



Bellway

Land at
Land to the north of
Riddings Lane, Whalley
Design and Access
Statement

Reserved Matters Application

Ref: 2014/0815

320140815



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Introduction to this Statement

1.1 Vision

The vision for this site at Hayhurst Road, Whalley, is to create a high quality sustainable residential neighbourhood which improves the local area and enhances existing green space assets.

The development of this important site has been guided by this simple and robust vision, which has evolved through the masterplanning process.

Bellway Homes vision includes the following:-

The Creation of a well informed attractive neighbourhood not dominated by the car, and adopts a Manual for Streets approach.

Delivery of a substantial amount of aspirational family housing which contributes to Ribble Valley's housing supply.

Provision of a sensitive and robust solutions to interfaces between existing and proposed uses.

Creation of a sense of place with local character areas which take reference from the local architectural language.

To develop 71 new homes which will provide a range of house types to create a balanced mixed community.

New residents who will support additional council tax revenues and spending in the local economy.

1.2 Introduction

This Reserved Matters Application seeks planning permission for the erection of 71 No. detached, semi detached and mews style dwellings use class c3, with associated car parking and landscaping.

The purpose of the statement is to provide a summary of the design rationale for the proposed development to set out a justification, where necessary to explain the relationship between the Outline Planning Approval ref : 3/2012/0820 (Fig 1&2) and the Reserved Matters Application.

This Design and Access Statement has been prepared in accordance with the requirements of Planning Practice Guidance to support this application on behalf of the Bellway Homes (Manchester Division).

This Design and Access Statement only refers to policy matters where they have specific relevance to design and/or access issues.

There have been two consultation meeting held with the local planning authority. The Co-Operative Estates undertook a comprehensive programme of community consultation on the proposals at Outline stage.

This document summarises a number of documents which have been prepared by a wider team of technical disciplines. These documents

have been submitted as separate standalone documents as part of this planning application, as follows:-

Planning Statement;

Noise Report;

Arboriculture;

Landscape.

1.3 Background

This planning application seeks reserved matters approval following the grant of outline planning permission reference 3/2012/0820 (Fig 1 & 2).

The key principle of residential development has been established through the outline planning permission.

The precise details of the following items are set out in this Reserved Matters Application:-

Layout;

Scale;

Appearance;

Landscaping.

Introduction to this Statement

1.3 Background

Outline Planning Approval - 3/2012/0820

The site was granted Outline Planning Approval at Appeal in September, 2011.

The outline application for a maximum of 80 residential units at land to the north of Riddings Lane, Whalley with access from Hayhurst Road with all other matters reserved.



Fig 1 - Approved Parameters Plan



Fig 2 - Approved Location Plan

Introduction to this Statement



Fig 6.1 - Approved Outline Masterplan

Introduction to this Statement



Fig. 4 - The site in context

Place

2.1 Site location and context analysis

Whalley is a large village in the Ribble Valley district at grid reference SD7336NW, on the banks of the River Calder in Lancashire. It is overlooked by Whalley Nab, a large wooded hill over the river from the village and neighbours the small villages of Wiswell, Billington, Barrow and Read.

The site is located on the northern edge of Whalley approx 0.5m from the village centre and is broadly rectangular in shape (fig 5).

The site is accessed via Hayhurst Road and bounded to the north by open fields and to the east by existing residential settlement. To the south is a small industrial park and Sidings Business Park to the West.

The character of the site itself is defined by grassed open land with mature tree belts along much of the northern and western boundaries. To the east of the site is late 20th century and early 21st century housing mainly comprising of detached properties which are two storey in height and often quite close together. Views to Hayhurst Road are screened by the adjoining properties but the access does bend to join to Hayhurst Road which allows view into the site.

The south-east of the site along Limefield Avenue comprises of mainly formal detached and semi detached dwellings constructed in the inter war period.

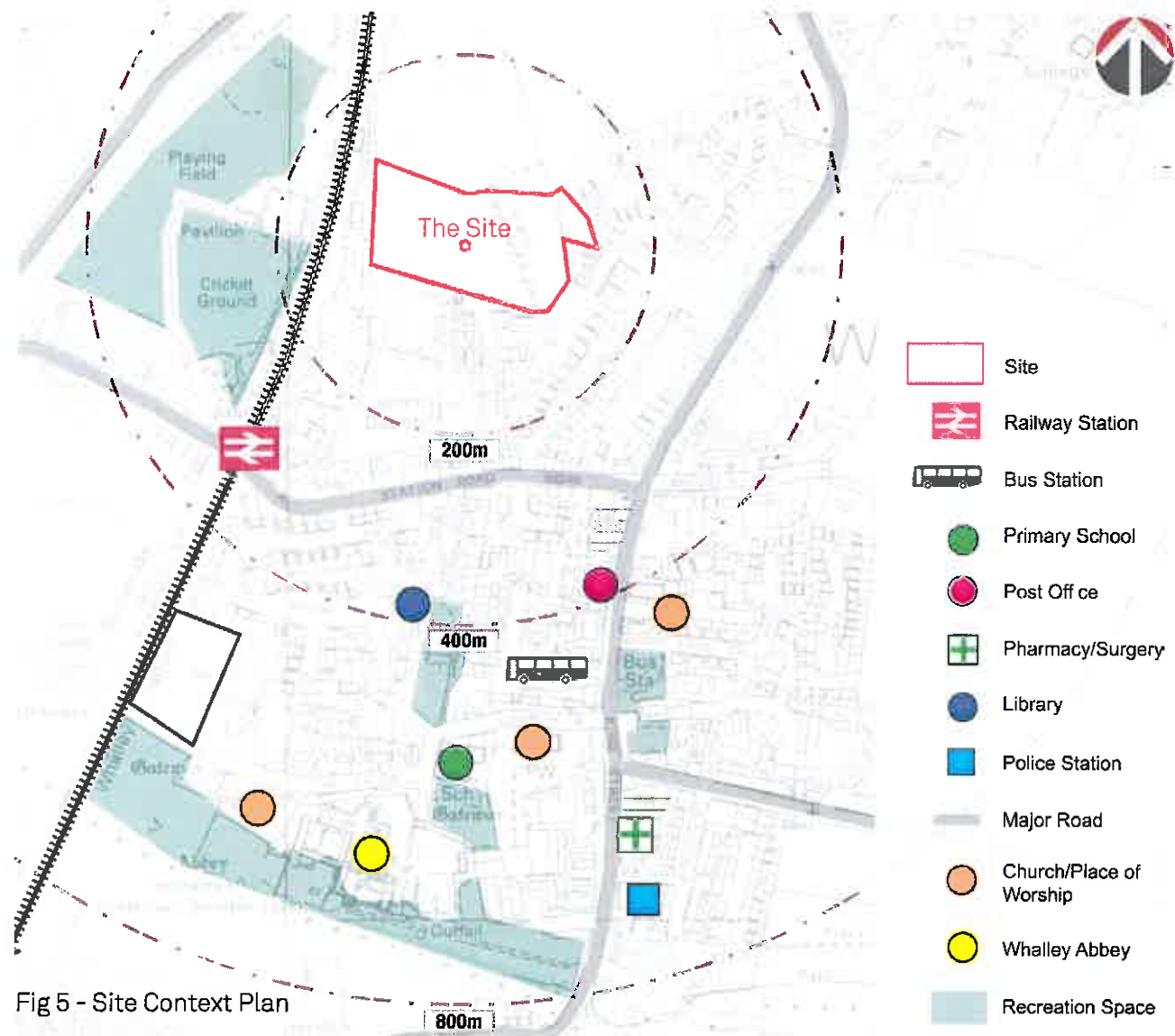


Fig 5 - Site Context Plan

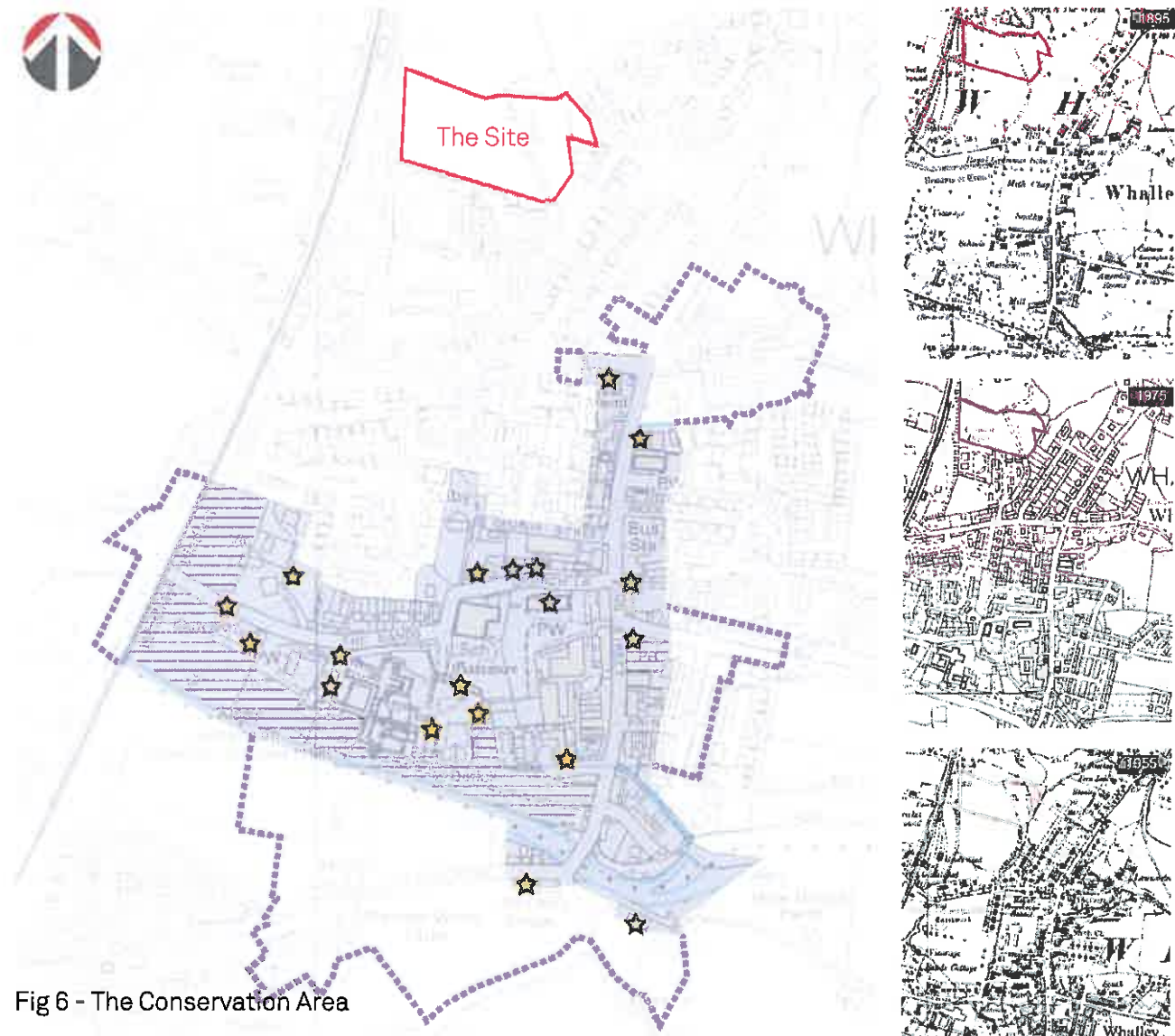
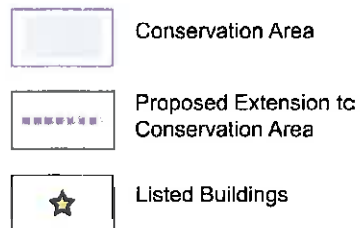
Place

Hourly trains are available from the local railway station being within a 10 minute walk of the site offering services to Blackburn and Manchester, operated by Northern Rail.

Bus Services to the surrounding Lancashire, North Yorkshire and Greater Manchester towns and cities including Accrington, Blackburn, Burnley, Bolton, Clitheroe, Darwen, Longridge, Skipton and Manchester from the village central street and Whalley Bus Station.

The Conservation Area is situated some 250m away from the centre of the site (at its closest point).

The site's immediate surroundings have been developed in the latter half of the 20th Century (fig 7), including the Council Depot, Sidings Business Park and housing development on Riddings Lane and Hayhurst Road. Hence there is no visual relationship between these heritage assets and the site and therefore the proposed development would not impact on the character of the Conservation Area nor or the setting of any listed buildings.



Place

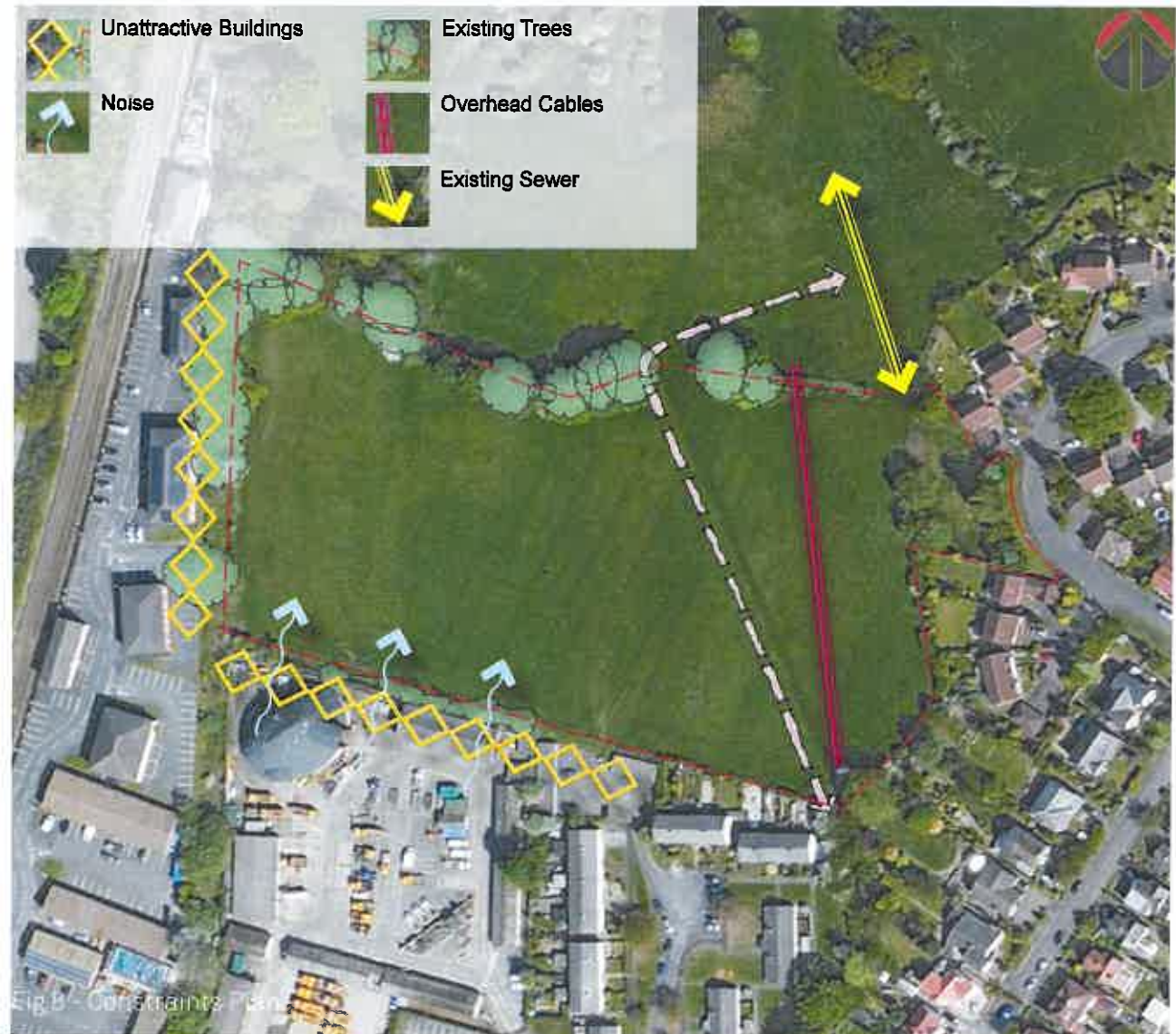


Place

2.2 Constraints and Opportunities

Site Constraints - Fig 8

1. Overhead Cable which runs North to South on the Eastern side of the development site
2. Existing commercial development to the southern boundary which provides an unattractive boundary.
3. Tree preservation orders to the Northern boundary
4. Below ground services



Place

2.2 Constraints and Opportunities

Site Opportunities

This site will be developed with best practice for urban design and green infrastructure in mind. Specific site opportunities include

1. Diversion of the overhead cable
2. Diversion of below ground services
3. Create a potential new corridor
4. Create an attractive gateway to the development.
5. Provide noise attenuation to the South-West boundary.
6. Create a safe overlooked routes through the development.
7. Use existing vegetation and landform provide 'sense of place' and create an attractive gateway to the site.
8. Create a distinct character by responding to and reinforcing locally distinctive architectural language.



Design Process

3.1 Concept

Development Objectives - Sustainability

The Government is committed to delivering sustainable development (NPPF) and encourages local planning authorities to promote economic development. Improving the well-being of communities, improve facilities, promote high quality and safe development and create new opportunities for people living in those communities.

Development Objectives:

To create an attractive pedestrian residential neighbourhood using design guidance set out in Manual for Streets.

To create an attractive green gateway to the development.

To create a sense of place which includes character areas with reference to the local architectural language.

To provide a mix of dwelling types that will satisfy local need and enhance the profile of the area as a whole.

To provide sensitive and robust solutions to the relationship between existing and proposed dwellings.

To provide new and improve existing pedestrian links.

To create a well-informed attractive neighbourhood, not dominated by the car.

Urban Design Objectives:

To create sustainable patterns of development which exploit and improve accessibility to public transport, to;

Encourage good design that will create places with distinctive character, pleasant to use and human in scale;

Make efficient use of available land by promoting greater intensity of development;

Promote character by responding to and reinforcing locally distinctive patterns of development and landscape;

Promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public spaces;

Promote accessibility and local permeability by creating routes that are attractive, safe and work effectively for all users;

Promote legibility through development that provides recognisable routes, gateways and focal points;

Promote diversity and choice through a range of house types.

Design Overview

This section provides information on the Design and Access components in accordance with the requirements of Planning Practice Guidance.

The application seeks detailed planning permission for Scale, Layout, Appearance and Landscaping.

Good design is about creating places that are people friendly, which are appropriate for the context, and enhance the urban and landscape environment.

Our scheme complies fully with these requirements.

Design Process



3.2 Engagement

The Co-Operative Estates undertook a comprehensive programme of community consultation on the proposals at Outline stage.

The consultation programme provided an opportunity for local residents, political representatives, stakeholders and interested parties to understand the outline plans and offer their views on the proposals.

During the design process of this Reserved Matters Application two pre-application meetings have been held with Ribble Valley where we presented our proposals which were generally accepted.

The adjacent diagrams illustrate the proposals that were presented at pre-application meetings with the Local Planning Authority.



Design Process

3.3 Design Evolution

Following the Outline Planning Approval the key principles have been adopted and developed accordingly.

The following narrative text and diagrams underpin these principles and explains the design rationale.

Green Infrastructure and Pedestrian Movement

A multi-functional green corridor will be provided through the site.

The relationship of built form to the greenspace network and the landscape treatments employed will seek to preserve a semi-rural character and maximise wildlife value.

The main public open space area will be directly overlooked which will provide natural surveillance.



Design Process

Green Infrastructure and Pedestrian Movement

- departure or compliance with Outline Masterplan rationale.

① Trees on the northern boundary

The trees in this location on the Outline Masterplan formed part of the public realm and created very remote parking for the dwellings overlooking this area. This application proposes to include these trees as part of the private realm and redistributing this green space to a more central location.

② Central green core

The redistribution of green space from the northern boundary has been used to create an attractive landscaped setting for this route and natural surveillance has been retained.

③ Gateway

Additional greenspace has been provided at the site gateway



Design Process

Vehicular Movement

The Movement and Connections Framework sets in place a well defined and easily understood pattern of development parcels, streets and greenspaces within the Proposed Character Areas. It also provides an easily understood framework within which a clear hierarchy of pedestrian, cycle, and vehicular movement routes can be developed. The starting point is making good connections with the existing streets and footpaths.

In accordance with Manual for Streets (DfT/CLG 2007), streets will be designed as high quality places with five principal functions: place, movement, access, parking and utilities. Of the five principles, place and movement will be the most important in determining character. Create a clear hierarchy of easily understood, high quality, attractive, safe, streets and connections including (Fig 12):

1. Primary East-West Avenue Spine
2. Shared Surface Streets
3. Private Drives



Design Process

Vehicular Movement - departure or compliance with Outline Masterplan rationale.

1 Access

The access position that was approved at Outline has been maintained and forms the basis of this application.

2 East-West Avenue

The East-West Street illustrated on the Approved outline line Masterplan has been retained. This

street has moved South to accommodate the revised block structure in accordance with redistributing the public open space.

3 Rear Parking Court

The revised position of the East-West street has enabled this application to remove the rear parking court illustrated on the Approved Masterplan.



Design Process

Townscape

The proposed development structure will strengthen the existing character areas by working with the topography and movement.

The proposed Townscape and Development Framework sets out a well defined, easily understood pattern of development parcels, streets and greenspaces within the Proposed Character Areas. This further strengthens the local landscape character and provides a well structured, more positive pattern of development and greenspaces between the existing development and more specifically the proposed development.

The proposals will create a regular pattern of easily understood development parcels, streets, mews and greenspaces that are shaped by the existing hedgerows within the development and the wider field patterns and local landscape character.

The proposals will create active frontage and a strong sense of enclosure, with building scale and massing to reinforce key arrival points, junctions, streets and connections.

The proposals will create a clear sequence of squares and greenspaces providing memorable way-markers that define the entrance points into the development and key spaces.



Design Process

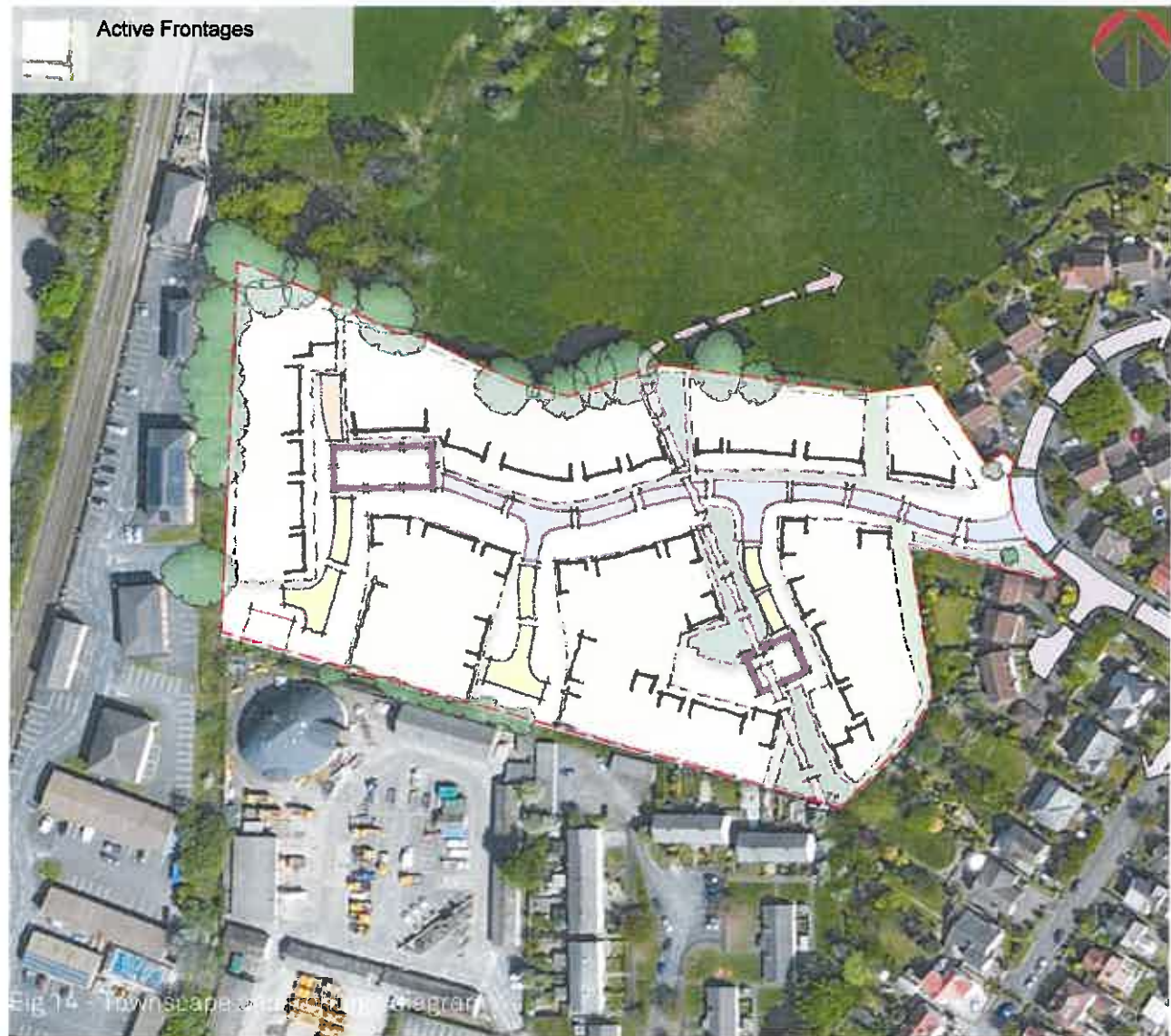
Development blocks and active frontages

The development blocks are designed to be capable of having buildings fronting each edge to create active, lively streetscapes with a strong defensible inner core and semi-private frontages that together enhance the security of the scheme as a whole. The layout ensures that all areas of public open space are overlooked by building frontages (Fig 14).

Nodes, focal points and view-lines

The arrangement of development blocks and open spaces creates a number of key views and feature spaces within the development. Recognising where these occur enables the development to be designed with a unique character and a sense of place. Nodes are to be created throughout the development. These are spaces which have their own sense of character and which can aid orientation and navigation through the development.

Buildings have been positioned at the end of each street and will act as an end stop. Focal buildings will be enhanced with a contrasting architectural treatment.



Design Process

4.7 Appearance/Character

We envisage a range of characters for the scheme in terms of the public spaces. This is fundamental to provide further legibility to the design and to create a more diverse and attractive environment. The diagram adjacent illustrates the proposed character areas which respond to the attributes of local vernacular exhibited in the local context.

1 'The Avenue'

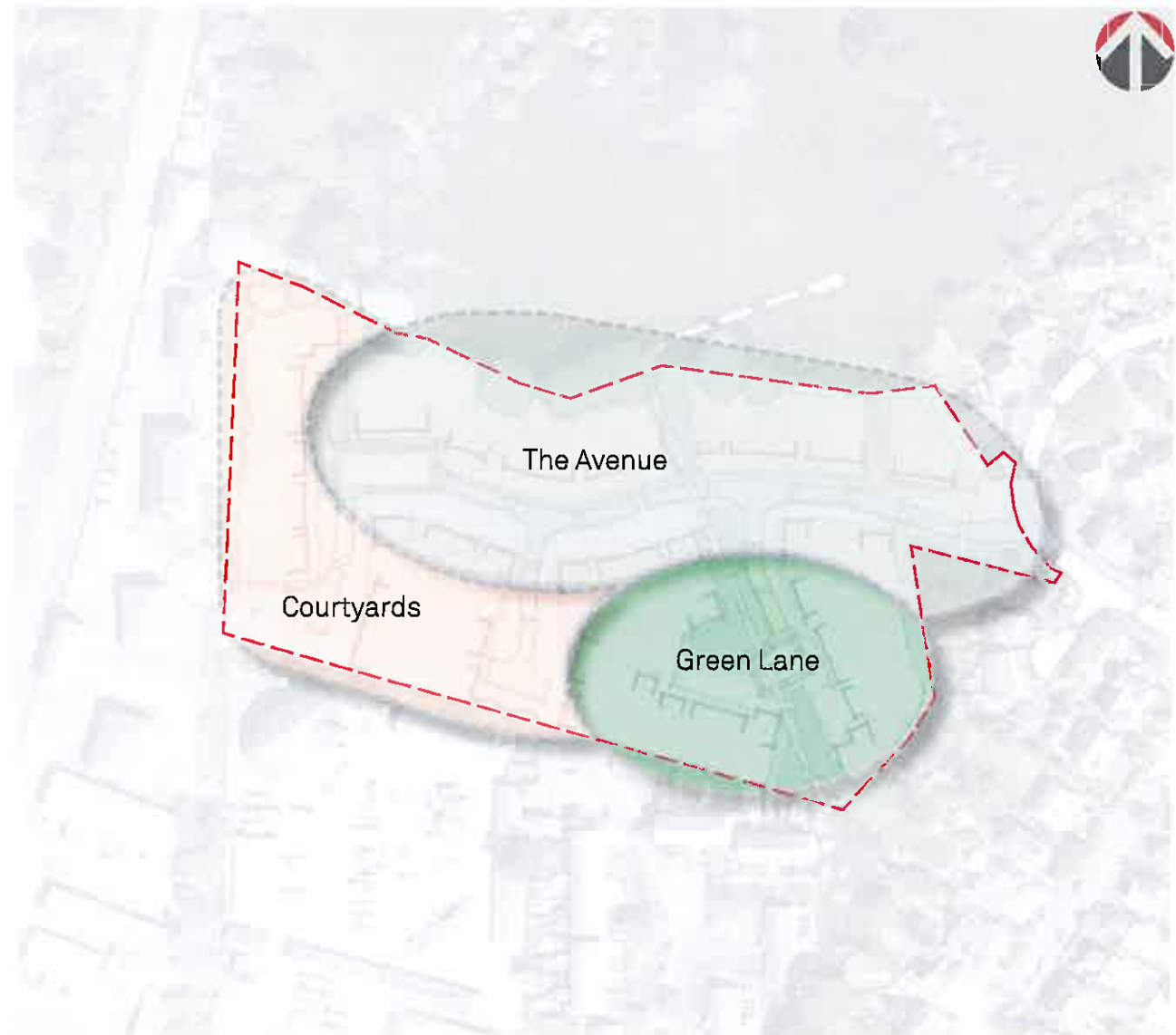
'The Avenue' creates a sense of arrival to the development. The architectural language used here will create a distinctive feel and will act as a legible East-West spine through the development.

2 'Green Lane'

The 'Green Lane' creates the main core activity area for the community. The buildings in this area will create a safe and overlooked green space for the development.

3 'Courtyards'

Courtyards within the proposal create a more informal geometry which evokes a village feel in its sense of tight grain, enclosure, intimacy and layering. The architecture and landscaping are reduced in scale to reflect this less formal feel.



Proposal

Materials

Main Facing Brick:	TBC
Detail Brick:	Smooth Red
Roof Tile:	Marley Modern - Grey
Windows:	White UPVC
Doors:	Black
Render/ Painted Brick	White

Architectural Language

This application proposes a residential development, which will be sympathetic to the traditional vernacular of the local area while providing a range of affordable and open market dwellings.

The predominant architectural features in the local area that have informed the proposed elevational treatments are; brick swept head, pitched porch detailing, render, painted brick and dentilated band coursing.

Fig 16 - Architectural language study



Pediment detail



Render/Painted Brick



Tile Hanging



Bay/porch detail



Proposal

4.2 Access

Access and Connectivity

The urban structure has a network of connected spaces and routes for pedestrians, cyclists and vehicles. New routes will connect to existing routes and movement patterns, minimising walking distances to public transport stops and local services reducing reliance on the car.

The development has been laid out to encourage low traffic speeds. Traffic speeds will be managed by the layout of buildings and reinforced by the use of physical traffic calming measures.

Accommodating car parking is crucial to the quality of housing and to the choices people make in how they travel. The level of parking provision is influenced by the location of the site and its proximity to public transport and essential services. Over provision has been avoided.

The site is considered a sustainable site, there are a number of bus services close to the site and there are footway and cycle routes available.

The site access arrangement has been approved through the Outline Planning Permission (Fig 15).



Fig 15 - Approved Access

Proposal

4.3 Development Layout

Building Structure

All housing is positioned at the edge of the street with a semi-private space that varies in width along the street. This will give future residents an opportunity to personalise their homes with the zone being divided into hard and soft areas that can support flowers and shrubs or simply plants in pots. The front doors are always on the street promoting active frontages and social interaction between neighbours. These have been designed as more intimate and private streets that create narrow entrances or pinch points to slow cars down to a minimum.

The parking will feel less formal with street furniture or trees defining the areas that can be parked on.

A clear series of perimeter blocks generate continuous active frontage with legible defensible space. The geometry of the urban blocks, together with the need for pedestrian and vehicular linkages generate a series of key corners within this character area which take on importance in setting focal points within the development.

The public open spaces will be attractive, safe and function as part of a network of pedestrian routes. Streets and spaces are designed to be

part of a network of pedestrian routes and are designed to be overlooked to allow natural surveillance.

Block character and frontage continuity

The site layout aims to provide continuity of street frontages and the enclosure of space by development that clearly defines private and public areas.

The locations of buildings create a continuous 'building line' and contain private space within perimeter blocks where possible. Buildings are arranged to create active frontages and provide natural surveillance. Small setbacks and projections are used to soften the impact of buildings on the public realm and create visual interest. Where it is not practical to enclose space by the position of buildings then landscape features such as trees, hedging and walling are used to help define spaces



Proposal

4.4 Detailed Layout

Car Parking

Accommodating car parking is crucial to the quality of housing and to the choices people make in how they travel. The level of parking provision is influenced by the location of the site and its proximity to public transport and essential services.

The scheme has been designed in line with recommendations set out in the English Partnerships document 'Car Parking - What Works Where'.

This document works on a traffic light system which measures how apt a treatment is for a certain location.

This development exhibits three car parking types which are promoted in this document as good practise.

OFF PLOT - FRONT COURT – SUBURBAN
= AMBER LIGHT

ON PLOT - ATTACHED GARAGE - SUBURBAN = GREEN
LIGHT

ON PLOT - HARD STANDING - SUBURBAN
= GREEN LIGHT

The off plot/front court arrangements will be finished in high quality hard landscaping materials and associated landscaping to break up areas as required.

The development is in accordance with the RVBC parking standards for housing.

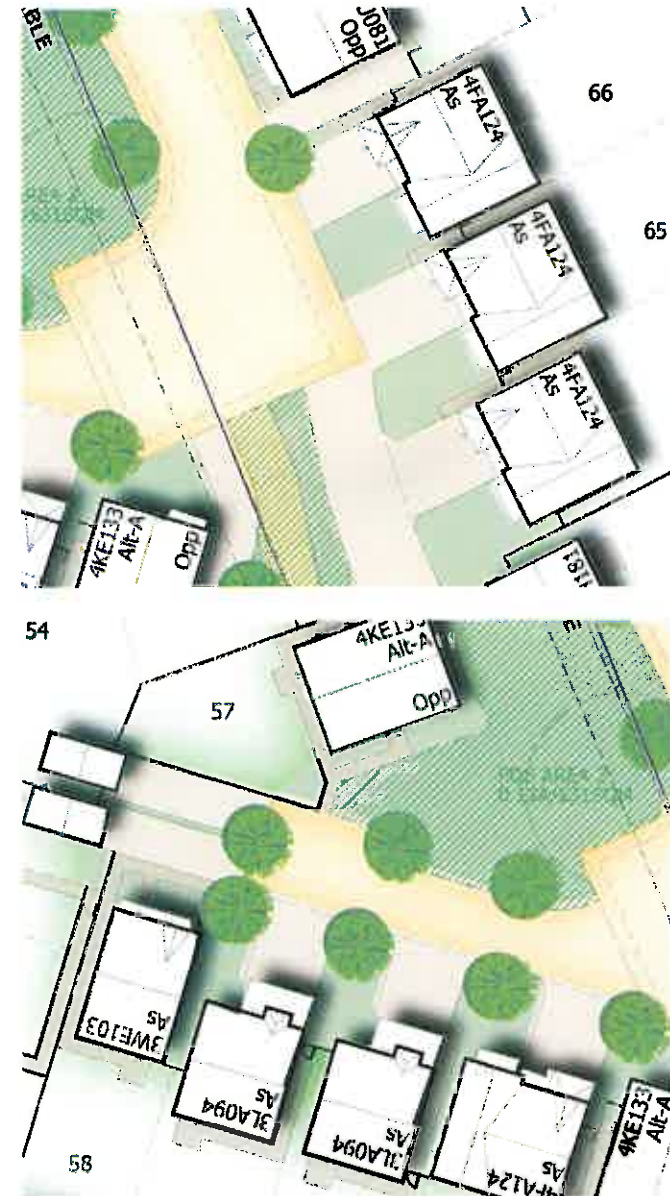
The 71 unit reserved matter site has a total of 142 car parking spaces excluding detached/integral garages.

The streets have been designed in accordance with Manual for Streets. Car parking has been designed to seamlessly integrate to the landscaped streetscene without becoming overly dominant.

Waste Collection Vehicles

The need to make provision for the storage and collection of household waste is an important design consideration.

All containers will be stored at the rear of the proposed properties. The scheme has been designed to allow refuse containers to be collected from the street. The proposed layout has been checked to ensure it can accommodate a refuse vehicle.



Proposal

4.5 Landscape

Landscape Objectives.

To create a strong frontage and entrance to the site with the use of large tree and hedge planting to the road frontage.

To enhance the housing layout by focusing views, strengthening the character of the courtyard/squares created throughout the development by creating gateways into and out of these spaces.

Public Open Space

Public Open Spaces are of an informal nature, open areas of grass along with additional tree planting to encourage age and ecological diversity.

House Areas

Within the general housing areas the aim has been to create private/defensible spaces with the use of hedges and mixed planting beds at the back of footpath and dividing the individual plots. Choice of both hedge & tree species has also been used to enhance this.

Where there is an opportunity to plant along the boundary of the site, such as parking areas and along the road edge to the south of the site, we have used hedge planting and large trees to create a strong edge mirroring the entrance/frontage.



Proposal

4.6 Amount, Use and Scale

The scale of existing development in the surrounding area has informed the proposed building heights and are illustrated on the adjacent diagram.

The proposed residential building heights range between two storey and two and a half storey. The two and a half storey dwellings have been strategically positioned to terminate key views and vistas.

Two story dwellings have been used for the majority of the proposed family housing.



Proposal

4.6 Amount, Use and Scale

The affordable housing will be indistinguishable from the houses sold on the open market.

The affordable housing will be appropriately distributed across the site, located as illustrated on the adjacent diagram.

This distribution means that people from different social classes can live next door to each other. This helps to create a mixed sustainable community. The affordable housing will be in the form of the discounted open market sale route. These properties will have the same specification as the private dwellings.



Affordable Housing

Proposal

4.8 Sustainability

Floors

Generally ground floor construction (to achieve U-value of $0.125\text{W/m}^2\text{K}$) to be min 150 thick cast in-situ concrete suspended floor with power floated finish laid on 150mm Celotex XR4000 Insulation (Thermal Conductivity 0.023W/mK) on 1200 gauge visqueen DPM or Gas Vapour Barrier (refer to Engineers Details for exact specification) DPM to be taken up the edge of the floor and lapped under the DPC laid on 25mm compacted sand blinding OR on specific sites 70mm thick reinforced structural screed to S. Eng approval on 80mm Celotex XR4000 Insulation (Thermal Conductivity 0.023W/mK) on DPM or Gas Vapour Barrier (refer to Engineers Details for exact specification) on concrete raft foundation.

First floor to be 22mm tongue and groove chipboard grade C4 moisture resistant decking laid on the Engineered Floor Joist System to manufacturer's details. Wall ties at 300mm centres 1 course below joist level supporting fire / sound insulation. Ceiling below intermediate timber floors to be 15mm Gyproc WallBoard or 15mm Gyproc Moisture Resistant to all wet areas.

Walls

Exposed walls to be the following construction: 102mm facing brickwork, or render finish on 100mm Plasmor Stranlite Blockwork (refer to block elevations for details), 100mm cavity with Platinum EcoBead (Thermal Conductivity 0.033W/mK) taken below slab level to avoid cold bridging, 100mm Thermalite blockwork or similar approved (refer to

Structural Engineer's designs for block strengths), with internal dry lining 12.5mm plasterboard and skim on dabs. All plasterboard to be sealed using a continuous dab to all edges, reveals, openings and ducts - REFER TO ACCREDITED DETAILS. Exposed walls to achieve max. U-value of $0.25\text{W/m}^2\text{K}$. Semi exposed walls to be the following construction: 150mm Thermalite Turbo block or similar approved block to be dry lined on the habitable area side with 22mm Gyproc thermaline plasterboard and skim on dabs to achieve max. U-value of $0.58\text{W/m}^2\text{K}$. External cavity walls to have stainless steel ties at max. 750mm horizontal centres, 450mm vertical centres and staggered at 225mm centres adjacent to any structural openings.

Party walls to be in full accordance with the relevant ROBUST DETAIL - REFER TO SITE SPECIFIC ROBUST DETAILS PURCHASE STATEMENT FOR FULL DETAILS. All party walls to be taken to the underside of the roof and fire stopped using fibre glass quilt fitted between tiling battens, felt and roof as a fire stop. Provide cement mortar pointing to both sides.

Roof

Interlocking concrete roof tiles to suit pitch on 25 x 50mm SW battens on Proctor Roofshield 175g/m^2 breathable membrane c/w eaves carrier on specialist designed and manufactured trussed rafters in accordance with BS5268 part3 at 600mm centres. 100 x 50mm SW wallplate strapped to wall at 2.0m centres using 30 x 5mm galvanised MS straps with 25 x 100mm 45° under rafter bracing, longitudinal rafter node, ceiling node and ridge bracing, and where required internal member bracing all to B.S. 5268 Part 3 (see Roof Layout) 5 x 30mm galvanised MS lateral

lateral restraint straps at max. 2.0m centres to first 3no. trusses, straps provided at ground, first and ceiling levels and verges with noggins between members for straps min. 1/2 depth of truss / rafter member to BS EN 845. Roof to be ventilated at ridge or high level equivalent to a continuous opening of 5mm (to NHBC standards 7.2 - D11) as required - NB this is to be installed as required with breathable membrane specification.

UPVC Fascia - for fascia depths, refer to relevant Standard Details. 300mm mineral wool insulation - 100mm laid between joists & 200mm laid across joists to achieve min U-value of $0.25\text{W/m}^2\text{K}$. Ceiling to be 15mm Gyproc WallBoard Duplex or 15mm Gyproc Moisture Resistant to all wet areas, plasterboard to have sealed edges. On 3 storey units top floor ceiling to be 12.5mm Fireline board to provide 30 mins. fire resistance. 1 no. loft access hatch to Part L (standard to 2-storey dwellings, fire rated to 3-storey dwellings) as applicable to be sealed, insulated to achieve $0.35\text{W/m}^2\text{K}$ and to have latch fitted. Provide 50x100mm SW trimmer to loft hatch.

Windows and Doors

Windows and french doors UPVC double glazed with Low-E glass soft coating to achieve min. U-value of $1.41\text{W/m}^2\text{K}$ (average glass and frame u-value) Glazing to French doors, patio doors, doors and side panels within 1.5m of finished floor level and windows within 800mm are to be laminated or toughened safety glass to B.S. 6206 : 1981 max. 1m^2 unprotected areas to elevations within 1m of boundary. 1m^2 unprotected areas to be min. 4m apart. NB - refer to site specific acoustic reports for any enhanced glazing / ventilation requirements where applicable.

Proposal

4.10 Layout



Proposal

4.12 Conclusion

The development will provide 71 new homes which will provide a range of house types to create a balanced mixed community including affordable housing.

The development will create a high quality sustainable residential neighbourhood which maintains and enhances the key existing landscape features, integrating the site into the wider area.

The development will create a well-informed attractive neighbourhood, not overly dominated by the car.

The development will create a sensitive and robust solution to the relationship between existing and proposed dwellings.

The development will create a sense of place which includes house types with reference to the local architectural language.

Bellway Homes have a proven track record of providing good quality aspirational housing and this scheme exhibits these core principles.



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