



Design & Access Statement

# Waddow View Clitheroe

## The Team



Dickman Associates Ltd



Archaeological Research Services Ltd



# Contents

## 1.0 Background

- 1.1 Introduction
- 1.2 Purpose
- 1.3 The proposals
- 1.4 Involvement

## 2.0 The Site

- 2.1 Location
- 2.2 Site description
- 2.3 Photographs

## 3.0 The Context

- 3.1 Planning Background
- 3.2 Social and Economic Context
- 3.3 Access and Travel Modes
- 3.4 Physical - Landscape Character
- 3.5 Existing Topography
- 3.6 Trees
- 3.7 Ecology/Environmental
- 3.8 Archaeology
- 3.9 Drainage and Sewerage
- 3.10 Flood Risk/Drainage

## 4.0 Design influences

- 4.1 Landscape Assessment
- 4.2 Visual IMpact Assessment
- 4.3 Trees
- 4.4 Ecology/Environmental
- 4.5 Flood Risk/Drainage
- 4.6 Social and Economic Benefits
- 4.7 Access and Travel Modes

## 5.0 SWOT analysis

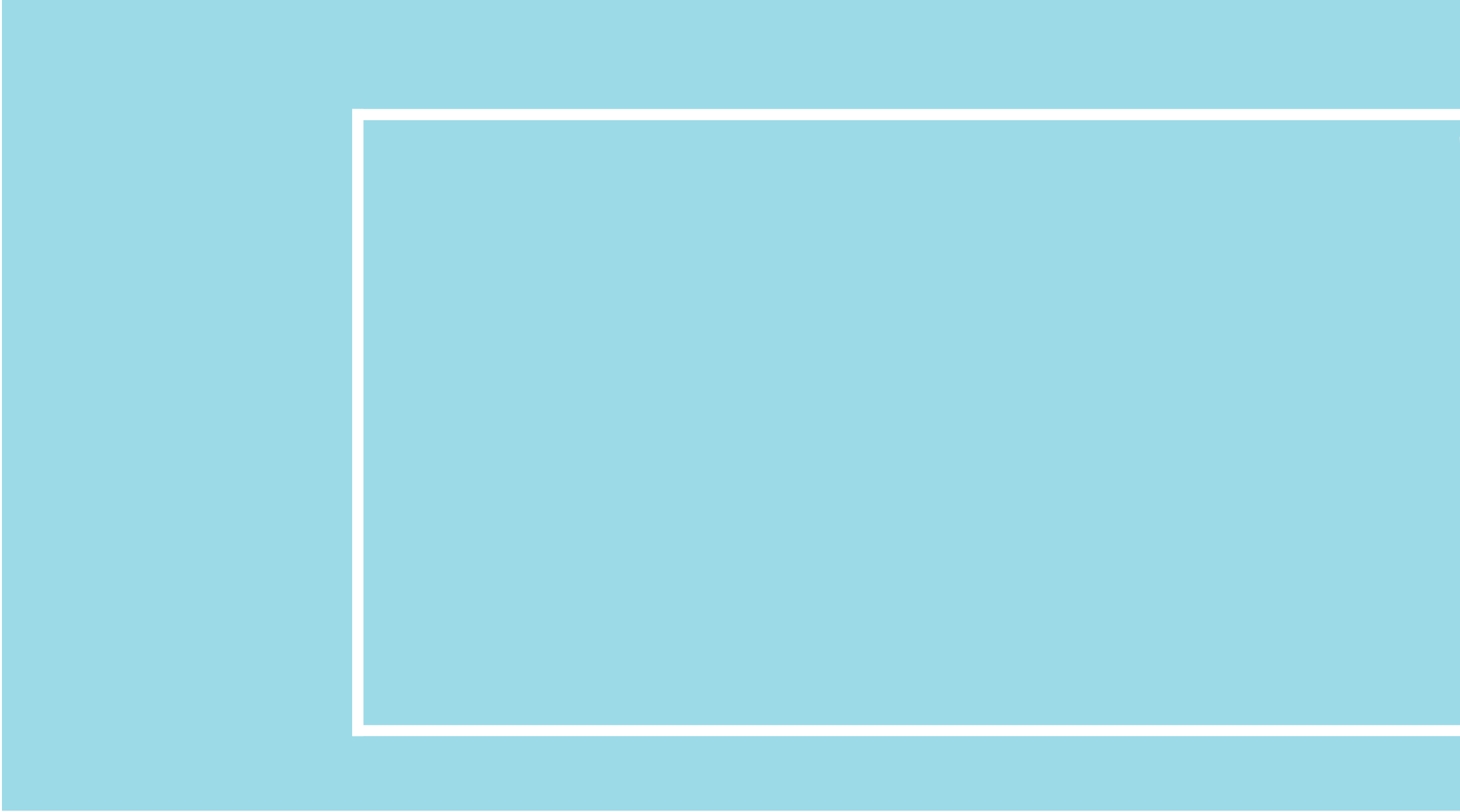
- 5.1 Framework for development
- 5.2 Edges and Gateways
- 5.3 Views
- 5.4 Landscape Character
- 5.5 Landscape and Green Spaces
- 5.6 Movement

## 6.0 Illustrative Masterplan

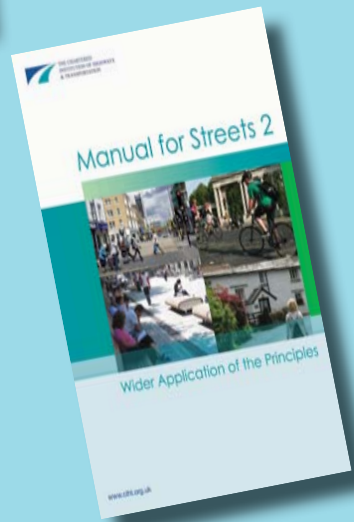
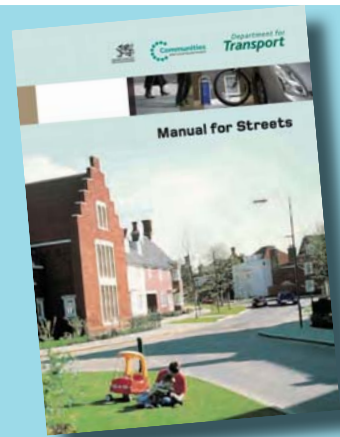
- 6.1 Evolution
- 6.2 Vision
- 6.3 Illustrative Masterplan
- 6.4 Layout and access
- 6.5 Amount
- 6.6 Scale
- 6.7 Density
- 6.8 Sustainable objectives
- 6.9 Sustainability

## 7.0 Conclusions

- 7.1 Key benefits



# 1.0 Background



# 1.0 Background

## 1.0 Background

### 1.1 Introduction

We act on behalf of The Huntroyde Estate; Clitheroe Auction Mart Co Ltd; Mr J Taylor, Ms Sarah Howard & Ms Samantha Howard. On behalf of our clients this document sets out the case for Residential Development of Waddow View. It has been prepared by the client team including GreenSky Architecture and Dickman Associates Ltd with input from the commercial, transport, ecology, landscaping, arboriculture, archaeology geotechnical and environmental consultants.

### 1.2 Purpose

The purpose of this document is to analyse the site in its context and consider how the proposals will relate in terms of the proposed use and quantum of development. To provide a highly sustainable residential scheme in line with planning policy.

This document includes a red-line plan, SWOT Analysis and Illustrative Masterplan.

The site is located within a five minute walk of all the existing facilities offered by RVBC main settlement, Clitheroe and as such the sustainability section outlines and discusses this key factor in detail.

The SWOT analysis sets out how the site could be developed taking into account the various constraints and influences.

An Illustrative Masterplan is provided for information only. It describes how the site might be laid out in accordance with the parameters plan, applying the design principles identified in this document and taking account of the comments of the Appeal Inspector and Secretary of State. This illustrative plan is intended to demonstrate that it is possible to achieve the densities and quantum of development envisaged, and to express the type and character of development envisaged for the site. It also demonstrates the character and quality anticipated across the site.

This document is supported by relevant consultants reports which set out the baseline impacts of the proposed development and contains details of any environmental impacts.

### The design team

The masterplanning process for the site has been undertaken by a design team of specialists, including the following:

**Planning consultant:** Dickman Associates Ltd

**Land Agents:** Ingham & Yorke

**Masterplanning:** GreenSky Architecture

**Commercial Surveyors:** Trevor Dawson & Co

**Landscape:** The Appleton Group

**Transportation:** DTPC

**Civil Engineering and Flood Risk Management:** Betts Associates Ltd

**Geotechnical and Geo Environmental Engineering:** Betts Geo

Environmental Ltd

**Ecology:** Penny Anderson Associates Ltd

**Arboriculture:** Bowland Tree Consultancy Ltd

**Archaeology:** Archaeological Research Services Ltd

### 1.3 The proposals

The site lies immediately adjacent to the Western edge of Clitheroe town centre. It extends to 9.2ha or thereabouts. It is relatively flat greenfield site. The scheme proposes upto 275 dwellings, mainly family homes with a suitable proportion of affordable dwellings and properties to meet the needs of first time buyers as well as senior citizens.

General vehicular access will be from Waddington Road with bus/emergency vehicle access only via Kirkmoor Road in line with the Appeal Inspector's decision (para 303).

### 1.4 Involvement

A previous application for 345 dwellings and a crèche was made following a pre application meeting was held on 31.7.12. On 4.9.12 RVBC provide a formal response that the site was not currently policy compliant being outside the settlement boundary and their preference would be for site promotion through the development plan rather than an application. Putting that 'in principle' objection aside the LPA then set out the requirements for contributions on a range of items including affordable housing, highways, education, POS and wheelie bins.

On 5.9.12 a public consultation exhibition was held at St Mary's Centre, Church Street, Clitheroe and details of the responses were submitted with that application.

Planning application (LPA no 3/2012/0913) was refused on 15.2.13 on grounds of visual impact and prematurity. An appeal was lodged on 12.3.13 for an appeal by public inquiry.

RVBC did not defend the appeal as on 3.7.13 John Macholc, Head of Planning at RVBC emailed PINS stating:

*'I confirm that the Local Planning Authority has decided to withdraw its objections to the appeal and no longer offer witnesses to defend the appeal.'*

*'The decision to withdraw from the appeal was taken in the light of a review of the planning balance, recent Inspectorate decisions, ministerial advice and new evidence available to the Council since the original decision.'*

Nevertheless the inquiry proceeded in August and September 2013 with the appellants putting their case and with third parties making their statements. The matter was called in by the Secretary of State and the decision letters from the Inspector and the SoS were issued on 23.1.14. In brief summary the appeal was dismissed on the ground that the Inspector and SoS did not consider Kirkmoor Road suitable for access for part of the proposed scheme though on all other counts the scheme was acceptable.

At para 303 of the inspector's decision he states:

*'In summary, the presumption in favour of sustainable development prevails over all matters except for highways. Even then, there is the option to relook at the Waddington Road access to ascertain the level of development on the appeal site that could be served from this single access, with 'bus/emergency access retained to connect to Kirkmoor Road.'*

This application does precisely as the Inspector recommends and relooks at the Waddington Road access and level of development that could be served by that whilst retaining bus/emergency access along Kirkmoor Road.

A meeting was held with John Macholc of RVBC on 16.6.2014 when a revised masterplan was tabled, detailing how the current proposal has addressed the appeal inspector's decision. A press release and public consultation leaflet was sent to the key officers and councillors at RVBC, third parties and those who made comments on the previous application/appeal and to the properties in the area adjoining the site on the 17<sup>th</sup> and 18<sup>th</sup> June 2014. This aspect and responses are detailed in the statement of public consultation prepared by Latitude included with this application



# 1.0 Background

## 1.0 Background



Diagram not to scale

© 2012 google



## 2.1 Location

The site is 9.2 Hectares or thereabouts. It will provide a rounding off of the settlement on the Western side of Clitheroe. Access will be via Kirkmoor Road and Waddington Road.

To the North, Milton, Cowper, Brungerley, Chester and Park Avenues, Eastham Street and Hawthorne Place are all residential areas. This is a dense residential area and made up of mainly terraced houses with some semi detached. Two fields and land designated for the expansion for the cemetery.

The South of the site is residential - De Lacy St, Montague St, Albermarie St, Baldwin Hill, Buccleuch Ave, Cardigan Ave and Kirkmoor Road.

There is a proposed housing site with outline consent for 50 dwellings immediately East of the site and a carpark beyond that opposite the post office sorting office and Clitheroe railway station. The main town centre including shops, library, art gallery, castle and all other local facilities lie beyond the rail station and within 400m of the subject site.

To the West is open countryside, the cemetery, and the cemetery extension.



## 2.2 Site Description

The site shown edged red on the location plan included in this report and lies immediately West of Clitheroe town centre. It is a relatively flat site with a brook crossing it and abutting existing housing on 2 sides as well as the cemetery. The area to the north has open vistas over the adjacent countryside which is divided from the site by the River Ribble.

The site is in a highly sustainable location adjacent to all the facilities of Ribble Valley BC's major settlement (Clitheroe) and exceptionally well located for multi modal transport options as detailed in the highways part of this report.

This is confirmed throughout the Appeal Inspector's decision letter, which includes comments that this is "... locationally the most sustainable site available" and "it is in fact locationally the best site."

# 2.0 The Site



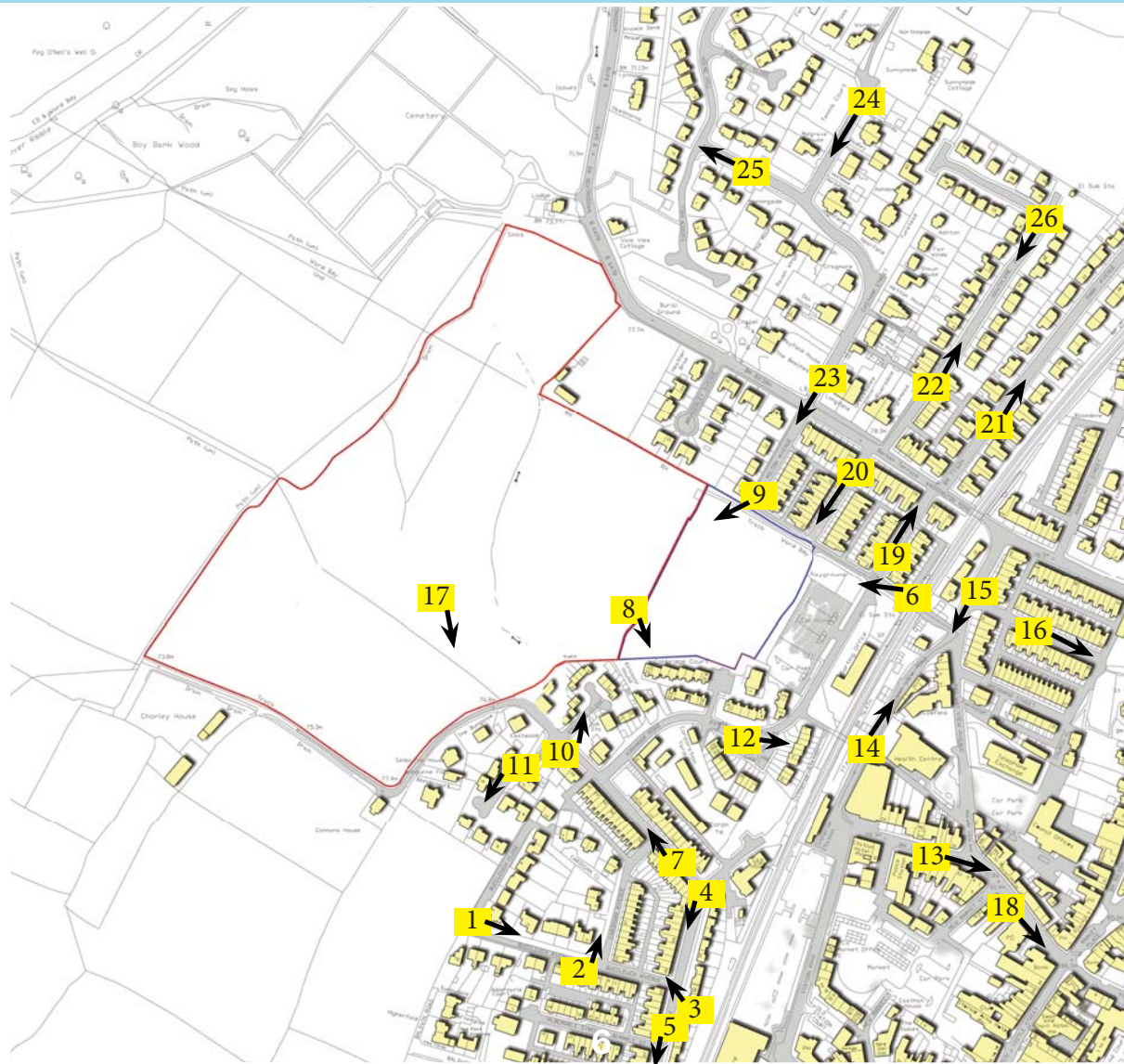
# 2.0 The Site

## 2.3 Photographs



# 2.0 The site

## 2.3 Photographs





# 3.0

## The Context



# 3.0 The Context

## 3.1 Planning Background

### 3.1 Planning Background

#### 3.1.1 Planning History

The site is open countryside greenfield and has not been previously developed.

Planning application (LPA no 3/2012/0913) was refused on 15.2.13 on grounds of visual impact and prematurity. An appeal (PINS no APP/T2350/A/13/2194601) was lodged on 12.3.13 for an appeal by public inquiry.

The matter was called in by the Secretary of State (SoS) and the decision letters from the Inspector and the SoS were issued on 23.1.14. In brief summary the appeal was dismissed on the ground that the Inspector and SoS did not consider Kirkmoor Road suitable for access for part of the proposed scheme though on all other counts the scheme was acceptable, being the best site and locationally is the most sustainable site available.

At para 303 of the inspector's decision he states:

*'In summary, the presumption in favour of sustainable development prevails over all matters except for highways. Even then, there is the option to relook at the Waddington Road access to ascertain the level of development on the appeal site that could be served from this single access, with 'bus/emergency access retained to connect to Kirkmoor Road.'*

This application does precisely as the Inspector recommends and relooks at the Waddington Road access and level of development that could be served by that whilst retaining bus/emergency access along Kirkmoor Road.

#### 3.1.2 National Planning Policy Framework (NPPF)

The NPPF was adopted on 27.3.12 and came into immediate effect. It cancelled the previous PPGs/PPSs including 1,2,3,7,13 and 25. Its underlying premise is a presumption in favour of sustainable development unless material considerations indicate otherwise.

The underlining premise is planning for growth to provide sustainable homes, economic growth and jobs. LPAs should plan positively for new development and make every effort to meet housing, business and other development needs and wider opportunities for growth. They should be flexible and responsive regarding the supply of land for key sectors, including housing; foster economic growth; recognise the likely range of benefits; and not impose unnecessary burdens on development.

Paragraph 7 of NPPF defines 'sustainable development' as having 3 elements – economic, social and environmental.

Paragraph 14 of NPPF states that development proposals which accord with the development plan should be approved without delay and where the development plan is silent, absent or relevant policies are out of date permission should be granted unless any adverse impact of so doing would significantly or demonstrably outweigh the benefits when assessed against

policies in NPPF as a whole or if NPPF indicates development should be restricted.

In addition LPAs are encouraged to address barriers to investment and understand business needs in their own and adjacent areas.

The NPPF requires LPAs to:

- Allocate an additional 20% of sites for housing in the initial 5 year housing requirement to give choice and competition, if have had consistent undersupply of housing.
- Housing sites still need to be available, developable, deliverable, sustainable, accessible and viable
- To bring empty dwellings back into use.
- Provide a wide choice of homes.
- Consider use of large extensions to existing settlements or new settlements and whether these would need new Green Belts round them.
- reappraise previously allocated land and produce the SHLAA and Economic assessments together
- ensure viability and deliverability of sites
- they should not seek such a scale of obligations and policy burdens as to threaten the viability of a development
- schemes should be providing acceptable returns to willing landowners and developers to enable delivery of schemes
- Promote sustainable transport
- LPAs should give positive weight to schemes for economic and housing development.
- The presumption on planning applications should be in favour of sustainable development and finding ways of overcoming substantial planning objections where practical and consistent with the Framework.
- Planning conditions should only be attached when they can be shown to be necessary, relevant, enforceable, precise and reasonable
- Planning obligations should only be sought if the following tests are met: necessary to make development acceptable in planning terms; directly relate to the scheme; and fair and reasonably relate in scale to the kind of development

#### 3.1.3 The Development Plan

The statutory development comprises the saved policies of the RVBC Districtwide Local Plan (June 1998). The NPPF, which as the most recent document (March 2012) should be given full weight. The RVDLP saved policies arose from the Lancashire Joint Structure Plan which itself was superseded by RSS which has now been abolished thus the RVDLP is over 15 years old and thus should be afforded very limited weight.

#### 3.1.4 Ribble Valley Districtwide Local Plan

This document (RVDLP) was adopted in June 1998 and the housing policies therein refer to being in accordance with the Lancashire Structure Plan 1991-2006. Given the age of this document and the fact the Structure Plan end date was almost 6 years ago limited reliance should be given to it. The RVDLP is the adopted plan and the application site is shown as an unallocated site outside the urban boundary of Clitheroe on the Inset 5 plan Clitheroe (Centre). This in itself demonstrates the site is the closest to the town centre and its strong sustainable credentials.

Policy G1 sets out the criterion against which all applications for development will be assessed. It states: '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.'

Policy G2 of the RVDLP states: Within the plan area developments will be mainly directed towards land within the main settlement boundaries. These are defined on the proposals map. The following scale of development will be approved:

ii) Clitheroe - consolidation and expansion of development and rounding off development. In all cases this must be on sites wholly within the settlement boundary and must be appropriate to the town's size and form;

Policies G3 and G4 refer to scale of development appropriate to existing settlements and G5 seeks to restrict residential development proposals outside the main settlement and village boundaries to those which are small scale or meet various exceptions.

Policy H2 deals with development outside settlement boundaries and the criteria against which proposals will be assessed. In particular it states: 'Residential development will be limited to residential development intended to meet a proven local need' and also 'development should be appropriately sited and landscaped and that scale, design and materials used must reflect the character of the area, and nature of the enterprise.'

RVDLP planning policies relating to affordable housing contributions are H19 and H21. Both were saved policies carried forward to the LDF process. Policy H19 relates to affordable housing on large sites within the main settlements and refers to negotiating for the inclusion a proportion of affordable housing on such sites, subject to the policy H21 criteria which required details of the tenure arrangements and who might occupy in terms of target group for local need and a justification that the proposed properties were suitably match to the local need group.

Policy ENV3 requires development to be in keeping with the character of the landscape area and reflect the local vernacular in style, scale, features and building materials. It states:

*"Proposals to conserve, renew and enhance landscape features, will be permitted, providing regard has been given for the characteristic landscape features of the area."*



## 3.2 Planning Background

Policy ENV6 requires the best and most versatile agricultural land be safeguarded unless it can be shown the need for development overrides agricultural considerations.

Policies ENV7 and ENV13 relate to protection of wildlife and landscape features respectively and prohibit development that would have an adverse effect on either unless mitigation measures are proposed. An Ecology Report and Tree Report accompany this proposal.

On development sites of 1ha+ Policy RT8 requires the provision of adequate and useable POS. Policy RT18 promotes the improvement of public rights of way/footpaths and bridleways.

Policy T1 on transport sets out the matters to which the LPA will attach considerable weight in consideration of development proposals. These include the availability and accessibility to multi modal transport – buses, trains, access on foot and by bicycle not just by private car.

Policy T7 relates to the provision of adequate parking and servicing space on schemes.

### 3.1.5 Draft RVBC Core Strategy (RVBC CS)

The RVBC CS has been through various consultations of which the latest is current and due to end on 7.7.14. It proposes Clitheroe as the main recipient of additional housing being the main settlement in the borough and taking account of the proposals for housing of adjacent councils most notably Preston's allocation on the border with Longridge the second largest settlement in RVBC.

It proposes a large site at Standen which will account for about half the housing allocation for Clitheroe. Of the overall new housing for the borough about 58% is proposed for Clitheroe.

The Examination in Public (EiP) was held in January 2014, as a result a series of major modifications to the plan were requested by the Inspector for the purpose of addressing the soundness of the Plan.

The CS following a Special committee meeting is currently out for consultation from 23.5.14 for 6 weeks until 7.7.14. The EiP Inspector will then consider any comments received and advice whether the EiP needs to be re-opened.

The current timescales anticipate the examination into the CS to be autumn if the EiP is not reopened but later probably Dec2014/Jan2015 if it is.

The modifications currently out for consultation now propose 280dpa over the plan period, a split of 'other settlements' in to 2 tiers based on an analysis of their sustainability attributes and a reallocation of the 'Longridge adjustment' to the tier 1 'other settlements'. This gives a residual number of houses for Clitheroe of 240.

### 3.1.6 Addressing Housing Need in Ribble Valley

The RVDLP policies and the Affordable Housing Memorandum of Understanding have now been superseded by the Addressing Housing

Need in Ribble Valley (June 2011) which is the policy currently adopted by the council and treated as a material consideration in planning applications. It provides a definition of affordable housing:

*"housing, irrespective of tenure, ownership or financial arrangements, available to people who cannot afford to occupy homes generally available on the open market".*

It also details how affordable homes for sale should be treated:

'To ensure that homes are affordable to the majority of people living in Ribble Valley. They should be sold at a price that does not exceed:

- 3.5 times the mean of an individual's gross annual earnings or
- 2.9 times the gross median household earnings of those households identified as being in housing need in the parish.

This is based on the calculation commonly used by mortgage lenders when assessing the household's suitability for a mortgage.'

It also discusses how affordable for rent or for shared ownership should be treated. Before setting out the affordable housing thresholds:

'The Council will negotiate the provision of affordable housing on all qualifying housing developments as follows:

*In Longridge and Clitheroe on housing developments of 10 or more dwellings (or sites of 0.5 hectares or more, irrespective of the number of dwellings) the Council will seek affordable housing provision at 30% of units on the site.*

*In all other locations in the borough on developments of 5 or more dwellings (or sites of 0.1 hectares or more irrespective of the number of dwellings) the council will seek 30% affordable units on the site.*

*The Council will only consider a reduction in this level of provision to a minimum of 20% only where supporting evidence, including a viability appraisal fully justifies a lower level of provision.'*

### 3.1.7 Strategic Housing Land Availability Assessment - SHLAA

The 2009 SHLAA was undertaken by RVBC to identify the general location and amount of sites for potential future development.

Site 023 forms part of this proposal and was a high scoring site with a score of 78. The intervening parcel which joins these two whilst submitted was not included in the 2009 SHLAA.

The SHLAA was reviewed in 2013 and the subject site scored 90 out of 100 for sustainability though the scoring system made no allowance for the fact there was an application/appeal in progress with the landowners working cooperatively and thus assumed because there was more than one landowner it would not come forward in the 0-5 year time period.

## 3.2 Social and Economic Context.

### 3.2.1 Population

Ribble Valley Borough has a population of 57,600 (2012) and is the largest district in the county, but with the smallest population. Over 10% of the Borough is in the Forest of Bowland Area of Outstanding Natural Beauty.

Clitheroe is the main economic and administrative centre, with 15,038 inhabitants (2010) and 6,737 households, the balance of the population of the Borough is in Longridge with a population of 8,253 (2010) and a range of large and small villages and hamlets such as Whalley and Sabden.

Between 1961 and 2010 Ribble Valley Borough has seen the largest population increase in Pennine Lancashire of 22.4%. In the same period the nearest positive increase was in Pendle of 3.7%.

Pennine Lancashire as a region has a growing young population which exceeds regional and national averages.

In the Ribble Valley Borough 20% of the population are aged 65 and over, with a higher than average 29.8% of the population aged between 45 and 64. This is projected to increase over the next fifteen years. 87% of those of driving age own a car, which is a sign of a wealthy population.

The latest mid year population estimate for 2010 referred to earlier shows an increase in the population of the Borough since 2009 and is projected to increase by 2025.

The Borough is a significant tourist destination and since 2004 there has been an overall increase in tourist numbers. More than 3.61 million people visited the Borough in 2012, a figure which is up by 110,000 compared to the previous year.

### 3.2.2 Economy

Clitheroe is at the heart of the Borough's economy, where unemployment is 3.5%, well below the national and regional figures of 7.6% and 7.8% respectively. Ribble Valley continues to have the lowest level of deprivation in the Lancashire region.

Over half the working age population commute out of the Borough each day to work.

The amount that tourists spend in the area was also on the up in 2012 when £169.61 million was spent, compared to £159.16 million the year before. The number of jobs directly linked to the tourism industry in the area have also increased.

Agriculture is one of the top five employers in the district and, with the exception of BAE Systems at Samlesbury, the remaining top employers are based in Clitheroe.

Clitheroe, as the largest service centre in the Borough, is a vibrant market town with excellent communications via road and rail.

Clitheroe has a vital role in terms of service provision to its hinterland the surrounding rural areas. Development is vital across all sectors to underpin its ongoing sustainable growth.



# 3.0 The Context

## 3.2 Socio Economic Context

### 3.2.3 Residential Market

The Ribble Valley Borough is recognised as one of the most desirable places to live in the United Kingdom (Channel 4 News).

Generally house prices in the Ribble Valley are higher than national averages. Ribble Valley has the highest proportion of occupied household spaces in detached dwellings in Lancashire at 31.5%.

Clitheroe has a wide range of housing from traditional terraced to large detached properties with low density occupation, and is of a good quality. Ribble Valley has the least number of empty homes in Lancashire (www.emptyhouses.com)

In comparison to other areas of the borough such as Whalley, Clitheroe still has a disproportionately low number of units coming forward in the next five years, given its economic significance and increasing population. The scheme will offer the opportunity to deliver a range of family home, affordable and starter homes in detached and semi detached formats which are conveniently located within easy walking distance of all the Town Centre amenities, and in a ward which is lacking new housing.

The average house price in the Ribble Valley Q3 was £226,021 with detached properties asking an average of £316,060, an increase of 13.5% in sale prices from the twelve months previous. Affordability is recognised as an issue and emphasises the importance of bringing forward a wide range of affordable family housing.

Market information (May 2014) confirms comparable properties in the area as follows:

4 bed detached:	Henthorn Road, Clitheroe	£344,995
	Low Moor Gardens	£289,995
	Woone Lane, Clitheroe	£227,950
3 bed detached:	Moorland Crescent, Clitheroe	£235,000
	Mearley Syke, Clitheroe	£234,950
3 bed semi detached:	Princess Avenue, Clitheroe	£204,950
	Woone Lane, Clitheroe	£199,950
	Montomerie Gardens, Clitheroe	£190,000
	Faraday Avenue, Clitheroe	£169,950
3 bed terraced:	Woone Lane, Clitheroe	£139,950

2 bed terraced:	Hawthorn Place, Clitheroe	£190,000
	St Mary's Street, Clitheroe	£155,000

This highlights the disparity between the price of an existing smaller turn of the century terraced Town Centre property at Hawthorn Place and a typical three bedroomed new terraced and semi-detached property at Montomerie Gardens and Woone Lane.

This climate has ensured continued interest from private housing developers in opportunities in the Ribble Valley. In addition the government continues to recognise the importance of house building in promoting sustainable growth with their NewBuy scheme which is supported by the high street banks, Home Builders' Federation, Council of Mortgage Lenders and several construction firms.

The proposed scheme gives the opportunity to deliver a range of family homes, affordable and starter homes, particularly in the 2/3/4 bedroom apartment, detached and semi detached sectors which are conveniently located within easy walking distance of all Town Centre amenities.

The scheme will also deliver the opportunity to satisfy the needs of the increasing elderly downsizing population who require a range of housing from traditional bungalows or apartments to care homes and nursing homes.

The scheme is of a size that will enable developers to bring forward an exceptional offer of high, medium and low density on a phased basis. The development will attract family purchasers and first time buyers predominantly from the immediate area but with scope to bring people from the wider area. The excellent accessibility to the transport network and Town Centre will create further economic and employment opportunities to stem the flow of commuters out of the Borough. Additional accessible housing adjacent to the Town Centre creates further guaranteed spend in the town and the use of its amenities.

### 3.3 Access and Travel Modes

#### 3.3.1 Setting

The proposed allocation forms a natural infill between the Waddington Road and Bawlands corridor via the Castle View area. The wrap around design will integrate the two areas for car and non car modes.

#### 3.3.2 Non Car Accessibility

The site is exceptionally well located to ensure that movements by car mode are reduced as much as possible lying close by to the bus/rail interchange and town centre.

#### 3.3.3 Walk

The site is within a 4/5 minute walk of the bus/rail interchange connecting it via a linked trip to the NW, locally the 5 min walk encompasses the market area and Booths supermarket. The 10 minute walk covers the whole of the town centre and the edge of centre employment zones.

There are 9 schools within a 3km walk distance from nursery, primary and senior levels.

#### 3.3.4 Cycle

Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'. The 5km cycle distance encompasses the whole of the Clitheroe area giving access to schools, leisure and employment opportunities.

#### 3.3.5 Bus

The site is located close to the bus station which connects the town to the rural hinterland and Preston, Blackburn, Burnley and other urban areas with a range of frequencies from high to the major towns to lower frequencies for the rural hinterland to meet the local needs.

#### 3.3.6 Rail

As the rail station is a similar distance to the site and connects on an hourly basis across the NW via Blackburn and Manchester and beyond the site is well placed for rail to be used as a travel mode.

#### 3.3.7 Car mode access

All the roads in the area serve primarily a residential catchment supported by local services/retail units in the town centre. The site is accessed via a new junction on Waddington Road with a right turn ghost Island to create gateway into Clitheroe.

Access onto Kirkmoor to bawlands will be reserved for pedestrians/cyclist and the future bus route only, no vehicles will use this route to accord with the Appeal commentary.

#### 3.3.8 Summary

The highly accessible location of the site in relation to are range of attractions and non car modes ensures that it is well placed to meet national, regional and local policy.

## 3.4 Physical - Landscape Character

### 3.4.1 Landscape Context and Townscape Character

The town of Clitheroe sits within the lower Ribble Valley close to areas of outstanding natural beauty (Forest of Bowland) and within rolling countryside pastoral fringes of Pendle Hill. The town is a nucleated settlement with an historic core and a Castle located on an elevated knoll. In modern times the town has developed and spread and offers good communication networks by means of the railway and station and the A59 by pass. The land falls away gently to the west and the River Ribble to a height of 59 aOD at Brungerley Bridge. The Ribble Valley area is mainly pastoral in character, with small to medium size fields bounded by hedgerows with mature trees, creating a sense of intimacy in contrast to the surrounding fells.

### 3.4.2 Baseline Conditions

The site undulates gently with a rise in land towards the urban settlement with vehicle access for agricultural vehicles from Back Commons. Housing to the north is older stone terraces and semi-detached properties built in the inter war years. On the southern edge is detached housing of the late

