SECTION

05

DESIGN RESPONSES

5.1 Mastersteps Plans

The following pages show the steps taken during the design process. These steps demonstrate how the site constraints and surrounding developed areas that have informed the Masterplan. The key elements have been important drives behind the design. The indicative Masterplan also sensitively relates to the neighbouring properties, and it has been sympathetically designed to respect amenity and proximity.

Mastersteps Plan- Step 1

The Site

- The development site identified and edged in red;
- The site boundary defines the outer limit of the main developable area;
- Bus Gate access point and the surrounding road networks are identified;
- From this envelope it is essential to take into account site constraints and opportunities previously explored as these influence the form of the Masterplan.
- Interface with adjacent Phase 4 identified.

Mastersteps Plan- Step 2

Existing Features

- Significant greenspaces and vegetation have been identified on site;
- Existing boundary landscaping identified.
- Existing watercourses on and off-site have been identified.
- Phase 6 existing retained ‘Old Bothy’ house identified in orange

Mastersteps Plan- Step 3

Connections and Views

- Bus-link spine road continued from Phase 4 (magenta)
- Potential primary vehicular route throughout the development established (orange);
- Secondary roads established (black);

Mastersteps Plan- Step 4

On Site Landscaping & Buffers

- Areas of designated open space added;
- 5m boundary landscaping buffer identified.
- Acoustic bund position identified.

Mastersteps Plan- Step 5

Final Indicative Layout Framework

- A series of potential focal areas have been identified along the spine road, these will be enhanced with alternate materials, raised platforms and vista houses to promote wayfinding and to establish a sense of place.
- Development parcels considered and refined

5.2 Design Principles Summary

The mastersteps have attempted to demonstrate how the established design principles, derived from a detailed investigation of the surrounding local context, site opportunities and constraints as well as planning context analysis, have been implemented to ensure they can underpin the scheme to create an interesting place which is sympathetic and able to reference local context whilst ensuring the scheme has its own distinctive qualities.

Design Principles

- Principal site access gained via the continuation of the spine road from Phase 4, busses are able to access the site from Littlemoor Road via an ANPR controlled bus gate;
- Sensitive treatment towards adjacent green spaces and adjacent listed buildings. On-site historic assets will be partially retained and incorporated into the public open space provision;
- Retention of existing site features such as greenspaces and hedges in order to screen the development from the surrounding established developments;
- An acoustic bund will be provided to the south of Phase 5 to further screen the development;
- Exploitation of views in & out of development proposal;
- Permeable and legible street pattern with minimal negative spaces;
- Development will provide a percentage of its housing provision to over-55s.

SECTION

06

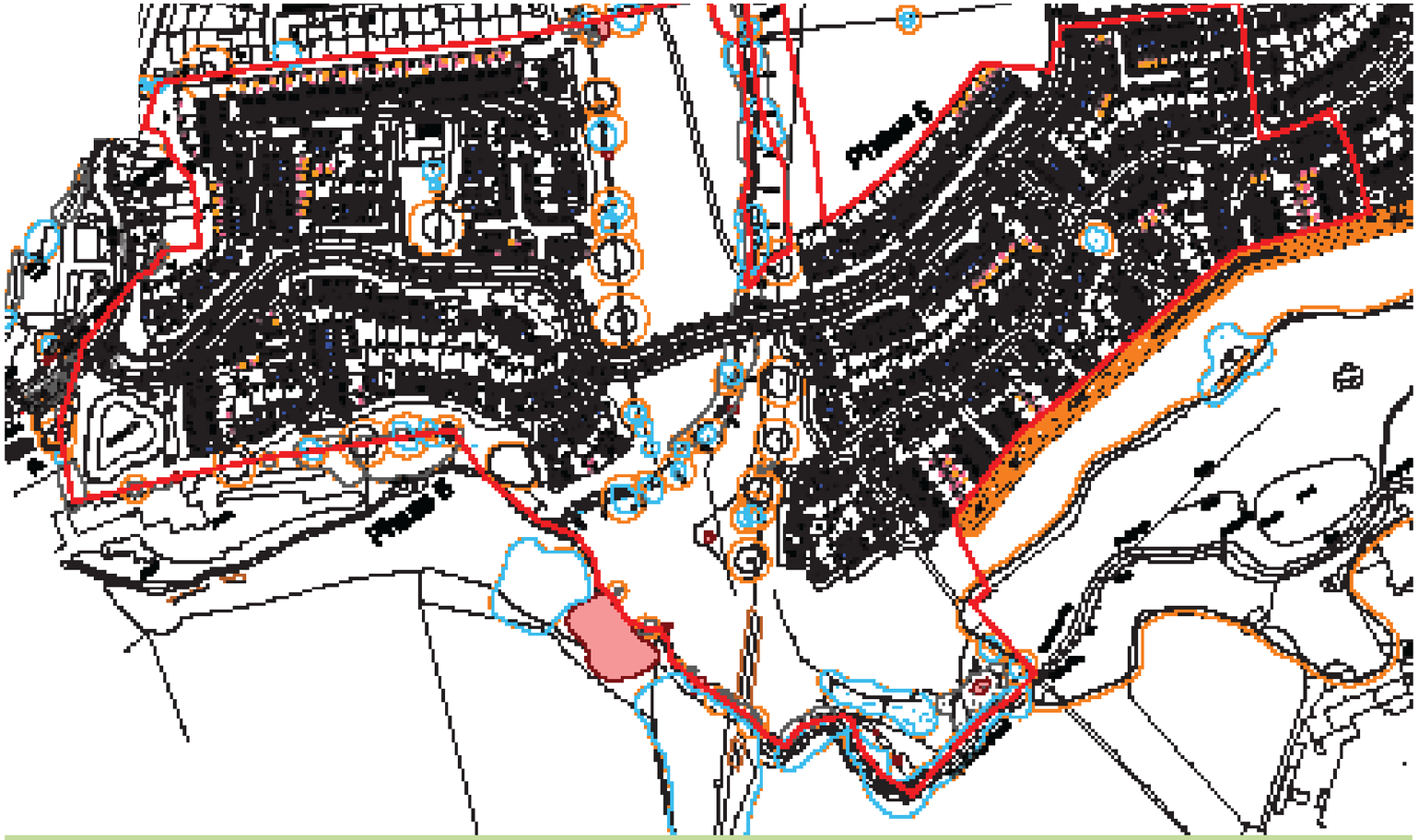
THE SCHEME

6.1 Use & Amount of Development

The development proposals are illustrated indicatively by the opposite which identifies the proposed landscaping, the proposed development areas and site access.

The application site covers a total area of approximately 7.72 hectares. Given the sustainable location of the site as demonstrated within the contextual analysis section, the detailed masterplan comprises of residential use only with 300 no. units across both phases and associated parking. These units comprise of a mix of 1-5 bedroom properties designed as apartments, detached and semi-detached units. A percentage on single storey dwellings will be allocated as over 55s provision; the overall amount and locations is a result of layout design which in turn responds to the constraints and opportunities detailed in the proceeding sections.

The schedules of accommodation opposite outlines the mix of residential properties proposed:



Proposed Site Layout

Total gross site area is 19.1 acres / 7.72 hectares across both phases, with the average net density across the site equating to 38.8 dwellings per hectare. Net density is based upon net residential area, which is land that is developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping.

Accommodation Schedule
Proposed development at
Higher Standen Farm, Clitheroe - Phase 5 & 6

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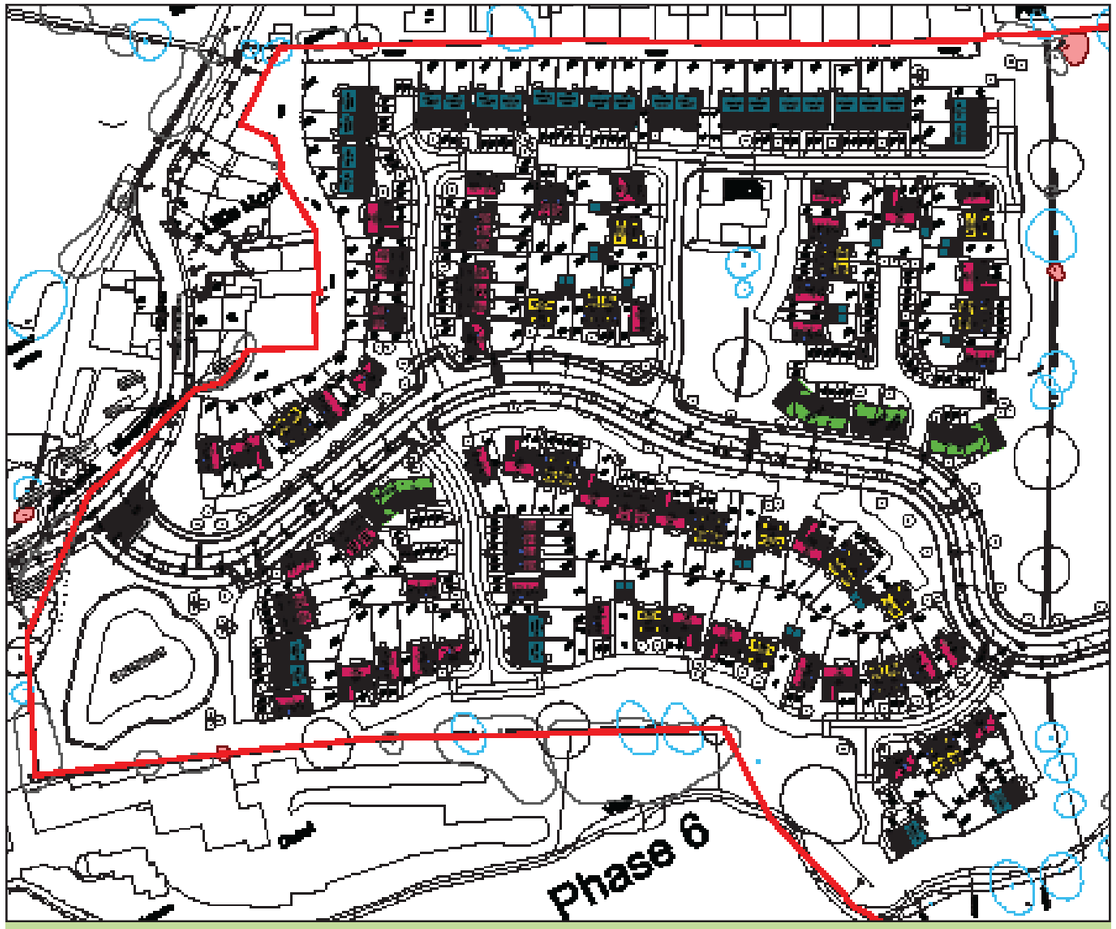
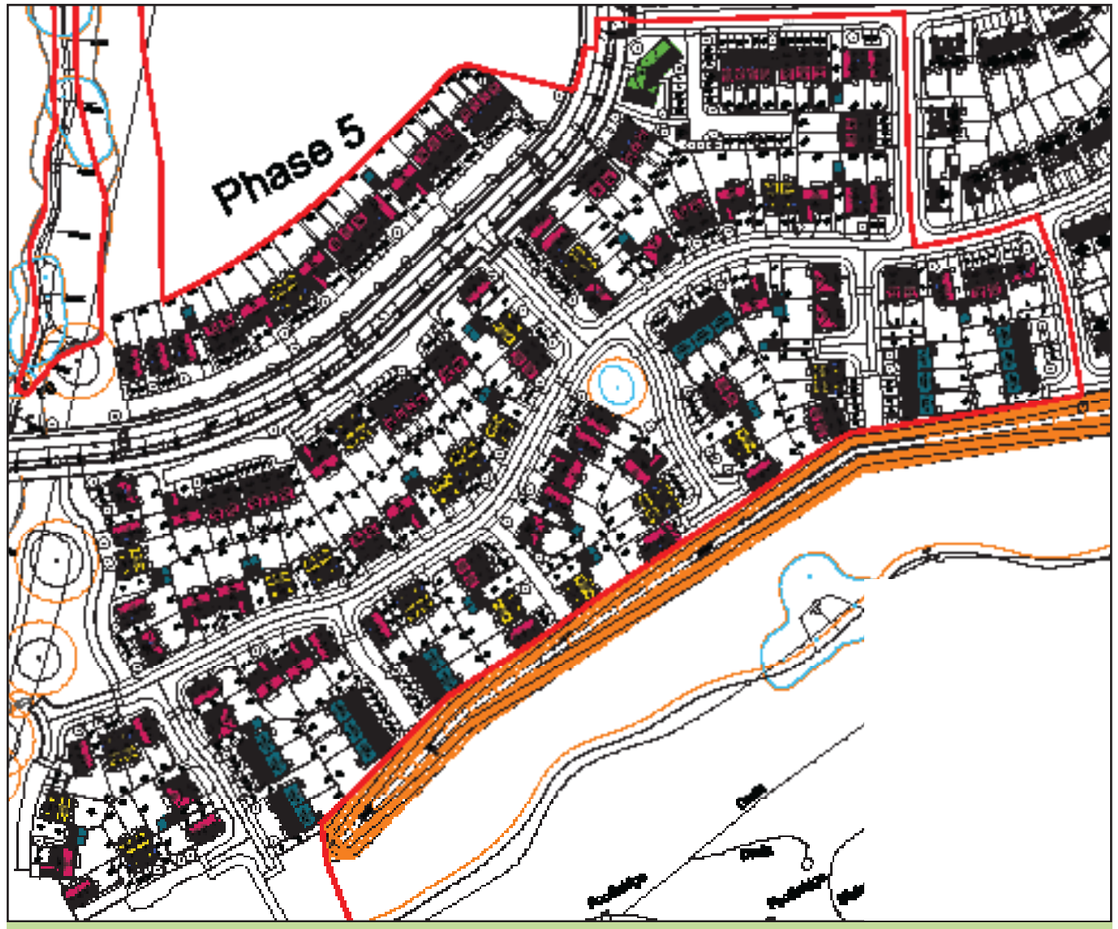
Rev D					
House Type	Bed No.	Type	No.	Sqft	Total Sqft
Affordables - Rent					
Apartments (gf over 55)	1	Block	2	562	1124
Apartments (ff/sf)	1	Block	4	562	2248
Aycrs/Ind	2	Mid	7	691	4837
Aycrs/Ind	2	End	8	691	5528
Bournbr/Ind	3	Semi	8	907	7256
Bournbr/Ind	3	Mid	2	907	1814
Bournbr/Ind	3	End	4	907	3628
Bungalow 3 (over 55)	2	Semi	4	721	2884
Bungalow 3 (over 55)	2	Mid	2	721	1442
Bungalow 3 (over 55)	2	End	4	721	2884
		Total Affordables	45		29319
Affordables - Intermediate					
Apartments (gf over 55)	2	Block	4	655	2620
Apartments (ff/sf)	2	Block	8	655	5240
Aycrs/Ind	2	Semi	4	691	2764
Aycrs/Ind	2	Mid	3	691	2073
Aycrs/Ind	2	End	4	691	2764
Bournbr/Ind	3	Semi	6	907	5442
Bungalow 3 (over 55)	2	Semi	10	721	7210
Bungalow 3 (over 55)	2	Mid	2	721	1442
Bungalow 3 (over 55)	2	End	4	721	2884
		Total Affordables	45		32439
Open Sale					
Apartments (gf over 55)	2	Block	4	655	2620
Apartments (ff/sf)	2	Block	8	655	5240
Bungalow 3 (over 55)	2	Det/Semi	18	721	12978
Bungalow 3 (over 55)	2	Mid	1	721	721
Bungalow 3 (over 55)	2	End	2	721	1442
Bournbr/Ind	3	Semi	20	907	18140
Bournbr/Ind	3	Mid	3	907	2721
Bournbr/Ind	3	End	6	907	5442
Ayrscrdale	3	Semi	21	1038	22218
Aachen	3	Det	16	1652	26432
Cornbrk	3	Det	10	1038	10380
Harrow	3	Semi	40	1140	45600
Aylesford	4	Det	27	1101	29727
Rightford	4	Det	6	1374	8244
Hutchen	4	Det	28	1370	38360
		Total Open Sale	210		230785
		Total	300		292543

Gross Site Area	37.51	Acres	15.18	Hectares
POS & Unavoidable	18.405	Acres	7.45	Hectares
n/a	0	Acres	-	Hectares
Net Site Area:	19.104	Acres	7.73	Hectares
Gross Density:	8.00	Units/Acre	19.76	Units/Hectare
Net Density:	15.70	Units/Acre	38.80	Units/Hectare
Gross Footage:	7759.97	SQFT/Acre	19.76	SQM/Hectare
Net Footage:	14593.18	SQFT/Acre	38064.13	SQM/Hectare

6.2 Scale



Phase 6 Storey Height Plan



Phase 5 Storey Height Plan

The scale of building is of importance if the development is to integrate into the existing context. With this in mind, the massing and rhythm of the surrounding buildings has been repeated within the proposed development, replicating the precedent set in the local area.

This consists of a mix of 1-5 bedroom residential units. Hard and soft landscaping features have also been chosen to reflect the scale and style of the surrounding area to enhance the amenity of residents.

All of the units on-site are between 1 and 3 storeys.

Key

- 1 Storey Element
- 2 Storey Dwellings
- 2.5 Storey Dwellings
- 3 Storey Dwellings

6.3 Layout and Structure

General Design Principles

Development will be expected to reflect the relevant planning policy relating to matters of access, layout, scale, appearance and landscaping, as well as reflecting the principles set out in Section 4 of this document and the following additional general guiding design principles. Below are the key design principles that were considered:

1. The building orientation and layout was carefully considered at the design stage in order to create a coherent development. Active frontages are proposed to provide surveillance and security over the public spaces, streets and footpaths.

2. Every house is allocated its own secure and private garden together with parking. Apartments are provided with allocated off-street parking and cycle storage facilities.

3. Clear road hierarchy formulated with shared surfaces and materials road structure has been designed to follow contours and site topography..

4. Existing green spaces and Public Right of Way have been retained at the core of the site, providing a space for residents to relax and socialise.

5. Principal access point taken from existing site entrance from the adjacent Phase 4. ANPR bus gate controls vehicular access from Littlemoor road

6. Area of POS adjacent to the Littlemoor Road entrance reserved for SUDS surface water attenuation (type and dimension to be determined by 3rd party consultants)

7. Existing Old Bothy to be retained and reduced to a height of approximately 1m for conversion into children's maze and integration into wider POS.

Coloured Site Layout

6.4 Movement and Access

The road structure has been configured to allow the development to be easily and safely navigated for all users throughout. The design of the roads aims to calm traffic and suppress speeds with the use of direction changes and pinch points forcing drivers to slow.

The spine road running throughout the adjacent phases is 7.1m wide with no direct access to dwellings and a landscaped verge to one side. Primary vehicular routes are 5.5m wide estate roads with footpath provision to both sides. The spine road has evolved to allow for direct access from the Littlemoor Road for busses only, access will be controlled by ANPR cameras. ensuring an organic settlement pattern can be created. The entrance road has been designed to interface with the existing road structure.

Narrower tertiary streets branch off the access road to create private drives, differing in surface treatment from the access road to aid legibility. Varied turning configurations are accommodated within these areas to ensure the road pattern does not become repetitive, adds distinctiveness whilst maintaining adoptable standards.

Parking

Off-street parking solutions aim to reduce the impact of traffic on the street scene. Furthermore, side curtilage parking is preferred to further aiding street scene by allowing building lines to define spaces.

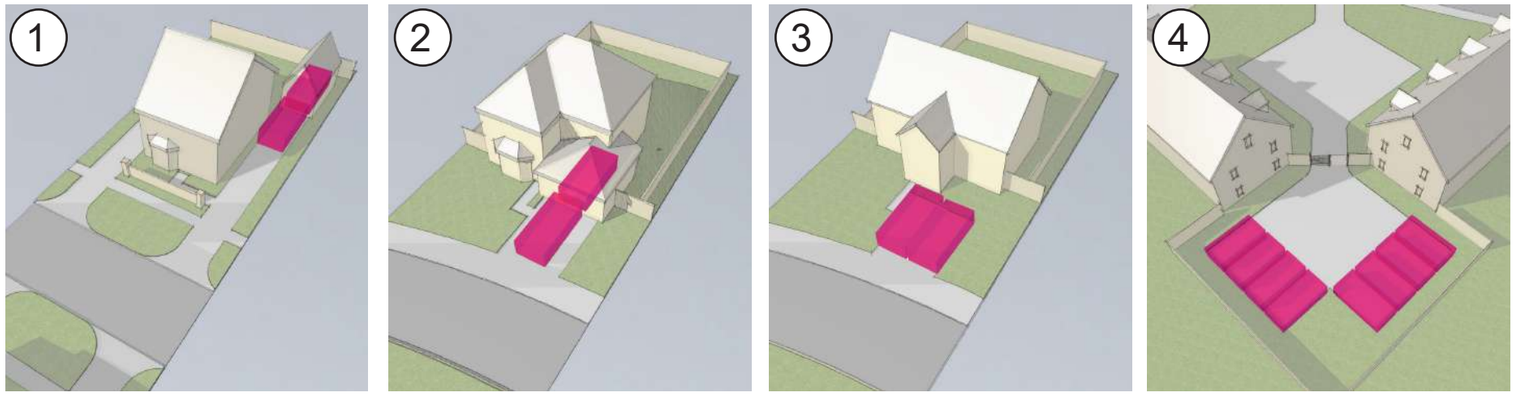
Pedestrian movement

Ease of Pedestrian movement has been prioritised throughout the design, with designated footways providing segregation from road traffic along the main pedestrian public realm. New pedestrian links have been added from the west of the site to the existing pedestrian links running north-south to the east of the site, connecting the development to the wider pedestrian and cycle networks. Moreover, the orientation of plots aim to provide active frontages, ensuring appropriate surveillance of the pedestrian routes and public open spaces are maintained.

Key

- Indicates Primary Vehicular Route
- Indicates Primary bus link / spine road
- Indicates Secondary roads
- Indicates shared surfaces / private drives
- Approximate location of Cycle and / or Pedestrian routes

Movement and Connections Plan



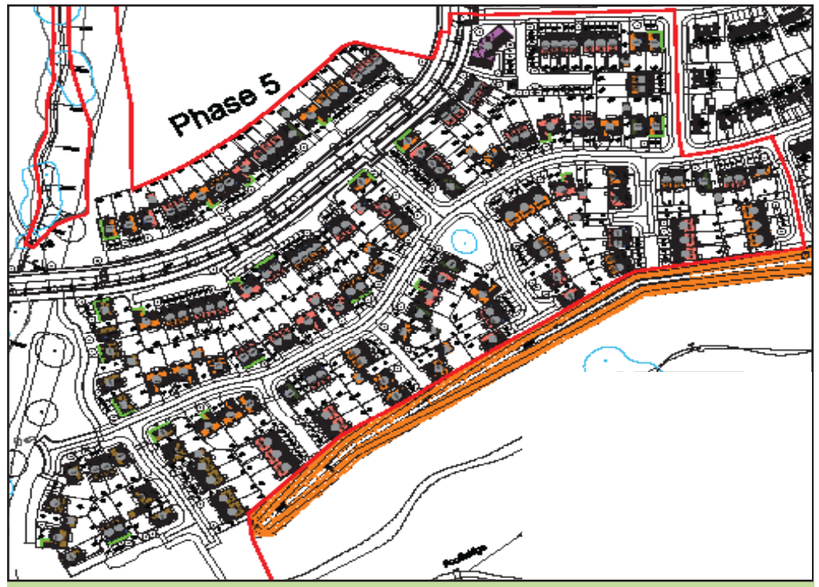
Above are examples of parking configurations used throughout Phases 5 & 6:

1. Side garage parking, allows for cars to be removed from the street scene, pulling the build-line forward;
2. Integral garages allow for secure, private garage space with a hardstanding apron for additional parking;
3. Up-front parking provides easily accessible off-street parking located within plot curtilage;
4. Courtyard parking generally serving apartments provides off-street communal parking spaces and visitor bays.

6.5 Proposed Materials

This page aims to demonstrate the mixture of materials employed within the site to vary and enliven the design. Dwellings within the layout will consist of predominantly red brick, natural stone and render. The roof scape is proposed to be slate grey to echo the materials in the area. The proposed brick and stone will correspond to the bricks used on the adjacent phases. The intention is to provide a unified mix of high-quality housing, designed to be locally distinctive yet adopt a similar vernacular to that of the surrounding area and contiguous with the adjacent phases.

Phase 6 Materials Plan



Phase 5 Materials Plan

Development Edge Character Area

- Recon Stone - with Artstone detailing and white uPVC windows.
- Grey Roof Tiles
- Smooth Cream Render with Quoin Detail

The Village Street Character Area

- Red Brick - with Artstone detailing and anthracite window frames.
- Orange Brick - with Artstone detailing and anthracite window frames.
- Vista Plots
  Recon Stone - with Artstone detailing and anthracite window frames.
- Grey Roof Tiles
- Smooth Cream Render

Apartments

- Combination of reconstituted stone, render, slate grey weatherboarding with Artstone detailing. For details, refer to drawings TW/HSF/HT/APTS/01-04.

Door colour

- Blue front and garage door (BS18C35 PIGEON)
- Green front and garage door (BS12B21 MOORLAND)
- Grey front and garage door (BS18B21 TIDEWAY)

Bat and Bird Boxes

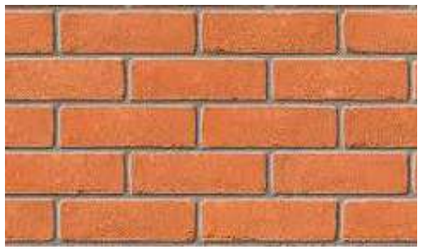
Schwegler 1FF

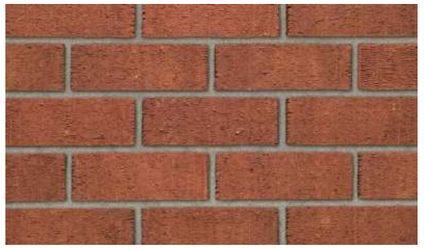
3S Schwegler Starling Nest Box

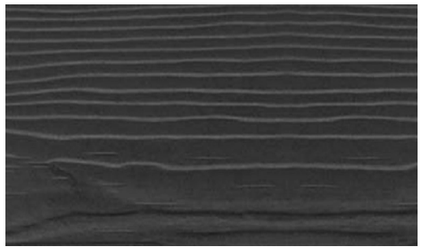
Habibat bat box

1SP Schwegler Sparrow

17B Schwegler Swift Next Box







6.6 Boundary Treatment Considerations

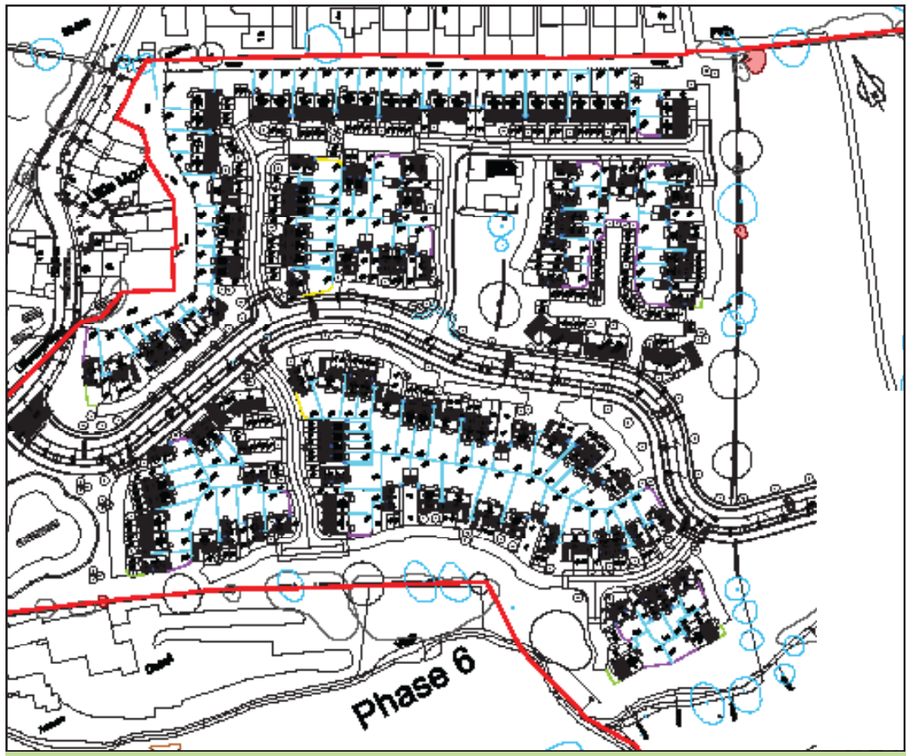
All intermediate plot boundaries will consist of 1.8 metre high timber close boarded fencing with timber posts and gated access to satisfy the security and privacy of each dwelling. The rear boundaries will be formed by a 1.8 metre high timber fencing.

Brick screen walls, partially shielded by planting, will provide a secure but visually appealing barrier at focal boundaries within the development's street scene. Boundary brick walls will incorporate piers and timber panels, partially shielded by planting with climbing species to provide a secure but visually appealing barrier within the development street scene.

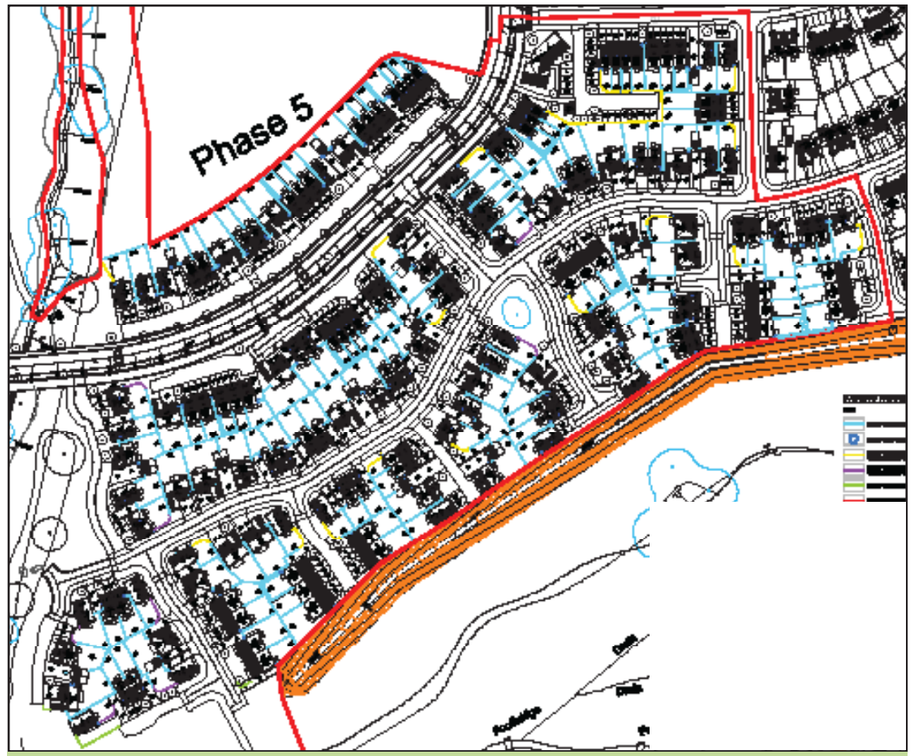
The development offers several visual links allowing views to the wider landscape and long range views to Clitheroe Castle through the development. The road pattern along these links is kept parallel with the build line open to maintain clear views and visually encourage the eye along the road to the back drop of the green space immediately adjacent and beyond the site boundaries.

Key

- 1800mm close boarded timber fence
- 1800mm Brick wall with piers
- 1800mm Stone wall with piers
- Timber gates
- Application Site Boundary



Phase 6 Boundary Treatment Plan



Phase 5 Boundary Treatment Plan

1.8m Stone wall

1800mm Curved Brick wall

1800mm Brick wall

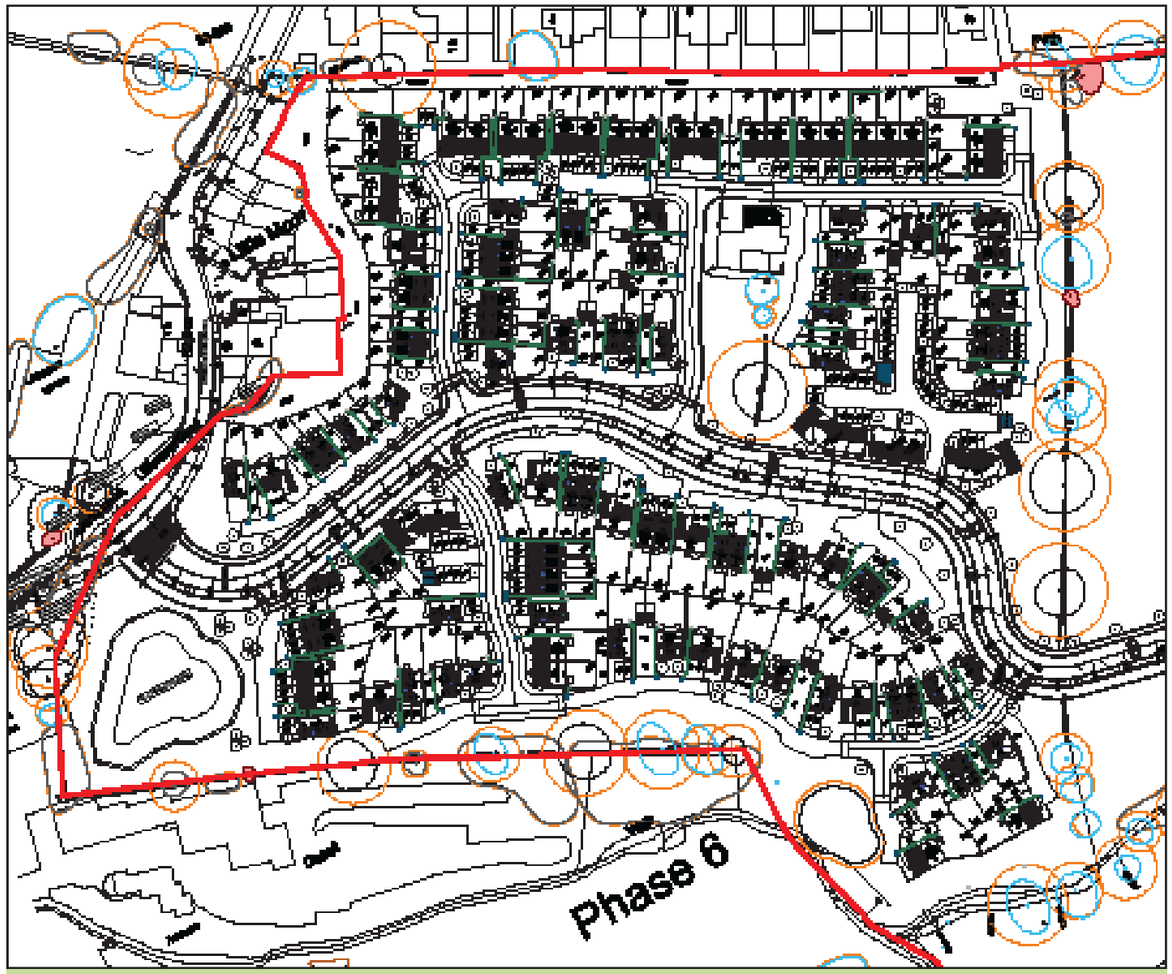
1800mm Close Boarded Fence

6.7 Waste Management Plan

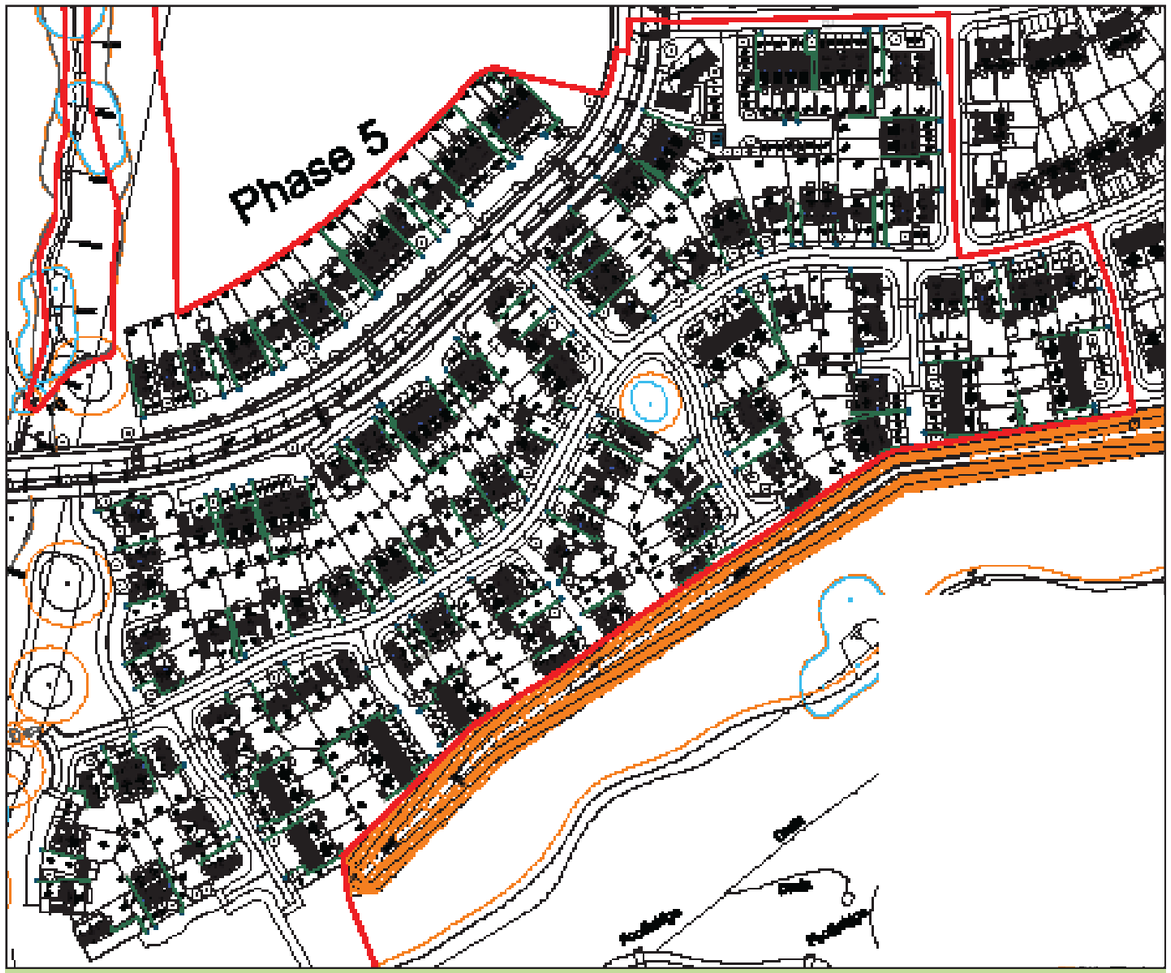
Refuse and recycling has been a design consideration during the development of this proposal. As a result, each property will have a gated access route from the rear garden areas to the accessway at the front of the property to enable the bins to be left out on collection day. Proposed tarmac bin collection points are proposed on a number of private drives to reduce the walking distance from the bin storage.

Key

- Bin storage area
- Resident bin drag path
- Close board timber gate
- Bin collection point



Phase 6 Waste Management Plan



Phase 5 Waste Management Plan

6.8 Sustainability

Designing out Crime

The proposed development has been designed in accordance with the Crime Impact Statement by Ribble Valley Constabulary in order to mitigate any risk of crime. A key objective of this development has been to create a safe and accessible environment which restricts opportunities for disorder and enhance the area for new and existing residents. The layout has been designed to ensure that all areas of the public realm, created as part of the development, can be overlooked by the residential properties. This has been achieved by fronting properties onto the existing and proposed pedestrian networks and providing in-curtilage parking which is secure and well overlooked.

The site layout and design of the dwellings have been carefully considered to integrate the site with its current neighbours. In addition, the layout ensures that a safe environment is created by means of maximising opportunities for natural surveillance. All building entrances are highly visible from the street and private rear gardens will be fenced with access restricted to residents only. Whilst providing a degree of physical security, a 1.8m timber fencing to rear gardens across the development is also most effective as a psychological deterrent to opportunistic crime.

Sustainability

The proposals for the site will provide a sustainable form of development. In our view sustainability is derived from the provision of an inclusive, safe and well managed environment; from a high quality design that respects the built and natural environment, that is well connected to public transport facilities, employment opportunities and local services and that reduces the consumption of water and energy and reduces waste. The proposed development will be designed to reduce the consumption of water and energy by means of water-saving and energy efficient appliances and fittings. As a whole, the development will be designed to meet the current Building Regulation requirements and will therefore achieve national standards of energy efficiency and ventilation.

Ecology

An Ecological Survey has been prepared, which outlines measures which are to be undertaken to enhance the biodiversity of the site in it's own right, and as part of the wider local network of green spaces. Examples of these measures include the retention and preservation of existing hedges and trees as well as planting of native species, which have been incorporated into the landscaping proposals.

Development sustainability objectives are delivered in collaboration with Ribble Valley Council Adopted Planning Policies as indicated to the right:

Policy S1: Presumption in favour of sustainable development

Development proposals
A. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in Ribble Valley.
B. The Local Plan should be read as a whole. Planning applications that accord with the policies in the Local Plan will be approved without delay, unless material considerations indicate otherwise - taking into account whether:
1. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
2. Specific policies in that Framework indicate that development should be restricted. Neighbourhood planning
C. The Council will actively support the development of Neighbourhood Development Plans within Ribble Valley where they:
1. Are in general conformity with the strategic policies of the Local Plan;
2. Do not result in adverse impacts on neighbouring areas; and
3. Are deliverable and do not adversely reduce the viability of development within the Neighbourhood Area.
D. Neighbourhood Development Plans proposing additional growth to that indicated in the Local Plan will be supported where infrastructure and service provision is able to accommodate the growth planned or can be delivered as part of the proposals.

Policy EC4: Enhancing sustainable transport

A. In order to increase overall accessibility, minimise congestion and improve safety, new development will be supported where it is accessible, or can be made accessible, by sustainable modes of transport and addresses its likely transport impact. Development proposals should:
1. Produce and agree a transport assessment and travel plan, where a significant transport impact is likely;
2. Support and encourage sustainable travel options which may include public transport, electric and ultra low emission vehicles, car sharing, cycling and walking; and
3. Bring forward other necessary transport infrastructure to accommodate expected movement to and from the development.
B. Developments generating significant freight movement should capitalise on the opportunities for transferring and transporting freight by means other than road.
C. The number of parking spaces for all new development should reflect:
1. The level of public transport accessibility;
2. The expected car usage on the site; and
3. The most efficient use of space available and promotion of good design

Policy ENV2: Promoting a high quality landscape

A. Development proposals should be sensitively integrated into the existing landscape, demonstrate an understanding of the intrinsic qualities of the landscape setting and, where possible, seek
to make the most of the opportunities to protect and enhance landscape characteristics and features. To achieve this, development should:
1. Protect the character and individual identity of settlements by maintaining their physical separation, including through the maintenance of the Key Open Areas identified in Policies A1-A6, where there is a risk of settlement coalescence.
2. Protect and enhance important open spaces within settlements which contribute to their character.
3. Ensure important hedgerows and trees are retained unless their removal can be justified in the wider public interest. Where important hedgerows and trees are lost replacements will usually be required.
4. Maintain or enhance the character and management of woodland where appropriate.
5. Retain, not detract from, and enhance wetland and water feature characteristics.
6. Protect and enhance views across valued landscape features, including flood meadows, chalk grassland, lowland heath, mudflats and salt marsh, sand dunes and chalk cliffs.
7. Protect and enhance the undeveloped coast.

Policy ENV5: Strengthening green infrastructure

A. Development proposals should:
1. Incorporate existing and/or new green infrastructure features within their design; and
2. Capitalise on opportunities to enhance and/or create links between green infrastructure features such as those listed in Table 10. Links should be created both on-site and, where
possible, with nearby green infrastructure features.
B. Development proposals within, or in close proximity to, a green infrastructure corridor should enhance the functionality and connectivity of the corridor.

6.9 Character Areas

Within the proposal, the design has employed the use of character area zones to enhance a legible layout form. The use of character areas is important to provide a sense of place and to define routing of public realm. Below are some examples of how these character areas have been defined within the sc .

Character Areas Key

Development Edge

Village Street

Distribution of Character Areas

6.10 Development Edge

The development edge forms a transitional edge between the open space and new development. Buildings will front onto the green infrastructure. Utilising the existing landscape boundary of the site, the green edge settlement will tie the existing trees and hedges into development retaining views and links into the established landscape whilst providing natural surveillance.

The layout has been planned to maximise the larger properties along these edges giving a lower density at the periphery of the development.

Indicative 3D Visualisation

Distribution of Character Areas

Typical Street Scene: Development Edge

6.11 Village Street

This character area is formed by the development's road alignment. The street is designed to extend to the southern boundary for potential future development. 2 metre wide pedestrian footways and 3.5 meter wide cycleways are intended to run either side of this road to allow the public realm to filer through the site.

The layout has been designed to front this road offering an attractive street scene and natural surveillance to a well trafficked route by both car and pedestrian. 1, 2, 2.5 and 3 storey buildings have been incorporated into the street scape offering a varied roof line and adding visual interest.

Careful consideration has been given to the materials along this zone, providing a varied palette to the architectural form. All properties have their own designated parking space to help keep cars off the road.

Indicative 3D Visualisation

Distribution of Character Areas

Typical Street Scene: Development Edge

6.12 Indicative Visualisations

The following images show the massing of the development in relation to the surrounding areas and indicatively show the created urban spaces, street scenes and public open spaces.

Visualisation Locator Plan

Indicative 3D Visualisation

Indicative 3D Visualisation

Indicative 3D Visualisation

Indicative 3D Visualisation

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SECTION 07

CONCLUSION

07

7.1 Conclusion

Summary and Conclusion
This Design and Access statement is in support of a Reserved Matters Planning application for 300no. new dwellings with associated parking and landscaping as Phases 5 & 6 of the wider Standen Farm Development.

The site has been designed to complement and respond to the surrounding area to create local identity. Well-informed design and material choice will give the development longevity, contribute to the immediate locality.

Secure Development
Detailed site analysis and extensive design process has lead to a layout form that is developable and acceptable within the character of the area, whilst maximising natural surveillance throughout.

Quality housing stock
The scheme has incorporated a range of house types, providing an essential contribution to the housing stock in the Clitheroe area as well as enhancing the local settlement.

Accessibility
All dwellings will comply with the requirements set within Part M of the British Building Regulations.

Enhanced Environment
The built form within the development will sit comfortably within its surrounding, whilst providing an active street scene and sense of place. The proposed street scenes will be designed to knit well with the existing built environment, and improving the appearance whilst working within the grain and pattern of the surrounding area.

Integrated Parking
Each dwelling will have designated off street car parking space set to be convenient for the home owner with minimum travel distances from the related dwelling.

All off-street car parking will be designed to be within plot curtilage to enhance ownership and maintenance.

Private Space
Each house within the development will accommodate adequate private family gardens. Each property will have appropriate areas for bin storage with simple routes to public highway.

Colour Site Layout

Indicative 3D visualisation

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Taylor Wimpey

Baldwin Design consultancy Ltd