



Pendle Road, Clitheroe

Residential Design Code, Phase 5 & 6 - Rev B

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Structure of the Design Code

The Residential Design Code has been structured to assist designers on the redevelopment of Land located off Pendle Road, Clitheroe.

[Chapter 1](#) - Introduction, Purpose and Use this chapter contains an introduction to the Design Code, including its purpose and use along with some background information on the site.

[Chapter 2](#) - Layout Considerations contains relevant guidance from recent publications which should influence all designers before starting to develop design proposals.

[Chapter 3](#) - Streetscape and Landscape.

The guiding principles relating to character and detail design are contained in [Chapter 4](#).

The character areas chapter identifies the detailed approach to be applied to each character area in terms of layout, massing, density, elevational treatments, the public realm i.e. buildings and streetscape. In chapter 4 the main character types are identified as:

- ▶ Village Street
- ▶ Development Edge

Possible highway solutions are also indicated.

[Chapter 5](#) - Green spaces and Movement Framework briefly outlines what is proposed so designers are aware of context and able to formulate an appropriate response.

1.0 Introduction

The site off Pendle Road is located on the south east perimeter of Clitheroe town in the Ribble Valley. Outline Planning Permission for a residential development has been granted.

Condition 4 of the outline planning permission requires that prior to the submission of a reserved matters application for each phase, a detailed design code for that phase shall be submitted and approved in writing by the Local Planning Authority. This design code document has therefore been produced in advance of the preparation of a reserved matters application for phase 5 & 6. This document includes the information listed as being required in condition 4 of the outline planning permission, listed below for ease of reference;

- A. principles for determining quality, colour and texture of external materials and facing finishes for roofing and walls of buildings and structures including opportunities for using locally sourced and recycled construction materials;
- B. accessibility to buildings and public spaces for the disabled and physically impaired;
- C. sustainable design and construction measures that demonstrate how the development will maximise passive solar gain, natural ventilation and include the provision of water efficiency measures, the potential for home composting and food production and details of how the non-residential buildings hereby permitted shall achieve a BREEAM (or any subsequent equivalent or replacement sustainability assessment method as may be agreed in writing by the Local Planning Authority) "very good" rating or above.
- D. measures which show how energy efficiency is being addressed to reflect policy and climate change, and show the on-site measures to be taken to produce at least 10% of the total energy requirements of the development hereby permitted by means of renewable energy sources or measures as to how a reduction of at least 10% of the total energy requirements for the development will be achieved through alternative methods;
- E. built-form strategies to include architectural principles, lifetime homes standards, character areas, density and massing, street grain and permeability, street enclosure and active frontages, type and form of buildings including relationship to plot and landmarks and vistas;
- F. principles for hard and soft landscaping including the inclusion of important trees and hedgerows;
- G. structures (including street lighting, floodlighting and boundary treatments for commercial premises, street furniture and play equipment);
- H. design of the public realm, including layout and design of squares, areas of public open space, areas for play and boundary treatments;
- I. open space needs including sustainable urban drainage;
- J. conservation of flora and fauna interests;
- K. provision to be made for art;
- L. a strategy for a hierarchy of streets and spaces;
- M. alignment, width, and surface materials (quality, colour and texture) proposed for all footways, cycleways, bridleways, roads and vehicular accesses to and within the site (where relevant) and individual properties;
- N. on-street and off-street residential and commercial vehicular parking and/or loading areas;
- O. cycle parking and storage;
- P. means to discourage casual parking and to encourage parking only in designated spaces;
- Q. Integration of strategic utility requirements, landscaping and highway design.

Purpose

The purpose of this Residential Design Code is to help deliver a development at Clitheroe which;

- ▶ Will create a legible and attractive place with a sense of identity
- ▶ Makes efficient use of the land
- ▶ Provides a well laid out settlement with attractive homes and safe and pleasant streets and open spaces

Good urban design is essential if the development is to become an attractive place where people want to live. Detail design is important in forming the character and identity of Higher Standen and is dealt with in Chapter 4.

The Residential Design Code is not a general Urban Design Manual but is specific to one site - Higher Standen Farm. All those involved in the planning and design of the residential areas should be aware of current thinking and guidance, At the very least designers and local authority officers should be familiar with;

- ▶ The National Planning Policy Framework (NPPF)
- ▶ Manual for Streets
- ▶ Urban Design Compendium
- ▶ Urban Design Compendium 2 Delivering Quality Places
- ▶ Building for a Healthy Life
- ▶ Towards an urban Renaissance

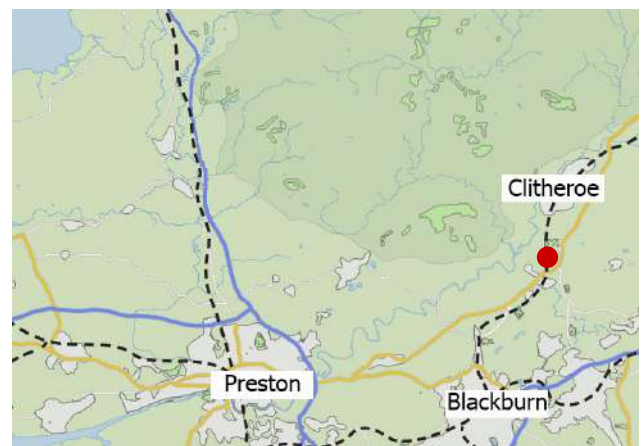


Fig 1.1. Site Location

Fig 1.2. Context within Clitheroe



Fig 1.3. Location Plan



Use

The Design Master Plan (Fig 1.4.) identifies the disposition of the major land uses, it is not a detailed layout for the development. With such a large project i.e. one that will be developed over a period of circa. 15 years' it is inevitable that guidance and practice will change. It is neither possible nor desirable to design everything on day one.

To ensure that the development ultimately fits together, layout designers will be expected to show how their proposals relate to both the master plan and development on adjoining parcels by preparing a 1:500 scale brief plan which includes the design philosophy and clearly shows:

- ▶ What is built
- ▶ What is committed
- ▶ What is proposed

The plan should extend as far as necessary to show the context of the proposals including nearby:

- ▶ Junctions
- ▶ Permeable vehicular routes
- ▶ Footpath and cycleway links

Designers are encouraged to discuss their proposals at an early stage with local authority officers. Initial proposals should indicate the layout and character type.

Parcel delineation are linked to design strategy and character identification. It is essential to avoid parcel divisions which run across key spaces or along permeable routes and can result in the juxtaposition of incompatible housing types.

The correct use of the Residential Design Code will ensure that a new settlement is produced that is identifiable as Higher Standen in the heart of Lancashire.

Key Objectives

- ▶ Phase 5 & 6 will comprise of 300 new homes, 90 of which will be affordable homes, equating to 30% in line with local planning policy.
- ▶ To provide green corridors with high quality landscape design.
- ▶ To provide a pedestrian and cycle link running through the green corridor linking phase 5 & 6.
- ▶ To create an improved roundabout junction between Pendle Road and the A59.
- ▶ Retention of existing landscape features within the site such as hedge boundaries and trees.

The Design Master Plan for phase 5 & 6 is shown in figure 1.4 opposite. This has been prepared based on the constraints and opportunities of phases 5 & 6 and incorporates the principles of the original design code that was submitted with the reserved matters application for phase one.

Fig 1.4. Design Master Plan

- ① Proposed bus access to Phase 6
- ② Proposed access to Phase 5 from Phase 4
- Proposed public right of way through phases 5 & 6



2.1 Layout Considerations

This chapter looks at the make up of the residential environment, i.e. the layout and some of the key considerations.

The master plan determines the structure of the development, identifying primary routes, green corridors and open space. The form of development within the housing parcels will vary according to its character setting as defined in Chapter 4.

Mixed communities

The creation of successful residential areas is as much about providing homes which respond to peoples' needs and a framework in which communities can become established and grow, as creating an attractive design.

Mixed neighbourhoods are important in that, by bringing together people of different ages, economic status, lifestyle, levels of mobility and independence, the community can benefit in a number of ways.

By avoiding large concentrations of housing of the same type, opportunities are provided for 'lifetime communities' where it is possible to move house without moving neighbourhood. Other benefits include:

A mix of different house types and therefore a mix of demographics living in the community also promotes the opportunity for people to be making journeys from their home at different times of the day, rather than just commuters leaving a suburb vacant during the working day.

A mix of house types will lead to more diversity of the built form.

Designers need to balance land efficiency and the need to provide convenient pedestrian and cycle routes through a neighbourhood as well as discouraging rat-running and reducing vehicle speeds.

Layout Form

Current guidance puts an emphasis on placemaking by the use of traditional streets. However, this same guidance accepts that cul-de-sacs can still work well, adding interest and diversity to layouts.

Designers should ensure that their layout provides a legible environment through direct and convenient routes for movement with good natural surveillance through outward facing windows.

Street widths and enclosures

Designers should ensure streets are designed where the pedestrian is visually comfortable with the height to width ratio. Consideration should be given to:

- ▶ Varying the width of the street to suit its physical and functional context e.g. Is it to be used by walkers and cyclists only.
- ▶ Regulating vehicle speeds by narrowing street width and height geometry.

Designing the street is the key to producing effective and attractive residential environments. Designers need to be innovative.

A street needs to be no wider than is necessary to accommodate the pedestrian but the widely applied 'face to face' distance of 21 metres between habitable rooms coupled, with the functional requirements of cars and service vehicles can lead to;

- ▶ Streets being over engineered
- ▶ Poor relationship of dwellings to each other and the street

Privacy

Privacy can be achieved through careful design rather than by distance, e.g.

- ▶ A varied building line can create oblique views
- ▶ Careful location of those rooms which need privacy, such as living rooms and bedrooms
- ▶ Window size, design and location to reflect the function of the room
- ▶ Screening by landscape



Fig 2.2. Frontage continuity around a corner



Fig 2.3. Streets with reduced road width

Corners

There is an opportunity to provide architectural prominence at corners. Designers should take care to maintain the continuity of frontage and natural surveillance at corners, as areas which are not overlooked can give rise to the incidence of nuisance and vandalism.

In dealing with private space within corners, designers need to consider the following;

- ▶ Relationship between habitable rooms and gardens
- ▶ Ensuring privacy between dwellings
- ▶ Light penetration into garden spaces and habitable rooms

Building lines and set backs

The distance between the dwelling and the back of footpaths and how that space is treated will have a major effect on the character and appearance of the street. Where dwellings abut the footpath an intimate character can be created. Designers need to consider;

- ▶ Privacy to habitable rooms, particularly those at ground floor
- ▶ Servicing and storage requirements, i.e. bin storage
- ▶ Levels and disabled access

Where buildings are set back one or two metres the decision whether to enclose the set back must be taken.

All means of enclosure must be in keeping with the character of the area (see Chapter 4), whether this be walls, railings or fencing. In the case of railings and fencing, an appropriate kerb should be utilised to prevent soil or gravel from the enclosed area spreading onto an adjacent footpath or carriageway.

If unenclosed, the area of set back should be planted or hard landscaped and the treatment should be robust and unambiguous in ownership and responsibility.



Fig 2.4. Example of railings around enclosure in Clitheroe



Fig 2.5. Example of boundary treatment defining public and private spaces

Public, private and communal space

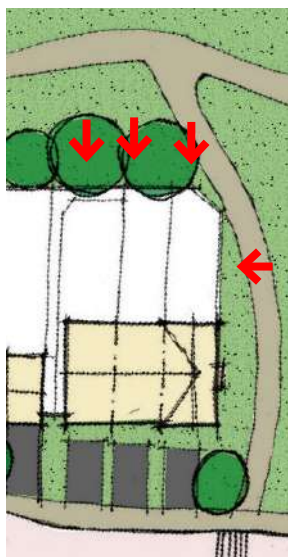
It is essential that there is a clear definition between public and private space and between pedestrian and vehicular areas. The role of each space should be clear. It is important that areas which are maintainable by the Highway Authority should be distinguishable from those which are privately owned and maintained.

The open spaces and green corridors will be some of the greatest assets linking housing and business areas with important social facilities. In general, development should not turn its back on such spaces and building frontages should be open to view providing the opportunity for natural surveillance. Care needs to be taken to protect the privacy to the ground floor habitable rooms of adjoining dwellings.

Safety and Security

The design of housing layouts can make a major contribution to both the prevention of crime and reducing the fear of crime. Communities and Local Government alongside The Department for Transport have produced a good practice guide, 'Manual for Streets', this guide underlines the importance of natural surveillance and designing routes that are overlooked.

Buildings front roads but back up to footpaths and green spaces - **Incorrect**



Buildings, front roads, footpaths and green spaces - **Correct**

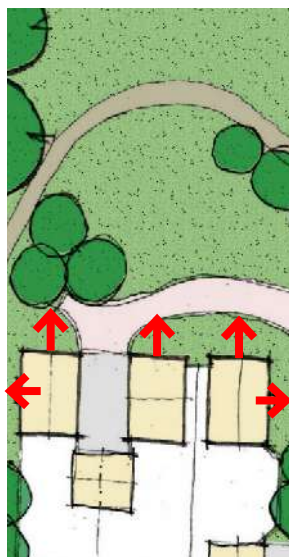


Fig 2.6. Guidance on how to address areas of open space



Fig 2.7. Example of natural surveillance around green spaces

Designers can assist by ensuring that proposals incorporate the following measures wherever practicable:

- ▶ Dwellings to face the street and have their principal access from it
- ▶ Windows to overlook the street and allow views of neighbouring dwellings without conflicting with the need for privacy
- ▶ Maintain continuity of frontage especially on corners
- ▶ Avoid blank gables and facades
- ▶ Provide a mix of dwelling types to increase the potential for occupation throughout the day
- ▶ Clear and direct routes through the area which will be busy and well lit
- ▶ Incorporate features that define defensible space and limit access and use to residents and legitimate visitors
- ▶ Avoid landscapes that would impede the opportunity for natural surveillance. Walls, fences and hedges should not obscure doors and windows
- ▶ Clear naming and numbering of dwellings
- ▶ Protect vulnerable areas such as side and rear gardens with walls or fences to an appropriate height
- ▶ Ensure features such as bin stores and boundary walls do not provide climbing aids to gain access to a dwelling
- ▶ Communal parking areas to be in small groups close to the owners dwelling with garage entrances easily observed
- ▶ Locate utility meters outside and towards the front of dwellings. In multi-occupancy units locate meters on ground floor between entrances and access controlled doors.

Parking and Garaging

National Planning Policy Framework (NPPF) emphasises the importance on securing sustainable residential environments. As such, the demand for the car can be reduced when properties are located within easy reach of community facilities and employment opportunities.

The character areas can provide a general concept of how parking should be addressed. On permeable routes including the Village Street, integral garages should be avoided and garages and parking spaces should be located to the side or rear of the dwellings. On street parking may also be an option when incorporated into specifically designed streets and squares where vehicle speeds and numbers are low. These bays can be demarcated by paving, trees and planting.

The diagrams opposite are an indication of the different types of parking methodologies which will be used throughout the development:

- 1 - Up front parking
- 2 - Integral garage
- 3 - Detached garage in rear garden with side drive.



Fig 2.8. Examples of parking successfully removing the car from the streetscene

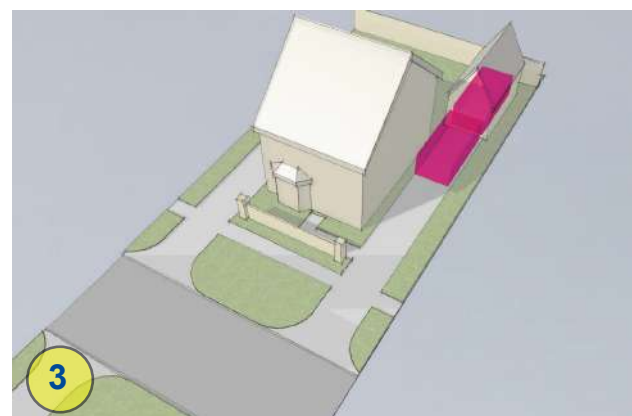
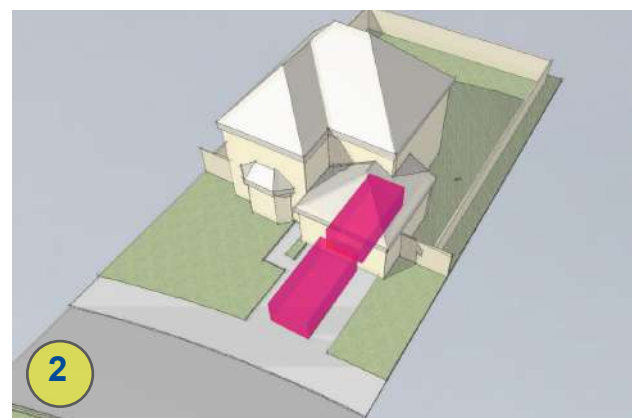
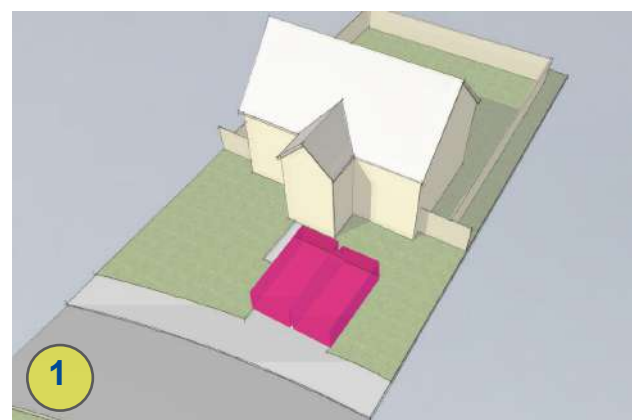


Fig 2.9. Diagrammatic parking methodologies

3.1 Streetscapes and Landscapes

This chapter deals with those hard and soft elements which together make up the streetscape and landscape. Commencing with surfacing and enclosure.

Surfaces

General

It is essential that there is a clear definition between public and private areas and between vehicular and pedestrian areas. Those areas of the village which are maintained by the Highway Authority should be distinguishable from those which are privately owned and maintained.

Surfacing material should complement the character of the buildings which define the space. Surfaces which encourage slower speeds should be chosen.

In addition, skid resistance and maintenance requirements also need to be considered.

Although a wide range of materials are suitable for use throughout the development, not all will be suitable for use along the Village Street where an intrinsic character is essential. In the Village Street, preference will be given to the use of natural materials of equivalent substitute materials.

Careful attention must be paid to the choice of surfacing on private drives, parking spaces and access paths. Bricks, setts or cobbles may be used to edge or define such areas which may be surfaced in bitmac, pavements or concrete setts.

Inspection chamber covers in areas of small unit paving, such as pavements, should be tray type infilled with the surfacing to the same bond and direction. Wherever possible, solid cast iron covers could be aligned with the paving direction and surrounded by a stack bond margin. Ideally, manholes should not be sited at the junction of two surfaces or at the edge of a surface where part of the cover would lie outside of the surface.

Footways and Cycleways

Buildings, spaces, surfacing materials and landscape assist pedestrians in finding their way about places. Designers need to consider how pedestrians will get around a layout and how routes connect with adjoining areas and other footway/cycleways.

On shared surfaces, conflicts of movements should be avoided. Variations in materials or changes of detail can assist.

Raised crossings may be appropriate and offer advantages for pedestrians and pram and wheelchair users providing safety and priority issues are resolved. Where dropped kerbs and tactile paving are utilised at crossing points, designers need to ensure that the Highway Authority policies are complied with and such paving forms an integral part of the layout.

Access barriers

To ensure the permeability of the development for all users, footpaths and cycleways should be positive, direct and preferably barrier free. In situations where a barrier is required, bollards provide the least difficulty for all cyclists and wheelchair users to negotiate. Other forms of restraint such as 'giggle-gaggles' or 'sheep pens' may be equally appropriate.

Enclosure

Walls

Walls have an important role to play in screening private areas and adding richness and variety to the street scene. The detailing of walls should receive the same attention as the buildings and the materials used should complement the buildings. Consideration should be given to:

- ▶ Breaking the wall into panels
- ▶ Strengthening by the addition of piers
- ▶ How level changes are accomplished
- ▶ How openings are formed and corners are turned
- ▶ How and where the wall terminates

Walls, even though attractive, can sometimes benefit from well designed planting.

Where walls are to be highway retaining structures the Highway Authority's (Lancashire County Council Environment Director) requirements must be met.

Walls should be used throughout the development for the screening of private spacing from public areas. The use of walls on the street frontage should be limited to avoid detracting from the streets' vitality.

Fences

Close boarded fences are acceptable where privacy is required in less prominent areas within the Lancashire Village. In any instances where privacy is required adjacent to green corridors and open spaces, alternative boundary treatments should be used.

Heights

The height of walls and fences should be restricted where sightlines and natural surveillance are an important part of security for pedestrians and cyclists.



Fig 3.1. Examples of possible boundary treatments

Signs

Signage and legibility

Signage can be a major clutter problem. Designers should exploit the potential to sympathetically mount signs on buildings and walls especially non-mandatory road signs.

For all non-mandatory road signs a consistent and co-ordinated design approach is required which involves:

- ▶ Making the development a legible place minimising signs through the use of landmarks
- ▶ Concentrating pedestrian and cyclist signage at nodal points
- ▶ Implicit routing defined by type of surfacing and landscape

Signs can be incorporated into buildings and walls.



Fig 3.2. Sign incorporated into wall



Fig 3.3. Example of feature street lighting

Lighting

Well lit places are safer and less threatening. Where the footpath / cycleway system is remote from the road, it should be lit for people and comply with the Highway Authority's standard. Where the system crosses roads, particular care needs to be taken to make these conflict points safe. Lighting to LCC adoptable standards.

Maintenance and energy cost details should be resolved at the outset, particularly where lighting is to be adopted and should always comply with the relevant British Standard.

On private roads / management company areas, bollard lighting could be used to create a character and set the tone of the private space. Designers should ensure suitable light coverage is achieved.

Landscape and planting

Shrubs

The landscape treatment should always compliment the surrounding buildings. Trees in particular take a long time to mature and add impact. Shrubs on the other hand mature more quickly and a well furnished appearance can be achieved in as little as three years. Where it is necessary to soften the impact of built development, then the use of shrub planting should be considered.

Shrubs can provide a variety of colour, texture and seasonal interest but a careful and conscious choice of species, combined with a limited range of hard material, can assist in giving areas of development a distinct character.

Most walls and fences benefit from softening by the appropriate wall shrubs.

Trees

All tree and shrub planting should be appropriate to its location and purpose. Trees with large growth potential should not be used in confined spaces or close to drains, buildings, walls and fences. Designers are recommended to follow current advice contained in British Standards. Minimum distances are given between a structure and centre of trunk of young trees to avoid direct damage, this guidance should be adhered to.

Trees with heavy foliage can cause overshadowing of windows and gardens unless carefully sited. Likewise, small ornamental trees should not be used for avenues or boulevards for example.

Just as buildings can act as landmarks, so can trees. The alignment of the streets should take into consideration the location of existing trees.

Mounding

Mounding can be used to add interest and variety to the landscape. It can also be used for screening. Mounding proposals should take account of future maintenance and slopes of 1 in 3 should not be exceeded.

Maintenance

Where spaces are 'public' and are to be adopted by a Local Authority as highway or amenity open space, they should be designed and laid out to the satisfaction of the relevant Local Authority. Similarly, limits of responsibility must be clearly identifiable on site to whoever is maintaining the landscape, whether it be the Local Authority or a management company.

Where highway verges are to be incorporated, whether on primary access routes or elsewhere, early discussions are to be held with the Highway Authorities to agree suitable widths, maintenance issues and size and species of trees, landscaping and how verges beyond the extent of the adopted carriageway will be dealt with. In these circumstances tree planting will be in accordance with current British Standards.

4.1 Overview

Character Area key



Village Street character area



Development Edge character area

Character Area key



Fig 4.1. Character Area Locator Plan

4.2 Character Areas and Types

The master plan is the organising structure for the site. It is the big picture that gives some context and purpose for the design of the housing areas.

The varied character of our towns and villages is a consequence of building over long periods of time, enhanced by local traditions and materials. Plot arrangements, parking solutions and public spaces differ greatly between irregular, vernacular, formal, urban and suburban.

The character of an area impacts upon:

- ▶ Layout structure
- ▶ The movement framework
- ▶ Security and surveillance
- ▶ Aspect, privacy and private space
- ▶ Dwelling type, mix and plot arrangement

The site will accommodate a large development requiring a sophisticated strategy in terms of how the development will be characterised. At the heart of the strategy is the desire to produce a new settlement with a distinct character that acknowledges its Lancashire location.

This section identifies appropriate design responses to important factors including existing historic buildings, landscape and urban built form.



Fig 4.2. View towards Pendle Hill from Pendle Road

The Village Street is the spine of the development.

The Village Street has been planned to have a higher density along this main spine route, bisecting the centre of the scheme, leading to, and through, the central “Hub”.

A low density of residential building form is being proposed along Worston road with a green buffer to maintain the character of the existing country lane and the retention of the existing hedge line. The detached properties will help to soften this street scene using small scale private shared drives to access the units, softening the impact along the outward green edges.



Fig 4.3. View of bungalows on Gills Croft

4.3 Village Street Character

The Village Street will be the primary route through the site for vehicular traffic. The Village Street forms the gateway character.

Character Theme:

Traditional Village Street. The character area should include styles of development referencing back to pre and post Industrial Revolution to form the evolving Village Street.

Character Justification:

Representative of the historic expansion of village and its transition to an industrial hub.

Building Types and Heights:

1 to 3 storey blocks. Primarily terraces with landmark buildings with a unique individuality.

Building Type Justification:

Buildings of the Industrial Revolution / 19th Century workers' cottages as common in surrounding villages.

Typical Building Features:

Vertical emphasis clear in the proportions of windows. Windows will be an eclectic mix of styles and colours. Brick or stone quoins, stone heads and cills or stone window and door surrounds which could be painted. Brick/stone chimney stacks used where appropriate.

Building Materials:

Brick, stone, render walls with a predominance of slate look roof, interspersed with limited / occasional brown plain tiles.

Materials:

- Red / Orange brick
- Reconstituted stone (Marshalls Cromwell Rustic Weathered)
- Render (Natural/Cream colour)
- Cedar Lap Weatherboarding (apartments)
- Grey roof tiles
- Anthracite uPVC window frames
- Grey soffits/fascias
- Black RW Goods

Details:

- Blue engineering brick to DPC
- Art stone surrounds to windows/doors
- Canopies over doors (where applicable)



Fig 4.5 Typical Building Features



Fig 4.4. Example street scene of the village street

Highway Solutions:

Opportunities for reduced road widths forming tighter radii. Shared surfaces providing natural traffic calming. Building lines reducing sightlines. 20mph design speed.

Carriageway Width and Tracking:

The Village Street provides a one way bus route through the site. The width of this road will therefore need to be a minimum of 6.75m wide carriageway with 2m footpaths either side.



Fig 4.6. Example of Possible Village Street Surfacing



Fig 4.7. Possible Village Street arrangement

Surfaces and trims

A change in surface can mark a key focal area or important space. Materials such as setts, cobbles and pavements, or concrete products such as concrete setts and kerbs which mimic natural materials such as Tegula setts would be appropriate in conjunction with modern flexible surfacing.

Parking / Garaging Arrangement

Excessive horizontal frontage parking will not be suitable along the Village Street. The preference along the Village Street is for parking to be integrated down the sides of buildings. Limited parking spaces along the Village Street should be provided which can act as traffic calming measures without an overbearing car presence on the street. Parking courtyards could be enclosed with dwarf stone walls to echo the village street theme.

Streetscape / landscape Treatment

A mix of set backs or front curtilage treatments can be utilised along the main street including:

- ▶ Shallow front gardens enclosed by metal railings
- ▶ Minimal use of front gardens, buildings built to the back of footpath
- ▶ Occasional landmark buildings may be set back with larger front gardens and heavy soft landscaping.

The mix of properties along the Village Street should be wide ranging to provide variation in build line, ridge heights and property widths. This will help formulate the intrinsic character required along this route. Gaps between buildings will generally be narrow in relation to building heights.

Street Lighting Furniture

Along the Village Street there is an opportunity to further enforce the Village character by use of traditional street lighting and furniture including lamp posts and bollards to be agreed with the Local Highways Authority. Lighting to LCC adoptable standards.

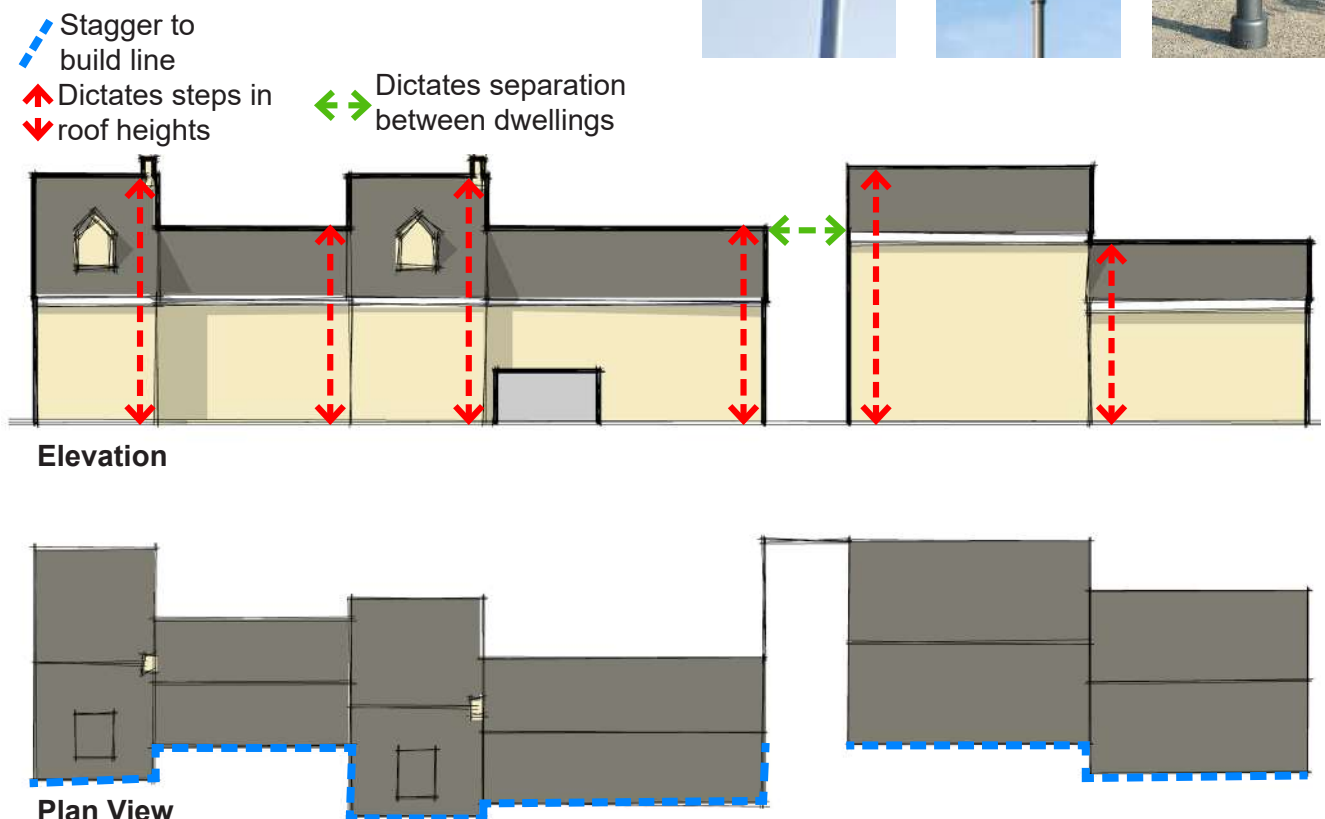


Fig 4.9. Typical house type arrangement along Village Street

4.4 Development Edge Character

The Development Edges will form a softened edge to the development parcels which front onto the existing countryside. The build line should be fluid with large gaps between buildings to reduce the impact of development.

Character Theme:

The Development Edges should reflect the lowest density on the site and therefore be larger, more exclusive properties with a feeling of spaciousness, overlooking the existing countryside.

Character Justification:

The Development Edges are the interface between the existing countryside and the development behind. These spaces should therefore be visually permeable to enable views out towards Clitheroe landmarks.

Building Types and Heights:

1 to 2.5 storey spacious detached properties.

Building Type Justification:

An eclectic array of building styles and material's sensitive to their natural setting whilst promoting individuality along the Development Edge.

Typical Building Features:

Greater variation in window proportions, render and stone facades with stone quoins, stone heads, cills surrounds and mullions, and feature door surrounds. Stone chimney stacks used where appropriate.

Building Materials:

Stone, render walls with typically slate style roofs.

Materials:

- Reconstituted stone - Marshalls Cromwell Pitched Face Weathered
- Render (Natural/Cream colour)
- Grey roof tiles
- White uPVC window frames.
- White soffits/ fascia's.
- Black RW Goods.

Details:

- Blue engineering brick to DPC
- Art stone surrounds to windows/doors.
- Canopies over doors (where applicable)



Fig 4.11. Typical Building Features



Fig 4.10. Example street scene of the development edge

Highway Solutions:

Opportunities for a more organic road structure are present at Development Edges. Shared surfaces will limit traffic by the general public. Building lines should be organic and not inhibit the open views and incorporate a flowing build line.

Carriageway Width and Tracking:

Properties along the Development Edges can be accessed off private drives, assuming all current standards are adhered to 4.5m wide carriageway with 2m service verges either side is the minimum requirement for access to the Development Edges.



Fig 4.14. Example of Development Edge



Fig 4.12. Example of Possible Development Edge Frontage



Fig 4.15. Possible Development Edge arrangement

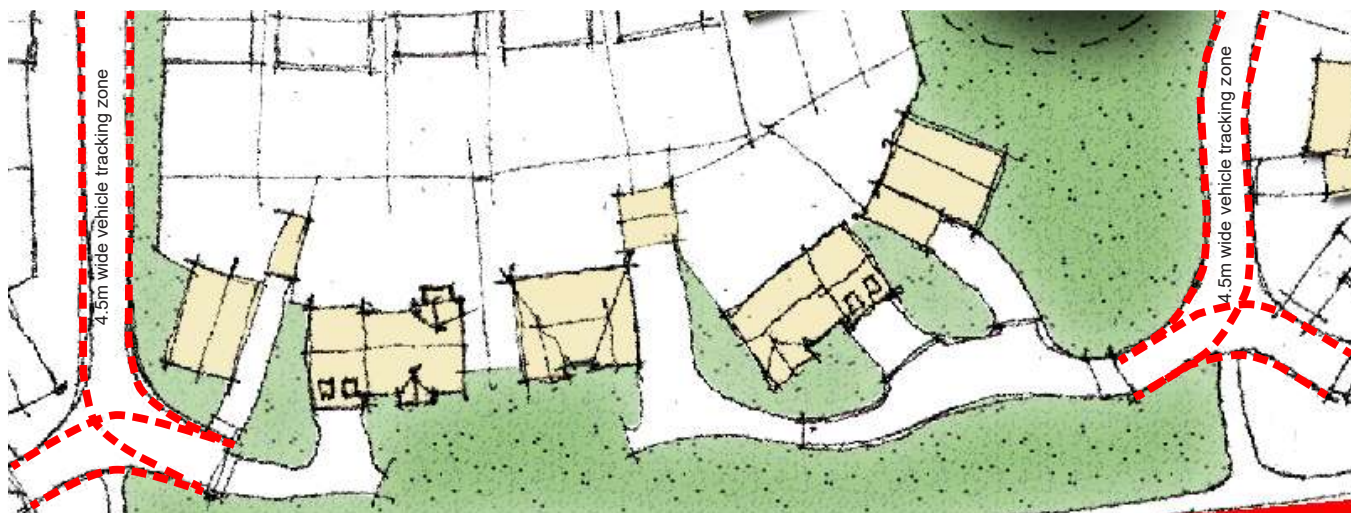


Fig 4.13. Indicative tracking principles applied along the Development Edge

Parking / Garaging Arrangement

House types with integral garages and detached garages can be used along the Development Edge. The location lends itself to larger properties with wider gaps between than elsewhere in the development.



Fig 4.16. Typical gateway building in Grindleton

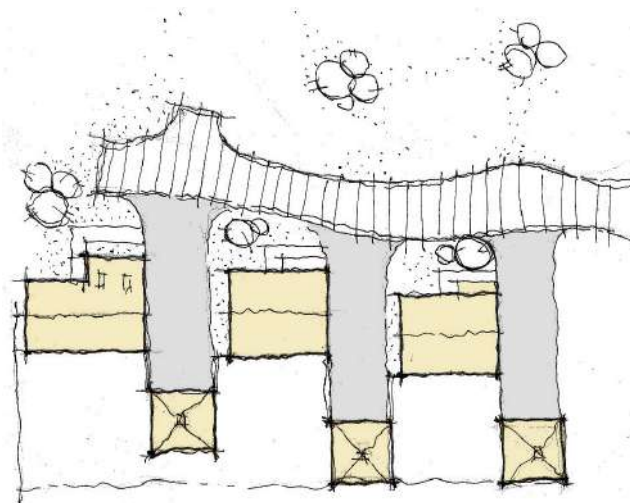


Fig 4.17. Potential parking arrangement



Fig. 4.18. Side parking / integral garage in Chatburn



Fig 4.19. Indicative street scene along Development Edge

Streetscape / landscape Treatment

Generally, properties along the Development Edge should have generous plot frontages with large driveways and landscaped gardens. To create fluidity and an organic feel along the Green Edge, the private drives which access the properties will be low key and informal type roads, limiting the speed of moving vehicles.

The overarching feature of the Development Edge is the low density form of development. Larger detached properties with wide frontage and wide gaps between plots should be incorporated here, similar to the example shown in Fig. 4.33. Varying building heights should be employed to enliven the roof scape. Substantial depth should be given to the private front garden areas.



Fig 4.21. Typical Development Edge arrangement within the development

Street Lighting Furniture

Along the Development Edges, there is an opportunity to provide a more subtle approach to street lighting along private drives by way of illuminated bollards. Traditional street lighting should be used at all adopted spaces along the Development Edges.

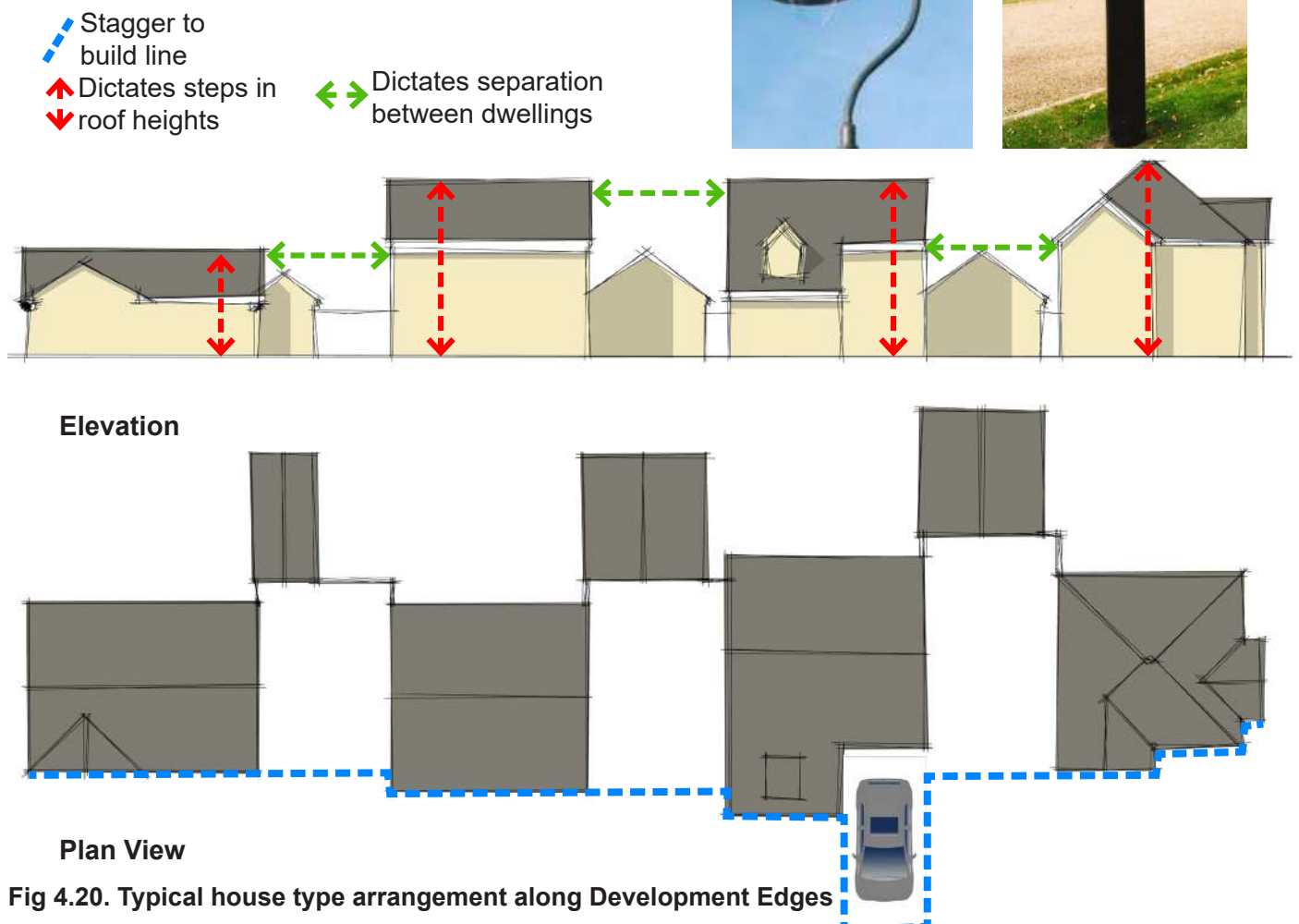


Fig 4.20. Typical house type arrangement along Development Edges

Streetscape / landscape Treatment

A mix of set backs or front curtilage treatments can be utilised along the main street including:

- ▶ Shallow front gardens enclosed by metal railings / hedge planting / dwarf walls
- ▶ No front gardens, buildings built to the back of footpath - potential for courtyard parking
- ▶ Deeper front gardens, some with front driveways and heavy / soft landscaping.

A major design factor when designing The Lanes will be to create 'clusters'. It would be inappropriate to prescribe a rigid style across the whole of The Lanes as this would not be representative of a natural expansion. Instead, lanes and cul-de-sacs should corroborate a design style. This will aid legibility within the site and form a unique development. The building form can be varied, with a mixture of building heights, widths and gap widths along a street scene.



Fig 4.33. Typical Lanes Character arrangement within the development

Street Lighting Furniture

Within The Lanes, typical street furniture and lighting would be appropriate as common throughout Clitheroe.

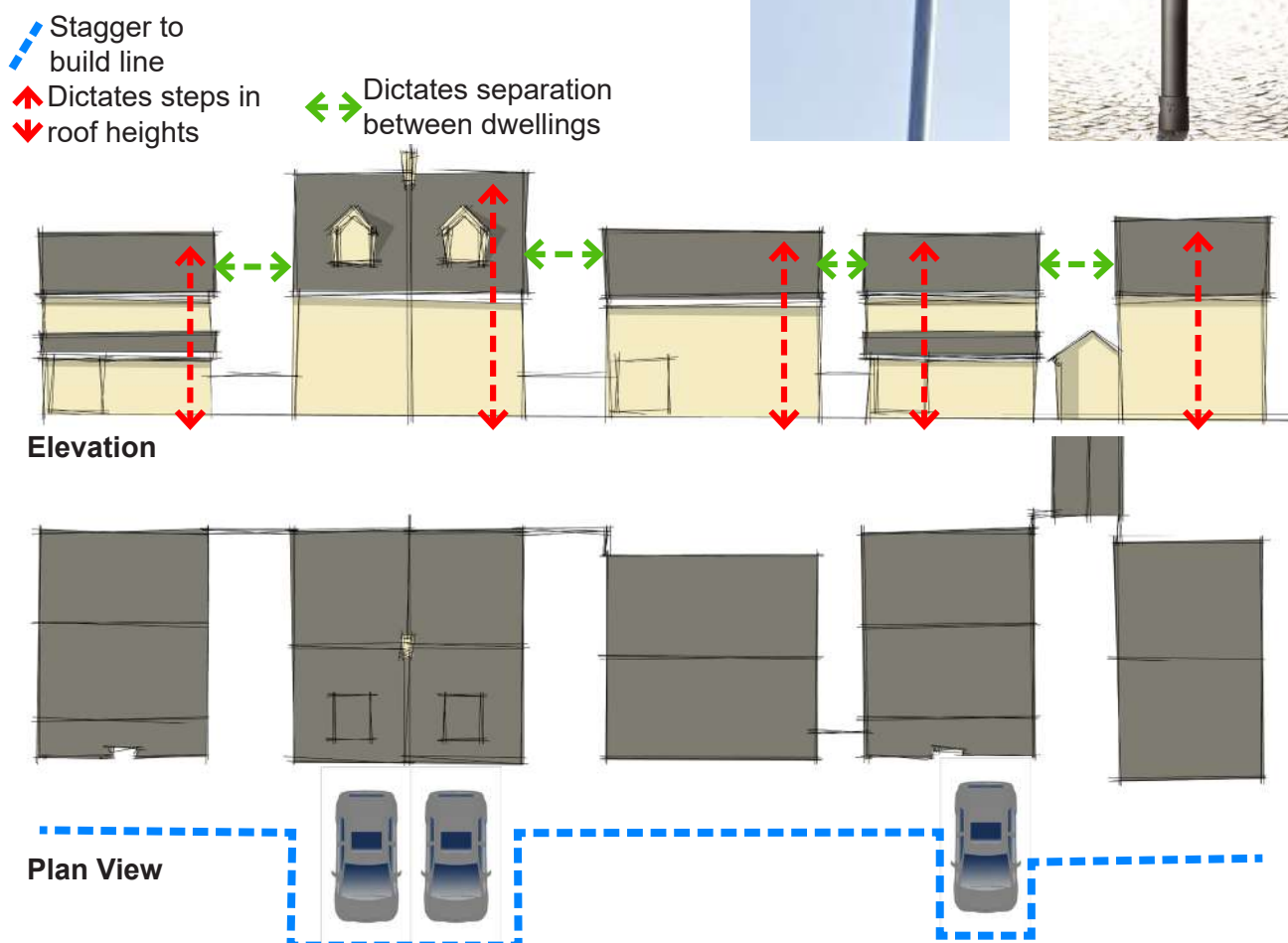


Fig 4.32. Typical house type arrangement within The Lanes

5.1 Green Space

Character Theme:

The site has a rich base of natural assets, green infrastructure and wildlife corridors. These assets will be transformed into an interactive green network throughout the site, safeguarding the existing ecosystems and key elements of the rural character of the site whilst promoting informal active recreation encouraging access to the wider countryside. Development proposals adjacent to the green space will be expected to relate positively to the setting.

A variety of green spaces will be defined within the development, including:

- ▶ The Green Corridors
- ▶ Pocket Parks and Greens

KEY



The Green Corridors



Pocket Parks and Greens

In addition the following principles should be adhered to:

- ▶ Views to Clitheroe Castle to be maximised from the development.
- ▶ Primary access on Pendle Road will provide the primary gateway into the development and should be attractively landscaped to provide an appealing entrance.
- ▶ Non-vehicular access points should ensure that the development is fully integrated into the existing urban area to the north and countryside to the south and east.
- ▶ The lines of existing footpaths and major routes should form the basis of the movement structure.



Fig 5.1. Green Space Locator Plan

The Green Corridors

A series of green corridors and primary pedestrian links will be created throughout the development. These corridors are conceived as linear green spaces linking the existing and new community to the surrounding countryside. The locations of the green corridors have been carefully considered to provide the following benefits:

- ▶ Hedgerows and existing trees are retained
- ▶ Well overlooked and lit foot and cycle paths are integrated into the corridor
- ▶ Opportunities for reducing hard surfacing by sharing routes will be considered where appropriate, e.g. shared surfaces, foot/cycle ways
- ▶ The hedgerows are to be maintained at a minimum height to support ecological function, to allow views between upper floors of the buildings and across the corridor
- ▶ Directional lighting will be used where illumination is required close to retained hedgerows.
- ▶ Areas of species-rich neutral grassland will be incorporated in the corridor.
- ▶ A trim trail will be provided along the footpaths through the open space along with benches and other street furniture.



Fig 5.2. Example footpath through green corridor



Fig 5.3. Trim Trail locations 1/3



Fig 5.4. Trim Trail locations 2/3



Fig 5.5. Trim Trail locations 3/3



Fig 5.6. Trim Trail key



Fig 5.7. Examples of buildings fronting green spaces

Pocket Parks and Greens

These are the small open spaces which offer recreational opportunities and community space close to home. These well designed and maintained public spaces are the most 'local' of public open spaces and set the tone for recreation offer across the whole site. They will generally be located along connecting pedestrian and cycle links to reinforce good access, and links to the broader recreation offer across the development.

- ▶ Pocket Parks should be located on connecting pedestrian and cycle links.
- ▶ Utilising locations where existing trees appear.
- ▶ Where play and sports functions are included, appropriate buffer zones to development as defined by the local authority should be respected.
- ▶ It is expected that these spaces will provide sunny seating areas, planted areas, and may have limited formal play and sports opportunities where buffer zones permit.

Open Spaces and Play Areas

Neighbourhood play areas should be located within open spaces and be easily accessible to all users. The phasing of the development should also be taken into account in the provision of play areas and open spaces. Upon completion of the development there will be a neighbourhood play area within 5 minutes walking time of every home and each area will be used by younger and older children. All play areas will be surrounded by dog proof fencing with entry via self closing gates.

Provision will be made for the re-purposing of the existing structures on-site as focal points and 'maze' like play areas for younger children by dropping the height to approximately 1m. The excess materials will be used in other areas of open spaces to sustainably create additional focal points and places of interest.

5.2 The Movement Framework

Village Street - Primary Access Route

Village Street will provide a new connection into the site from Pendle Road. As a major movement corridor incorporating the carriageway, cycleways, footpaths and elements of sustainable drainage, it will become a strong landscape feature. Most importantly, it needs to be suitable for the amount of traffic it is likely to accommodate.

Providing safe streets will be paramount to the successful development. Methods of enclosing the street space, careful consideration of surfacing materials and street furniture and providing landscaped features will assist in slowing down traffic, thus making this primary route a safer place to live.

Disabled and Physically Impaired Access

All dwellings will provide level access. Also the public open space will be designed with access for physically impaired in mind.



Fig 5.8. Example of street demarcation in Waddington



Fig 5.9. Example of Village Street layout

Footpaths and Cycleways

Walking and cycling are sustainable and healthy ways of travelling short distances and have been considered from the outset to encourage residents to use these modes of transport as opposed to the car.

Within parts of the development, there will be a series of linear open spaces based on cycleways and footpaths which will form the village routes. These footpaths and cycleways will link individual housing areas to play spaces, parks and the countryside beyond.

All village footpaths and cycleways should be overlooked by adjoining development providing opportunities for natural surveillance.

Walkers and cyclists should be encouraged to use these routes. The more use they get, the safer they will become. This will provide benefits for the whole community, including children having the freedom to use routes segregated from traffic, and people with disabilities able to travel throughout the development on a smooth and well maintained surface. Some cycleways could be constructed of compacted gravel with timber edging, providing a rural character suitable for the location.

Walls, railings, fences, trees and planting will give character to the routes. Designers should take care not to obscure sightlines or street lighting or create spaces where people can hide or feel threatened.

Where green corridors cross either secondary access roads or estate roads, traffic calming features should be designed which allow cyclists and walkers to cross safely. Methods such as zigzag gaggles and pedestrian / cycle refuge islands could be incorporated as well as other innovative measures.

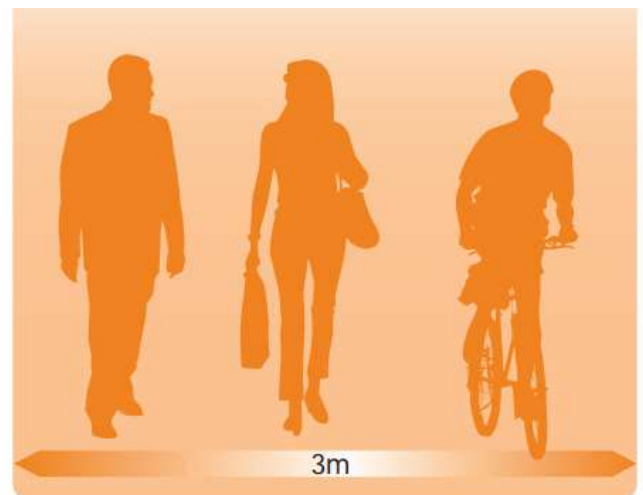


Fig 5.10. Shared use path - Source LCC Creating Civilised Streets



Fig 5.11. Example of cycleway/pedestrian links

6.0 Sustainability

Sustainable Design

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 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.

Sustainable modes of transport will be encouraged throughout the development with integration with the existing public transport networks and the provision of pedestrian and cycle routes throughout.

Each dwelling will be provided with adequate space inside and out for recycleable waste storage. Each dwelling will also have private garden space, some of which could be used for home composting and food production.

All dwellings will be oriented to maximise natural ventilation and passive solar gain, this and other efficiency-lead measures will allow all dwellings to achieve a minimum 10% reduction in energy consumption when measured against similar developments constructed in accordance with Building Regulations, as per the requirements of condition 4 of the outline planning permission.



Fig 5.12. The Development aims to provide efficient & sustainable housing

7.0 Conclusion

This Design Code is in accordance with an Outline Planning Application for residential development at Pendle Road, Clitheroe. A Reserved Matters Planning Application for phase 5 & 6 will be submitted shortly which will seek approval for details such as elevational treatments, siting of dwellings and landscaping, along with any other outstanding information required by the Outline Permission.

