



Plot No's: 103 104
Main courtyard character area.

105 106

107 108 109

112 113

114 115

125 124

136

Courtyard



Plot No's: 118
View towards River Calder

119

120

121

122

123

Country Edge



Plot No's: 88 89
View from Broad Lane.

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Viaduct

8 Landscape Strategy

8.1 Landscape and Visual Context

The overall character of the Site itself is considered to accord with the Council's SPD 'Landscape Character Type H: Undulating Lowland Farmland with Settlement and Industry'. The gently undulating pastoral farmland merges with the open valley plain associated with the river Calder, whilst the presence of the busy A59, the residential dwellings on Mitton Road and the Judge Walmsley Mill complex introduce urban elements into the scene.

The character of the Site is also influenced by the visual presence of the red brick elevation associated with the Whalley viaduct and the rising, wooded landscape to the south associated with The Nab. Visibility of the site is contained to some extent by the transport corridors and the existing residential fringes of Whalley; however, the proximity of the rising ground to the south provides a number of elevated public and private vantage points from which the site and the wider landscape can be seen in association with the prominent viaduct.

As set out within the Lancashire Historic Town Survey, there is no indication that there was ever a conscious plan to provide vistas from The Nab to distant points, it is just that Whalley's location on the valley floor provided such natural vistas from a number of aspects. There are no designated or strategic views towards the site set out within the current or emerging planning policy for the area which protect views of the viaduct.

8.2 Landscape Planning Considerations

Importantly, the Site is not covered by a qualitative landscape designation, but is categorised as 'Open Countryside' (Policy ENV3). It is therefore necessary that development permitted beyond defined settlement boundaries must acknowledge the special qualities of the area by virtue of its size, design, use of materials, landscaping

and siting. A key aim of this development has been to ensure that the proposals are in keeping with the character of the local landscape as well as reflecting local vernacular.

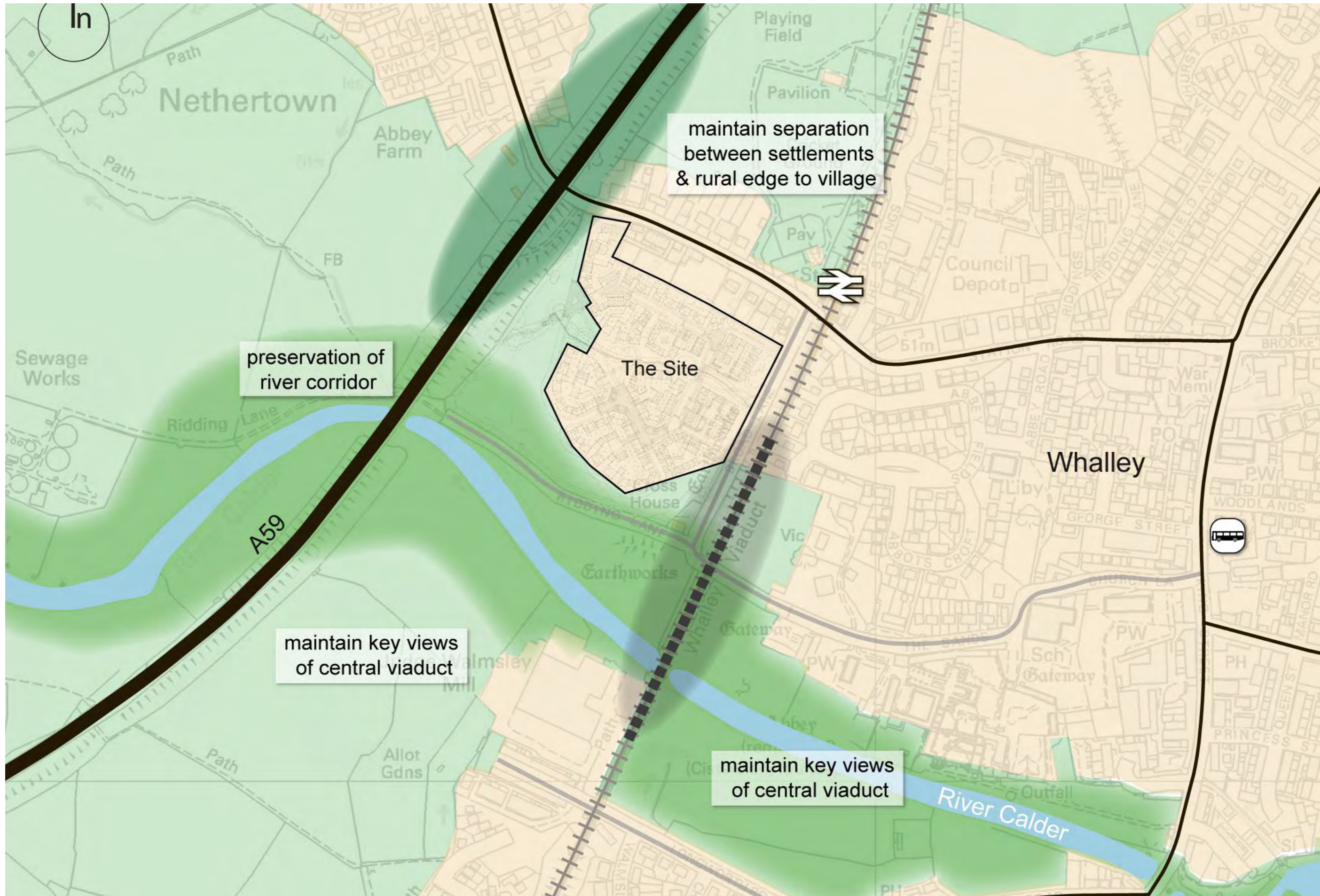
The other relevant landscape and heritage consideration has been concerned with preservation and enhancement of the character and appearance of the Conservation Area, including the consideration of setting and views into or out of the area (Policy ENV16).

8.3 Key Issues (Landscape Opportunities & Constraints)

In response to the existing landscape context and associated policy context, the development proposals were influenced by the following considerations:

- The retention of views across the river Calder plain to the central (most visible) section of the Whalley viaduct;
- Consideration and response to the panoramic viewpoints of The Nab and recognition of sight lines in relation to the existing buildings on Mitton Road and the residential backdrop of Nethertown beyond. This will ensure that new development is viewed against a residential backdrop, whilst the central section of the Whalley viaduct is still viewed against the open valley plain;
- The provision of a landscape buffer and development off-set between the Site and Cross House, to respect the relative isolation of the property and the setting of the nearby Conservation Area boundary;
- Retention of the open character of the river Calder plain and the creation of new, publicly accessible open space, from which to view the Whalley viaduct and the rising slopes of The Nab beyond; and
- The provision of a lower density development parcel and high quality dwellings to create a new residential boundary over-looking the river Calder plain.





maintain separation between settlements & rural edge to village

preservation of river corridor

maintain key views of central viaduct

maintain key views of central viaduct



8.4 Landscape Strategy (Boundary Planting)

Local planning policy looks to promote the restoration and enhancement of natural features, including hedgerows and woodland (Policy ENV13). Therefore, an objective of the development proposals has always been to ensure that where possible, boundary trees and hedgerows should be retained with adequate development off-sets.

Pre-application advice from Ribble Valley Borough Council considered the merits of additional tree planting next to the A59, the creation of a woodland copse and the suitability of parkland style planting. However, in agreement with the officer's advice and in response to the landscape character assessment work undertaken, it is preferable to maintain the existing character and openness of the settlement edge.

This approach has been linked to some objectives of the Landscape Strategy for Lancashire and specifically Character Type 5, to include:

<p>Conserve the lowland herb-rich hay meadows and unimproved neutral grasslands</p>	<p>avoid agricultural improvements and application of artificial fertilisers which decrease species diversity of these grasslands</p> <p>conserve species-rich grass verges and increase species diversity by management where appropriate</p> <p>encourage conservation management techniques, grazing and cutting regimes, which promote unimproved grassland</p>
<p>Conserve the distinctive rural hedgerow network</p>	<p>encourage continued hedgerow management, re-planting gaps and planting of a new generation of hedgerow saplings to conserve the hedgerow network</p>

In response to relevant SPD, the landscape strategy for the development boundary consists of the following attributes:

- The protection, retention and active management of existing hedgerows and associated trees;
- The creation of a new native hedgerow along the development edge, interspersed with small groups of standard trees (stock to be of local provenance);
- The provision of an area of native structure planting to offer additional screening and physical division between the development and the existing residential curtilage of Cross House (located at the junction of Ridding Lane and Broad Lane); and
- The re-establishment of a herb-rich meadow with cutting regime and informal public access.

Suggested species mix for the native hedgerow includes:

- Crataegus monogyna (Hawthorn);
- Corylus avellana (Hazel);
- Cornus sanguine (Common Dogwood);
- Prunus spinosa (Blackthorn);
- Rosa canina (Dog Rose); and
- Viburnum opulus (Guelder Rose).

Suggested native hedgerow trees (heavy standards) include:

- Quercus robur (English Oak);
- Fraxinus excelsior (Ash); and
- Alnus glutinosa (Alder), for the wetter areas.

Native Structure planting will consist of feathered trees (including species from the hedgerow tree palette above) and understorey whip planting. Planting will be predominantly native species to encourage birdlife and enhance biodiversity.

It is intended that the structure planting between the existing Cross House and the proposed development will complement and bolster the retained tree stock, helping to filter low level views to the new buildings, whilst retaining upper level views from the development towards the viaduct beyond.

Structure planting will typically comprise the following species:

- Acer campestre (Field Maple)
- Corylus avellana (Hazel)
- Crataegus monogyna (Hawthorn)
- Ilex aquifolium (Holly)
- Fraxinus excelsior (Ash)
- Prunus spinosa (Blackthorn)
- Quercus robur (Oak); and
- Sorbus aucuparia (Mountain Ash/Rowan).

9 Access

9.1 Inclusive Access

The design has evolved with regard to providing inclusive access to all sectors of the community. As the site itself is relatively flat, it has potential to deliver good access for wheelchair users and visually impaired members of the community. Highway design features, crossing places, and shared surface treatments along with the materials proposed have all been considered in terms of how they will impact on accessibility and usability for all users. Level access is provided through the majority of the development.

9.2 Pedestrians, Cyclists and Vehicles

Pedestrians

Pedestrian movements into the site are possible from all four corners, and the design strategy uses the principle of creating new diagonal routes, meeting at the main courtyard at the centre of the design. This creates direct routes across the site, and helps to emphasise the importance of the courtyard at the heart of the design. Other movement routes follow the edges of the scheme to the west (A59), south (Riverside) and east boundaries (Broad land). There is also a route along the existing hedgerow, and further options follow the street pattern, giving the design very good permeability.

The pedestrian links connect to the village centre to the east, either via Mitton Road (north east), or via the Abbey (south east). This is where the bulk of the local facilities are found. The connections towards the west link up with the riverside path, the open countryside (south west), or to the main site entrance, the bus stops on Mitton Road, and onwards towards Nethertown (north west).

Cyclists

As with pedestrians, the design allows for diagonal connections through the site, with the option to pass through the central courtyard, or to skirt the edges of the scheme.

Vehicular Access

All vehicle users share the entrance from Mitton Road at the north west corner. The entrance has been designed to create an acceptable design solution on this busy Road.

The design deliberately does not allow vehicle routes to connect through the development. The only possible connection would be to the south east corner, but this was not considered to be a desirable or logical connection to make. It would create a potential shortcut, encouraging vehicles into the conservation area, past the Abbey.

- Vehicular traffic is intended to be subservient to the needs of pedestrians and cyclists, with a design speed of 20mph throughout. Various traffic calming measures are used to control traffic speeds including:
- tight vertical alignments with restricted forward visibility,
- raised tables with changes of materials at important pedestrian meeting points,
- on street parking and the use of street trees or street furniture located to deflect traffic movement patterns, and
- minimal use of formal highway signage and street clutter

The vehicle access and movement pattern is a fairly simple loop route, giving easy access to all areas. At the lower end of the street pattern there are shared surface roads, designed to the Local Authority standard.

An agreed amount of visitor parking has been included within the streets and squares to support the private parking arrangements for the residents.

9.3 Refuse Vehicles

The internal road layout is designed to allow refuse vehicles to penetrate to all areas of the scheme by creating a simple loop route. Where necessary the design provides turning facilities to adoptable standards.

9.4 Emergency Vehicles

The design includes an emergency vehicle access route at the north east corner connecting to Mitton Road, along a section of Broad Lane.

9.5 Public Transport

There is no intention to provide for public transport within the development. There are no vehicular through routes, and existing bus services already skirt the development along Mitton Road, or are available directly from the Bus Station in the village centre.

Legend

- █ Primary Movement Axis - Peds/Cyclists
- █ Primary Circulation - vehicles
- - - Secondary Routes - Peds/Cyclists
- ▶ Emergency Vehicle Link
- - - Secondary Access routes - vehicles
- █ Existing Footpath network
- - - Local Connections

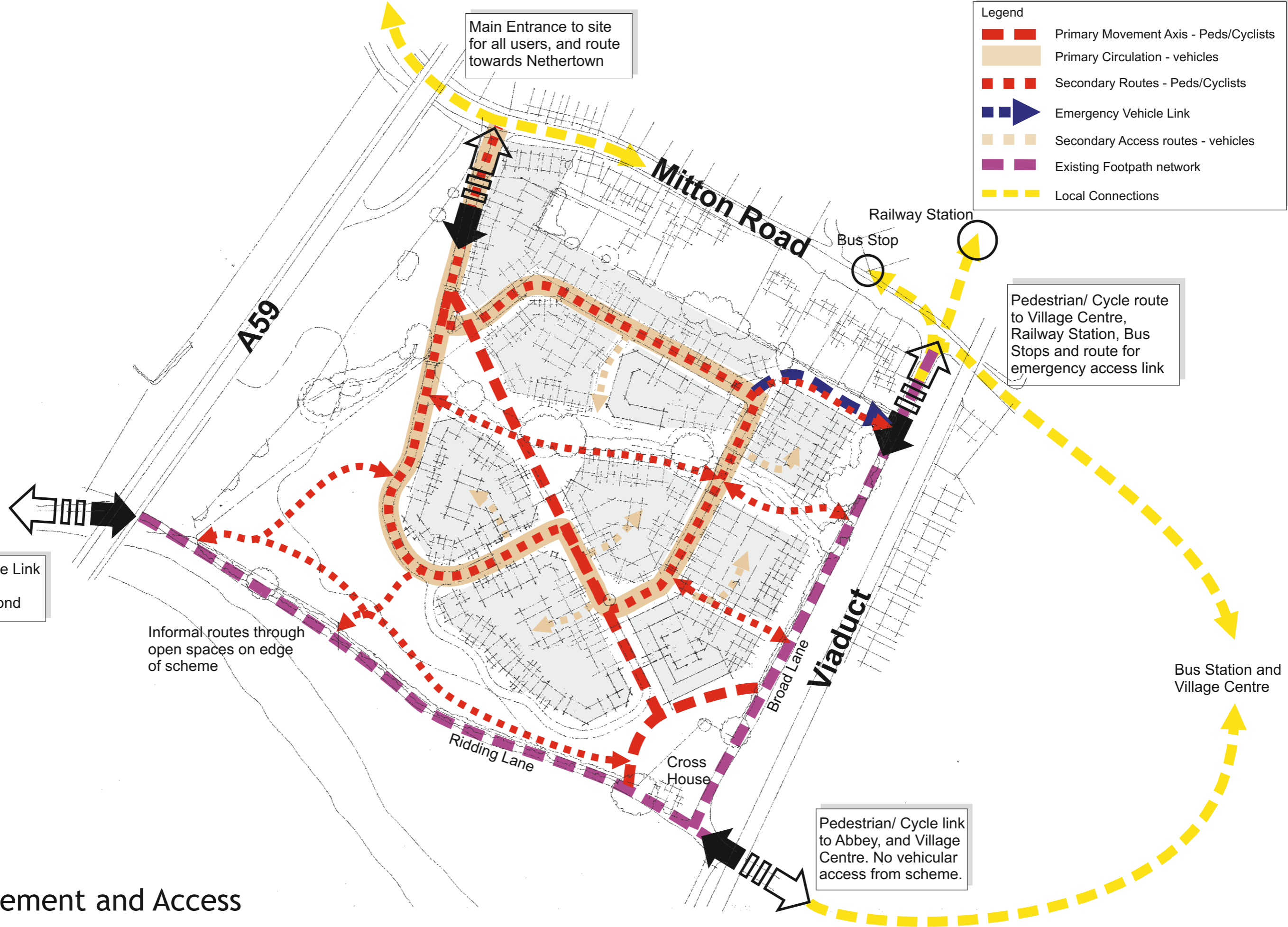
Main Entrance to site for all users, and route towards Nethertown

Pedestrian/ Cycle route to Village Centre, Railway Station, Bus Stops and route for emergency access link

Pedestrian/ Cycle Link to riverside and countryside beyond

Informal routes through open spaces on edge of scheme

Pedestrian/ Cycle link to Abbey, and Village Centre. No vehicular access from scheme.



Movement and Access

10 Detailed Proposal

10.1 Layout

The detailed layout is directly evolved from the site analysis and the resulting masterplan concepts as described earlier.

10.2 Streets and Character

The three character areas have been designed specifically for their role in the overall scheme. Each has recognisable characteristics drawn directly from Whalley which will add both variety and distinctiveness to those areas. The character is essentially modern, but references to the local traditional style of residential architecture will help to create a coherent sense of place which is appropriate to the village, and to Lancashire.

The character areas are formed around clearly defined streets and public spaces. Each uses distinct forms of scale and massing, degree of enclosure, surface materials, and hard and soft landscaping treatments as indicators of character.

The design uses a concentric ring principle with a strongly defined built form in the central core area, radiating out to more loosely defined built form on the edges. There is a specific design response to the viaduct.

10.3 Housetypes

The housetypes have been tailored specifically for the scheme, but are founded on tried and tested designs. The types chosen generally display strong traditional forms, which are suitable for use as part of the character strategy in both the Courtyard and the Country Edge areas. They have been adapted to reflect the typical characteristics of Whalley, including eaves detailing, window style and fenestration, door styles, bay and canopy detailing, dormer window types, etc. In addition, some of the distinctive and icon elements that have been identified from each reference area, have been used to bring a sense of continuity to the new place. The houses for the Viaduct edge are a more contemporary design, but also use iconic features which reference the viaduct.

The houses have been carefully arranged to reinforce the character areas that they form. This will be further supported by the materials and the landscaping choices, so that the overall impression is one of a well designed extension to Whalley, with local detailing applied in the more modern context of the scheme.



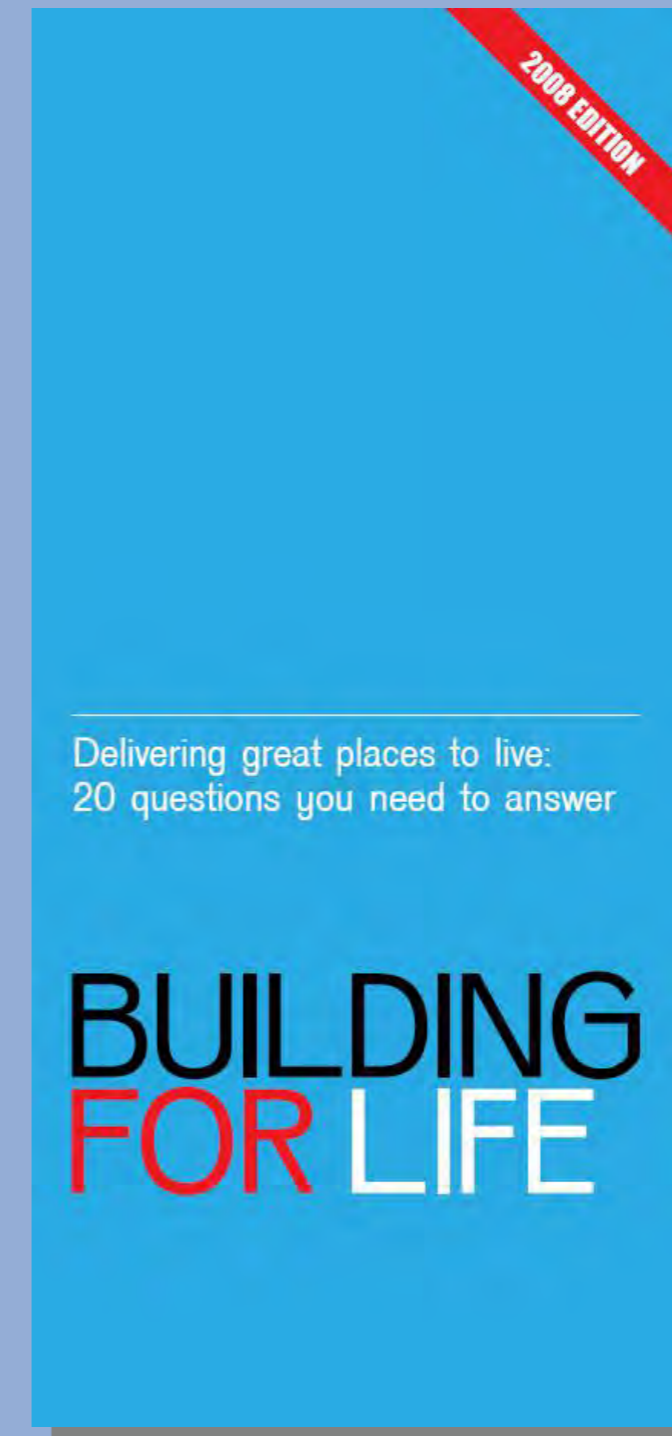






Building for Life

This section demonstrates how the design of the residential element responds to the CABE Building for Life Standards through an examination of the 20 questions posed in that document.



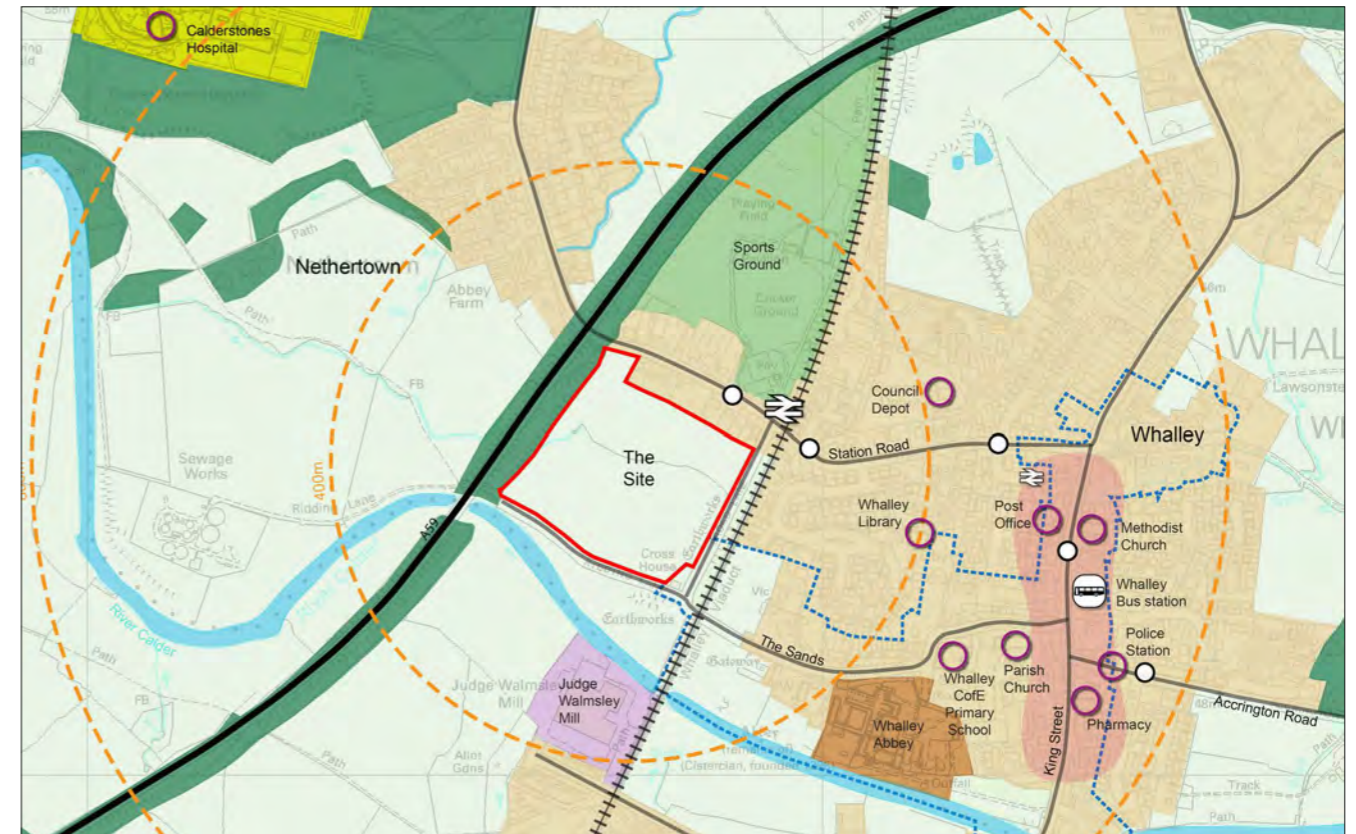
Environment and Community

QUESTION 1 Does the development provide (or is it close to) community facilities, such as a school, parks, play areas shops, pubs or cafes?

We believe that we meet this criteria

The development is located in close proximity to the centre of Whalley and all the existing facilities that the village provides, making this a highly sustainable location. A full range of local facilities is within easy walking and cycling distance.

In addition, the scheme will provide new facilities for the village in terms of opening up the river frontage for recreational use. It also creates new public spaces, including play facilities as part of the design.



QUESTION 2 Is there an accommodation mix that reflects the need and aspirations of the local community?

We believe that we meet this criteria

The accommodation mix across the scheme provides a wide range of housing from single bedroom bungalows, through smaller starter homes of two and three bedrooms, and up to larger detached houses of four and five bedrooms.

This will provide opportunities for all aspects of the community, and it will be possible to remain in the area throughout the normal life cycle of housing need.



Environment and Community

QUESTION 5 Does the development have any features that reduce its environmental impact?



We believe that we meet this criteria

3 Achieving The Code For Sustainable Homes Level 3

Code Assessment

The Code measures environmental sustainability over a broad range of aspects, the following commentary provides a summary insight into the issues and implications for achieving Level 3.

Energy

The dwellings could achieve the necessary 25% improvement on carbon emissions over the Building Regulations standard to meet the level 3 threshold. This could be accomplished by reducing heat losses through enhanced thermal insulation to the main building elements and the provision of roof mounted solar water heating collectors.

The remaining credits in the energy section could be gained by the provision of cycle storage in secure garden sheds.
We could also:

- Include 'A' rated electrical appliances as standard
- Supply each new home with 100% low energy light bulbs

Water

The homes could incorporate ultra-low water use fittings to reduce the use of potable water to less than 105 litres/person/day when calculated using the BRE Water Calculator Tool. This figure is in line with the mandatory 105 l/p/d required to achieve Level 3.
Rainwater butts could be provided to harvest rain water from roofs to be used for garden watering.

Materials

House details incorporate construction materials of which many will achieve an A rating in the new 2007 Green Guide to Materials.

Waste

The development will score full marks in this category by providing facilities for home waste recycling and garden composting.

With regard to the construction process, the house building industry is inherently more efficient in the use of materials than general contracting, and we will adopt best practice by instigating a site waste management plan to control and recycle waste.

Pollution

Nitrous Oxide pollution will be avoided by the specification of Class 5 gas boilers. The insulating material used in the building industry have the potential to contribute to global warming by virtue of the blowing agents (gases) used in their manufacture. All insulating material used in walls, floors, roofs, doors and plumbing services will be specified to avoid global warming potential.

Health and Wellbeing

The health and wellbeing credits cannot be fully established at this stage but it is anticipated that the credits for daylighting and view of the sky can be achieved from these floorplans and the site layout. Similarly there is a commitment to provide private space for residents in the form of enclosed gardens.

Management

Credits in this section will be achieved through good practice in site management and resource consumption during the building process.
The home occupiers will be provided with a Home User Guide which will be an extended version of the standard NHBC warranty.

Ecology

The biodiversity of the site will be enhanced by taking advice from an ecologist who will audit biodiversity on the site and work with the landscape architect to introduce wildlife planting around the perimeter hedging and in the stand of trees retained on site. There will also be the opportunity to install bird and bat boxes if required on trees and buildings.

4 Conclusion

The proposed scheme is designed and specified to achieve Code for Sustainable Homes level 3. The fundamental aspects of the design as regards carbon dioxide emissions and renewable energy will be carefully calculated to ensure that they achieve the threshold standard.

At this stage of the design there are possibilities for improving the score, for example through supply chain audit and/or improving the specification against the Green Guide. It is also possible that the detailed design proceeds credits (which have been assumed) will become impractical or uneconomical, in which case alternative means of complying will have to be sought for the formal Code for Sustainable Homes Assessment.

Character

QUESTION 6 Is the design specific to the scheme?

We believe that we meet this criteria

The design has evolved with careful consideration of the specific constraints and opportunities offered by the site, and through its relationship with Whalley. The design also responds to the public consultation exercise and other discussions with various stakeholders.

A full explanation of the evolution of the design framework, and how it relates to its context is contained in the Design and Access Statement section of this document.



QUESTION 7 Does the scheme exploit existing buildings, landscape and topography?

We believe that we meet this criteria

The design exploits the key features of the site, in particular

- the importance of the edge of village local, and its role as an approach to the village
- the inclusion of the Whalley Arches viaduct in the design as a visual and historic connection with the existing fabric of the village
- using the distinct arch form of the viaduct to inform the design in that part of the scheme
- creating a positive relationship with the river frontage, and forming a landscaped recreational zone on this important edge
- considering the impact of the scheme from distant views
- allowing views out of the site across the surrounding hills, the river, and the viaduct
- maintaining a proper relationship with the Abbey and the surrounding conservation area (including Cross House)



Main Streets aligned to frame views of viaduct arches, and to create a visual connection through the Courtyard at the heart of the scheme

Character

QUESTION 8 Does the scheme feel like a place with a distinctive character?



We believe that we meet this criteria

Whalley is already a distinct and characterful village. The site offers the opportunity to add a new high quality 21st Century place which make a positive contribution to the village.

The proposal adopts a character area approach coupled with current design thinking and standards to set out a framework for a new quarter for the village. The design character is based on a fairly contemporary approach, and calls on selected architectural references from Whalley itself to create a modern but appropriate response to the local built form.

The design uses three character area styles. Each takes reference from existing architectural forms and features of Whalley, but applies them in a modern design style. The intention is provide a fresh approach, avoiding pastiche, but taking enough from the existing environment to help bed the new scheme into its local context.

The Character Areas are

Courtyard : The main courtyard at the heart of the scheme is the main place making feature of the design, and this space is on the key axis through the scheme, aligned to take advantage of views of the Whalley Viaduct decorative arches. It is a strongly defined build form, with linked houses, and tight enclosure. This style permeates the main routes through the scheme, linking it all together in a coherent form.

Country Edge : This style forms the most important edge to the scheme on the southern approach to Whalley along the A59. It consists of larger detached houses in a landscaped dominated setting to give a high quality frontage, softened and filtered through new trees and hedge planting. This style is also used on the edges fronting the existing hedge which crosses the site.

Viaduct : This style is designed specifically for the frontage facing the viaduct along Broad Lane, and takes its reference from the viaduct itself, feature strong rhythmic form with regular gaps to allow views through to the viaduct and arched features.

The character areas are described in more detail in the DAS section.



Character

QUESTION 9 Do the buildings and layout make it easy to find your way around?

We believe that we meet this criteria

The Whalley Viaduct is a visually important feature of the site, and will be visible from many areas of the design, making orientation reasonably simple.

The main route through the scheme has been aligned with the three decorative viaduct arches forming a very distinct visual focal point to the design. The main central courtyard space is aligned on this route and forms the hub of the scheme. This will be a distinct and recognisable space.

The remaining streets and spaces are connected to form a logical permeable layout, and incorporate the retention of the hedgerow crossing the site allowing another important view of the viaduct.

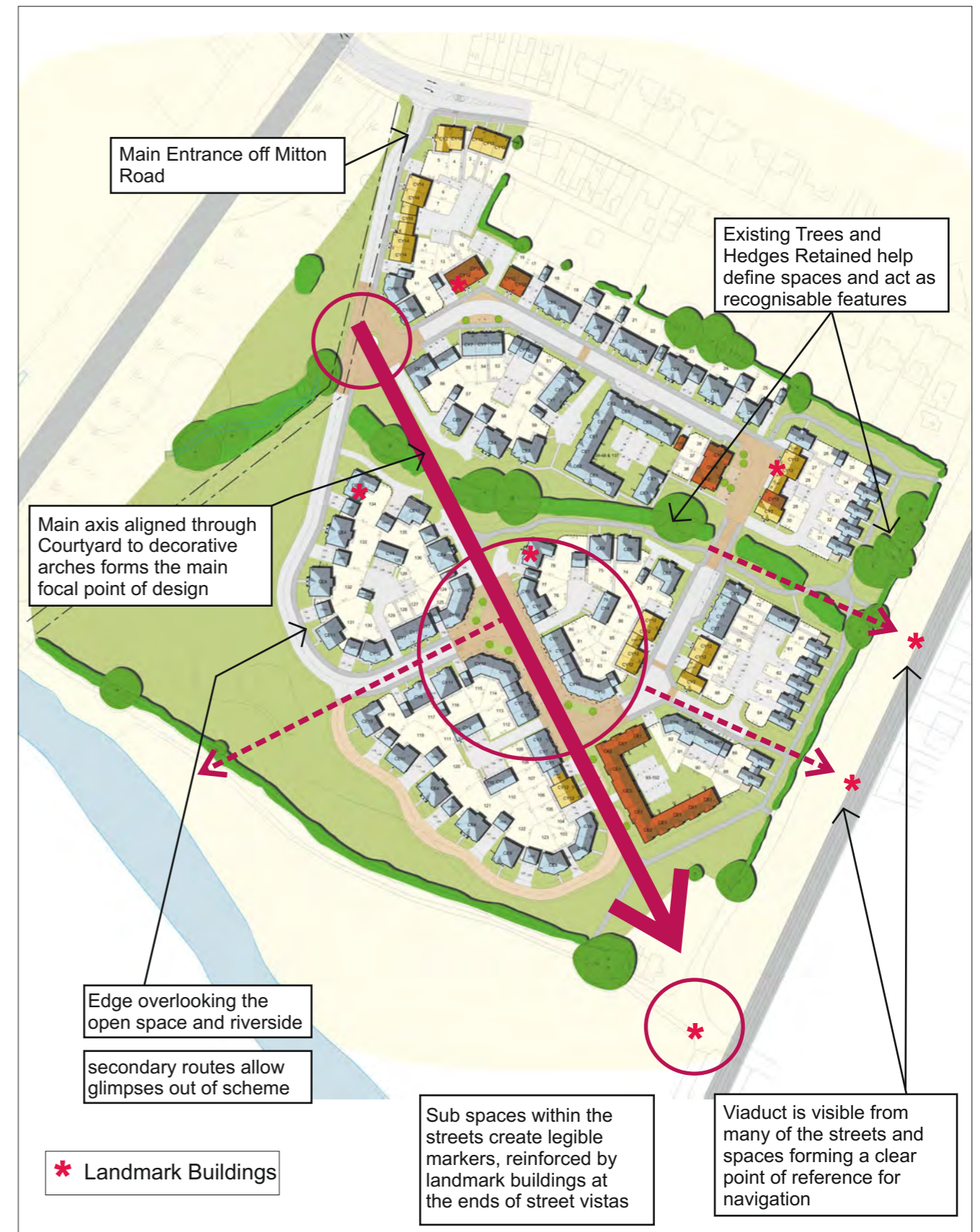
The street network is punctuated by a series of smaller squares and spaces, each with its own identity. Buildings are located at the ends of important street to provide visual stops to the vistas.

The materials strategy is designed to support the concept of recognisable landmarks throughout. This includes surface materials and colours, as well as buildings themselves.

The landscaping strategy also supports the concept by creating a distinct landscaping form particularly around the edges of the design. Mature trees have been retained along the viaduct, and the existing hedgerow which has been incorporated into the scheme will also form a recognisably part of the scheme.




example of buildings closing vistas



Character

QUESTION 10 Are the streets defined by a well-structured building layout?

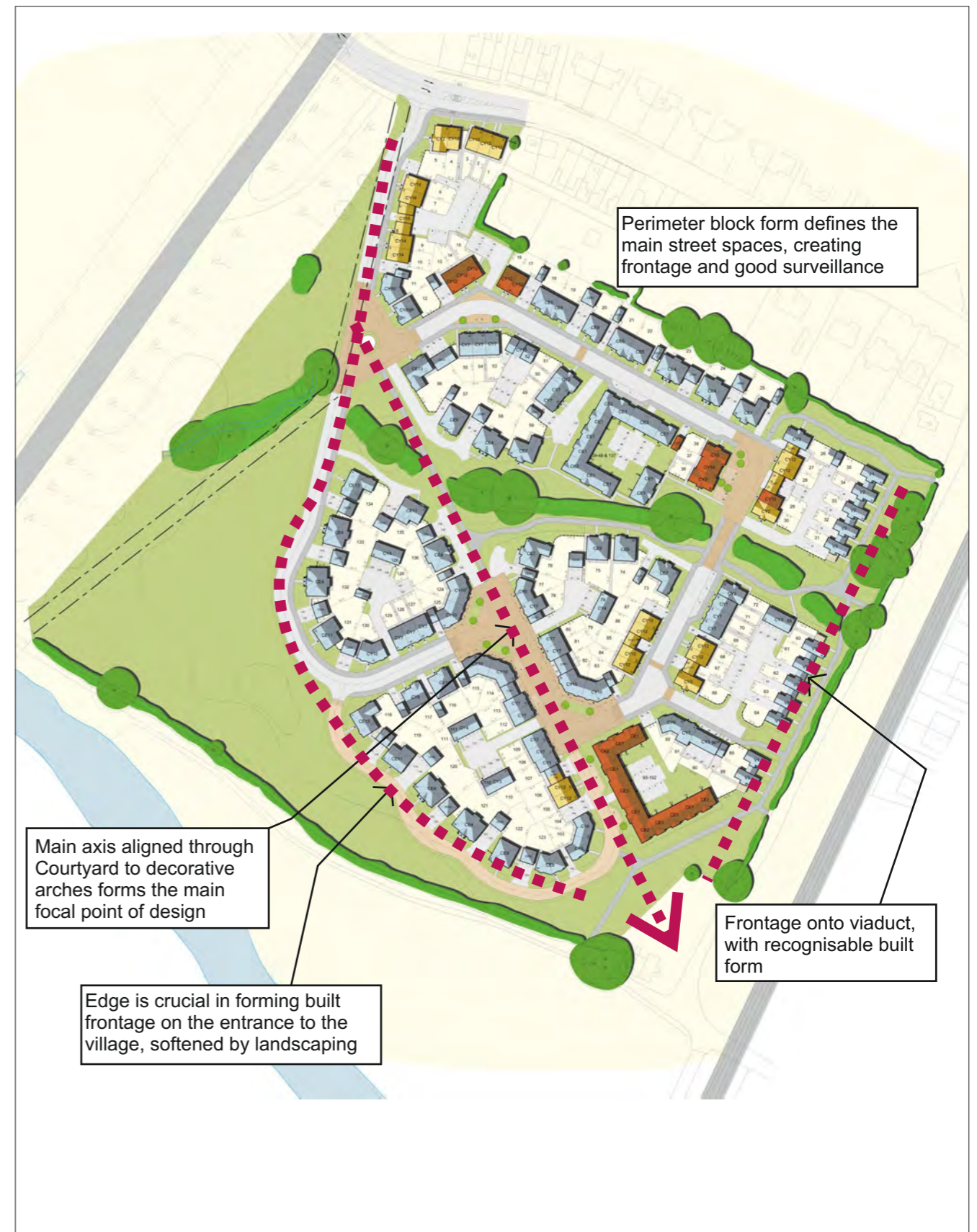
 We believe that we meet this criteria

The evolution of the design is explained in the Design and Access Section, and describes how the layout has been structured to respond to the specific site constraints and opportunities, to the local context, and to take into account current design thinking.

The viaduct, and the logical connections to Whalley have been key in determining the structure of the street pattern. The edge conditions are a direct response to the specific site features, so that the scheme fronts out across the river, the A59 and the viaduct, and backs onto the existing properties on Mitten Road to offer a degree of privacy to those residents.

The essential structure is perimeter block form with clear definition of public and private spaces creating active frontage onto all the streets, spaces and routes. The layout pattern creates connectivity by defining the routes that link to Whalley and its facilities.

The design creates a linked network of streets and public spaces. The main street and courtyard space are aligned with the viaduct arches, and this forms the main street in the hierarchy. Other streets are subservient, but provide logical access to the remainder of the design and direct connections to Whalley and beyond.



Streets, Parking and Pedestrianisation

QUESTION 11 Does the building layout take priority over the streets and car parking, so that the highways do not dominate?

We believe that we meet this criteria

Pedestrians and cyclists have priority along the major street axis, and through the central courtyard. The road network is subservient to the building layout, but still allows vehicular access to the whole scheme.

The streets are defined by the main routes and framed by active frontage throughout. The alignment and design of the streets, along with restricted forward visibility, reinforces the design speed of 20mph throughout. This is supported by raised tables forming small squares throughout the movement network where pedestrians will have clear priority over vehicles. The streets connecting these small squares will have separate pavements. At the lowest end of the hierarchy shared surfaces allow pedestrians and vehicles to access the houses.

The surface materials will reinforce the design concept of giving priority to pedestrians and cyclists.

Parking has been designed into the street scene, particularly in the main courtyard and smaller squares, and is intended to be part of the traffic calming strategy.



QUESTION 12 Is the car parking well integrated and situated so that it supports the street scene?

We believe that we meet this criteria

The design uses the full range of parking options to provide for the needs of residents and visitors.

A combination of on-street bays, parking within small squares, on-plot private driveways and occasional small rear parking courts are all used in the design. Coach house flats over garages and car barns are also used to ensure a degree of street life and overlooking within the small parking courts.

Visitor parking is mainly accommodated within unallocated street parking which has been distributed evenly across the design, and forms part of the traffic calming strategy. Residents generally have off street allocated parking.



Streets, Parking and Pedestrianisation

QUESTION 13 Are the streets pedestrian, cycle and vehicle friendly?

We believe that we meet this criteria

The streets provides access to the scheme for all modes of transport.

Pedestrians and cyclists are given priority on the key route through the heart of the scheme making this a place for people, where vehicles are allowed to pass through slowly. The design incorporates a variety of measures to keep traffic speeds below 20mph throughout, including vertical alignment, minimum forward visibility, raised tables with surface materials to promote pedestrian-cycle priority, and shared surfaces at the lowest end of the hierarchy.

Pedestrian and cycle routes generally share the same routes as vehicles, and all routes are framed with active frontage to give them good surveillance, and to help make them safe. They will be lit at night and the landscaping approach will be to avoid planting which blocks surveillance, or created blind spots.



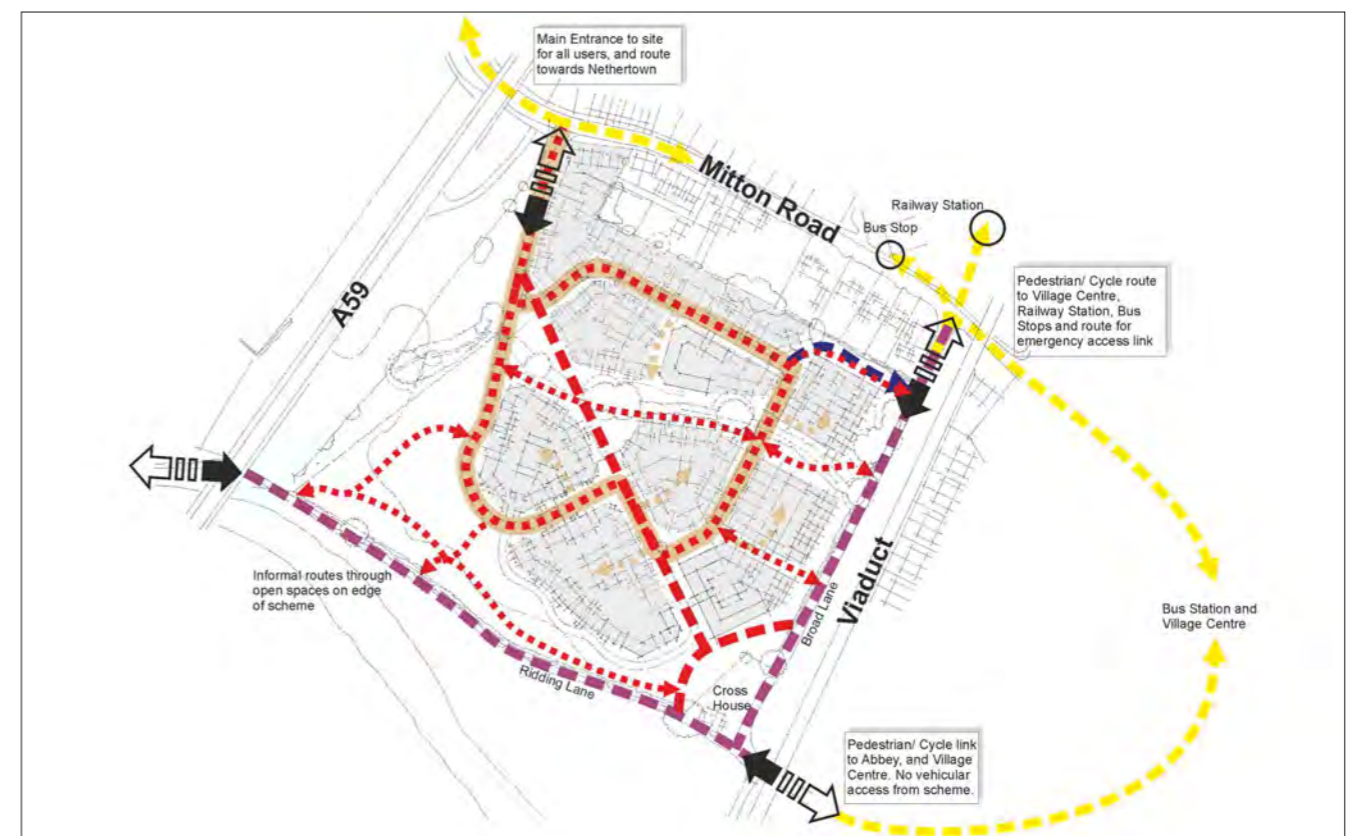
QUESTION 14 Does the scheme integrate with existing streets, paths and surrounding development?

We believe that we meet this criteria

Creating a logical connection to Whalley and its facilities has been fundamental to the design evolution.

All the main points of connectivity have been realised, and the pedestrian cycle movement pattern through the scheme links the key connection points in a simple and direct form, using navigational markers and views through to the viaduct to help with orientation and wayfinding.

The scheme deliberately does not permit connectivity for vehicles, other than creating an emergency link route. There are no sensible connections to be made as the site is isolated, other than via the minor road through the viaduct arches. This would not be a desirable connection to make as it would lead traffic towards the conservation area and the Abbey. Therefore all vehicles will enter and leave via the entrance at the NW corner onto Mitten Road, so that no shortcuts or rat runs will be formed by the design.



Streets, Parking and Pedestrianisation

QUESTION 15 Are public spaces and pedestrian routes overlooked and do they feel safe?



We believe that we meet this criteria

All the main streets, routes and public spaces are framed and contained by active frontage, providing a high degree of natural surveillance.

Most pedestrian cycle routes coincide with the vehicle movement network, adding a degree of surveillance, and self policing. They follow adopted routes and will be lit at night.

Planting adjacent to all pedestrian/cycle routes and public spaces within the scheme is designed to be low level to allow users to see and be seen. There are no blind spots in the design, and no secluded or remote connections.

The emergency access route has been used to create a buffer with the existing houses on Mitten Road, however this is a compromise solution and does cause a loss of overlooking in this area. It is not feasible to create frontage onto this space, as it would cause an overlooking issue with the gardens of the existing properties.



Design and Construction

QUESTION 16 Is public space well designed and does it have suitable management arrangements in place?

We believe that we meet this criteria

The public spaces within the scheme fall broadly into three categories.

The existing hedgerow which bisects the centre of the site has been used to form a green corridor with views towards the viaduct and contains a key pedestrian route to Broad Lane, the Village, the railway station and bus stops.

An additional hardscaped corridor through the central courtyard provides a pedestrian route and views to the focal decorative viaduct arches and on to The Nab beyond. These arches provide direct access to the conservation areas and the Village centre.

The riverside and A59 perimeter frontage provides the opportunity to create areas of herb rich meadows, new native structure planting and the enhancement to the setting of Cross House.

Public spaces will either be adopted by the Local Authority or maintained by a management company, to be agreed with the Local Authority as part of the planning process.



QUESTION 17 Do the buildings exhibit architectural quality?

We believe that we meet this criteria

The design ethos is to use a character area based design approach, using a fairly simple modern/contemporary architectural form, using selected iconic elements from the Whalley area to link the scheme to its local context.

The houses will be traditionally proportioned, using scale and massing similar to that already in the village. The architectural elements selected from Whalley, and the influence of the viaduct arches have been used to shape a coherent style, supporting the principle of three distinct, but inter-related character areas.

The materials proposed are also relevant to Whalley, and will also be used to reinforce the character area approach, and the need to bed the new scheme into its local architectural context in a modern way.

The building themselves have been designed to maximise the benefits of the site characteristics, with main rooms, balconies, and decks overlooking the landscaped spaces, the viaduct, and taking advantage of the views out of the site.



Design and Construction

QUESTION 18 Do internal spaces and layout allow for adaptation, conversion or extension?



We believe that we partially meet this criteria

Most of the larger detached house types that form the country edge character can easily be adapted internally and externally to meet the changing needs of the residents. The houses are not however designed to meet full Lifetime Homes standards.

Possible adaptations include the potential in many housetypes to create downstairs shower rooms, and a bedroom. Non structural partitions can be re-configured or removed to suit individual lifestyle choices. In many types there is the possibility of adding a stair lift.

There are also opportunities for extension and addition to the houses of additional bedrooms, or work study spaces.

The smaller houses that form the courtyard character area have a certain degree of adaptability, but the nature of the tightly enclosed streets, smaller gardens, and closer proximity with their neighbours limits their potential to meet this criteria.

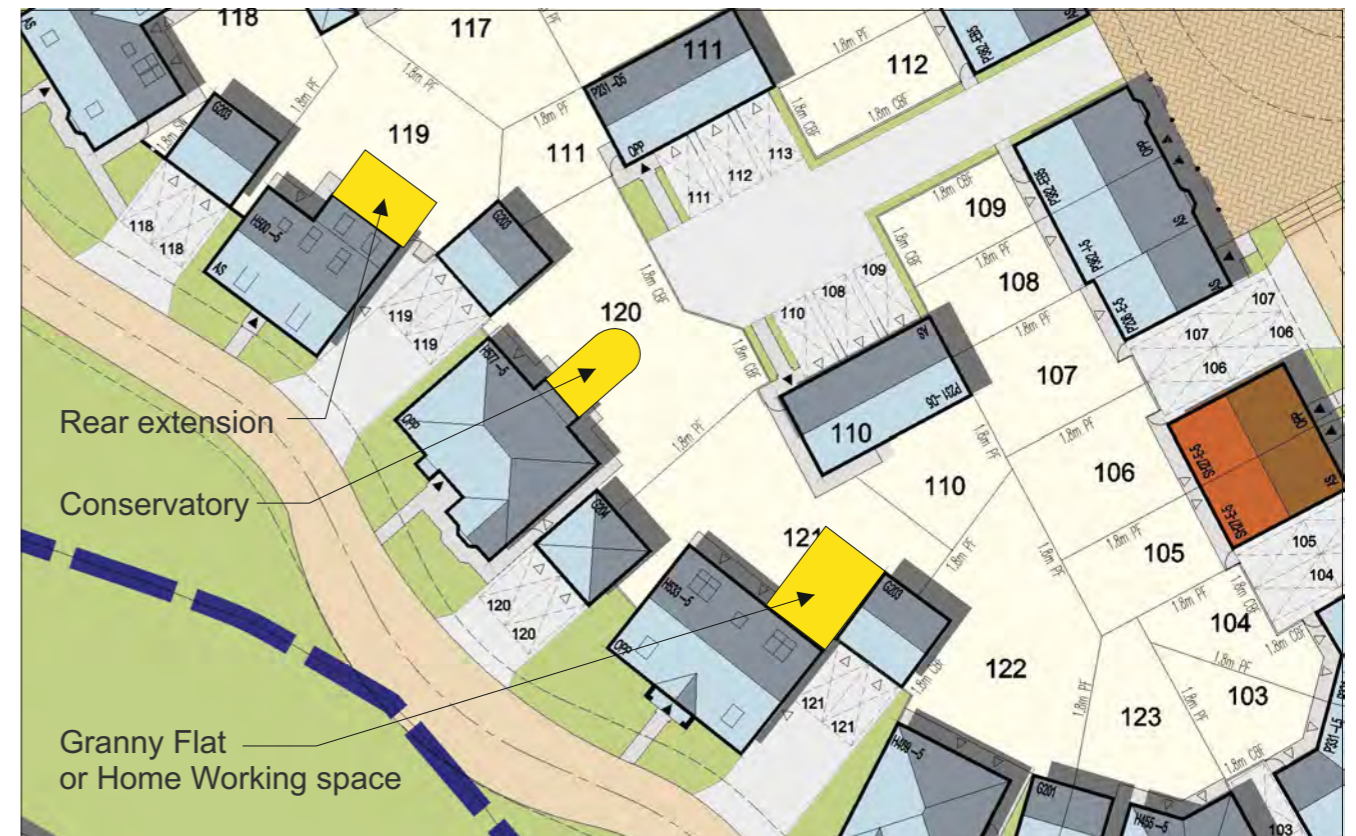
QUESTION 19 Has the scheme made use of advances in construction or technology that enhances its performance, quality and attractiveness?



We don't believe that we meet this criteria

The proposals will involve the use of traditional building methods and materials. There is no intention to use different methods of building construction or to incorporate more advanced technology beyond the standards required in the current Building Regulations.

Some building components may be sourced through off-site manufacture, for example, brick arches, dormers, and canopies, but timber frame construction and pre-fabricated building sections will not be used in this case.



Site layout adaptability



Design and Construction



QUESTION 20 Do buildings or spaces out perform statutory minima, such as building regulations?



We don't believe that we meet this criteria

The houses within the development will be compliant with Code for Sustainable Homes Level 3. All linked houses will be constructed using 'robust details' on all party walls to provide an effective degree of sound insulation and privacy between properties.

The family home accommodation will embody internal plan arrangements which facilitate maximum light reaching key living spaces. Open plan layouts built around the kitchen as the hub of family life will permit a high degree of natural light and ventilation, which will link visually and physically with space outside individual buildings.

The development will provide a range of modern, highly efficient homes to the current standards, but the proposal doesn't seek to out perform those standards.

