

PROPOSED CONSTRUCTION OF TWO DWELLINGS

MITCHELL STREET CLITHEROE

DESIGN AND ACCESS STATEMENT

Date: 20th May 2013
Our Ref. 4325
Version: 1.01

1.0 APPLICATION OVERVIEW

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- 1.1** This application relates to Phase 1 of a potential 2 Phase proposal for the development of 2no brownfield sites at the south east and south west end of Mitchell Street Clitheroe.
- 1.2** A pre application enquiry Ref RV/2013/ENQ/00014, was submitted to Ribble Valley Borough Council on the 21/01/2013 relating to the development of the two sites to provide 7no housing units along with external works. Following encouraging feedback from the council the applicant commissioned a detailed topographical site survey to enable detailed design work to be undertaken.
- 1.3** The pre application feedback confirmed that consideration must be given to the potential loss of employment by demolition of the existing workshop premises currently occupying the site to the south west end of Mitchell Street and it was advised that the potential economic and social damage caused by the loss of jobs in the community will need to be assessed and information submitted to substantiate strong justification for the alternative use of the site for residential development. Following considered discussions with the applicant, it was therefore agreed that planning approval for the development should be sought in two phases; initially an application should be submitted for the two housing units on the garage site with a further application for four housing units on the workshop site being submitted at a later to enable the identified issue of loss of employment to be satisfactorily addressed. This Design and Access Statement therefore relates primarily to the Phase 1 development of the garage site.

2.0 THE APPLICATION SITE

2.1 The application site is situated within the settlement boundary of Clitheroe to the south east end of Mitchell Street abutting the junction with Richmond Terrace.

The area surrounding the site is predominately residential although to the west of the site is an area of land currently occupied by vacant workshop premises and which is owned by the applicant and to the east of the site is a children's nursery which is located in a former end terrace dwelling on West View.

Existing residential accommodation in the immediate area is made up of circa 1890s terraced housing.

On Mitchell Street itself, to the east side, is a row of circa 1890s terraced houses and on the west side occupying a former coal yard is a two storey terraced style complex of flats constructed circa 2000.

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Photograph 1

The site viewed from Mitchell Street looking south east



Photograph 2

The site viewed from Richmond Terrace looking north east

3.0 DESIGN STRATEGY

- 3.1** The detailed topographical site survey indicated that the site would be better suited to the development of two rather than three housing units and this amendment to the proposal for three outlined in the pre application submission is reflected in the current planning application.
- 3.2** The general design strategy broadly follows the same concept as the outline plan that was included with the request for pre-application advice, in terms of the positioning, although the units have been moved further back into the site to incorporate garden and off street car parking to the frontages. This revised density of housing in relation to the site will suit the space available and is less than the density (3no housing units) in the pre application feedback which was deemed acceptable and in keeping with the surrounding density and layout.
- 3.3** The principle of providing two rather than three housing units allows for the provision of; sufficient and adequate external curtilage to each of the units, an off street car parking space to each of the units and also an additional two off street car parking spaces which, should planning permission be forthcoming for the development of Phase 2 would be allocated to two of the four units constructed under that phase.
- 3.4** The provision of private off street car parking spaces was not indicated on the proposals outlined in the pre application submission and is therefore a significant benefit introduced following detailed design work since advice was sought.
- 3.5** The design strategy for the buildings has been governed primarily by the available site area determining the building footprint and also by the consideration suggested by the planning officer, Mr Graeme Thorpe, during a meeting subsequent to the pre application submission that the units should not overlook the children's nursery to the east (rear of the dwellings).

3.0 DESIGN STRATEGY cont

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- 3.6** First floor windows to the rear (east) elevation which faces the nursery have been limited to small bathroom windows which will be obscured glazed, the windows to the rear bedrooms being located in the gable elevations facing north and south.
- 3.7** The Entrance doors to each of the dwellings area accessed off Mitchell Street reflecting the architectural treatment of other dwellings along this street.
- 3.8** The new roofs will pitch front to back, in line with the adjacent terraced dwellings.
- 3.9** Building Regulations requirements for the provision of a disabled access wc on the entrance level has led to the front entrance doors opening into a circulation area off which the disabled wc can be accessed. It is considered that this option is more accommodating than accessing the wc either from the Living / Dining room or from the Kitchen.
- 3.10** By positioning the staircase centrally between the Living / Dining Room & the Kitchen an opportunity arises to open up the staircase to the habitable accommodation providing an increased sense of space and additional usable floor space beneath the staircase.
- 3.11** Whilst a number of various internal layouts have been looked at, it is considered that the design as submitted makes best and most practical use of the available area and addresses the restraints impacted on the site.

4.0 MATERIALS

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- 4.1** Alternative construction materials for the principle building elements have been included in the proposals. Natural or artificial stone for the external walls, natural slate or concrete tile for the roofs with the windows and external doors manufactured in uPVC or timber.

Whilst ideally, it is considered that as a preference, natural materials would be used in most new developments, it is an important consideration that the relatively small dwellings and curtilages will directly reflect the limited returns available on the financial outlay on construction costs.

The suggestion of alternative materials at planning stage will allow for costings to be prepared whilst the application is determined. Final approval of the construction materials will of course be subject to a further discharge of conditions application.

- 4.2** It is an important requirement of the applicant to ensure that the proposed development is sensitive to the site and to the surrounding existing properties adjacent to the application site, both in scale and aesthetically. It is considered that any and all these materials are acceptable as they are common to both the immediate and surrounding area, being the principle construction materials reflecting the periods in which the existing domestic building structures were constructed, the late 19thC for the terraced houses to the east and the early 21stC for the flats to the west of Mitchell Street.

5.0 NATIONAL PLANNING POLICY FRAMEWORK

Under the National Planning Policy Framework there are three key dimensions to sustainable development that need to be addressed in below and relate to economic, social and environmental considerations.

5.1 An economic role – The proposed development will contribute to the local and wider economy by creating demand for local builders (material suppliers and labour resources) to construct the proposed development. This will help to stimulate economic growth and secure higher social and environmental standards.

5.2 A social role – The proposed development will improve the quality of living accommodation expected to meet the current and long term demands and aspirations for contemporary living. Investment in schemes of this proposed size and scale will help to satisfy the local demand for homes to improve the lives and well-being of people and communities and to encourage social and recreational interaction in Clitheroe and the surrounding villages.

5.3 An environmental role – The application site is within an established residential area of Clitheroe and its close proximity to the town centre presents a rare opportunity to provide much needed living accommodation contributing to addressing the local authority's historic shortage of housing which is situated in a genuinely sustainable location.

Unlike many current applications for proposed housing developments, where it is argued that their locations are sustainable and although contrary to the application of the correct guidance, are within recommended walking distances, this application site fully accords with all national guidance relating to walking distances to the train station, bus station, town centre, recreational facilities, supermarkets, health care facilities, centers of worship, employment establishments and essential amenities' and therefore presents a real opportunity to provide housing where there is no reliance on not only the private car but on vehicular traffic in general.

5.0 NATIONAL PLANNING POLICY FRAMEWORK cont

In Summary, it is quite clear that the proposed development is sustainable and balances economic, social and environmental gains simultaneously, in accordance with the requirements of the National Planning Policy Framework.

6.0 ACCESS STATEMENT

6.1 As previously stated the site is within an eminently sustainable location with options available for access to the site from outside the town other than by the private car. Regular bus services are available to within acceptable walking distances of the site from outlying towns and villages and regular train services available from outlying towns to the railway station which is within the recommended commuting walking distance of the site.

6.2 The proposed development would be submitted and built in accordance with current building regulations with regard to the provision of disabled access into the dwellings.

6.3 Further to the consultation between the Planning Officer and LCC Highways at the time of the pre application enquiry. Sunderland Peacock and Associates entered direct communication with Mr Lewis at LCC Highways over the revised proposals relating to both this application and for the development proposed under Phase 2 (development of the redundant workshop site). It can be confirmed that the proposed development meets the requirements of the Highways Surveyor in relation to site access and off street parking.

Ref Appendix A for correspondence with LCC Highways.

Appendix A

Further correspondence with LCC Highways over the overall proposed development – Phase 1 and Phase 2.

David Lofthouse

From: Lewis, Trevor [Trevor.Lewis@lancashire.gov.uk]
Sent: 20 May 2013 08:09
To: David Lofthouse
Subject: RE: Propsed Residential Development Mitchell Street Clitheroe

Dear David,

I am satisfied now with the latest amendment to your layout.

Regards,

Trevor Lewis.

From: David Lofthouse [mailto:David.Lofthouse@sunderlandpeacock.com]
Sent: 17 May 2013 16:33
To: Lewis, Trevor
Cc: Stuart Herd
Subject: RE: Propsed Residential Development Mitchell Street Clitheroe

Good afternoon Trevor

Thank you for your email.

I attach Drg Ref 4325-07D which I have amended to provide parking to Unit 4 off Richmond Terrace with the footpath extended as per your comments.

Please note that having finalised the room layouts of Units 5 & 6 the relevant parking spaces have been repositioned to suit.

If you would confirm that this layout meets with your approval I will submit a planning application for the Garage site next week.

Regards

David Lofthouse

From: Lewis, Trevor [mailto:Trevor.Lewis@lancashire.gov.uk]
Sent: 17 May 2013 14:15
To: David Lofthouse
Subject: RE: Propsed Residential Development Mitchell Street Clitheroe

Dear David,

The footway extending to the end of Mitchell Street to Richmond Road / Richmond Terrace, is to provide for people walking along the street, and is not related to access to the proposed dwellings. I would ask for the footway to extend across the Mitchell Street road frontage to Richmond Terrace as requested previously.

Perhaps you might consider an access to a parking space in the front garden from Richmond Terrace. I would not object to this as long as the opportunity to drive out of the parking space across the footway and straight on to Mitchell Street is blocked up by a low wall or similar.

Regards,

Trevor Lewis.

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From: David Lofthouse [<mailto:David.Lofthouse@sunderlandpeacock.com>]
Sent: 10 May 2013 16:53
To: Lewis, Trevor
Cc: kesltd@hotmail.co.uk; Stuart Herd
Subject: RE: Proposed Residential Development Mitchell Street Clitheroe

Good afternoon Trevor

Thank you for your email.

The principle for omitting the parking 'lay by' and terminating the extended footpath on the west side of Mitchell Street at the curtilage of Unit 4 was, that given the small scale of the site there was an inordinate area of land within our clients ownership given up for adoption for use of the extended footpath and also car parking, which it has previously been established would not be for the sole use of the occupants of the new units but could be used on a first come first served basis by the general public.

The scheme, as now proposed, incorporates existing and extended footpaths providing pedestrian access to all of the units and also off street parking spaces which can be allocated for the specific use of each of the new units. To achieve this desired parking it has been necessary to reduce the number of housing units on the garage site (east of Mitchell Street) from three to two, it is therefore, in order to make the overall development financially viable, essential to maximize the use of the land on the west side of Mitchell Street. This has been achieved by proposing two central units (Units 2 & 3) essentially of the same design to those on the west side garage site (Units 5 & 6) with larger, higher quality units (1 & 4) incorporating larger garden areas which can command the required viable financial returns.

The continuation of the extended footpath to the junction of Railway Terrace will necessitate an additional 2M loss of front curtilage to Unit 4 in order to achieve the 5.5M parking bay requirement and as the rear garden space cannot accommodate any reduction this will result in one of the two higher quality units being replaced by a smaller unit (as units 2 & 3) with reduced garden curtilages.

Given a different site area of more generous proportions, which would provide the possibility of achieving a financially viable design whilst extending the footpath to Richmond Terrace, I can see the logic and benefit of doing so. However, with the site constraints we are restricted by and given the fact that the proposal to terminate the extended footpath on providing pedestrian access to Unit 4 does not change the current operation of pedestrian traffic in that the long established pedestrian line of travel between Richmond Terrace into Mitchell Street and vice versa remains unchanged, I would suggest that the proposal represents an acceptable compromise.

Perhaps you could let me have your further comments as soon as possible.

Regards

David Lofthouse

From: Lewis, Trevor [<mailto:Trevor.Lewis@lancashire.gov.uk>]
Sent: 08 May 2013 14:27
To: David Lofthouse
Cc: John Macholc
Subject: RE: Proposed Residential Development Mitchell Street Clitheroe

Dear David,

I do not object to the removal of the parking 'layby' on the western side of the carriageway (an extension of the on-street parking outside of No 48). However, the proposed footway extension should extend to the end of Mitchell Street to Richmond Road / Terrace. If there is no access to Unit 4 from Richmond Terrace, then the footway does not need to extend around the corner from Mitchell Street into Richmond Terrace. This will result in parking bay 4 being too short.

There should be a low solid fence or wall only along the Richmond Road side of the parking space 6.

Regards,

Trevor Lewis.

From: David Lofthouse [<mailto:David.Lofthouse@sunderlandpeacock.com>]
Sent: 01 May 2013 10:17
To: Lewis, Trevor
Subject: FW: Propsed Residential Development Mitchell Street Clitheroe

Good morning Trevor

Have you had chance to look at the revised proposals yet?.

Regards

David Lofthouse

From: David Lofthouse
Sent: 24 April 2013 09:03
To: 'Lewis, Trevor'
Cc: Stuart Herd
Subject: Propsed Residential Development Mitchell Street Clitheroe

Good morning Trevor

We have been further developing the proposals for the above and following a meeting with our client have amended the layout as indicated on the attached drawing 4325-07C.

As can be seen, the layout now indicates pedestrian access to units 3 & 4 off Mitchell Street rather than Richmond Terrace. The extended footpath on the west side of Mitchell Street is now terminated at the access to unit 4, with the existing grass verge remaining as is. The extended footpath's roadside kerb line has been repositioned and is now located on the line of the existing stone boundary wall of the site. Previously, the new footpath extended on line with the existing, resulting in on street car parking fronting the development and which, as you confirmed, would be on a first come first served basis. The revised proposal allows for off street car parking to be provided within the curtilages of units 1 & 4 with off street car parking allocated for units 2 & 3 within our clients ownership on the former garage site on the east side of Mitchell Street.

The off street car parking spaces to units 5 & 6 has been repositioned to front each of those units within their direct curtilage.

Please would you let me know your thoughts on the revised proposals as soon as possible?.

Regards

David Lofthouse

sunderland peacock and associates ltd.

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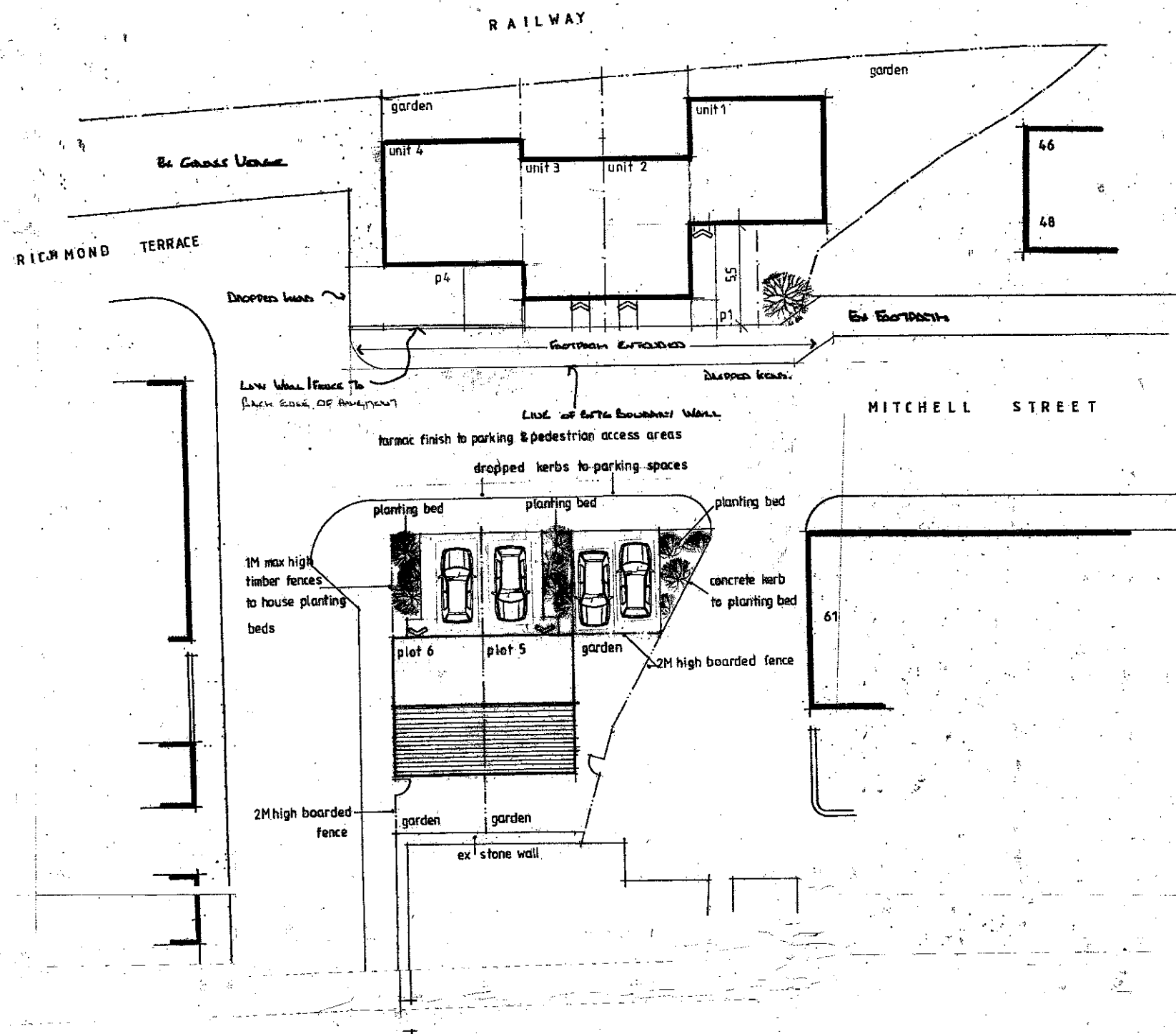
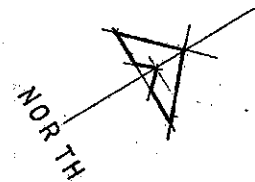
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Rev D Parking Spaces To Plots 4, 5 & 6
 Approved 17/04/13
 Rev C Amended Following Meeting With Client
 24.04.13
 Rev B Amended To Provide 600 Off St Parking
 Spaces 13.04.13
 Rev A Unit 7 omitted Units 5 & 6 Repositioned
 Off Street Parking Provided
 17.04.2013

Client Mr L Keighley		
Job Title Proposed Housing Development Mitchell Street Clitheroe		
Drawing Title Proposed Site Plan		
Scale 1:200 @ A2	Date APR 2013	Drawn DL
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