Planning application for

Proposed single storey extension

At Northcote Hotel, Langho, Blackburn, Lancashire BB6 8BE

Design & Access Statement

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Northcote hotel is situated in Ribble Valley, offering dining excellence to visitors. To allow for guests to have an extended experience the hotel proposes to build a new luxury function room. This Design & Access statement will outline the development principles used in compiling the planning application drawings and documentation for the proposed extension.

1.0 BACKGROUND

1.1 Previous applications on this site include 3/2014/1053 (erection of flag pole), 3/2014/0154 Construction of new bedroom lodge building, 3/2014/0382 Ammendment of 3/2014/0154/P reduction from 3 storey to 2 storey, 3/2014/0402 Discharge of condition 4 of planning consent 3/2014/0154, 3/2013/0637 Design amendments to planning permission for 3/2009/0133P, larger dinning room, more bedrooms, improved kitchen, 3/2012/0267 Application to discharge condition, 3/2009/0133 Development to improve hotel and restaurant facilities,

1.2 The plan for the new extension has been developed over the last few months; Northcote Group would like to provide a facility which incorporates a function/meeting room which would be integral to the site.

2.0 EXISTING USE

2.1 The site presently consists of 26 bedrooms in a luxury hotel with Michelin star restaurant in which food is created and sourced from home grown organic produce, situated on the edge of Ribble Valley.

2.2 The northern part of the site is composed of a car park and open fields leading onto a bedroom lodge building with guest bedrooms, Car parking facilities are also seen on the south east and south west side of the main building. The main entrance is situated on the South side with landscaping surrounding this side. Access to the site can be gained by roads (A59 and Northcote road) leading to car parks.

Figure 1: View of the in-roads taken from Google Earth showing car park entry

3.0 ACCESSIBILITY

3.1 The application site is well connected to local transport networks with the A59 and Northcote road providing links onto the site, the nearest airport is Blackpool and is 28 minutes drive away, direct trains to Blackburn and Manchester can be achieved by Langho railway station, which is only 0.5 miles away.

4.0 PROPOSED LAYOUT

4.1 The proposed development comprises a single storey extension with pitched roof leading onto a flat roof, to be constructed on the South West elevation of the building. The current Paving is to be moved forward onto the grassed area to create a new terraced area for sitting and landscaping will be provided to keep the character of the existing layout. A frameless glass balustrade will be fixed to the South and West walls surrounding the new paved area to offer protection from high winds.

4.2 The site is located near the North West green belt but does not intrude this area.

4.3 The proposed design has been developed as a function/meeting room, separated by a cloak room with canopy entrance. The main function room is accessed by corridor leading to toilets, door from the new paved area and doors leading in from the current bar/dining area. The internal layout has been devised to maximize use of the expansive views to the west of the building. A meaningful connection between indoor and outdoor use of the development is established by situating the windows on the west elevation. All parking for the Hotel will remain the same.

4.4 The proposed extension is set back from the road frontage by a distance of 24.8 metres. There is a distance of 71m from the east-facing elevation and the east boundary, and 34.2m between the west facing elevation and the western site boundary.

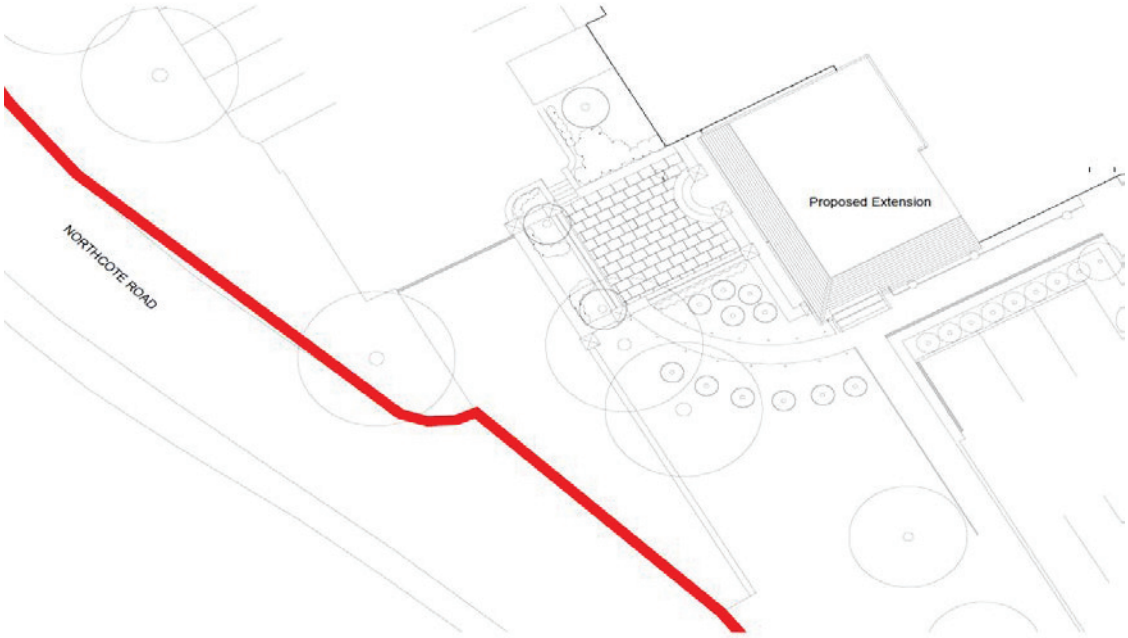

Figure 2 – Proposed Site Layout

5.0 SCALE AND MASSING

5.1 The scale and massing of the proposed extension is 76.2m^{2,} the proposed building occupying a total floor space of 3076.2m^2, compared to the original total floor space of 3000m^2. This is an increase of 76.2m^2 or approximately 2.54% of the existing development.

5.2 The proposed height of the extension is 3.9m keeping the same height as the current ground floor building (as depicted in Figure 3). The height of the existing building is 10.7m

Figure 3 – Existing scale (3.9 metre height) to be matched by proposed building

6.0 PROPOSED APPEARANCE

6.1 In order to re-create the same feel as the existing building, it is proposed that the materials used in the proposed extension are the same as the existing. Red brick from Ground to eaves with quoins on the corner of the extension. Fenestration shall include simple timber framed doors and windows with mullions which match the existing.

Figure 4 – Proposed South West Elevation

7.0 RESIDENTIAL AMENITY

7.1 There are no residential properties in close proximity.

8.0 TRANSPORTATION AND HIGHWAYS

8.1 No changes will be made to access the site, as stated previously the site can be accessed by the A59 and Northcote Road, all parking spaces will remain.

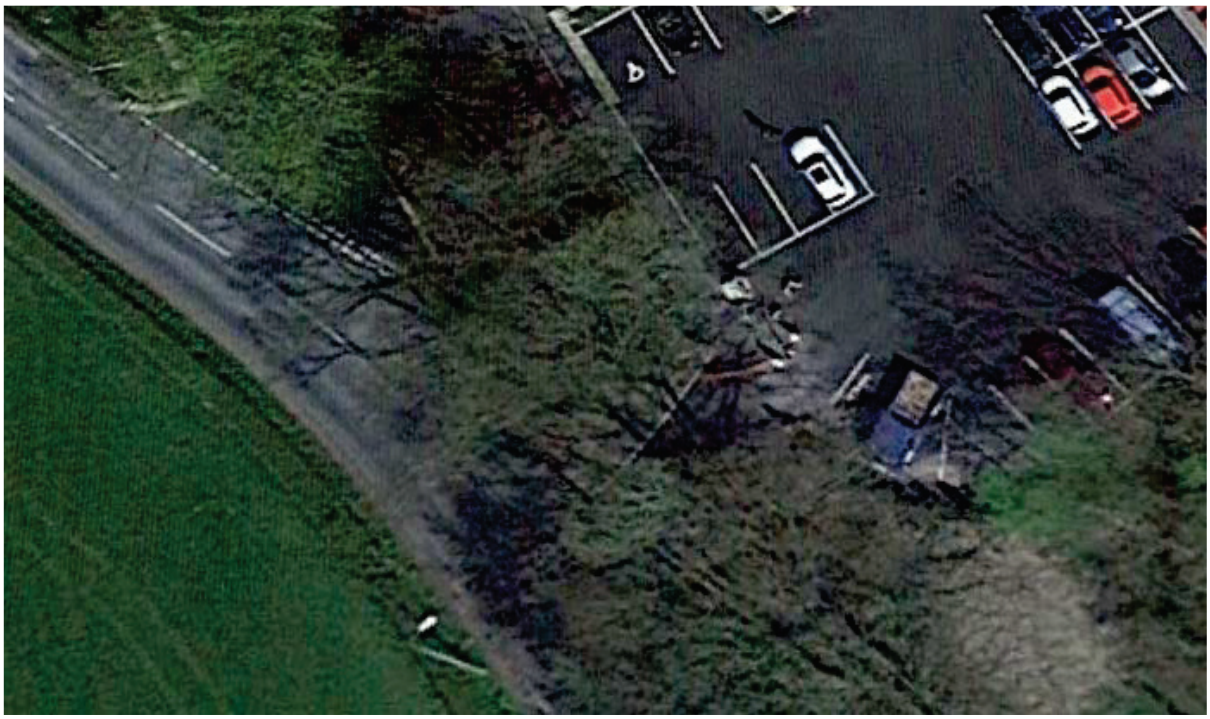

Figure 5 – Picture from Google earth showing existing access from the Northcote road and the A59 to two site entrances at the Northcote Hotel.

9.0 LANDSCAPING

9.1 There are presently a number of trees and shrubs along the front of the site bordering Northcote Road the A59, more trees obscure the views of the roundabout on the east elevation. These will be retained at the same height and will remain. See below;

Figure 6 – Trees seen on the West elevation to Northcote Road to be retained

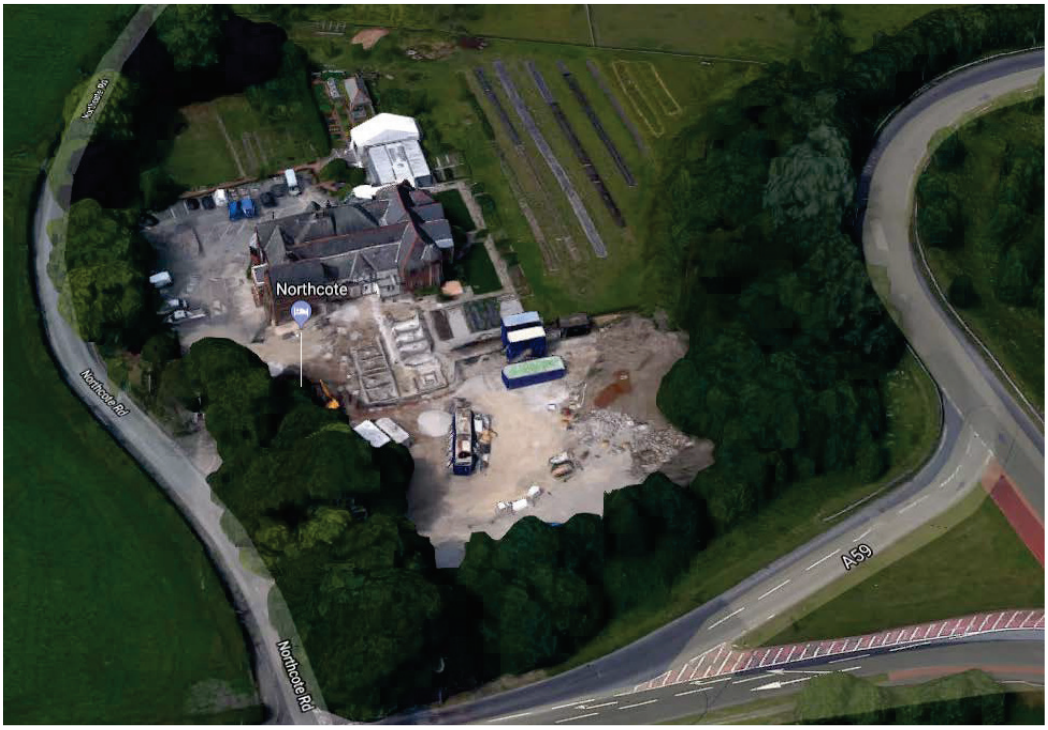

Figure 7 – Archive photo from Google earth shows the current trees around the site to be retained.

9.2 Bollard lighting will be provided along the footpath to provide a link from the car park to the main entrance.

9.3 The planting of new trees and shrubs to left of the path will offer shielding from winds and create a more ecological setting. The new trees will be of high quality, and typical native species. New hedging and shrubbery will be provided along boundaries and paths. A new water feature is proposed to the right of the path behind the shrubbery.

Figure 8 – Current pathway from car park to main entrance.

10.0 REFUSE AND STORAGE

10.1 Will remain the same

11.0 FLOOD RISK

11.1 The application site is located within flood zone 1 and is therefore a low probability of flooding.

12.0 SUSTAINABLE DRAINAGE

12.1 Approaches to manage surface water that take account of water quantity (flooding), water quality (pollution) biodiversity (wildlife and plants) and amenity are collectively referred to as Sustainable Drainage Systems (SuDS). SuDS mimic nature and typically manage rainfall close to where it falls. SuDS are drainage systems that are considered to be environmentally beneficial, causing minimal or no long-term detrimental damage. They are often regarded as a sequence of management practices, control structures and strategies designed to efficiently and sustainably drain surface water, while minimizing pollution and managing the impact on water quality of local water bodies.

12.2 SuDS are more sustainable than traditional drainage methods because they:

- *Manage runoff volumes and flow rates from hard surfaces, reducing the impact of urbanization on flooding*
- *Provide opportunities for using runoff where it falls*
- *Protect or enhance water quality (reducing pollution from runoff)*
- *Protect natural flow regimes in watercourses*

- *Are sympathetic to the environment and the needs of the local community*
- *Provide an attractive habitat for wildlife in urban watercourses*
- *Provide opportunities for evapotranspiration from vegetation and surface water*
- *Encourage natural groundwater/aquifer recharge (where appropriate)*
- *Create better places to live, work and play.*

12.3 *The impacts of urbanization on a catchment by reducing its permeability and increasing surface water runoff. This reduces opportunities for water to be managed naturally with the potential for pollution and localized flooding when the piped systems cannot cope with rainfall. It is likely subject to percolation tests that a series of infiltration systems will be incorporated together with soak a ways & or water storage facilities for grey water re use.*