

Planning, Design and Access Statement



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Detailed planning application for demolition of existing dwelling and erection of new detached dwelling within grounds of Barraclough Cottage, Whalley Road, Pendleton, Clitheroe, Lancashire. BB7 1PP

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Planning, Design and Access Statement

1 Introduction

- 1.1 This Design and Access Statement has been prepared in accordance with the provisions of Circular 1/2006 and subsequent planning legislation. It supports a planning application made to Ribble Valley Borough Council for development as set out in the application and supporting plans PHD/BC/100, 200, 300, 400, 500.
- 1.2 In preparing this statement, reference has been made to the current Development Plan and the relevant policies applicable to this development and to the submitted drawings. The National Planning Policy Framework is also a material planning consideration.

2 Planning History

- 2.1 There has been no previous application for a replacement dwelling at the application site. However, approximately 30 years ago substantial alterations and extensions were approved by the Local Planning Authority. These have been fully implemented.
- 2.2 Under application 3/2015/0886, planning consent was refused for a second dwelling within the grounds of Barraclough Cottage on 24 December 2015. A subsequent appeal was dismissed on 30 June 2016, APP/T2350/W/16/3143090.

3 The Development Plan

- 3.1 In preparing this planning submission and the supporting evidence, the applicant's advisors have paid full regard to development plan policies which are considered to be the most relevant against which to assess the proposal. The policies are listed below. Where relevant, each policy is assessed against the criteria set out in the Design/Access element of this supporting statement. There are no other policies relevant in any consideration of this submission. These policies are:

Ribble Valley District Wide Local Plan

Policy G1 -

Development Control.

Policy G4 –

Remainder of the Settlements

Policy G5 -

Settlement Strategy

Policy H2 –

The Core Strategy

Key Statement DS1 –

Development Strategy

Planning, Design and Access Statement

Policy DMG1 –

General Considerations.

Policy DMG2 –

Strategic Considerations.

Policy DMH1–

National Planning Policy Framework (NPPF)

4 Appraising the Context

4.1 Assessment – The site currently forms the extensive residential curtilage to Barraclough Cottage. There is located within the site a substantial array of outbuildings/stables; these have been in situ for a considerable number of years.

4.2 The proposed new dwelling will stand within an overall plot (the application site red edge) of approximately 0.25h. The land is owned by the applicant. The plan/s PHD/BC/100, 200, 300, 400, 500 set the site context. Development of the site in the manner proposed is considered sustainable and makes the most efficient use of land on this previously developed residential curtilage that includes Barrowclough Cottage.

4.3 In assessing the proposal, the development plan is a material consideration. The relevant policies have been considered and referred to in putting together this statement and the planning application.

4.4 In appraising the overall context, it is submitted that the proposal is fully supported by the policies of the development plan. Further, the proposal meets all the objectives set out in the National Planning Policy Framework. The proposal seeks consent for the erection of a new two storey detached dwelling within the curtilage of and on the site of the existing dwelling that sits within substantial grounds. All the land is under the ownership and control of the applicant.

5 Design Principles

5.1 In identifying the design principles the applicant has had regard to the existing site context and overall setting within the local landscape. Further, in seeking to ensure an appropriate overall design philosophy, the architect has had regard to the NPPF particularly in relation to good design. Given the existing contours of the site and surrounding pattern of development, it is considered that the proposal is proportionate to the scale and context of existing site conditions and has full regard to the local landscape character of the area. The development is inclusive, environmentally friendly, will be constructed to the very highest standards and environmental ratings and will add significantly to the overall character of the area.

Planning, Design and Access Statement

5.2 Amount

- 5.2.1 The footprint of the existing outbuildings and stables on the application site, which are to be removed as part of the development proposal, amounts to 300sq m. The floorspace provision for the proposed dwelling will be, in total, 300sq m (over two floors). By comparison, Barraclough Cottage itself has a footprint of 250sq. m. The detailed drawings, PHD/BC/100, 200, 300, 400, 500 set the context. It is proposed to construct a two storey detached residential unit. The plans clearly set out both the existing and proposed site layout.
- 5.2.2 The new residential dwelling can only be located in the position as indicated on Plan. It is a replacement dwelling and, as such, its location is firmly established and has the least impact upon the overall character of the area. Further, the demolition of the existing dwelling and its replacement, allows for an integrated design of the new building ensuring that the new dwelling will fit comfortably within the site and the wider area.
- 5.2.3 In reconciling the amount of new development and ensuring that it is both economically viable and proportionate to the level of existing development on site, the applicant has had full regard to the requirements of National Planning Policy Framework, policy 20. This is a permissive policy in that it clearly states that proposals for residential development will be permitted but in so doing, not only should the development be of an appropriate density for the particular area and circumstances, but the development should not adversely affect either the character of the area or the living conditions of existing and prospective occupiers. The proposal meets these policy objectives.

5.3 Layout

- 5.3.1 The proposed layout both internally and externally is clearly demonstrated on the submitted plans and has been the subject of discussions with the various stakeholders. There is inclusive access to all parts of the building.

The internal layout is traditional; the dwelling will be two storeys with accommodation at ground and first floor level. The layout ensures that there will be no loss of outlook or privacy to the occupants of the proposed dwelling. Integral garages are proposed which overcomes issues of sporadic concentration of outbuildings scattered about the existing curtilage as there are at present.

- 5.3.2 The site is flat. It is set well back from Whalley Road. There are no external features or significant changes in ground level that would pose any restriction upon the safe movement of people through and around the site. All utilities would have open access to the site at all times as would the Emergency Services.
- 5.3.3 In seeking to achieve an appropriate layout for all aspects of the development, relevant planning policy has been carefully considered. Externally, the development will replicate the local vernacular architecture. Equally, in the wider context, the development will sit comfortably in the surrounding landscape. It is neither visually intrusive or out of character with other buildings in the locality. Further, in the context of the Development Plan, the proposal will have no unacceptable impact upon the amenity of adjacent or surrounding

Planning, Design and Access Statement

uses. In addition, the proposed development is wholly inclusive. It has been designed to meet the very latest requirements for buildings of this type and there is unrestricted access to all parts of the development for all sections of society whether able bodied or otherwise. The development meets the requirements of this policy in this regard.

5.4 Scale

5.4.1 Given that the site is generally flat and well screened from Whalley Road, the overall scale of the proposed dwelling has little, if any impact upon the balance of property types in the immediate locality.

5.4.2 It will be seen from the submitted plans that the main elevation and entrances to buildings will be distinctive without being dominant and they will have no adverse visual impact upon this part of Whalley Road.

5.4.3 The overall scale of the development fits neatly into the site. The parking layout is in accordance with established practice.

5.4.4 In terms of the overall scale of the development the NPPF is relevant and supports the development for the reasons set out in section 5.3 above. Further, it meets all of the criteria set out in the policy with regard to layout, design, landscaping and access. The proposal does not unacceptably affect the overall character of this part of Whalley Road.

5.5 Landscaping

5.5.1 The proposal will not remove any existing landscape features. It is acceptable to impose a planning condition that requires the submission of a full landscaping scheme to the LPA for approval prior to the development becoming occupied.

5.6 Appearance

5.6.1 The scheme has been designed to reflect not only the overall character of the locality but also the specific site, its surroundings and the mix of dwellings within the immediate locality. The materials to be used in all external walls and roofs reflect those that generally make up the character of buildings locally.

5.6.2 Notwithstanding the above, it is necessary that the overall appearance not only blends in with the surrounding area but does not dominate it. It is also necessary for the building in both layout and appearance to comply with statutory requirements ensuring health and safety for all users moving about the site. Not only does this ensure safety but further enhances efforts to “design out crime”.

5.6.3 The proposed scheme makes a significant contribution to the overall character and appearance of the locality.

5.6.4 The issue of external appearance both in the context of the proposed buildings, the private parking layout and the boundary treatment can be controlled by planning condition. The development meets policy objectives in these particular aspects.

Planning, Design and Access Statement

5.7 Access

- 5.7.1 There are two components to the question of access: the internal arrangements and inclusivity; external access around the site and onto the surrounding highway infrastructure.
- 5.7.2 The internal access arrangements are clearly identified on the accompanying layout and floor plans. Disabled access is available throughout the buildings. The internal layout complies with all current regulations governing internal access. Emergency Services can access the premises at all times and can move unhindered around the buildings once inside. The layout allows for the free-flow of patrons around the building. The internal layout also provides safe access routes.
- 5.7.3 The car parking layout is the most functional it can be. The number of spaces accords with planning policy requirements. The application site is, however, in a wholly sustainable location being extremely close to the public transport links into Clitheroe and Whalley. Further, the access from the site to the public highway meets the requirements of the highway authority. The existing access is substantial and serves the site. The applicant has full control over the access frontage and existing sightlines.
- 5.7.4 The proposed access arrangements, car parking provision and layout are considered satisfactory. Further, reference has also been made to Development Plan policies which specifically relate to parking and the requirements of the LPA. The proposal is in accord with these policies. The submitted plan shows that the single access point onto Whalley Road, which is a 40mph zone, will be retained and unaltered. It is clearly more than adequate to cater for the likely anticipated traffic from the proposed development. The required level of visibility for vehicles entering and leaving the site is appropriate. The internal access arrangement for vehicles is also appropriate. The development meets the requirements of planning policy in this regard.

6 Design Solution

- 6.1 The proposed development design has emerged following extensive stakeholder engagement. All parties to the process who have made meaningful contributions to the debate have been incorporated into the design concept and solutions. The scheme before the planning authority is the most economically viable. It sits comfortably on the site and will make a significant contribution to its overall character and appearance.

Access Solution

- 7.1 Safe and inclusive vehicular access for all users of the site can be achieved. The development will not prejudice highway safety and accords with the requirements of planning policies referred to above.

8 Sustainability Appraisal-Transport Assessment

- 8.1 The application site lies approximately 750 metres outside the defined settlement boundary. It is 3.5 kilometres from Clitheroe town centre.

Planning, Design and Access Statement

- 8.2 The National Planning Policy Framework supports sustainable development; there is a presumption in favour thereof. Paragraphs 29-41 inclusive of the Framework are most relevant to the current application and its determination. Particular attention is drawn to paragraphs 34, 40, 41 in this regard. The Framework also makes it clear that only in circumstances where a proposed development will make a significant contribution to the dependency upon a need for private modes of transport will it be necessary to support the application with a traffic impact assessment/sustainability appraisal.
- 8.3 The application proposes a single dwelling that will replace an existing dwelling on a substantial site. There is a bus stop within 100m of the site. Whalley Road has designated footways and street lighting; it has street lighting from the site into the town centre. The site is approximately 3.5 kilometres from Clitheroe town centre. In such proximity, it is perfectly reasonable and legitimate to expect people to be able to either walk or cycle into the town centre. It is less than a 15 minute walk into the town centre. A local bus service is also available. There is, therefore, no reliance upon private modes of transport and the development does not contribute to that need.
- 8.4 From Clitheroe Transport Interchange there are bus services every 40 minutes between Burnley and Blackburn and hourly between Skipton and Preston. Trains from Clitheroe to Manchester run hourly
- 8.5 In Clitheroe there is a wide range of smaller retail and commercial outlets commensurate with a town of its size. There are several high street banks and building societies; doctors' surgeries, dentists, primary and secondary school and a host of recreational facilities. All these facilities are with easy reach of the application site.
- 8.6 The proposal amounts to sustainable development insofar as it relates to the use of and availability of public transport and accords with the aims and objectives of the Framework and development plan policy.

9 Flood Risk

- 9.1 Formal consultation has taken place with the Environment Agency and reference has been made to the flood zoning plan for post code BB7 1PP. The EA confirms that the site falls outside the extent of the extreme flood and that the risk of flooding is at 0.1% (1 in 1000) or less.

10 Summary

- 10.1 This design and access statement follows the protocol set out by CABE and also has regard to the requirements of the Local Planning Authority in receiving a valid application submission. It addresses all the issues set out in the requirements for such a statement.
- 10.2 The proposal seeks consent for a single storey detached dwelling to replace the existing Barraclough Cottage. It will occupy the same site.
- 10.4 The proposal meets the requirements of Ministerial and Development Plan policy. There will be no adverse impact upon the character of the immediate locality or wider area.