

JDA

320130169P

Design and Access Statement

Pendle Garage, Clitheroe Road, Barrow, BB7 9AQ

bowsall Ltd
delivering affordable housing

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November 2012
Issue 1

Document Control

The following statement is the Design and Access Statement for the Planning Application at Pendle Garage, Clitheroe Road, Barrow

The document was first issued in November 2012 with the following revisions being made.

Revision	Date	Notes/amendments	Checked by

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Foreword

The following Design and Access Statement has been written to meet the requirements of the Government Guidance on changes to the Development Control System which became effective from 1th August 2006.

The document follows the structure of the CABE guidance "Design and Access Statements—How to write, read and use them" in an effort to demonstrate the design process and how the physical characteristics of the submitted scheme are a response to the physical and socio-economic constraints and opportunities that the development site presents.

Application

The document supports the Application for a 100% affordable housing development at the site of the former Pendle Garage, Clitheroe Road, Barrow.

The application is for full planning approval for the development of 29 residential units for Bowsall Limited with a mix of unit sizes that reflect the local housing needs of the area agreed with Ribble Valley Housing Officers Rachel Stott and include:

- 9No. 2 bed 3 person apartments
- 3No. 2 bed 3 person bungalows
- 8No. 2 bed 4 person houses
- 9No. 3 bed 5 person houses

The statement should be read in conjunction with all other supporting information that forms this application which includes:

Document	Issued by
Architectural Information	JDA
Design And Access Statement	JDA
Arbiculture/Ecology Studies	RSK
Tree Survey	Bowland Tree Consultancy
Noise assessment	Sol Acoustics
CSH Pre assessment	Element
Flood risk assessment and modelling	RSK

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Site physical

The development site is a 0.71 hectare site located off Clitheroe Road in the district of Barrow.

The site benefits from excellent links to road and public transport with bus routes running past the site to:

Accrington, Blackburn, Burnley, Chatburn, Clitheroe, Preston, Skipton Whalley Railway Station is local to the site, only 1.1 miles to the south west commuting to Clitheroe, Blackburn and Manchester Victoria Considered brownfield, part greenfield, the site accommodates Pendle Garage which will be demolished as part of the development.

The development site is rectangular in shape set within the context of industrial units to the north with terraced housing beyond, open fields to the east, a nursery with open fields beyond to the south and to the west The Eagle at Barrow public house.

The site has some reasonable changes in level from front to back and indeed has a physical step to the rear of the Garage before levelling out.

Boundaries are fairly well defined with fence lines clearly visible to the South and the industrial building to the North which has a significant impact on the site.

There are some fairly mature trees on the site and this has been explored in full in the associated tree and arboricultural survey.



Aerial view indicating the site

Context

The surrounding context is predominately stone walled properties with stone window and door surrounds. Render and pebble dash have been introduced to the palette along Clitheroe Road and Pendle Garage itself is rendered.

The roofs are generally slate with a number of properties utilising the more traditional stone tiles. Eaves are shallow and parapet gables are evident throughout the area.

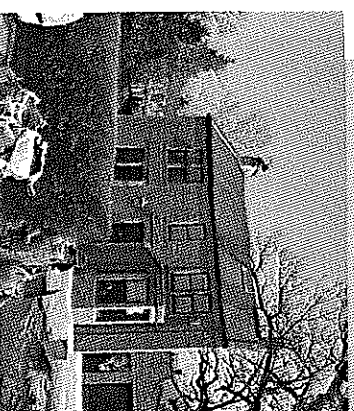
Some larger properties to the south of the site are of red brick or red brick and stone.

Of particular note is the large industrial building to the North which is located directly on the boundary of the development site. This large blank gable is fairly imposing and it is the intention of any development proposal to turn its back on the unit and look to soften any boundary treatment through use of hard and soft landscaping.

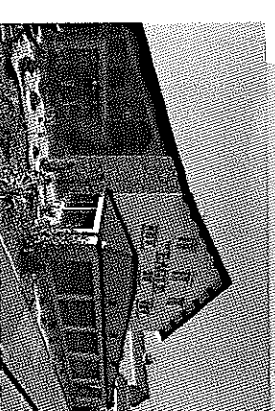
The existing garage on the site will be demolished providing a significant opportunity for a quality affordable housing scheme to act as a gateway into the village from the south.



Window and door surrounds



roofs



Render and stone

Surrounding context

Policy and Third Party Consultations

The site has several policy and socio-economic constraints that have been thoroughly explored by Bowvall and their consultants to ensure that the proposals appropriately consider the impact of development on the site and wider area including:

Planning Policy

The pre-application advice from Ribbles Valley, outlined the various policy contexts to be considered for the development including the NPPF and indeed the District Wide Local Plan.

The pre-application advice was based on a market led scheme which raised issue due to the fact that the site lies within Open Country side with various constraints restricting development.

The DWLP is argued to be valid in this case and needs to be read in conjunction with the NPPF's presumption in favour of sustainable development.

With the DWLP referring to permission only being granted for 100% affordable needs the development has been amended to be a fully affordable scheme in an effort to address the need in Barrow as outlined by Rachel Stott:

"There is sufficient evidence of Housing Need in Barro and the surrounding parishes to support the proposal for 29 units (offering a minimum of 9 affordable units). There is clearly evidence demand for the existing stock in the parksh which is 10 over 55 bungalows and 11 general needs 2 bed + properties.....therefore the proposal for a minimum 30% affordable housing is supported by evidenced need for the properties. The house type preference would be for a mix of bungalows and 2 and 3 bed properties."

Whilst it is understood that this development still looks to deliver 29 units that has been previously suggested as being more than small scale development, the promotion of a fully affordable scheme with appropriate mix and tenure looks to meet the evidenced need in the area.

With this in mind, the scheme looks to deliver a sustainable and quality housing development which contributes positively to making places better for local people in the local communities.

Flood Risk

RSK have produced a flood risk assessment to be read in conjunction with this report

Ecology and arboriculture surveys

RSK have produced an Ecology report to be read in conjunction with this report

Affordable Statement

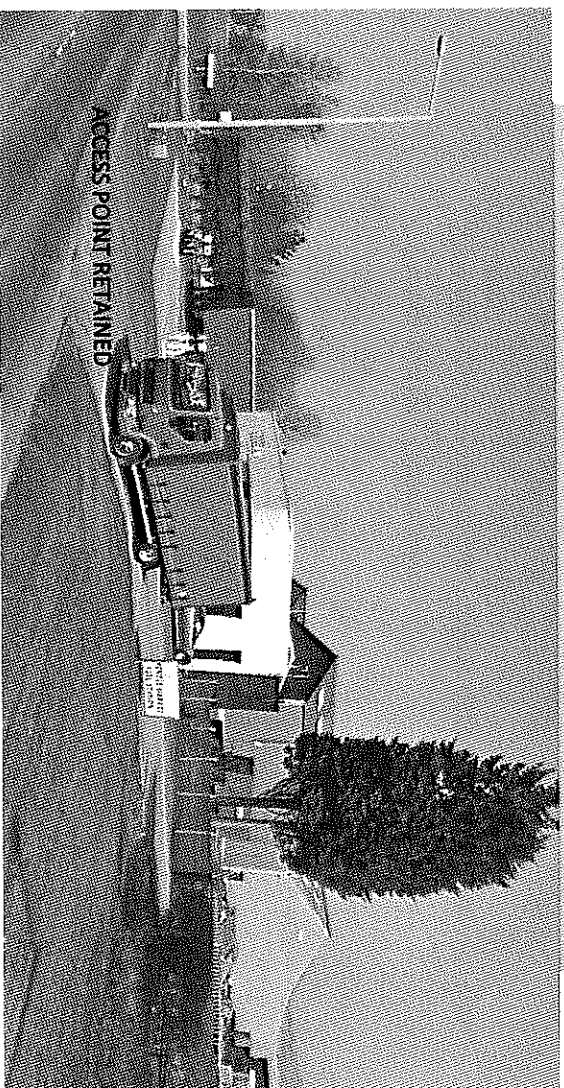
With support from Housing Strategy office Rachel Stott, the attached Affordable Housing Statement has been worked up and should be read in conjunction with this application.

Access

The site currently benefits from two access points to Clitheroe Road forming an in/out to the now redundant garage.

A private road then offers access to the rear of the site and which steps up into the more open areas to the East.

The proposals considered both access points as being suitable and this has been discussed with the Highways Authority who have no objections to the junctions being used for residential use.



Clitheroe Road

Assessment

The proposals have been generated through an inclusive and thorough design process that has looked to address both the physical and socio-economic constraints whilst maximising the opportunities for a quality development of affordable housing to integrate into the local community.

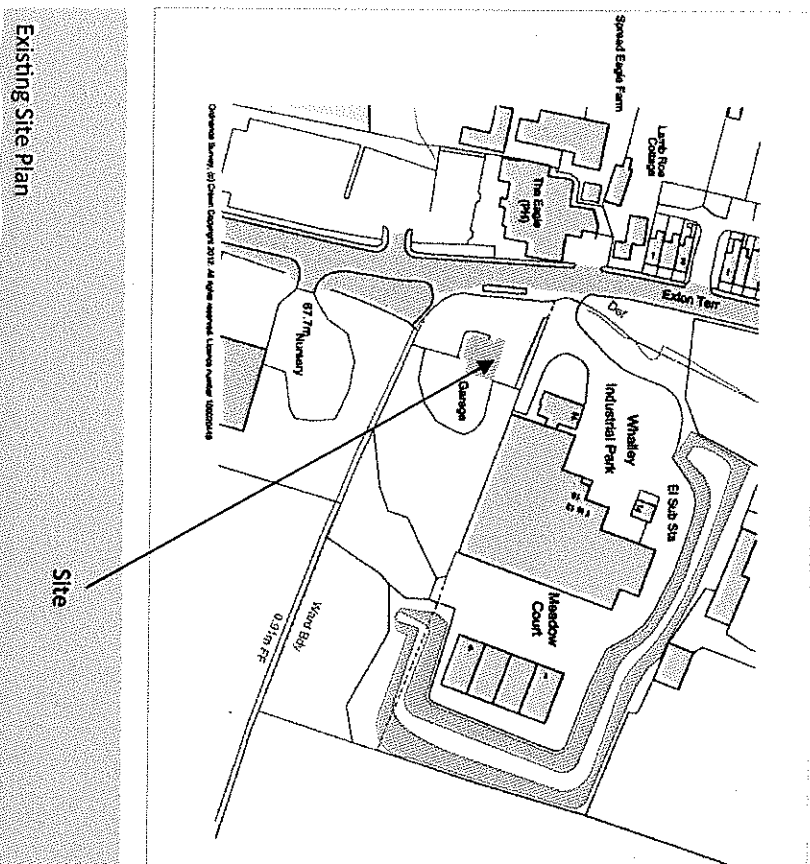
Involvement

With the above constraints and opportunities, it was of paramount importance that a meaningful and thorough involvement process was undertaken.

This process began in January 2012 when the Design Team undertook pre-application advice with Graeme Thorpe of Ribble Valley planning department looking to address the following issues:

Density and numbers	Site access	Road Design
Environment	Design	Sustainability

The scheme was then amended and a second meeting took place in July 2012 where advice from the planning officers on a market led scheme was more constrained leading to the development of the scheme into a 100% Affordable Development.



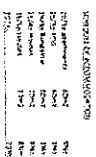
Existing Site Plan

Pre application Meeting 17th July 2012

It was noted that the scheme had increased in size with the addition of land at the rear of the site and that the scheme was now market led with only 30% affordable allocation.

Martin Nugent was broadly happy with the scheme

Dave Hewitt was happy that a tree survey had already been instructed and that the findings had been incorporated into the design. He was confident that the site had little bio diversity.



**THE
SKETCH LAYOUT
PROJECT
PINE GARAGE
CLIFFERNO ROAD
BARROW
CLIFFERNO
CITY
BOWSAILL LTD
VIA LINDA BOWSAILL 2011**

Bowsaill Limited
Bowsaill Place
1 King Street
Barrow
Cumbria LA7 7SA
UK

Evaluation

With all of the above consideration, the proposals have been developed in collaboration with our client, and consultants to balance the economic viability of producing a high quality development of 100% Affordable Housing with the various constraints that have been highlighted.

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Use

C3 Dwelling

Amount

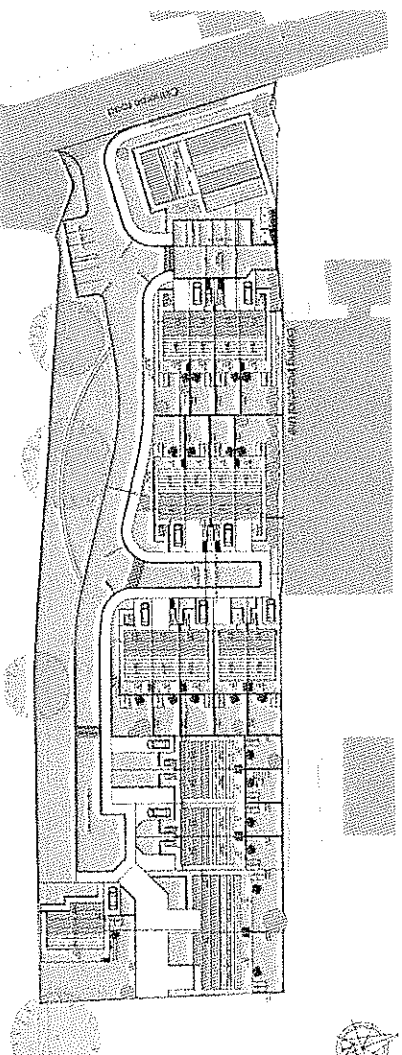
The developable area of the site is 0.71 hectares.

Following the design development process, the indicative layout has been completed to show a total of 29 units which equates to a site density of 40 units per hectare, lying within the previously suggested norm of 30 - 50 per hectare, the ideal for efficient land use.

The dwellings have been arranged to the north of the site serviced by a road to the south. Within the vicinity of the neighbouring industrial units, the houses have been turned perpendicular to the site access road to reduce the impact of the industrial units.

Bowsall Limited in tandem with Ribble Valley Housing have identified a need for the following unit mix:

- 9No. 2 bed 3 person apartments
- 3No. 2 bed 3 person bungalows
- 8No. 2 bed 4 person houses
- 9No. 3 bed 5 person houses



Proposed site plan during design development with agreed housing mix but with more of a single road approach. It was felt that this road was too dominant and should be broken up in the design development.

Scale

The surrounding context is in the main made up of two storey dwellings with few examples of larger buildings in the area.

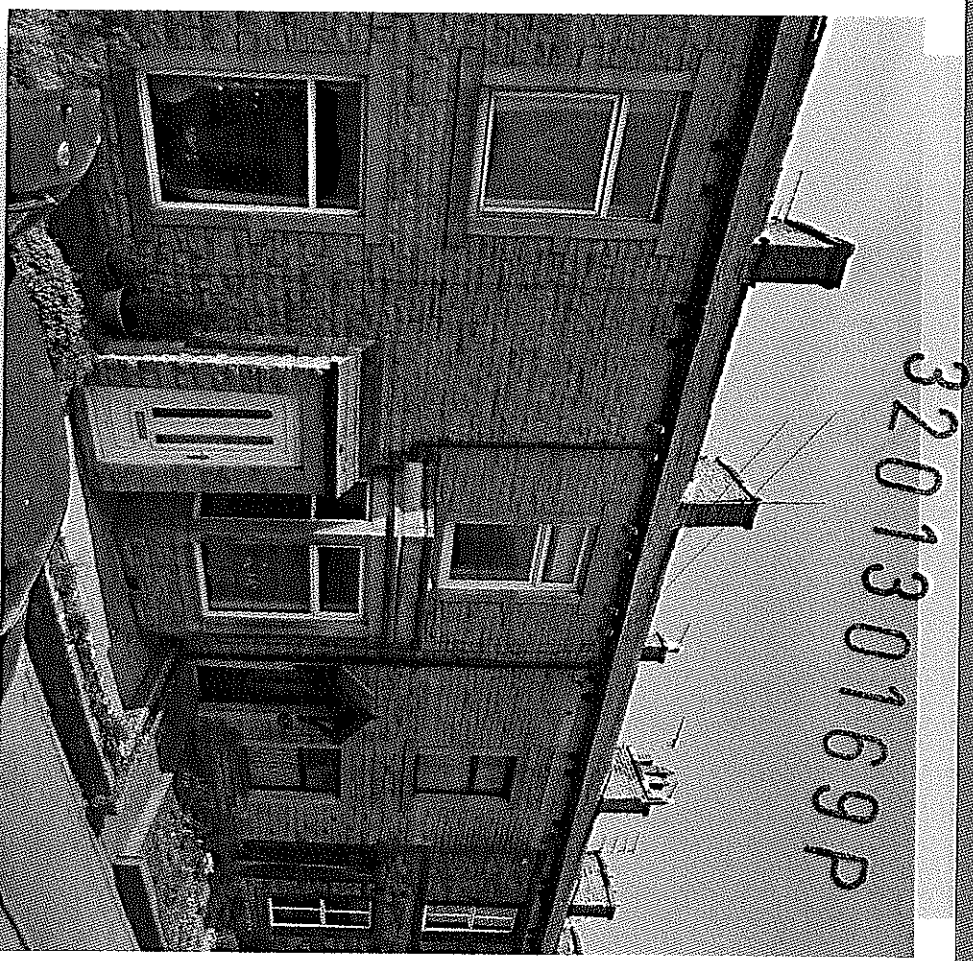
With this in mind the application looks to respond in a contextual way with the development being a mixture of three storey apartments to the front of the site and two storey housing which address the new access road street and immediate neighbours.

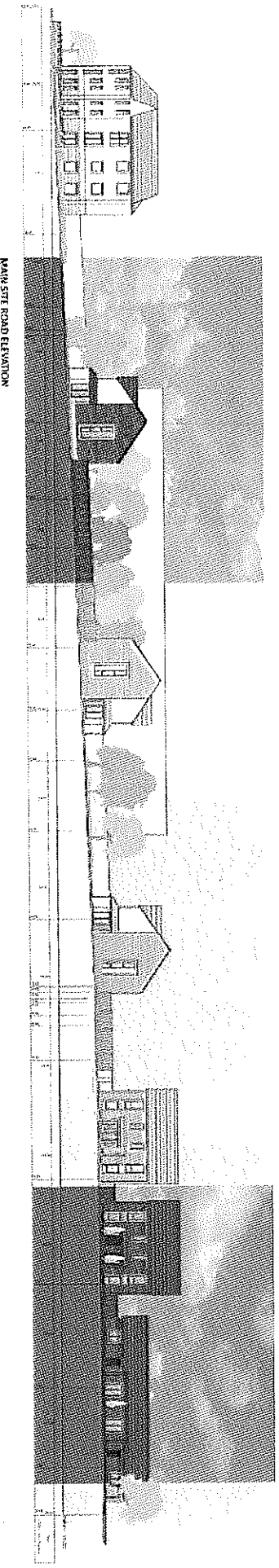
The three storey apartments have been located to the lower area of the site on Clitheroe Road which looks to minimise the impact of the building whilst providing a gateway to the site.

The two storey housing units are then located to follow the natural gradient of the site which rises to the East. This allows the houses to gradually match the scale of the apartments and sit with a little more prominence against the existing industrial building.

Finally, the scale drops down to the Bungalows at the very east of the site allowing a much softer relationship with the fields beyond.

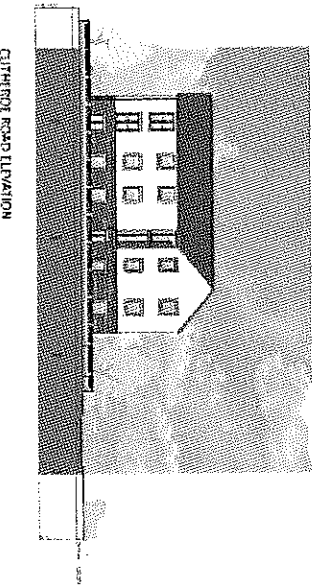
It is felt that this mix of scales appropriately handled along the new road works extremely well in addressing the level and neighbour constraints on the site.



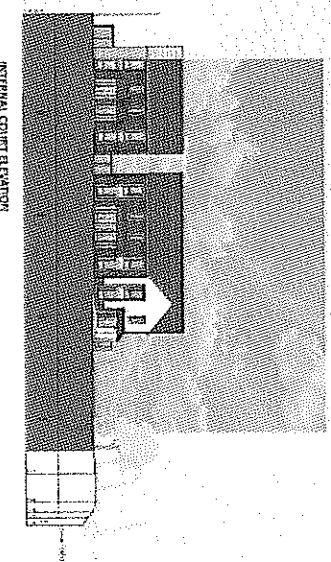


MAIN SITE ROAD ELEVATION

Street elevation through the new road running west to east



GUTHRIE ROAD ELEVATION



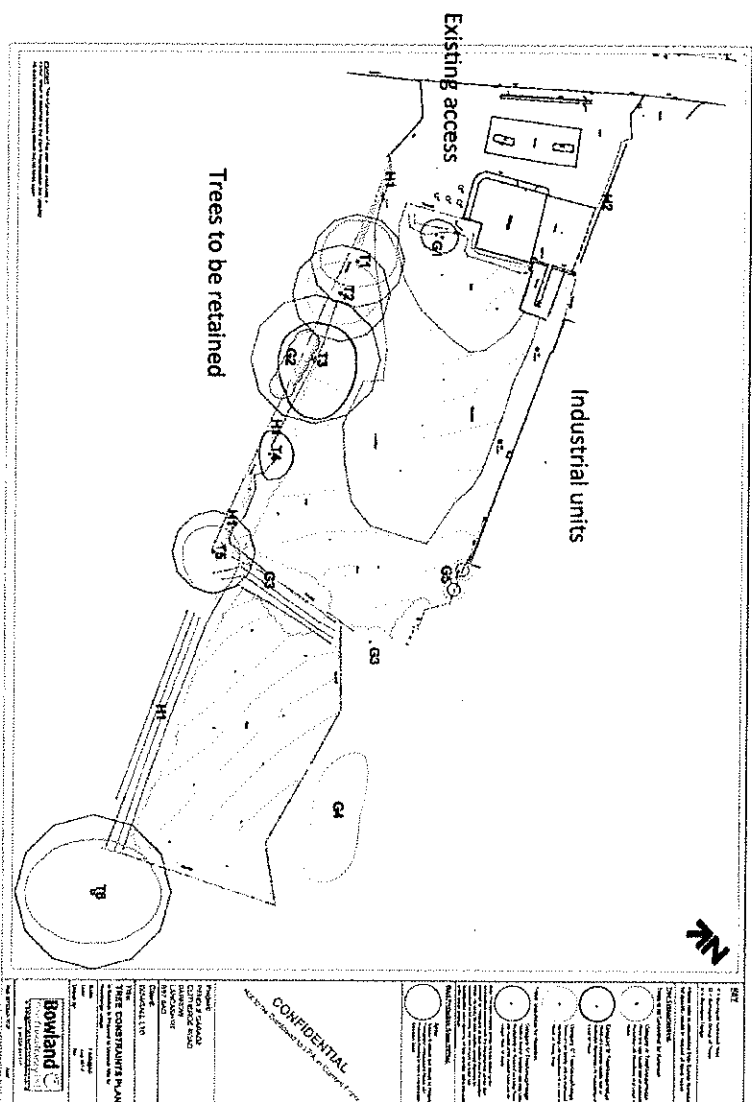
INTERNAL COURT ELEVATION

Layout

Constraints, Opportunities and Approach

The exploration of the site has highlighted numerous constraints and opportunities that have informed the approach to the indicative layout and which include.

- Suitable access from Clitheroe Road
- Existing industrial units to the north
- Tree survey
- Existing site levels
- Site services
- Consideration of existing habitat and improvements to current areas of scrubland
- Generation of quality affordable housing development that will provide needed new homes for local people.



Site constraints and opportunities

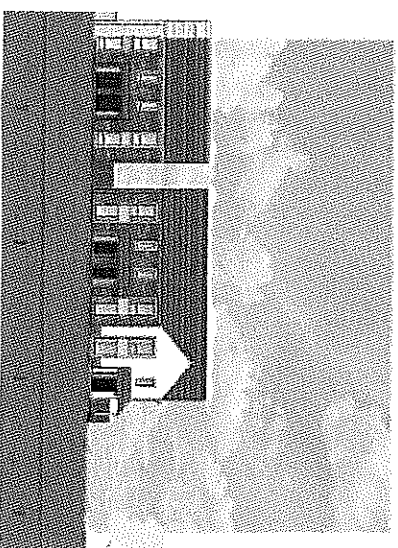
The proposed layout opposite shows the application scheme that maximises the opportunities whilst working within the constraints that are placed upon the site.

- Retaining privacy distances within the site
- Access road runs to the south along the line of the trees to be retained and with root protection zones.
- Road has been softened with turning courts and changes in material to break up any monotony and begin to create Homezone type areas.
- Road takes for full turning of refuse vehicles
- 29 residential units with suitable mix of Apartments, Houses and Bungalows
- The units benefit from 100% parking to front and side with amenity to rear
- Ecological features enhanced

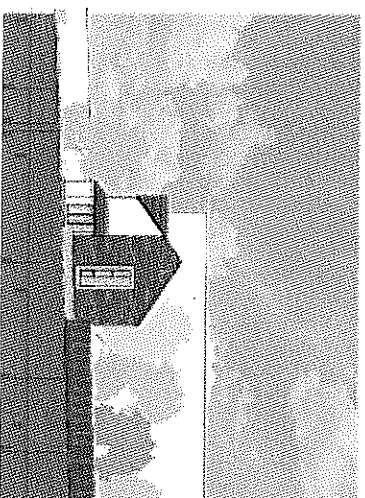




Typical Apartment Elevations



Typical Apartment Elevations



The dwellings themselves look to balance a contemporary design with contextual materials and form.

All of the units combine stone and render picking up on the surrounding buildings albeit in a more contemporary composition.

Windows and doors are UPVC with suggested stone surrounds again picking up on the local vernacular. However, where appropriate, this surround has been taken into a more contemporary form to the frontages of the houses to ensure the scheme delivers a level of design quality that is required.

With soft boundaries to the front of the main streets, the scheme will deliver a sense of place and security for residents and visitors alike.

KEY BUILDING ELEMENTS

- Concrete tile roofs
- Stone walls
- Rendered panels
- Stone window surrounds
- White UPVC windows
- White UPVC patio doors
- Coloured composite entrance doors

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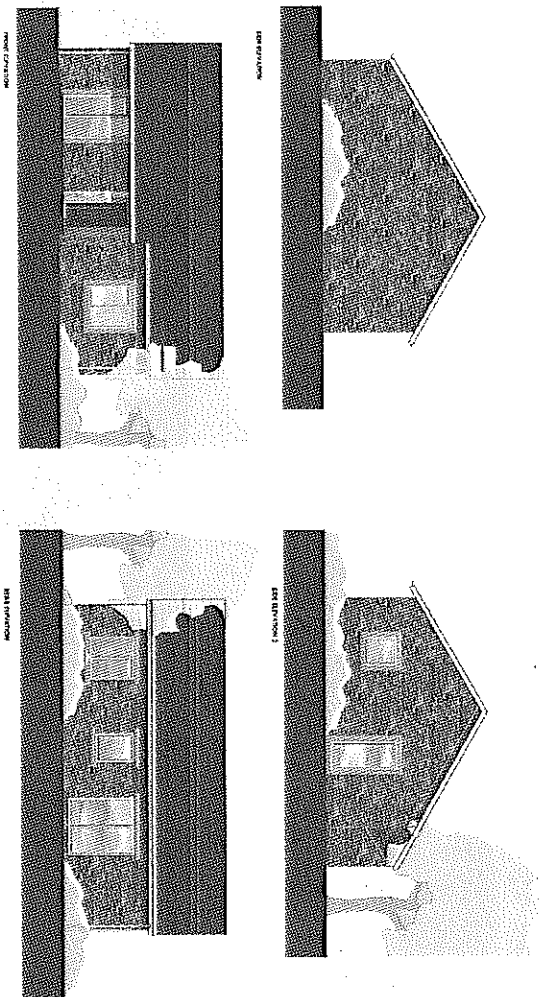
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KEY BUILDING ELEMENTS

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- White UPVC windows
- White UPVC patio doors
- Coloured composite entrance doors



Typical Bungalow Elevations

Jennings Design Associates, The Waterhouse, Saxon Street, Denton, Manchester, M15 3DS
 Telephone: 0161 336 5011
 Email: info@jda-architects.com

Landscaping

Jennings Design and Bowsall understand that the public realm is of paramount importance to ensuring a quality and sustainable development.

Boundary treatments along with soft and hard landscaping will be fully considered and the proposals will benefit from a quality landscaping design designed by a fully qualified Landscape Architect.

Indeed with the areas of shared space more prevalent in the scheme, the opportunity to create a real sense of place in the scheme is an obvious one.

The Landscape Architect has looked to increase the Ecological quality of the site with the introduction of hard landscaping areas and what has become a wild flowered boundary.

With this in mind, we refer the reader to the associated landscaping proposals by Firewall reference 314.01

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Access

Bowshall Limited, and Jennings Design Associates are fully committed to a policy of equality, inclusion and accessibility.

All stakeholders recognise the value that the entire community have to offer.

This commitment ensures that all practical steps have been taken to put inclusive design at its heart and it should be the intention of any further design development to achieve a higher standard than the acceptable minimum levels set out by the Building Regulations.

Through the preparation of this Access Statement, the following design guidance has been followed:-

Approved Document M BS 8300 (2001)

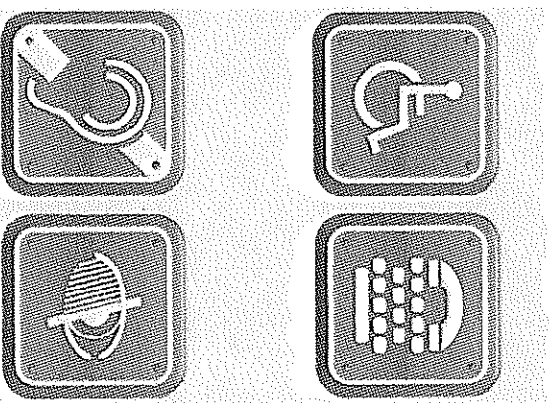
Planning and Access for the Disabled

People: Good Practice Disability Discrimination Guide CDM 2003

Disability Discrimination October 1995

Key access issues of Design and Planning Stage will include:

Local Amenities	Approach to the site	Public Transport links
Vehicular Approach	Pedestrian Appraisal	Parking
Entrance	Internal Environment	Private amenity space



Other considerations for future design

The Design Team are committed to implementing the highest standard of design and specification and any future design development should also look to ensure the following best practice:

Environmental Design

CSH level 3 to be achieved on all units and we refer the reader to the associated Pre-Assessment as carried out by Element.

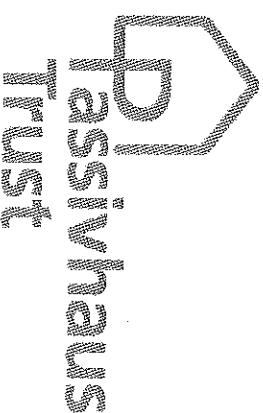
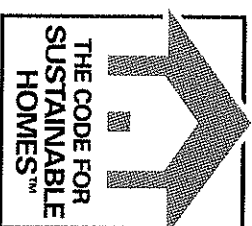
Secured By Design

Affordable housing to be fully Secured by Design compliant

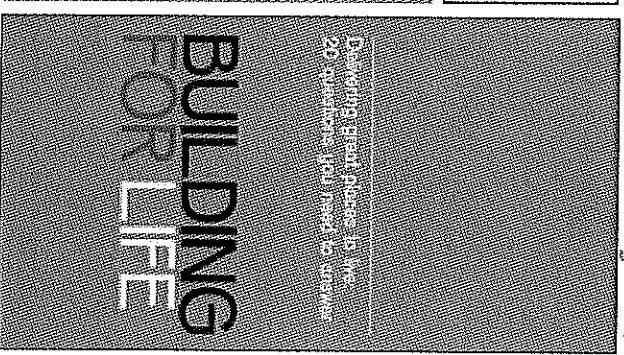
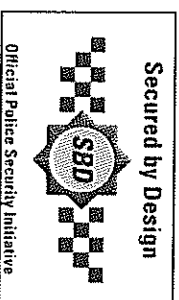
Building for Life

With a sustainable location and appropriate design for Affordable Housing the scheme will score highly on Building for Life Assessments which are required for Housing Quality Indicator scoring.

We refer the reader to the informal Building For Life Assessment which we have carried out with a view to having this formalised by Ribble Valley



The UK Passive House Organisation



Conclusion

The proposal, is the result on an inclusive approach to design which has attempted to address the difficult constraints of the site, and the aspirations of the Clients and Local Authority.

The Design Team have consulted closely with the council to develop the scheme into its current form scale and use.

We believe that the current proposal has developed into a successful spatial and built environment that brings an important site currently vacant back into a sustainable use.

We trust that the design process and ultimately the proposal meets with the aspirations of the local authority which will result in the application favourably received and determined.

Should the reader wish to discuss any of the above please do not hesitate to contact us.