

Design and Access Statement

Proposed Demolition of redundant garage and provision of additional car parking for the Grand.

Assessment

Central Garage is situated on Back York street in Clitheroe conservation area and was built in the 1960's. The building is constructed of rendered masonry with cement, profiled roof sheeting. The general appearance of the garage is poor.

The front of the site was cleared in 2010 to provide car parking for 18 cars, see application ref. 3/2009/0030 P.

The applicant's aim is to provide additional car parking for staff and visitors to the Grand.

Design

The redundant garage is to be demolished down to below slab level, with the slab made good where necessary. The additional 14 bays, each 2400 x 4800 min. are to be marked out to match existing bays.

Access

The existing access will be retained in its current arrangement.

stanton andrews
44 york street
clitheroe
BB7 2DL

Relevant Planning Policy

Planning (Listed Buildings and Conservation Areas) Act 1990.

Policy ENV16 - Development Within Conservation Areas.

Within conservation areas development will be strictly controlled to ensure that it reflects the character of the area in terms of scale, size, design and materials. Trees, important open spaces and natural features will also be protected as appropriate. The desirability of preserving or enhancing the character or appearance of a conservation area will also be a material consideration in deciding development proposals outside the designated area which would affect its setting or views into or out of the area.

Policy ENV17 - Details Required with Proposals in Conservation Areas.

Applications for planning permission within or affecting conservation areas will be required to be accompanied by sufficient additional information in the form of sketch elevations of the proposed buildings, means of access and (where appropriate) landscaping of the site.

Policy ENV18 - Retention of Important Buildings Within Conservation Areas.

There will be a presumption in favour of the retention of buildings, which make a positive contribution to the character or appearance of a conservation area. Consent to demolish any building in a conservation area will not be granted unless a suitable detailed planning application for the re-use of the site has been approved and a contract let for the carrying out of the works of redevelopment.

Policy G1 - Development Control.

All development proposals will be expected to provide a high standard of building design and landscape quality. Development, which does so will be permitted, unless it adversely affects the amenities of the surrounding area.

In determining planning applications the following criteria will be applied:

(a) Development should be sympathetic to existing and proposed land uses in terms of its size, intensity and nature.

(b) The likely scale and type of traffic generation will be assessed in relationship to the highway infrastructure and the proposed and existing public

transport network. This will include safety, operational efficiency, amenity and environmental considerations.

(c) Developments should make adequate arrangements for car parking (see Policy T7).

(d) A safe access should be provided which is suitable to accommodate the scale and type of traffic likely to be generated.

(e) The density, layout and relationship between buildings is of major importance. Particular emphasis will be placed on visual appearance and the relationship to surroundings as well as the effects of development on existing amenities.

(f) Developments should provide adequate arrangements for servicing and public utilities.

(g) Developments should provide adequate daylighting and privacy.

(h) Materials used should be sympathetic to the character of the area.

(i) Developments should not result in the loss of important open space including public and private playing fields.

(j) Developments should not damage SSSI's, County Heritage Sites, Local Nature Reserves or other sites of nature conservation importance.

(k) Development should not require culverting, artificial channelling or destruction of a watercourse. Wherever possible watercourses should be maintained within a reasonable corridor of native vegetation.

(l) Developments should be economic in the use of land, water and aggregates and should not prejudice future development which would provide significant environmental and amenity improvements.

(m) Where it is the intention to rely upon a private water supply, developments should provide an adequate means of water supply, which will not derogate existing users.

In certain cases additional factors may be taken into account.

Policy S1 - Shopping Policies - Clitheroe Centre.

Proposals for small or large scale shopping developments within the main shopping centre of Clitheroe will be approved subject to the other policies of this Plan and Policy GI in particular. Special regard will be had to the likely contribution of proposals to the vitality and viability of the centre and their effect on the character and appearance of the area as well as the arrangements for vehicular movement and parking. The main shopping centre is defined on the Proposals Map.

Summary

The building does not make a positive contribution to the area and proposals have been provided to demonstrate what will be provide in place of the demolished garage. We believe the proposal would have an acceptable impact upon the character and appearance of Clitheroe Conservation Area and hence should be granted consent.