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Waddow View Clitheroe

Design and Access Statement

Reserved Matters Planning Application

March 2018





VISION

SETTING THE SCENE

Introduction

- Introduction
- Aims of Document
- Site Description
- Approved Layout
- Comparison between the Approved and Proposed

ENGAGEMENT

- Sketch Layout Design
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DESIGN

BFL Assessment



“Creating a place where people can live, work and play in a safe, bustling and above all happy community”

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

This vision is to create a unique design led solution which responds to the approved outline masterplan.

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


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

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

To develop high quality family housing which diversifies the local offer, providing a range of homes.





An aerial photograph of a city grid, showing streets and buildings. A diagonal red band runs from the top right towards the bottom left, partially obscuring the city view. The text 'SETTING THE SCENE' is written in a bold, white, sans-serif font, following the curve of the red band. The number '1.0' is positioned in the upper right corner of the red band in a large, white, sans-serif font.

SETTING THE SCENE

1.0

1.1.1 Introduction

This Design and Access Statement (DAS) has been prepared by APD Ltd, on behalf of David Wilson Homes and Barratt Homes, in support of an Reserved Matters planning application for the erection of 241 dwellings on land at Waddington Road, Clitheroe. The site currently has outline planning approval under reference 3/2014/0597 for upto 275 units with vehicle access to be taken from Waddington Road and an emergency access only at Kirkmoor Road.

The key purpose of this DAS is to explain the compliance to the outline masterplan.

This Design and Access Statement only refers to policy matters where they have specific relevance to design and/ or access issues and also demonstrates the steps taken to appraise the context of the scheme and how the design of the development takes that context into account.

The outline application established the design principles for the site and these have been respected within our Reserved Matters Approval.



1.1.2 Aims of the document

This document has been developed along side the BfL12 criteria for residential development. The document provides a detailed summary of the evaluation against the 12 Building For Life questions and links to the evidence that supports the evaluation. If the standard is met then a green light will apply. The 12 questions reflect a vision of what new housing developments should be, attractive, functional and sustainable places. Redesigned in 2012 Building for Life is based on the National Planning Policy Framework and the Government's commitment to build more homes. Based on a simple traffic light system developments should ensure that they;

- Achieve as many greens as possible.
- Minimise the number of ambers.
- Avoid reds.

Based on BfL12's 'traffic light' system, developments that achieve 9 'greens' are eligible for 'Built for Life™' accreditation. Therefore it is appropriate to assess the current proposals for the site against these questions and assess the design quality of the proposed scheme. This planning application seeks reserved matters introduction to site approval following the grant of outline planning permission 3/2014/059. The key principle of residential development has been established through the outline planning permission. The precise details of the following items are set out in this Reserved Matters Application:-

- Layout;
- Scale;
- Appearance;
- Landscaping

1.1.3 Site Description

The site lies immediately adjacent to the Western edge of Clitheroe town centre. It extends to 9.2ha or thereabouts. It is relatively flat greenfield site with a brook crossing it and abutting existing housing on 2 sides as well as the cemetery. The area to the north has open vistas over the adjacent countryside which is divided from the site by the River Ribble.

There is a proposed housing site with outline consent for 50 dwellings immediately East of the site and a carpark beyond that opposite the post office sorting office and Clitheroe railway station. The main town centre including shops, library, art gallery, castle and all other local facilities lie beyond the rail station and within 400m of the subject site.

To the West is open countryside, the cemetery, and the cemetery extension.

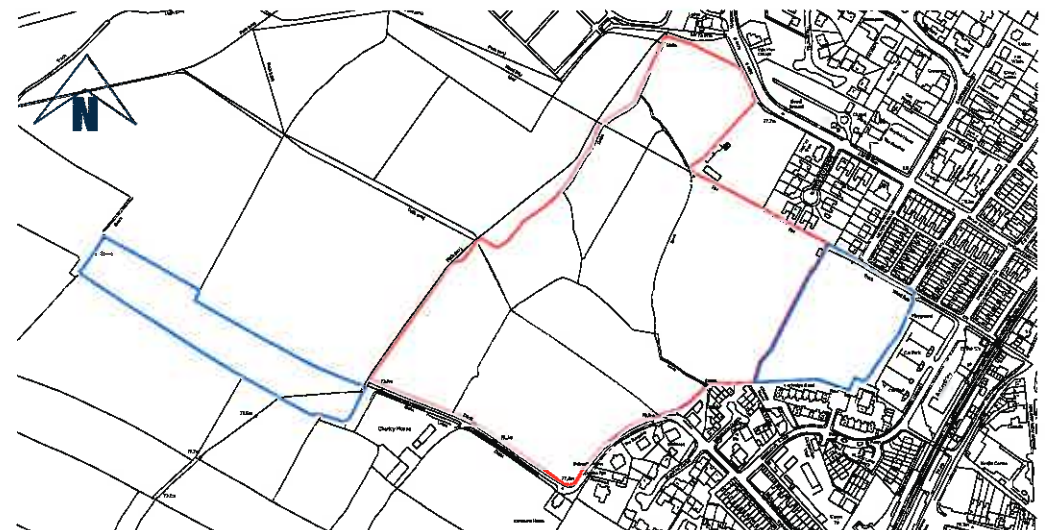
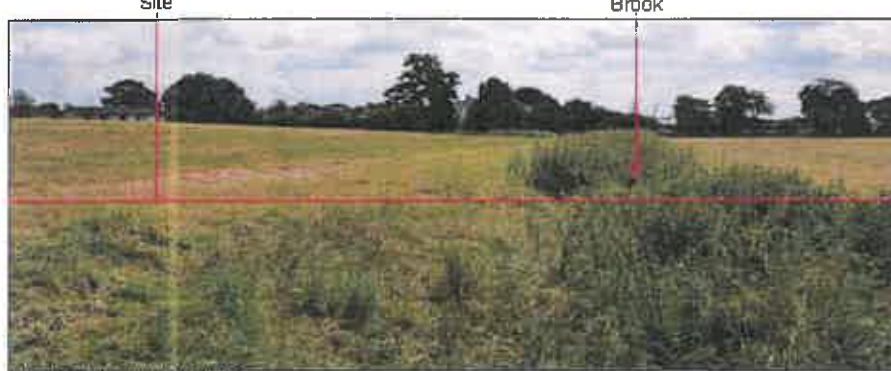


Figure 1 - Approved application boundary



View at the approved access point



View along the vegetated brook



View of important hedgerow



2.2.1 Preapplication Response

A pre-application meeting was held with Ribble Valley local authority on 13th February 2018.

The following points were raised in discussions and have influenced the development of the proposed scheme.

- Road structure for the site should take the form of 4.8m road, 2m service verge either side apart from the main avenue which is 7.2m wide with a 2m footway to the western side and a 3m cycle link to the eastern side.
- Review of shared surface due to commuted sum cost.
- The affordable housing mix should be in accordance with local need.
- 5m to the boundaries all edges fronting onto countryside. Due to the Morris Homes scheme backing onto our site on the south-eastern boundary the buffer here can be removed.
- The need for a bus link and route was raised. Therefore the access to Kirkmoor Road may just become an emergency link.
- Gated access and 1.2m footway for management company access to the 5m buffer behind dwellings.
- Amount of upfront parking reduced within the Barrett parcel adjacent to the Morris Homes Scheme.
- The affordable dwellings must be tenure blind.
- Splitting up mews blocks to allow for central ginel for bin runs.
- Landscape mitigation to be considered between car parking bays.
- Arrangement of the development block to the south that overlooks pos to be considered.
- Trim trails to be added to pos.
- Green screens as a possible boundary treatment rather than walls.
- Possible gateway feature/low level wall/planting/green screen adjacent to access.



Integrating into the neighbourhood

Connections

1a Where should vehicles come in and out of the development?

Evaluation

The proposed vehicular access is from Waddington Road as established within the outline approval. An emergency access and bus only access connects to Kirkmoor Road.



1b Should there be pedestrian and cycle only routes into and through the development? If so where should they go?

Evaluation

All new routes connect to existing routes. Within the outline approval it established the pedestrian and cycle connections to the site. Outside the application boundary to the north-west there is an existing footpath and we propose to connect to this as per the masterplan through new routes created through the public open space. This footpath also runs through the green fingers and connects at the emergency access to Kirkmoor Road. Within the outline masterplan footpath connections were well thought out to connect the site to the wider area and neighbouring uses. Are scheme complies with this.

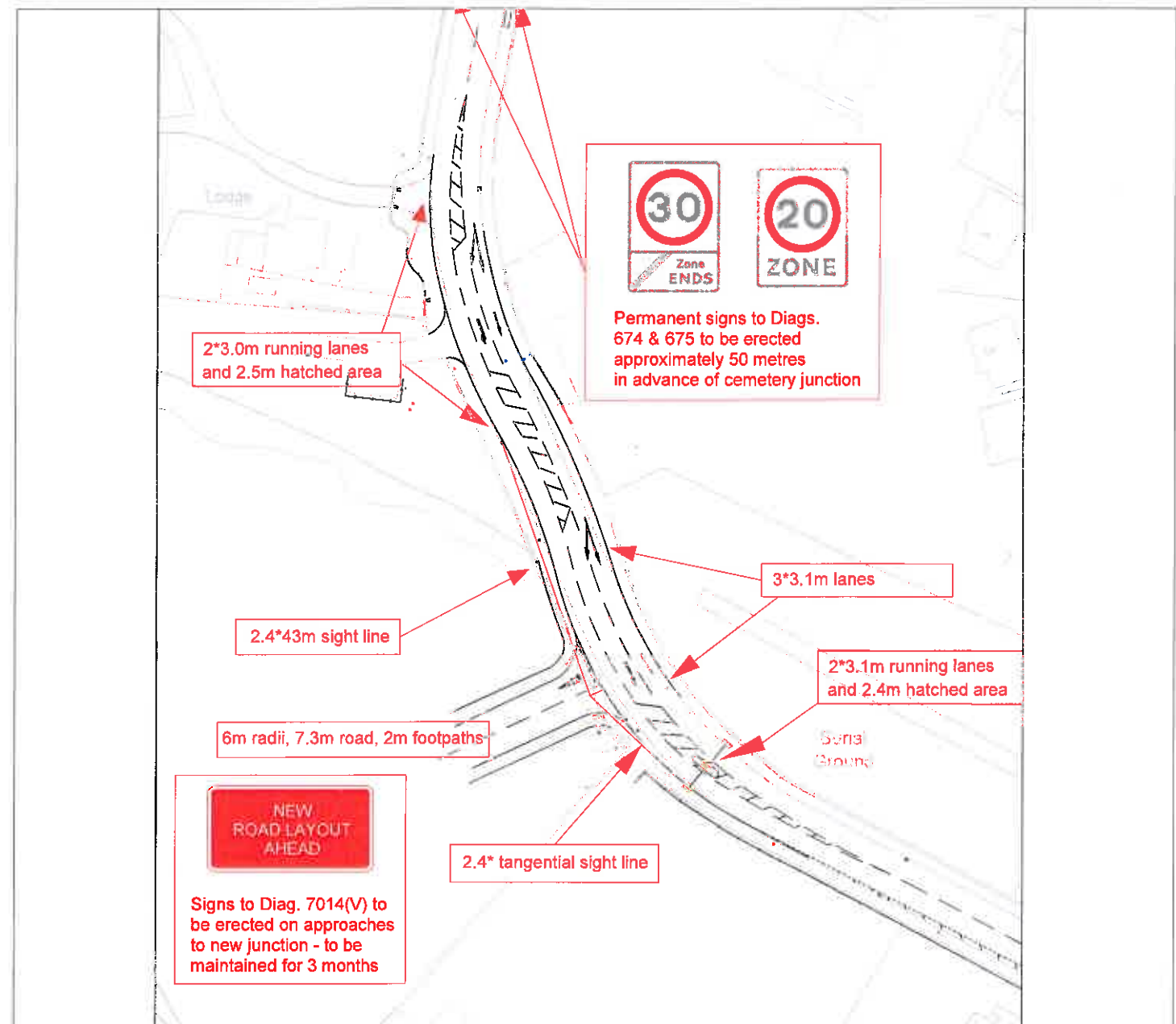


Figure 6 - Approved access from Waddington Road

Integrating into the neighbourhood

Connections

1c Where should new streets be placed, could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood and surrounding places?

Evaluation

The proposed new streets link into the existing settlement streets and footpath networks to enhance the local and strategic foot and cycle path connections as per the outline masterplan. The layout design has addressed the position of existing buildings and land uses along the boundaries of the site. Pedestrian and cycle permeability has been a primary factor in the outline masterplan and this has been complied with within our proposed reserved matters proposal.



1d How should the new development relate to existing development? What should happen at the edges of the development site?

Evaluation

Our layout respects the approved in terms of what happens at the sites development edges. The scale and landscaping were the main considerations whilst addressing the existing boundaries of the site. The development has been designed, as per the masterplan, to provide and integrated edge to the open countryside through the positioning of buildings on the edges

Key

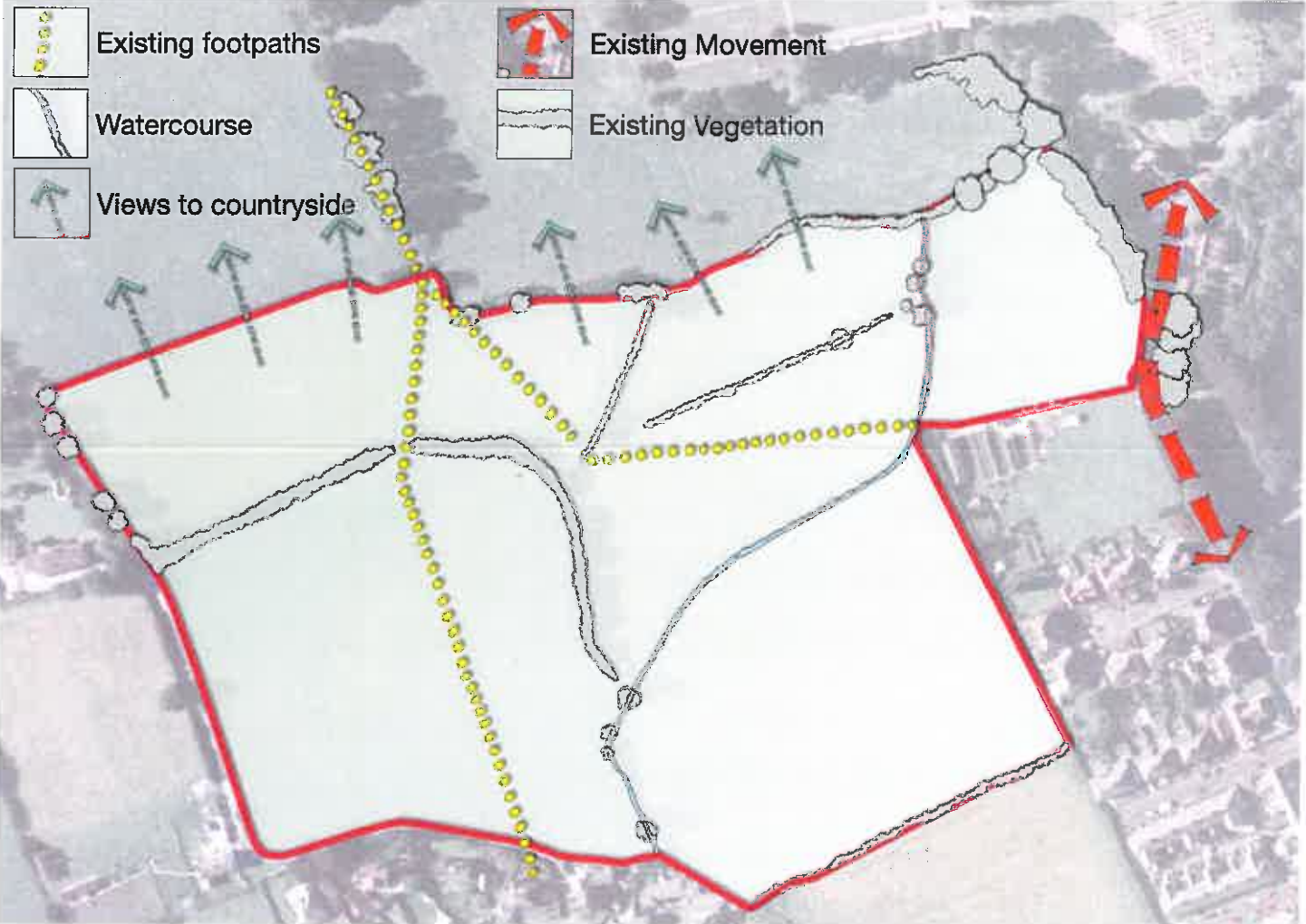


Figure 9 - Site Considerations Plan

Integrating into the neighbourhood

fronting outwards to ensure that the development is viewed as public fronts within the wider landscape. The retention of the landscaping and the addition of new tree planting at the perimeters of the site helps to maintain the character and integrate the development into the landscape setting.



Facilities and services

2a Are there enough facilities and services in the local area to support the development? If not, what is needed?

Evaluation

As established within the previous approval, the site is exceptionally well located to ensure that movements by car are reduced as much as possible due to its close location to the bus/rail interchange and town centre. The site is within a 4/5 minute walk of the bus/rail interchange connecting it via a linked trip to the NW, locally the 5 min walk encompasses the market area and Booths supermarket. The 10 minute walk covers the whole of the town centre and the edge of centre employment zones. There are 9 schools within a 3km walk distance. These include schools for nursery, primary and senior levels. The National Travel Survey NTS (undertaken by the DfI) has identified that bicycle dependant on the topography considers a mean distance of between 5 – 10 kilometres a reasonable travel distance between home and workplace. The plan adjacent shows that a number of the smaller adjacent villages are within the 5km cycling distance a journey of around 25 minutes using a

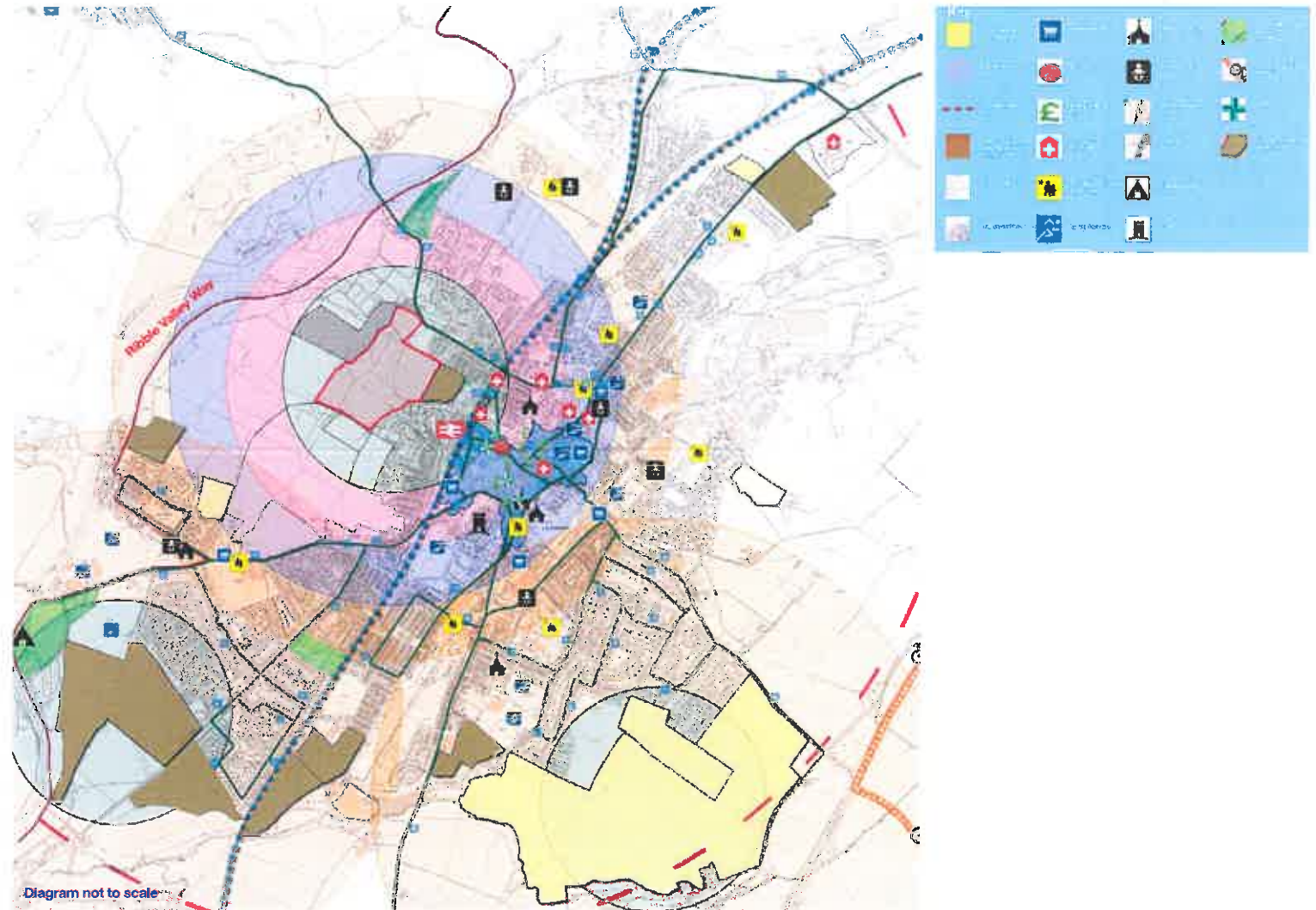


Figure 10 - Local amenities assessment taken from the outline approval Design and Access Statement

Integrating into the neighbourhood

leisurely cycle speed of 12 kilometres per hour of the site.



**Where new facilities are proposed:
2b Are these facilities what the area needs?**

Evaluation

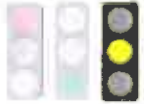
There are no new facilities proposed.



2c Are these new facilities located in the right place? If not, where should they go?

Evaluation

There are no new facilities proposed.



2d Does the layout encourage walking, cycling or using public transport to reach them?

Evaluation

We are not proposing any new facilities on site but the layout encourages walking, cycling and the use of public transport to the existing local amenities through the new proposed pedestrian links and routes throughout the scheme which were established within the outline approval. The site is located close to the bus station which connects the town to the rural hinterland and

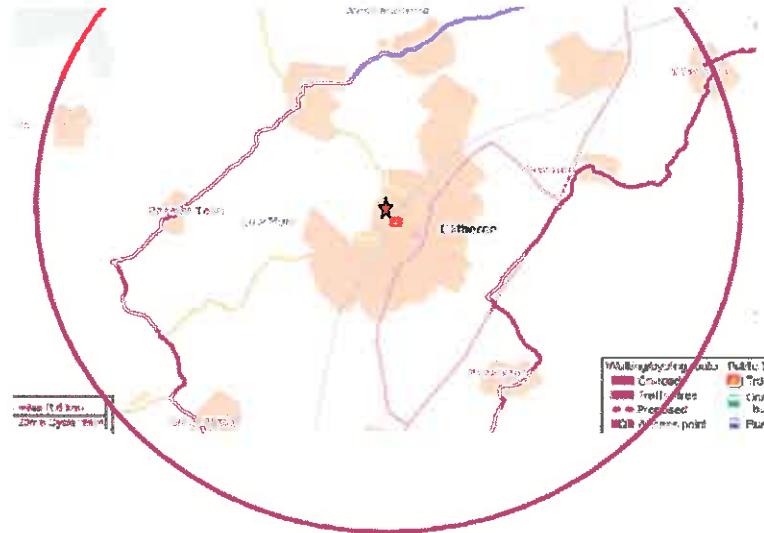


Figure 11 - 5km Cycle Catchment area taken from the outline approval Design and Access Statement



Figure 12 - Local and wide area network mapping shows the connectivity of Clitheroe and thus the site, taken from the outline approval Design and Access Statement

Clitheroe Local Services

Part of Network Ribble Valley

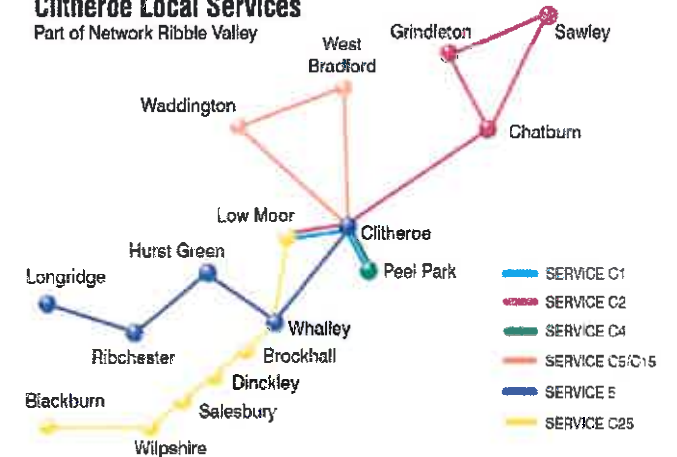


Figure 13 - Local rail services taken from the outline approval Design and Access Statement



Figure 14 - Local bus station

Integrating into the neighbourhood

Preston, Blackburn, Burnley and other urban areas.

Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport. The 5km cycle distance includes the whole of the Clitheroe area giving access to schools, leisure and employment opportunities. The national route network lies to the north and south of the area and within the 5km distance connection can be made to route 90 and 91 giving access to the wider area.



Connections

Public Transport

3a What can the development do to encourage more people (both existing and new residents) to use public transport more often?

Evaluation

As explained in the previous section, the site is very accessible to a variety of public transport options. The location of the site and its accessibility plays an important factor on the reliability of the car as a means of transport. Like the outline masterplan, our proposal focuses upon creating attractive green routes and connecting to the existing public rights of way that run along the boundary and through the site. These connect the development in multiple locations to the wider area to encourage

Key



Pedestrian and cycle links



Proposed pedestrian and cycle route



Figure 15 - Pedestrian and cycle linkages plan showing connectivity to the wider area

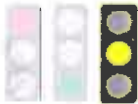
Integrating into the neighbourhood

less reliance on the car. Our layout has been designed to allow for the potential for a new bus route through the site. The access at Kirkmoor Road has a potential dedicated bus only link that connects to the main avenue through the site. This avenue has been designed to be wider in order to accommodate a bus route. The principles of this were established within the outline approval.



3b Where should new public transport stops be located?

Evaluation
We are not proposing any new transport stops.



Meeting local housing requirements
4a What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing)?

Evaluation
The approved masterplan established the possible densities for the site in order to make efficient use of land and to ensure that the site will help deliver the rates of housing development set out within the adopted local plan. The scheme proposes a wide choice of housing with regard to house type, quality and size, and are attractive to new

Key



Proposed Bus Route



Figure 16 - Bus route and access plan as per the outline approval

Integrating into the neighbourhood

residents. This is influenced by extensive market research. The emphasis has been 2 to 4 bed family housing in the form of mews, semi-detached and detached which will be attractive to families and professional workers with an element of 1/2 bed apartments.



4b Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?

Evaluation
The development proposes open market and affordable properties in order to create a balanced development.



4c Are the different types and tenures spatially integrated to create a cohesive community?

Evaluation
This scheme proposes 30% affordable properties which is in line with the outline approval. The outline design and access statement stated **"In Longridge and Clitheroe on housing developments of 10 or more dwellings (or**

Key



4 Bed



3 Bed



2 Bed



Figure 17 - Proposed bedroom numbers range plan

Integrating into the neighbourhood

sites of 0.5 hectares or more, irrespective of the number of dwellings) the Council will seek affordable housing provision at 30% of units on the site.”



Key



Affordables



Figure 18 - Proposed affordable housing plan

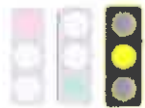
Creating A Place

Character

5a How can the development be designed to have a local or distinctive identity?

Evaluation

In order to inform the detailed proposals an assessment of the local vernacular has been undertaken. Although we are proposing a standard product the details we propose this scheme takes cues from the local vernacular in terms of architectural detailing.



5b Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?

Evaluation

Local building forms, materials and details contribute to the distinctive qualities of a place. The scale, texture and colour of building materials can also help reinforce an areas distinctive character. The outline approval appraised the local area and suggested design cues of the local vernacular and elements that could create a distinctive but sensitive palette of architectural details in relation to the house type range.



Figure 19 - Illustrative Street Scene

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Creating A Place



Figure 20 - Local vernacular study taken from the outline design and access statement

Creating A Place

Working with the site and its context

6a Are there any views into or from the site that need to be carefully considered?

Evaluation

To comply with the outline approval, the boundaries have been carefully considered in order to soften the impact of the development onto the neighbouring countryside and potential impact on visual amenity. The landscaping that surrounds the existing boundaries are to be retained to preserve the field pattern and provide natural screening. Tree planting throughout the development will aid in filtering views and break up the built form from longer distance viewpoints.



6b Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?

Evaluation

Surrounding the boundaries and within the site are existing trees and hedgerows. Existing boundary trees and hedges of value will be retained where practicable any which have had to be removed will be replaced within the new planting scheme. The existing brook that runs through the site provides a beneficial opportunity for enhancement of the biodiversity and provides a strong delineation of green space running through the site. These were carefully considered throughout the development for the outline masterplan and our scheme complies with this.



Figure 21 - Proposed Landscaping Plan

Creating A Place

6c Should the development keep any existing building(s) on the site? If so, how could they be used?

Evaluation

There are no existing buildings on site.



Creating well defined streets and spaces

7a Are buildings and landscaping schemes used to create enclosed streets and spaces?

Evaluation

The streets and spaces have been designed to be part of a network of pedestrian routes and are designed to be overlooked to allow natural surveillance.

The scheme has been designed, as per the masterplan, to provide continuity of street frontages and the enclosure of space by development that clearly defines private and public areas through the use of attractive and distinctive landscaping and boundary treatments for example hedge lined streets and tree lined verges. A range of green spaces are proposed to provide amenity space, mitigate for visual impact in the surrounding landscape and provide local distinctiveness. Tree planting throughout the development is used to aid filtering views and break up the built form.



Figure 22 - Proposed Layout

Creating A Place



Illustrative Artist Impression

Creating A Place

Character

7b Good buildings 'turn' corners. Do buildings turn corners well?

Evaluation

The outline masterplan developed a clear series of perimeter blocks to generate continuous development active frontages with legible defensible space and dwellings always fronting out over green space and this proposal complies with those principles. The geometry of the urban blocks, together with the need for pedestrian and vehicular linkages generate a series of key corner turning buildings which take on importance in setting focal points within the development. The inclusion of 2.5 storey landmarks stand out from the rest of the development and adds variety and interest, provides focal points and helps people to navigate around the site.



7c Do all fronts of buildings, including front doors and habitable rooms, face the street?

Evaluation

All housing is positioned at the edge of the street with a semi-private space that varies in width along the street. The front doors are always on the street promoting active frontages and social interaction between neighbours.



Figure 23 - Key buildings plan

Creating A Place

**8a Will the development be easy to find your way around?
If not, what could be done to make it easier to find your way around?**

Evaluation
The outline masterplan shows a Movement and Connections Framework which, sets in place a well defined and easily understood pattern of development parcels and streets. It also provides an easily understood framework within which a clear hierarchy of pedestrian, cycle, and vehicular movement routes. The starting point is making good connections with the existing streets and footpaths. In accordance with Manual for Streets (DfT/CLG 2007), streets will be designed as high quality places with five principle functions: place, movement, access, parking and utilities. Of the five principles, place and movement will be the most important in determining character and helping to navigate the development. The reserved matters proposal follows this by placing key buildings to terminate view lines and in turn create memorable way markers while moving around the development through 2.5 storey dwellings. Well connected and accessible open space areas help navigation depending on which approach route is taken. This is achieved by carefully manipulating vistas, pinch points, block massing and positioning. Attractive and distinctive landscaping and street furniture adds further to this effect. The principal road within the development has direct access from Waddington Road. This access is lined by green buffers to the site frontage with the build line set back to create a memorable gateway to the site.

Key

-  2.5 Storey
-  2 Storey
-  1 Storey



Figure 24 -Proposed Scale Plan

Creating A Place

8b Are there any obvious landmarks?

Evaluation

The arrangement of development blocks and open spaces creates a number of key views and feature spaces within the development. Recognising where these occur enables the development to be designed with a unique character and a sense of place. Nodes are created throughout the development and are defined through the framing and changing density of buildings. These spaces which have their own sense of character and which can aid orientation and navigation through the development. Key landmark buildings are placed to terminate views and are defined by architectural detailing and increase in height.



8c Are the routes between places clear and direct?

Evaluation

The proposals create a regular pattern of easily understood development parcels, streets and greenspaces. The proposals create active frontage and a strong sense of enclosure, with building scale and massing to reinforce key arrival points, junctions, streets and connections. The movement framework was established at outline approval and clearly lays out the primary distributor road, secondary streets, shared surface streets and pedestrian links.



Key



Nodes



Green space



Active frontage



Key Buildings



Figure 25 - Townscape plan

Streets And Home

Streets For All

9a Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?

Evaluation

The planning layout shows how the streets have been planned to be safe and accessible by design the streets as more intimate places through narrow entrances and pinch points to slow cars down to a minimum to increase the safety for pedestrians. This was established within the outline approval and the reserved matters layout respects this.



9b Are streets designed in a way that they can be used as social spaces, such as places for children to play safely or for neighbours to converse?

Evaluation

The layout has been designed to encourage social cohesion and reduction in crime through the arrangement of the development blocks and public spaces. This was established at outline approval. The reserved matters layout respects this by positioning all housing at the edge of the street with a semi-private space that varies in width along the street. The front doors face onto the street and turn corners promoting active frontages and social interaction between children and neighbours.



Figure 26- Proposed Layout

Streets And Home

Car Parking

10a Is there enough parking for residents and visitors?

Evaluation

Accommodating car parking is crucial to the quality of housing and to the choices people make in how they travel. The site forms a natural infill between Waddington Road and Bawlands corridor via the Castle View area. This integrates the two areas for car and non car means. The level of parking provision is influenced by the location of the site. This site is highly accessible to a range of attractions and alternative transport modes ensuring that it is well placed to meet national, regional and local policy.

The scheme has been designed in line with local standards and recommendations set out in the English Partnerships document 'Car Parking - What Works Where'. This development exhibits two car parking types which are promoted in this document as good practice.

OFF PLOT - FRONT COURT - SUBURBAN
= AMBER LIGHT

ON PLOT - WITH GARAGE - SUBURBAN = GREEN LIGHT

Car parking has been provided in accordance with the council highways standard.

Key

 On Plot Parking
 Off Plot Parking



Figure 27 - Proposed Car Parking Plan

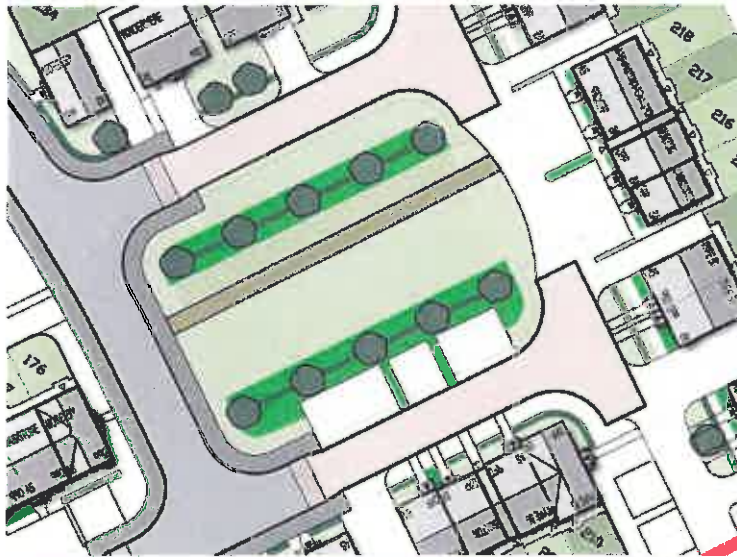


Streets And Home

10b Is parking positioned close to people's homes?

Evaluation

The streets have been designed in accordance with Manual for Streets and the outline masterplan. Car parking has been designed to reflect the change of density across the site as per the outline. Parking is generally on plot either up front or to the side of the dwelling. Where parking is not directly positioned on plot, it is in close proximity in the arrangement of a parking court. In this instance footpaths are provided to connect to the front or back door making the parking still very accessible to the dwelling.



10c Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?

Evaluation

Parking courts are small in size and generally well overlooked by neighbouring properties for natural surveillance and to reduce the risk of crime.

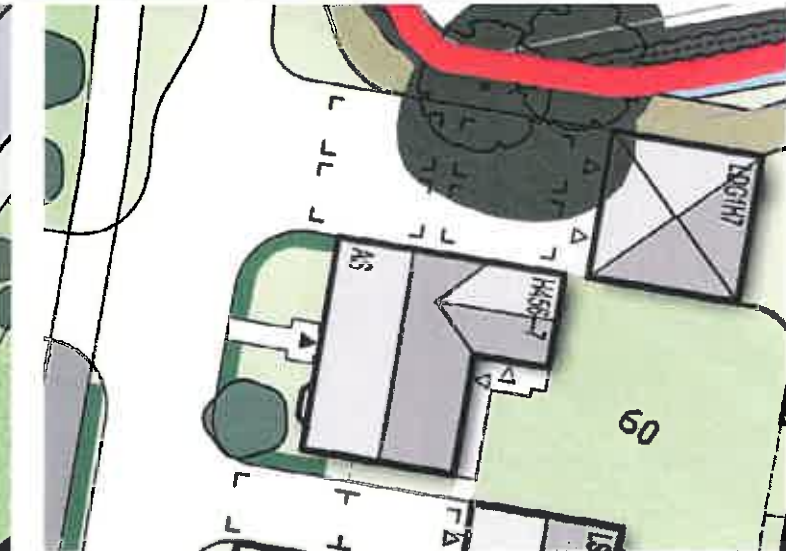
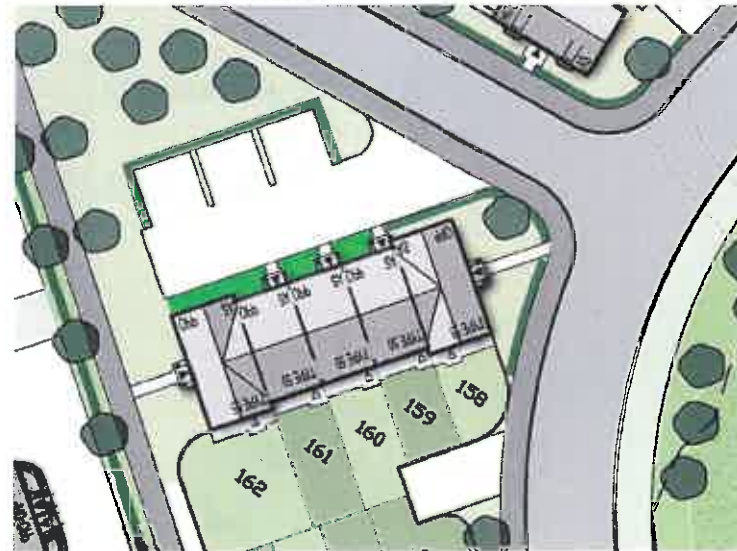


Figure 28 - Extracts of the layout demonstrating parking arrangements

Streets And Home

10d Are garages well positioned so that they do not dominate the street scene?

Evaluation

All garages are plotted behind the build line of the dwelling and not in prominent view lines in order to not dominate the street scene.



Public and private spaces

11a What types of open space should be provided within this development?

Evaluation

Public open space will comprise recreational routes and greenways that connect and contain the development plots. A range of greenspaces were identified on the outline masterplan to provide amenity space and mitigate for any visual impact of the development into the surrounding area. A urban pocket park of public open space is proposed to the eastern portion to reflect the denser grain of development. Due to the western edge being low lying in relation to the edge which abuts the settlement, a wide green buffer is introduced to assimilate the development into the wider countryside. The amenity green buffers incorporate existing trees and also wrap around the south-west and south-eastern boundaries due to the set back of the development blocks top maintain the softer edge with pedestrian/cycle movement. A central parkland incorporates the existing watercourse and is enhanced with landscaping to create a distinct and attractive



Figure 29 - Proposed public open space details

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Streets And Home

Landscaped verges are proposed along main access roads to soften the edges of development. The public right of way that crosses the site is designed to become an enhanced landscape setting.

The types of public open space were in established within the outline approval and our layout complies with these principles.



11b Is there a need for play facilities for children and teenagers? If so, is this the right place or should the developer contribute towards an existing facility in the area that could be made better?

Evaluation

As per the outline approval, a smaller area of public open space is proposed central to the site which incorporates play facilities. This location makes the facilities accessible across the site and to the surrounding area due to its connectivity to the public right of way and new footpaths. The location is well overlooked by properties reducing the risk of crime.



12b Is access to cycle and other vehicle storage convenient and secure?

Evaluation

There is no cycle or other vehicle storage provided as per the outline approval.



Figure 30 - Proposed Landscaping and area of play

Streets And Home

Streets For All

11c How will they be looked after?

The public open space will be looked after by a management company in order to maintain the quality and appearance.



External storage and amenity space

12a Is storage for bins and recycling items fully integrated, so that these items are less likely to be left on the street?

Evaluation

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

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



Streets And Home

12b Is access to cycle and other vehicle storage convenient and secure?

Evaluation

Cycle and vehicle storage is available within the private curtilage of each dwelling for ease of access and security.



Figure 30 - Artist Impression looking towards proposed Play area



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