

Application for Residential Development at
Mitton Road, Whalley

Design and Access Statement

July 2012



Where quality lives

David Wilson Homes

“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”
(NPPF paragraph 56)



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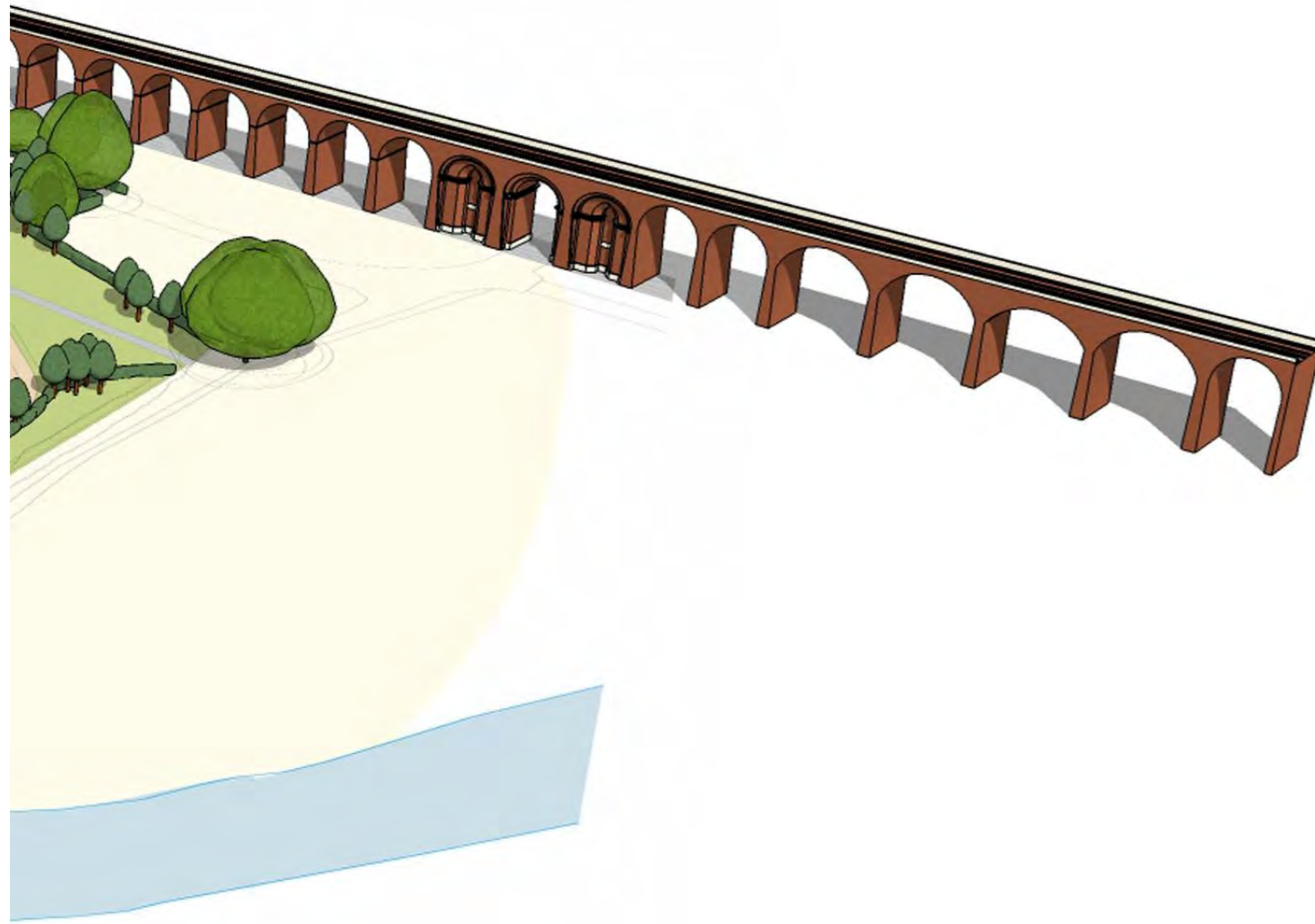
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Mitton Road, Whalley: Design and Access Statement



Design and Access Statement

Part One explains the evolution of the design, how it is intended to be accessed by all groups in the community, and how it responds to its local context, creating a new sustainable place.

Where quality lives



David Wilson Homes

1 Introduction

1.1 Overview

This Design and Access Statement has been prepared to support the planning application by David Wilson Homes (North West) for residential development on land south of Mitton Road, Whalley. The proposals incorporate a broad mix of housing designed with an emphasis on creating a strong sense of place and include areas of open space for public recreation, amenity, landscaping, and for drainage purposes.

1.2 Vision

Our vision is to create a distinct, high quality residential place which will make a positive contribution to the village of Whalley. The scheme pays due respect to the historic viaduct that bounds the eastern edge of the development, respects the rural edge of the village and facilitates a more accessible section of river frontage.

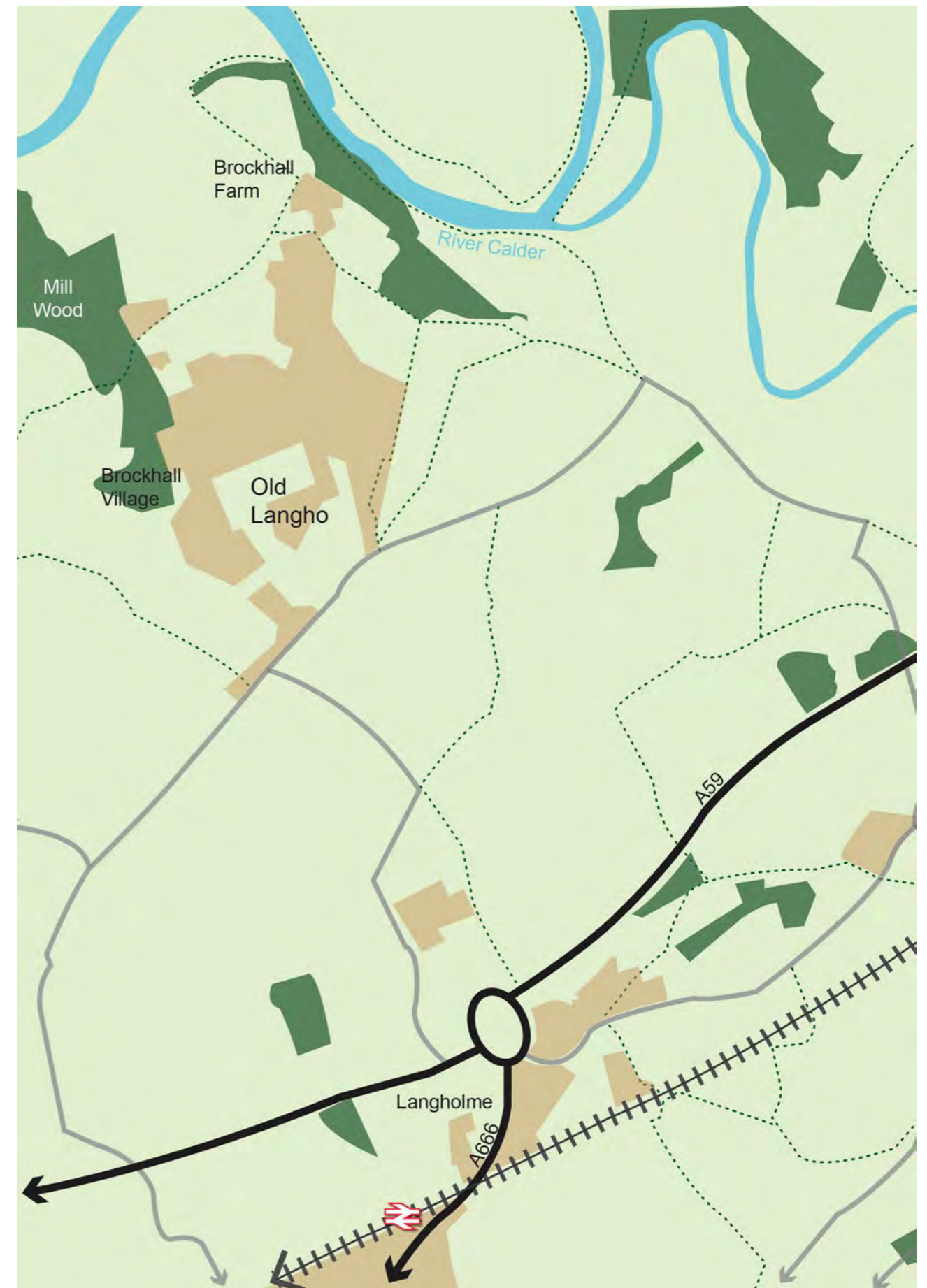
The architectural style will be modern, but informed by the character of Whalley, with a controlled palette of materials forming a series of character areas within the design.

The scheme is designed to encourage walking and cycling with a view to reducing the need for car journeys.

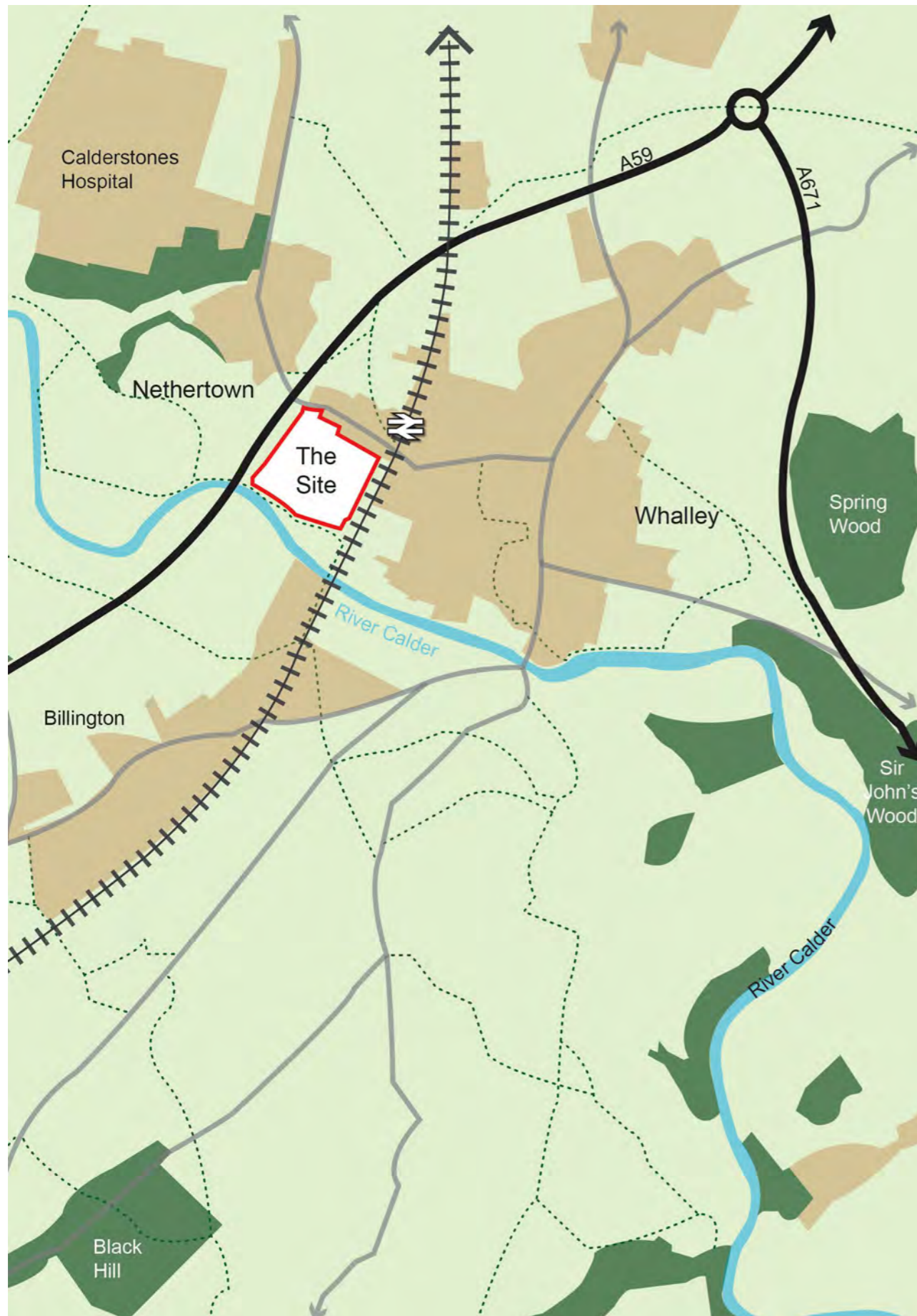
1.3 Site Location

The site lies on the western edge of Whalley, bounded by the viaduct to the east, the river Calder to the south, the A59 to the west and the existing houses on Mitton Road to the north. It is close to the Abbey and the historic core, although the visual link to that part of the village is somewhat broken by the grade 2 listed viaduct. There is a single building in the south east corner of the site (Cross House) which is included in the Whalley Conservation Area centred around the Abbey, on the other side of the viaduct.

As the site is so close to the village centre and all of the existing amenities, it is in a very sustainable location. Development of the site offers a genuine opportunity to create a sustainable living environment where the wider objectives of reducing car borne journeys can be met.



Site Location



1.4 Suite of the documents

This Design and Access Statement is part of a suite of documents which make up the planning application, and it should be read in conjunction with those documents. Where appropriate the various elements of the application have been cross referenced within this document.

1.5 Structure of the document

The Statement is divided into two distinct sections.

The first part is the Design and Access Statement. The format follows the national planning guidance for Design and Access Statements and is structured based on the advice given in *'Design and Access Statements How to Write, Read and Use Them'* - CABI- 2006

The second part is the Building for Life section and provides a direct response to the 20 questions posed in the CABI Building for Life Standards, offering our self assessment against those criteria, and demonstrating our commitment to the principles of good design and placemaking.

Design Team Information

The design team for this projects includes:

Planning Consultant	- Turley Associates
Residential Design	- BDW Group Urban Design
Transport Planning	- Singleton Clamp and Partners Transport
Engineering	- David Wilson Homes, North West
Drainage	- Utility Law Solutions Ltd
Flood Risk	- RSK
Landscape Design	- Tyler Grange
Aboriginal	- Pinnacle
Archaeology	- Castle Ring Archaeology
Ecology	- ELAP
Heritage	- Turley Associates
Communications	- Lexington Communications

2 Policy Background

2.1 Introduction

This document is primarily a design statement, explaining the design response to the opportunities afforded by the site. However, as with all developments, the design ethos is shaped by both the national and the local socio-political context. Some of these issues are as crucial to the development process as any of the design specific matters, particularly the planning justification.

The wider planning policy context, including national, regional, and local planning policy is covered in detail in the Planning Statement prepared by Turley Associates. This section covers the most salient points, especially those that have directly informed the design.

2.2 National Planning Policy Framework (NPPF)

The NPPF was published and came into effect on 27th March 2012. It replaces all existing planning policy statements (except PPS10).

The cornerstone of the Framework is the '*presumption in favour of sustainable development*' which is confirmed as a '*golden thread*' running through decision-taking. This means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
 - specific policies in the Framework indicate development should be restricted.

The Framework identifies that there are three dimensions to sustainable economic development; economic, social and environmental. It states that these dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role, contributing to a strong, responsive, competitive economy;
- a social role, supporting vibrant and healthy communities; and
- an environmental role, protecting and enhancing our natural, built and historic environment.

The NPPF sets out 12 core planning principles which "*should underpin both plan-making and decision-taking.*" These include, *inter alia*, that planning should:

- Be led by local plans which set out a vision for the future of the area and provide a practical framework within which decisions on planning applications can be made efficiently;
- Emphasise enhancing and improving the places in which people live their lives, not be about scrutiny alone;

- Drive sustainable development to deliver homes, business and industrial units, infrastructure and support local vitality, objectively identifying local need and setting out a clear strategy for allocating land;
- Seek to secure a high-quality of design and a good standard of amenity for occupants;
- Support the transition to a low-carbon future, take account of flood risk and coastal change and encourage the reuse of existing and renewable resources;
- Help conserve and enhance the natural environment and reduce pollution, allocating land of "*lesser environmental value*";
- Conserve heritage assets "*in a manner appropriate to their significance*";
- Manage development to make full use of public transport, walking and cycling.

Delivering Sustainable Development

Within the context of the Core Principles, the policy direction within the NPPF follows a number of broad themes. Whilst the NPPF is applicable as a whole when considering sustainable development, key extracts are as follows

Requiring good design

The government's objective for the planning system is to promote good design that ensures attractive useable and durable places. The NPPF states that 'Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people' (NPPF, para.56)

In determining applications, great weight should be given to truly outstanding or innovative designs which help raise the standard of design more generally in the area. Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of incompatibility with existing townscape, if those concerns have been mitigated by good design. Policies should not impose particular styles or tastes but the NPPF encourages authorities to promote or reinforce local distinctiveness.

Developers will be expected to work closely with those directly affected by the proposals to evolve design proposals that take account of the views of the community. The NPPF states that when appropriate, LPA's should refer major projects to national design review (NPPF, para.62).

Promoting Sustainable Transport

The NPPF confirms that decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that costs effectively limit the significant impacts of development.

It also states that developments should be located and designed where practical to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities. Safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians should be created.

The NPPF is clear in its direction towards traffic impact stating that "*development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*"

Meeting the challenge of climate change, flooding and coastal change

Planning is identified as playing a key role in the delivery of renewable and low carbon energy and associated infrastructure. The NPPF states that this is central to the economic, social and environmental dimensions of sustainable development.

The Framework states that in determining planning applications, local planning authorities should expect new development to:

- Comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this not feasible or viable; and
- Take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

The NPPF states that development should be directed away from areas at highest risk of flooding and when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere.

Conserving and enhancing the historic environment

The NPPF outlines the information required to support planning applications affecting heritage assets, stating that applicants should provide a description of the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

In determining planning applications, local planning authorities should take account of the following:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to the sustainable communities including their economic viability; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Conserving and enhancing the natural environment

The NPPF identifies that the planning system should contribute to and enhance the natural and local environment by:

- minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing the Government's commitment to halt the overall decline in biodiversity;
- preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and
- remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

The NPPF states that local planning authorities should set criteria based policies against which proposals for any development on or affecting protected wildlife or geodiversity sites or landscape areas will be judged. It states that distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks.

2.3 A Design Wayfinder (Design Council - CABE, 2012)

In response to the NPPF, The Design Wayfinder has been published by the Design Council and CABE. The document provides a summary of the main sources of guidance and best practice on good design, robust local plan policies on design and the type of analysis required to decide whether proposed development is acceptable. Some of the key guidance documents which set out principles of good design are detailed as follows.

2.4 By Design (DETR/CABE, 2000)

This provides Government guidance on the fundamental principles that are common to good design and how they could be applied.

'By Design' highlights the fact that good design is important everywhere and the creation of successful places depends on the skills of designers and commitment from those who employ them, as well as input from the planning system. The key aspect it focuses upon includes the design of buildings and spaces, landscapes, roads and movement systems. It seeks to enhance the quality of urban development through a move from reliance on prescriptive development standards towards a more design led approach with a positive emphasis on place making.

'By Design' states that successful streets, spaces, villages, towns and cities tend to have characteristics in common. Key objectives of good urban design are as follows:

- Character - a place with its own identity;
- Continuity and enclosure - a place where public and private spaces are clearly distinguished;
- Quality of the public realm - a place with attractive and successful outdoor areas;
- Ease of movement - a place that is easy to get to and move through;
- Legibility - a place that has a clear image and is easy to understand;
- Adaptability - a place that can change easily;
- Diversity - a place with variety and choice;

2.5 Safer Places (ODPM/HO, 2004)

This document highlights the fact that safety and security are essential to successful, sustainable communities and that well designed, attractive environments help reduce crime and the fear of crime.

The guidance details design and planning principles which help to create sustainable and safe environments.

These are summarised as follows:

- Creation of well-defined movement frameworks by foot, cycle and public transport.
- Utilisation of defensible space.
- Minimise potential escape routes.
- Use of natural surveillance - well designed layouts and buildings and spaces create well overlooked places.
- Consideration of parking location/ courtyards.
- Places should have a clear distinction between public, semi-private/ communal and private spaces.

2.5 Manual for Streets and Manual for Streets 2 (DfT 2007, & 2010)

Manual for Streets focuses residential streets, setting out clear design guidelines for street design which reduce the impact of the car and make streets more accessible for pedestrians and cyclists.

Manual for Streets 2 extends the advantages of good design to streets and roads outside residential areas. The guidance refers to a new approach to design which breaks away from inflexible standards and traditional engineering solutions.

Key principles of Manual for Streets 1 and 2 are:

- Apply a user hierarchy to the design process with pedestrians at the top.
- Recognise the importance of the community function of streets as spaces for social interaction.
- Promote an inclusive environment that recognises the needs of people of all ages and abilities.
- Move away from hierarchies of standard road types based on traffic flows and/or the number of buildings served.
- Develop street character types on a location specific basis with reference to both the place and movement functions for each street.
- Encourage innovation with a flexible approach to street layouts and the use of locally distinctive, durable materials and street furniture.
- Design to keep vehicle speeds at or below 20 mph on residential streets unless there are overriding reasons for accepting higher speeds.
- Use the minimum of highway design features necessary to make the streets work properly.

2.6 Building for Life (CABE, 2008)

This is an initiative led by CABE, and the HBF to promote and recognise higher standards in residential place making.

Building for Life provides a national standard for well designed residential places. It assesses design quality against 20 criteria in order to objectively measure how well the scheme stands up against a national benchmark.

In response to the NPPF, the Building for Life standard, and its assessment method is currently under review, with a view to simplifying and clarifying the process. A restructured and reworded set of 12 questions is currently undergoing consultation across the industry. In the meantime the current Building for Life standard remains in place.

The second part of this document uses the Building for Life criteria to assess the design proposal.

2.7 Local Policy

Ribble Valley Districtwide Local Plan - Adopted June 1998 (Saved Policies)

Saved policies relating to the general principle of development of the Mitton Road site are summarised below:

- High standards of building design and landscape quality. Development should be in-keeping with the character of the landscape area and reflect local vernacular, scale, style features and building materials. Development should also be designed to decrease crime and increase the risk of detection. (Policies G1, G11 and ENV3).
- Developers to demonstrate proposals will not have an adverse impact on protected wildlife species. There is a presumption in favour of development where it will not significantly harm species or features of interest. Adequate mitigation will be required where impacts are identified (Policies ENV7, ENV9 and ENV10).
- Applications with an impact on conservations areas are required to assess the impacts the proposals may have. The desirability of preserving or enhancing the character or appearance of a conservation area will also be a material consideration in deciding development proposals outside the designated area which would affect its setting or views into or out of the area (Policies ENV16 and ENV17)
- Development proposals on sites within the setting of buildings listed as being of special architectural or historic interest which cause visual harm to the setting of the building will be resisted. Harm will be considered in relation to a number of factors including, inter alia, the desirability of preserving the setting of the building, the effect on the building's character, the contribution of the listed building to the townscape or countryside and the extent to which the proposed works would bring substantial benefits to the community including economic and environmental benefits (Policy ENV19).
- All residential development over 1 hectare should provide adequate and useable open space (Policy RT8).

3 Context Analysis

3.1 Historic Setting

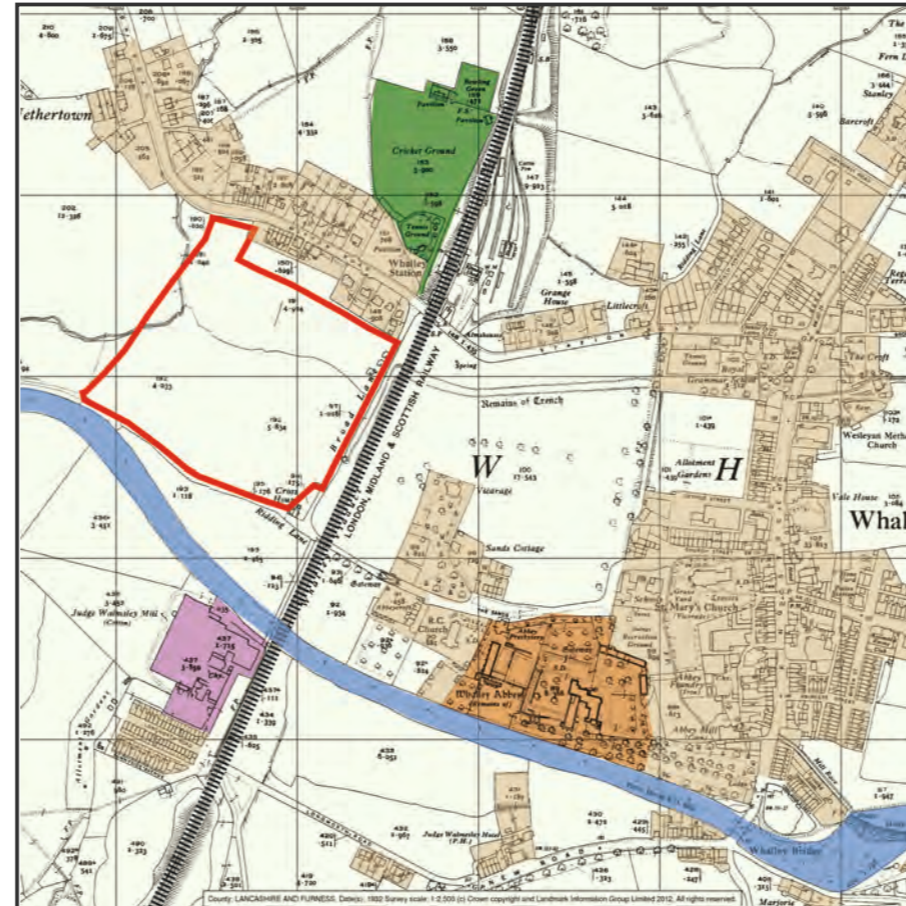
Many of the opportunities and characteristics of the site's neighbourhood setting can be attributed to the historical growth and development of the village. These maps provide snapshots in time which illustrate the historic growth.



Stage 1: Rural Countryside and Whalley Viaduct (circa 1895)

Key characteristics include:

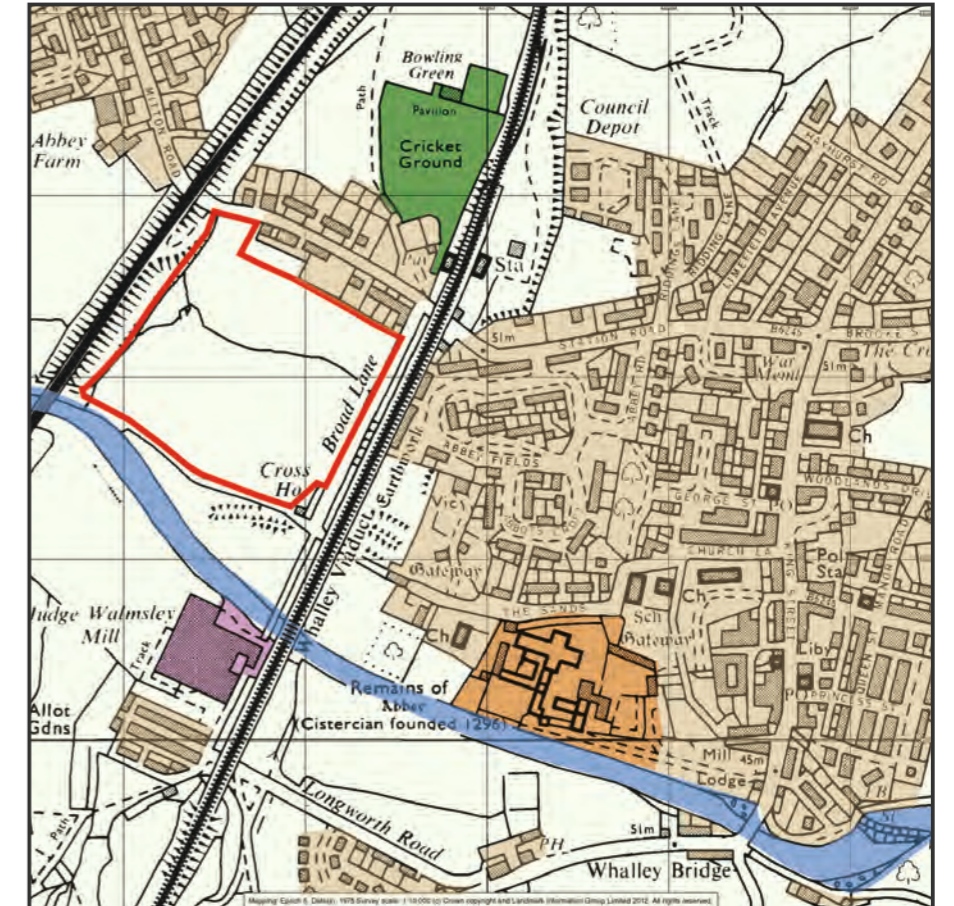
- Arrival of the railway and opening of the Whalley viaduct and station in 1850
- Growth of the village nucleus begins around King Street and the perimeter of the former abbey precinct
- Scattered development along Station Road and Mitton Road
- Irregular field pattern with small fields
- The Judge Walmsley cotton mill is developed to the south of the river in 1891



Stage 2: Spread of Development in Whalley Village (circa 1932)

Key characteristics include:

- Expansion of the village centre along the length of King Street
- Residential infilling and growth to either side of King Street
- Significant growth of development along Mitton Road to the west of the railway



Stage 3: Village expansion/ infill and arrival of A59 bypass (circa 1975)

Key characteristics include:

- Development of the A59 bypass segregates the fields to the east from the open countryside to the north and west of Whalley
- Continued growth and residential infilling of the village centre to either side of King Street and development of the Abbeyfields estate
- Continued growth of development along Mitton Road and Calderstones northwest of the A59 bypass
- Piecemeal redevelopment of the Judge Walmsley mill with taller portal framed buildings

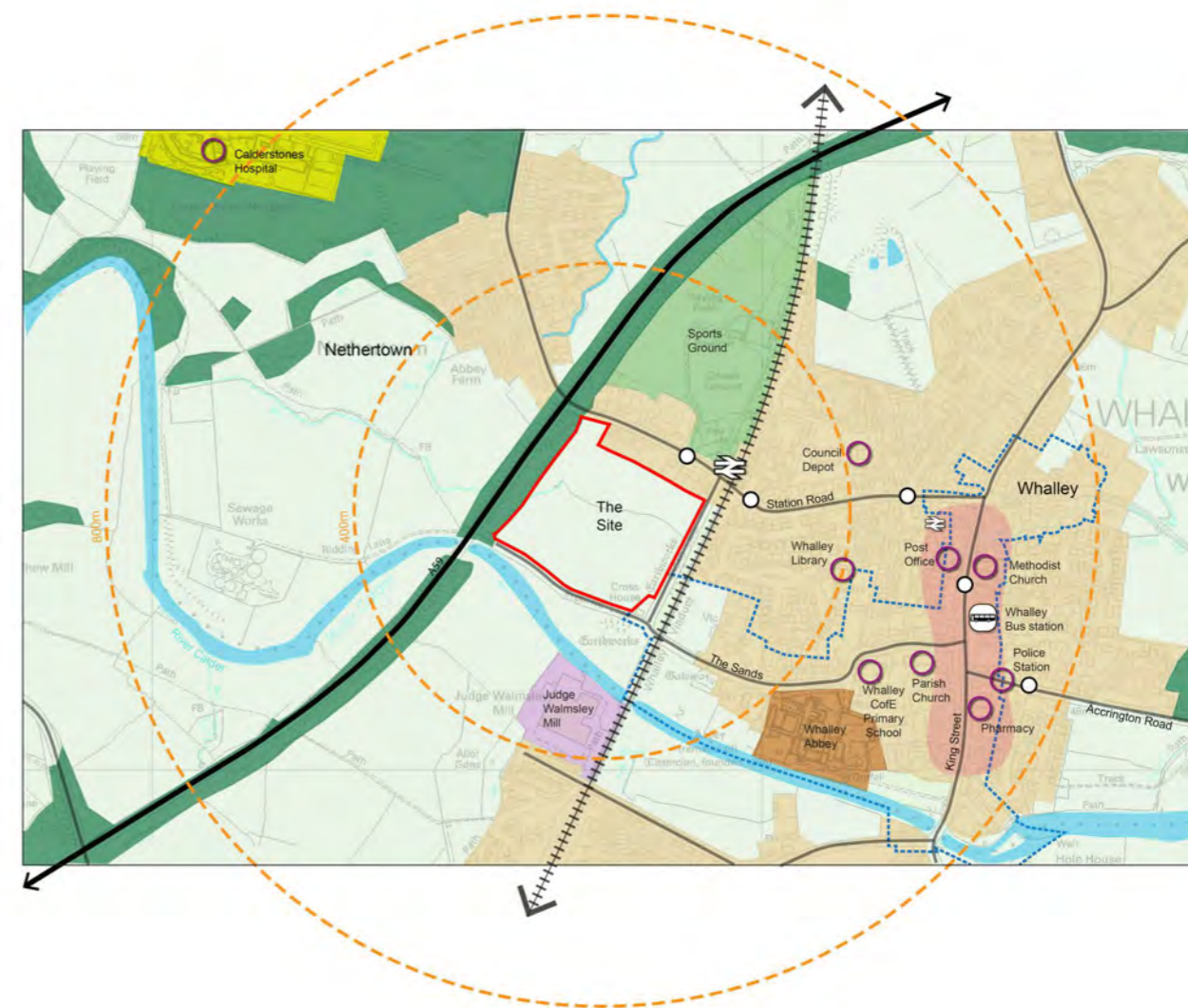
3.2 Village Setting

The village setting of the application site is made up of a number of different character areas resulting from the historic stages of growth of the village and its setting.

Immediately east of the application site is the A59 bypass bisecting the open countryside and providing connections to Blackburn to the south and Clitheroe to the north. At the north of the site is the Mitton Road residential area. The character of properties fronting onto Mitton Road is mixed comprising of a range of modern semi detached and detached one and two storey properties, with front and rear gardens.

To the east of the site lies Whalley village centre and Conservation Area which features a large number of listed buildings. The built character within the conservation area forms a distinct historic core set within a linear street pattern. Characterful landmark buildings such as the Whalley Abbey and St Mary's Church provide key landmark focal points and a distinct sense of place.

Within the village centre a variety of older properties dating back to the 19th Century, sit within more modern infill properties. Along King Street there are properties of 1 and 2½-3 storeys that form a continuous frontage set back from the footpath. A network of retail and residential courtyards and mews provide attractive pedestrian routes through the village centre.

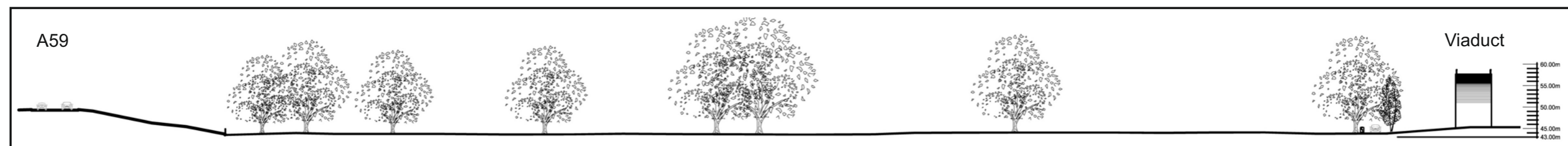


3.3 Site Setting - Constraints and Opportunities

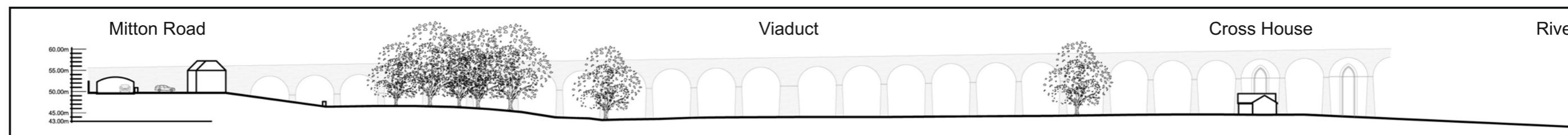
The Constraints and Opportunities diagram opposite illustrates the key factors which have shaped the design structure, demonstrating that the design is based on a logical response to the existing characteristics and features of the site.

The cross sections below show the existing site levels. The design works with this topography.

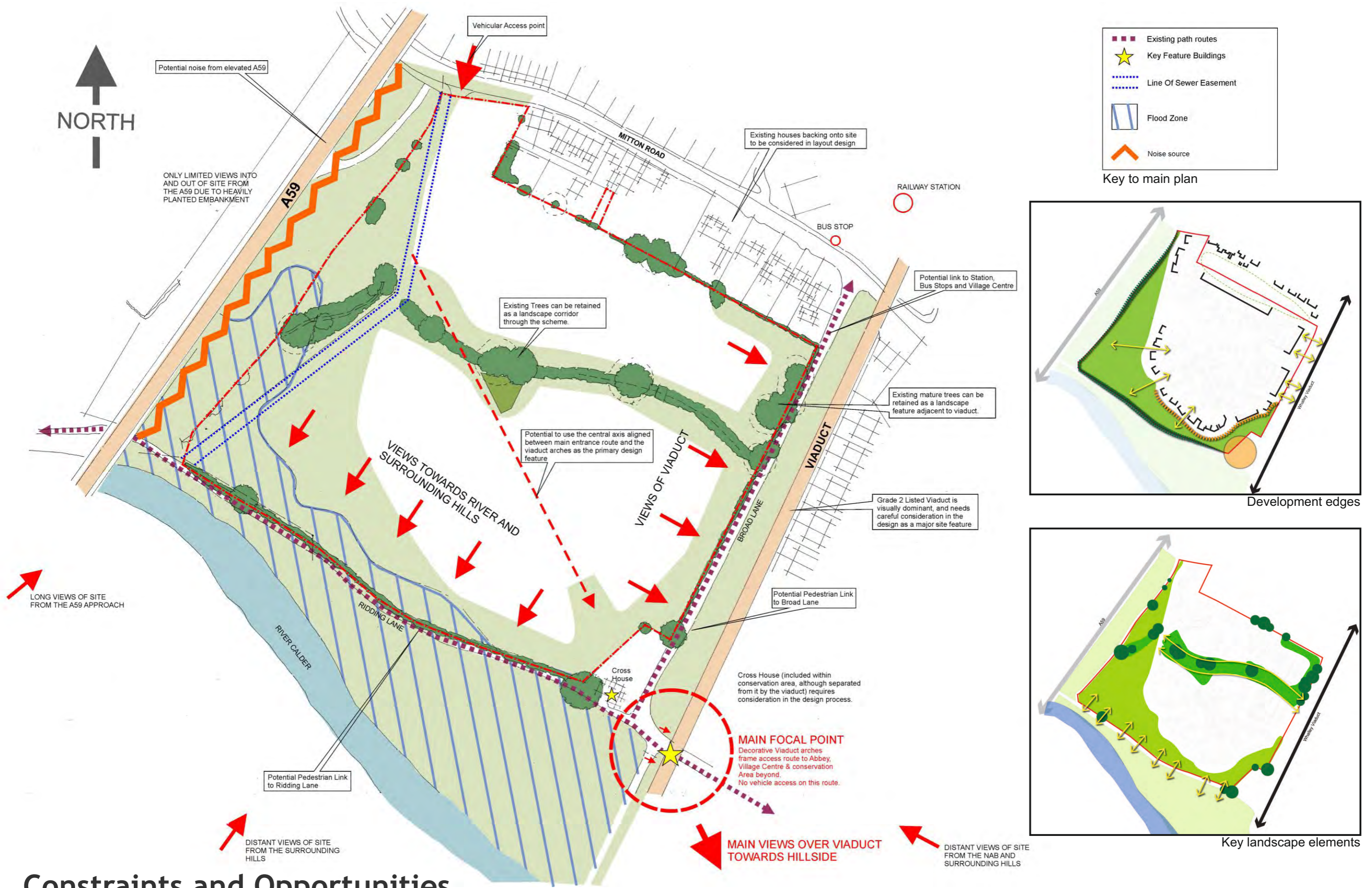
The constraints relating to the broader appearance of the scheme from distant hills and on the approaches to the village have been shaped through consultation with the Local Authority and other stakeholders. The LVIA document explains the rationale for determining the most appropriate viewpoints and how they have been arrived at. This is not revisited in this document. These agreed viewpoints have been fundamental in shaping the extent of the development envelope and nature of the proposal.



East-West section across site



North-South section across site



Constraints and Opportunities

4 Consultation

4.1 Consultation with the Local Authority

The design has evolved over a number of months, and this has included consultation with the Local Authority on all issues from the wider context and the general principles of development, through top detailed consideration of the extent, layout and character of the proposals. There has been a considered approach to weighting the concerns and opinions of various stakeholders in order to find a balanced design solution.

4.2 Public Consultation

A public meeting was held at Whalley Methodist Church on Friday 23rd March 2012. There were exhibition boards covering all the main topics of concern for the proposed scheme, including

- Traffic/Highways
- Schools
- Flood Risk
- Local Character and Heritage
- Housing Supply
- Access to the site
- Benefits to the local community
- Design of the new place

A detailed Consultation Statement has been prepared by Lexington Communications explaining the process, and covering the response to the feedback from the consultation across the whole gamut of issues discussed.

Design itself was not high on the list of concerns compared with other issues, such as traffic and education, or with the fundamental principle of allowing residential development anywhere in Whalley. However a number of comments and suggestions relating to design have been taken on board and have shaped the design proposal.



Public Consultation Image Boards

Public Exhibition

4.3 Design Response to consultation

These are some of the ways that the design has been directly informed by consultation with various stakeholders

- Long views into Whalley from the approaches and surrounding hills have been carefully considered
- Landscaped zones along the river frontage, and separating the scheme from the A59 have been created to help soften the impact of the scheme until it can bed into the fabric of the village, and to provide a pleasant environment adjacent to the river.
- A specific design response to the Whalley Arches has been created
- Bungalows have been included in the scheme
- There is a broad mix of house sizes, including smaller houses to allow younger generations to get a start on the housing ladder
- Significant stand off distance around Cross House gives due respect to this building
- Careful choice of detached houses adjacent to the existing houses backing onto development site along Mitten Road edge. The emergency access route has also been sited along this boundary to provide a reasonable stand off distance from the existing houses

The drawings and text explaining the evolution of the design demonstrate how these ideas have been addressed in the proposal.



View from Cross House towards viaduct feature arches



View from Ridding Lane towards viaduct



View from Ridding Lane towards rear of houses fronting Mitton Road



View from East Ridding Lane towards the river and The Nab



Front view of Cross House



View from West Ridding Lane towards the river and The Nab

5 Design Principles

5.1 Design Concept

The basic design form of the scheme is a response to the identified constraints and opportunities, and takes into account feedback received through consultation with both the Local Authority and the local community. This has formed the basis of a coherent strategy and design philosophy for the development, comprising a logical framework of streets and spaces, and making the best use of the attributes of the site. The design principles also have regard to current design thinking, in particular the CABE - Building for Life standards as well as the plethora of guidance relating to the whole gamut of design issues from sustainability through to parking.

The design itself responds positively to its location and to the wider landscaped setting including:

- its relationship with the Viaduct and the Abbey beyond.
- its importance as an entrance to the village from the south on the A59.
- its role as an edge to the village when viewed from the surrounding hills, and in particular from the Nab.
- views out from the site towards the Nab and the surrounding countryside
- the riverside frontage, and the flood plain

The layout incorporates a logical network of new spaces with sensible connections to the existing built form. This is essential in establishing a good relationship with Whalley while forming a distinct sense of place and local identity for the new scheme. The spaces and streets have a simple hierarchical structure to reflect their relative importance.

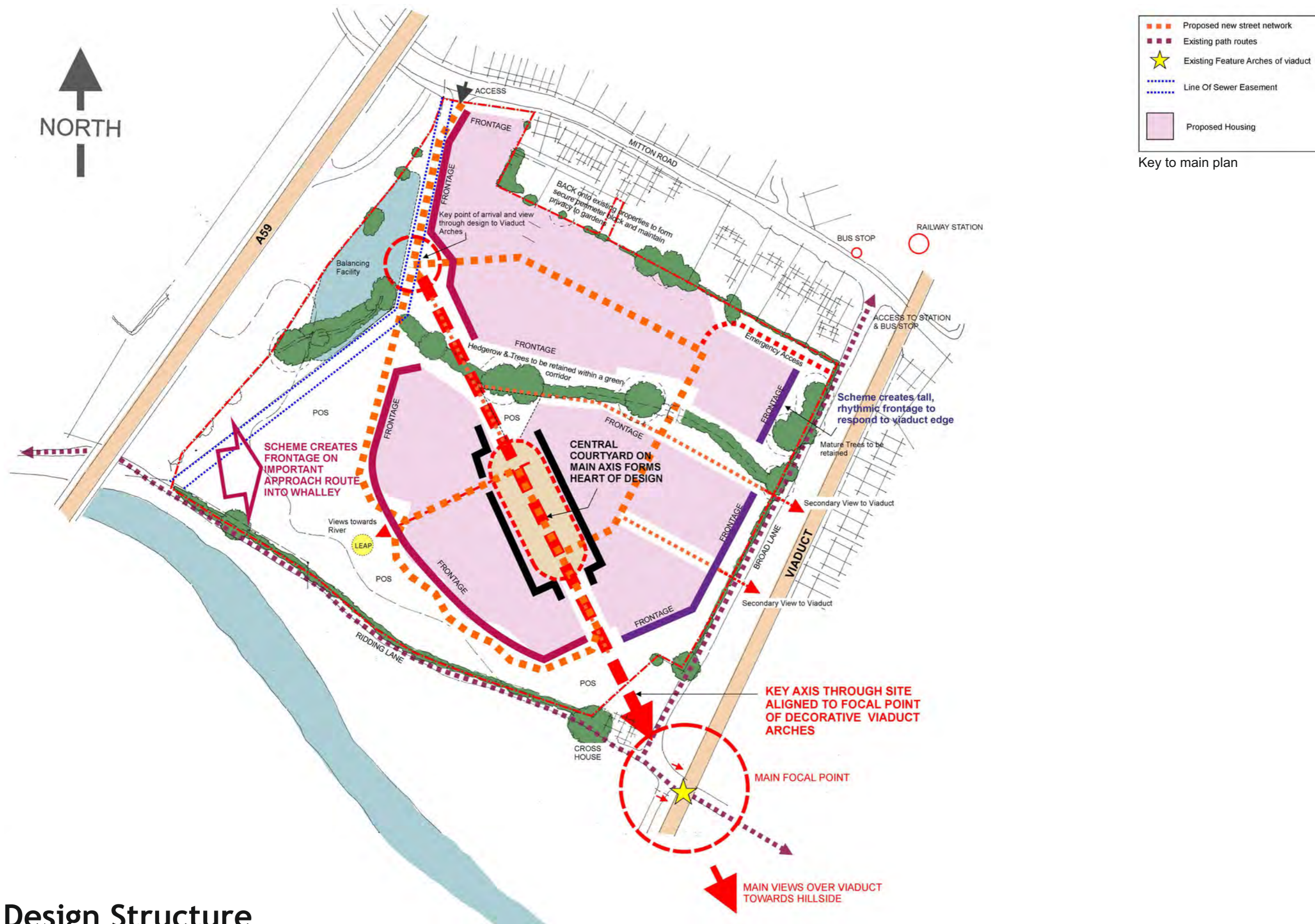
The Design is loosely divided into character areas, each with a specific role to play. The ideology is to integrate a modern design into the village by using familiar forms, and to introduce suitable new elements for variety and interest.

The key features of the design philosophy are as follows:

- Perimeter block form, with a clear distinction between the public and private realm
- Active frontage onto all streets, pedestrian routes and open spaces
- Integrated movement for pedestrians, cyclists and vehicles, including safe links to and from the existing built up area
- A network of 'dynamic' linear streets connecting to 'static' open spaces and squares of varying sizes, to create interesting places for social interaction

- An environment which is not dominated by cars
- A public realm which is well overlooked and supervised, following Secured by Design principles to promote security for all residents and visitors
- Recognisable built forms and features to enhance legibility throughout the scheme, including feature spaces, landmark buildings, co-ordinated building materials, and high quality landscaping to help define the streetscene
- A diverse range of parking options, including on-plot, on-street, within squares, and in secure rear courtyards.
- Inclusive access to the development for all members of society
- Aligning the streets and spaces to create a specific view framing the three decorative arches in the viaduct which lead through to the Abbey. This view extends beyond the viaduct towards the Nab.
- Forming a rural edge to the southern frontage, with detached houses fronting the riverside zone in a landscape dominated setting. This will create a pleasant, unobtrusive edge to the village when viewed from the A59 approach, and from more distant viewpoints into the village from the surrounding hills, including the Nab.
- The design purposefully adopts a low density, spacious/ fragmented approach
- Creating a distinctive built form along the route of Broad Lane (directly opposite the viaduct) which will reflect the proportions and the rhythm of the viaduct arches.
- Creating a new focal point within the scheme to help establish it as a place in its own right.
- Incorporating the existing hedgerows to form a green route through the design, which will reveal views of the viaduct, and to maintain a green setting along Broad Lane.
- Forming a direct North South link through the design, linking the entrance to the decorative viaduct arches (and the Abbey beyond).
- Creating a space around Cross House by setting back the building line in the south corner. This will also help to maintain wider views of the viaduct.

The design structure plan illustrates how these design principles translate into a logical design framework.



Design Structure

6 Masterplan

6.1 Masterplan

The masterplan is an evolution of the design structure established through the earlier analysis. The concept of character areas is overlaid onto the logical framework of streets. The main central courtyard at the heart of the scheme, focal buildings, key vistas, play spaces and other secondary meeting points are introduced. An indicative landscaping strategy is created to support the design concept.

The scale, massing and configuration of the various streets and building types have been deliberately chosen to reinforce the design concept.

The central courtyard is a strongly defined feature, with linked building and a strong sense of enclosure. This will be the main space, and place making feature for the new design. Subsidiary streets to the courtyard will also have a well defined form, using linked, enclosed streets and smaller intimate street spaces.

On the periphery and especially along the riverside frontage, the form will be more open, with an emphasis on individual houses in a landscaped setting, creating an appropriate relationship to the surrounding countryside and the river. The houses will front out over the surrounding green spaces which separate the houses from both the river, and the A59. This will form the setting against which the viaduct will sit. The build form has been set back from the viaduct at its highest and most decorative point, allowing views of the main decorative arches beside Cross House.

Fronting the viaduct across Broad Lane, the built form has been designed in a distinct style, reflecting the rhythm and height of the arches. Purpose designed three storey houses will compliment the viaduct, and form a distinct edge to this important link between the development and the centre of Whalley.

These three character areas

- Courtyard
- Country Edge
- Viaduct

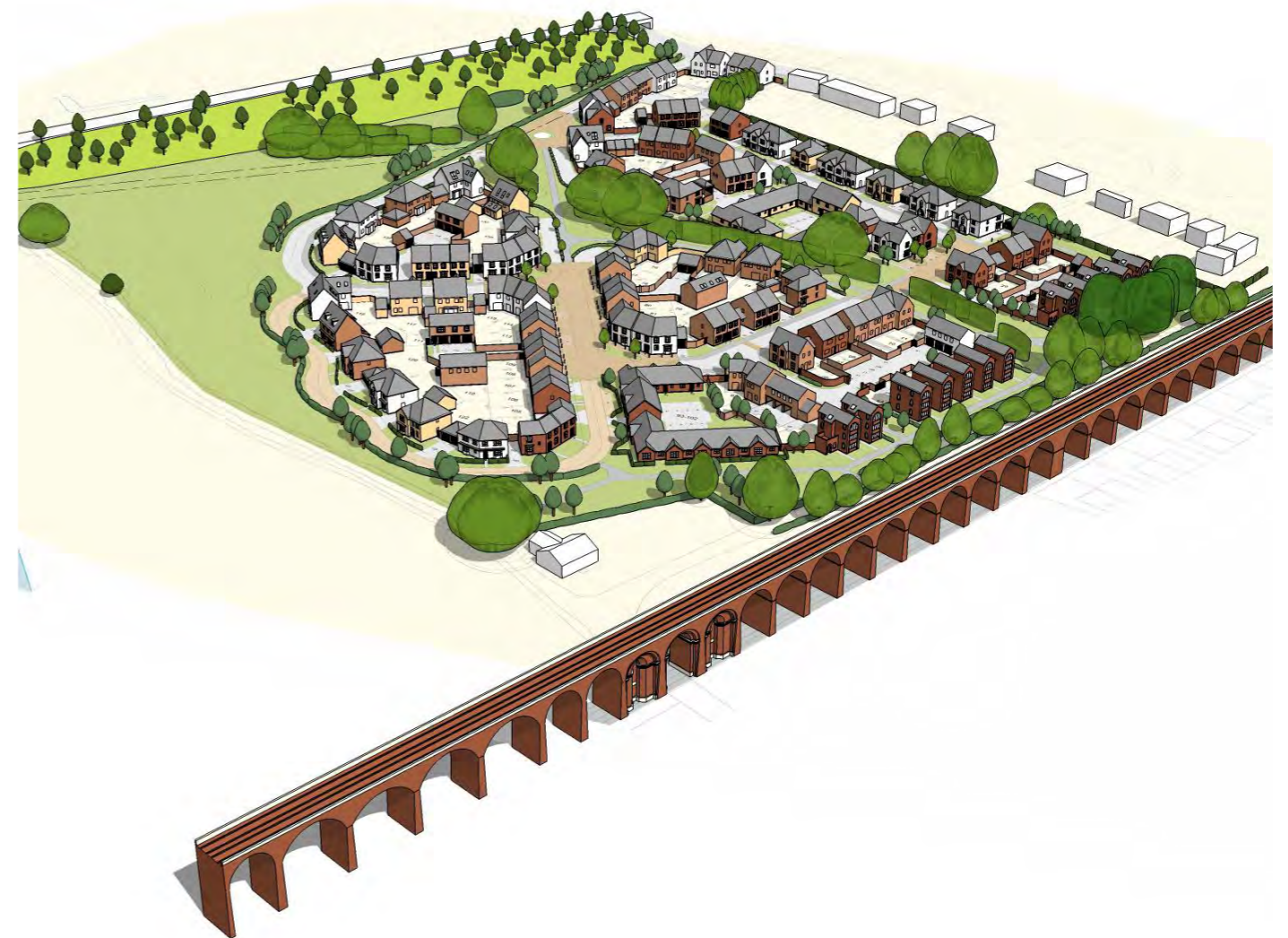
are illustrated in more detail in the following Character Areas section.

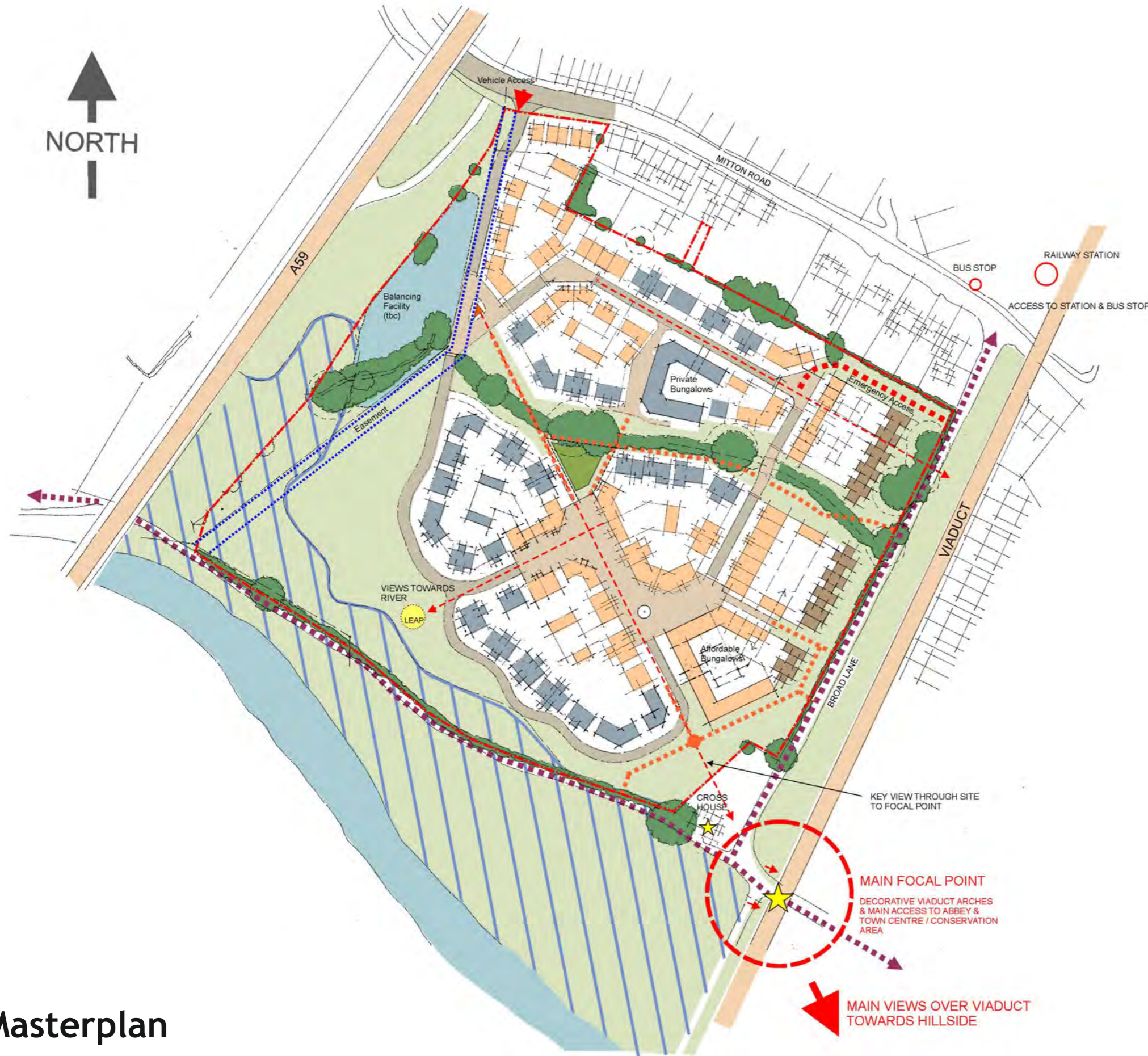
6.1 Other features.

Other elements feature in the design proposal. There are integrated play spaces in addition to the play opportunities offered by the surrounding open space areas.

The scheme incorporates bungalows, both for sheltered accommodation and for open market sale.

The design incorporates flexible space that could be used for a drainage balancing facility in conjunction with the proposed Sustainable Urban Drainage System (SUDS), and add a range of opportunities for new ecological habitat creation.





CHARACTER AREAS (please see separate dwgs)

Country Edge		
Lower density	ref area: The Sands & North of King Street	2 - 2½ storey, Brick/ Render
Boundaries	lawned front gardens & 900 box hedging. Close board timber fence/ hedge to side boundary.	
Courtyard		
Higher density	ref area: Church Lane.	2 - 3 storey. Brick with stone features
Boundaries	1.5 max. 600 ht stone walls & copings or open. Generally landscaped surfaces	
Viaduct		
Higher density	ref: The Viaduct/ railway architecture.	3 storey. Brick.
Boundaries	Open, soft landscaped.	

	Proposed new path/cycle links
	Existing path routes
	Key Feature Buildings
	Line Of Sewer Easement
	Flood Zone

Masterplan

7 Character Areas

7.1 Strategy

The principle of adopting a character area approach is a well tested method for delivering residential developments which relate well to their locality, and can help to create places which are both distinctive, and characterful. This falls in line with wider policy objectives for residential design and quality (eg Building for Life Standards). It is also appropriate to our company strategy of raising design standards and the quality of placemaking across the business (Q17: Creating Great Places to Live).

The design for Whalley uses three character areas. The main features of each area are explained in this section, with each area reference specific aspects relating to Whalley.

The preference expressed by the Local Authority and adopted in this proposal has been to reflect local proportions and materials, while introducing a modern design element, so that the scheme doesn't become a pastiche of Whalley. A few local architectural features have been selected to represent the historic form, and they will help to reinforce the character areas, and to form a visual connection to the existing village. Some of these features will be used across the three character styles to add a degree of coherence to the scheme.

In addition to the character area principle, the design is punctuated with focal buildings and recognisable spaces to add variety and interest, but also to add distinctiveness and legibility to the scheme which will in turn aid wayfinding. This approach will be supported by the choice of materials, and those choices will reflect commonly used local materials.

7.2 Courtyard

Essentially these are tightly knit streets forming the core of the design. See the list of key characteristics opposite.

7.3 Country Edge

Essentially the external face of the scheme, designed to create a good impression of Whalley on the approach to village along the A59, and from the surrounding hills. See the list of key characteristics opposite.

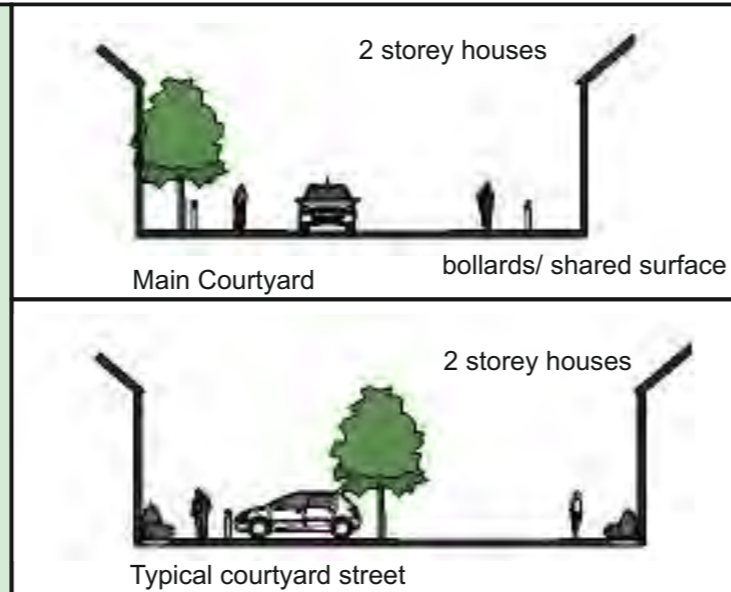
7.4 Viaduct

This is a unique solution for this edge of the site where the massing of the houses needs to raise up in scale to help the design stand up against the height of the viaduct. See the list of key characteristics opposite.



Courtyard Character

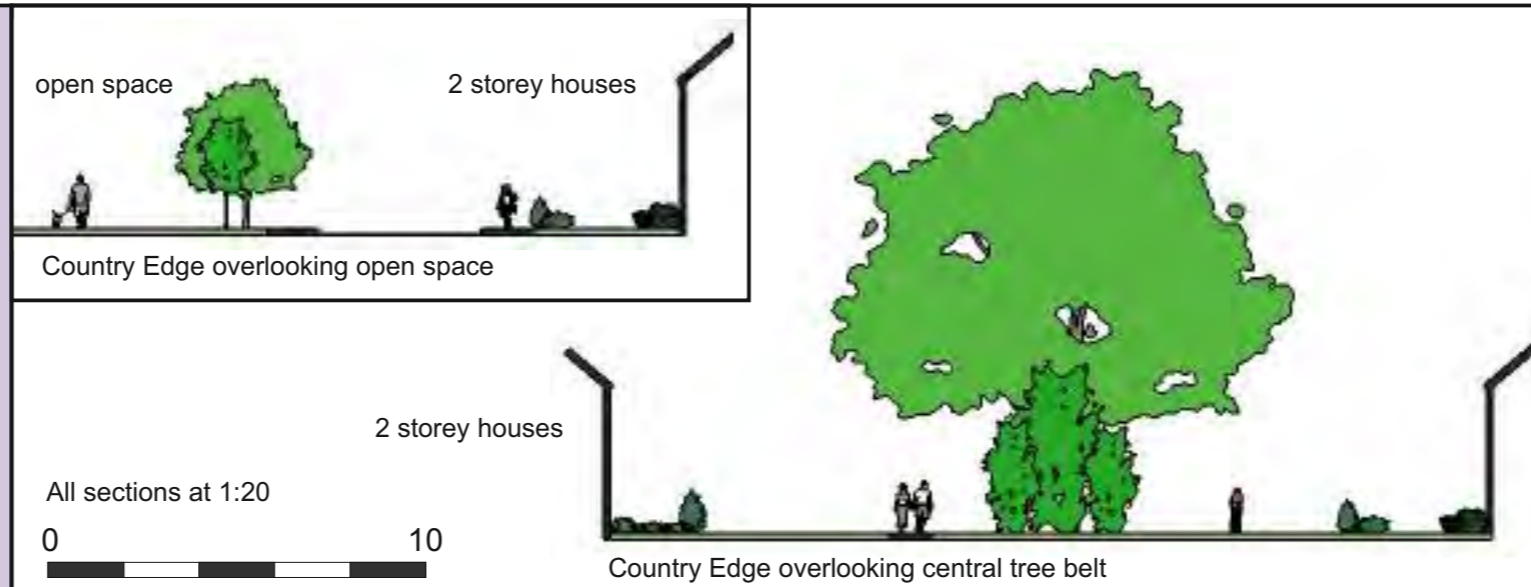
- strong degree of enclosure
- predominantly 2 storey linked form, with some single storey terrace blocks
- simple clipped eaves
- stone window surrounds
- traditional proportions with vertical door and window styles
- small front gardens in streets (bollards to define ownership)
- no front gardens in main courtyard
- spaces defined by hardscape treatments
- trees in grilles & landscaping planters
- some railings and walls to define private spaces



Courtyard

Country Edge Character

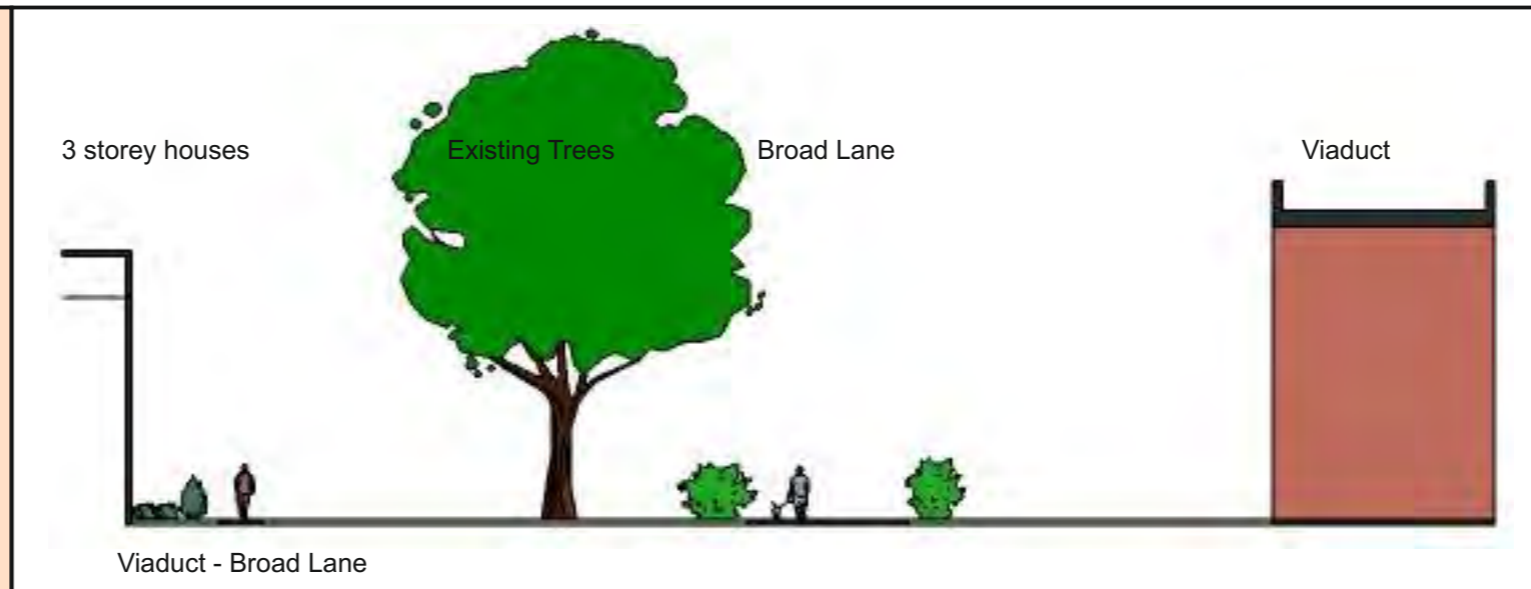
- lower degree of enclosure
- predominantly 2-2½ storey detached form, traditional proportions, and a horizontal emphasis to detached villas
- simple raking eaves soffit
- hipped roof form
- flat bay window roofs
- horizontal window elements
- selective brick detailing
- front gardens defined with box hedging
- edges defined by landscaping
- strong landscaping features



Country Edge

Viaduct Character (Broad Lane only)

- strong linear form
- distinct 3 storey houses with tall proportions in a rhythmic pattern to reflect the viaduct arch features as part of the house design
- linked terrace form but with regular wide gaps to allow views through to the viaduct
- modern architectural style
- street space is defined by tall buildings and the viaduct, but retaining the existing mature trees, and Broad Lane as a link to Whalley
- brick materials to reflect the viaduct
- small relatively open front gardens



Viaduct

7.5 Materials

The materials palette has been chosen to reflect the existing colours and materials of Whalley Village. They are predominantly red brick, render, stone, and grey roof slates.

Each character area uses a limited range of materials within the chosen palette, some materials are specific to the character areas, other are used across the character areas to give a degree of coherence to the design.

Courtyard Character Materials: A mix of red brick, stone coloured brick, ivory render and stone detailing. Grouping of similar materials are formed around the street spaces and the courtyard itself.

Country Edge Character Materials: Red stock brick, ivory render, and some stone coloured brick arranged informally.

Viaduct Edge Character Materials: Red brick with a smooth red detailing brick to reflect the viaduct.

A slate grey imitation roof slate is used throughout.

See Material Drawing NW-09-13 for details and arrangement of materials

