

Neddy Lane, Billington

Design and Access Statement

February 2021





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1 Introduction

This Design and Access Statement (DAS) has been prepared by Hive Land and Planning on behalf of Redrow Homes Limited ("Redrow"). The DAS forms part of the supporting suite of technical documents for the residential development proposals at Neddy Lane, Billington ("the Site"). The DAS demonstrates the strong commitment of Redrow to bring forward a high quality residential scheme located within a sustainable location.

The remainder of the DAS is organised in chapters. The second chapter begins by setting out a description of the Site, the wider physical environment in which the Site is located, along with the surrounding local amenities and transport connectivity.

The third chapter provides a detailed understanding and insight into the Vision which underpins the submitted Redrow layout and provides the context relating to the most recent planning history, with a brief overview of the extant planning consent and the pre-application submission. An explanation of how the layers of the final masterplan have been built up in response to the fixed site constraints is then provided along with a response to the pre-application comments that have been received. The Redrow 8 placemaking principles have acted as vital touch points throughout the development of the Vision and have ensured that a masterplan of the highest quality can be achieved.

The fourth chapter then provides a detailed description of the Proposals, setting out how the amount of development, tenure, layout, access, landscaping and appearance have been designed in response to the matters addressed in the previous chapter. Movement into and around the Site, considering parking, the hierarchy of users, servicing and maintenance plans are also set out. The nine house types to be included within the scheme design are presented in CGI and elevation plan format to close the chapter.

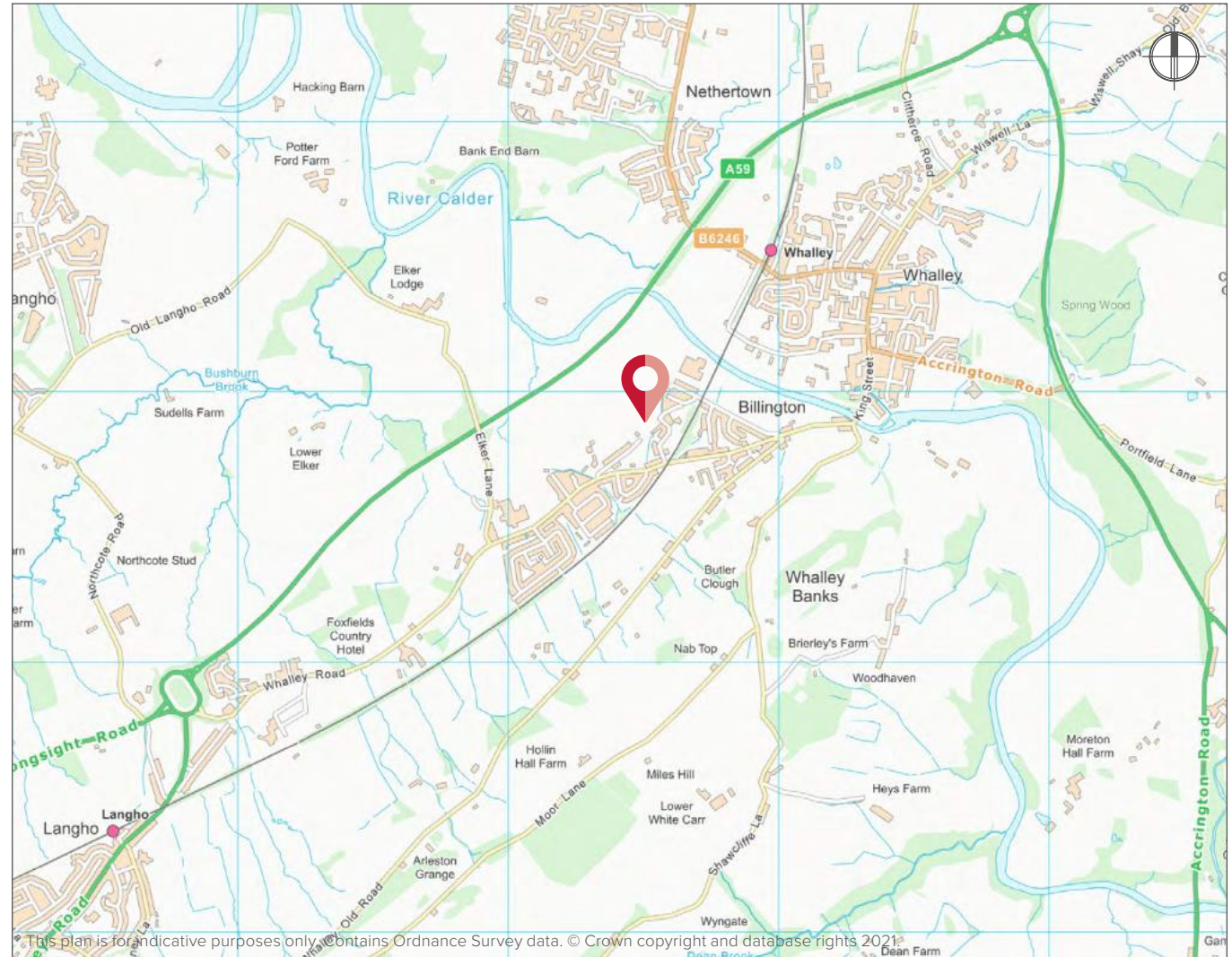
The fifth and final chapter brings the document findings together to present a conclusion and recommendation for approval of the application from a design and access perspective.

The DAS should be read in conjunction with the associated drawings and other supporting documents submitted with the planning application.

2 Context

Site Location

The Site comprises agricultural land, extending to 1.8ha located within the settlement boundary of the established residential village of Billington in the Ribble Valley. The Site is situated to the west of Whalley Road, with access to be provided from Dale View. The Site comprises managed agricultural pasture land and a small United Utilities pumping station, which is excluded from the application site boundary. The Site is surrounded by open fields to the north and west with relatively less well defined boundaries. The south and east boundaries of the Site are the most clearly defined, as these adjoin established residential properties of various styles and age.





1. Site access point and view of pumping station from Dale View
2. View from eastern boundary of site
3. Site view from rear of Longworth Rd
4. Brick terraces on Longworth Road, framed by brick viaduct
5. Detached properties, mixed materials, on Dale View
6. Stone terraces on Whalley Road

Amenities

The Site is well connected to local amenities within Billington Village including the well-equipped Billington Play Area (accessed directly from the Site via Neddy Lane) and retail provision at Billington Village Store. In the immediate vicinity of the Site (c.4 miles) there are a number of major supermarkets including a Tesco Superstore, Aldi and Morrisons.

There is indoor leisure provision a short distance from the Site at Ebenezers Coffee shop and The Billington and Whalley Brass Band club building on Whalley Road This licensed community facility offers a variety of leisure and events provision.

The Site is well located for outdoor leisure pursuits with two Public Rights of Way running through the Site. These will be retained within the Proposals and link to numerous other scenic walks and cycle trails in and around the area.

The Site is located c1.2km from the nearby village and Civil Parish of Whalley, which can be reached by various modes of transport and by foot.

As one of the three Principal Settlements in Ribble Valley, Whalley is extremely well appointed with an excellent range of mid-high quality retail, leisure and service facilities for residents and tourists alike. It also benefits from a number of places of worship, a post office, clothes store, antique stores, beauty salons, hairdressers, restaurants, cafés, wine bars, traditional pubs, independent food and drink stores.

Whalley has a large medical centre, choice of dentistry provision and a local pharmacy, all located within the centre of the village. A small bus station operates in the centre of Whalley, with public toilet facilities and electric vehicle charging points also provided.

The Site is also situated in close proximity to four primary schools and two secondary schools, all within a 2 mile radius (rated Ofsted good, outstanding and one independent).

- 7. Billington play and exercise area
- 8. Billington and Whalley Brass Band and WM Club





- 9. Historic Whalley Village
- 10. Whalley Church
- 11. Whalley Post Office
- 12. Whalley Co-op
- 13. Whalley Restaurant
- 14. Whalley Spar with ATM
- 15. Whalley upmarket fashion



- 16. Nearby River Calder and countryside leisure opportunities
- 17. Whalley beverage options
- 18. Whalley bar and coffee house
- 19. Whalley Village main frontage
- 20. Whalley Dentist
- 21. Whalley Medical Centre
- 22. Whalley Pharmacy



- 23. Whalley Health & Beauty
- 24. Whalley charging point
- 25. Whalley public toilet facilities

Transport Connectivity

Walking/Cycling

The Site connects into excellent existing pedestrian infrastructure. Dale View has 2m wide footpaths as does the connecting Whalley Road, which provides a safe, direct walking route to Billington and Whalley Villages. The Site is accessible for cyclists as Regional Route 90 runs along Whalley Road and Regional Route 91 runs along Whalley Old Road providing safe opportunities for cyclists to move between the Site and nearby towns and villages.

Cars

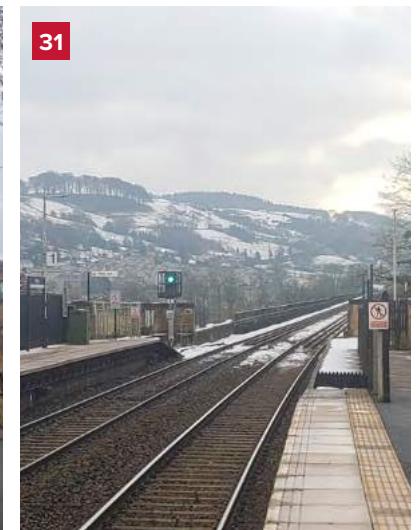
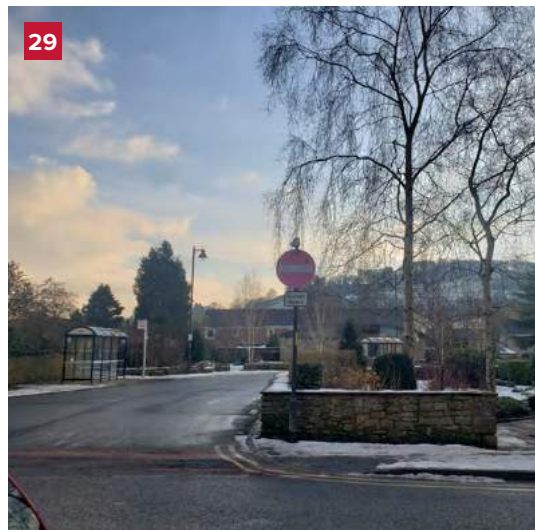
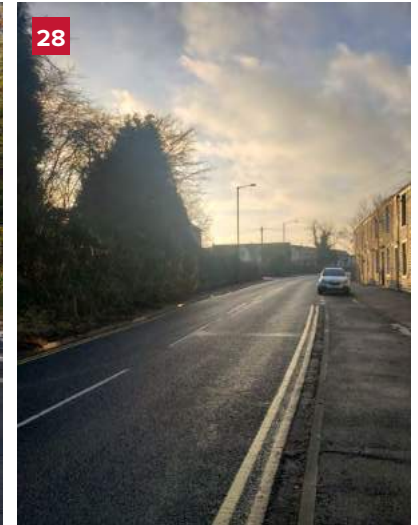
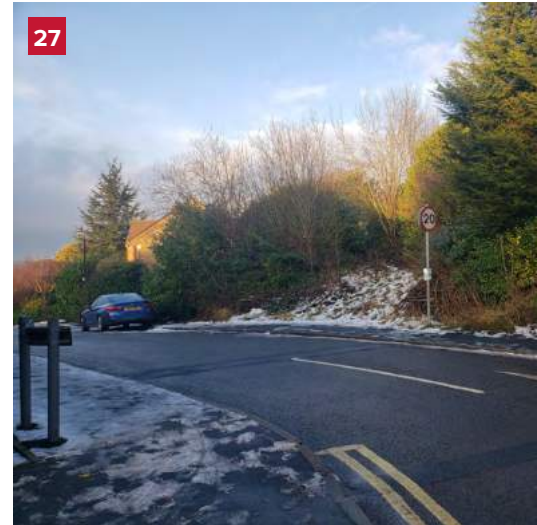
The Site entrance is located on Dale View, 200m from the junction with Whalley Road, which provides a direct vehicular link to the nearby towns and employment areas of Blackburn, Preston. The M6 motorway is located c.9m from the Site.

Buses

The Site is well served by buses. Frequent services to the local villages and onwards to Accrington, Clitheroe, Preston and Blackburn can be accessed at the Whalley Road bus stops, which are located approx. 350m from the Site.

Rail

Whalley benefits from a rail station providing direct hourly services to the larger nearby towns of Clitheroe and Blackburn in Lancashire. These services take 8 and 16 minutes travel times respectively. Whalley also has a directly hourly service to Manchester Victoria, with a commutable journey time of c1hr. Rail services are provided to other Greater Manchester towns and large centres of employment such as Bolton, Salford and Darwen.



- 26. Public Right of Way through the site
- 27. Wide footpaths on Dale View
- 28. 28 Whalley Road cycling and vehicular route
- 29. Whalley Village Bus Interchange
- 30. Approach to Whalley Station
- 31. Whalley Rail Station

3 The Masterplan

This chapter sets out the extant permission planning context of the site before moving on to the pre-application engagement process undertaken by Redrow for their initial proposal. An explanation of how the masterplan vision has been developed in response to fixed site constraints is provided, as well as in response to the pre-application comments received. The chapter closes with an overview of the final masterplan, which is embedded in the context provided by the Redrow Great Eight placemaking principles.

3.1 Extant Permission

The principle of development on the Site is established through the granting of planning permission (Ref: 3/2017/0133) in November 2017 for a scheme comprising 41 dwellings with a singular vehicular access to be taken from Dale View. This scheme proposed a mix of dwelling sizes comprising 4, 5 and 6 bedroom houses, 2 bedroom bungalows and 1 bedroom studio flats. The internal layout is similar to that of the application Site with a singular vehicular access from Dale View, a main spine road through the Site running west and then north-south through the centre of the site, with a small number of cul-de-sacs and shared private driveways.



3.2 Pre-Application Submission 2020 (Redrow)

Redrow submitted a formal request for pre-application advice to the Council in July 2020. The pre-application submission proposed a scheme of 41 dwellings made up of 2, 3 and 4 bedroom homes, with a singular vehicular access from Dale View. Part of the development site lay within Flood Zones 2 and 3, as a result of an update to the Environment Agency flood maps. Banners Gate (Redrow's drainage consultant) has engaged with the Environment Agency in respect of flood risk considerations throughout the pre-application process as this is an extremely important consideration in this location.

A meeting was held between Redrow and the Council on 23rd September 2020 and written feedback provided to Redrow on 20th October 2020. The remainder of this chapter sets out how the design has positively evolved to respond to the pre-application comments received and the features of the Site that are considered to be fixed constraints.



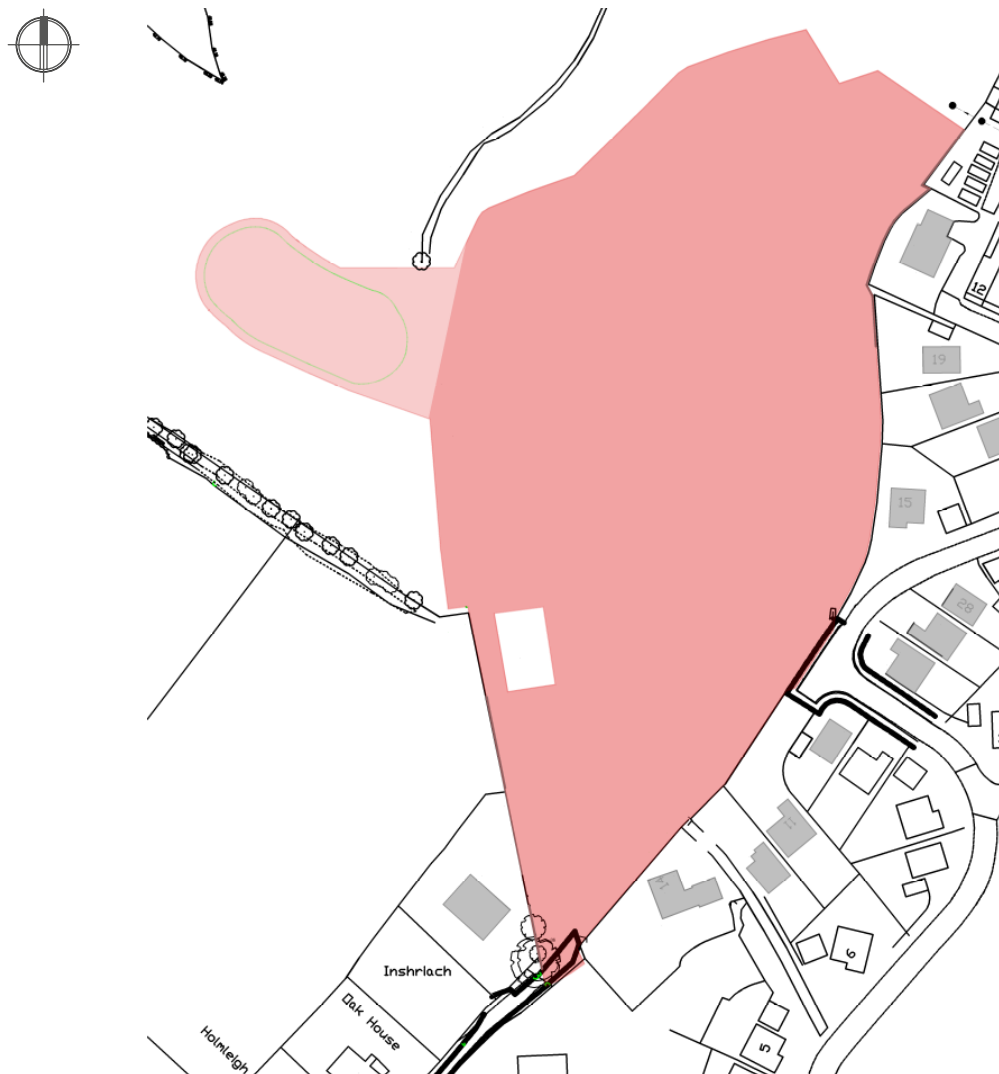
3.3 Design Development

The Site Boundary

The Site Boundary diagram demonstrates that the extent of the development site and its boundary has changed since the pre-application submission. The boundary has been altered as a positive response to the pre-application discussions held with the Environment Agency and the Council on flood risk.

The amended site boundary still provides for a Sustainable Urban Drainage System ("SUDS") area. This feature is now to be located to the western aspect of the Site within the altered redline line boundary. The SUDS will now be in an area designated as Flood Zone 1 by the Environment Agency, taking it from Flood Zone 3, which is a positive amendment to the pre-application proposal.

The location of the SUDS drainage basin in this position is positive as it helps to soften the development line between the residential area and open countryside to the west of the site. The submitted Flood Risk Assessment and Drainage Strategy provide a comprehensive overview of flood and drainage matters and should be read in conjunction with this document.



Fixed Constraints and Opportunities

In developing the masterplan, Redrow have worked within the fixed constraints of the Site to produce the optimum design and layout.

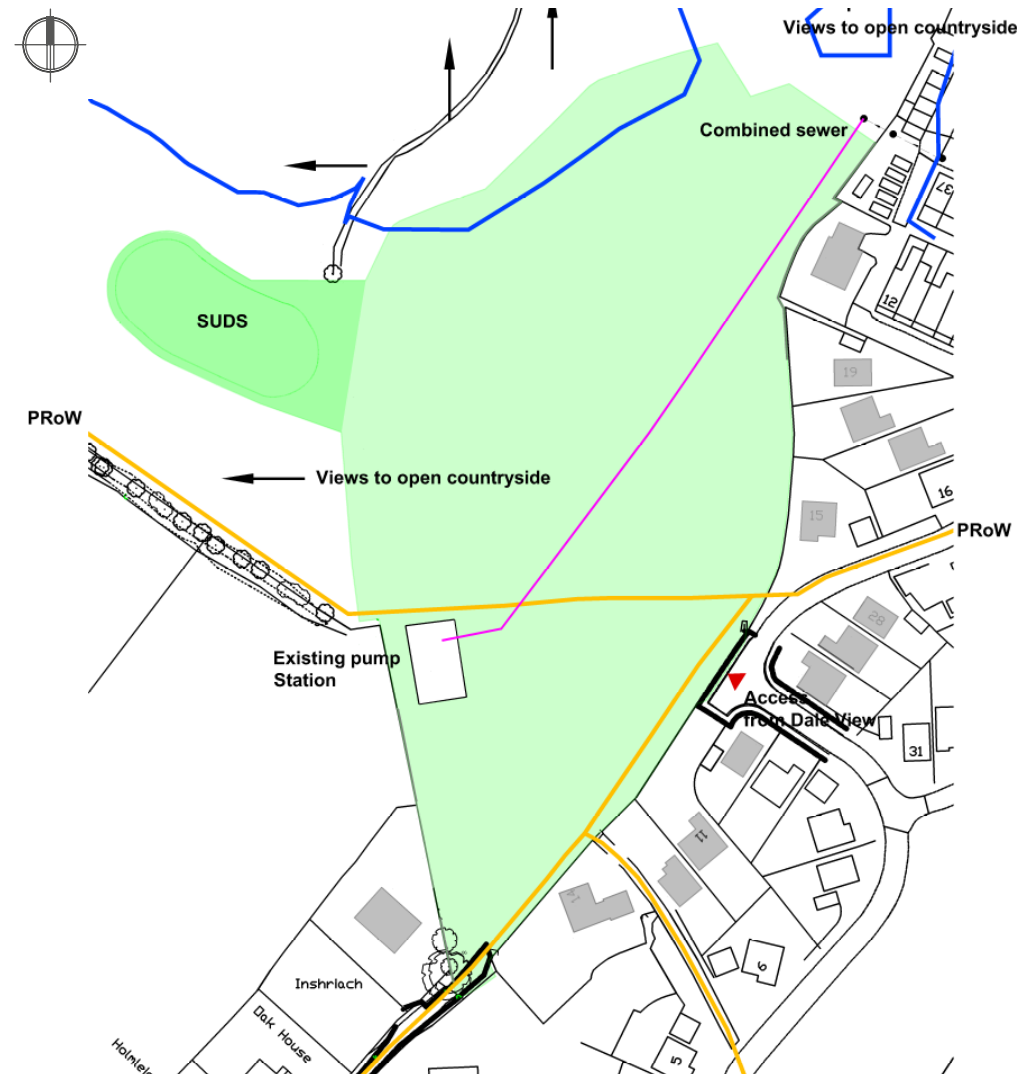
All fixed constraints have influenced the development of the masterplan. The main underground combined sewer shown in pink cannot be moved, meaning it and the United Utilities pumping station have a significant impact on where residential plots can sit and where adoptable highways within the Site need to be located.

Thoughtful and positive changes have been made to the scheme since the pre-application submission, which means that no homes are proposed within Flood Zone 3.

There are two Public Rights of Way running through the Site and access to both has been maintained and designed into the masterplan. Vehicular access must be from Dale View as the only other potential route into the Site would be via Neddy Lane, which is not considered to be of a sufficient width nor appropriate to accommodate additional vehicular traffic, only being suitable to accommodate pedestrian/cyclist movements and to serve the existing residential properties.

The Site benefits from views to the open countryside to the north, west and south west aspects, requiring a careful siting of buildings and consideration of the most appropriate building heights to maximise these views both on approach to and within the development.

Finally the boundary of Flood Zone 3 takes in a small area to the north west of the Site. Redrow have concluded that this is a fixed constraint, which the location of built development should be designed around.



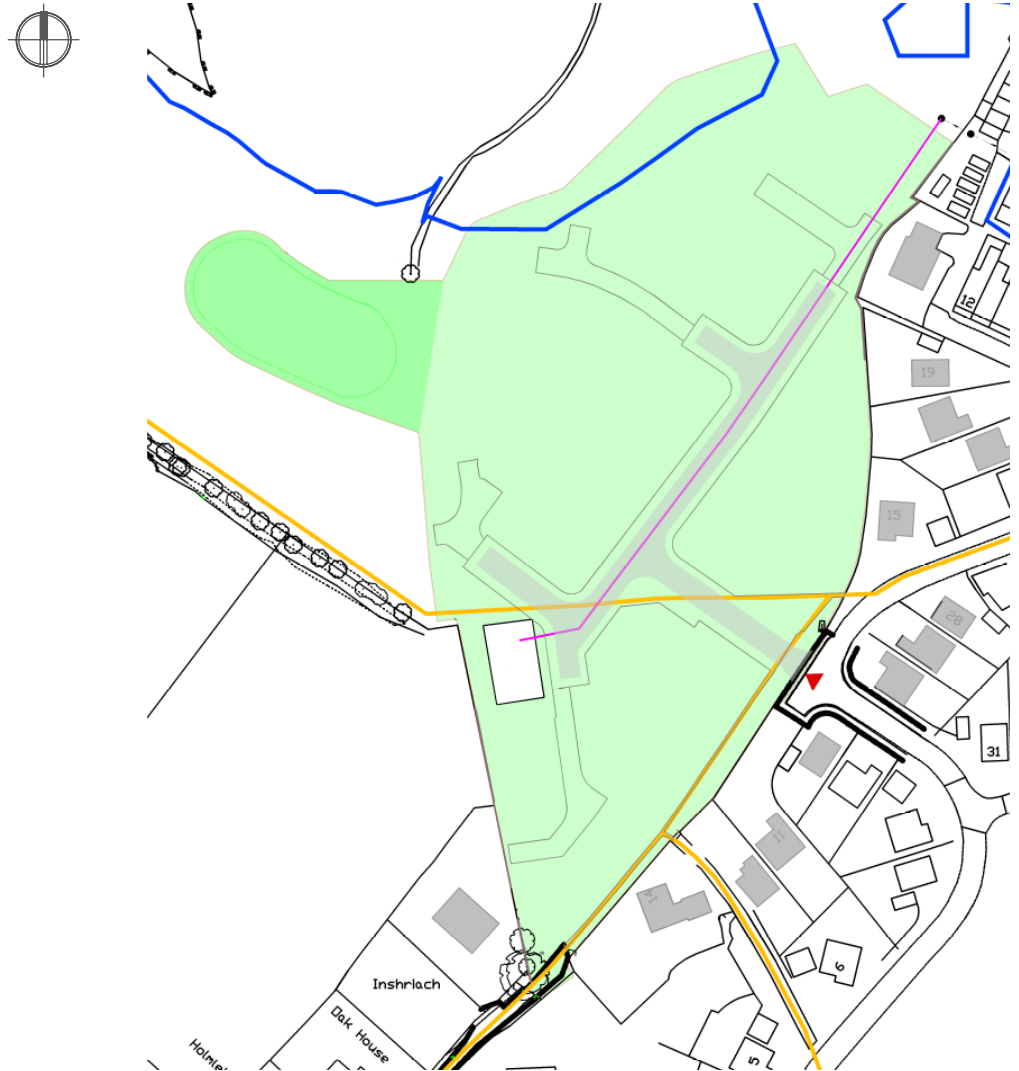
Movement

The Movement diagram builds upon the fixed constraints plan by demonstrating how movement into, around and through the Site is designed in the most optimum manner.

The major alteration from the pre-application submission is the changed spine road position. This now runs in line with the combined sewer removing the need for the main sewer to be moved or diverted.

The Movement diagram indicates the areas of the internal Site roads which would become adoptable highway (shaded grey). The changed orientation of the spine road necessitates the changed position of the internal shared private driveways, of which there are four.

The Public Rights of Way are accommodated by the masterplan design, providing a well-connected scheme which offers permeability and linkages to the surrounding areas. Appropriate measures will be taken in respect of these Rights of Way during the construction phase of development.

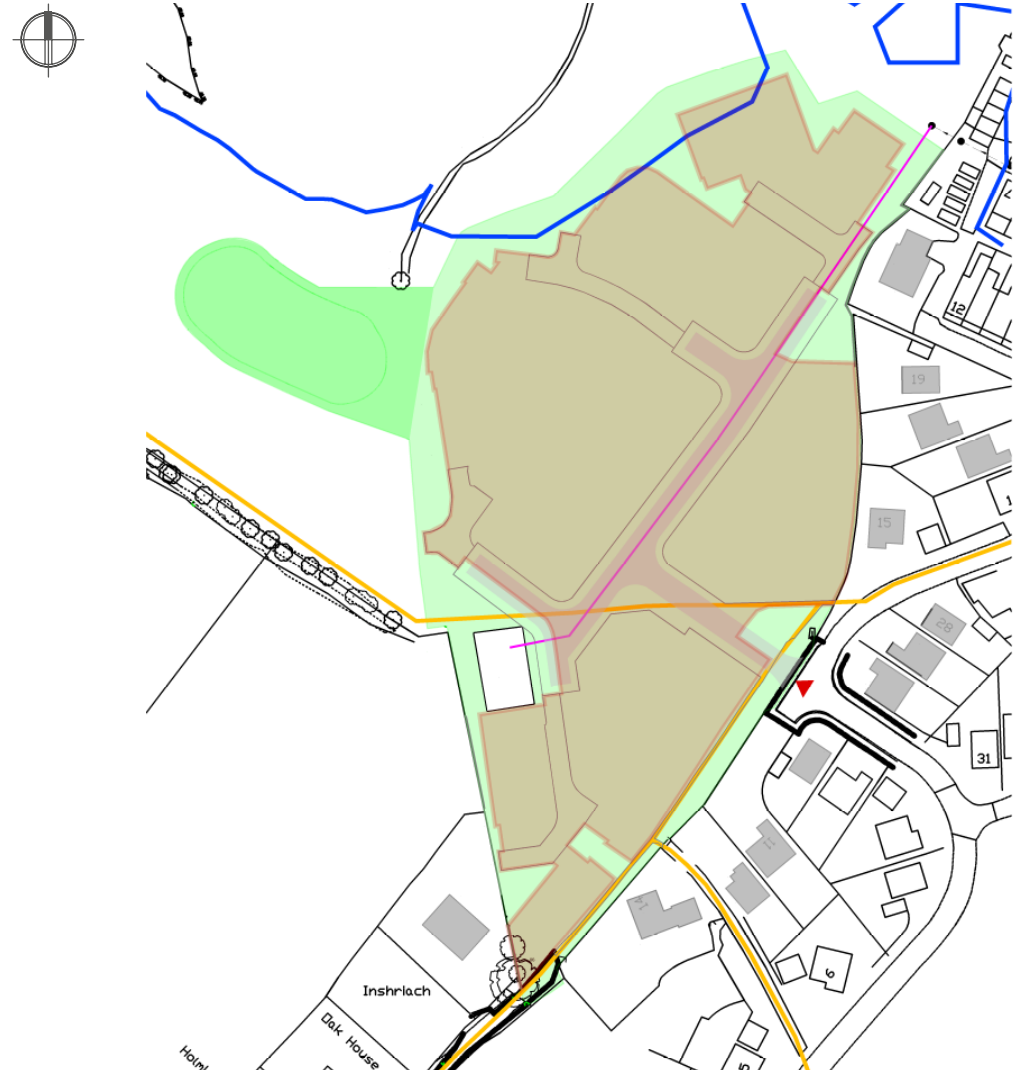


Structure

The Structure diagram builds on the previous masterplan layers showing how the Site has been delineated between development (shaded orange) and landscaped areas (shaded light green).

The amendments to the internal road layout has enabled Redrow to respond positively to the Council's pre-application request that the western boundary of the Site benefits from a continuous landscaping solution.

The diagram demonstrates in more detail how the Public Rights of Way have been accommodated (shaded yellow) within the site layout, securing their ongoing use for members of the public. The SUDS basin is clearly identified (shaded dark green). The submitted Landscape specification plans should be referred to alongside this Design and Access Statement for further detail on the scheme structure.



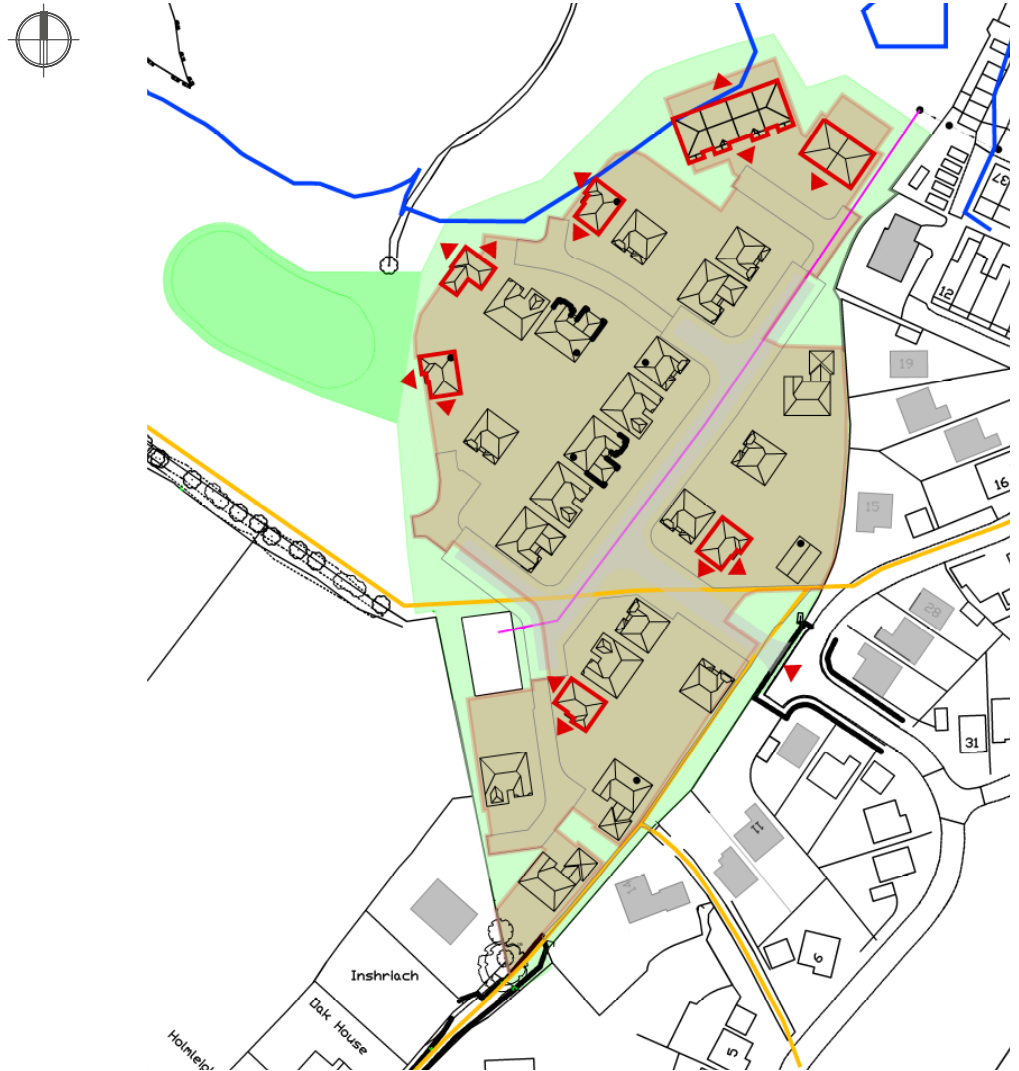
Key Building Aspects

The Key Building Aspects diagram plots the proposed residential units onto the masterplan. The changes in the overall scheme composition has resulted in a reduction to the number of homes than was submitted at the pre-application stage. A lower density development of 36 units rather than 41 units is now proposed.

The smaller number of units and repositioning of the spine road means a reduction in built development adjoining the established eastern residential edge of the Site. This creates more visual interest, with better opportunities for views through the site when viewed from the east and a more rural feel to the design pattern. The house situated at the southernmost tip of the site has been carefully sited and orientated to ensure that frontage and rear habitable windows are not directly overlooking any existing or proposed properties. Good separation distances are achieved and concerns of overlooking addressed.

The house types have been selected to maximise the views over the landscaping within the scheme and over the open countryside to the north and west, with dual aspect properties proposed along this boundary. An area of landscaping is provided at the Site entrance and a dual aspect property overlooks this landscaped area, providing visual interest at the site arrival point.

All four shared private driveways within the site benefit from dual aspect properties providing interest to the culmination of the street scenes with no loss of amenity and no issues with overlooking or loss of privacy arising.

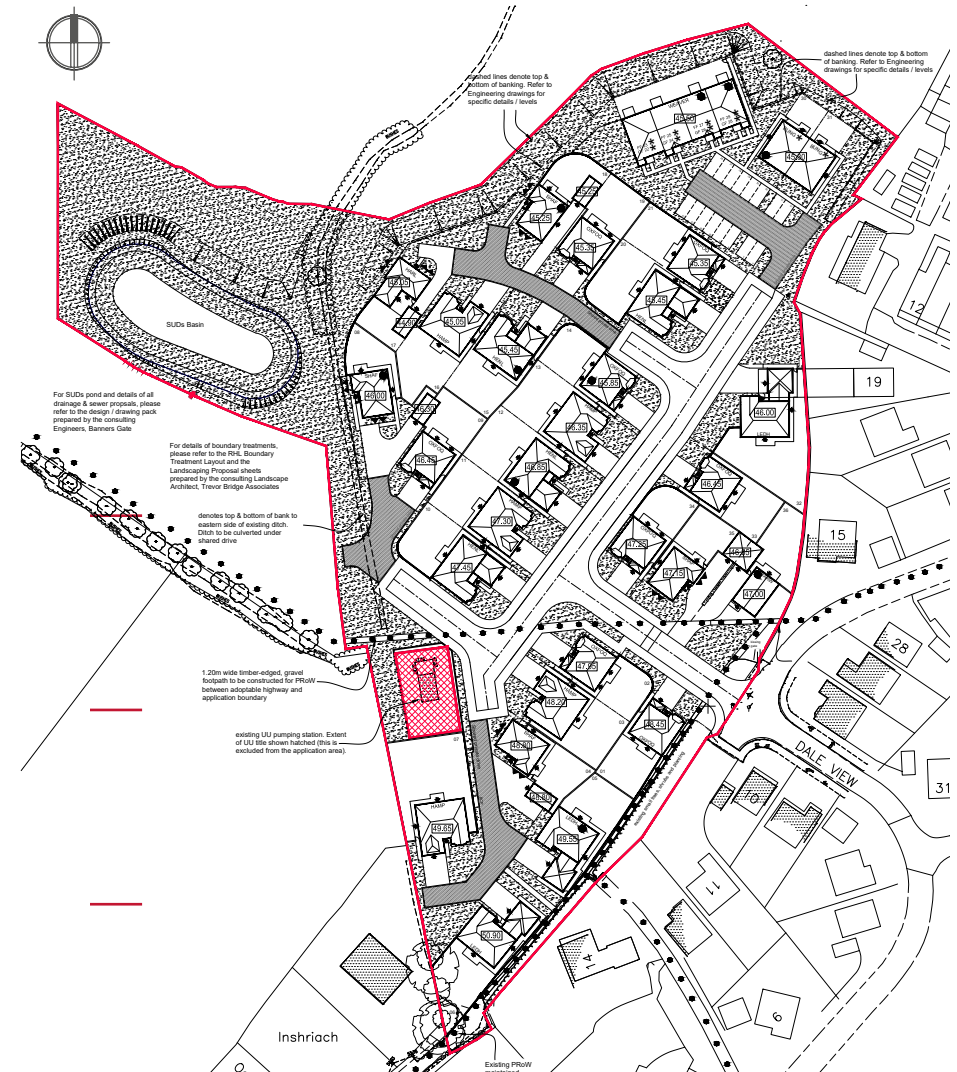


3.4 The Masterplan and the Redrow 8 Placemaking Principles

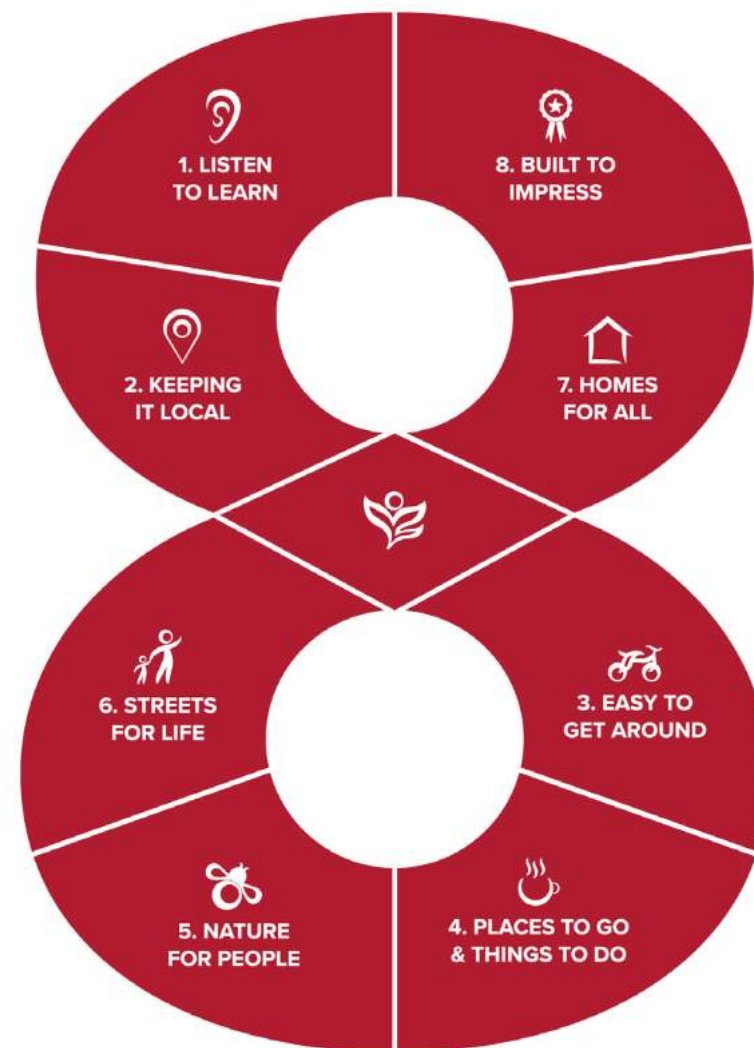
The design development process has produced a well thought out masterplan as demonstrated by the detailed site layout drawing. The masterplan is considered to be the optimum solution for the site, working within the fixed constraints as outlined in this chapter.

In addition to constraints, the ‘Redrow Great 8 Placemaking Principles’ have been front and centre of the design development process. The objective being that a high quality masterplan is produced, which meets the Vision and high standards that all Redrow developments must achieve. The 8 principles are set out within the 8 diagram (overleaf) and a summary of how the detailed site layout responds to each of the principles is laid out in the table below.

1 Listen to learn	Redrow have consulted with the Council, the Environment Agency and the local community prior to the application being submitted. Redrow have listened and responded by making significant changes to the number of homes proposed, boundary, landscaping, site layout and tenure mix provided within the proposal.
2 Keep it local	The scheme has been designed to seamlessly integrate with the existing houses on Dale View which provides the primary access point for the site. The scale of the proposed dwellings of one and two storeys and the proposed mix of materials have been selected to reflect the existing built form in the immediate area.
3 Movement	The scheme layout encourages walking and cycling with a low speed limit and protection of existing PRoWs. The location of the scheme with its excellent linkages to Billington and Whalley either on foot, bike or by public transport makes it easy for future residents to move around and enjoy the local area.



4 Amenities	Section 2 of the DAS sets out in detail the large array of amenities accessible from the site in Billington and more so in the neighbouring village of Whalley, which is only 1200m away and provides an excellent range of places to go and things to do.
5 Nature	The site benefits from open views to the countryside looking north and west, the scheme has been designed to make the most of those views and encourage walking, access to nature by the protection of PRowS through the site and the provision of a link to the pedestrian footpath along Neddy Lane. The proposed landscaping will also provide new biodiversity opportunities 'through the planting of a mix of native plant, shrubs and tree species and wildflower planting throughout the site.
6 Streets for life	The scheme has been carefully designed to ensure that vehicles do not take precedent over pedestrians and cyclists within the site, this will be achieved through a speed limit restriction as well as other physical measures (changes in levels and materials) designed to slow cars down. Generous manoeuvring areas have been provided to allow for all necessary separation distances and the removal of conflict between pedestrians and vehicles.
7 Homes for all	The site provides a good mix of private open market housing for sale and affordable housing provision (predominantly for affordable rent, for which there is a known shortfall in the local area). Dedicated affordable over 55s provision has also been incorporated with the inclusion of two one storey bungalows. The house sizes and numbers of bedrooms are varied to attract a range of occupiers and household sizes to the site, to create a well-balanced inclusive community.
8 Built to impress	The site layout, density, choice of materials, landscaping and house types all demonstrate that the scheme will be of the highest quality. The development will look impressive as a whole, building upon the high standards of design already achieved by Redrow on Dale View. The internal specification within each property will further contribute to the impressive nature of the scheme.



4 The Proposal

4.1 Amount and tenure

Redrow are proposing a development of 36 homes, providing a mix of 1 bed to 4 bed properties. The dwelling sizes range from the smallest at 597sqft (1 bed apartment) to the largest at 1,855sqft (4 bed detached house). The House Type schedule provides a full summary of all the house types, their sizes and bedroom numbers.

In total 26 of the 36 houses are proposed as open market private sale. 10 properties are proposed as affordable housing which are a mix of ground, first floor flats and one storey bungalows. The Materials Plan demonstrates where the different house types are located throughout the site and how the materials palette is to be deployed artfully throughout the scheme to create visual design interest.

House Type	Sqft	No Beds	Garage	Quantity
Warwick	1,081	3	Single Garage	1
Harlech	1,312	4	Single Garage	1
Oxford Lifestyle	1,318	3	Integral Single Garage	8
Shaftesbury	1,427	4	Single Garage	4
Henly	1,769	4	Integral Double Garage	4
Ledsham	1,842	4	Integral Double Garage	3
Hampstead	1,855	4	Integral Double Garage	5
Affordable Types				
Weaver GF	597	1	-	4
Weaver FF	660	1	-	4
Bungalow	673	2	-	2
TOTAL				36



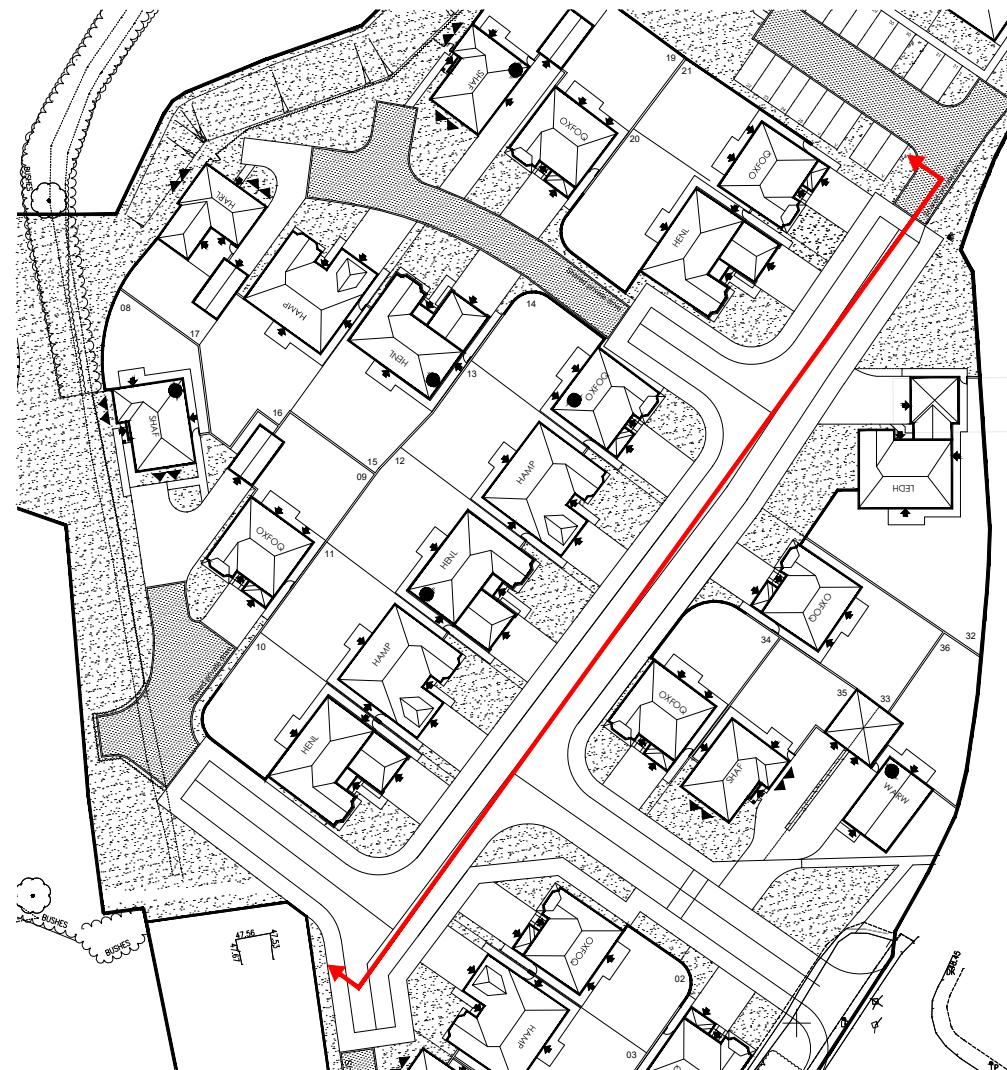
4.2 Layout and Access

The proposals are reduced in number from 41 to 36 dwellings in comparison to the Extant consent and the Redrow pre-application submission. This reduction in density has allowed Redrow to take account of key site constraints and create a different layout with the various changes improving the development proposal and relationship to neighbouring properties.

The proposals reduce the number of dwellings which share a boundary with the existing residential properties on Dale View. In addition, the dwellings have been re-sited and re-orientated along the eastern side of the spine road.

Residential amenity is protected for properties on Dale View and the adjoining property on Neddy Lane, with overlooking avoided through the careful orientation of plots. This redesign of plots along the spine road also helps create a much more visually interesting rural style street scene within the development.

Across the whole of the development, private amenity space is provided to all dwellings in the form of front gardens and secure, generous rear gardens which are accessible and free from unacceptable overlooking. This allows for ample daylight and sunlight across the development. The generous outdoor spaces promote quiet enjoyment by the residents, as well as providing live frontages, which will create a strong sense of place. Habitable room windows, frequent front doors and a variety of different parking solutions will all add to the strong sense of active surveillance through the Site. The detailed site layout plan clearly shows how the layout has been designed to the highest standard.



Access

The application proposes a singular vehicular access point into the Site from Dale View. The proposed access has a carriageway width of 5.5 metres with footways to both sides, which is characteristic of the existing Dale View spine road. The access route is capable of accommodating all of the vehicle types typically servicing residential properties, including refuse and emergency vehicles. Making use of this existing road for access will help to connect the development into the existing highway network serving the wider residential area of Billington and Whalley.

Movement and Parking

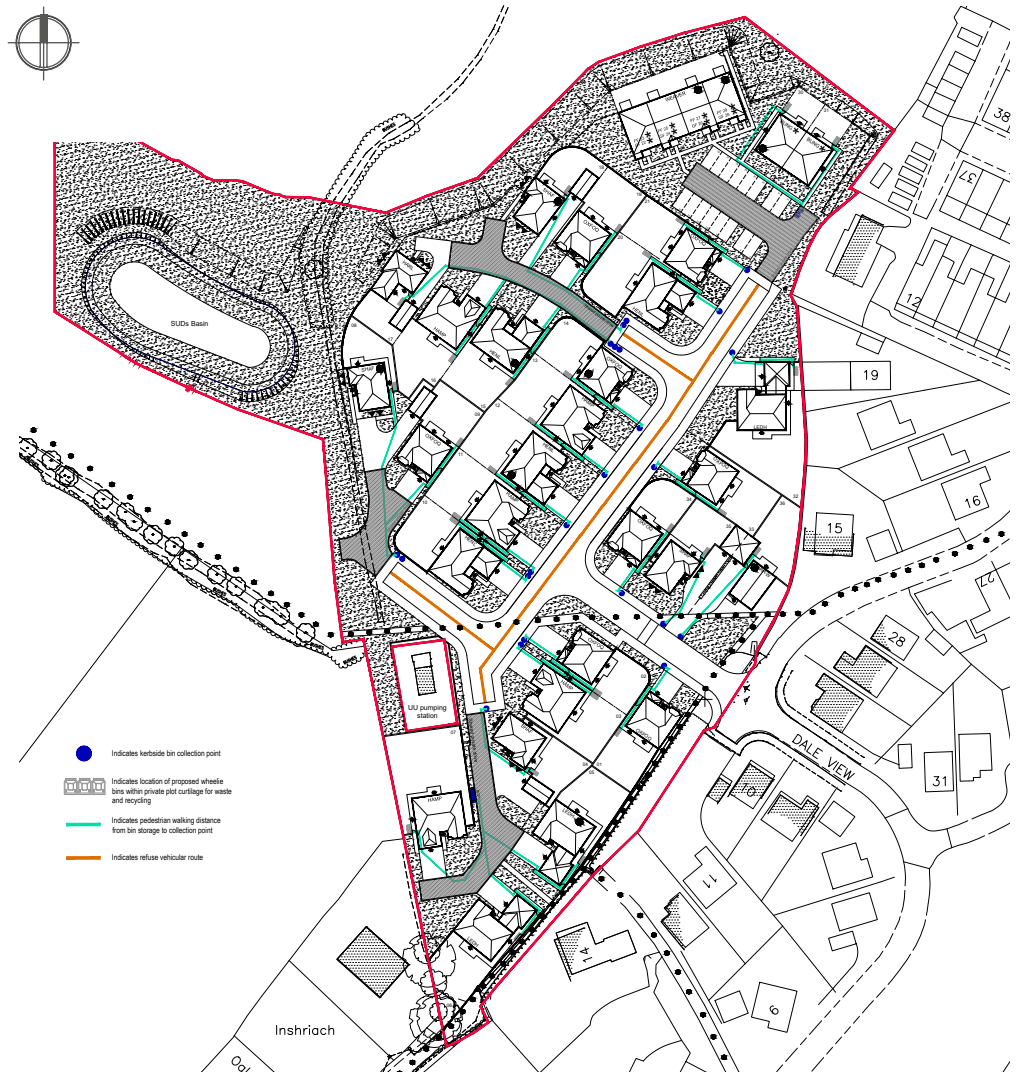
Throughout the Site it is proposed that priority is given to pedestrians and cyclists. The scheme has been designed to accord with the Manual for Streets and a 20mph speed limit is proposed. Vehicular and cycle parking is provided for all properties with a mix of single, double garages, driveway and courtyard parking designed into the scheme for variety and interest. A mix of integral and detached garages driveways and courtyard parking will be available throughout the scheme.

Throughout the scheme this mix of parking solutions will avoid a sterile, repetitive and car dominated development aesthetic, which would not be in keeping with the established nature of the existing neighbouring residential development, or the immediate local environment.



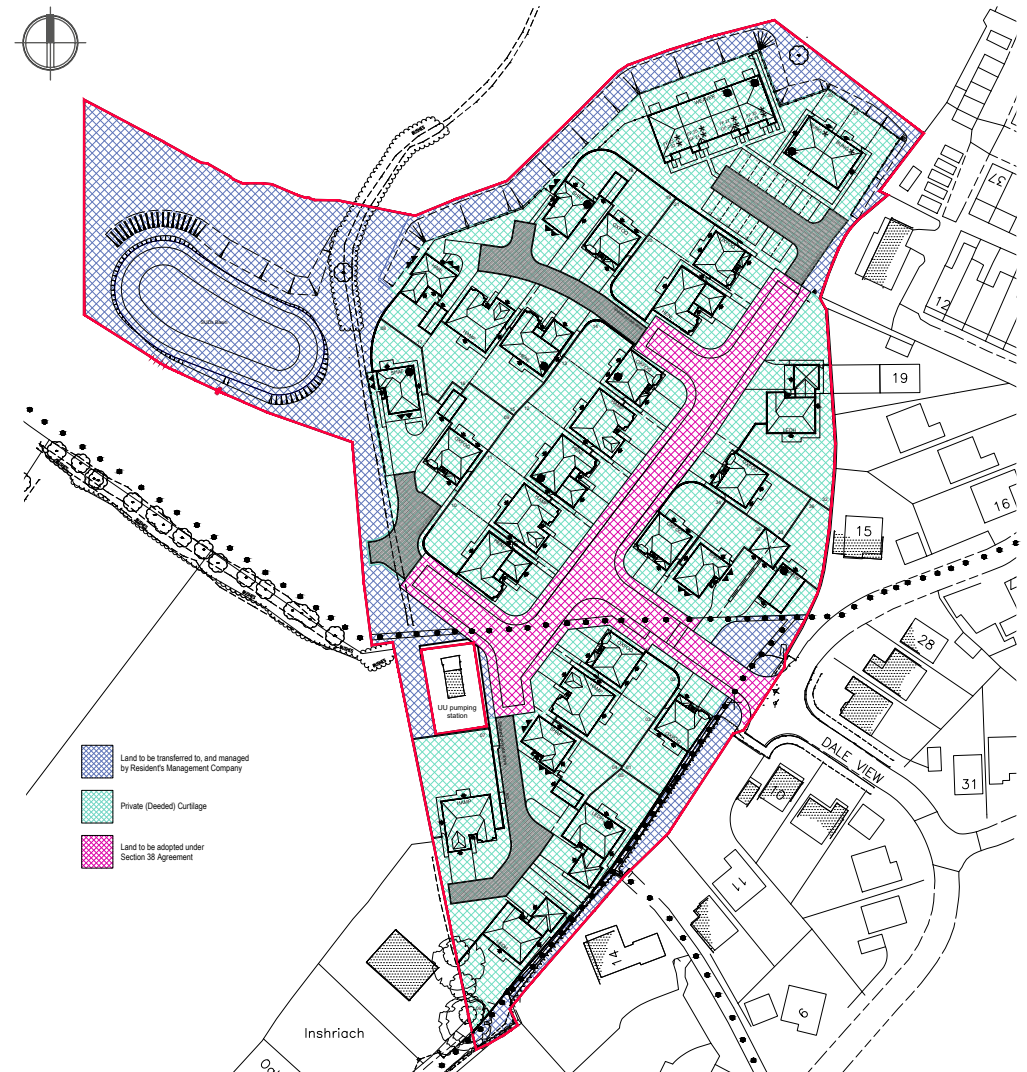
Servicing

The Waste Management Plan sets out how the Site will be serviced by refuse vehicles. Waste and recycling collection points are marked out on the Plan along all the roads within the development, with numerous collection points provided. Service vehicles will be able to access and turn around within the four shared private driveways, minimising the walking distance for residents bringing bins to and from their houses. All the houses within the development have dedicated secure refuse storage areas located to the rear of properties in the back gardens, accessible along the side of properties.



Maintenance

The Land Disposal Plan shows the intention towards maintenance and upkeep within the Site. The spine road will be designed and built to adoptable standards to allow for adoption by the Local Highways Authority under a Section 38 agreement. The maintenance of the United Utilities pumping station and the immediate area around it, remains the ownership and responsibility of United Utilities. The areas identified on the plan in blue, principally the shared landscaping areas and SUDS drainage basin, will be transferred to a Residents Management Company who will establish responsibility and undertake a regular maintenance schedule to upkeep these assets.

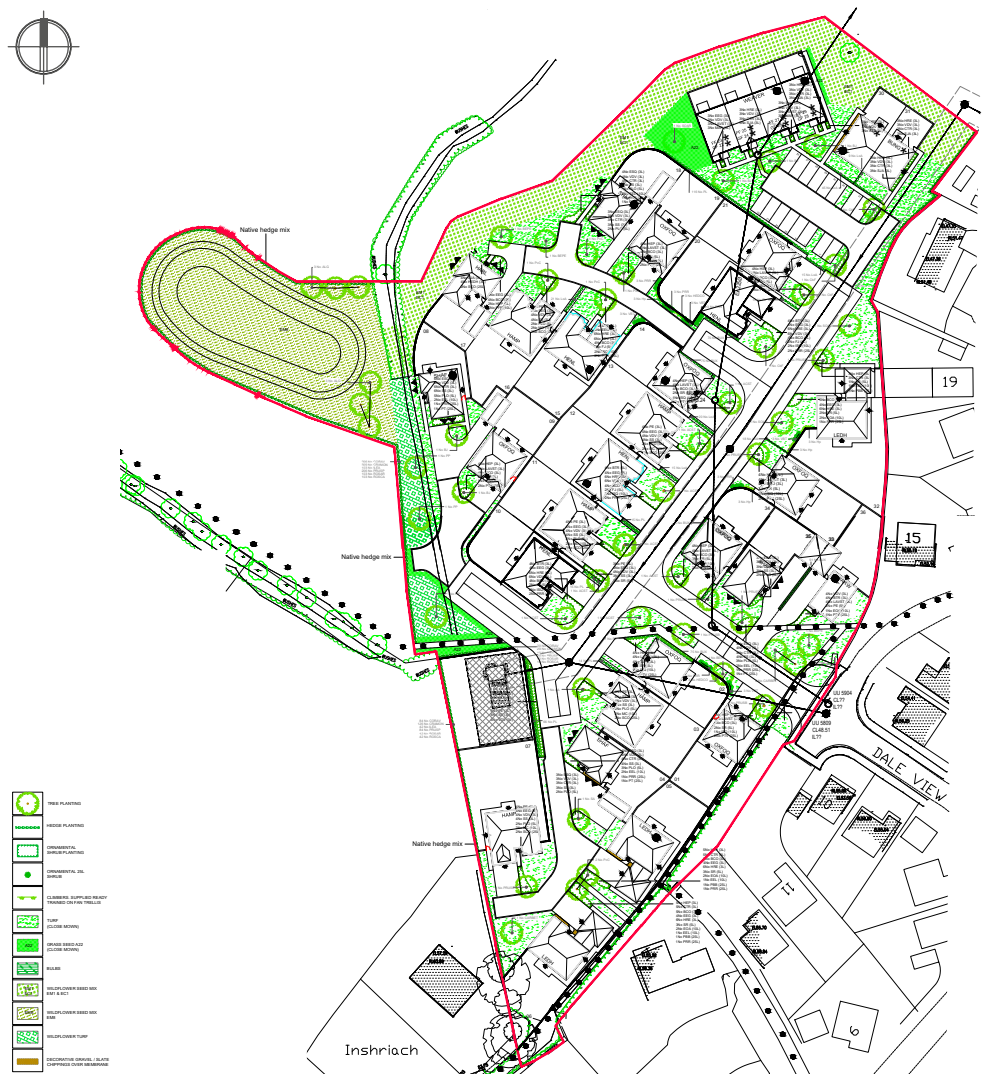


4.3 Landscaping

The Landscaping Strategy is an integral part of the scheme, and one of the key methods for creating a place, determining character, responding to the existing assets of the Site and connecting the development to its surroundings. Native hedge mixes, trees, climbers, shrubs and wildflower turfs are proposed across the Site

The Landscape plan extract demonstrates that the landscaping scheme incorporates frontages, gardens and very importantly the north and west boundaries to add depth to the scheme and bring the natural environment and built environment together in a sensitive way.

Please refer to the full landscaping plans submitted as supporting documents to the application, which are prepared by Trevor Bridge Associates Ltd.



4.4 Appearance

Scale and Massing

The majority of housing in the surrounding area comprises of two storey dwellings. All the proposed dwellings within the scheme are one or two storeys. The topography of the Site works with the proposed scale and massing in relation to the adjoining residential areas to the south and east. The site gently slopes from this direction continuing the established built form. The topography also helps protect the views of the countryside, which will continue to be seen through and above the houses when approaching the Site from Dale View or walking along the Public Rights of Way through the Site.

House types

In total 9 different dwelling types are proposed, which in a scheme of 36 dwellings provides an extremely varied mix. The large range of house types and styles will deliver an appealing looking development, with good levels of interest at streetscene, ground floor, first floor and roof levels.

Materials

The house types are all from the Redrow 'Heritage Collection' and characterful features include bay windows, hipped roofs, dropped-eaves, decorative tiling and brickwork, canopies above doorways and the use of cedar timber. A key feature of the Heritage Collection is the high degree of individuality applied to the external design of the different house types and range of facing materials employed.

The mix of brick, render and wood materials compliments the neighbouring development on Dale View and is fitting for the local environment in which the Site is situated.

A selection of CGIs of the house types proposed are included on the following page. Please refer to the submitted House Type Pack for full details on each dwelling type, floor plans and elevations.



5 Conclusion and Recommendation

This Design and Access Statement has been prepared on behalf of Redrow in support of a full application for 36 residential dwellings at Neddy Lane, Billington.

This document has demonstrated that the Site is closely connected to numerous local amenities. The Site benefits from excellent walking, cycling links and public transport provision, making it an accessible and sustainable location for residential development.

The document has carefully detailed how the design of the Proposals has positively evolved in response to the unique features of the Site and in respect of the pre-application consultation conversations with the Council, Environment Agency and community consultation exercise.

The Masterplan Vision has been worked up with the Redrow 8 Placemaking principles at the heart of the design process which has resulted in the production of a high quality, multi-dimensional proposal for the Site.

The Statement confirms the commitment of Redrow to deliver a well thought out and interesting scheme, with a variety of house types from the well regarded Heritage Collection to be delivered on the Site.

The proposals do not seek to maximise density on site, they seek to ensure that residential amenity for existing and new residents will be protected.

The layout, scale and massing of the design has all been carefully designed to ensure that the scheme sensitively blends into its surroundings, be that the established residential boundaries to the south and east and the open countryside to the north and west.

The proposals represent an excellent opportunity for the Site with the carefully considered design building and improving upon the principles established through the extant permission. As such we hope this document is useful in the determination of the planning application.



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