Henthorn Road, Clitheroe
Design and Access Statement

3201300 35p



Baldwin Design Consultancy Ltd

BARRATT HOMES

Taylor Wimpey

320130035P

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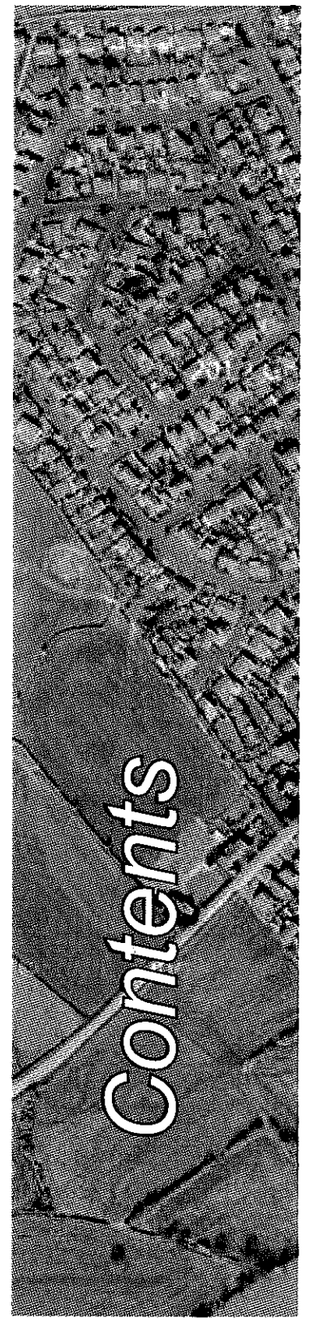
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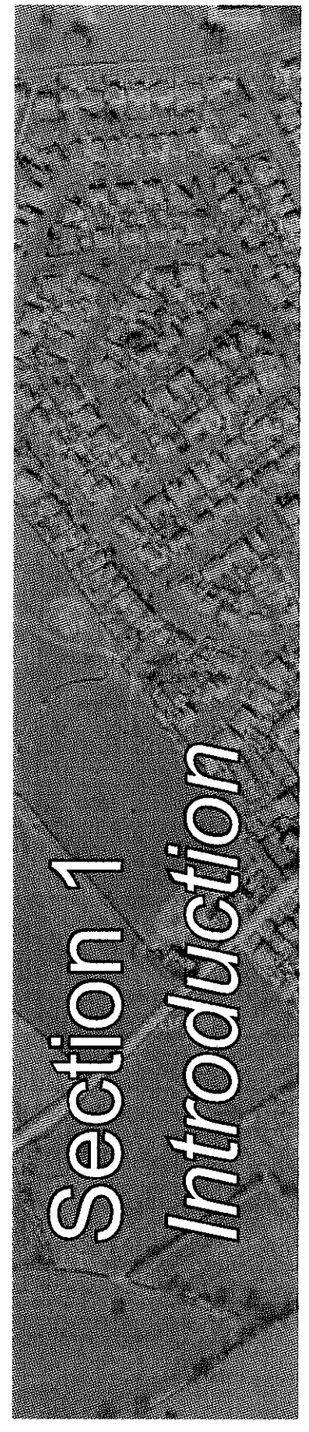
20.0 Summary & Conclusions



Baldwin Design Consultancy Ltd

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Taylor Wimpey


Section 1
Introduction

1.1 This Design and Access Statement has been prepared by Baldwin Design Consultancy on behalf of Taylor Wimpey Manchester and Barratts Homes Manchester in support of their Reserved Matters Planning Application for residential development comprising of 270 dwellings at the site located within an established residential area off Henthorn Road, Clitheroe.

1.2 The site at Henthorn Road, Clitheroe is well positioned in relation to regional employment opportunities (Regional Setting) and established residential neighbourhoods and community facilities (District Setting), and provides an ideal opportunity to bring forward high quality residential development.

1.3 The application site is situated in Clitheroe and occupies an area of 15.61 hectares outlined in red on drawing Number TW/HR/LP/01 and shown indicatively on the location map accordingly, with a proportion of land amounting to 6.24 hectares given over to public open space including an area designated for a community park.

1.4 This application seeks planning permission for the development of green field land for residential purposes. This planning application is in response to the previously approved Outline planning consent which was granted at appeal (APP/T2350/A/11/2161186) which approved the principle of development and the access with all other matters reserved.

1.5 The appraisal of the context, identification of issues and opportunities, and generation and consideration of options contained within this Statement have been developed through consultation with Ribble Valley BC and local residents.

1.6 NPPF replaces PPS1. The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities. Section 7 of NPPF states good design should be applied with the following points being made:

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

A planning statement accompanies the application and should be read in conjunction with this Design and Access Statement.

1.7 The purpose of this report is to describe the site, it's context, relevant design guidance and the design concepts and principles which will inform the final design.

1.8 This report should be read alongside the supporting documents.

1.9 This Statement is set out as follows:

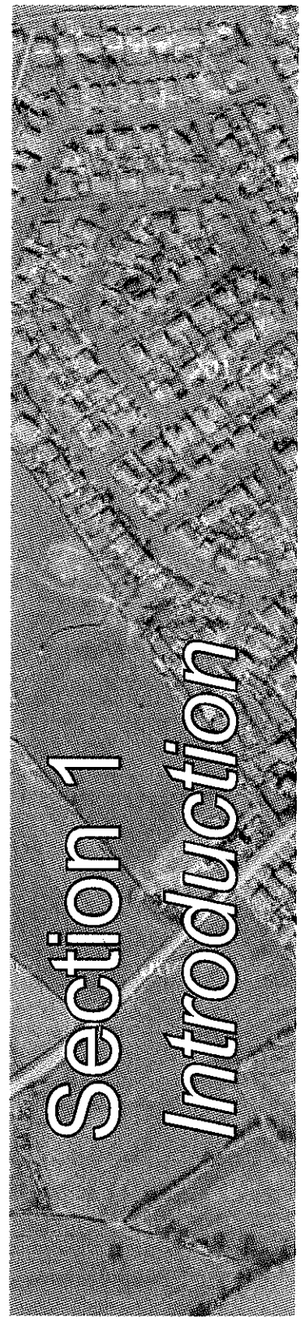
• Section 2: Context Analysis - an assessment of the site's wider context in terms of town structure, historic development, streets and landscape character.

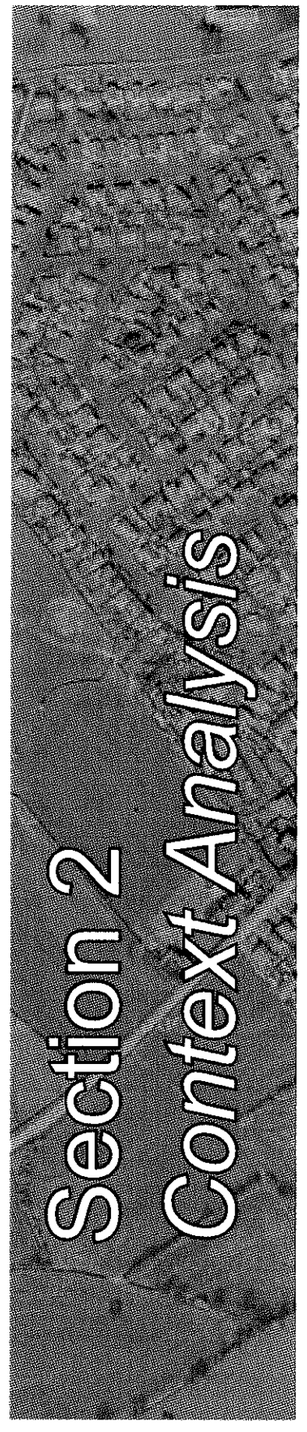
• Section 3: Site Analysis - a more detailed focus of the site's constraints and opportunities to be read in conjunction with the site analysis previously described within the Outline approved Design and Access Statement.

• Section 4: Design Responses - key design principles which have informed the layout design, along with responses from the public consultation.

• Section 5: The Scheme - parameters for the site, supported by a final layout that demonstrates how the site can be developed in accordance with the parameters including key design principles which shows how the scheme ties into the surrounding vernacular, incorporating architectural details, materials, and scale of building, with reference to landscaping.

• Section 6: Summary and Conclusions



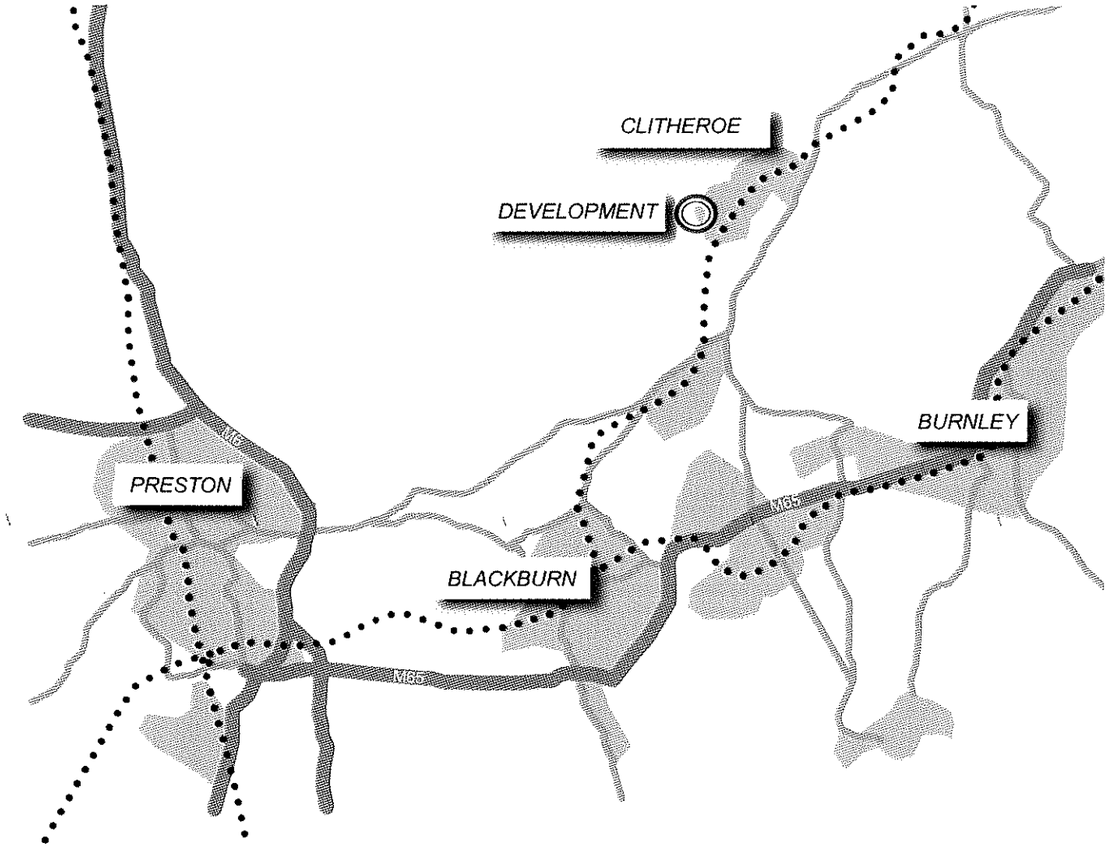

Section 2
Context Analysis

Regional and District Setting

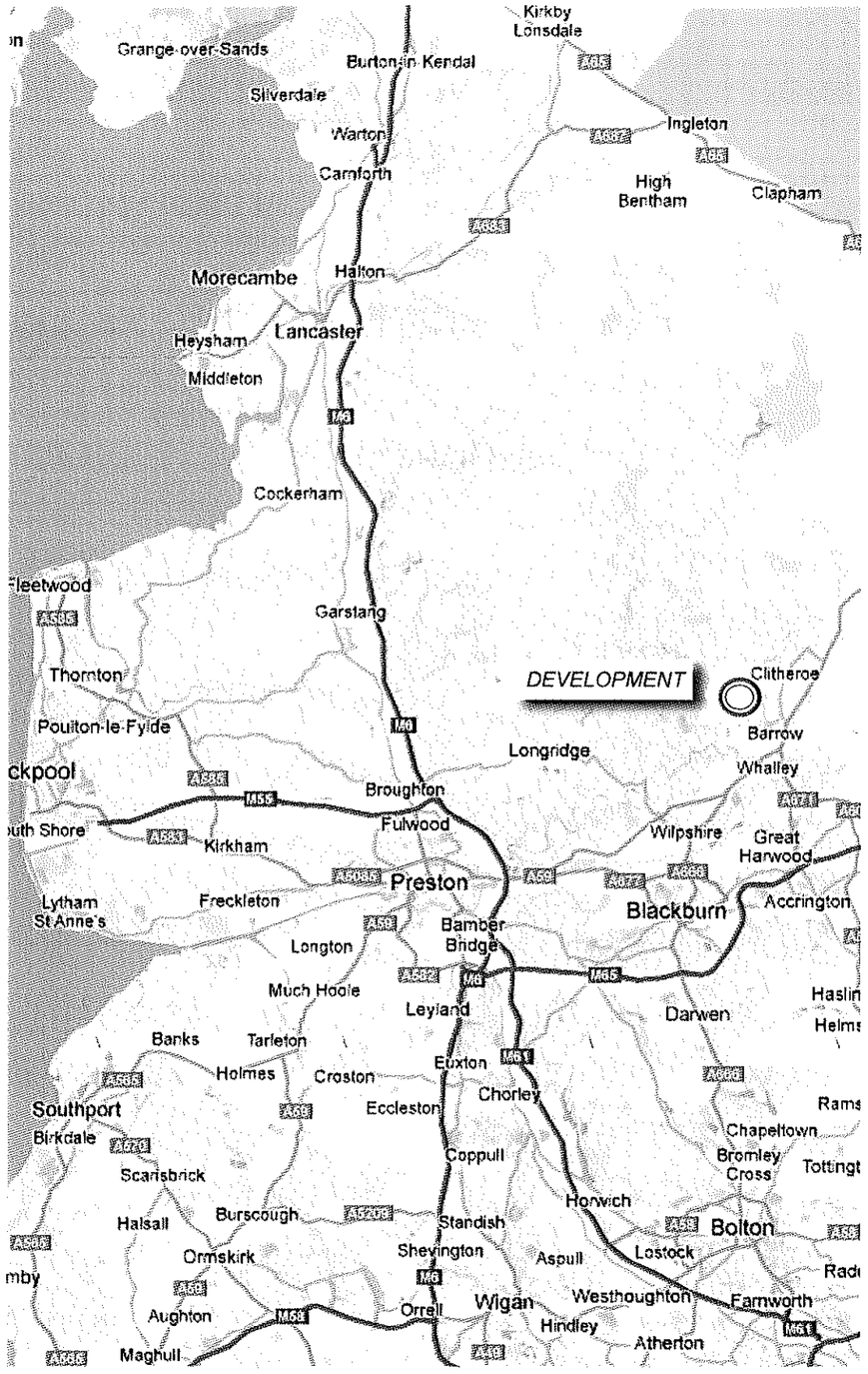
2.1 Clitheroe is set within the Ribble Valley District and is situated north west of Burnley town centre. The River Ribble runs along the western boundary of the site. The site is 12 miles North East of Blackburn, 12.5 miles North West of Burnley, and 18 miles North East of Preston. The A59 road that runs along the periphery of Clitheroe connects with the M65 and provides accessible links for commuters to neighbouring towns and cities.

2.2 Clitheroe is well served by a network of public transport. Henthorn Park along Henthorn Road bus station is located within 10 minutes walk of the site and offers links to the town centre and neighbouring villages.

2.3 Clitheroe train station is located within the town centre and supports modal shift by providing excellent public transport links to Blackburn, Bolton and Manchester.



Regional Setting



District Setting

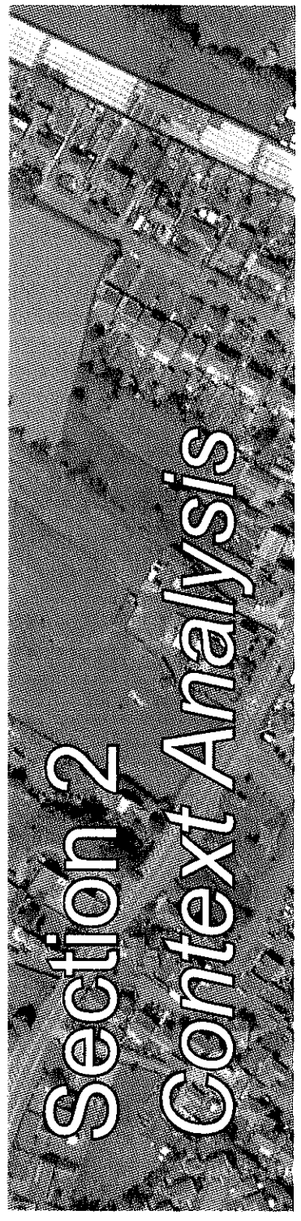




Image 1 along Henthorn Road



Image 4 along Henthorn Road



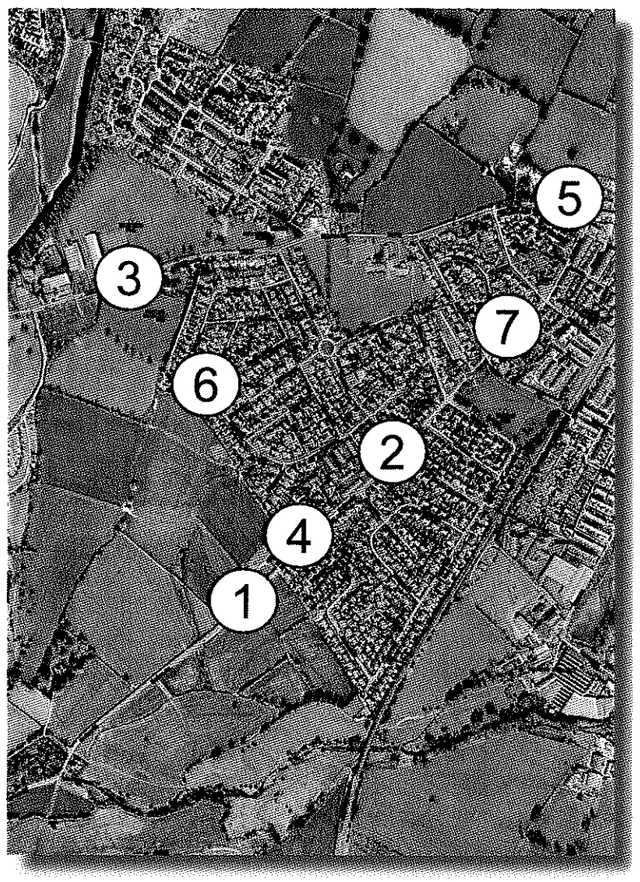
Image 7 along Henthorn Road



Image 2 towards the junction of Henthorn Road and Garnett Road



Image 5 at the head of Henthorn Road



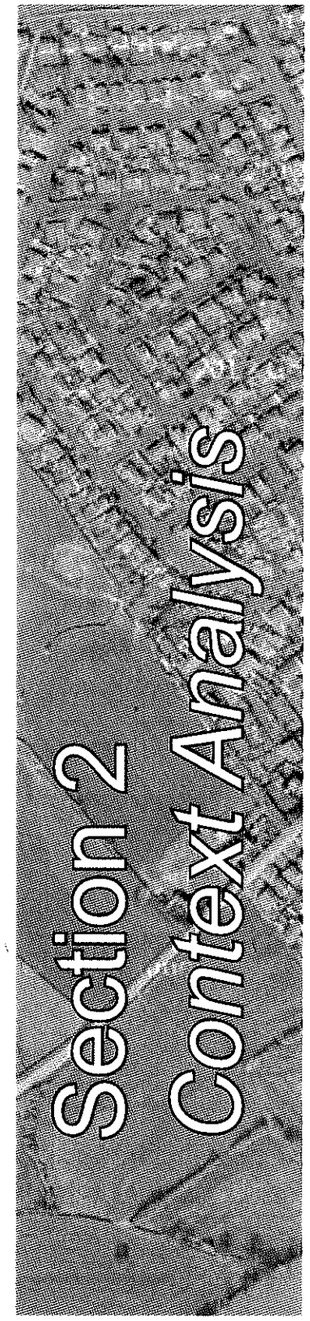
Location Plan



Image 3 along Edisford Road with Ribble swimming pool and carpark to recreational football pitches either side



Image 6 along Fairfield Drive



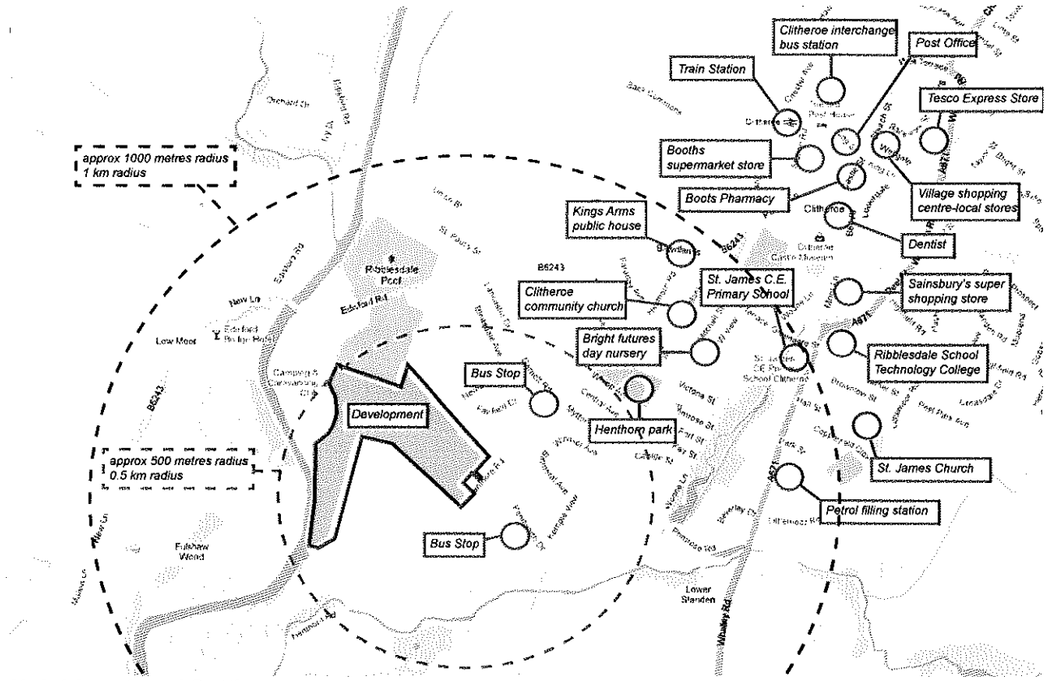
4.0 Neighbourhood Setting

Neighbourhood Setting

4.1 The entrance to the proposed development is situated mid-way along Henthorn Road. This road has a reasonably straight alignment with tarmac finish and pedestrian footways either side. The footway, however, has been reduced to one side towards the entrance of the proposed development, with mature hedge planting running along the other side. Henthorn Road, along with Garnett Road, are the main feeder roads serving the surrounding residential developments in this area. The roads here are largely fronted by development either side with varying front garden enclosures reinforcing the street layout. An array of building heights and materials provide variation to the street. A break in the street's frontage is set by a recreational park, namely Henthorn Park. Henthorn Road is located South of Clitheroe town centre and connects to Edisford Road, the B6243, which is part of the town's main internal road network system.

4.2 Clitheroe provides it's residents with a wealth of services and amenities. The adjacent diagram indicates the town's key facilities set within 1km of the proposed development. The area is accessible for all commuters with both train and bus stations located in the town centre. A general hospital is situated along northern edge. In brief, Clitheroe has primary and secondary schools, a college, nurseries, convenience stores, post office etc.

4.3 Clitheroe currently has a wide range of employment opportunities that offers jobs across a range of varying skill levels. Both retail and commercial outlets are located along the high streets of Clitheroe town. The use of public transport widens the employment base, linking Clitheroe with large cities such as Preston, Burnley, Blackburn and Manchester. A large business park along Lincoln Way and Industrial estate is situated to the North.



Neighbourhood Setting



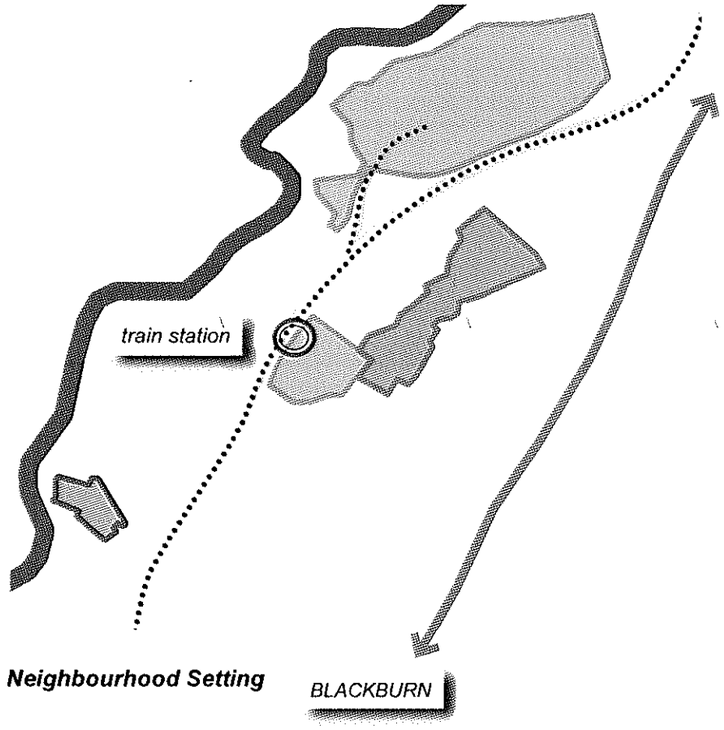
Local convenience store



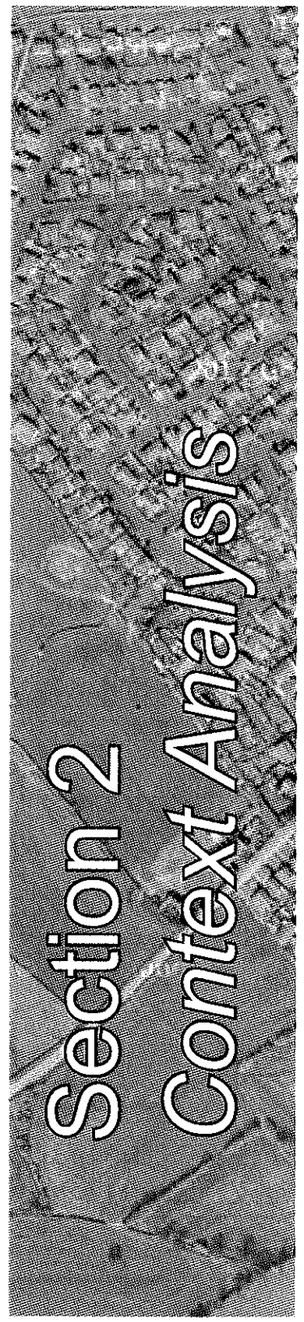
St. James Primary School



Clitheroe train station



Neighbourhood Setting



5.0 Historic Evolution

5.1 The evolution and growth of the area has expanded in alignment with population growth. The following images are a demonstration of how the local area of Clitheroe has expanded and become the settlement we see today.

5.2 Clitheroe formed as a nucleated, planned settlement on the west bank of the Mearley Brook, between the brook and the River Ribble. It is dominated by the knoll at the south end of town, on which sits the castle, with the medieval borough occupying the tail of the knoll to the north. The knoll forms a small high point in a landscape of gently undulating drumlins, with the castle on the high ground. The town varies in height below the castle. The land falls away gently to the west and the River Ribble. East of Clitheroe, the countryside rises sharply, as the land rises up to Pendle Hill, which overlooks and dominates the entire area. The reef knolls and drumlins which are characteristic of an area of rolling, undulating landscape within the broad valley of the River Ribble, contrasting with the open moorland and fell of Pendle Hill to the south-east and the Bowland Fells to the north. The valley is mainly pastoral in character, with small to medium sized fields bounded by hedgerows and with mature hedgerow trees, creating a sense of intimacy in contrast to the surrounding fells.

5.3 Clitheroe's urban area was defined in relation to Lancashire's Historic Landscape Characterisation Project, which outlined urban areas in accordance with their extent c 1990. The urban area of Clitheroe is discrete, and therefore simple to define. At the northern end of the urban area, however, the boundary has been extended beyond the Historic Landscape Characterisation Project urban area, to include the extensive industrial works at Horrocksford and the Caplow Quarry at Pimlico. To the north-west of the town, the urban area has been extended to include the park at Knunck Knowles and Moorland School.

5.4 The survey area does not include the historic Eidisford Bridge on the south-west of the township boundary, nor the site of the medieval leper hospital which lay on the far side of the bridge, as both lie outside the defined urban area. Clitheroe's urban development was restricted to the medieval borough and the area immediately around it until the end of the eighteenth century, when the industrial hamlet at Low Moor and the Primrose Print Works were built. The town expanded further following the opening of the railway station in 1871.

5.5 As shown in 1847 the area was characterised as a rural area surrounding the town of Clitheroe.

5.6 In 1955 the map shows some elements of residential development taking place to the head of Henthorn Road with the area starting to evolve into a sporadically spaced settlement. Evidence of further development can be seen emerging North and East of the town centre. Here, the buildings and streets are laid out in grid formation with large blocks of terraced housing.

5.7 The 1972 map shows a major increase in the residential formation, in particular, the introduction of Garnett Road, which has allowed the expansion of further residential streets off Henthorn Road. Residential development to the East, beyond Whalley Road further emphasis the population growth of Clitheroe.

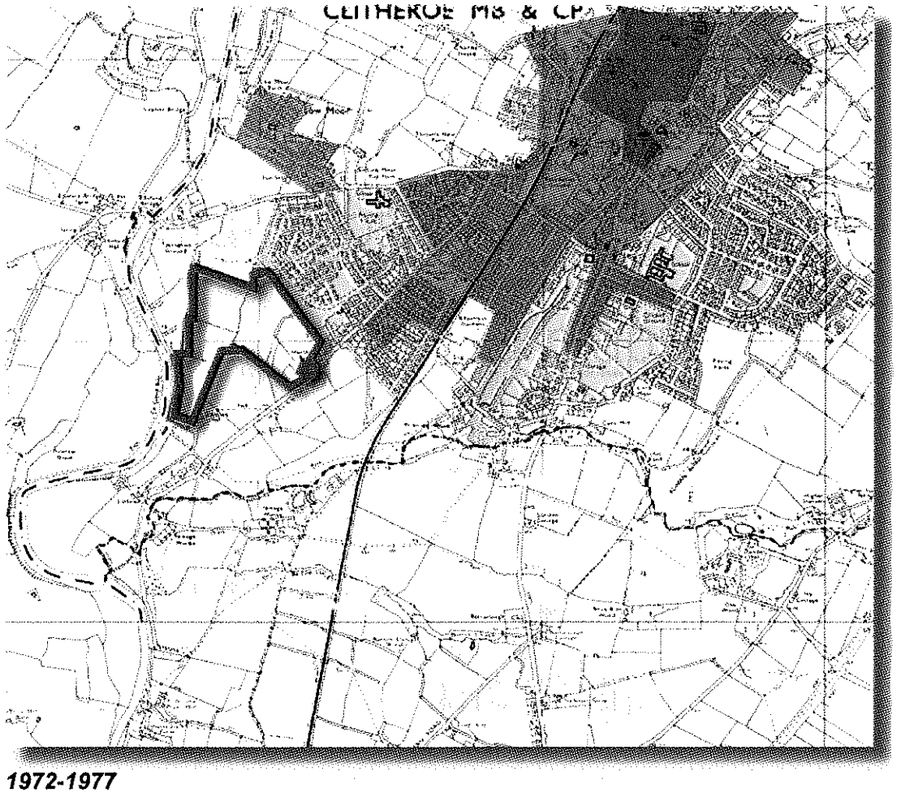
5.8 Today's urban grain shows that development has taken place with the infill pockets of housing off Fairfield Drive and other residential streets off Henthorn Road. These spaces have connected the residential settlement together. The wider urban area has largely developed by the end of the nineteenth century. Twentieth century development comprises mostly housing estates on open land surrounding the town, and small redevelopments within the post-medieval urban area.

5.9 This local evolution study is intended to allow the reader to understand how the development of Clitheroe has been manifested. It is important to note the rate of population growth and prosperity of the surrounding settlements in the Clitheroe area.

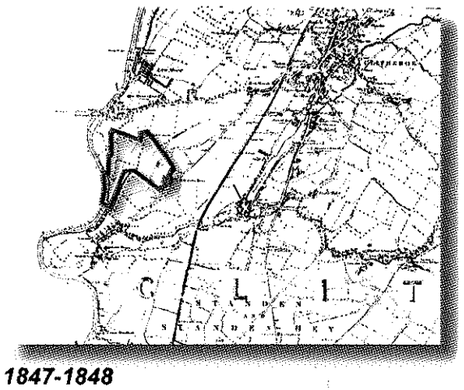
1847-1848 settlement growth

1955-1956 settlement growth

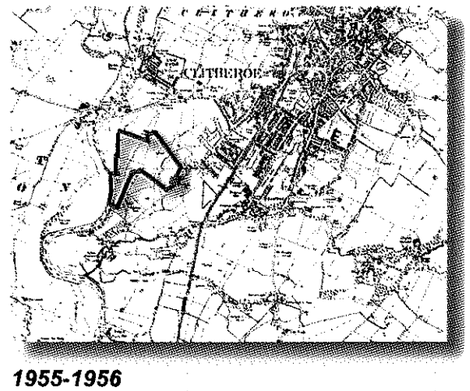
Current settlement growth



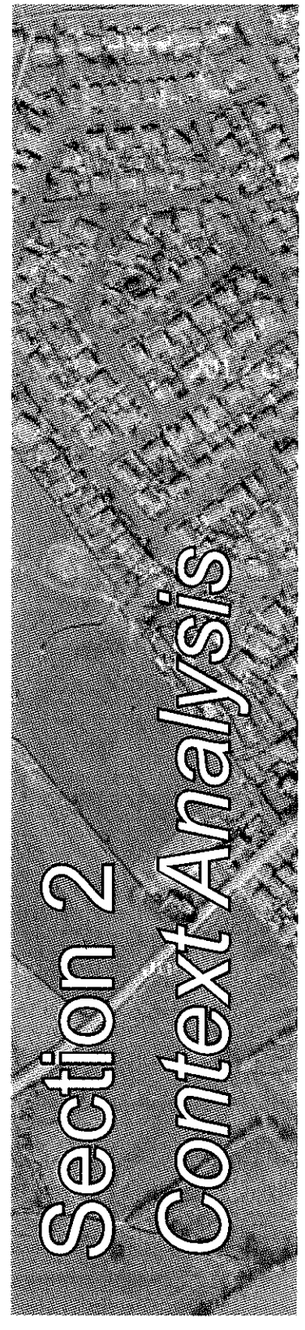
1972-1977



1847-1848



1955-1956



Local Setting

Grain

6.1 Henthorn Road is well positioned amongst the residential neighbourhoods to the south of Clitheroe and is accessed from the main spine road off Edisford Road. The urban grain and pattern of layout along this road is unilateral along both sides, with buildings angled to form key road junctions. Buildings are generally presented in semi-detached format. Henthorn Road is an integral part of the surrounding residential highway network and provides connection to pockets of other residential streets.

6.2 The rhythm of buildings along Henthorn Road stops at the proposed development entrance and becomes part of a rural environment with large areas of space.

Character

6.3 Henthorn Road is characterised mainly by two storey red brick and stone residential properties broken up by the use of render and pebble dash, mainly built in semi-detached form with the occasional single storey bungalow and terraced housing. Reasonably sized front gardens provide adequate space for off road car parking where plot boundaries to the back of the existing footpath are delineated with a varied mix of boundary treatments in the form hedge planting and low level walling/fence. The layout of the building form along this lane provides a rhythmical style to the elevations.

Age

6.4 The neighbouring properties are mainly semi-detached and constructed at the turn of the last century, with infill pockets of interwar housing further along Henthorn Road.

Scale and Massing

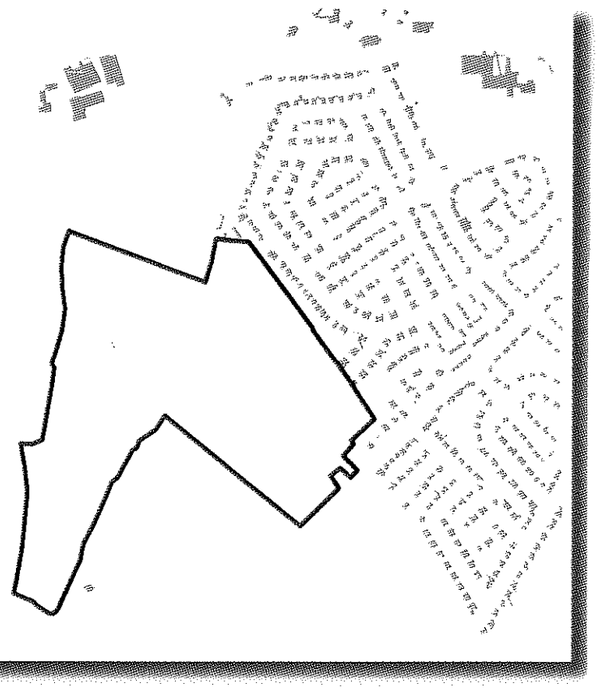
6.5 The surrounding development to the North East of the development site is mainly gable ended and hipped roofed 2 storey properties with pitched grey tiled roofs.

Uses

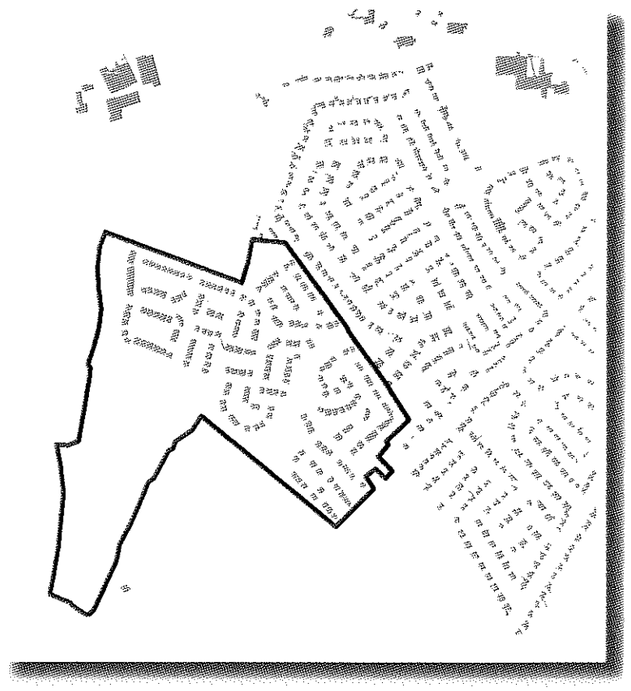
6.6 Large areas of open fields make up the southern boundary and to the west, an existing caravan park for holiday makers is set beyond a row of mature landscaping. Existing football pitches form the northern boundary.



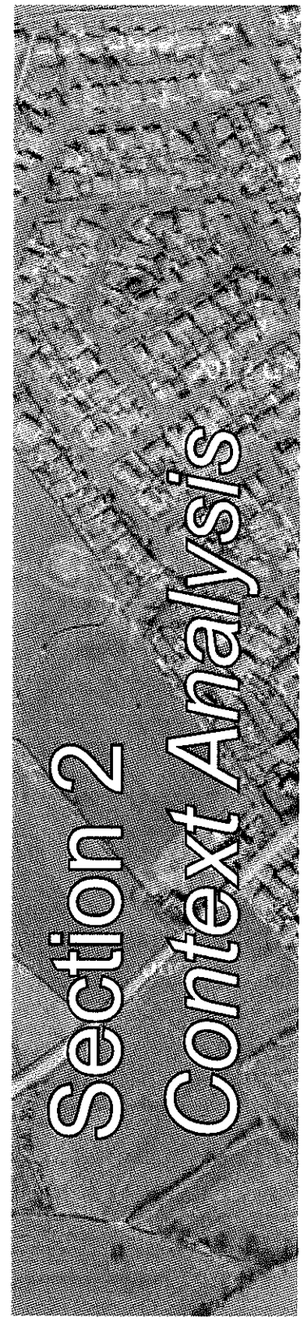
current aerial view of existing urban grain



Existing urban grain



Proposed urban grain




Section 3
Site Analysis

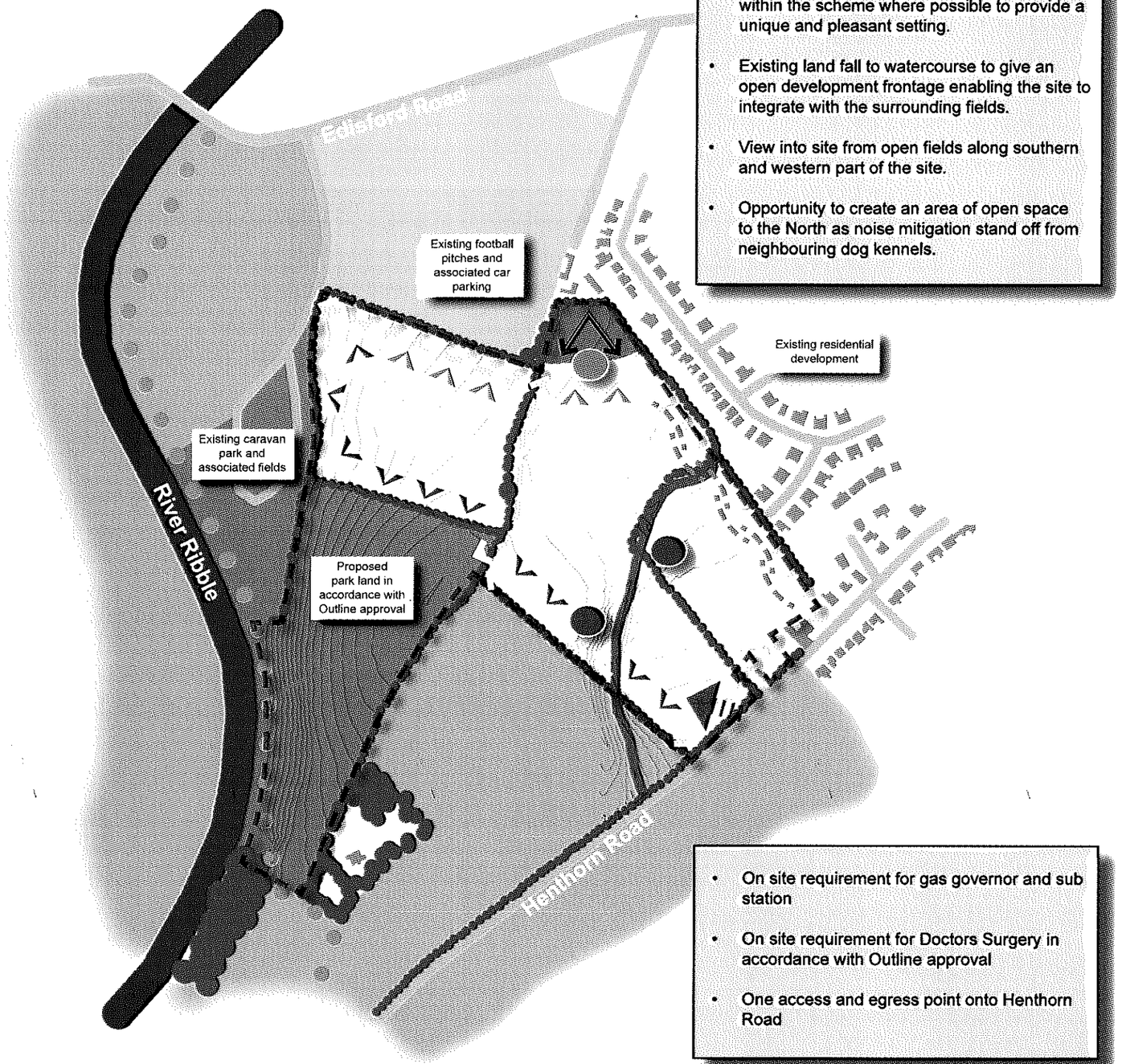
7.0 Site Constraints & Opportunities

Constraints & Opportunities

7.1 Key opportunities and constraints for the development of the site have been identified following a detailed appraisal of the site and its context. The points are summarised on the following plans.

Key

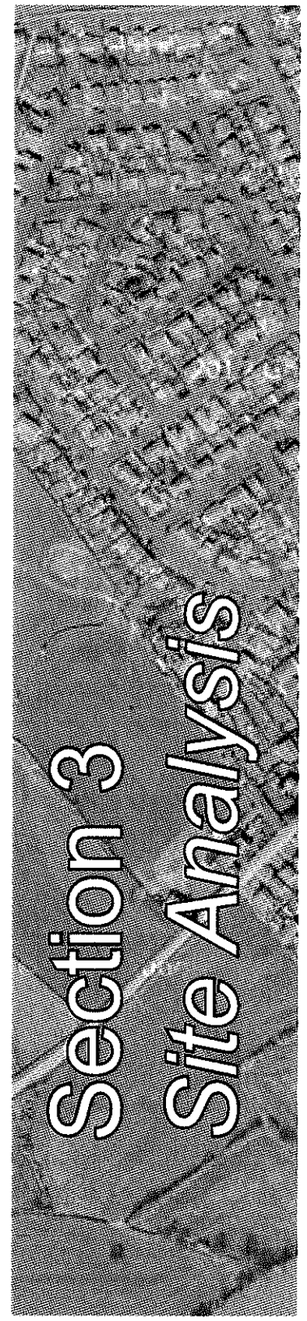
- Indicates potential noise pollution from neighbouring dog kennels
- Indicates existing site's topography
- Indicates existing water course
- Indicates existing hedgerow and associated trees
- Indicates open fields
- Indicates existing public right of way
- Indicates application site boundary
- Opportunity for green edge development frontage
- Opportunity for recreational development frontage
- Opportunity for pedestrian links
- Opportunity for children's play area
- Opportunity for attenuation pond to connect into existing surface water drainage
- Opportunity for rear development



- Existing mature hedgerows to be incorporated within the scheme where possible to provide a unique and pleasant setting.
- Existing land fall to watercourse to give an open development frontage enabling the site to integrate with the surrounding fields.
- View into site from open fields along southern and western part of the site.
- Opportunity to create an area of open space to the North as noise mitigation stand off from neighbouring dog kennels.

- On site requirement for gas governor and sub station
- On site requirement for Doctors Surgery in accordance with Outline approval
- One access and egress point onto Henthorn Road

Constraints & Opportunities Plan

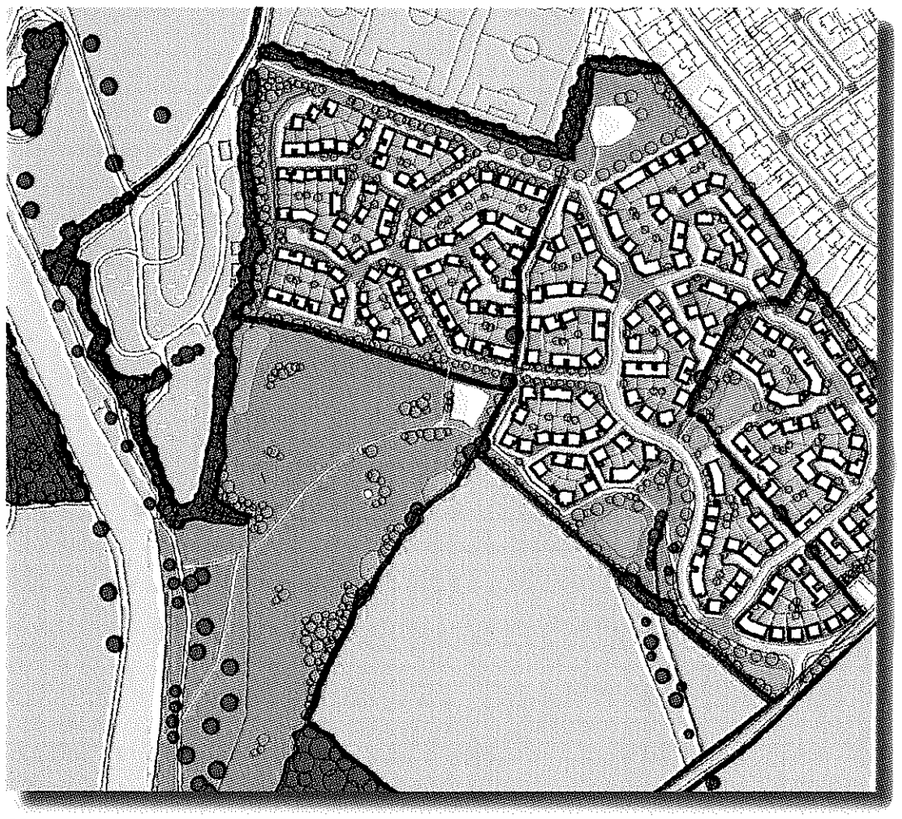


Section 4
Design Responses

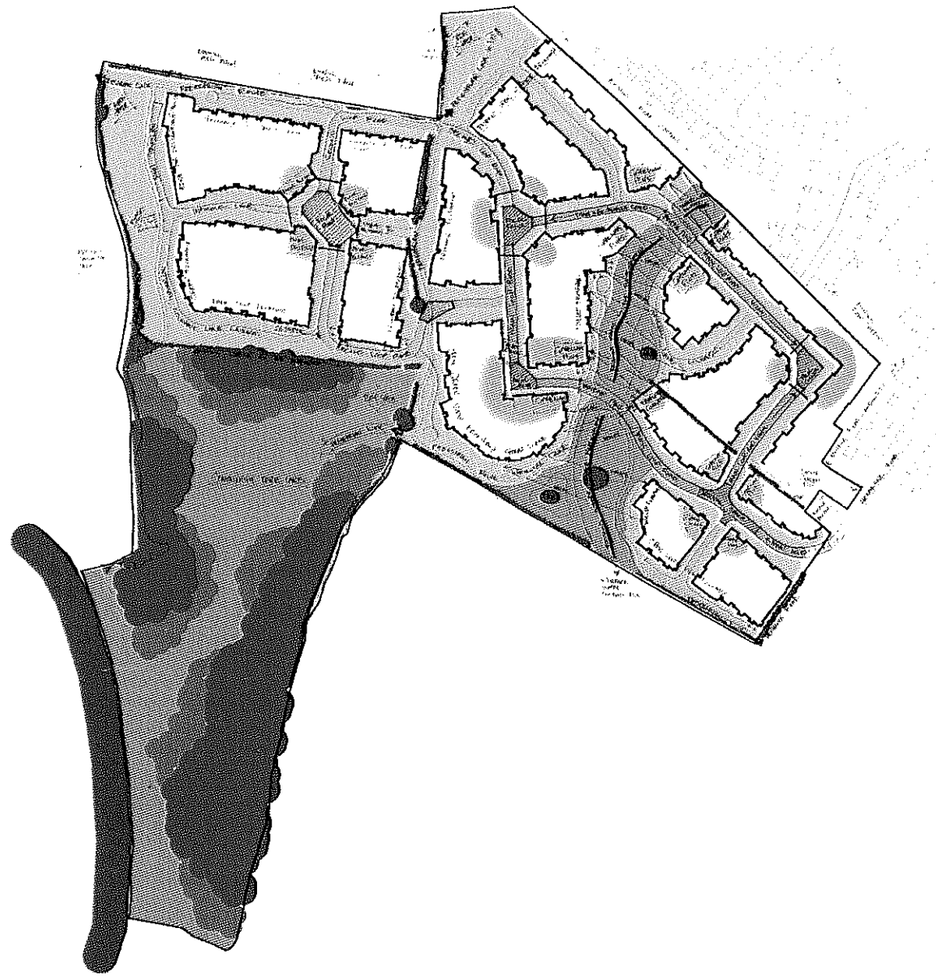
Evolution

8.1 The design ethos behind the initial Masterplan agreed at Outline Planning stage has been taken into consideration and key design principles and pattern of development previously established remain consistent with the new design. These design principles are essential in order to knit the development form within the existing urban grain and it's landscape and such areas, in brief, have been listed below and compared within the diagrams shown.

- A loop road to be incorporated to accommodate the movement of a bus.
- Buildings overlooking open fields and sports pitches.
- Area for play to act as natural noise mitigation against an existing dog kennels.
- The inclusion of a pedestrian footway to connect the proposed parkland to the South with a children's play area to the North
- Internal focal points at key road junctions.
- Crescent approach and the feeling of open space filtered into the development facing the valley and existing watercourse.



Masterplan approved at Outline Planning stage



Conceptual plan at Reserved Matters application stage

- A loop road to be incorporated to accommodate the movement of a bus.
- Outwardly looking buildings overlooking open fields and sports pitches.
- Area for play to act as natural noise mitigation against an existing dog kennels.
- The inclusion of a pedestrian footway to connect the proposed parkland to the South with a children's play area to the North
- Internal focal points at key road junctions.
- Crescent approach and the feeling of open space filtered into the development facing the valley and existing watercourse.

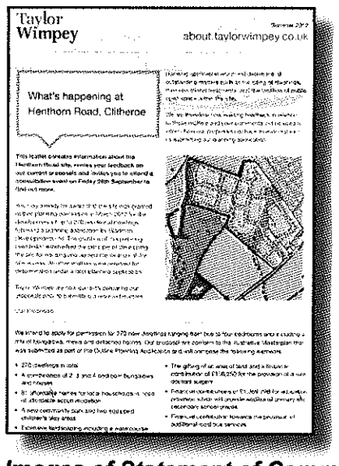
Evolution

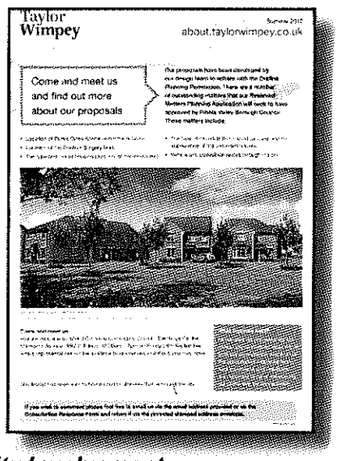
9.1 Extensive and ongoing discussions have been undertaken with Ribble Valley Borough Council's Planning Department throughout the duration of the design process. Planning Officers have been involved with the project since the beginning and have informed the design process through advice and guidance shaping the scheme with the design team.

9.2 Ribble Valley Borough Council's Countryside Officer, along with a team of specialist consultants, have informed the site analysis with particular attention to the ecology, trees, hedgerows, watercourse and topography.

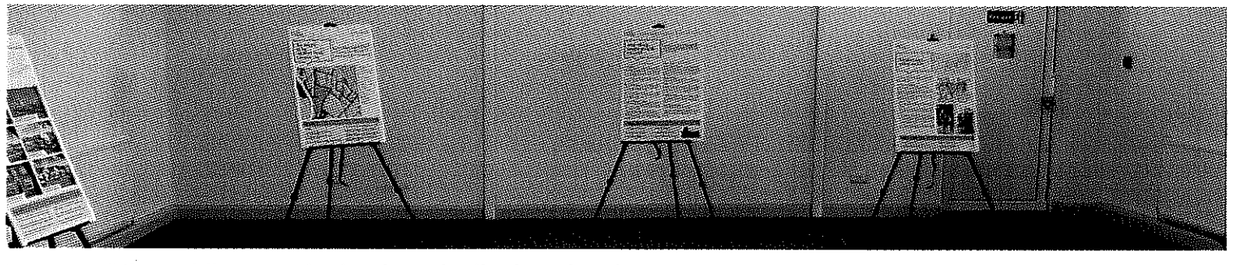
9.3 Public consultation was held and the principle of residential development was set with extensive discussion with surrounding residents and the developers and design team to promote community involvement. A leaflet was sent out to local residents in advance of the public consultation that was held on 28th September 2012 at Clitheroe Community Church.

9.4 This document should read in conjunction with the 'Statement of Community Involvement'. This demonstrates the public response and comments received subsequent to the consultation event. The public responses have been examined and where appropriate and possible incorporated/amended within the scheme.

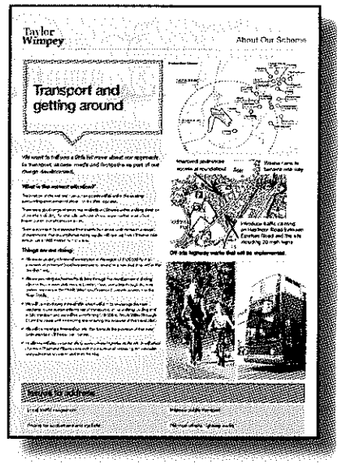




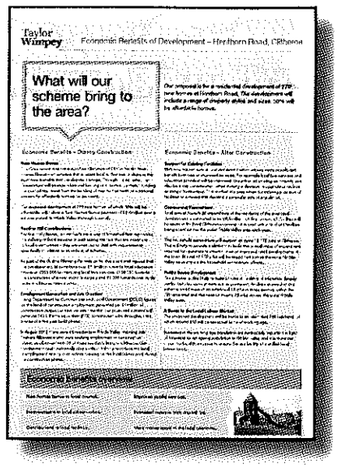
Images of Statement of Community Involvement

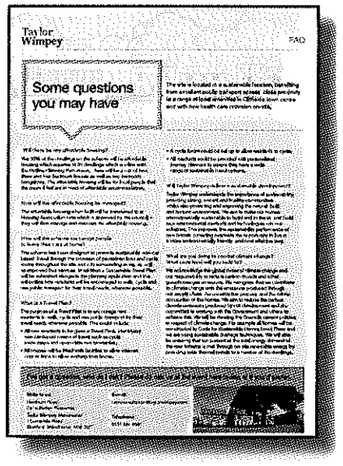


Images of the public consultation boards displayed at the event

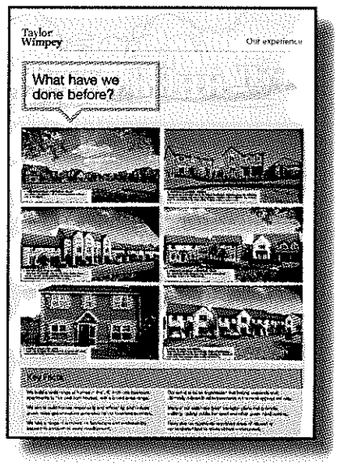






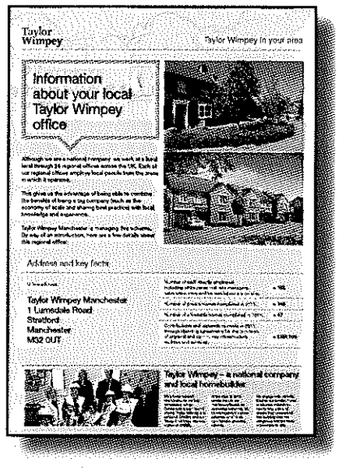


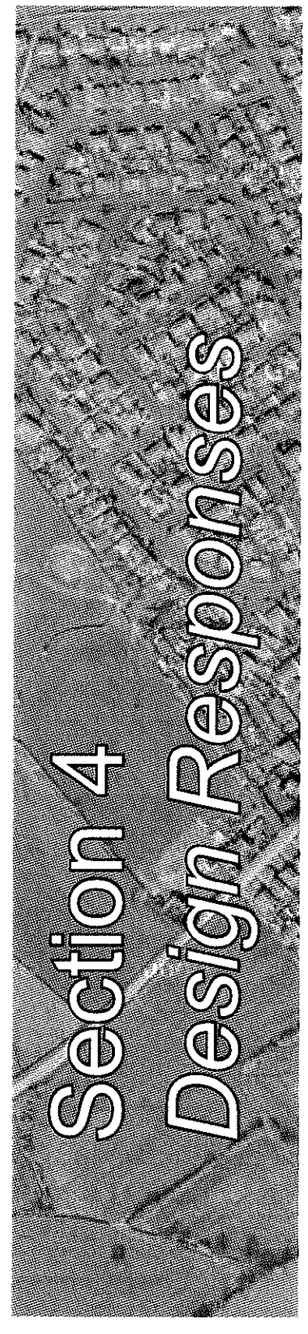




Images of the public consultation boards used at the event







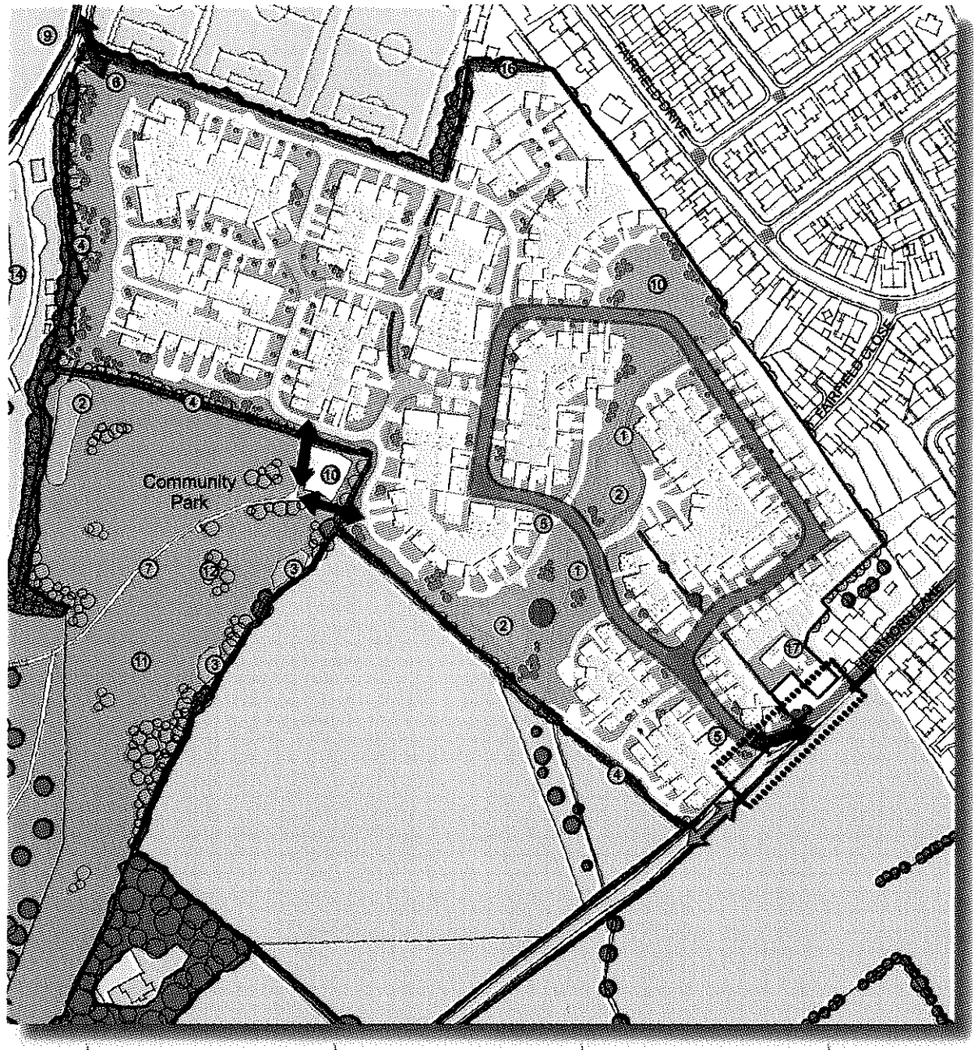
Evolution

10.1 During the course of developing the scheme, options were considered to ensure the correct form of development to be achieved in a final development proposal. The scheme from the initial concept Masterplan has evolved through negotiations with the Local Authority Planning Officers and local residents in conjunction with consulties and Taylor Wimpey, to become a development that has been detailed to satisfy all standards. Demonstrated below are illustrations of how the scheme has developed from the earlier stages to planning submission.



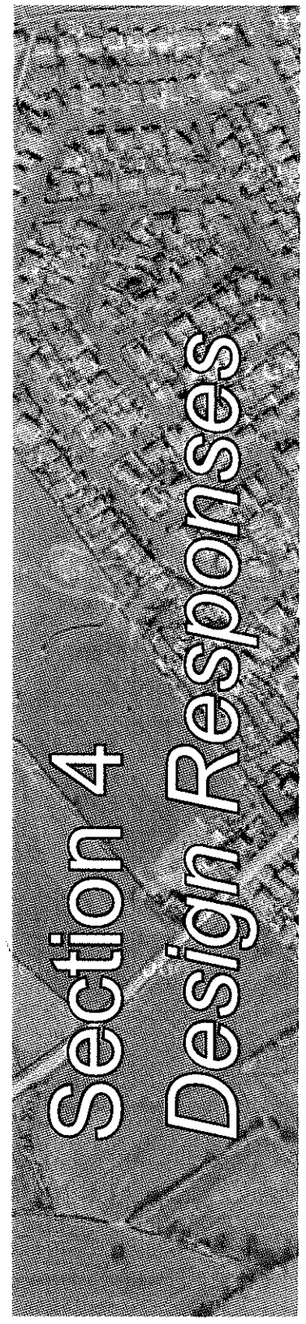
Initial sketch proposals

- One access point.
- Loop road to accommodate the movement of a bus.
- Proposed buildings to front green edge and sport pitches to provide long distinct views.
- Retention of existing trees and hedges within the development and the site peripheries.
- Spacious frontage adjacent to the valley and existing watercourse.
- Levels maintained.
- Parkland retained
- Children's play area to the North maintained.
- Linear pedestrian footway linking both areas of open space.



Sketch evolution used at public consultation event

- Relocation of children's play area to extend and further emphasis the length of the green corridor. Development frontage in crescent form was suggested to present an ending to this feature.
- Three storey in mews formation with generous rear garden was suggested to replace previous location of children's play area and to remain an adequate noise mitigation from the neighbouring dog kennels.



11.1 **A 'Building for Life' assessment has been produced by Baldwin Design Consultancy Ltd in accordance with the 'Building for Life' questions.**

Building for Life Question Response

CONNECTIONS
1. 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?

There are clear and straightforward links with the existing network of roads and footpaths. The development will make sustainable use of existing, established infrastructure by seeking to connect with the adjoining riverside recreation area as well as a new linkage to the Ribble Way. In addition, path and roads through the connected green spaces of the scheme will open up new routes in an area which currently has no public access.

FACILITIES AND SERVICES
2. Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

The Transportation Assessment submitted with the outline planning application demonstrates the good level of accessibility to local facilities by all modes of travel.

The supporting travel plan demonstrates the sustainability of the site location promoting environmentally ethical modal shift. This document shows close location to train stations bus routes and existing amenities in the town such as shops, post office, library, schools etc.

PUBLIC TRANSPORT
3. Does the scheme have good access to public transport to help reduce car dependency?

The Transportation Assessment shows a high level of accessibility to bus routes and fixed public transport infrastructure surrounding the development. In addition, the introduction of a bus stop allocated along the development's internal loop road is proposed.

MEETING LOCAL HOUSING REQUIREMENTS
4. Does the development have a mix of housing types and tenures that suit local requirements?

The accommodation mix is skewed towards family housing. Affordable housing will meet local needs for two / three bed family housing.

30% affordable housing will be provided, recognising the identified need for increased provision within Ribble Valley and will include an appropriate mix of dwelling types and tenures.

CHARACTER
5. Does the scheme create a place with a locally inspired or otherwise distinctive character?

The great asset of this site is the surrounding rural fields. The scheme has been orientated to look out over the surrounding environment. To maintain good legibility of the site, appropriate to the scale of the proposed development, a simple street hierarchy will be used.

Character areas have been incorporated and demonstrated to ensure each location has its own sense of place. The central loop road provides a strong sense of place and orientation passing through and alongside the retained central valley landscape feature drawing the countryside into the heart of the development. The irregular form of road alignment with contrasting materials emphasises key junctions and arrival points. The collection of character areas give a distinct setting to each space allowing the scheme to be easily navigable.

Building elevation styles have specifically been designed to reflect the surrounding village. Great care and attention has been given to Clitheroe's building details; character and style and this has been echoed throughout the scheme. Good quality building materials are to be used. Locations of exposed building facade are to be suitably treated depending on location with blank side gables being avoided. Key locations have been considered with variations of building considered being applied to vista point.

WORKING WITH THE SITE AND ITS CONTEXT
6. Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants , wildlife habitats, existing buildings, site orientation and microclimate?

The layout has been shaped to retain and protect the site's surrounding environmental features. The layout has also been orientated to maximise views out towards the open fields and allow the proposed streets to benefit and enjoy the surrounding context. Building styles have specifically been designed to reflect the surrounding village setting of Clitheroe. Clitheroe's building details, character and style have been echoed throughout the scheme.

There are no buildings presently on the site. It is intended to retain all existing landscaped features where possible by integrating such features as hedgerows into the development. The site's topography will be restored and made relevant within the context of the scheme, in particular, the steep gradients that fall towards the watercourse dictate a wide green corridor enabling links through the scheme to the open fields beyond.

CREATING WELL DEFINED STREETS AND SPACES
7. Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

A density of development along the Lanes will extend outwards from the loop to the green development edge, they will include a more intimate arrangement of focal spaces and arrival points. The scheme is based on an informal block layout with buildings fronting movement routes.

EASY TO FIND YOUR WAY AROUND
8. Is the development designed to make it easy to find your way around?

It is certainly the objective to achieve an informal approach to roads and footpaths and great care has been taken to create a high quality design which is not dominated by highways restraints, with widths set to the minimum standard acceptable by the local highway authority.

The layout shows direct frontage and natural surveillance towards open spaces and pedestrian routes running through the development. The central green space is overlooked by collection of houses and has been designed to allow a comfortable setting to the open space within the development.

STREETS FOR ALL
9. Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

The design of the road hierarchy is that of a slow moving residential environment. The majority of the road pattern has been designed to perform as a shared surface with motorised vehicle movement expected to be careful and minimal. This type of road will always give priority to pedestrians and cyclists. The winding nature of road reduces the speed of vehicles with footpaths taking a more direct approach along desire lines, thus promoting pedestrianisation over vehicular movement.

CAR PARKING
10. Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Ample off street car parking has been provided in the form of side plot parking and some front plot parking. This variation will lead to the impact of the car being reduced along the residential street scene. A mix of landscaping species will be planted to follow the roads alignment and when matured provide a useful screening to parking and enhance the street scene.

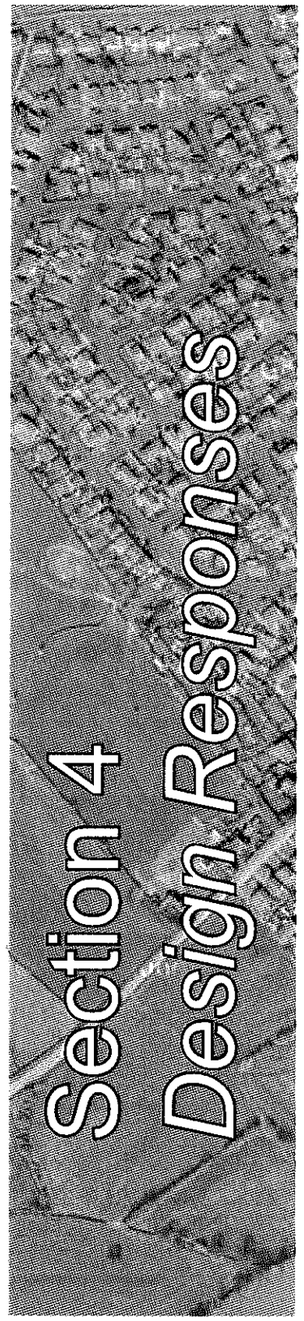
PUBLIC & PRIVATES SPACES
11. Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

Given the informal settlement edge character and the existing extensive playing field provision adjacent to the site, no formal sports facilities are proposed for the site. Instead a new informal rural edge Community Park is proposed, this will connect into the development via green fingers that extend and reinforce the existing landscape framework. New footpath and cycleway connections between the settlement edge and the riverside recreation areas are proposed within this framework.

EXTERNAL STORAGE AND AMENITY SPACE
12. Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

Careful consideration has been given to the layout / design of the site in relation to the storage and collection of refuse and recyclable materials. Facilities have been designed to allow for the external storage of refuse within the curtilage of the dwellings, and provision has been made to allow for easy collection by the Local Authority.

11.0 Building for Life



Section 5
The Scheme

Use & Amount

12.1 The development site lies close to all commercial facilities, public transport, employment opportunities, and adjoins a large residential area.

12.2 The proposed development is for residential use and aims to provide much needed new quality housing stock. The scheme will provide 270 new homes providing a mix of 2, 3 and 4 bed family housing extending from 1 storey - 2.5 storey build heights. See accommodation schedule for full break down.

12.3 Clitheroe is set within the Ribble Valley District and is situated 12.5 miles north west of Burnley town centre.

12.4 The planning application site area is 156177m2 or 15.61 hectares.

12.5 An area of 0.072 hectares is set aside for a doctor's surgery which is subject to a separate planning application.

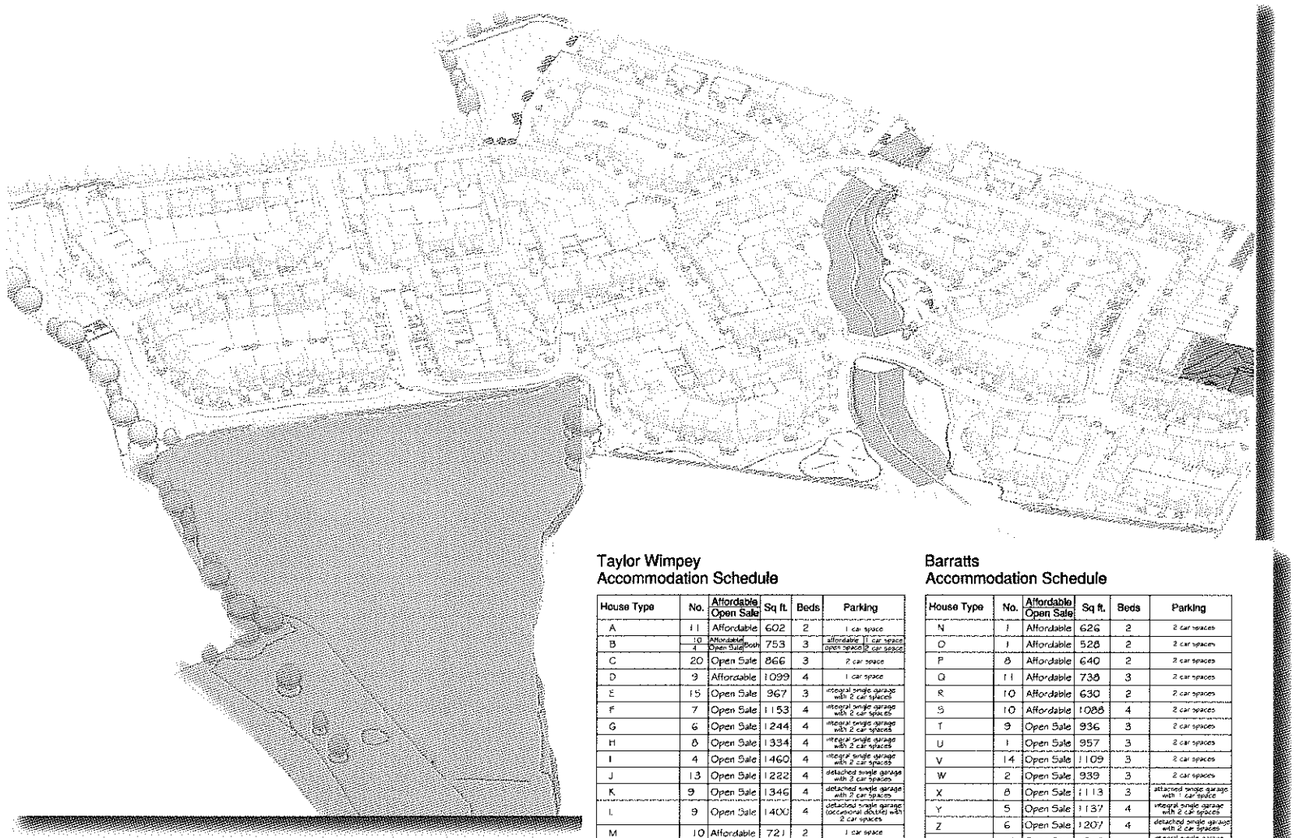
12.6 An area of 4.74 hectares is set aside for the community park.

12.7 The amount of public open space provided within the development area amounts to 1.5 hectares.

12.8 The residual developable area amounts to 8.8 hectares.

12.9 The below image demonstrates an appropriate mix of house types and it has been considered that this range of housing will fulfil a local need and the criteria 2 and 3 (Environment and Community) of Building for Life. It is also considered that this contains housing that will fulfil the aspirations of the local community in the surrounding areas. The provision of detached houses is a positive move towards the regeneration of the urban fabric.

12.10 The indicative house types represent a range of typical types and sizes, and are based on actual house types in term of form, scale, parking and footprint.



Key

Indicates extent of doctor's surgery

Indicates extent of Public Open Space within the development area

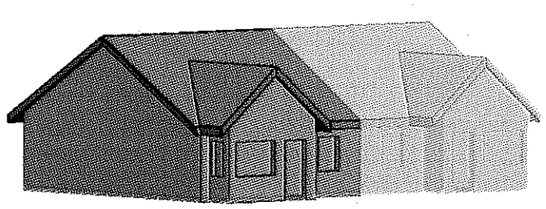
Indicates extent of community park

Taylor Wimpey
Accommodation Schedule

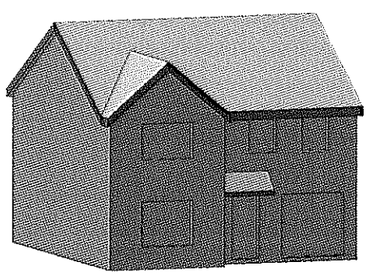
House Type	No.	Affordable / Open Sale	Sq ft.	Beds	Parking
A	11	Affordable	602	2	1 car space
B	10	Affordable	753	3	affordable: 1 car space
	4	Open Sale/Rent			open space: 2 car space
C	20	Open Sale	866	3	2 car space
D	9	Affordable	1099	4	1 car space
E	15	Open Sale	967	3	integral single garage with 2 car spaces
F	7	Open Sale	1153	4	integral single garage with 2 car spaces
G	6	Open Sale	1244	4	integral single garage with 2 car spaces
H	8	Open Sale	1334	4	integral single garage with 2 car spaces
I	4	Open Sale	1460	4	integral single garage with 2 car spaces
J	13	Open Sale	1222	4	detached single garage with 2 car spaces
K	9	Open Sale	1346	4	detached single garage with 2 car spaces
L	9	Open Sale	1400	4	detached single garage (occasional double) with 2 car spaces
M	10	Affordable	721	2	1 car space
Total	135				

Barratts
Accommodation Schedule

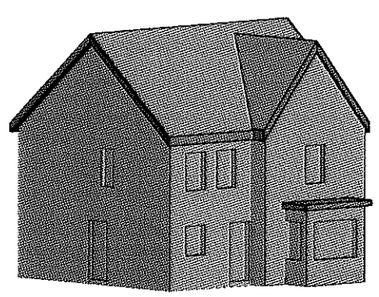
House Type	No.	Affordable / Open Sale	Sq ft.	Beds	Parking
N	1	Affordable	626	2	2 car spaces
O	1	Affordable	528	2	2 car spaces
P	8	Affordable	640	2	2 car spaces
Q	11	Affordable	736	3	2 car spaces
R	10	Affordable	630	2	2 car spaces
S	10	Affordable	1088	4	2 car spaces
T	9	Open Sale	936	3	2 car spaces
U	1	Open Sale	957	3	2 car spaces
V	14	Open Sale	1109	3	2 car spaces
W	2	Open Sale	939	3	2 car spaces
X	8	Open Sale	1113	3	attached single garage with 1 car space
Y	5	Open Sale	1137	4	integral single garage with 2 car spaces
Z	6	Open Sale	1207	4	detached single garage with 2 car spaces
AA	14	Open Sale	1215	4	integral single garage with 2 car spaces
BB	15	Open Sale	1249	4	detached single garage with 1 car space
CC	6	Open Sale	1427	4	detached single/ double garage with 1 or 2 car space
DD	14	Open Sale	1531	4	integral single garage with 2 car spaces
Total	135				
Site Total	270				



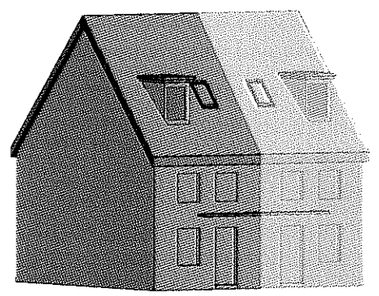
Typical 2 bedroom bungalow



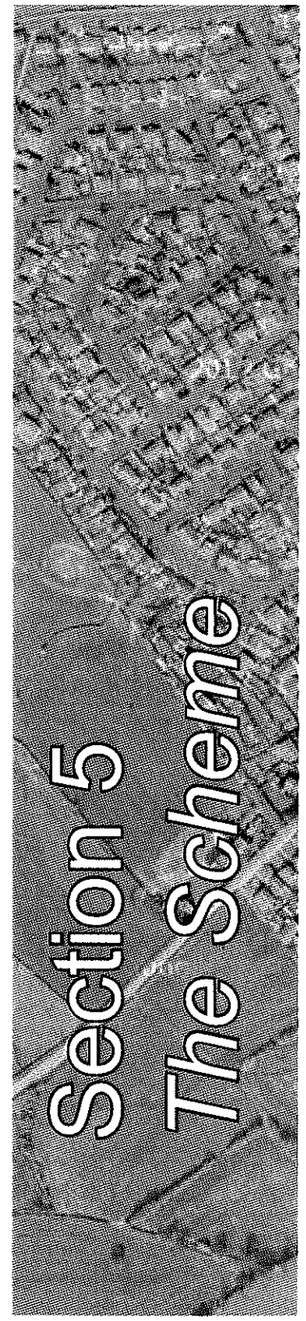
Typical 2 storey 3 bedroom house

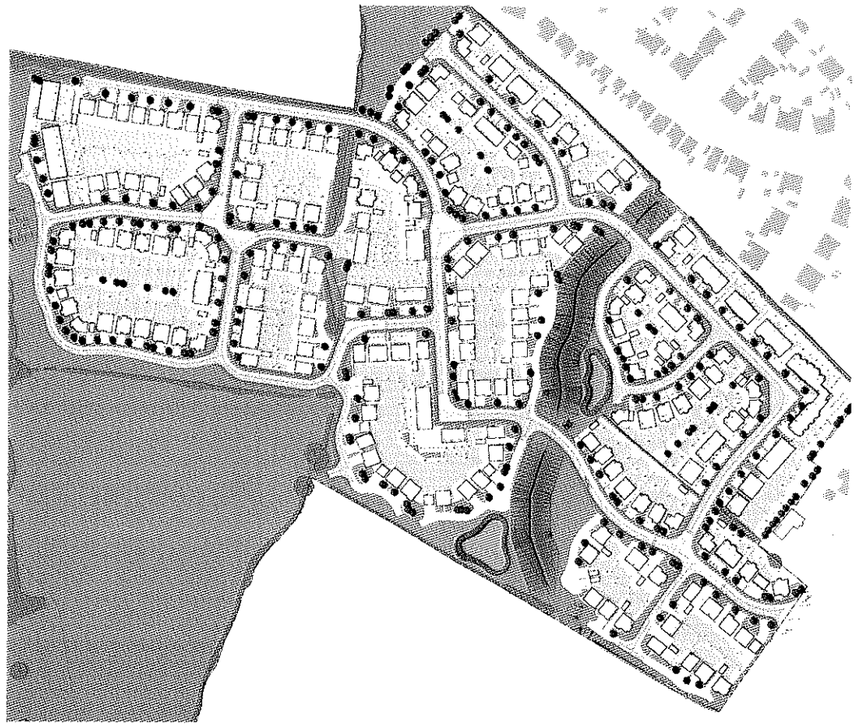


Typical 2 storey 4 bedroom house



Typical 2.5 storey 4 bedroom house

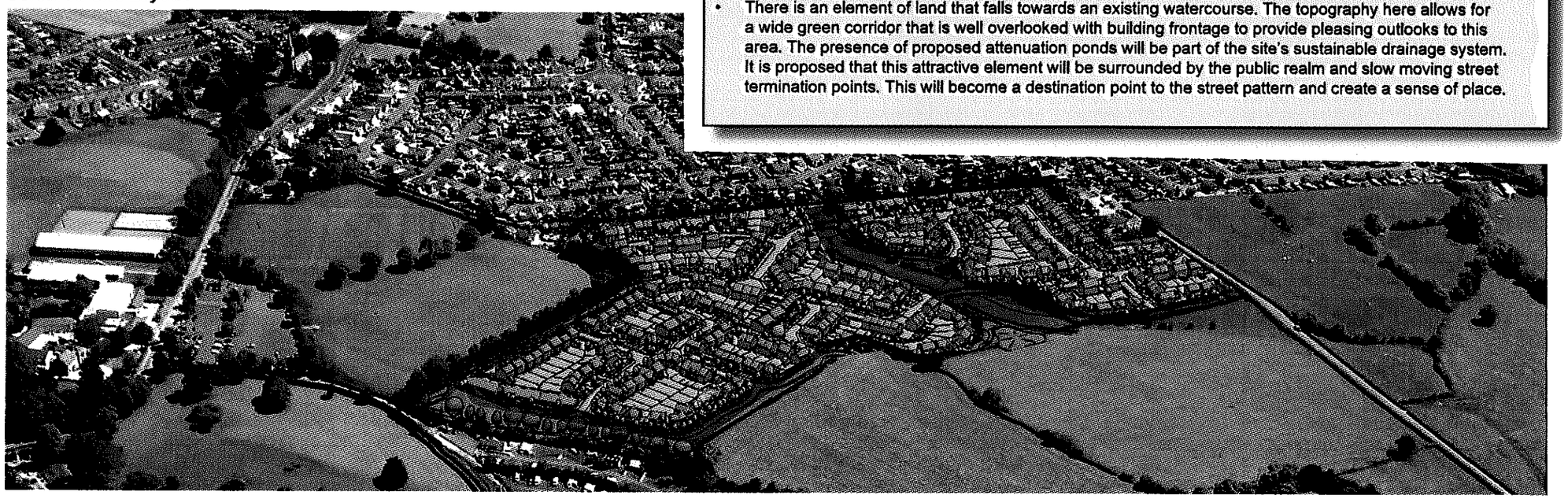




Coloured Site Layout

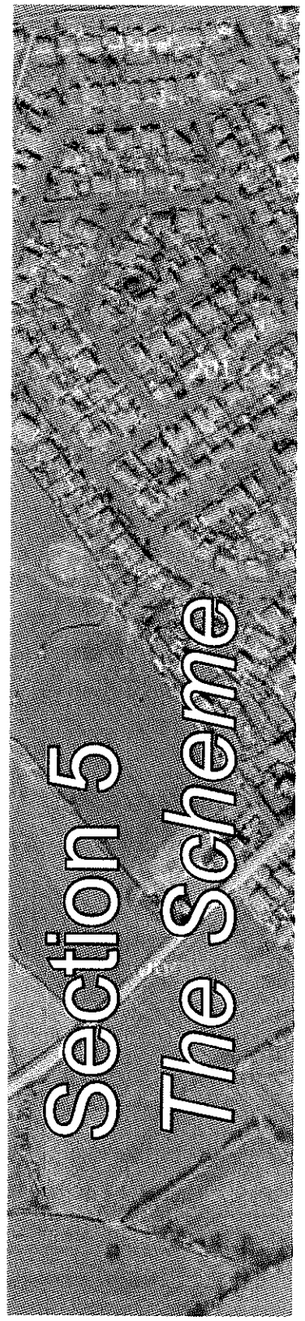
13.1 The design has responded to existing constraints and opportunities on site whilst aiming to provide an efficient housing scheme utilising good design. The design principles established within the Outline Planning approval react to the levels of sensitivity from surrounding landscape and urban elements and these have been incorporated into the new detailed design layout. The design therefore aims to deliver the following aspects to the proposed development making residential areas safer and more attractive:

- Every new home has been allotted its own secure and private garden together with parking bays. This will reduce the impact of traffic within the scheme by removing cars from the road.
- Ensuring that new housing is of a high standard and represents an improvement to the local environment by establishing a set of house designs that reflect modern living design standards whilst being visually attractive.
- The urban grain of the new development has been envisaged as a continuation of varied range of housing taken from the existing frontage off Henthorn Road and surrounding residential development. The proposed grain of the new development reflects the interface distances, off street parking provisions and housing mix whilst still providing development that faces the street creating active building frontage.
- Blank side gables on street corners have been minimised with windows providing passive surveillance within the development reflecting the requirements of national guidance such as point 15 of Building For Life (Streets, Parking and Pedestrianisation).
- Existing field patterns throughout the site are bounded by large hedges, trees and in some cases surface water drainage ditches. The integration of these landscaped features within the scheme will play an important role in restoring the site's field break heritage, whilst creating legibility and sense of maturity along certain street scene characters. These features are shown as retained on the proposed scheme, with the development being knitted sensitively around them with minimal penetrations through the hedge breaks.
- There is an element of land that falls towards an existing watercourse. The topography here allows for a wide green corridor that is well overlooked with building frontage to provide pleasing outlooks to this area. The presence of proposed attenuation ponds will be part of the site's sustainable drainage system. It is proposed that this attractive element will be surrounded by the public realm and slow moving street termination points. This will become a destination point to the street pattern and create a sense of place.



Aerial View of Proposed Site Layout

13.0 Layout & Scale





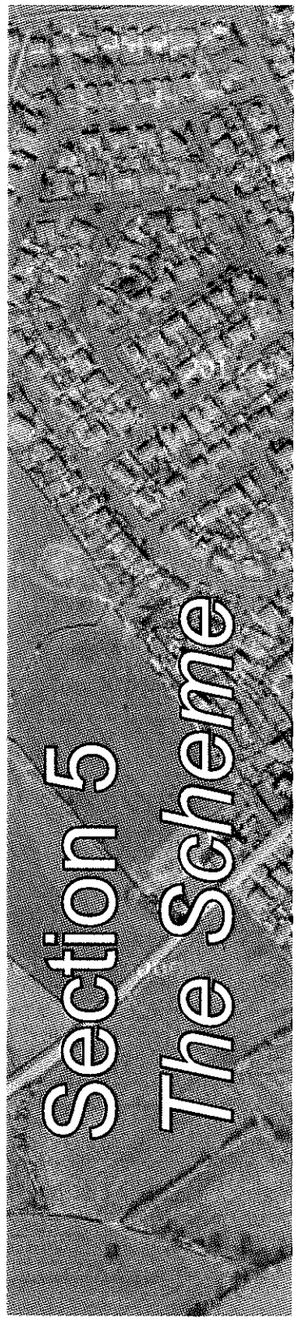
Key

- Indicates garage
- Indicates single storey building
- Indicates two storey building
- Indicates 2.5 storey building

Storey Height Plan

Baldwin Design Consultancy Ltd

13.0 Layout & Scale

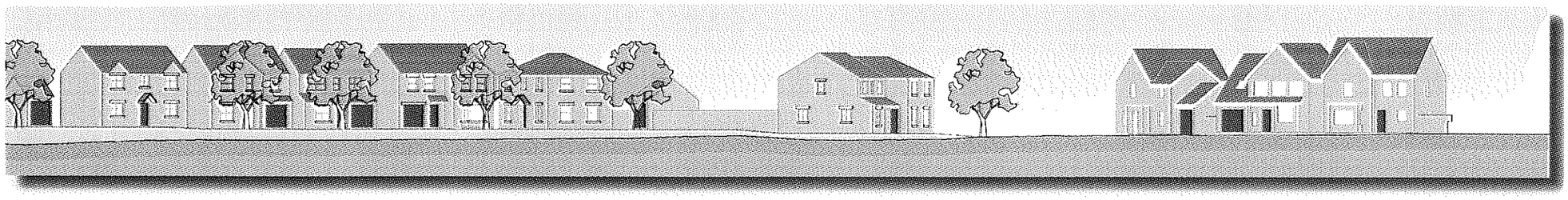


BARRATT HOMES

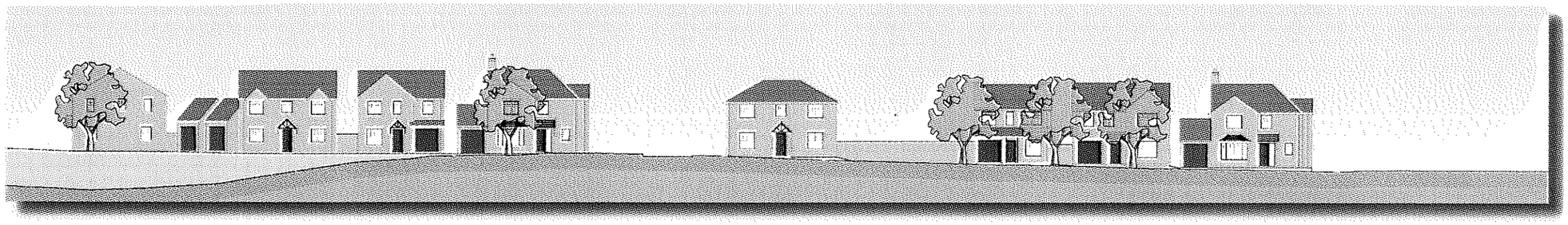
Taylor Wimpey



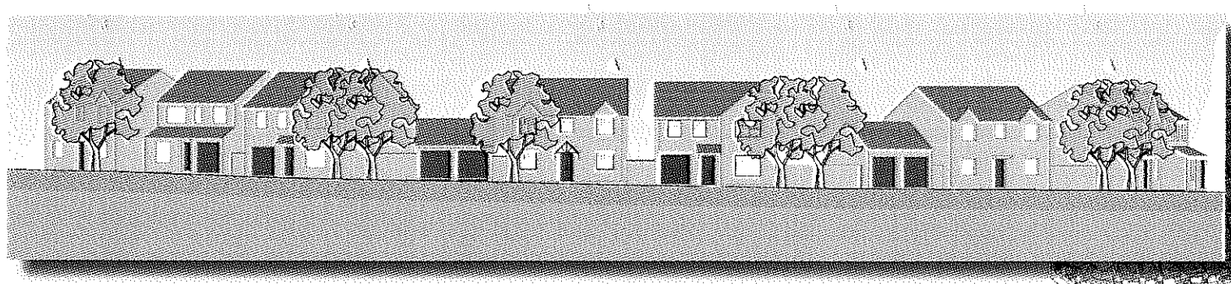
Typical Street Scene Elevation Area 1



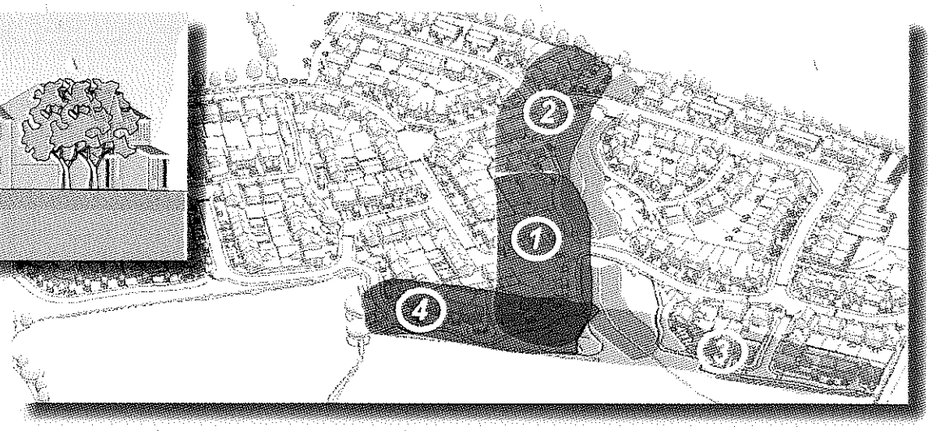
Typical Street Scene Elevation Area 2



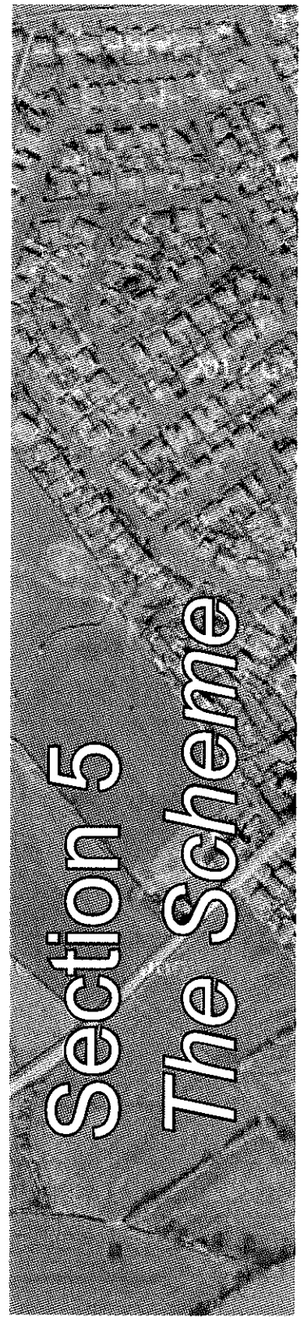
Typical Street Scene Elevation Area 3



Typical Street Scene Elevation Area 4



Street Scene Location Plan



14.0 Character Areas

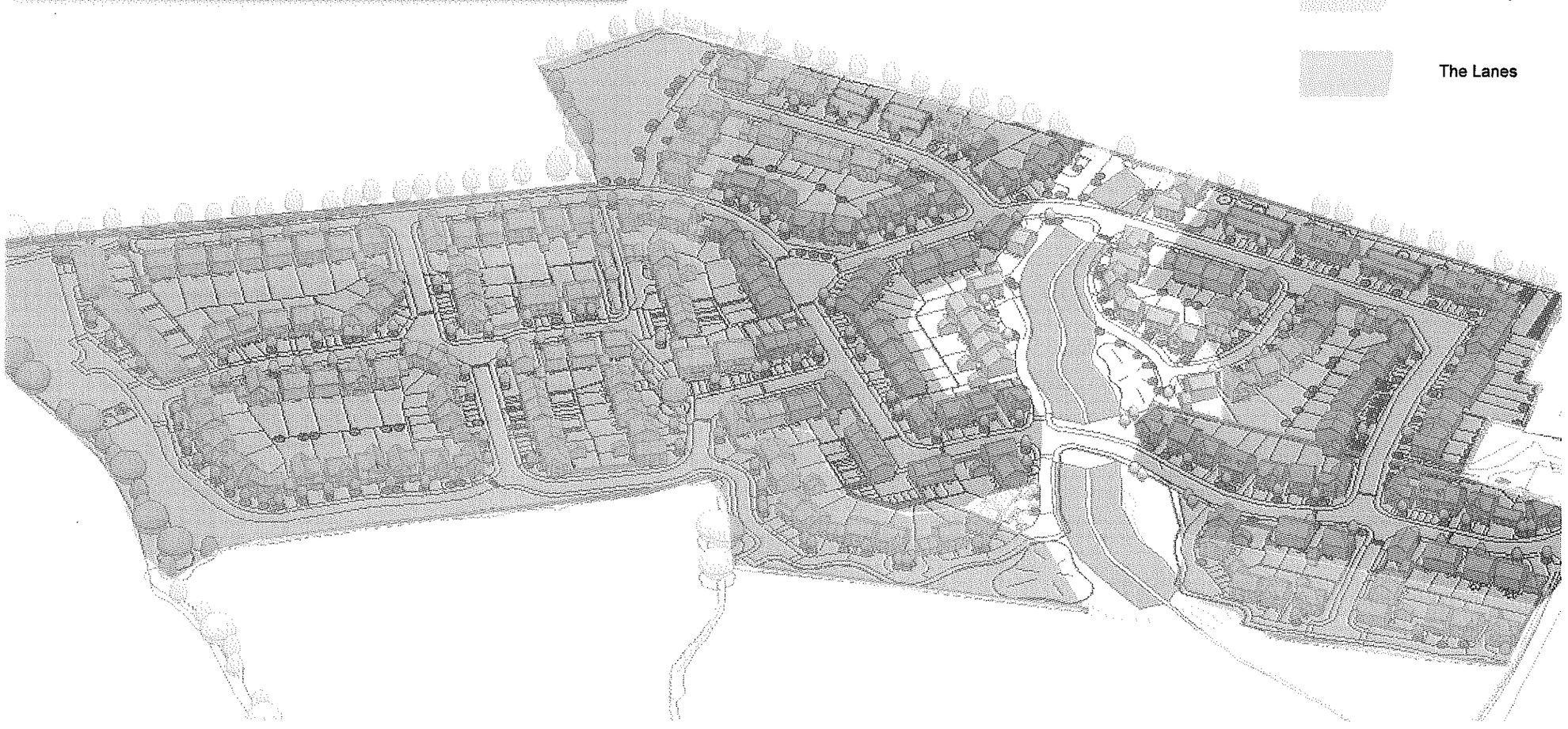
14.1 Within the proposal the design has employed the use of character area zones to enhance a legible layout form. The use of character areas is important to provide a sense of place and to define routing of public realm. The following pages demonstrate some examples of how these character areas have been defined within the scheme.

The key character areas to be discussed are broken down into the following titles:

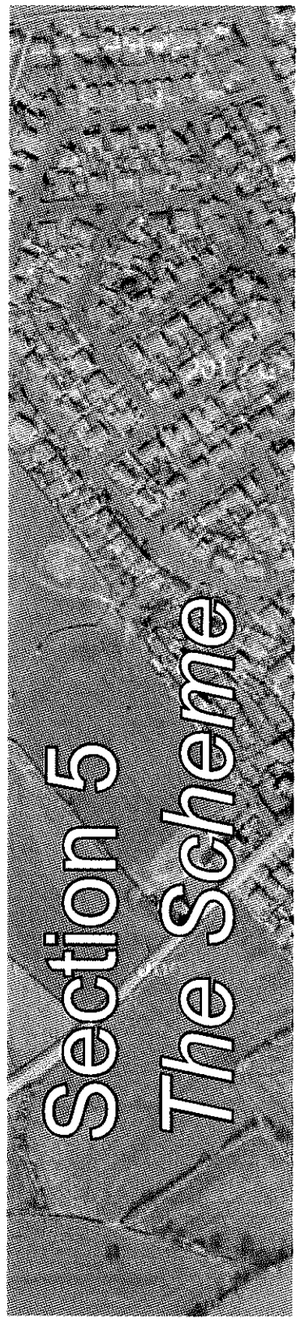
- The Green Edge
- The Main Street
- The Gateway
- The Valley
- The Lanes

Key

- The Green Edge
- The Main Street
- The Gateway
- The Valley
- The Lanes



Character Area Locator



The Green Edge

14.2 The green edge character area stretches along the entire length of the South, West and northern boundaries and are generally greeted with open views of existing landscaping. The development's outlook along these boundaries varies in the form of a new community parkland, mature rural fields, recreational sports pitches and the introduction of an area for play as shown on the adjacent plan. These areas will be well overlooked with buildings, providing a safe and secure environment to the hub of the community, whilst ensuring long distant views towards the site are respected. These spaces are linked with pedestrian footpaths allowing pedestrians to move from one key focal point to the next with ease.

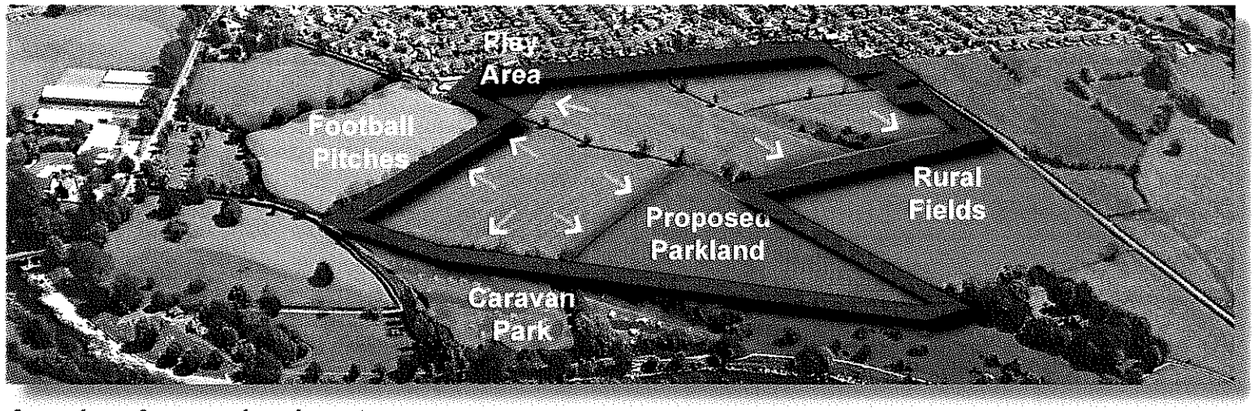
14.3 The roads and buildings along these routes are developed single sided. This generous set back allows for a meaningful buffer from the existing landscaping, allowing the public area to benefit from a spacious and relaxed space.

Proposed Parkland

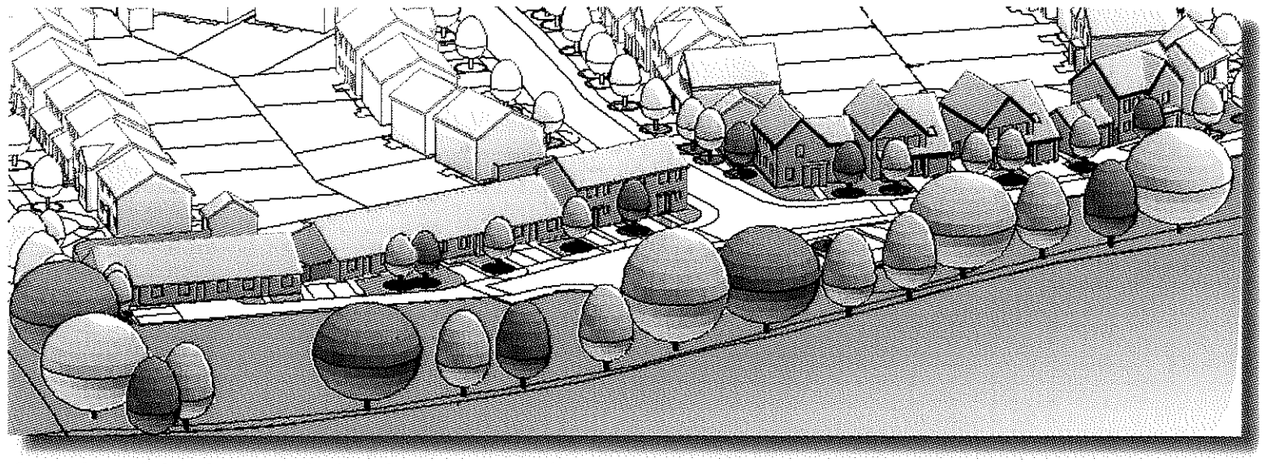
14.4 The creation of a new parkland will be formed at the South West corner of the site. This large area of land will be dressed in new vegetation to suit the local environment and will provide residents and the wider community a place to enjoy the landscape. A new pedestrian footway will be formed that will guide the public realm through the development to connect with existing highway links off Henthorn Road and the existing right of way at the lower end of the park. The orientation of houses here, have been specifically turned to take full advantage of this attractive feature, whilst providing natural surveillance to create a safer environment for all park users. Again, an existing hedgerow will enable the new build to blend into the existing landscape.

Caravan Park

14.5 A fairly dense strip of mature trees and hedges extend along this boundary and provide a decent background for the development. A small caravan park is situated beyond this tree line. Again, it is proposed that buildings are developed one side in order to maintain a respectable gap from the caravan park. Whilst providing a generous buffer, this linear alignment of landscape is intended to allow the existing landscape to blend through the site, giving this area a sense of connectively with the wider environment.



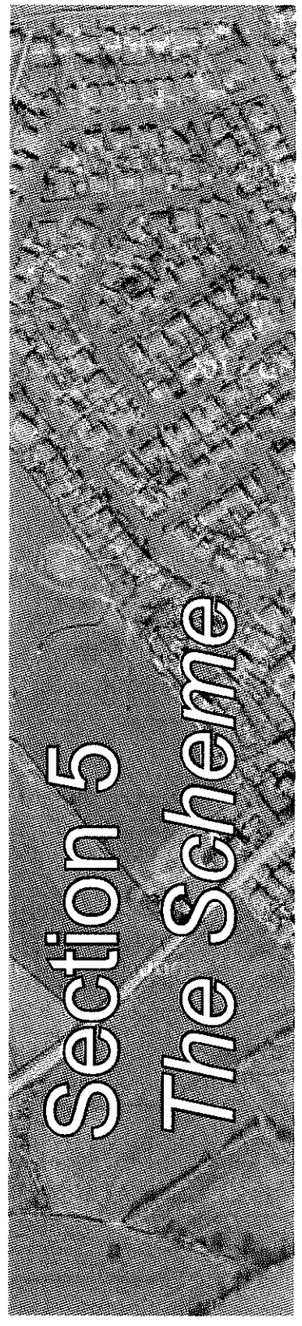
Area view of green edge character areas



Area view of development facing the caravan park



Area view of development facing the proposed Parkland



Football Pitches

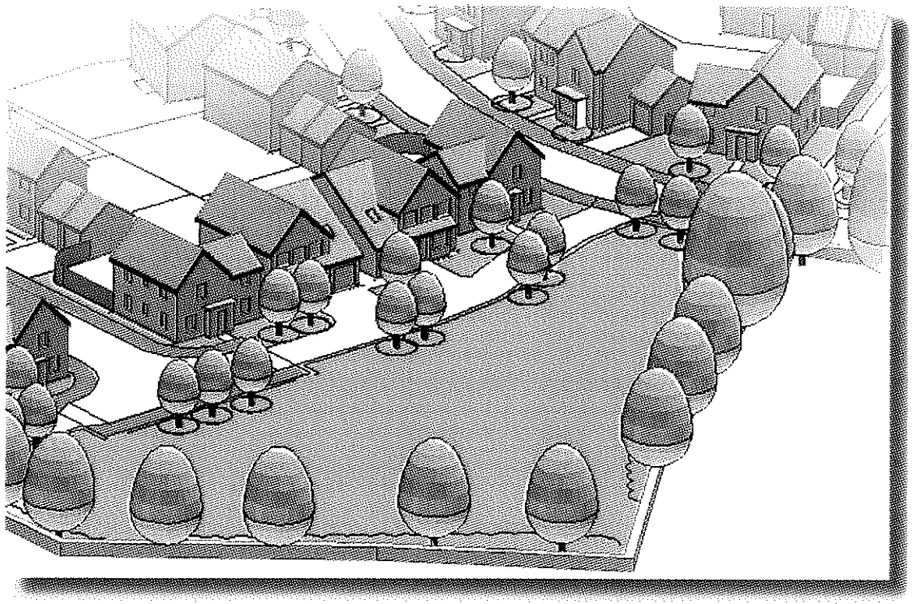
14.6 Existing football pitches make up the northern boundary of the green edge character area. An overgrown strip of hedgerow runs along this boundary and will provide a meaningful screening between the development. This hedge will be trimmed back slightly to allow for a new footway and will connect the existing caravan park on the western boundary through the development to link with Henthorn Road.

Play Area

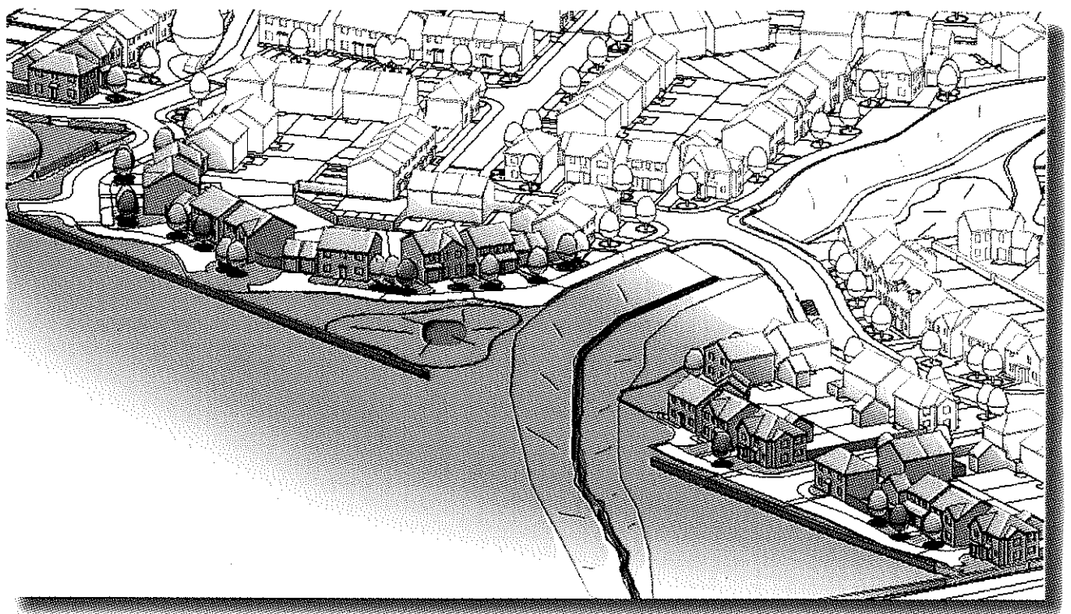
14.7 An area of open space will be formed within the development and will naturally deal with the issues of noise from the neighbouring dog kennels. Care has been taken within the design to arrange buildings around this area to provide, where possible, passive surveillance allowing for a safe and comfortable space for public recreation. The road ends at this space and a private drive branches off either side to serve a small run of houses. The movement of vehicles has been restricted to ensure a safe place for children and the edge of this space will be defined with a knee rail fence to define the boundary. Again, the existing field boundaries at this point are made up of mature hedgerows and will form the shape of this space. It is proposed that a footpath be taken to this space allowing easily accessible and legible navigation of the area to enable connectivity with the existing landscape through the development's footways.

Rural Fields

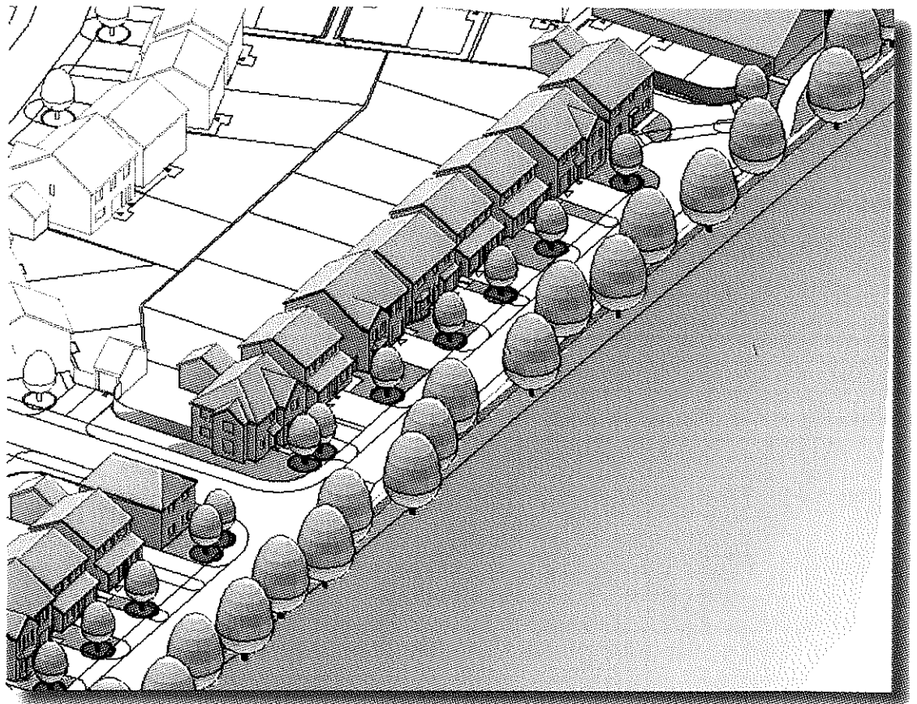
14.8 An existing hedgerow that runs along the site boundary will give the development a sense of maturity and allow the new elements of build to nestle into the existing environment. The hedge will also act as natural screening, reducing the impact of vehicular movement on it's surrounding, giving clear and pleasant long distant views into the development.



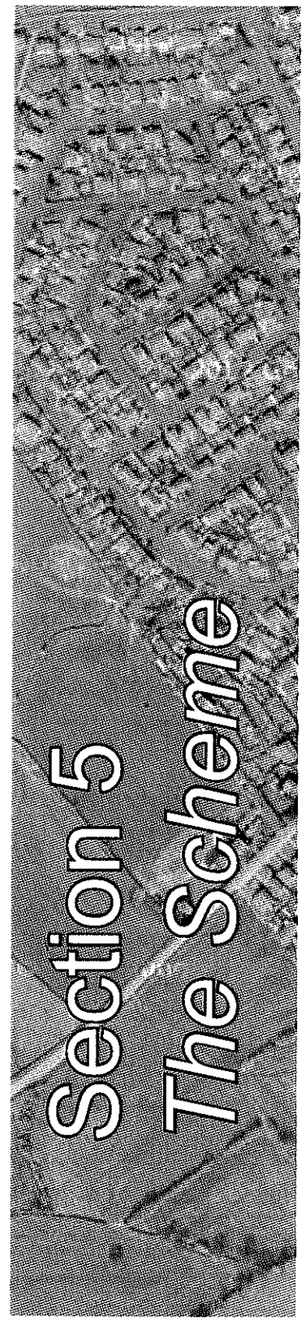
Aerial view of the development facing public open space



Area view of development facing the rural fields



Area view of development facing the football pitches

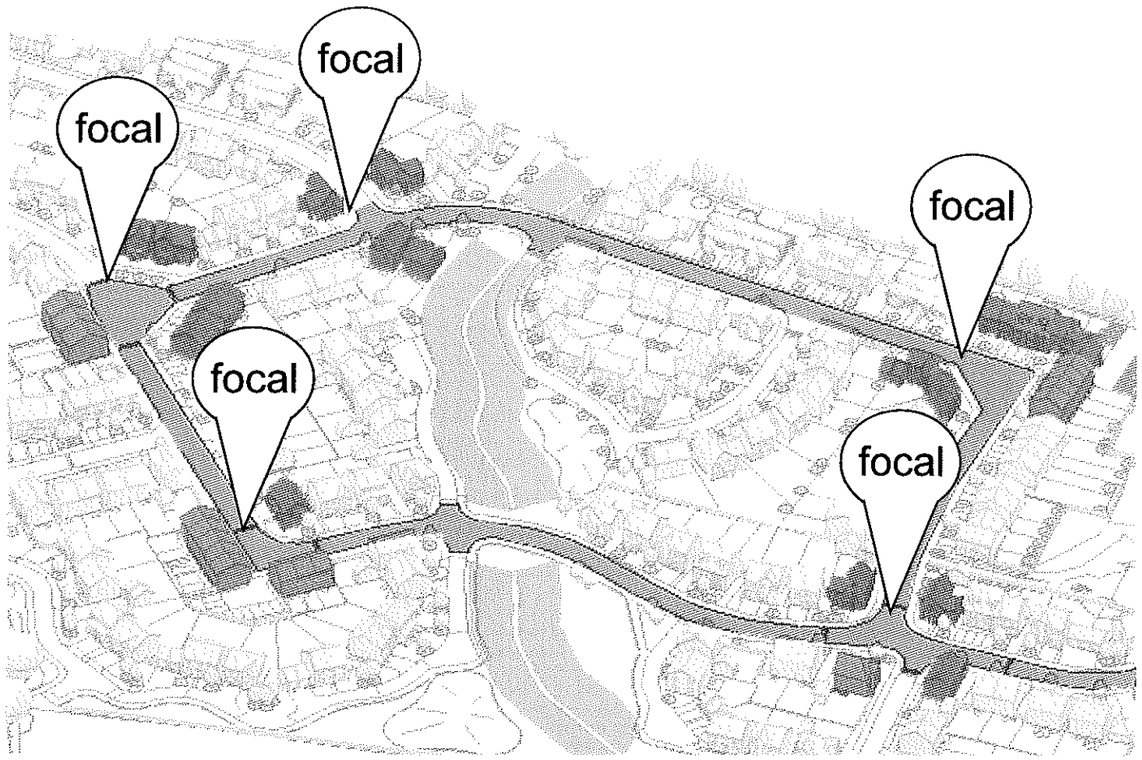


The Main Street

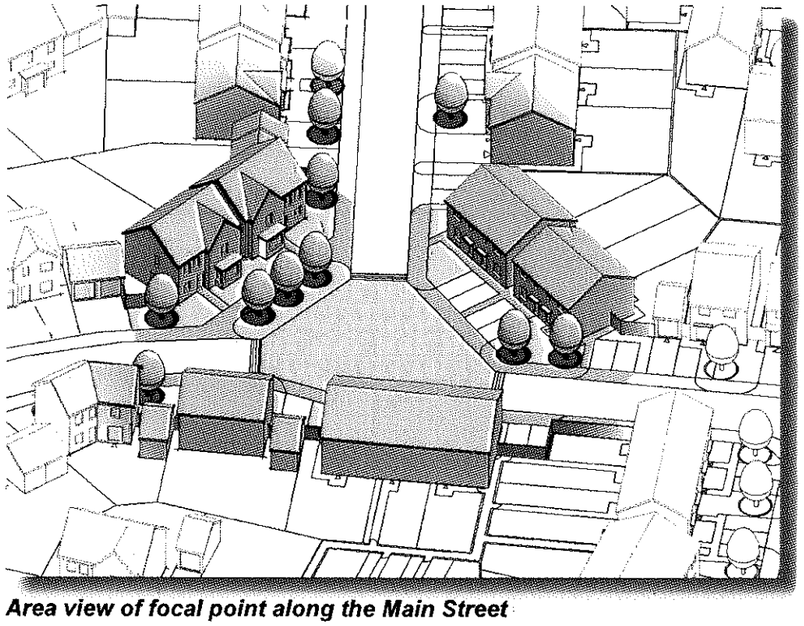
14.9 This character area is formed by the development's road alignment and will provide a continuous loop around the site. This loop is proposed to be a 6m wide road with no less than a min 10m radius kerb line. This road is integral to the site's road infrastructure and is designed to cater for the movement of a bus, with two designated points for pedestrian collection along this route. Two metre wide pedestrian footways are intended to run either side of this road to allow the public realm to filer through the site.

14.10 The layout has been designed to front this road offering an attractive street scene and natural surveillance to a well trafficked route by both car and pedestrian. 2.5 storey buildings have been incorporated into the street scape along with some 2 storey building offering a varied roof line and adding visual interest. Careful consideration has been given to the materials along this zone, providing a varied palette to the architectural form. All properties have their own designated parking space within plot curtilage to help keep cars off the road and as a result the street scene will be less cluttered.

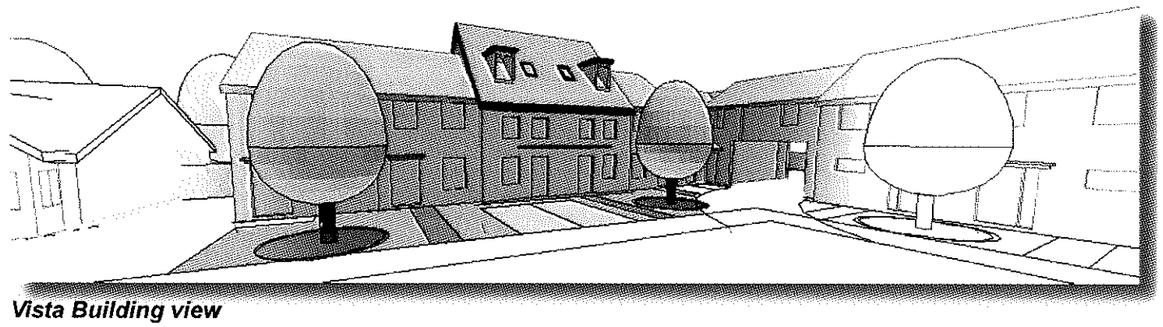
14.11 To avoid excessive vehicle speed on this road the horizontal alignment has been deflected, changing the direction of travel breaking the length of straight road. Where this has been incorporated the surface treatment to the road has been changed with a feature shape being employed. At these points the building are generally shown in mews style in block formation to provide visual interest to the street scene and creating a sense of place. Where possible the deflection in road form has been addressed with a building to terminate the view and provide a pleasing vista.



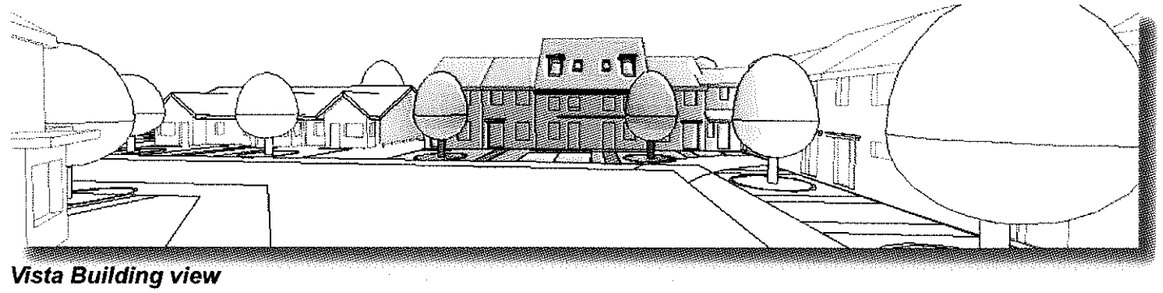
Area view of main street



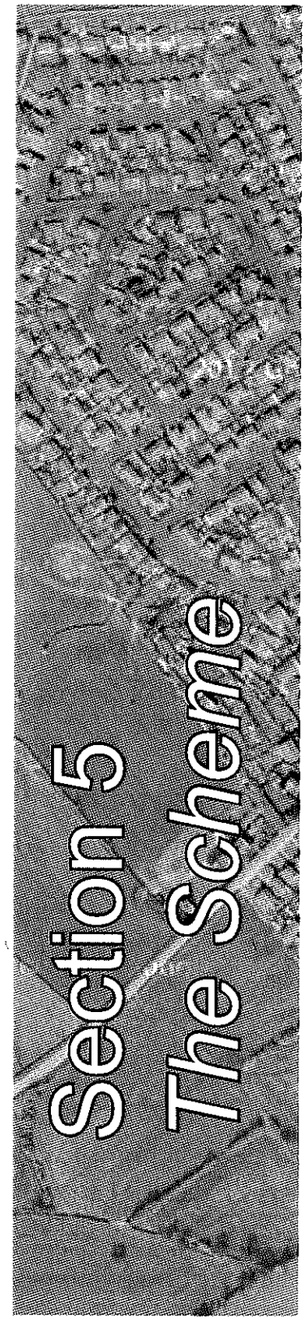
Area view of focal point along the Main Street



Vista Building view

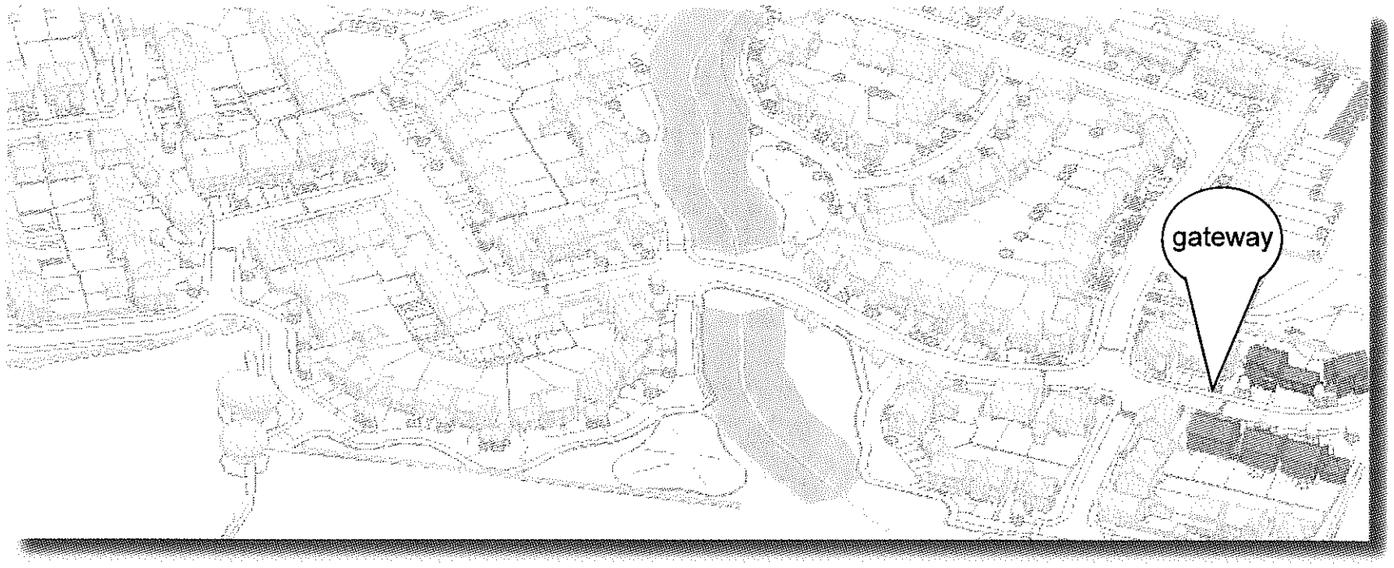


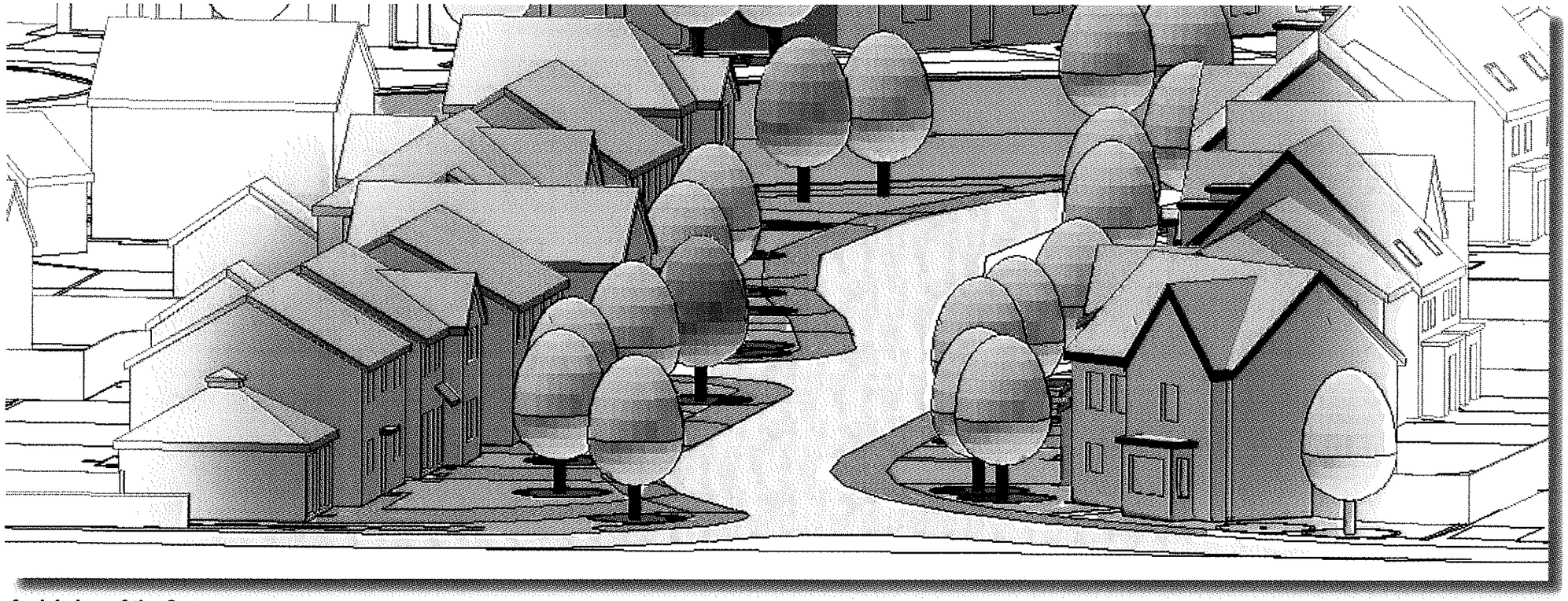
Vista Building view



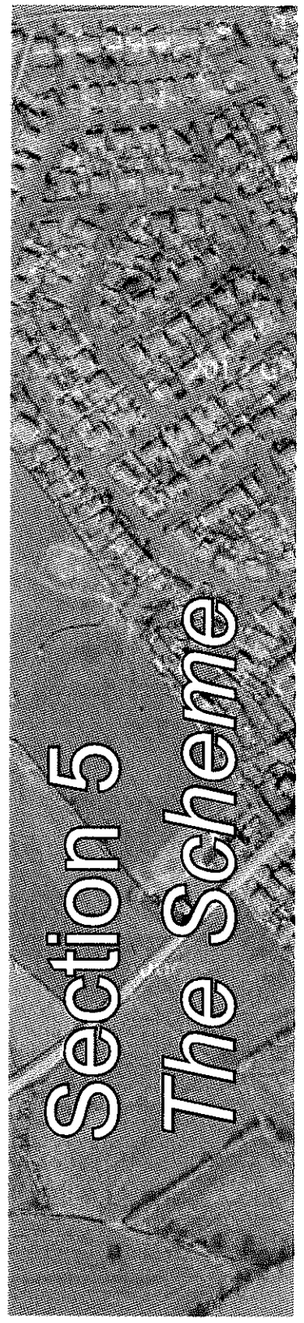
The Gateway

14.12 The layout form at the new access point of the scheme has been arranged to mark the new access to the development. This new access is curved in alignment and will connect with Henthorn Road. The desire line now routes vehicles into the site with the lower end of Henthorn Road remaining continuous with a new junction off the development's entrance. The proposed build line at this point aims to provide a welcoming arrival area, whilst emphasising an ending to residential development off Henthorn Road.





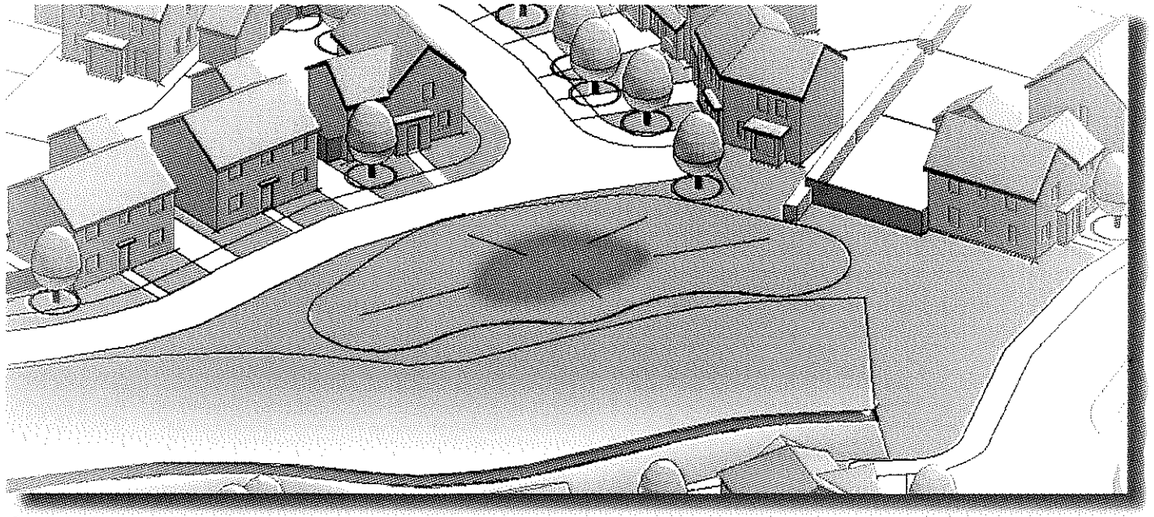
Aerial view of the Gateway



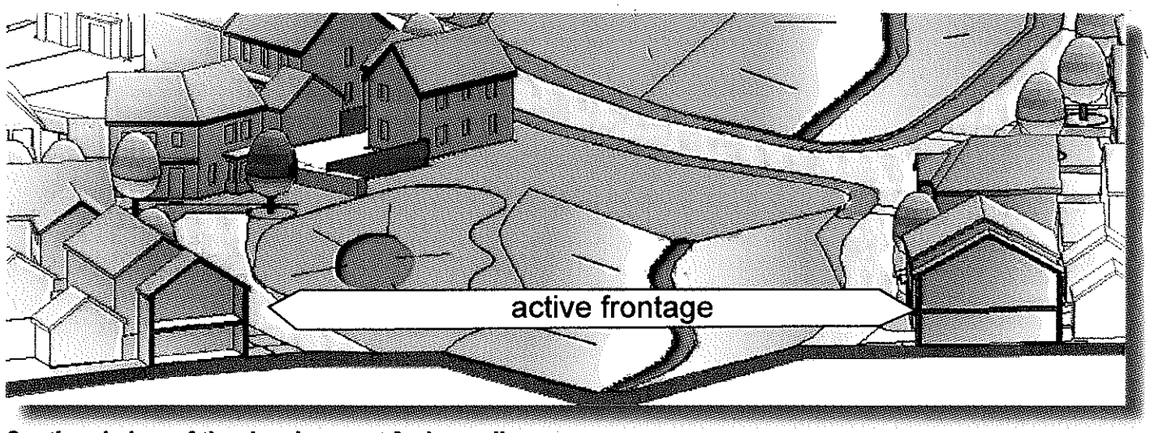
The Valley

14.13 The land topography here naturally falls down into an existing watercourse and allows for an open street scape between development. Restoring the site's landscape heritage will enable the development to breathe within it's context and knit into the wider environment. The green corridor has a linear alignment and follows a similar pattern to the previous field break. Two new attenuation ponds will be formed as part of the site's sustainable drainage system and will connect with the watercourse.

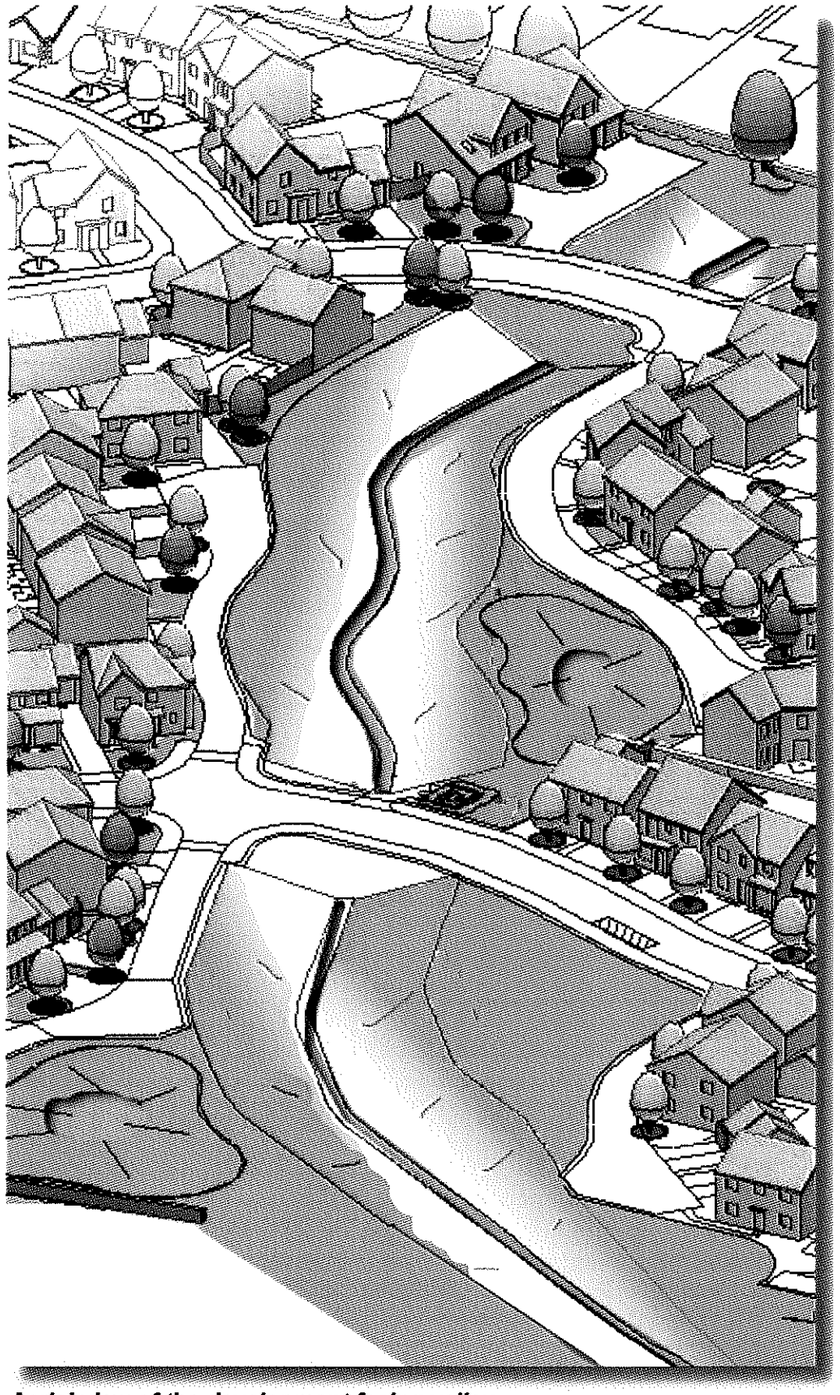
14.14 The valley character starts at the southern boundary, where buildings have been orientated to draw the 'eye' along the build line through to the development and valley beyond. Traffic movement along this boundary is limited and served only by shared drives branched off access roads serving a maximum number of five dwellings. Knee rail fencing will be erected along the private drive edge to form the extent of the green corridor and delineate public and private space.



Aerial view of the development towards pond

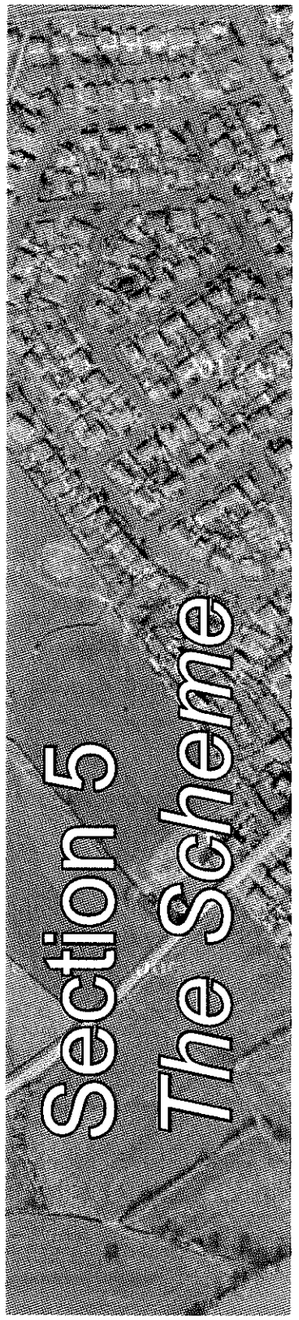


Sectional view of the development facing valley



Aerial view of the development facing valley

14.0 The Valley Character



The Lanes

14.15 The Lanes are positioned along the transitional route between the site's main loop road and green edge border. They provide continuous street scenes and focal points and can be broken up into three areas.

Area 1

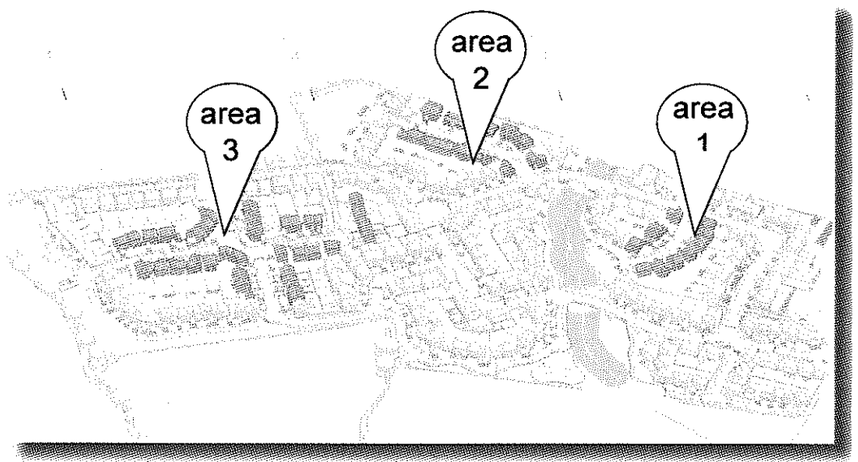
14.16 Full height rendered buildings will mark a gateway to the entrance of this private drive. The drive branches off the main loop road and it's alignment forms a crescent of houses overlooking the road. The run is short and leads to the open green corridor of the 'valley'. When viewed towards the loop road, a 2.5 storey mews house types in block formation has been position centrally to create a pleasant backdrop and sense of ending to the road.

Area 2

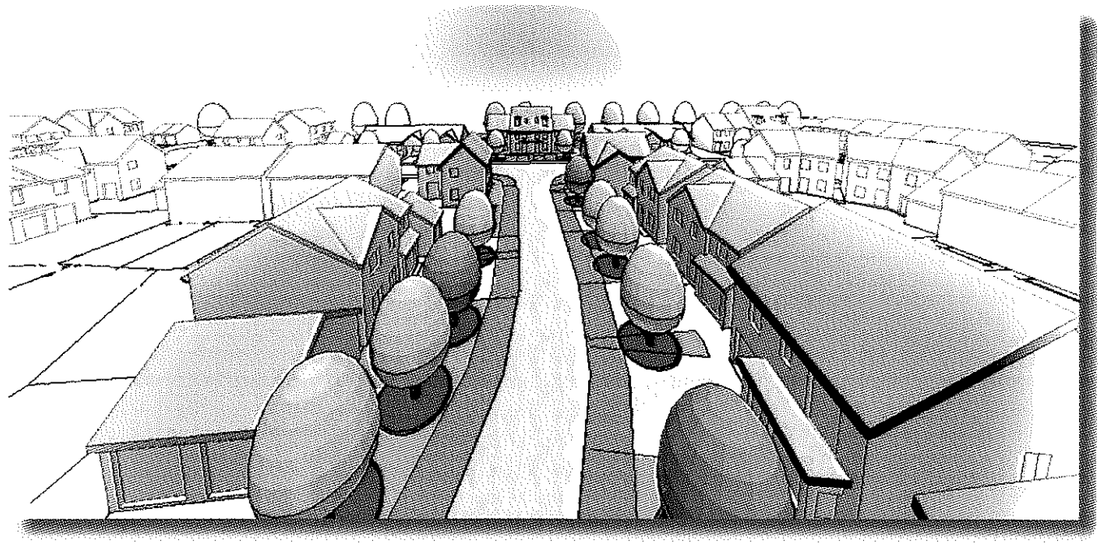
14.17 Again, this route is taken from the main loop road and the formation of house types is repeated from area 1, where a pair of buildings are mirrored either side of the entrance. This will give a general feeling of hierarchy and demark the 'Lanes' entrance. The road beyond is short and is fronted with a run of houses in varying build heights. The road ending opens out at the public open space to an adoptable turning head.

Area 3

14.18 The 'Lanes' character through this area allows for the secondary loop road to permeate through the development. A collaboration of building shapes and orientations set towards an arrival square gives a sense of place. Blockpaving laid to form an irregular shaped road at this focal point will further emphasis road hierarchy and will control vehicular movement. At this junction, the road branches of in four directions to serve the remainder of the development.



The Lanes location plan

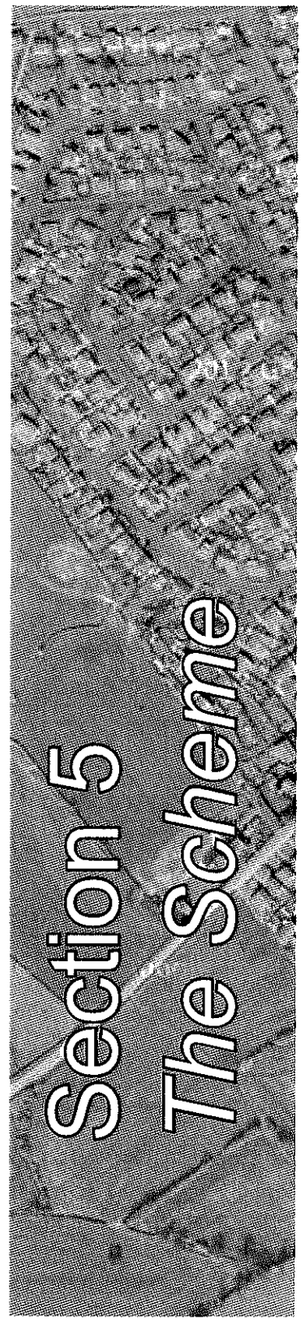


Typical view along Area 1



Typical view along Area 3

14.0 The Lanes Character



15.0 Lifetime Homes

Lifetime Homes

15.1 A proportion of the new homes will be Life time Homes compliant. These dwellings will be configured as bungalows and by there configuration and nature will allow a good accessibility and access for less mobile occupants. The dwelling design has also incorporated the movement and future use by disabled home owners, in accordance, with Lifetime Homes as follows.

Car Parking
Where car parking is adjacent to the home, it should be capable of enlargement to attain 3.3m width.

Access from Car Parking
The distance from the car parking space to the home should be kept to a minimum and should be level or gently sloping.

Approach
The approach to all entrances should be level or gently sloping.

External Entrances
All entrances should be illuminated, have level access over the threshold and have a covered main entrance.

Doorways & Hallways
The width of internal doorways and hallways should conform to Part M, except that when the approach is not head on and the hallway width is 900mm, the clear opening width should be 900mm rather than 800mm. There should be 300mm nib or wall space to the side of the leading edge of the doors on entrance level.

Wheelchair Accessibility
There should be space for turning a wheelchair in dining areas and living rooms and adequate circulation space for wheelchairs elsewhere.

Living Room
The living room should be at entrance level.

WC
In houses with three bedrooms or more there should be a wheelchair accessible toilet at entrance level with drainage provision enabling a shower to be fitted in the future. In houses with two bedrooms the downstairs toilet should conform at least to Part M.

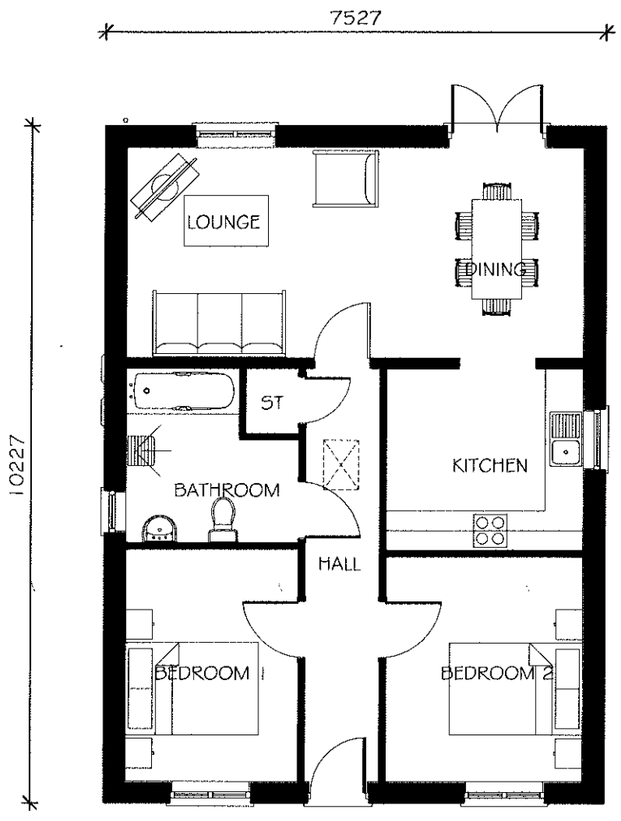
Bathroom & WC Walls
Walls in the bathroom and WC should be capable of taking adaptations such as handrails.

Main Bedroom
The design and specification should provide a reasonable route for a potential hoist from a main bedroom to the bathroom.

Bathroom Layout
The bathroom should be designed for ease of access to the bath, WC & wash basin.

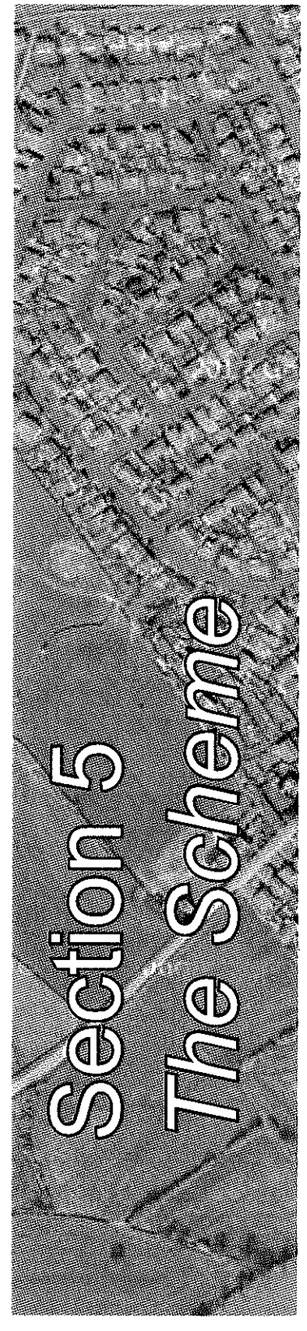
Window Specification
Living room window glazing should begin no higher than 800mm from the floor level and windows should be easy to open/operate.

Fixtures & Fittings
Switches, sockets, ventilation and service controls should be at a height usable by all (i.e. between 450 and 1200mm from the floor).



GROUND FLOOR PLAN

Typical Lifetime Homes compliant floor plan



Sustainable Construction

16.1 Taylor Wimpey commit to the sourcing of low impact materials for the buildings which will optimise the use of construction materials that are awarded at least a green guide to specification (based on Life Cycle Assessments (LCA), Using BRE's Environmental Profiles Methodology 2008) 'D' rating or above where feasible, local materials will be sourced in construction. A site waste management plan will be established prior to the commencement of construction which sets out how resources will be managed and waste controlled at all stages during the construction project. Additionally the site will be managed in accordance with the requirements of Considerate Constructors Scheme during the construction Phase of the development. An Environmental Standards Statement is currently prepared.

16.2 Barratt Manchester is ISO14001 accredited, meaning we have an Environmental Management System (EMS) which is externally audited by independent consultants. Under this most materials are sourced from suppliers who are similarly accredited and are therefore committed to environmentally friendly production.

16.3 The scheme will be constructed to Code for Sustainable Homes Level Three and 10% of the total energy requirements of the scheme will be met through on-site renewable energy sources by way of solar thermal panels.

Sustainable Drainage

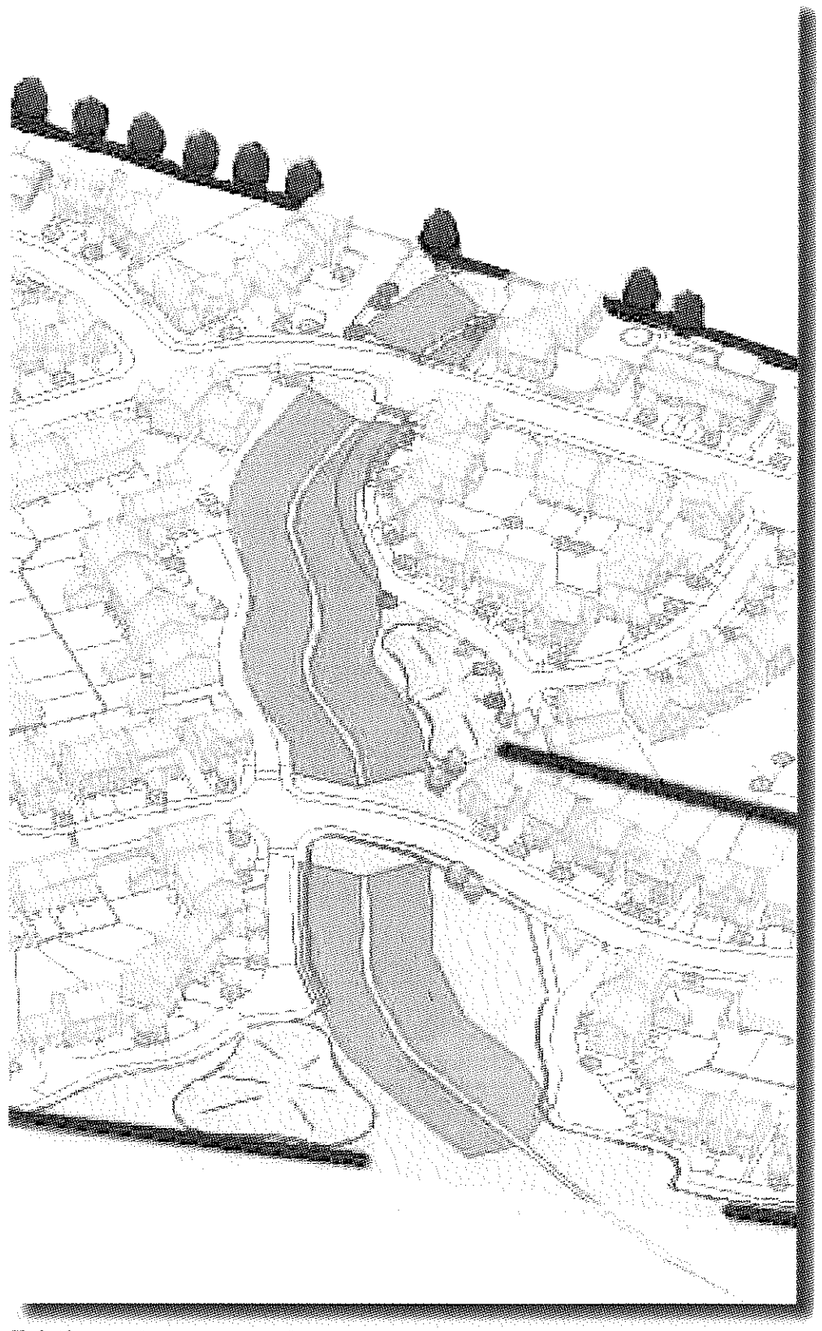
16.4 Surface water from dwellings and hard standing across the site will fall into either an underground crate storage system or balancing ponds allowing water to be stored on site and released at a discharge rate equivalent to the existing greenfield discharge rate into the adjacent river Ribble. This is a sustainable drainage system and negates the need for surface water to be routed to treatment plants and ensures that there is no increased risk of flooding as a result of the proposed development.

16.5 The site benefits from existing watercourses. These features will be retained and enhanced routing surface water through the scheme. These features will provide habitat and a sustainable approach to the distribution of surface water.

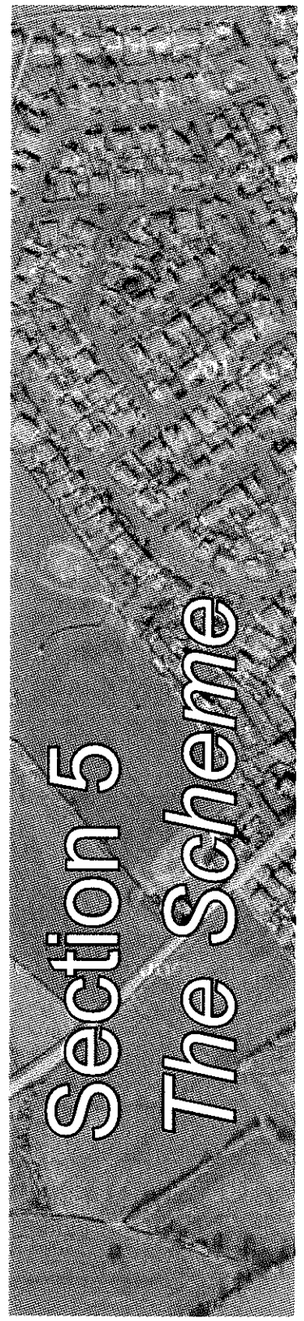




Typical pond edge character



Existing watercourse route



Landscape

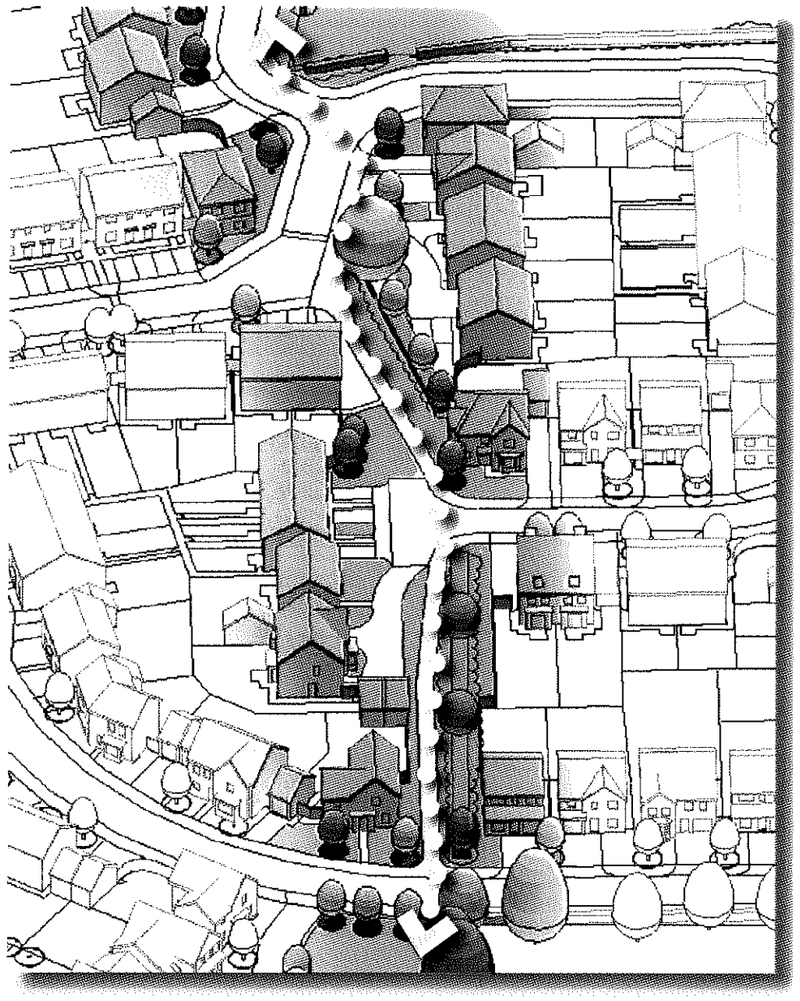
17.1 The site is broken up by existing hedgerow and trees running along field boundaries. The retention of such landscape features will give the development a sense of maturity, whilst restoring the site's landscape inheritance and to ensure natural habitat is preserved.

17.2 The proposed development aims to knit into the existing features allowing them to be retained within public spaces and green corridor linkages. This is important to allow the future management and longevity of the trees, hedges and in some cases the water course. The streets will be wide enough to retain such features and create a feeling of space with a maturity of landscape providing a pleasing rural character.

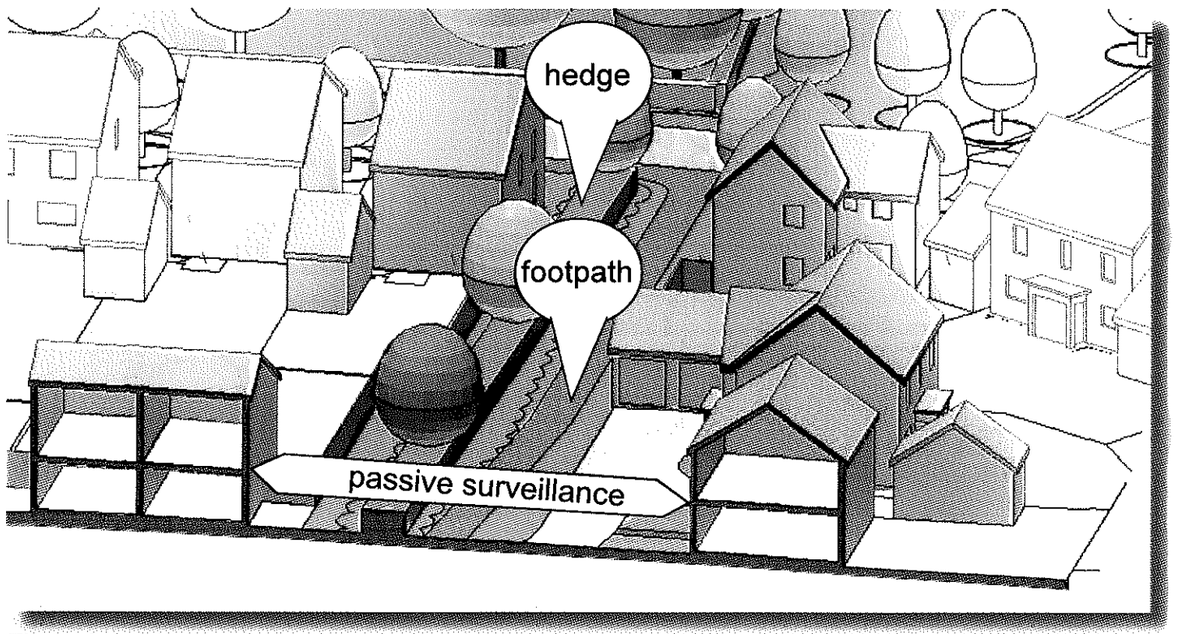
17.3 A green walk is proposed to the southern boundary and will allow the public realm to permeate through the heart of the development. This link will allow pedestrians to navigate through this part of the site with legibility running tandem with the existing hedge line. Whilst providing a decent screening to some areas, the retention of the hedge along this run will delineate the boundaries of public and private space. Minimal cut backs of this hedge are necessary at road crossings.

17.4 A new pedestrian footway running along the northern boundary will bring continuity to the rhythm of pedestrian routes that run alongside existing hedgerows. The hedge in this instance is overgrown and will require trimming back. This landscape feature will again provide a meaningful buffer towards the existing football pitches, whilst delineating the site's boundaries. This footway will be fronted by development, providing a more secure environment for pedestrians.

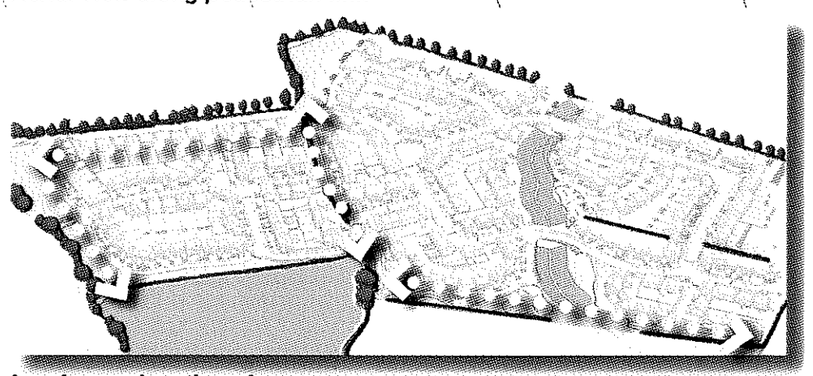
17.5 The design along the 'valley' involves a variety of interesting spaces that, when combined with the natural gradient and banking of the site, produces a green and pleasant space along the wide area of public open space. Additional landscaping of varying species will be planted to help blend the landscape into it's surroundings and the wider environment. A pleasant and relaxing space will be formed benefiting from an active street frontage.



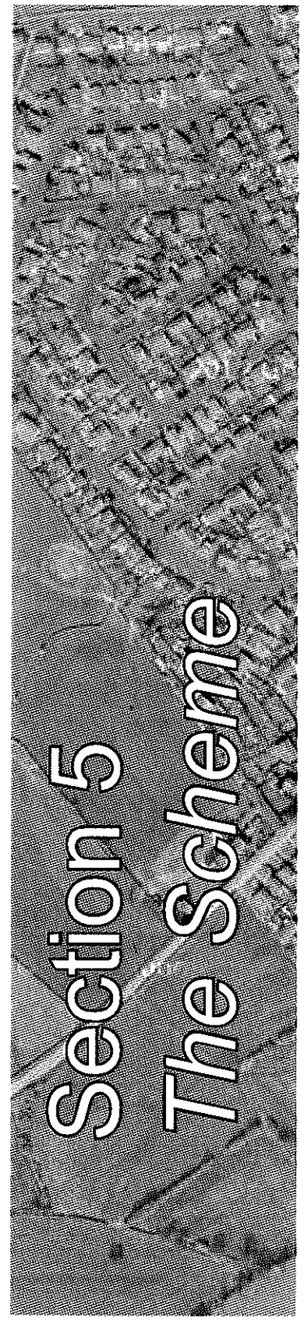
Aerial view along pedestrian link



Through section along existing hedge



Landscape location plan





TREES					
Abb.	Botanical Name	Form / X Transplanted	Girth (cm)	Min. Height (cm)	Root Condition / Pot Size
AC	Acer campestre	Heavy Standard: 3x	12-14cm	350-425cm	B
AG	Alnus glutinosa	Heavy Standard: 3x	12-14cm	350-425cm	B
BP	Betula pendula	Heavy Standard: 3x	12-14cm	350-425cm	RB
BJ	Betula utilis jacquemontii	Heavy Standard: 3x	12-14cm	350-425cm	RB
CBF	Carpinus betulus 'Fastigiata'	Heavy Standard: 3x	12-14cm	350-425cm	B
MGH	Malus 'Golden Hornet'	Heavy Standard: 3x	12-14cm	350-425cm	B
MJD	Malus 'John Downie'	Heavy Standard: 3x	12-14cm	350-425cm	B
PA	Prunus avium	Heavy Standard: 3x	12-14cm	350-425cm	B
PP	Prunus padus	Heavy Standard: 3x	12-14cm	350-425cm	B
PCC	Prunus cerasifera 'Cherrlcleer'	Heavy Standard: 3x	12-14cm	300-350cm	B
SAR	Sorbus aria	Heavy Standard: 3x	12-14cm	350-425cm	B
SAL	Sorbus aria 'Lutescens'	Heavy Standard: 3x	12-14cm	350-425cm	B
SAS	Sorbus aucup. 'Sheerwater Seedling'	Heavy Standard: 3x	12-14cm	350-425cm	B
SA	Sorbus aucuparia	Heavy Standard: 3x	12-14cm	350-425cm	B
SJR	Sorbus 'Joseph Rock'	Heavy Standard: 3x	12-14cm	350-425cm	B
TC	Tilia cordata	Heavy Standard: 3x	12-14cm	350-425cm	B

NATIVE TREE MIX - Planted in species groups of no less than 5 no more than 20 at 1/m²						
Abb.	Botanical Name	Form / X Transplanted	Girth (cm)	Min. Height (cm)	Root Condition / Pot Size	Density
BETP	Betula pendula 30%	Transplant 1+2	-	60-80	B	1/m²
FRAE	Fraxinus excelsior 30%	Transplant 1+2	-	60-80	B	1/m²
QUER	Quercus robur 10%	Transplant 1+2	-	60-80	B	1/m²
PRUP	Prunus padus 20%	Transplant 1+2	-	60-80	B	1/m²
SORAU	Sorbus aucuparia 10%	Transplant 1+2	-	60-80	B	1/m²

NATIVE SHRUB MIX - To be planted in species groups of no less than 5, no more than 20.					
Abb.	Botanical Name	Form / X Transplanted	Min. Height (cm)	Root Condition / Pot Size	Density
CA	Corylus avellana 20%	Transplant 1+1	60-80cm	B	1/m²
CM	Crataegus monogyna 15%	Transplant 1+1	60-80cm	B	1/m²
ILEA	Ilex aquifolium 10%	-	60-80cm	3L	1/m²
PS	Prunus spinose 20%	Transplant 1+1	60-80cm	B	1/m²
RA	Rosa arvensis 10%	Transplant 1+1	60-80cm	B	1/m²
RC	Rosa canina 10%	Transplant 1+1	60-80cm	B	1/m²
VO	Viburnum opulus 15%	Transplant 1+1	60-80cm	B	1/m²

HEDGES - to be planted in a double, staggered row & maintained to a height of BSS: 0.15M, EDB & PLO: 1.2M.						
Abb.	Botanical Name	Form / X Transplanted	Girth (cm)	Min. Height (cm)	Root Condition / Pot Size	Density
BSS	Buxus sempervirens 'Suffruticosa'			15-20cm	3L	4/m.
EAB	Escallonia 'Apple Blossom'			60-90cm	10L	3/m.
PLO	Prunus laurocerasus 'Otto Luyken'			60-90cm	10L	4/m

ORNAMENTAL SHRUBS / SPECIMENS					
Abb.	Botanical Name	Form / X Transplanted	Girth (cm)	Min. Height (cm)	Root Condition / Pot Size	Density
AJV	Aucuba japonica 'Variegata'			60-80cm	10L	3/m²
BOR	Buddleja davidii 'Royal Red'			60-80cm	10L	3/m²
CAB	Ceanothus 'Autumnal Blue'			40-60cm	3L	3/m²
CT	Choisya ternata			40-60cm	10L	3/m²
CTS	Choisya ternata Sundance ®			30-40cm	3L	4/m²
CA	Corylus australis			60-80cm	10L	-
CAE	Cornus alba 'Elegantissima'			80-100cm	10L	3/m²
CD	Cotoneaster dammeri			20-30cm	2L	4/m²
CCC	Cytisus scoparius 'Cornish Cream'			40-60cm	3L	3/m²
EEL	Elaeagnus x ebbingei 'Limelight'			40-60cm	10L	3/m²
EDS	Escallonia 'Donard Seedling'			40-60cm	10L	3/m²
ERF	Escallonia 'Red Elf'			40-60cm	3L	4/m²
ESQ	Euonymus fortunei 'Emerald Gaiety'			20-30cm	2L	4/m²
EJA	Euonymus japonicus 'Ovatus Aureus'			30-40cm	3L	4/m²
GDC	Griselinia littoralis 'Dixons Cream'			40-60cm	3L	3/m²
HAG	Hebe 'Autumn Glory'			20-30cm	2L	4/m²
HG	Hebe 'Green Globe'			20-30cm	2L	4/m²
HHG	Hedera helix 'Glacier'			20-30cm	2L	4/m²
HMB	Hydrangea macrophylla 'Blue Wave'			40-60cm	10L	3/m²
HH	Hypericum 'Hidcote'			30-40cm	3L	4/m²
HMT	Hypericum x moserianum 'Tricolor'			30-40cm	3L	4/m²
KJP	Kerria japonica 'Pleniflora'			60-80cm	10L	3/m²
LAM	Lavandula angustifolia 'Munstead'			20-30cm	5L	4/m²
LP	Lonicera pileata			30-40cm	3L	4/m²
MC	Mahonia x media 'Charity'			80-80cm	10L	3/m²
PT	Phormium tenax			40-60cm	10L	-
PTB	Phormium tenax 'Bronze Baby'			40-60cm	10L	-
PRR	Photinia x fraseri 'Red Robin'			60-80cm	10L	3/m²
PFF	Pieris 'Forest Flame'			40-60cm	5L	3/m²
PE	Potentilla fruticosa 'Elizabeth'			30-40cm	3L	3/m²
PLO	Prunus laurocerasus 'Otto Luyken'			40-60cm	3L	4/m²
RSK	Ribes sanguineum 'King Edward VII'			40-60cm	10L	3/m²
SJ	Skimmia japonica			40-60cm	10L	3/m²
SJA	Spiraea japonica 'Anthony Waterer'			30-40cm	3L	4/m²
VTE	Viburnum tinus 'Eve Price'			80-80cm	10L	3/m²

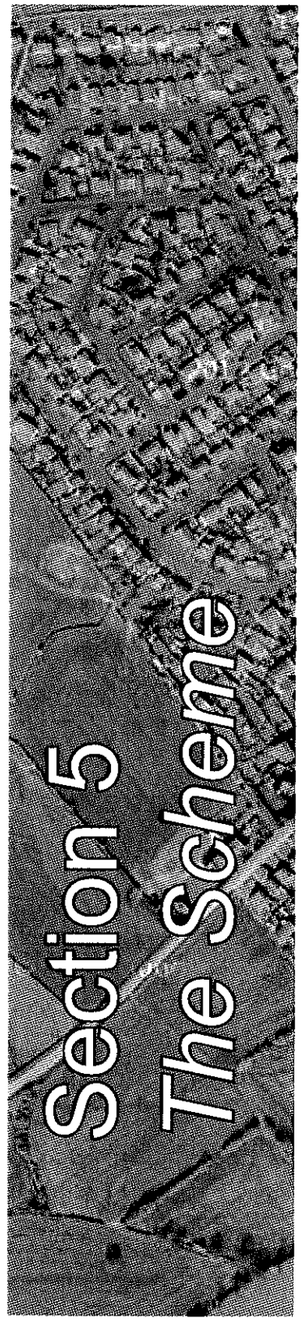
CLIMBERS - to be ready trained on trellis						
Abb.	Botanical Name	Form / X Transplanted	Girth (cm)	Min. Height (cm)	Root Condition / Pot Size	Density
CM	Clematis montana			100-125cm	10L	
HEDH	Hedera helix			100-125cm	10L	

WILDFLOWER SEED MIX A- To be sown at a rate of 4g/M². EM1 - Basic General Purpose Meadow Mixture.	Seed mixes available from Emorigate Wild Seeds. Tel: 01553 829 028	All wildflower areas to have 1M wide close mown grass edge adjacent roads and footpaths.
WILDFLOWER SEED MIX B - To be sown at a rate of 4g/M². EM9 - Meadow Mixture for Wetlands		

KEY

- PROPOSED TREES
- NATIVE TREE MIX
- NATIVE SHRUB MIX
- PROPOSED HEDGE
- ORNAMENTAL SHRUB BED
- CLIMBERS
- CLOSE MOWN GRASS
- WILDFLOWER MEADOW MIX A
- WILDFLOWER MEADOW MIX B

Proposed Landscape Plan



Baldwin Design Consultancy Ltd

BARRATT HOMES

Taylor Wimpey

Boundary Treatments

17.6 It is proposed that the landscape to the front of the build line be predominantly open plan, with shrub and tree planting, together with turf allowing a good area of soft permeable area minimising surface water runoff where possible. These spaces will also provide sufficient screening to front parking along the street scene.

17.7 Within plot boundaries the landscaping should reflect the local conditions and provide hardy robust planting utilising native species.

17.8 In areas of exposed side gardens 1.8 metre high brick walls with piers and the occasional fence panel erected between piers will provide a secure barrier. Careful choice of soft landscaping to be planted in front will enhance the visual outlook onto the street frontage.

17.9 Intermediate plot boundaries will consist of a 1.8 metre high timber waney lapped fence. Timber post and rail fencing will also be incorporated. Refer to site layout.

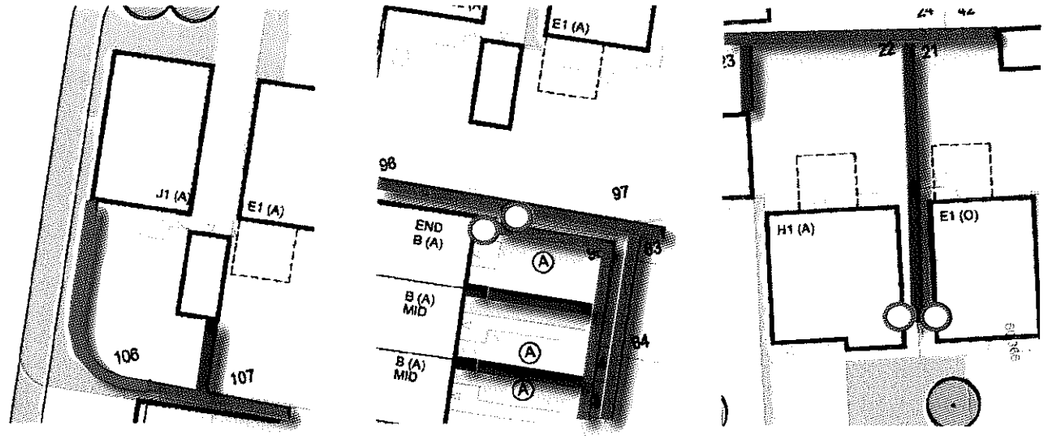
17.10 A 1.8 metre high timber close boarded fence will be erected along boundaries between rear gardens.

17.11 All green edge boundaries will continue to be delineated by an existing mature hedge and will provide a natural robust boundary that allows the new build to knit into the existing landscape, whilst providing pleasant long range views into the development.

17.12 These hedges will continue to run within the development and the layout has been designed to incorporate such features. The hedges are relatively dense and robust and will in some cases act as rear plot boundaries.

17.13 Areas of open space are found throughout the development and these can be accessed by pedestrian footpath. These areas have soft curved edges with low level knee rail fencing running alongside private driveways. This will highlight public and private spaces, whilst allowing for a safer environment for open space users.

17.14 A 2 metre high acoustic fence will run adjacent to the existing dog and cat kennels and will be erected on the inside of existing hedgerows providing adequate noise reductions into the development.



Examples of plot boundary treatments

Key

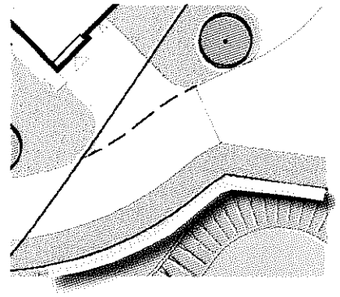
1.8 metre high brick/ stone wall with piers

450mm high timber knee rail fencing

1.8 metre high timber pedestrian gate

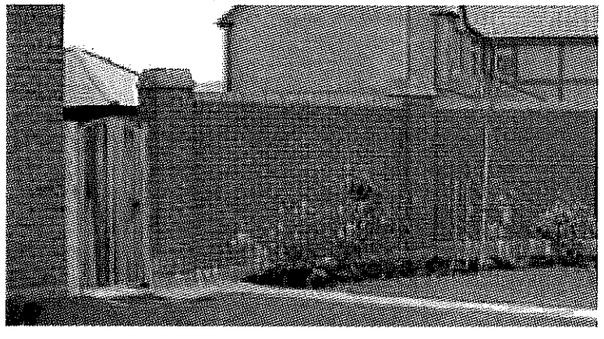
1.8 metre high timber close boarded fencing

1.8 metre high timber waney lapped fencing and/ or post and rail fencing

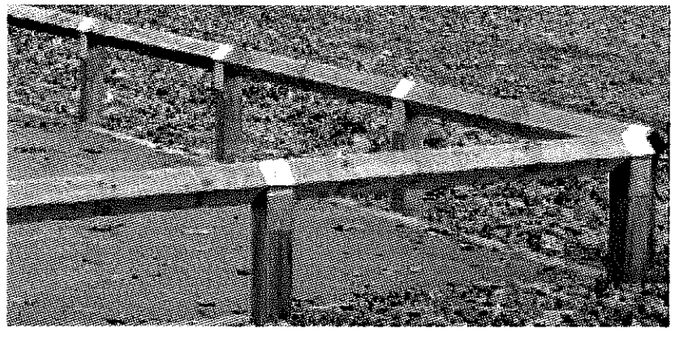




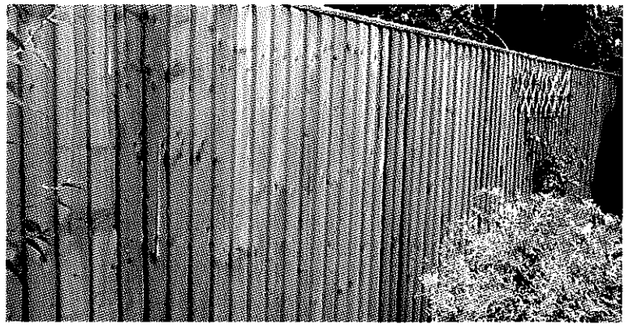
Example of waney lapped fence



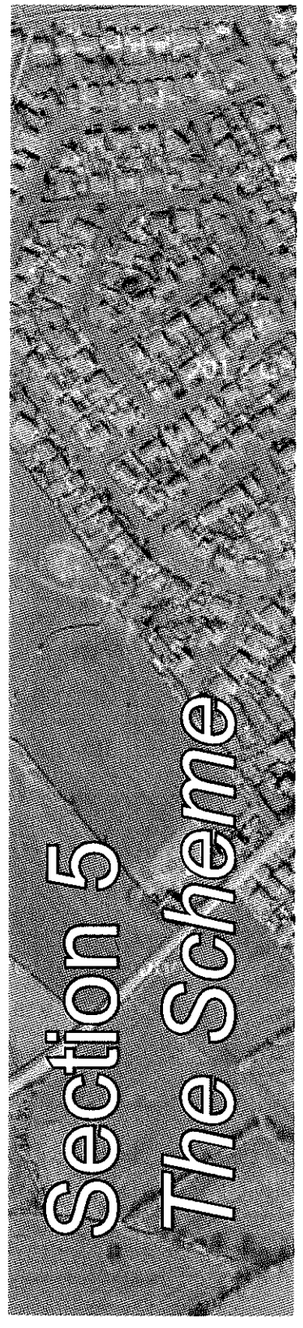
Example of boundary brick wall



Example of knee rail fencing



Example of close boarded fence



Hard Landscaping

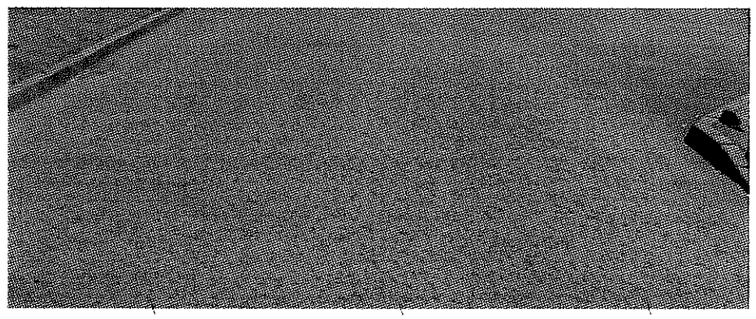
17.15 The materials used on the horizontal surfaces of the development are as important as the materials used on the buildings themselves. The hard and soft landscape treatments are of great importance with additional planting to enhance the space and screen the defensible boundary treatments.

17.16 The primary routes that serve the development will be finished in black top tarmac that will be constructed to adoptable standards with 2 metre footways running either side.

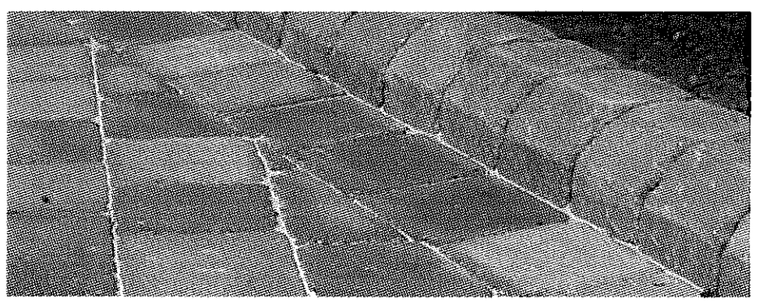
17.17 Raised areas of blockpaved setts will form irregular shapes at road junctions and at key focal points to provide interest and sense of place. The contrasting material will contribute to the development's traffic calming measures and is set around attractive vistas and street scene frontages.

17.18 All private plot footpaths that serve front and rear doors from the driveway will be laid in 600mm x 900mm concrete grey flags.

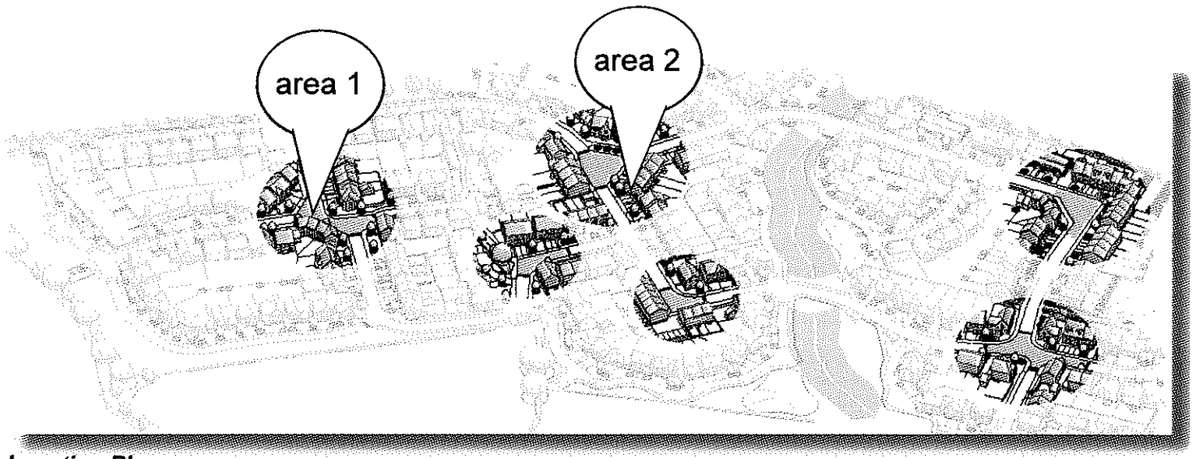
17.19 Tarmac with red chippings will be applied to private drives and the change in material will emphasise the roads hierarchy.



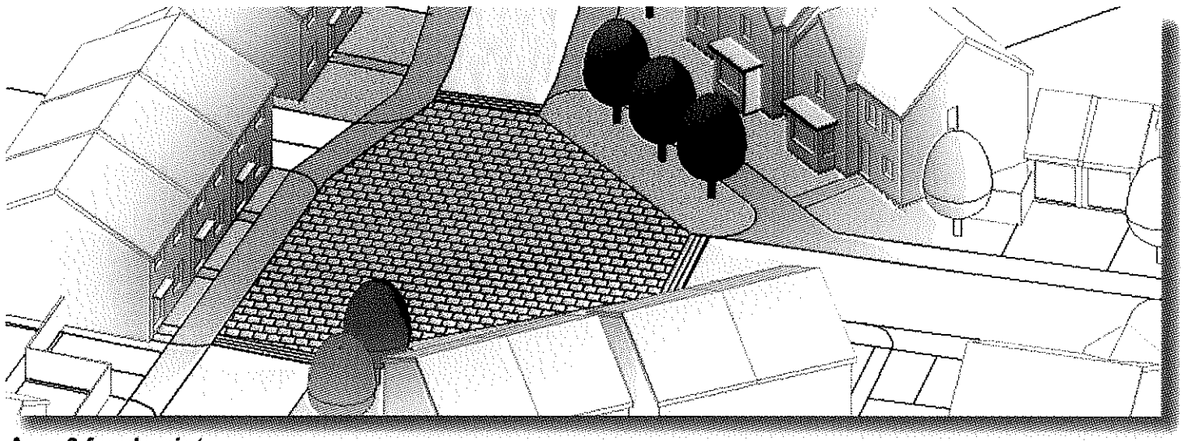
Example of tarmac red chippings



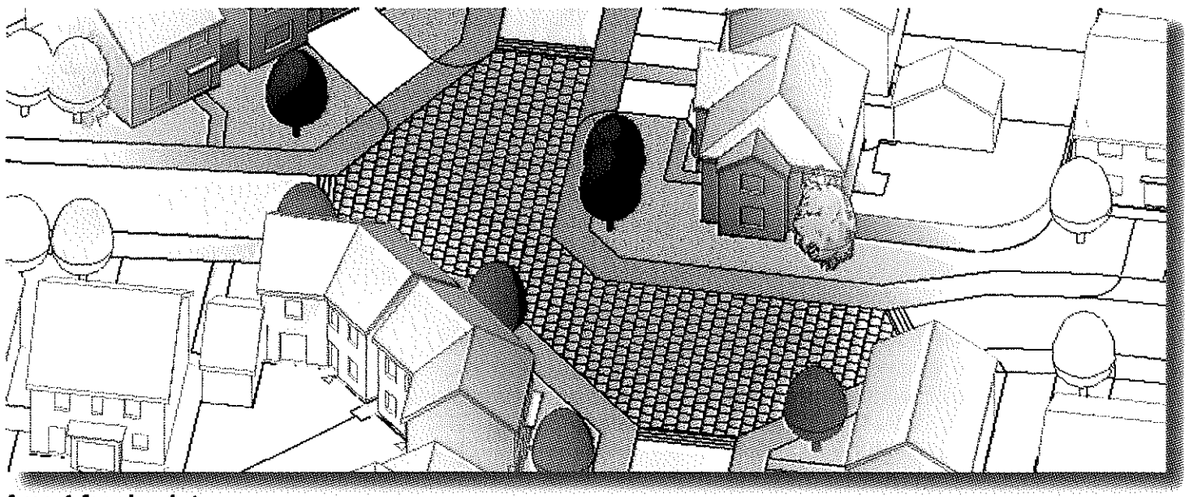
Example of typical block paving



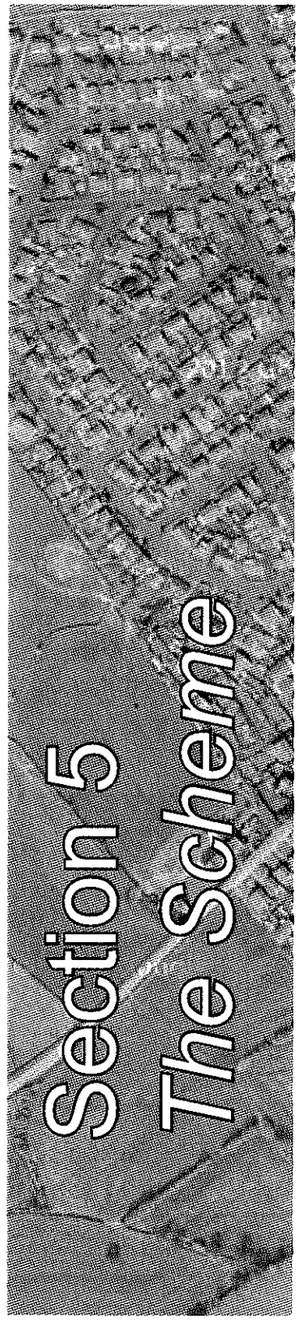
Location Plan



Area 2 focal point



Area 1 focal point



Elevational Treatment and Local Character

18.1 The proposed scheme has referenced surrounding vernacular within its design, incorporating architectural details, materials and scale of building that will knit the scheme into the surrounding built environment.

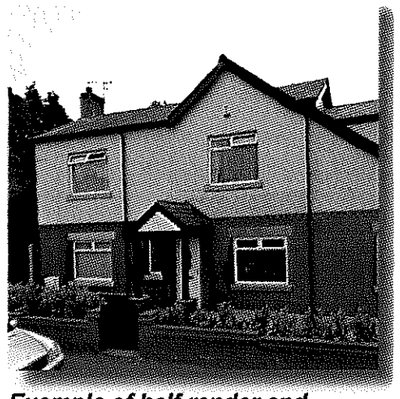
18.2 The proposed elevations for the development draw on elements and characteristics from the surrounding area. Questions are posed in the criteria for Building for Life that ask "Does the scheme feel like a place with a distinctive character?" and "Is the design specific to the scheme?"

18.3 The development picks up on key local details to tie the new development back to the existing community but while still providing a distinctive development that makes best use of the land. There is a varied mix of build forms within the surrounding area and this is echoed throughout the proposed development.

18.4 The property mix is laid out to provide an aspirational selection of homes that will provide much needed new housing for the regeneration of the local community. The layout of the scheme has responded to the surrounding environment by creating pedestrian links with these spaces being well overlooked and safe, with building frontage creating legible spaces allowing the routes to be easily identified. The streets provide a coherent and well structured form.

18.5 The street scene along many parts of the development has been laid out to provide a spacious frontage of buildings to exploit the existing landscaping and topography beyond.

18.6 The images set out how the buildings exhibit architectural quality by drawing on local distinctiveness and character. This fully demonstrates the scheme has responded to point 17 (Design and Construction) in Building for Life.



Example of half render and dental course



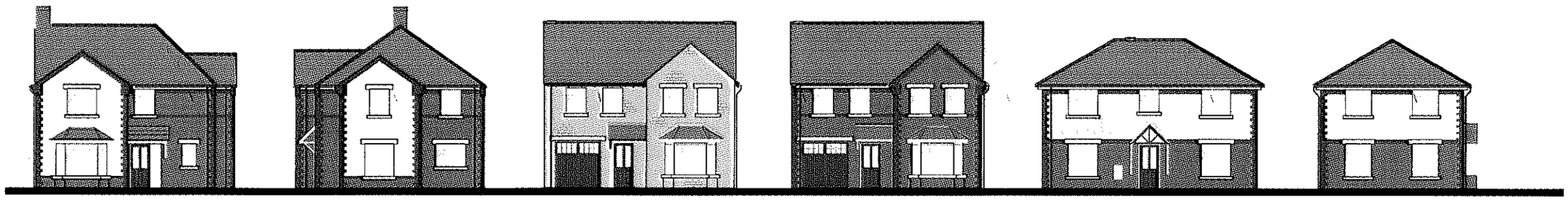
Example of stone building

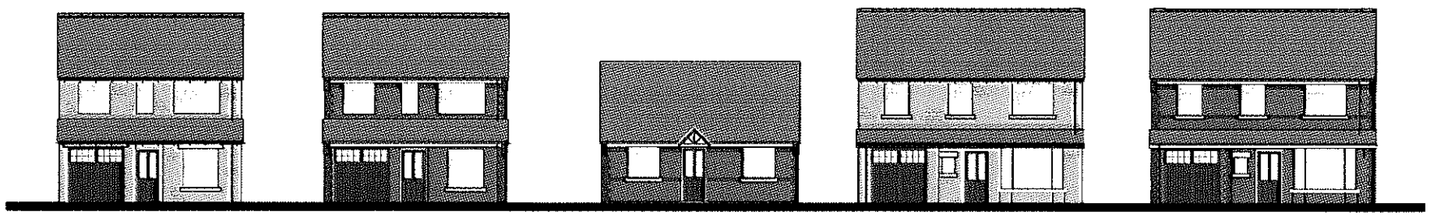


Example of gable end dwelling

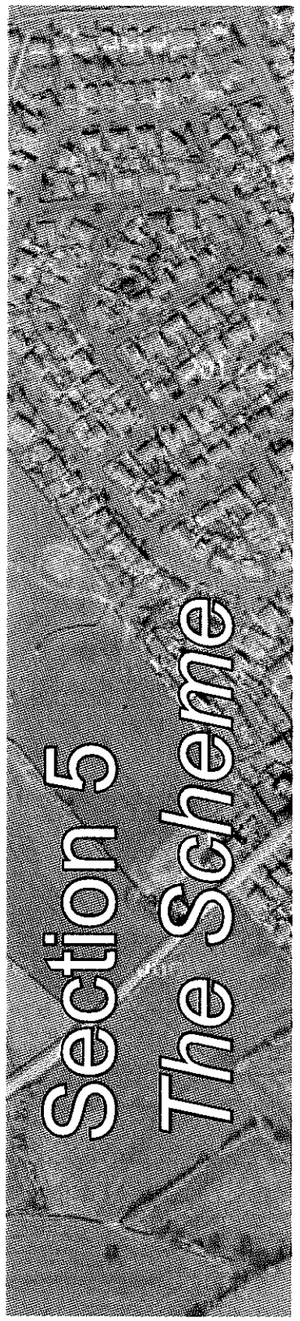


Example of bungalow





Typical House Types



Elevational Treatment and Local Character

18.7 The below photo montage shows the direct comparisons of Clitheroe details and the details as proposed on the project.

Windows & Doors

18.8 Window formations are in a traditional style with mullion and transom glassing bars. These are a common feature throughout the surrounding area and will be formed by re-constituted stone head and cills and in some cases, full surrounds.

Roofs

18.9 All proposed roofs within the development are to be pitched, with a considered mixture of gables, hips, valleys and dormer windows creating interesting street scenes within the development. The rainwater goods and down pipes will be black with black fascia boards. To add character to the street scene and to break up the run of front to back pitched roof, raised eaves with dormer windows have been incorporated at key points along the street scene.

Render

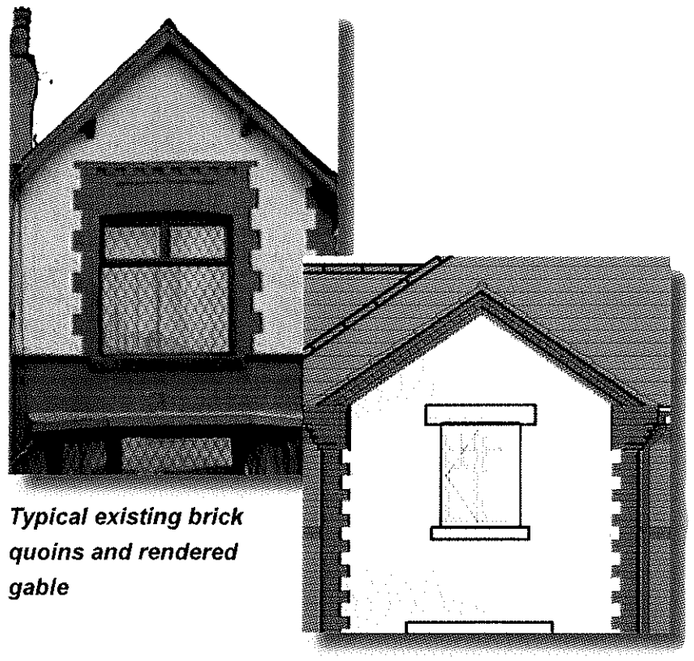
18.10 Proportions of render in Ivory with rough cast finish is used to identify key locations within the scheme and in some cases break down larger areas of brickwork.

Corbelling

18.11 A common feature along Henthorn Road is the use of brick corbelling at each end of the main gable where rough cast render is evident between and taken to soffit level. The inclusion of a horizontal dental course, together with brick quoins laid in contrasting brick will provide a render stop to the gables central window.

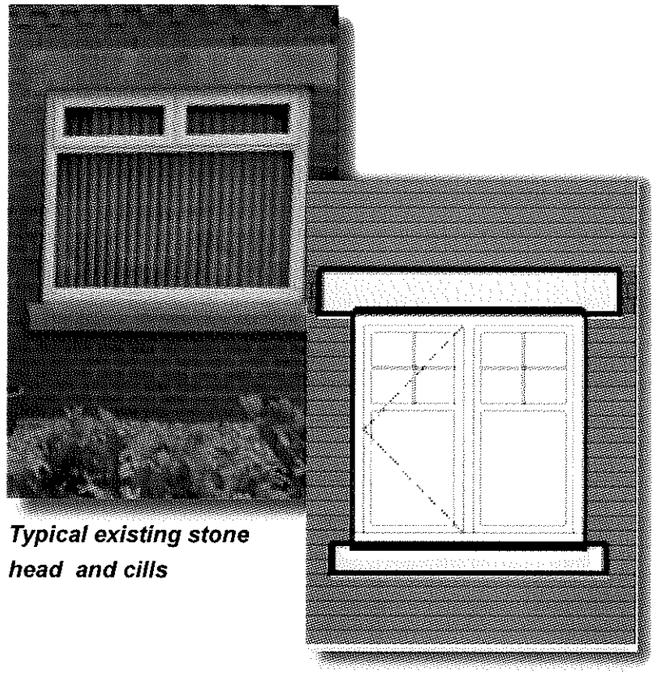
Stone

18.12 The use of stone is an original material commonly seen throughout Clitheroe. It is therefore the intention to finish the majority of houses along the site's periphery in re-constituted stone allowing the new build to blend into the existing environment, whilst giving a tie back to the local vernacular.



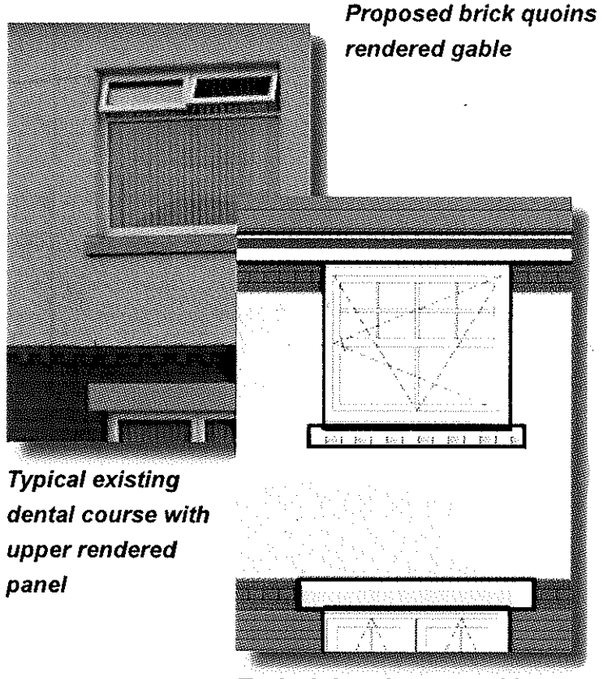
Typical existing brick quoins and rendered gable

Proposed brick quoins and rendered gable



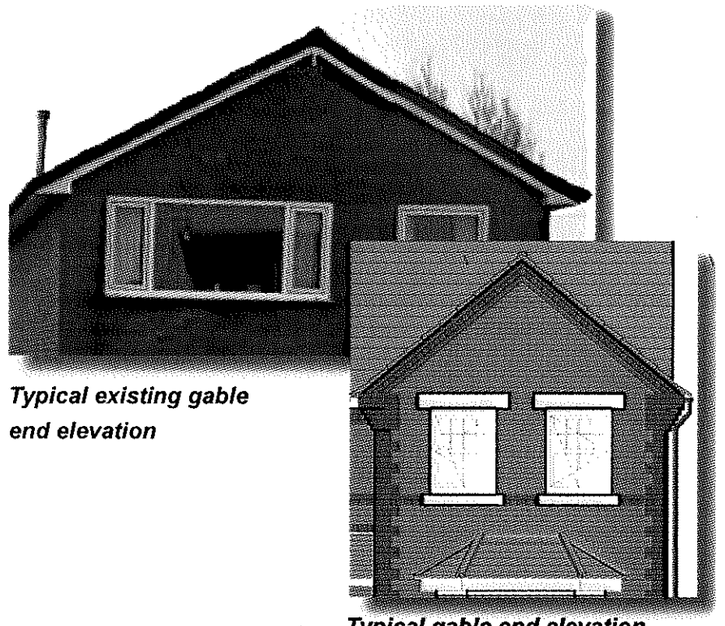
Typical existing stone head and cills

Typical stone head and cills



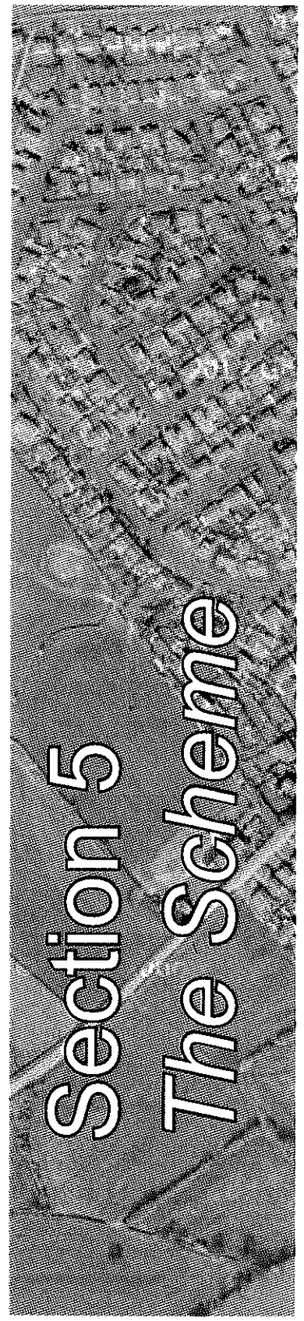
Typical existing dental course with upper rendered panel

Typical dental course with upper rendered panel



Typical existing gable end elevation

Typical gable end elevation



Materials

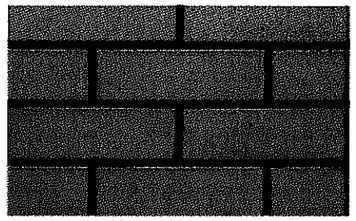
18.13 Building for Life promote that variety and character should be integral to a well designed scheme. It is proposed that the variety is brought to the street scene but including a range of different materials.

18.14 Ivory coloured render with rough cast finish is used in areas to emphasise certain areas of interest within the scheme and in some cases break down larger areas of brickwork.

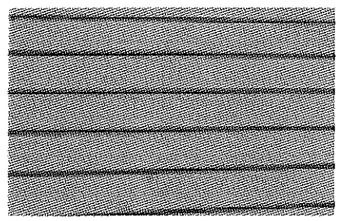
18.15 The proposed external walls within the development are to be generally traditional brick built cavity walls that enclose the dwellings in right angles. The materials of the walls will consist of the following materials pallettes:



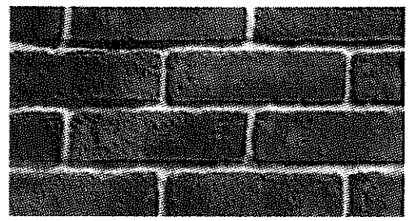
Materials Layout



Ibstock Straffordshire Slate Blue Detail Brick

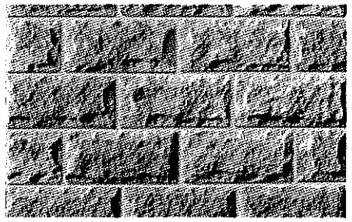


Russell Grampian Grey Tile with a red plain ridge tile

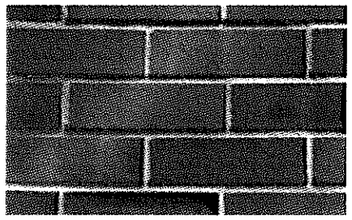


Terca Durham Claret Facing Brick

Red Smooth Detail Brick



Black Old Weathered Pitched Reconstituted stone



Terca Old Eccleston Blend Facing Brick

KEY

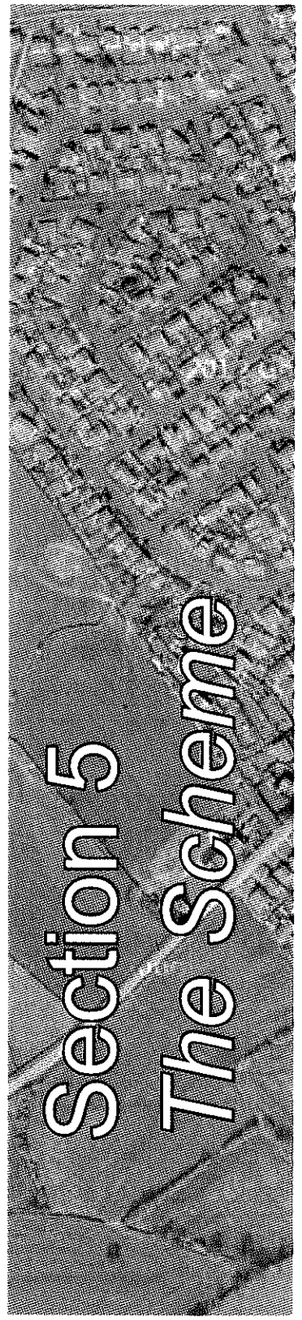
- Wienderberger Terca Durham Claret Facing Brick
- Wienderberger Terca Durham Claret Facing Brick with part render
- Forticrete Black Old Weathered Pitched Stone
- Wienderberger Terca Old Eccleston Blend Facing Brick
- Full height render

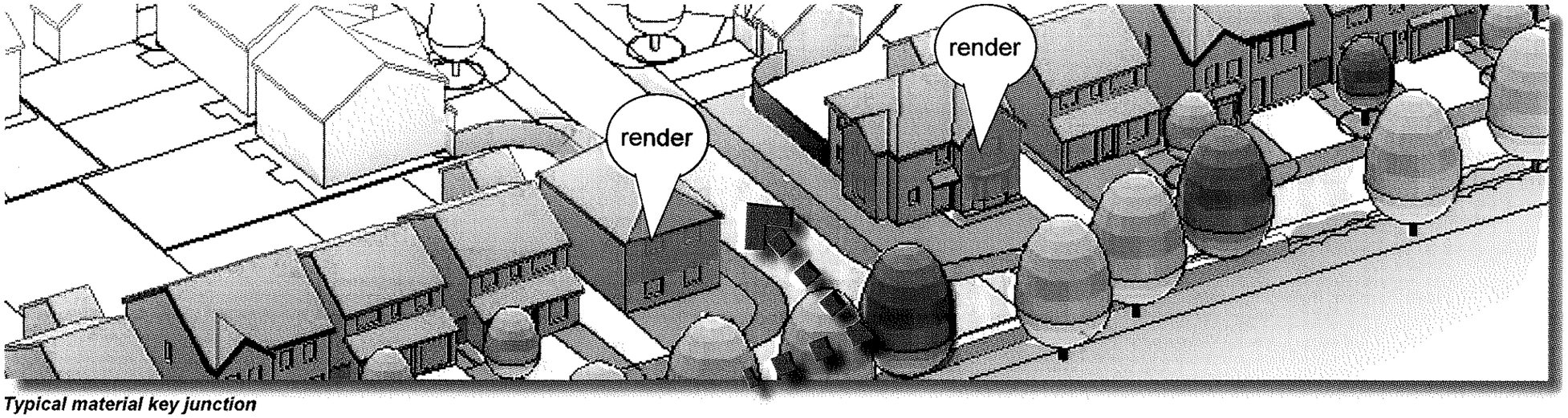
Materials Pallette 01 –
Facing Brick - Terca Durham Claret
Detail Brick – Ibstock Staffordshire Slate Blue
Roof - Russell Grampian Grey Tile
with a red plain ridge tile
Black half round rainwater goods
White Upvc Windows
Black Entrance doors
Black Garage doors
White Upvc fascia boards

Materials Pallette 02 –
Facing Brick - Terca Old Eccleston Blend
Detail Brick – Ibstock Ravenhead Red Smooth.
Roof - Russell Grampian Grey Tile
with a red plain ridge tile
Black half round rainwater goods
White Upvc Windows
Black Entrance doors
Black Garage doors
White Upvc fascia boards

Materials Pallette 03 –
Forticrete Anstone Black Old Weathered Pitched.
Artstone Heads and Cills.
Roof - Russell Grampian Grey Tile
with a red plain ridge tile.
Black half round rainwater goods
White Upvc Windows
Black Entrance doors
Black Garage doors
Gutter boards and exposed truss feet to be painted black

Materials Pallette 04 –
Facing - Weber Monocouche Render – Colour Ivory.
Facing Brick to match adjacent properties.
Artstone Heads and Cills.
Roof - Russell Grampian Grey Tile
with a red plain ridge tile.
Black half round rainwater goods
White Upvc Windows
Black Entrance doors
Black Garage doors
Gutter boards and exposed truss feet to be painted black



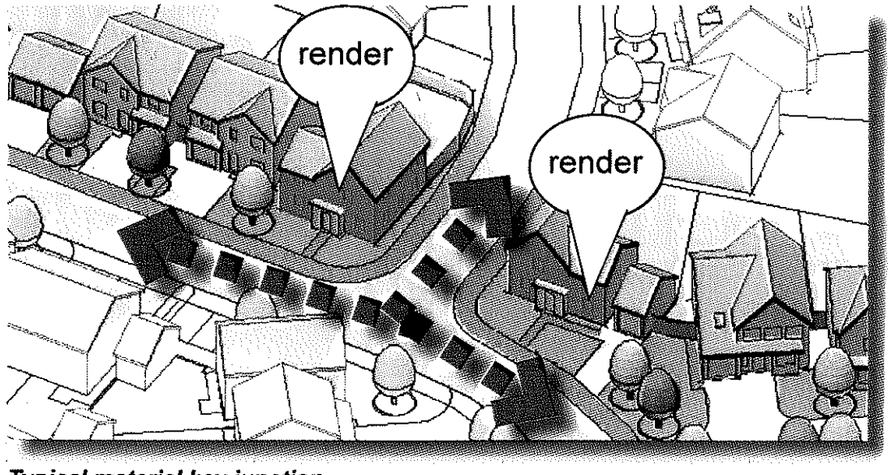


Typical material key junction

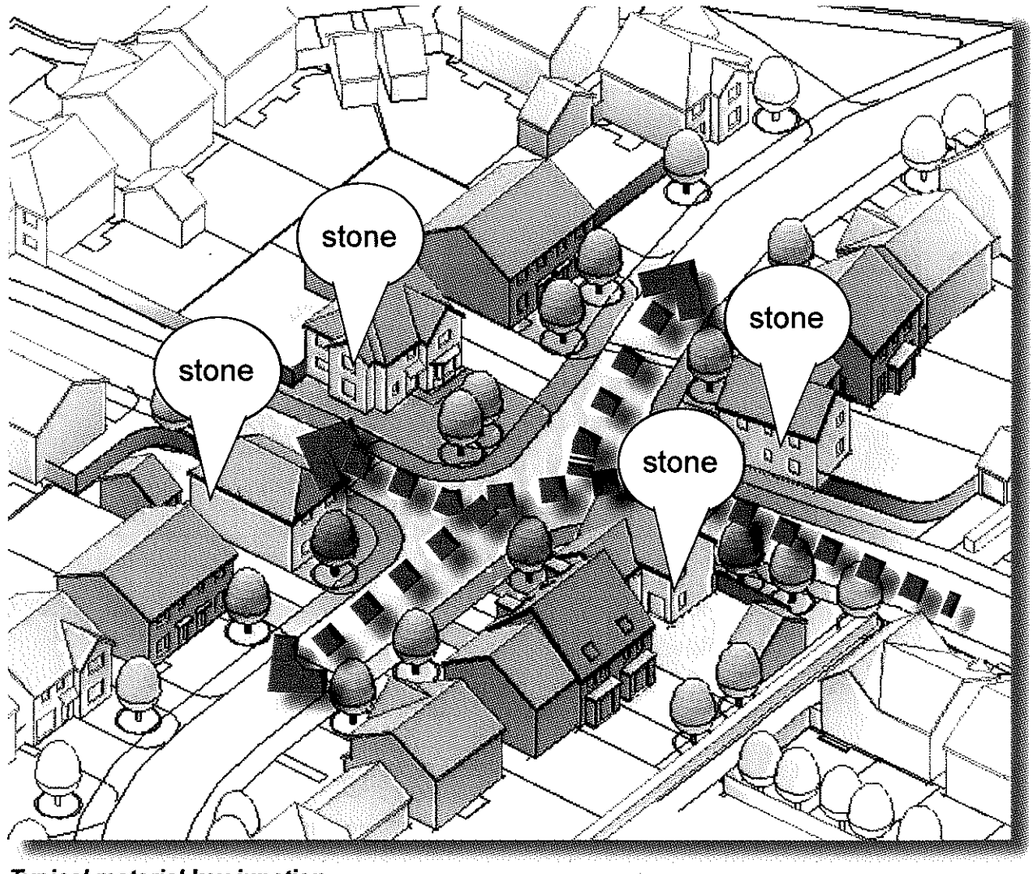
Materials

18.16 A variation of building materials will be applied to key meeting points and road junctions throughout the development. Areas of render will dress parts of the building facade and in some instances be applied full height to all sides exposed to the public realm. This material will break up the run of facing brick and bring a more lighter approach to the street scene whilst emphasising a change in character and change in road direction.

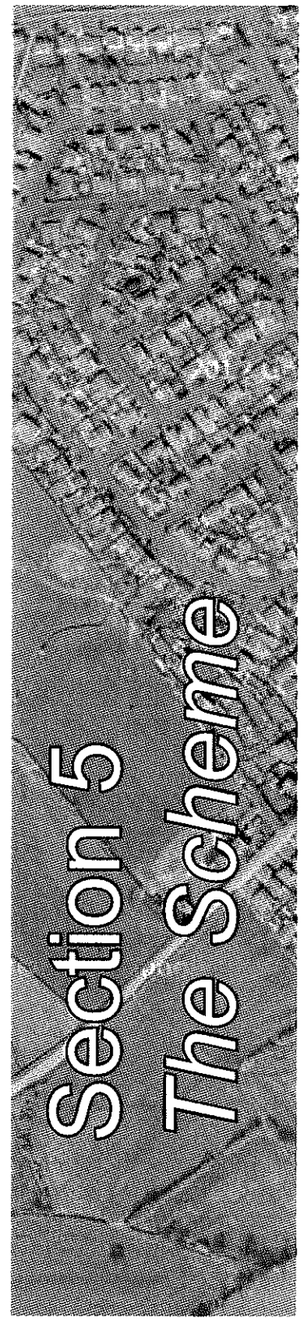
18.17 Reconstituted stone will also be used in group formation set around key focal points within the core of the development. This material will give the public realm an understanding of location and sense of place. Again, the use of reconstituted stone will break up the expanse of brickwork.



Typical material key junction



Typical material key junction



Movement and Connections

Road Pattern

19.1 The Master Plan has been designed to allow the development to be easily navigated and with key permeable routes. The main loop within the development area is set at 6m wide. This will allow large vehicles to penetrate the site and easily navigate through it, giving access for bus penetration deep into the developed area.
A secondary loop has been employed to allow a further permeable road pattern allowing the user to navigate through the development with ease. Lanes have been incorporated to provide a slow moving rural type access to the proposed buildings.

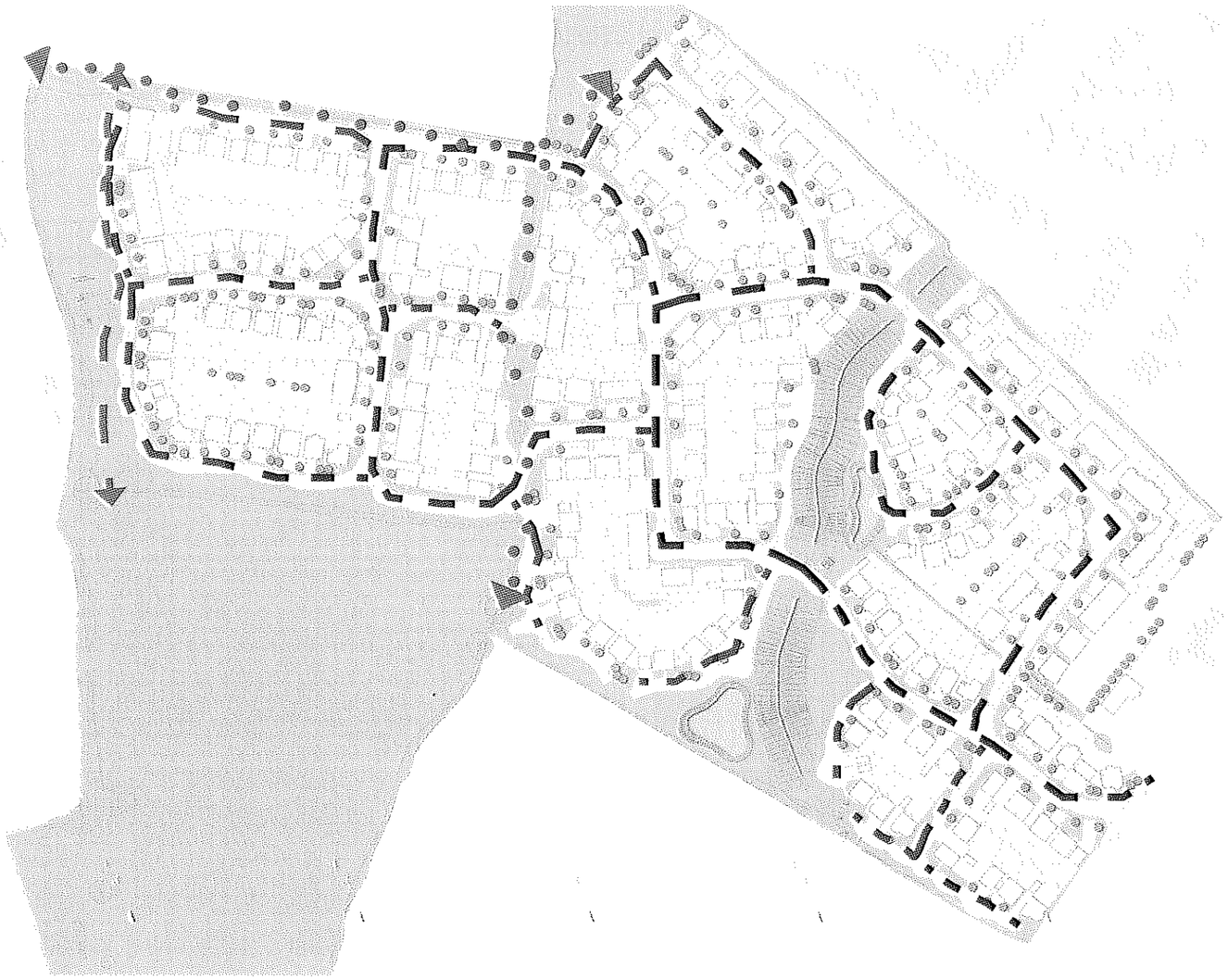
Pedestrian movement

19.2 Pedestrians have clearly defined route throughout the scheme with designated footways separating them from road traffic along the main pedestrian public realm. Pedestrian connections have been made from the Community Park to the south and Public Open space to the North. A linkage is shown connecting the existing Caravan park to the West with a further link shown onto Henthorn Road where the road manifests itself as a farm track to the east.

19.3 These connections have been considered and planned to provide routes along the desire lines from key locations to specific destination points such as the Community park. These routes will be safe and comfortable spaces well over looked by the proposed buildings.

Buildings

19.4 The proposed buildings will aid movement assisting with navigation from key locations. Gateway and feature plots have been employed to ensure a sense of place and focal points have been positioned to provide distinct points along the routes. These points will be memorable locations and provide the scheme with its distinct character.



Movement & Connections

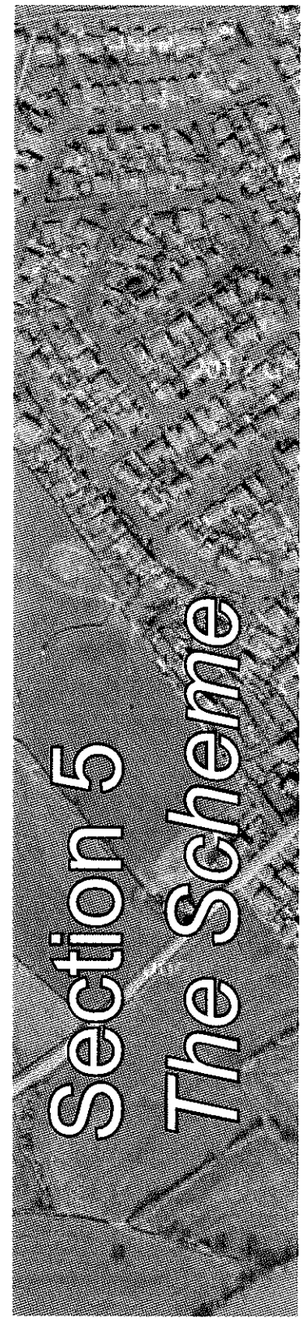
Key

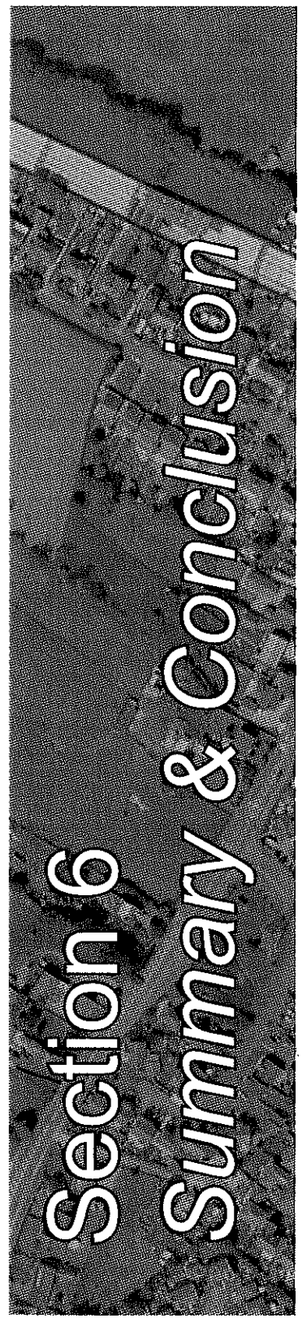
The Main loop

Secondary loop

Informal Lanes

Pedestrian route




Section 6
Summary & Conclusion

Summary and Conclusions

20.1 The scheme has been designed to provide a feeling of a space, with the building layout set out to provide useful green spaces and buffers along the edges of the proposed developed area. The key focal spaces are knitted into the scheme to provide a sense of place with a development that will be easy to navigate and orientate.

20.2 The provision of the Community park is a great addition to the public realm and will be a useful recreant space to the proposed development and the existing community alike. The pedestrian routes have been designed to allow easy access to this key destination point for all and will integrate the scheme into the of the existing urban framework.

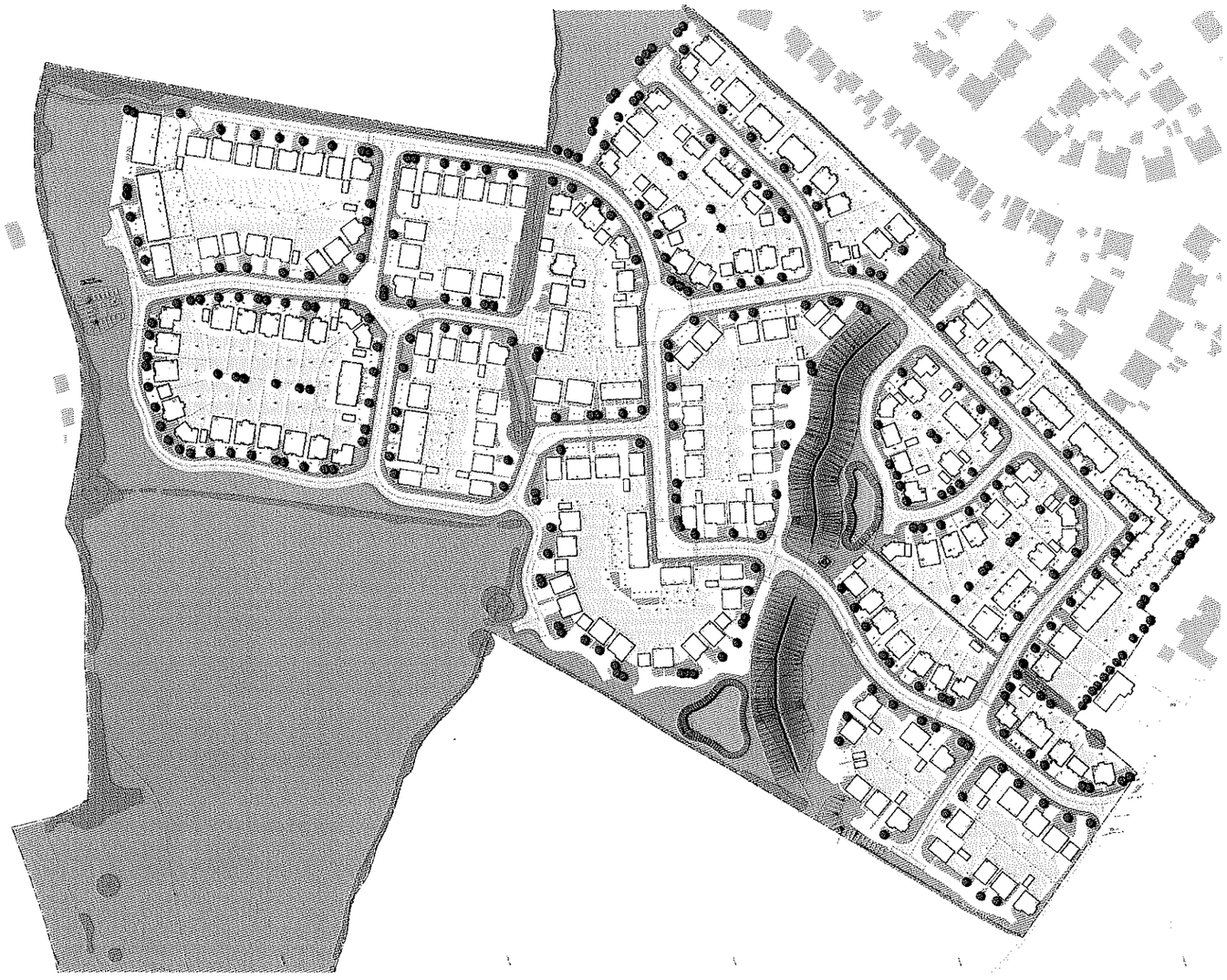
20.3 The Character of Clitheroe has been analyses and reflected in the scheme with the incorporation of stone facades along key spaces and at important views into the site from surrounding areas.
The Orientation of the layout is of great importance defining the edge of the urban expansion and presenting a visually attractive edge to the fringe of the development.

20.4 The application site comprises of land on the edge of a predominantly residential area in the main urban settlement. The site lies in a highly sustainable location and is accessible by public transport and within close proximity to a wide range of shops, services and community facilities. The site's proximity to the local infrastructure provides an ideal opportunity to create strong links from the development to the wider surroundings.

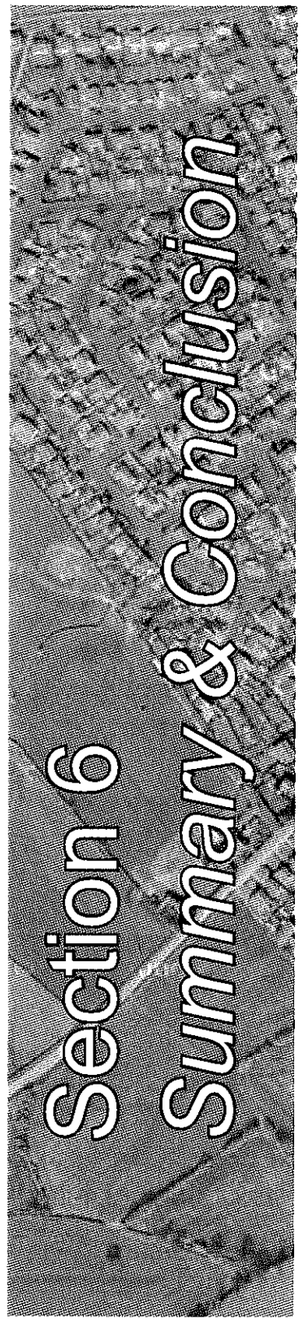
20.5 During the course of the design process, numerous meetings have been held with Ribble Valley Borough Council. These meetings and subsequent feed back have informed the current proposals.

20.6 This scheme Provides much needed housing for the area as well as wider community befits such as the Doctors Surgery and important recreational areas along the river Ribble.

20.7 This Design and Access statement is in support of an Reserved Matters application for 270 new dwellings. After a detailed design process, whilst aiming to provide much needed new homes, the proposal shows a sensitive approach to the development site and it's features. Great care has been taken to reduce the impact on the local environment.



Proposed Site Layout





Aerial view of proposed development

Section 6 Summary & Conclusion

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