

Strategic Land Group Ltd
Proposed Residential Development at
Henthorn Road (Phase 2), Clitheroe
Design and Access Statement
April 2017

Contents

1.0 Introduction
2.0 Analysis of the Site & Context
3.0 Access
4.0 Site Setting
5.0 Design Principles & Illustrative Site Layout
6.0 Character Areas
7.0 Community Safety
8.0 Conclusion

1.0 Introduction

This Design and Access Statement has been prepared by LMP Architectural Consultants in support of a planning application and submitted on behalf of Strategic Land Group Ltd.

The scheme proposals described within this statement illustrate the design process leading to an indicative proposed site layout.

This document describes the site analysis, recent history, surrounding character and initial design concept.

It should be read in conjunction with other supporting documentation submitted with the application.

The remainder of this statement is structured as follows;

- Section 2.0 - Analysis of the Site & Context: Provides a description of the application site and describes the context of the location, including its wider relationship with the adjacent residential areas.
- Section 3.0 - Access: Provides a detailed description of the local area surrounding the proposed development.
- Section 4.0 - Site Setting: Studies the possibilities for development.
- Section 5.0 - Design Principles & Site Layout: Addresses the principal issues to take into account when designing the application for the proposed development.
- Section 6.0 - Character Areas: This shows how the scheme is broken down into distinct areas recognisable by spatial treatment, landscaping, massing and materials.
- Section 7.0 - Community Safety: Explores the community safety features incorporated into the proposed site layout.
- Section 8.0 - Conclusion: Draws out the main considerations in light of all of the information presented, demonstrating that the proposed development is acceptable in design and planning terms.



2.0 Analysis of the Site & Context

The proposed site lies to the south east of Henthorn Road within the town of Clitheroe in the Borough of Ribble Valley.

The site is situated approximately 2.5km north-west of the village of Pendleton and 13km to the north of the town of Blackburn.

Extending to an area of approximately 0.97ha (2.39 acres) the site is contained within a single field. The field falls generally from the north to south approximately 4.5m and is defined by established boundaries of post and wire stock fences, hedgerows, mature trees and Pendleton Brook.

The north-western boundary of the site along Henthorn Road is defined by post and wire stock fences and is set approximately 230m away from Henthorn Road.

Pendleton Brook defines the southern boundary, which is located across an overgrown riverbank with established hedgerows and trees.

A viaduct is situated approximately 2m from the nearest north-eastern boundary. The viaduct allows for trains to operate between the Clitheroe Interchange and Whalley train station.

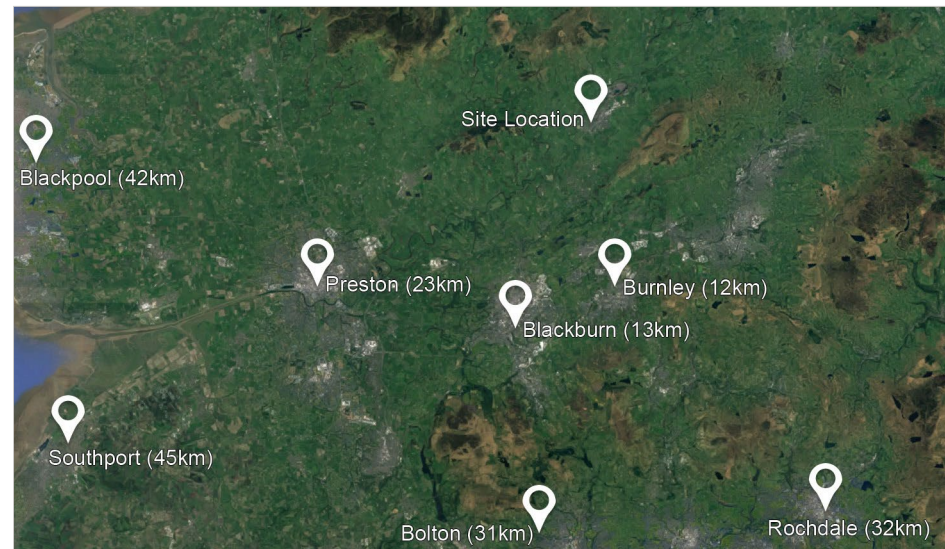
The large open field to the north is the subject of an approved planning application (3/2015/0446) by Story Homes Ltd and Strategic Land Group Ltd for a development of up to 130 residential dwellings.

Further north-west across Henthorn Road, there is currently a development under construction by Taylor Wimpey Manchester and Barratt Homes Manchester for up to 270 residential dwellings and associated works (3/2013/0035).

Properties adjacent to the site along Kenilworth Drive are a mixture between single storey semi-detached bungalows and 2 storey semi-detached dwellings with detached garages. Stables and a paddock are located at the head of the junction between Kenilworth Drive and Kemple View. It is within this plot where outline planning approval for three detached dwellings has been granted (3/2014/0461).



Site location within the local surrounding area (©2017 Google)



Site location in the wider context (©2017 Google)

2.0 Analysis of the Site & Context



1. Looking north across site from east



2. Looking west across site from east



3. Looking south across site from east



4. Eastern boundary from within site



5. Example of Kemple View properties



6. Example of Kemple View properties



7. Adjacent horse stables



8. Looking north from 115 Kemple View



9. Adjacent 115 Kemple View frontage



10. Nearby Storey Homes development



11. Nearby Barratt Homes development



12. View along Henthorn Road

2.0 Analysis of the Site & Context

Existing Character

The properties in the immediate vicinity of the site are generally one and two storeys and of various ages, style and fenestration. The older properties are predominantly orange/red brick with a concrete tile roof. The majority of the existing properties are semi-detached although there are a number of detached properties and occasional terraces. Most of these properties have front gardens with driveways at the side although there are a number of houses with parking on the road frontage where drives are not available.



Newer properties in the currently ongoing adjacent development are primarily detached with brick, stone and rendered frontages with grey roof tiles. Car parking is provided with a mixture of private driveways and integral and detached garages.



Character

There is no consistent thread of architectural design in the surrounding properties that you could justifiably refer to in the design of the development apart from the 2 storey scale. We have however taken references from the newest development 'Pendleton Grange' immediately to the north-west of our site. These have grey concrete roof tiles, facing brick walls with elements of render, cottage style windows and stone or brick sills and heads.

The principle of the site character will be to have lower density properties along the western edges, gradually increasing in density towards the east of the site. We would expect the density of the proposed scheme to be similar to the surrounding built form.

Working with the Site and its Context

Although the existing properties in the vicinity of the site are some distance away, there are interface and relationship issues that would affect the layout of the proposed scheme to be considered with the proposed adjacent development. A key issue to be considered is the relationship and proximity of the nearby railway line to the east from an acoustic aspect.

The relationship between the proposed site and the adjacent ongoing development is managed by the retention of the existing landscape buffer to the northern edge of the site layout which provides a natural visual and acoustic barrier.

Any existing boundary hedges and trees will be retained and maintained where appropriate to help integrate the development into the landscape and preserve ecological value. An example of this is the landscape buffer to the south which helps to screen the site from the view of travellers on the Ribble Valley Railway Line.

3.0 Access

The existing amenities and facilities along with the established transport links within Clitheroe ensure that the proposed development is set within a sustainable location which can accommodate, and be enhanced further by the arrival of much needed new family homes.

Local Amenities & Facilities Analysis Key

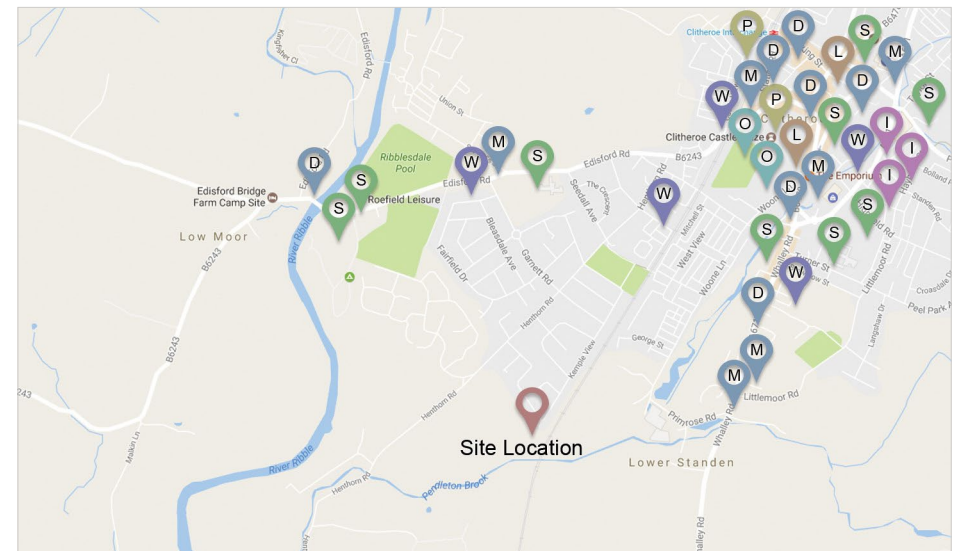
- D - Medical centre
- I - Industrial / commercial centre
- L - Library
- M - Supermarket
- O - Optician
- P - Pharmacy
- S - School / education
- W - Place of worship



Clitheroe Interchange railway station



Transport & movement analysis (©2017 Google)



Local amenities & facilities analysis (©2017 Google)

3.0 Access



Nearby convenience store



Clitheroe Castle parkland



Clitheroe Interchange bus station



Clitheroe Interchange railway station



Clitheroe Health Centre



Public house in town centre



Swan Courtyard shopping centre



Town centre retail examples



Clitheroe United Reformed Church



Clitheroe Castle bowling green



Booths supermarket



Clitheroe Football Club

3.0 Access

The existing amenities and facilities along with the established transport links within Clitheroe ensure that the proposed development is set within a sustainable location, which can accommodate and be enhanced further by the arrival of much needed new family homes.

Sustainability

Clitheroe benefits from public transport links via Clitheroe Interchange, which is a 1.8km walk or cycle from the site. From here passengers can connect to destinations such as Whalley, Blackburn and Manchester Victoria operated by Northern. In terms of sustainable access to public transport, the proposed site is ideally situated to allow residents and visitors access to the public transport network.

Vehicular Links

Clitheroe is adequately situated with regards to wider vehicular links with several potential surrounding routes. Henthorn Road links to the B6243 (Edisford Road) which in turn connects directly to the A59 via the B6478 and A671. Easy access to the A59 provides routes to various areas such as, Whalley, Preston and Harrogate to name a few. Secondary vehicular routes establish local links to the neighbouring areas of Blackburn, Burnley and Skipton.

Vehicular access to the site is gained from Henthorn Road via the primary route through the Story Homes Ltd development with a main spine road through the site allowing access to smaller shared surfaces and cul-de-sacs..

Walking and Cycling Opportunities

Encouraging sustainable modes of travel such as walking and cycling delivers multiple benefits in terms of reducing carbon emissions and improving general health and fitness. The proposed site is located adjacent to an existing residential area, ideally situated to allow residents and visitors to travel by foot and cycle. The design of the internal layout will ensure a pedestrian friendly environment with areas of pedestrian priority to ensure safe and secure movement for pedestrians through the site.

Disabled Access

The site layout has been designed to ensure that disabled access is optimised throughout and integrated within the existing surrounding infrastructure

to ensure inclusivity. Access into individual dwellings will be designed in accordance with Part M of the Building Regulations (e.g., level approach).



4.0 Site Setting

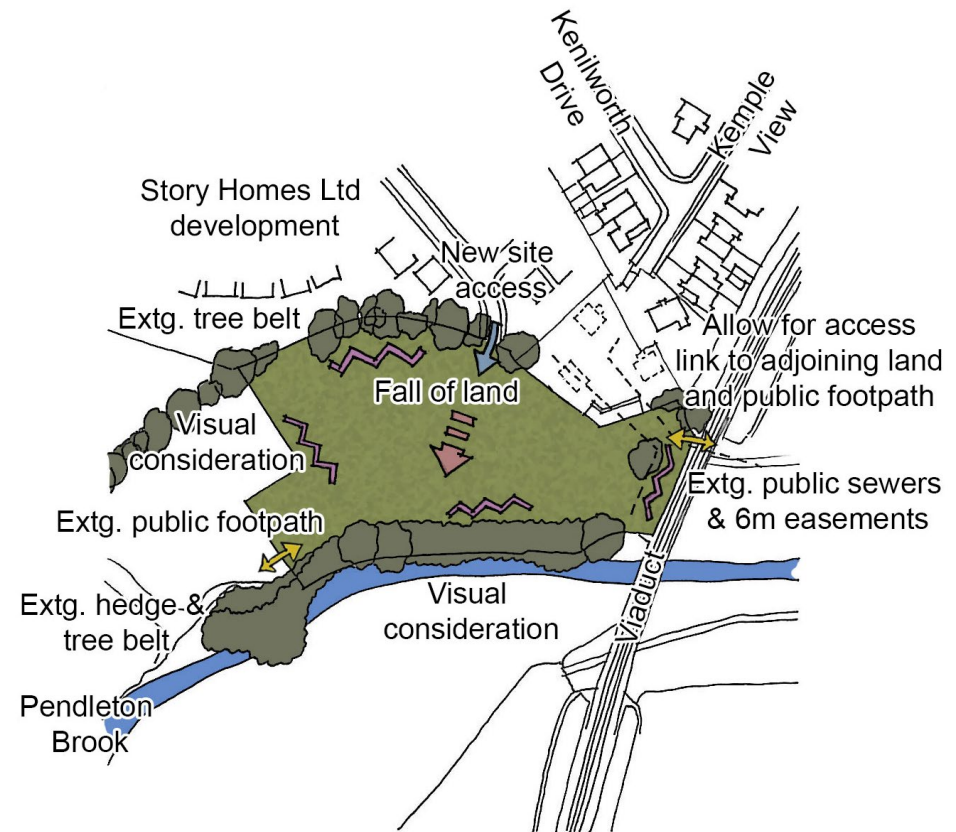
Constraints & Opportunities

Constraints

- Fixed site access from ongoing adjacent development.
- Visual consideration to the Ribble Valley Railway Line.
- Existing trees and hedges with root protection zones.
- Green buffers to north and south boundaries.

Opportunities

- New pedestrian links to green areas.
- Pedestrian permeability into and through the site provides protected routes to new & existing public facilities.
- New outward facing residential edges to give interface with open countryside.
- Exploit potential of views into and out of the site.
- Proximity to public transport links.
- Proximity to schools.
- Proximity to Clitheroe and all its amenities.
- Established residential area.

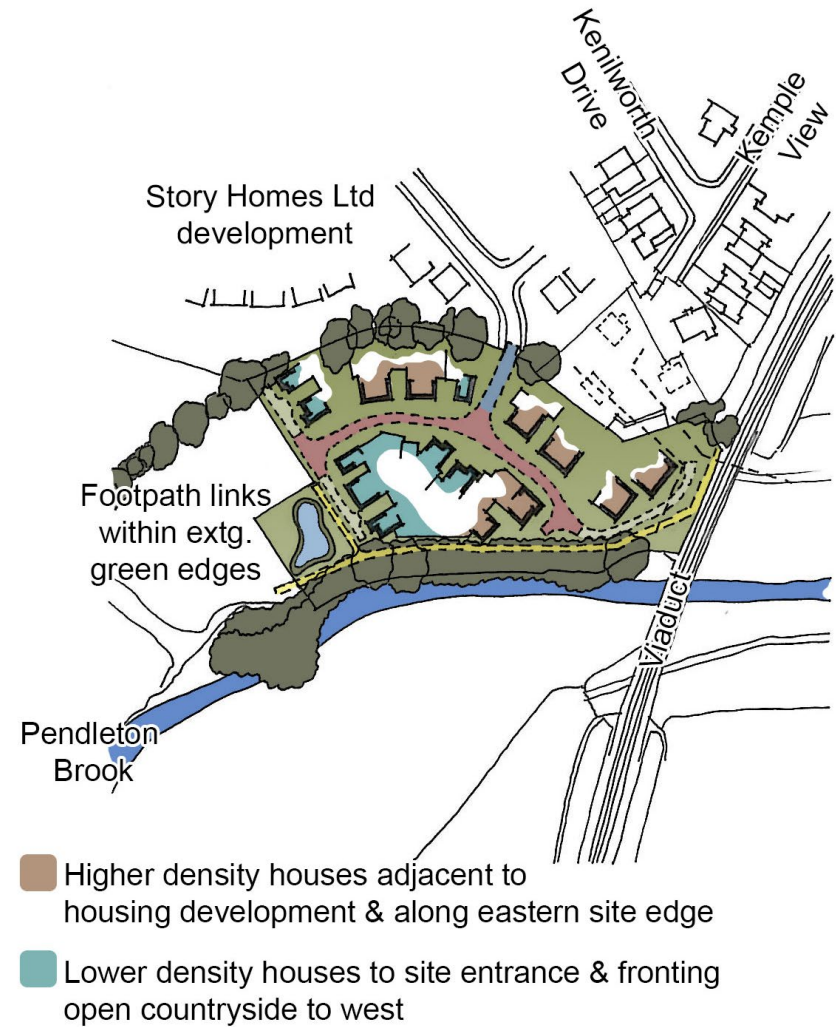


Indicative Site Setting plan

5.0 Design Principles & Illustrative Site Layout

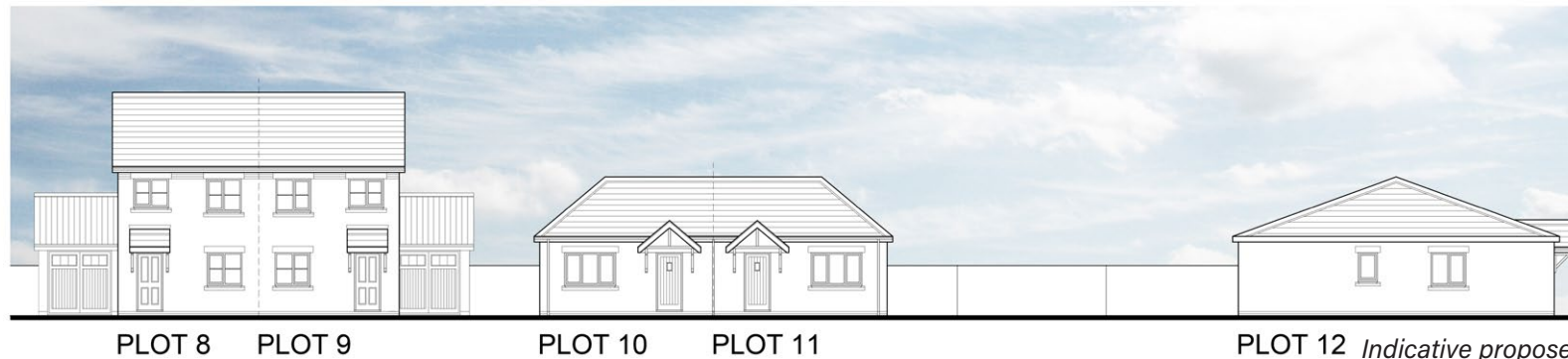
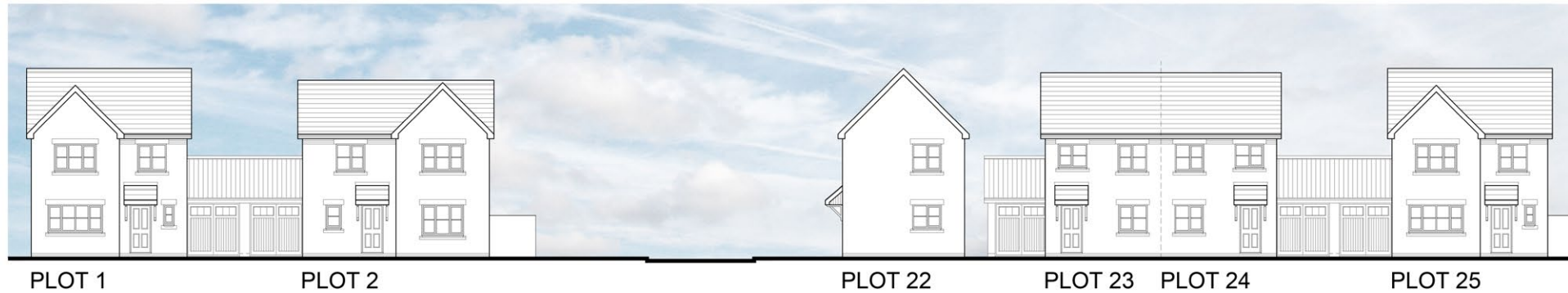


Indicative Initial Principles plan



Indicative Evolving Scheme plan

5.0 Design Principles & Site Illustrative Layout



Indicative proposed street scenes

5.0 Design Principles & Illustrative Site Layout

The design process has been influenced by the physical constraints of the site's setting, the topography of the site and the grain and character of the existing adjoining built form.

Vision

The aim is to provide a prestigious development and contribute to a sustainable community by referring to the key constraints and opportunities to form the starting point for the scheme design proposals which include;

- The creation of strong linkages both within the development and into the surrounding area.
- Safe pedestrian and cycle permeability within the site.
- Creation of a strong sense of place with the built form dictating the road alignment.
- The new buildings and spaces to compliment the existing and proposed surrounding houses.
- Exploit the views over open countryside.

Layout

The indicative layout incorporates the vehicular and pedestrian access points indicated on the Site Appraisal plan.

The internal road network incorporates a series of focal points and right angled turns to control traffic speeds and reinforce pedestrian priority. Off road parking will be encouraged by the provision of adequate driveways and parking courts.

The street and block concept provides excellent surveillance of all roads and spaces to encourage walkable neighbourhoods through safe streets within the development.

Corner turning units will be employed to avoid blank gables on the streetscape and provide an interface between the built form and surrounding spaces.

The existing public footpath through the site will be retained and enhanced to provide access to the wider surrounding area.

A proposed attenuation pond will be located to the west of the site.

The proposed properties will face outwards to create an interface and provide surveillance over the open countryside.

Scale and Massing

The existing and proposed adjoining built form, which is mainly two storey, has been utilised to inform the scale and massing of the development concept.

Feature buildings, using material changes to gable ends, are located appropriately to act as focal points within the scheme design.

Higher density properties consisting of mews and semi-detached houses are located on the eastern edge of the site.

Lower density houses consisting of semi-detached and detached houses generally front onto the open countryside.

Landscape / Open Space

The indicative scheme maintains the existing landscape buffers to ensure the continued enhancement of retained trees and hedgerows and the encouragement of wildlife habitats.

Roads and buildings are positioned to ensure root protection zones are adhered to.

The proposed attenuation pond will provide a major feature of the proposed development and enhance the current development edge to a more open aspect.

A comprehensive landscaping scheme will accompany the application.

5.0 Design Principles & Site Illustrative Layout

Built Form

Materials employed within the adjoining developments are being used as a palette to inform the proposed scheme concept. This includes grey concrete tile roofs and red clay facing bricks with rendered gables to feature buildings. White upvc window frames will be used along with artstone heads and sills.

Internal Road Layout

The indicative site layout has been designed to create a hierarchy of roads and streets based on primary and secondary roads in line with Manual for Streets and Manual for Street 2 for maximum speeds of 20mph.

The entrance road is 5.5m wide with a 2m footpath to either side and forms the primary road. The secondary roads are 4.5m wide with service strips to one side and a 2m footpath to the other side and lead to short private drives and parking courts where appropriate. These roads are short in length with a change of surface material to highlight the change of hierarchy. Parking will be provided in various forms across the site depending on the housing type and the street hierarchy. In all cases, parking spaces or drives are off-street, adjacent to the properties they serve and fully overlooked for security.

To ensure the long term sustainability of the site the broad mix of dwellings will seek to support and maintain the growth of the area.

The layout shows a development of 25 dwellings. This will comprise of a mix of 2 bedroom bungalows, 3 bedroom semi-detached houses and 3 and 4 detached properties.

The housing mix shown on the site layout is as follows,

2 bedroom bungalow (affordable)	4 units
3 bedroom semi-detached (affordable)	3 units
3 bedroom semi-detached	9 units
3 bedroom detached	4 units
4 bedroom detached	5 units
Total	25 units

7 units will be affordable.



5.0 Design Principles & Illustrative Site Layout



6.0 Character Areas

The conceptual character areas will be two distinct areas formed by spatial treatment, landscaping, massing, materials and details.

Country View

- The new entrance road will be 5.5m wide with 2m footpaths both sides and forms the primary access point for the development.
- Two detached properties with prominent gables will form a focal point at the end of the short entrance road.
- The properties will be lower density, primarily detached and will in the main face onto the open countryside.
- Garages are set to the rear of the properties ensuring adequate private parking facilities are provided within the curtilage of each plot.
- The external materials of the houses will be consistent.



The Streets

- These will be defined by a change of surface material at a main junction or deflector.
- These are secondary routes and will have a road width of 4.5m.
- The properties will generally be higher density and face out onto the road or parking courts.
- Detached and semi-detached properties will have garages set to the rear of the properties and driveways ensuring adequate private parking facilities are provided within the curtilage of each plot. Front gardens will be soft landscaped with lawns, shrubs and street trees.
- Mews properties will have parking courts in contrasting surface materials to their frontage to define private and public areas. The houses will be positioned close to the road to enclose and reinforce the parking courts.
- The external materials of the houses will be different to 'Country View' but will be consistent and compatible.



6.0 Character Areas



'Country View' character area concept elevation (Plot 20)



'The Streets' character area concept elevation (Plot 17)

7.0 Community Safety

The indicative site layout was developed with community safety in mind throughout the design process which is highlighted through features such as;

1. Rear garden enclaves provide additional security to private amenity space.
2. Private driveways, small car parks & shared driveways overlooked by surrounding properties provide additional surveillance and security for vehicles.
3. Landscape buffers established via the existing trees, hedgerows and Pendleton Brook improve privacy for residents by screening the view from external sources.
4. Footpath links to existing, surrounding areas and facilities provide a safer, direct pedestrian route.



Indicative Community Safety plan



8.0 Conclusion

The Proposal

Overview

- A conceptual development of circa 25 new dwellings ranging from 3 bedroom mews to 4 bedroom detached to meet a mix of housing needs.
- A new vehicular and pedestrian access from currently ongoing development.
- Retention and enhancement of existing public footpath.
- Extensive perimeter landscaping.

The Design & Access Statement Review

Access

- The scheme is well connected to the local facilities via the new access road and footpath links.
- Landscaped, pedestrian and cycle links within and through the site.
- Roads within the site are designed with reference to Manual for Streets and Manual for Street 2 for maximum speeds of 20mph.

Scale

- The houses will be 1 and 2 storey throughout.
- The existing properties in the vicinity are predominantly 1 and 2 storey.
- The scheme should be designed to relate to the scale of the adjacent properties.

Layout

- In response to the design process the layout has evolved to provide a high quality development that will form a positive contribution to the area.
- Careful consideration to the surrounding landscape features and developments ensures there is minimum impact on the setting.
- Views into and out of the development have been considered and incorporated into the layout.

- Character areas within the development create spaces with their own identity.

Landscaping

- Low density housing provides opportunity for extensive landscaping to be integrated into the design of the site layout.

Sustainability

- The site is in a highly sustainable location with a wealth of facilities that are all easy reach.
- Local schools are a close distance from the proposed site and bus routes and the railway station within the area provide access to facilities beyond.

Conclusion

Benefits

- Opportunity for a benchmark high quality residential development including affordable housing.
- Provision of a mix of housing to satisfy the needs of existing local residents, along with new residents wanting to move into the area.
- New residents & the build process will introduce additional expenditure into the area thereby supporting the local shops and amenities alongside new work opportunities.
- Creating opportunities for young families to move into the area.
- Increase of Council Tax funding for the area and the increase in population will help to support the continued sustainability of the area.
- Due to comprehensive evaluation of the character of the site and thereafter the considered approach to the site layout design there will be very limited impact to the setting and context of the site.