groupings and individual plots.

These dwellings whilst being contemporaneous in the form and detailing to the time of construction generally reflect the materials and vernacular interspersed with the occasional infill 'executive home'. As such, this adds to the overall diversity of the village and is a continuation of the ever evolving village.



Examples of 20th and 21st Century infill



ASSESSMENT

2.08 Village Grain

The 'Village Grain' is the pattern on the ground made by buildings, walls and the spaces between them. The urban /village grain varies in any village, town or city, due to:-

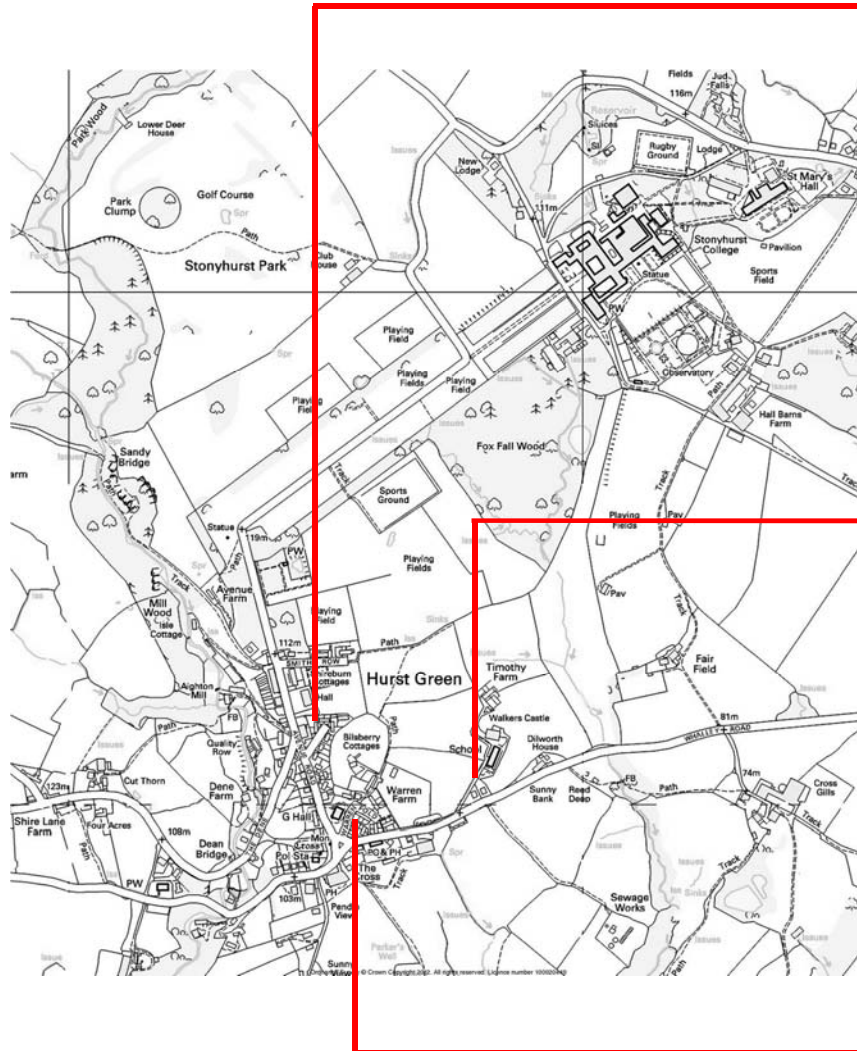
The 'Village Grain' in Hurst Green remains consistent with the original organic Ribble Valley settlement, a mixture of small farms and fold yards, terraced cottages, individual dwellings and public/commercial buildings: Public Houses, The former Guildhall, Village Hall and Primary School.

The extensive grounds of Stonyhurst College lie to the immediate north of the village.

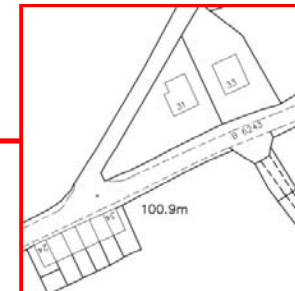
Overtime, the grain of the village has become more compact due to individual infill developments to windfall plots. In addition to this are a small number of infill housing developments, for example Bilsberry Cottages and Warren Fold, circa mid-20th which have taken up small areas of previously open land, farmyards, paddocks and fold yards.

The 'Village Grain' remains intact and the more recent development reflects an organic evolution of the built environment. As such, the village grain is more consistent with 'like for like' growth, rather than the more demarked expansion typical of larger settlements, towns and cities.

ASSESSMENT



Mid-20th century
'semi-detached'
housing cluster



20th century detached
housing adjacent to early
19th century terraced
cottages



19th and 20th
century housing

2.09 Linkages and Facilities

The site lies adjacent to the Whalley Road and close to the centre of the village. Within a five minute walking distance are all the amenities offered by the village: St Peters Guild Club, St Johns and The Memorial Hall, both of which are used for local community group meetings and are central to village life, St Joseph's RC Primary School and three public houses, The Shireburn Arms, The Bayley Arms and The Eagle and Child, The latter also operates the part time Post Office from its premises.

The village also supports a bowls, cricket and football team which play in the village, whilst at nearby Stonyhurst Park is a golf club.

Close to the village is Stonyhurst St Mary's Hall and Stonyhurst College, Independent Co-educational Roman Catholic schools for children up to 18 years. Primary schools for children who do not attend either St Joseph's or Stonyhurst St Mary's Hall are located a short distance away in Langho, Ribchester or Whalley and senior schools are located in Billington, Clitheroe and Blackburn. School buses run between Hurst Green and the senior schools during term times only.

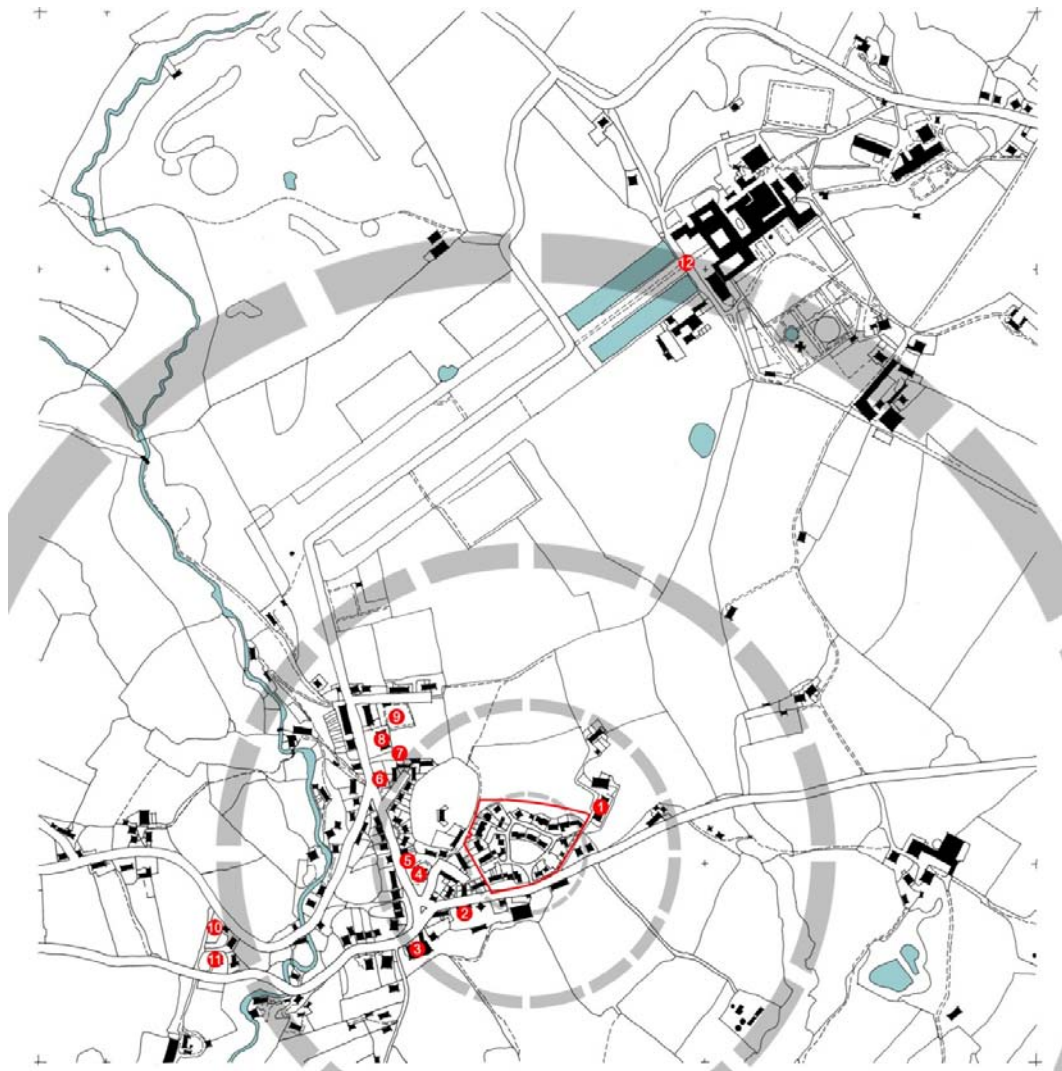
Longridge is approximately 5 miles to the west and Whalley 5 miles to the southeast of Hurst green. Both these centres offer a number of retail outlets, small supermarkets, banks and facilities such as libraries, doctors, dentists and chemists.

Clitheroe, a larger town lies approximately 5 miles to the east, offers more retail choice and larger supermarkets along with more extensive community facilities: Leisure Centres, cinemas, police/fire services, community hospital and a transport interchange for the local buses and train route. It is also the administrative centre for the Ribble Valley Borough Council.

The urban centres of Blackburn and Preston are both less than 15 miles away and these offer all the facilities one associates with large towns, expansive retail opportunities, acute hospitals, higher/further education institutions and improved transport hubs

The car offers for most villagers the access to the wider area, however, Longridge, Whalley and Clitheroe are all accessible by bus route No. 5, Monday to Saturday which operates approximately every two hours from early morning through to early evening. There are nearby train stations at Whalley and Clitheroe which operate regular services to Blackburn and Manchester beyond.

ASSESSMENT



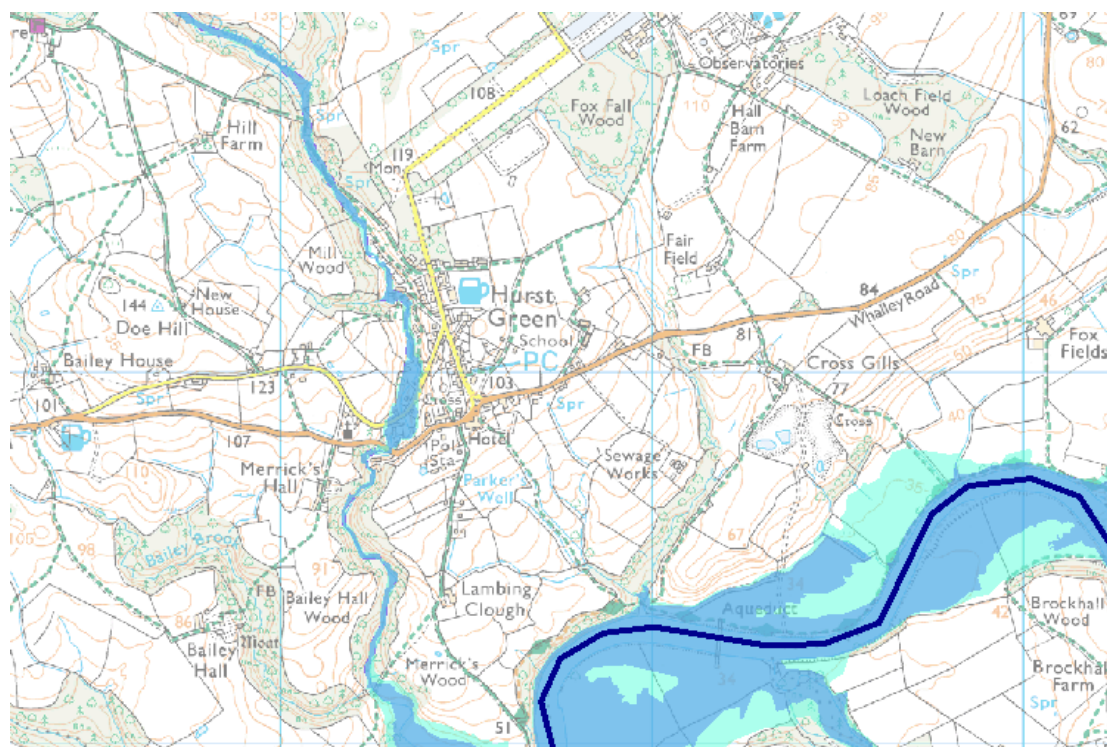
Facilities and Linkages Map, with 100m, 250m, 500m and 1km radii

1. St Joseph's Roman Catholic Primary School
2. The Eagle and Child Public House / Part Time Post Office
3. The Shireburn Arms
4. St Peters Catholic Club
5. Public Conveniences
6. The Bayley Arms
7. Hurst Green Football and Cricket Club
8. The Village Memorial Hall
9. Bowling Green
10. St John's Old School Hall
11. The Church of St John The Evangelist
12. Stonyhurst College

ASSESSMENT

2.10 Flood Risk Assessment

The proposed development site does not lie within a flood zone. As the site is in excess of 1 hectare area, the Environment Agency have advised of the need for a comprehensive Flood Risk Assessment. This has been prepared by I D Civils Design Limited and accompanies this planning application.



Flood Zone Map indicating areas at risk of flooding

EVALUATION

3.01 Professional and Public Consultation:

The applicant Stonyhurst College and applicant's representatives Carter Jonas have held meetings and discussions with officers from Ribble Valley Borough Council on a number of occasions over recent years and maintain a collaborative approach.

Discussions regarding the current proposals of housing on the Whalley Road site, initially occurred in September 2010 in relation to progress within the Borough's Planning Framework and the allocation of the site. Subsequent discussions took place in November and December 2011, followed by formal screening and pre application requests during July 2012. A pre planning application meeting also took place in early September 2012.

In addition to the above, an informal consultation was held with the Parish Council in March 2012 along with a number of meetings with St Joseph's Primary School notably April, May and September 2012.

As part of the consultation process, a formal public consultation was also held in July 2012 at the Shireburn Arms, which enabled the local community to inspect the proposals, which were displayed on 4 No. presentation boards. During the consultation day, representatives of the College were available to answer any questions raised or provide further information and verbal

and written feedback was collected from the public to assist and further inform the proposals

In conclusion, the proposals which now form the planning application have been the result of extensive community debate, consultation and survey.

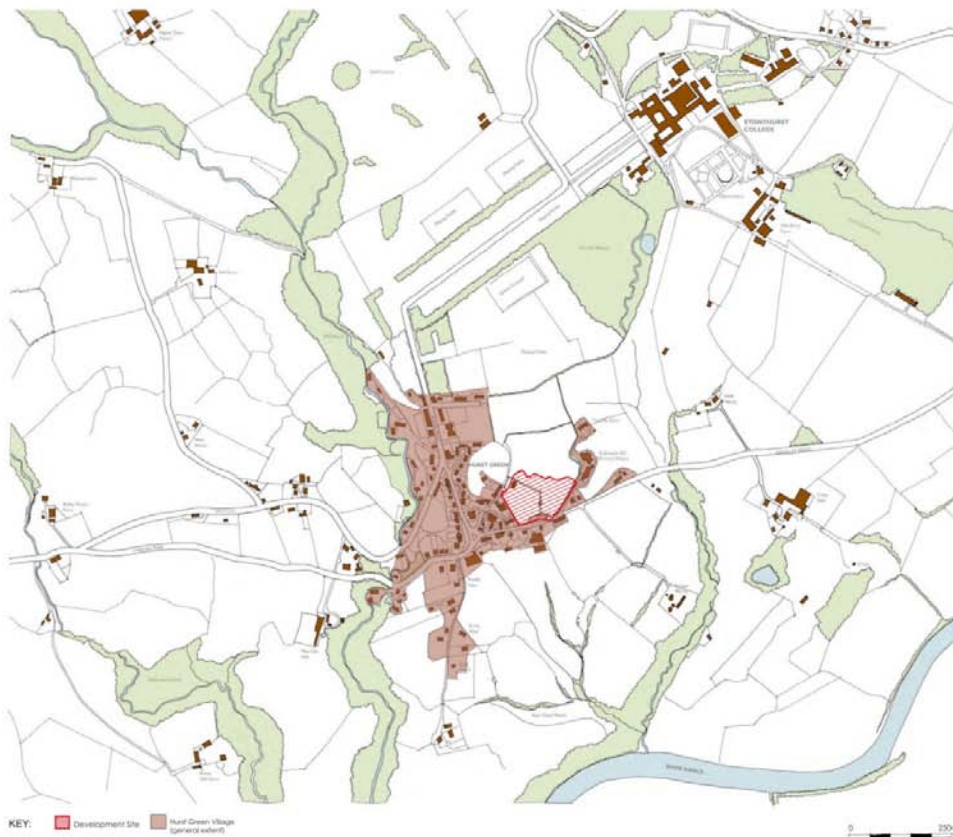


The public consultation held at The Shireburn Arms

EVALUATION

PUBLIC CONSULTATION PRESENTATION BOARD NO.1

Site Location & Setting



Proposed Residential Development
Whalley Road, Hurst Green



INTRODUCTION

Stonyhurst College has been the centre of the Hurst Green community for over 200 years. The College is a major employer of staff and uses local suppliers and craftsmen in the maintenance and upkeep of the estate.

Many of the college buildings are over 400 years old and represent a significant heritage asset, as does the associated Parklands. Recently the College embarked on a major investment programme to upgrade and improve the facilities and accommodation available for staff and students, many of which are available to the local community.

SITE DESCRIPTION

Extending to 2.44 hectares (6.03 acres), the site is enclosed on three sides by buildings. To the west these include housing on Warren Fold and Warren Farm; to the south of the Whalley Road, is the Eagle & Child, farmbuilding and detached housing and tenaced cottages. To the east is St Joseph's RC Primary school and residential properties. On the site frontage is the existing school car park; the remainder is used for grazing and the storage of farm and other ancillary machinery.

PROPOSALS

Land to the north of Whalley Road has been identified as an opportunity to provide housing to meet local needs, some staff accommodation as well as open market housing which could raise much needed money for the College's investment programme and to fund other schemes. The extent of the site and its location are identified on the opposite plan.

Stonyhurst College intends to submit a M1 planning application for the development of the land to the north of Whalley Road, later in 2012. The proposals are for the construction of up to 30 dwellings, comprising 2, 3, 4 and 5 bedroomed houses; these will include tenaced cottages, along with semi and detached houses. St Joseph's Primary School car park will be relocated within the site.

PLANNING BACKGROUND

Recently published (March 2012) Government guidance contained in the National Planning Policy Framework (NPPF) is supportive of sustainable economic growth whilst ensuring that environmental considerations are taken on board. At the heart of the NPPF is to increase the supply of homes which meets the needs of local communities and to ensure that the rural economy remains prosperous, healthy and vital. Central to the NPPF is consideration that local communities should have say in the shape of how they develop in the future.

Ribble Valley Borough Council (RVBC) recently published its latest Core Strategy, which supports the impact and enhancement of the Borough's high quality environment whilst providing good quality homes. The Core Strategy identifies that most homes will be concentrated into the larger settlements of the Borough. Smaller settlements such as Hurst Green are expected to accommodate housing where this maintains and enhances the vitality of the settlement, meets local needs and supports a healthy rural economy.

WHY IS CONSULTATION NECESSARY?

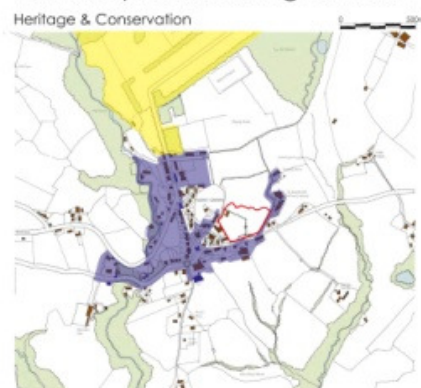
It is important that the local community is kept advised and has the opportunity to express views at an early stage, so that these can be taken on board to influence the design of the proposals, before it is formally submitted to the Council. Such consultation is considered to be good practice and is now part of the planning process.

Today we are asking local residents for their input upon the proposals

EVALUATION

PUBLIC CONSULTATION PRESENTATION BOARD NO.2

Landscape & Planning Context

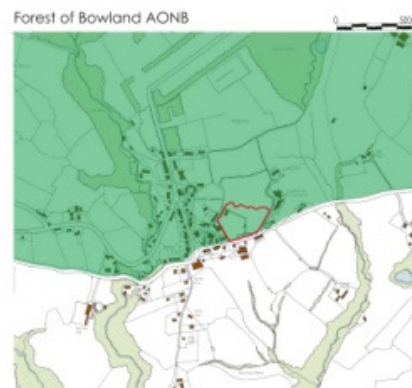


KEY: Site Boundary, Listed Buildings, St. Joseph's College Historic Park & Garden, Hurst Green Conservation Area



KEY: Site Boundary, Zone of Theoretical Visibility, Public Right of Way

Proposed Residential Development
Whalley Road, Hurst Green



KEY: Site Boundary, Area of Outstanding Natural Beauty



KEY: Site Boundary, Physical Links, Trees to be retained, Hedgerows to be retained and enhanced



View of Hurst Green from the J.R.R. Tolkien Walk



View of the corner as Whalley Road enters Hurst Green



View of the properties of Hurst Green



St. Joseph's RC Primary School and fenced school higher ground and a hedgerow

HERITAGE & CONSERVATION

Hurst Green is an attractive village much of which is designated as a Conservation Area, as demonstrated by the top left plan. This shows the extent of the Conservation Area, along with a number of key buildings including those which are listed. Only part of the site, comprising the St. Joseph's school car park, is included within the Conservation Area.

Much of the Hurst campus is a registered Historic Park and Garden (Grade II*), whilst most of the main college buildings are Listed Grade I.

FOREST OF BOWLAND AONB

Land to the north of the Whalley Road (as indicated in the top right plan), including the proposal site, is valued for its attractiveness and scenic beauty. This is reflected by its setting within the Forest of Bowland Area of Outstanding Natural Beauty (AONB). Policies within the adopted Ribbles Valley Local Plan (as saved) and the emerging Core Strategy seek to protect, respect and enhance the AONB.

Policy EN2 requires development (within and contributing to the setting of the AONB) to:

- be in character, reflecting and enhancing local distinctiveness, vernacular style, scale, features and building materials; and
- take a non-standardised approach.

VIEWS

A visual assessment has been carried out which has recorded potential viewpoints and identified any impacts (negative and positive). This has informed the design of the housing layout and the landscape mitigation. Viewpoints were selected to encompass short, middle and long distant views to the north, south, east and west.

Views into the application site are only experienced from localised viewpoints: housing directly facing the area and the J.R.R. Tolkien Walk. This latter view shows Hurst Green to be tucked behind higher landform (as shown in the above photograph), and this would be maintained. Other views are screened by trees and woodland, the undulating landform and by field boundary planting.

OPPORTUNITIES AND CONSTRAINTS

The key characteristics of the application site and the surrounding area have been recorded in the National Character Area 33 - Bowland Fringe and Pendle Hill and Lancashire County Council's Landscape Character Area 5 - Undulating Lowland Farmland. Key characteristic features are to be retained and enhanced where possible:

- Retain the large tree in the centre of the site and protect its root zone.
- Retain boundary hedgerows where possible.
- Increase public permeability and links, especially to and from the school.
- Maintain an open environment and use screen planting in strategic locations.
- Maintain the existing village pattern within the new housing layout.
- Utilise characteristic materials (mainly stone) and architectural features in the construction of the new houses.



NORTH



EVALUATION

PUBLIC CONSULTATION PRESENTATION BOARD NO.3

Proposed Site Layout



Indicative Proposed Plan

Proposed Residential Development Whalley Road, Hurst Green



Subject to Survey and Planning

EVALUATION

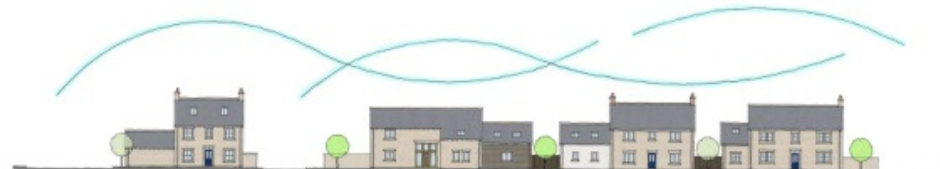
PUBLIC CONSULTATION PRESENTATION BOARD NO.4

Character & Context

Illustrative Site Section AA



Illustrative Site Section BB



Illustrative View CC through centre of site



Illustrative View DD along Whalley Road



LOCAL VERNACULAR

Photographic examples of individual dwellings to be found in and around the village. Predominantly two storey in scale, walled in local stone with occasional rendered elevations and natural slate roofing with occasional stone slate roofs. A mixture of window styles traditional quarter sashes, casements and mullioned windows with stone cills, lintels and small number of stone jambs. Most properties have masonry chimneys except for barn conversions which generally are heated by stoves.

This proposal is a bespoke design which aims to reflect the character of the village in terms of scale, design and density and grain; the proposed materials and architectural details will follow the existing local vernacular as is shown to the adjoining illustrative views.

WHAT NEXT?

Having considered the contents of these exhibition boards it is important that you provide comments in relation to the proposals. Please complete the feedback forms which are placed around the room and if you can answer the questions this would be helpful. These can be completed on the day or sent by post to the following address before 27th July 2012.

HURST GREEN CONSULTATION
C/O PAUL LEEWING
CARTER JONAS
REGENT HOUSE
13-15 AUBERT ST
HARROGATE HG1 1JX

Any feedback received will be reported and taken on board in the preparation of the application package to be submitted to Ribbles Valley Borough Council later this year.

Proposed Residential Development Whalley Road, Hurst Green



Subject to Survey and Planning

EVALUATION

4.01 Constraints and Opportunities

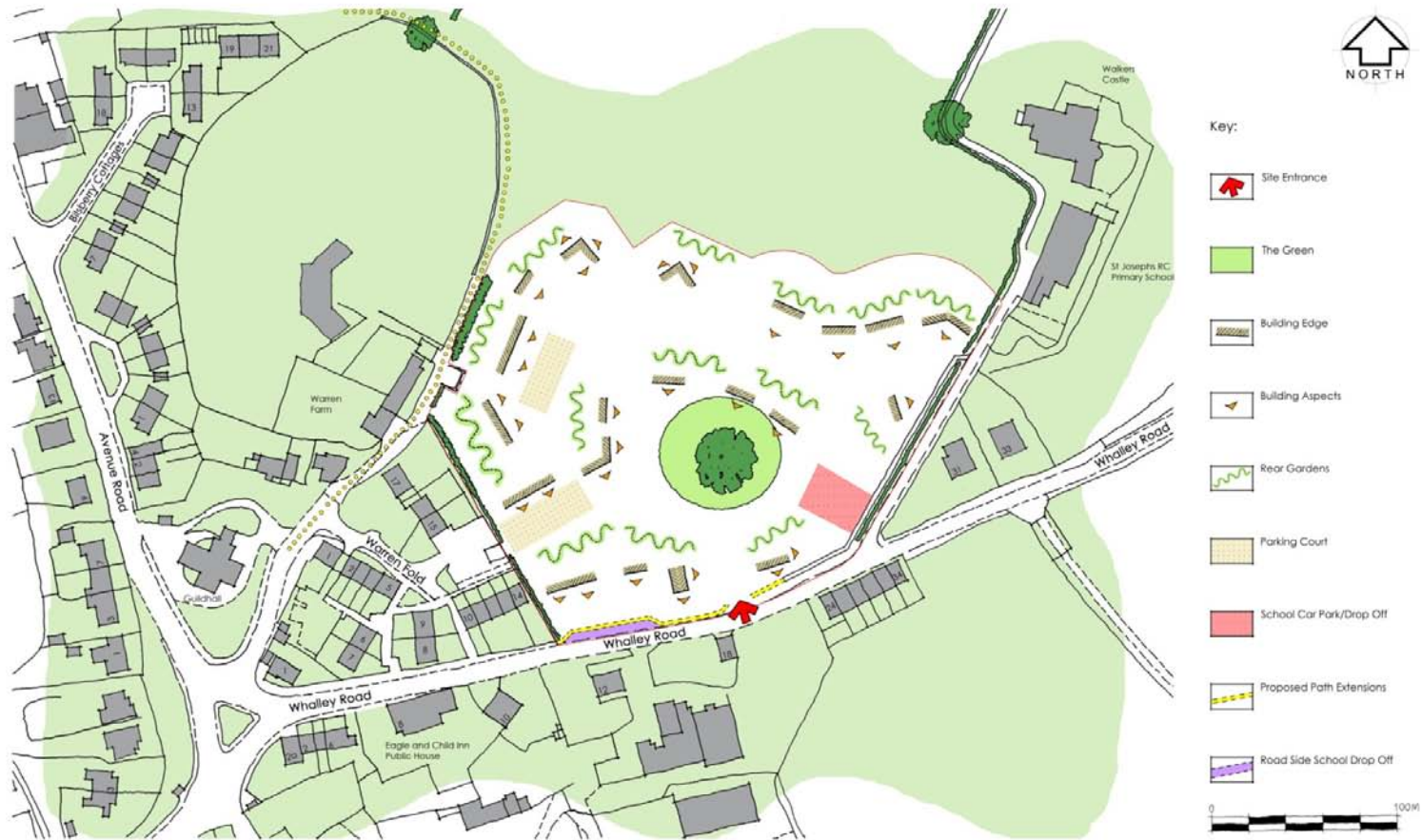


4.02 Route Hierarchy



EVALUATION

4.03 Development Principles Plan



DESIGN

5.01 Use

The proposals are to develop the land for new build residential development comprising of 30 dwellings of which up to 11 are to be considered as affordable homes for rent and shared equity sale (4 No. 2 bedroom houses, 4 No. 3 bedroom houses and 3 No. 2 bedroom bungalows).

The mix of dwellings is to range from: -

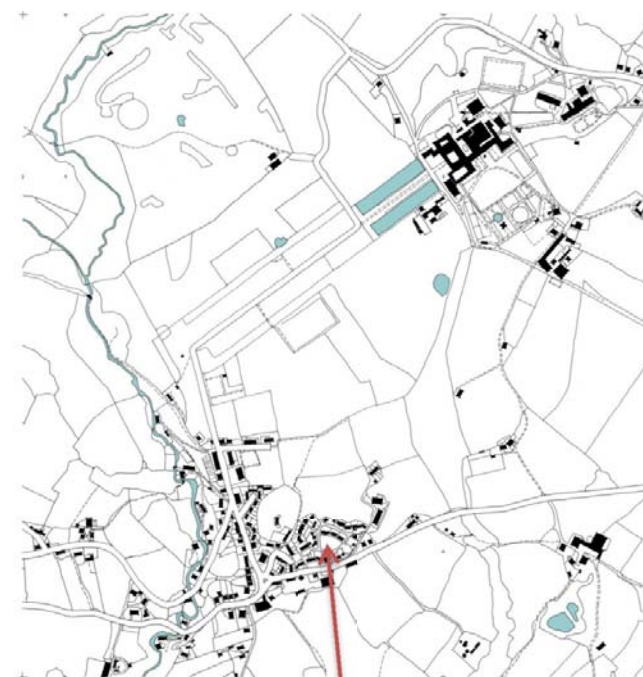
- 2 bedroom starter/downsizing houses (affordable)
- 3 Bedroom family houses (affordable)
- 2 bedroom bungalows (affordable)
- 2 bedroom bungalows (for sale)
- 4 and 5 bedroom houses (for sale)

It is intended that the development will cater for all sections of the community from startup first time homes and downsizing opportunities, growing family housing through to larger family homes.

In addition to the residential use, there is to be a 19 space car park and drop off point within the site to serve St Joseph's RC Primary School. Alongside Whalley Road there is also a layby to facilitate further school drop off by car.

5.02 Amount

The amount of proposed dwellings follows the general grain of development within the village as can be seen within the illustration below.



The Proposal

DESIGN

This is further demonstrated by the individual character areas within the proposed development:

The Green

Primary Route through the site

Private Drive

Higher Density Courts

- There are footpath links to the school and a proposed un-made footpath to connect into an existing un-made route to access the northern part of the village
- As a small development, the character is consistent across the site, however, the smaller enclosures of grouped dwellings engenders the potential of individual close knit neighbour groupings.

5.03 Layout

The siting of the houses reflects the grain of rural development and as such the layout is informed by the following:

- Limits of the physical site boundaries
- Fixed vehicular access point from Whalley Road to enable access to the houses and the school car park/drop off point
- The onsite roads are lower order in hierarchy, in the interests of traffic calming and full permeability

The Proposed Site Layout



Character Areas

The Green:

The Green is a focal point which is visible upon entering the main body of the site. This area of amenity space is of an 'open character', which is further defined and contained by the road layout and the siting of the surrounding building context.



Internal circular route within the site:

The internal road configuration enables a loop around the site, however, subject to the intended destination within the development, a choice is available to turn east or west at the village green, having done so, residents and visitors can exit the site via the route chosen for the destination.

Whilst the character of the road is primarily functional, the setting is enhanced by changes to the road surface materials (interspersed with area of block paving), the openness of the village green areas of landscape to the public domain and property frontages overlooking the road.

DESIGN

Semi Private Drive:



'Semi Private Drive'

A small cluster of dwellings that are accessed by the semi-private drive at the northern part of the site internal 'loop road'. Whilst, all can access this road, for the reasons as described above, it is likely to be accessed only by cars requiring to arrive at specific plots. As such, this part of the road is presented as a 'semi private drive', subject to adoption agreements.

Parking



'Private' Parking Court

Within the development, cars are stationary for most of the time and the parking arrangements need to be varied in order to avoid visual over dominance of parked cars, whilst accepting that the car is part of everyday travel arrangements and therefore it is not possible or practical to hide every car from view.

DESIGN

To reduce the visual impact of the car, a variety of parking arrangements have been introduced into the development: -

- Concealed parking courts: Set within walled enclosures and away from public view. In small groupings, secure and convenient for the householder.
- Concealed garage courts: Within similar parameters to the concealed parking courts.
- Open on street courtyard parking: Allocated on street parking with good quality, hard landscape surface with soft landscape and tree grilles to break up parking runs.
- Detached garages set back into the depth of the plot to enable garage forecourt parking to be contained by the flank wall of the property, thus reducing the visual impact of the parked car upon the streetscape.
- Some integral garages to which forecourt parking will be more readily seen within the public domain.

Using all of the above parking arrangements will reduce the overall visual impact of the parked car whilst accepting that the car is part of everyday use in a 'rural community'.

To assist the local school, St Joseph's RC Primary School, the development enables a new 'in-out' drop off point and 19

space car park for parents to use when bringing their children to school by car.

The siting of the school car park is intended to enable safe pedestrian access to the school from the car park and the surface treatment and road narrowings to the internal highway provides a demarcation between vehicles serving the school and the residential amenities north of the car park. As such, the majority of the onsite residential roads will not be trafficked by parents and carers delivering children to the school.

There is also an additional drop off/pick up lay-by to the site frontage alongside Whalley Road.

Whilst the proposals are designed to promote sustainable travel, the rural nature of Hurst Green within the wider context will include the use of the private car and the opportunities offered above will assist peak time traffic arrangements.

5.04 Scale

In keeping with the local vernacular, the predominant scale of the proposed dwellings is 2 storey height, with the occasional 'room in the roof'. To certain plots, there are sections of part lowered eaves to, 1.5 storey height with rooms above in the loft. This device enables variations in eaves and ridge heights in the interests of appropriate scale and appearance.

5.05 Landscaping

Boundary Treatments

As the site is contained by established boundaries to the eastern and western sides of the site, the development is designed to ensure these remain as existing: -

Northern Boundary

The northern boundary comprises of an open field which is dissected by the proposed 'landscape edge' to the development. The land form rises to the north up to an undulating crest across the middle of the field and gently falls away towards the northern edge of the field.

Eastern Boundary

The eastern side of the site comprises of a post and wire stock proof fence, the path to the school with small grass verge with a boundary hedgerow. Beyond the hedge is a tarmac surfaced lane which provides vehicular access to St Joseph's RC Primary School and Timothy Farm.

The school and farm house are traditional 2 storey stone walled buildings, the school also includes a series of additional rendered flat roofed extensions.

Adjacent to the land and facing on to Whalley Road are two detached rendered and brick built bungalows.

Southern Boundary

The southern boundary runs alongside Whalley Road and is fronted by a narrow footway and an 'in-out' parking/school drop off point. The parking area is a mix of tarmac and gravel with space to accommodate circa 13 parked vehicles.

The car park is fronted by a verge and hedgerow and is separated from the field by metal field railings with a further Hawthorn hedgerow running along the northern side of the car park.

To the south, beyond Whalley Road are individual detached stone and stone and render traditional dwellings (Nos. 10, 12, and 18 Whalley Road) with some stone or prefabricated farm buildings beyond.

A terraced row of 2 storey traditional cottages (No 24 being rendered and No's 26 to 34 Whalley Road being built of stone) lie across from the site, opposite the junction of the lane leading up to the school.

DESIGN

Further south, beyond the road edge development the land form falls away and significant distant views are afforded to the southern edge of the village.

Western Boundary

The majority of the western boundary is shared with the side and rear gardens of houses and bungalows served by Warren Fold. The majority of these houses are both, former and remaining Council houses which are faced in render. The boundaries are predominantly hedgerow.

The north western corner of the site is bounded by an elevated stone retaining wall and buildings known as Warren Farm beyond. Warren Farm comprises of a barn conversion and traditional stone faced cottages. Further north lays The Warren, a substantial, recently constructed twin gabled house which is faced in local stone with contemporary fenestration.

Beyond The Warren across a paddock area is the rear of Bilsberry Cottages which appear as elevated on the western skyline.

The subdivision of the rear gardens of the proposed dwellings will comprise of 1.8m high close boarded fences as privacy zones, reducing to lower height post and rail fences further down the rear gardens.

Within the development, where rear garden boundaries abut the public areas, the boundary treatments are to comprise of a mix of existing hedgerows, timber screen fencing set within stone piers and timber screen fences to screen the private amenity spaces, in the interests of the streetscene.

Frontages to the dwellings facing onto the main public thoroughfare will be presented by a combination of hedgerows and field railings.

The soft landscaping is indicative and remains subject to agreement with the Local Authority, via planning condition.

For further details regarding landscaping, please refer to Smeeden Foreman's landscape submission which accompanies this planning application.

5.06 Appearance

The proposed dwellings are to be elevated in natural local stone, mainly coursed at 150mm with key dwellings at plots 1, 11, 21, 24 and 28 designed to appear as barn conversions in randomly coursed natural local stone.

Window heads and cills are to be natural stone. In combination with the stone walled elevations are appropriate timber sash

DESIGN

and casement windows, slate and natural stone roofing with traditional detailing. The appearance of the dwellings will reflect the local scale and vernacular.

The storey heights are predominantly 2 storey, interspersed with rooms in the loft and part eaves dropped to 1.5 storey height with dormer windows. The dormers comprise of a mix of gabled brick, leaded cat slide roofs and simple lead gables.

Additional details include: -

High performance timber sash and casement style windows

'Cottage style' front doors

Front door canopies, both monopitch and apex profiles supported upon substantial timber posts

To some of the larger dwellings, for example Plot 21, extensions will be timber clapboard, clad to reflect the rural setting, as older traditional farm buildings were often extended using external materials which were different to the host buildings, by virtue of the local economy and availability of materials.

The external materials will remain subject to the approval of the Local Authority.

5.07 Active Frontages and Designing Out Crime

The proposed layout ensures that all other roads, footpaths and open spaces are overlooked by dwelling frontages to maximise the natural surveillance of the public realm in the interests of creating safe places. The dwelling frontages facing onto the streets encourage social interaction between neighbours, thus encouraging a sense of community. Within the detailed design, to follow, further consideration will be given towards designing out crime.

The former Planning Policy Statement 3 confirms the priority in planning given to designing safe and secure environments. The companion guide to PPG3 (forerunner to PPS3). 'Better Places to Live By Design' sets out the objectives of urban design as: -

Character – A place with its own identity.

Continuity and Enclosure – A place where public and private spaces are clearly distinguished.

Quality of the Public Realm – A place with attractive and successful outdoor areas.

Adaptability – A place that can change easily.

Ease of movement – A place that is easy to get to and move through.

DESIGN

Legibility – A place that has a clear image and is easy to understand.

Diversity – A place with variety and choice.

Crime Prevention Through Environmental Design Principles (CPTED) acknowledges that paths and cycle routes are important to be incorporated into all development proposals in order to encourage movement and permeability in a neighbourhood. However, they should be:

- provided where they can be well used, providing fewer opportunities for crime and generally increase safety.
- Overlooked and illuminated either directly or indirectly.
- Short, direct, wide and attractive to use and avoid passing along rear boundaries.
- Where appropriate, combined with roads to achieve surveillance from passing cars as well as pedestrians.

ACCESS

6.01 Access to the Development

The proposed access to the site has been subject to access appraisals, the details of which can be found within the Transport Assessment, compiled by Local Transport Projects, which accompanies this planning application.

This Transport Assessment confirms that the site access from Whalley Road meets all geometric and visibility requirements: with minimum visibility splays of 2.4m X 55m

The opportunity for the onsite school drop off and car park, in conjunction with the Whalley Road drop off point, in collaboration with the schools management travel plan, will assist the organisation of school drop off and collection traffic arrangements.

The pedestrian access to the development site and school will include, an improved footway to Whalley Road, maintaining the footpath to the school. A new footpath (un-made) link to the north west corner of the site enables an alternative pedestrian link to the northern side of the village. Village hall, public house and Stonyhurst College.

These footways will enable good quality pedestrian access for all and will give ready access to the rest of the

village. Within the site, away from the main access road, shared road surfaces and the nature of the residential layout will encourage traffic calming, by design, and safe movement for all, including pedestrians cyclists and motor vehicles.

The site's gently graded topography, both adjacent and within the site, will facilitate acceptable gradients for all pedestrians. The essence of the design of the pedestrian realm is to comply with North Lancashire County Council's highway authority's requirements to enable safe movement for all pedestrians, cyclists and vehicle users.

6.02 Vehicular Access

The site is accessed by road from the south from Whalley Road.

6.03 Disabled Access

The gently graded topography enables the entire development to be accessed easily by both pedestrians and others with limited mobility without the need for excessive changes in level. Access to each dwelling and movement would be in accordance with Approved Document Part M of the Building regulations.

ACCESS

6.04 Access to Public Transport

The site is located close to public transport services: -

Bus Routes: Bus route No. 5 operated by Stagecoach runs from Longridge (west) via Ribchester, Hurst Green and Whalley to Clitheroe (east).

The service runs Monday to Saturday inclusive, with buses passing through Hurst Green on their way to Clitheroe at approximately 8am, 9am, 11am, 1pm, 3pm, 5pm and 7pm.

Buses passing through the village on the return route towards Longridge fall approximately 30mins ahead of the above times.

There are also a number of bus routes which operate as school buses, during term time only, one trip each way morning and afternoon. These run to either Clitheroe or Blackburn.

Trains: Clitheroe is the nearest station and Northern Rail operate a regular service to Manchester Victoria from the town, calling at Whalley and

Langho, nearby to Hurst Green, as well as other towns and larger centres such as Blackburn and Bolton. Trains operate from early morning to late evening to the benefit of commuters to the larger centres which in turns afford the opportunity to travel on by train to the rest of the country, London, Birmingham, Leeds and Glasgow included.

Airport: With a change at Bolton station, Manchester Airport is less than 2 hours journey time from Clitheroe.

6.05 The road network around Hurst Green

Whalley Road is the B6243, a minor road running from Clitheroe in the east to Longridge in the west. This in turn links into the A59 at Clitheroe approximately 4 miles away. The A59 is a main road travelling east over the Pennines to York and west to Liverpool. Within 10 miles of Hurst Green, both the B6253 and the A59 connect in to a comprehensive road network which includes the following motorways:

ACCESS

M6, North to Lancaster, Penrith, Carlisle and Scotland.

South to the south Lancashire conurbation (Wigan, St Helens, Warrington) Cheshire, Staffordshire and The Midlands

M61, South to Manchester and the Manchester motorway network (M60, M62, M56)

M55, West to Blackpool

M57 Southwest to Liverpool

6.06 Emergency Services Access

The site roads have been designed to accommodate emergency services vehicles including fire appliances.

Further details regarding access to, from and within the proposed development are addressed in the Transport Assessment, compiled by Local Transport Projects, on behalf of the client.

SUSTAINABILITY

7.01 Sustainability and Sustainable Design

Subject to the future detail design these proposals have taken into consideration aspects of sustainability including the key drivers as embedded within the Code for Sustainable Homes -

Minimisation of Energy Consumption:

Solar power using photovoltaic/solar panels in conjunction with the orientation of dwellings.

Air tightness of construction

Enhanced levels on insulation to roof, walls, ground floor, services and energy efficient double glazing

Reduced energy usage:

- Low energy light bulbs,
- Energy-rated white goods and appliances
- Larger windows to extend natural levels of illumination
- External rotary clothes dryer

Reduced Water Consumption:

- Low flow and spray taps
- Low flow showers
- Low flush toilets
- Water efficient white goods
- Rain water harvesting.

Responsible Resourcing of Materials for Construction and Waste Management:

- Reduction of construction waste
- Reuse and recycle
- Certified timber sources
- Recycling of household waste.

Pollution:

- Good access to public transport
- Reduction in car use
- Access to local shops and services by walking/cycling
- Safe and secure cycle storage
- Measures to support working from home

SUSTAINABILITY

Health and Wellbeing:

- Good quality daylight
- Private external amenity
- Ready access to public amenity spaces
- Lifetime home standards
- Trim Trails

Management:

- Construction management
- Home user information packs

Ecology:

- Protection of existing ecology
- Ecology enhancement
- Validation of eco changes to site.

SUMMARY AND CONCLUSION

SUMMARY AND CONCLUSION

8.01 Summary and Conclusion

This application seeks a full planning permission for residential development, village green and school car park and drop off point.

The resulting key elements of the design include:

- Acknowledgement of the Hurst Green Conservation Area and the Forest of Bowland Area of Natural Beauty.
- A mix of housing types and tenures in the interests of inclusivity for all:
 - 2, 3, 4 and 5 bedroom private housing for sale
 - 2 and 3 bedroom local needs affordable housing
 - Private and local needs affordable bungalows to assist with localised downsizing requirements.
- A mix of housing for sale and rental comprising of 2, 3 4 and 5 bedroom homes, in the interests of inclusivity for all.
- Improved parking and drop off arrangements for St Joseph's RC Primary School.
- Provision of public seating to the site frontage along Whalley Road, in the interests of public amenity.
- A legible development, where there is a clear impression of the site layout and clear movement options for pedestrians, cyclists and motorists within the site.
- The design and siting of the proposed dwellings is reflective of the grain, scale and character of the village, in the interest of visual amenity and creating an appropriate sustainable 'sense of place'.

SUMMARY AND CONCLUSION

Compiled on behalf of Stonyhurst College by

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