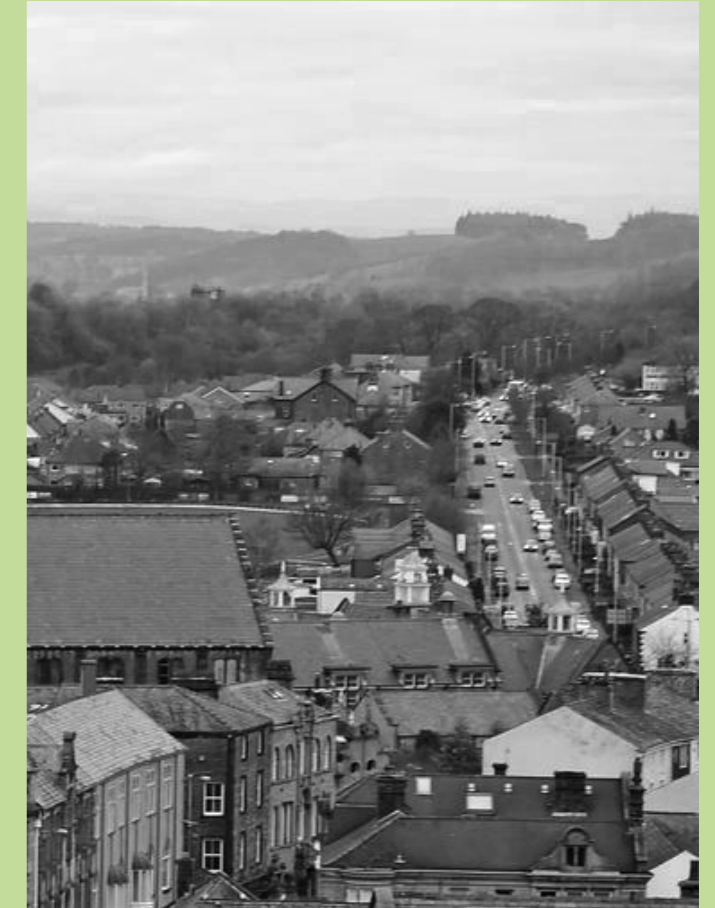
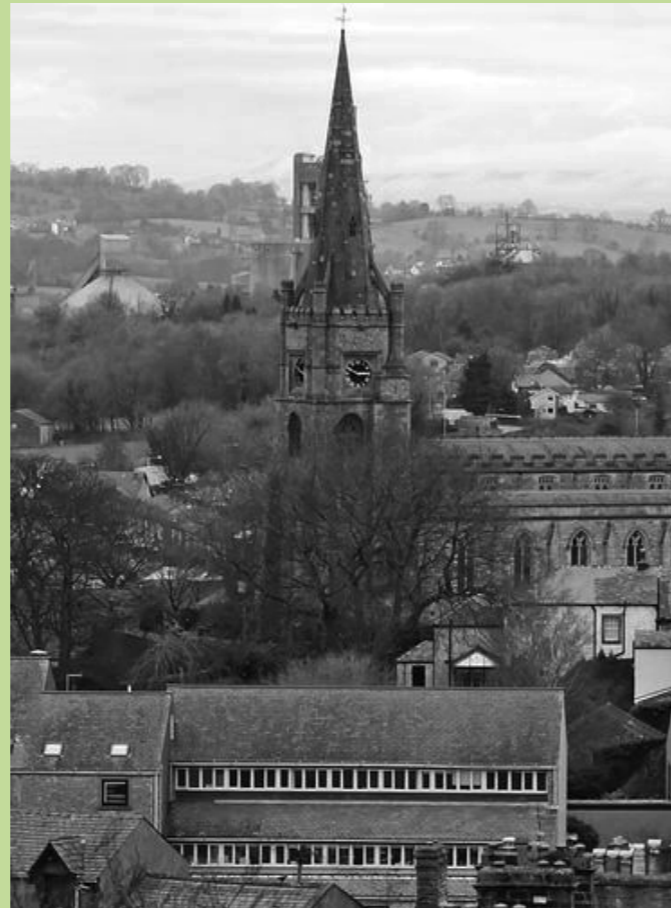


# Design and Access Statement

## Pendle Road, Clitheroe, Phases 5 & 6

Created on behalf of Taylor Wimpey  
April 2025

Revision H



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SECTION  
**INTRODUCTION 01**

1.1 Foreword

This Design and Access Statement (DAS) has been prepared by Baldwin Design Consultancy Limited on behalf of Taylor Wimpey Manchester in support of their Reserved Matters Application for residential development comprising 265 dwellings in Phases 5 & 6 at the site located off Pendle Road, Clitheroe.

This application seeks planning permission for the development of the greenfield agricultural land for residential purposes. This Planning Application constitutes the third Reserved Matters Planning Application submitted pursuant to outline planning consent 3/2012/0942 and updated planning consent 3/2015/0895.

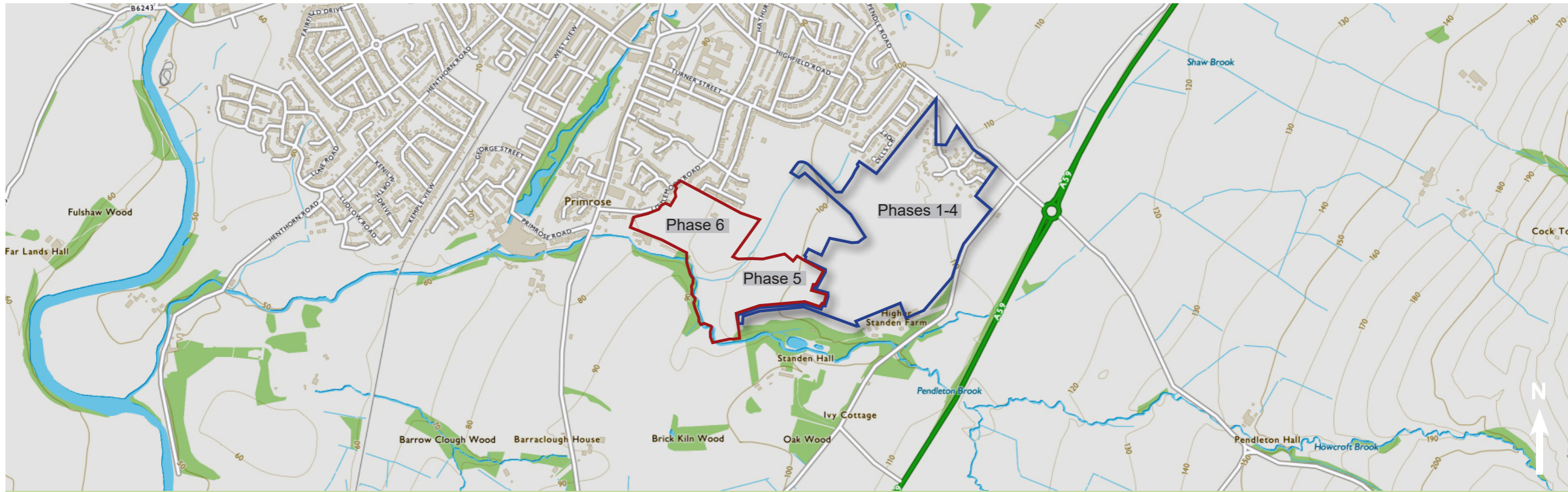
This document should be read in conjunction with the Supporting Planning Statement and technical reports.

The purpose of this report is to describe the site, it's context, relevant design guidance and the design concepts and principles which will inform the final design.

The structure of this document and the detail within follows the guidance from CABI's 'Design and Access Statements: How to read and use them' (2006) and Part 2, Article 8 of the Town and Country Planning (Development Management Procedure)(England) Order 2010.

This Statement is set out as follows:

- Section 2: Context Analysis - an assessment of the site's wider context in terms of town structure, historic development, streets and landscape character.
- Section 3: Site Analysis - a more detailed focus of the site and immediate surroundings in terms of townscape and visual structure; movement and connections, environmental assets and residential amenity, concluding with key opportunities for development of the site.
- Section 4: Planning Context - review of key planning policies that will influence the detailed design process.
- Section 5: Design Responses - key design principles which will inform the indicative layout.
- Section 6: The Scheme - parameters for the site, supported by a final layout that demonstrates how the site can be developed in accordance with the parameters including key design principles which shows how the scheme ties into the surrounding vernacular, incorporating architectural details, materials, and scale of building, with reference to landscaping.
- Section 7: Summary and Conclusions



Ordnance Survey Plan of land comprising Phases 5 & 6 of Higher Standen Farm, Clitheroe

# CONTEXTUAL ANALYSIS

## SECTION 02

2.1 Local Context Setting

Clitheroe is a town and civil parish in the Borough of Ribbles Valley in Lancashire, England. It is near the Forest of Bowland and is often used as a base for tourists in the area. The most notable building in the town is Clitheroe Castle, suggested to be one of the smallest Norman keeps in the country. Clitheroe is approximately 55 miles (34 KM) North-North West of Manchester.

Clitheroe has several historic buildings of special interest such as the Grade I listed Clitheroe Castle which lies to the north west of the development and the Grade II\* listed St. Mary Magdalene’s Church, also located to the north west. There are also several Grade II listed buildings located throughout the Clitheroe area.

Train services - There are hourly trains to Blackburn and Manchester Victoria from the railway station that are operated by Northern Rail. Usually, services are operated by Class 150 trains, but sometimes Class 156 and Class 153 operate the service. The Ribbles Valley Rail group (community rail group) is campaigning for services from Clitheroe to be extended to Hellifield.

Bus services - There are frequent bus services from Clitheroe Interchange to the surrounding Lancashire and Yorkshire settlements. Transdev is the most prominent operator, mainly operating interurban services to other towns in Lancashire, Greater Manchester and Yorkshire. Other operators include Holmeswood Coaches, M&M Coaches, Little Red Bus & Tyrer Bus.



View of Clitheroe Castle



Aerial view of Clitheroe with site indicated by a red dot

## 2.2 Context Plan

The contextual analysis on the right shows the distribution of local amenities and services within reasonable walking distance of the development site. The site is situated in the town of Clitheroe. Local services and amenities are located nearby in Clitheroe and Preston. Natural open spaces and public places are plentiful.

The NPPF document highlights the importance of pursuing sustainable development, and the need for the planning system to support economic growth.

It is commonly accepted that walking has the greatest potential to replace short car journeys, particularly those under two kilometers. The plan opposite shows the 400m (approx. 5 minute walk), 800m (approx. 10 minute walk) and 1200m (approx. 15 minute walk) catchment ranges for the site. Walking represents an alternative to the car for short range educational 'school run' and 'top up' shopping trips as well as some local employment and leisure journeys to the surrounding area.

The site benefits from bus connections along the A671, providing regular and frequent bus services to the surrounding area. This gives the site accessibility to the local, regional and national networks, and thus provides opportunities for modes of transport other than the car.

As previously mentioned, rail services are limited, with the nearest station located 6 miles to the north of the site in nearby Clitheroe.

The nearby A-roads provide access to the rest of Cheshire and the North. The A59 to the east, provides access to the north and south. Ribblesdale High School is located within walking distance of the site.

Other community facilities such as eateries, pharmacies, shops and religious establishments are all located within 4 miles of the site. Due to the provision of a circular bus route, reliance on the private car will be reduced which will have a positive impact on the environment.

### KEY

- Education (i.e. pre-schools, primary schools, secondary schools, colleges and universities);
- Eateries (i.e. restaurants, pubs, cafés and diners);
- Leisure Facilities
- Retail provision (i.e. supermarkets, shops etc.);
- Places of worship
- Bus Stops



Contextual Analysis Plan

## 2.3 Local Context

The Ordnance Survey map on the right shows the Phase 5 & 6 development site edged in red and orange.

Clitheroe is built on the north west of the A59 which is the main route from Blackburn to Skipton. Off the A59 you can access the M65 where you can access the main towns of Preston to Burnley.

The existing buildings within Clitheroe are varied in styles, age and materials. The town hosts a number of historic buildings with architecturally attractive features including thatched roofs, stone window and door surrounds and chimney stacks etc. The dominant buildings materials are brick and render.

New housing estates have expanded the area and these have been predominately built with red and buff brick and render, with a varied mixture of built forms. Typically in detached and semi detached fronting the road with reasonably sized front gardens providing adequate space for off road car parking.

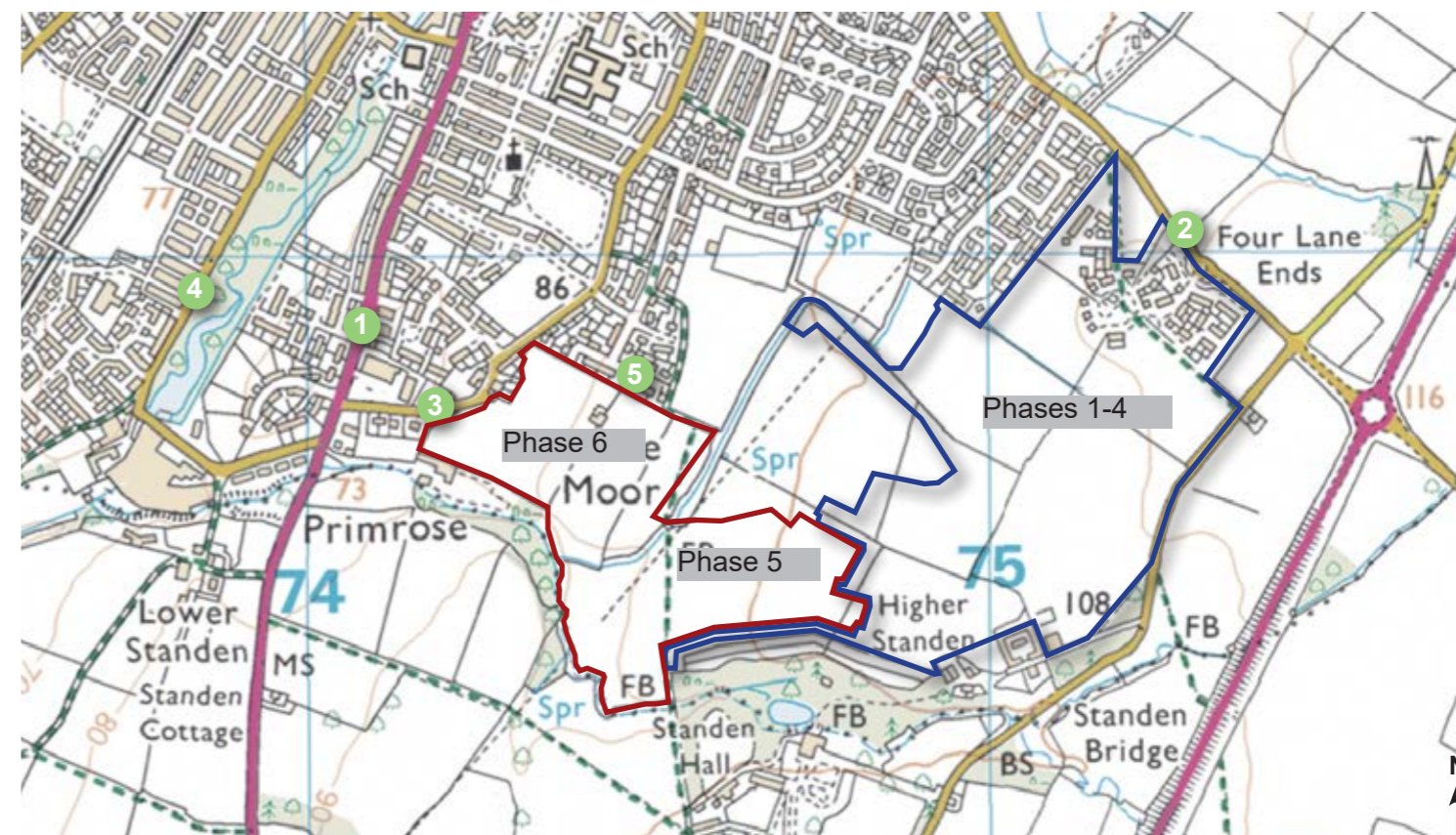
The surrounding housing stock to the development site are generally 1 and 2 storey brick and rendered buildings with pitched grey and red tiled roofs.

### Local Setting

Neighbouring residential developments off Pendle Road and Littlemore Road are characterised mainly by two storey red/brown brick and rendered residential properties, with a varied mixture of built forms, typically in mews, detached and semi detached fronting the road. Reasonably sized front gardens provide adequate space for road car parking where plot boundaries to the back of the existing footpath are delineated with a varied mix of boundary treatments in the form of hedge planting and low level walling/fence.

There are a number of local amenities within close proximity of the development in Clitheroe Town Centre, including food and drink establishments, shops, pharmacy and Post Office etc. The site also has links to existing open space surrounding the boundaries of the development.

The site benefits from good accessibility with a number of transport hubs in close proximity. This gives the site great accessibility to the local, regional and national road networks, including bus routes, and thus provides opportunities for modes of transport other than the car.



OS Plan with site edged in red (Phase 6) and Orange (Phase 5). Numbers correspond to the images.



2. Pendle Road



3. Littlemore Road



5. Woone Lane

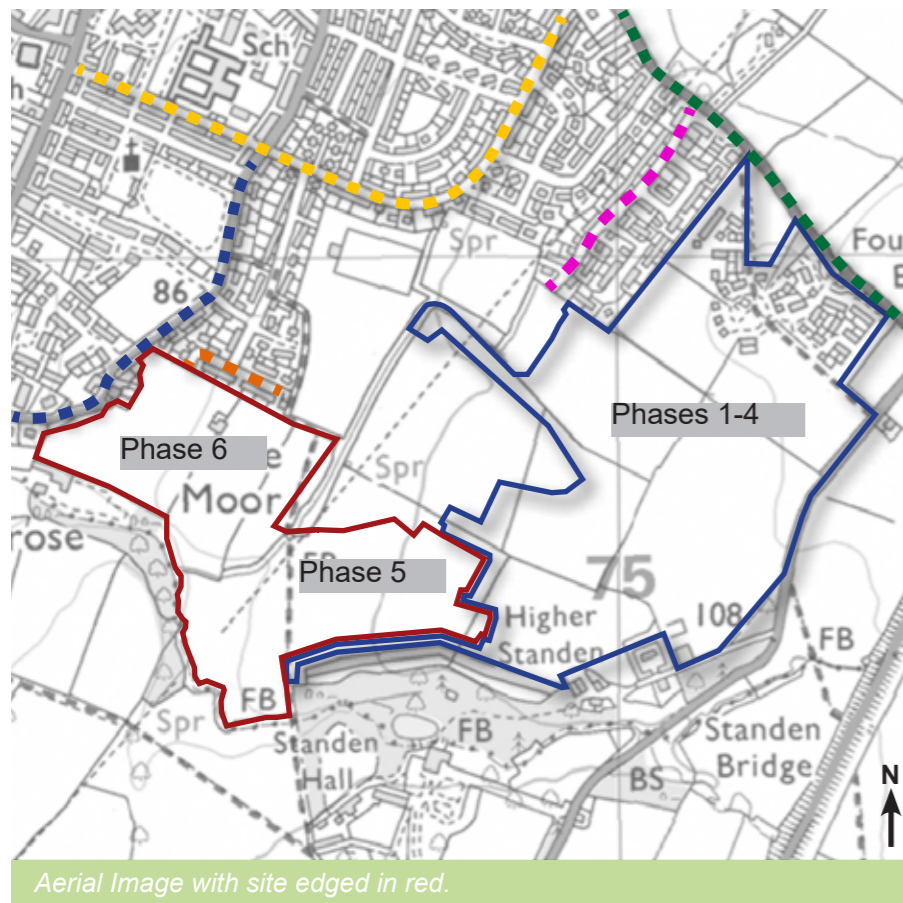


5. Lingfield Avenue



1. A671

## 2.4 Street Typologies



**Lingfield Avenue** ■■■■■■

Single storey dwellings with dormer first floor accommodation are typical to the north edge of Phase 6 with off-street parking and deep gardens. The street itself is a narrow cul-de-sac accessway served by Langshaw Drive. The houses are mixed in style and have no unifying materials or features.



**Littlemore Road** ■■■■■■

An isolated rural road to the west of Phase 6 site entrance with a number of traditional buildings converted for residential use interspersed along the road. Parking is largely off-street. The dwellings are generally arranged in a loose 'village' configuration. The road has an informal pedestrian track that is generally unpaved.



**Pendle Road** ■■■■■■

Providing access to the earlier phases of the development, Pendle Road is a semi-rural road with interspersed pockets of development comprising typically of two storey contemporary dwellings with off-street parking and landscaped verges.



**Turner Street** ■■■■■■

A broad arterial route from Clitheroe, the housing stock is a mix of contemporary dwellings and traditional cottages, parking for the contemporary dwellings is typically off-street however, the cottages do not have the capacity for this and generally open onto the street.



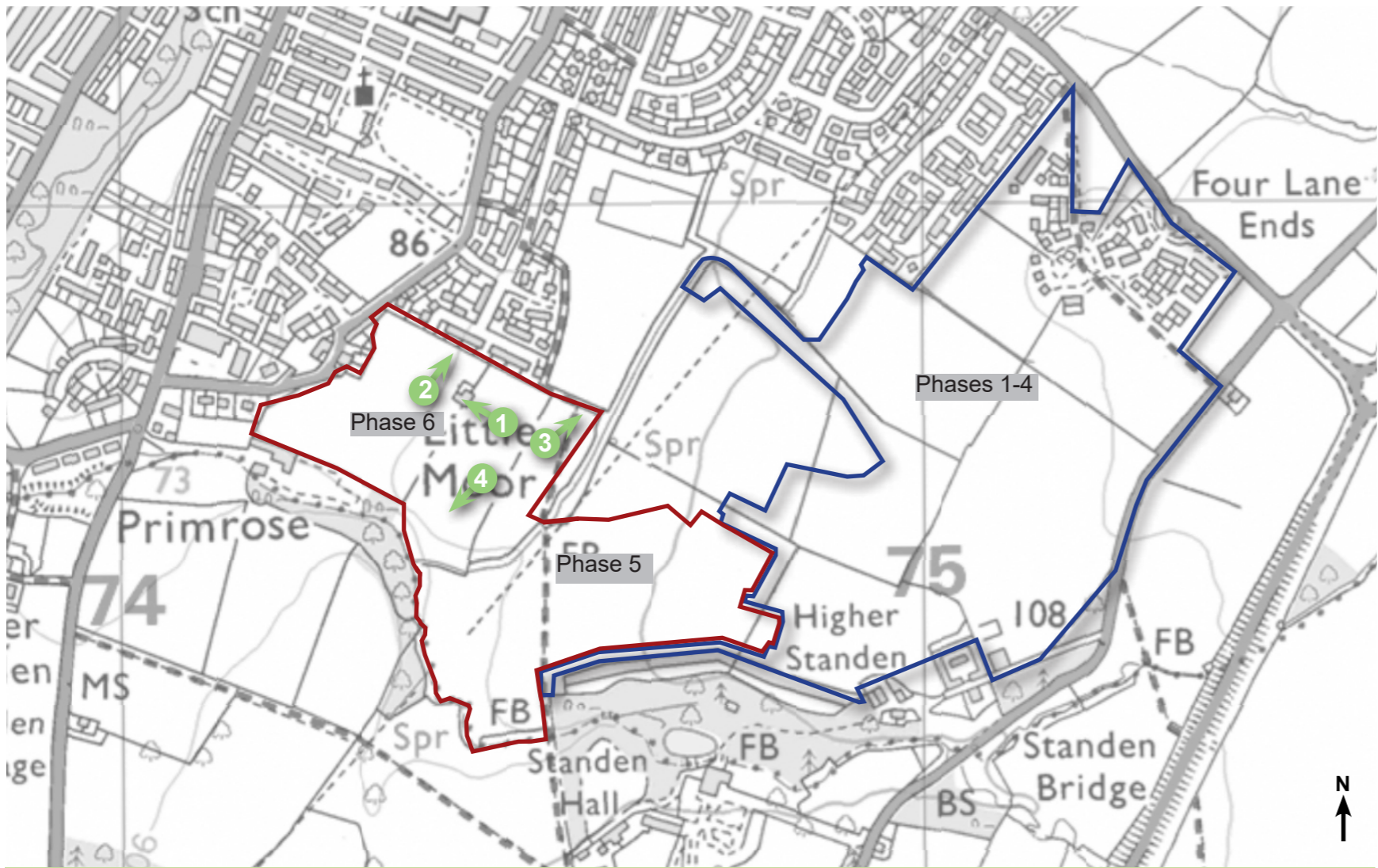
**Shays Drive** ■■■■■■

The housing stock is a mix of large detached and semi-detached dwellings in postwar contemporary style, with large front gardens providing space for off-street parking. A grass verge adds width and visual amenity to the street scene.

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SECTION  
**03**  
**SITE ANALYSIS**

3.1 Photographic Analysis



OS plan with the site edged in red / orange. Arrow indicate where views are taken from.



View 2 - Looking north over Lingfield Avenue



View 3- Looking north east out towards the adjacent playing field



View 1 - Looking west to phase 6 boundary and existing ruined farmhouse



View 4 - Looking out of the site to the south towards tree buffer

## 3.2 Constraints and Opportunities

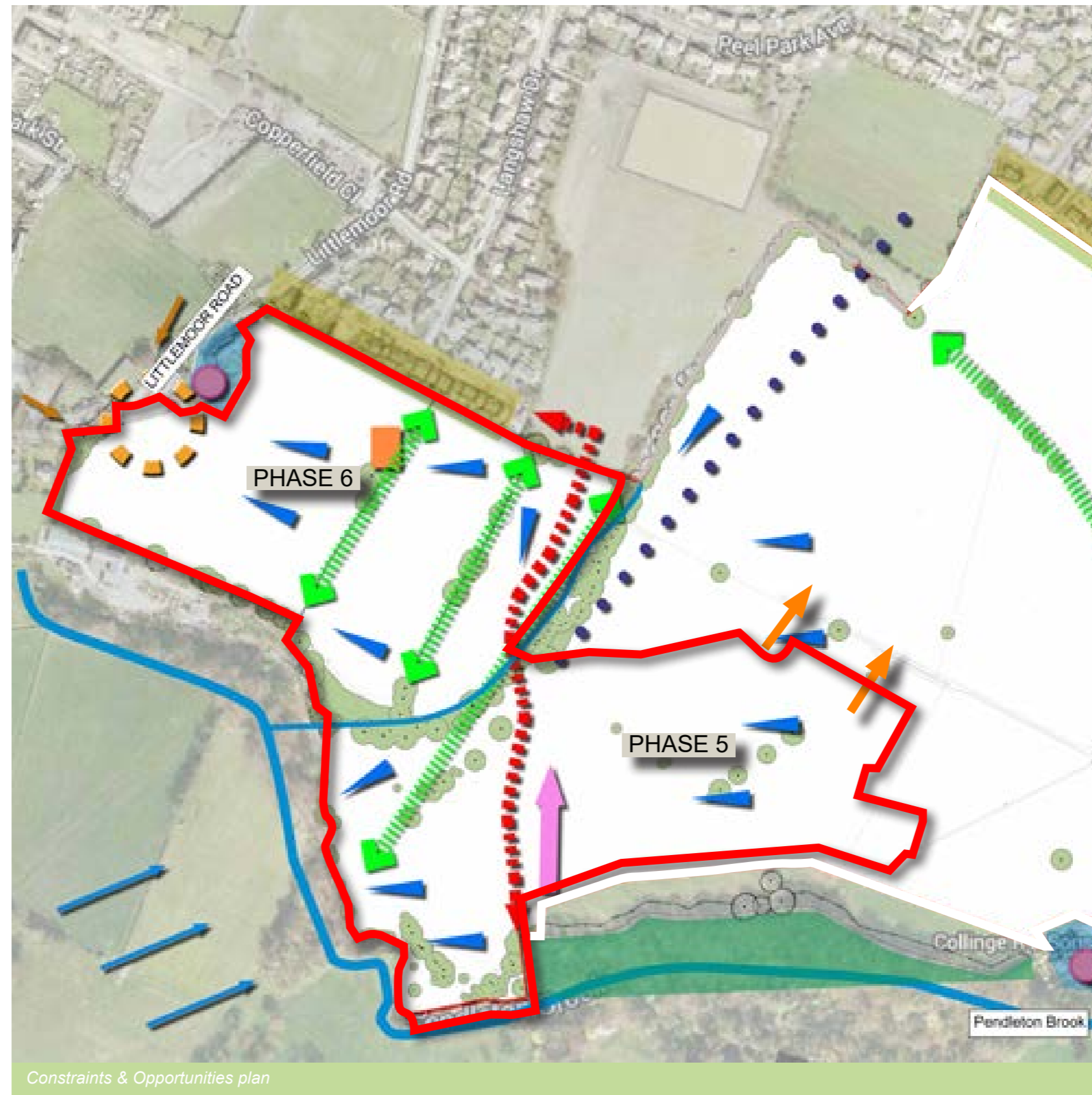
### Opportunities & Constraints

The site has a number of constraints and opportunities which have influenced the proposed design:

- Scale and materials of dwellings must be considered in order to be in keeping with the existing local vernacular;
- The nearby Clitheroe Castle is visible throughout the site.
- Pending a tree survey, the existing foliage will be cut back, and trees pruned as required;
- The vehicular and pedestrian access to phase 5&6 will be served from the existing access from Littlemoor Road;
- Consideration needs to be given to the interface with the adjacent properties along Lingfield Avenue;
- The existing landscaped boundaries to the west, and south will be retained;
- The existing vernacular established by the nearby school and church buildings should be considered during the design process;

### Strategy

- Development will be largely inward facing with the dwellings oriented to take advantage of vistas identified;
- Dwellings will be oriented to present an aesthetically pleasing frontage facing the site entrance;
- Housing layout to mitigate against overlooking onto the existing inn as well as new proposed properties;
- Connect existing pedestrian routes from adjacent phases throughout site;
- Take advantage of the site topography to provide vistas and viewpoints over the adjacent countryside;
- Landscape design to incorporate existing features to maximise the natural setting combining private and open areas to provide a comfortable living environment for residents;
- Existing Old Bothy house will be a feature of the POS;
- The location of the site represents an opportunity to create a well-designed high-quality residential development that responds to the local context, positively addresses the existing landscape as well as infilling the space between existing residential developments and the adjacent open spaces.



### Key

Key opportunities and constraints for the development of the site have been identified following a detailed appraisal of the site and its context. The points are summarised on the adjacent plan.

- Application Site Boundary
- Existing low rise residential properties
- Bus Gate Entrance
- The Old Bothy
- Short range views into site
- Long range views into site
- Medium range views towards Clitheroe Castle
- Public Right of Way in Phase 6
- Opportunities for Green Corridors
- Site gradient
- Line of Roman Road
- Listed Building
- Existing trees
- Existing watercourse
- Existing woodland

### 3.3 Existing Bothy House



*The existing ruined bothy house at the heart of Phase 6 has suffered considerable structural degradation*



*The existing ruined bothy house is seriously overgrown and has suffered considerable damage*

#### **The Old Bothy:**

The Old Bothy is in a decrepit state and will not return to its original use. The proposals / intentions for the Old Bothy non-designated heritage asset is to create 'public realm' which will reflect what was approved originally in Phase 1, whilst ensuring an authentic and legible response to retaining the Old Bothy. This includes dropping the walls to an acceptable height of 0.3-0.4m. It is believed that by incorporating the structure into the site it will allow the historic aspect of the site to play an ongoing role in the future of the wider Standen Farm area.

The associated grounds and mature trees will be incorporated into the Public Open Space / Green spaces strategy to provide a safe, well-overlooked greenspace with an established historical context.

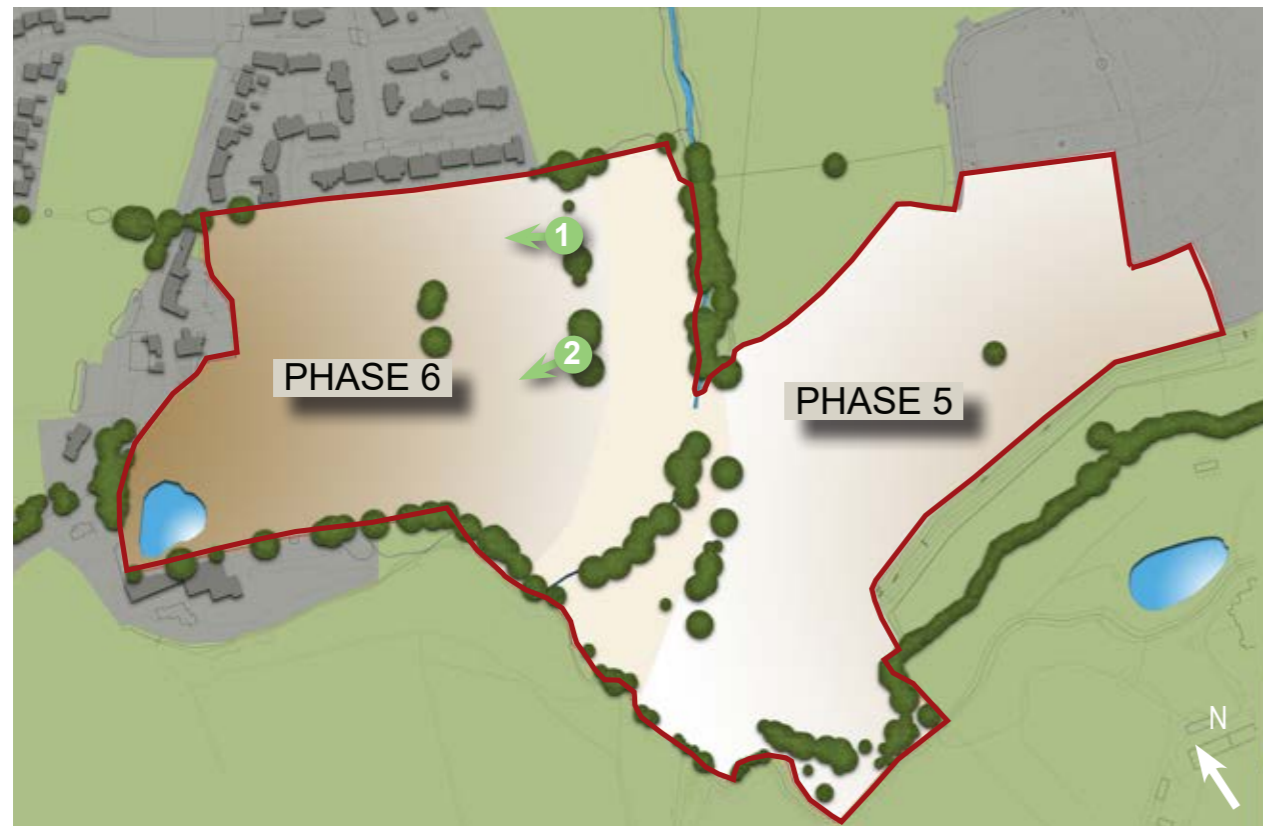
Presented below are some example images of how an existing structure can be adapted to provide an area that provides a safe and useable amenity.

The full details on maintenance and management of this area will be provided at a later stage and secured by a suitably worded planning condition.



*Example image of converted Bothy in Higher Standen Phase 1*

### 3.4 Site Topography

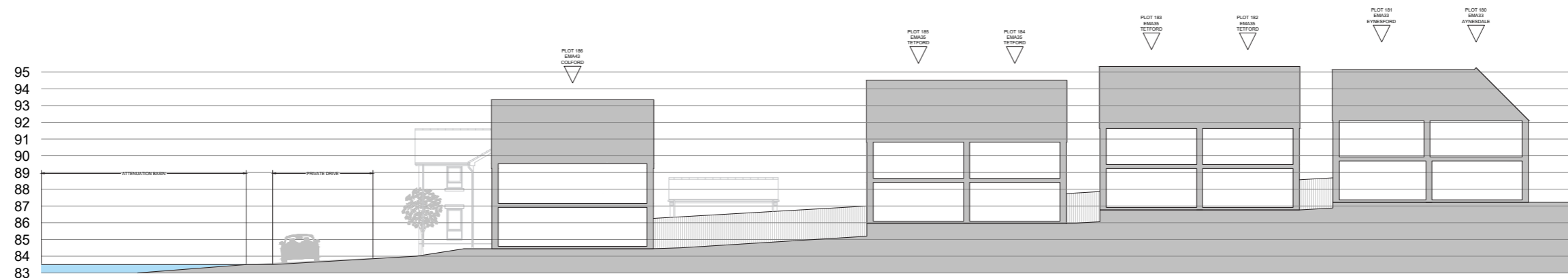


Site Layout showing the approximate on-site gradients

#### Existing Site Topography / Levels:

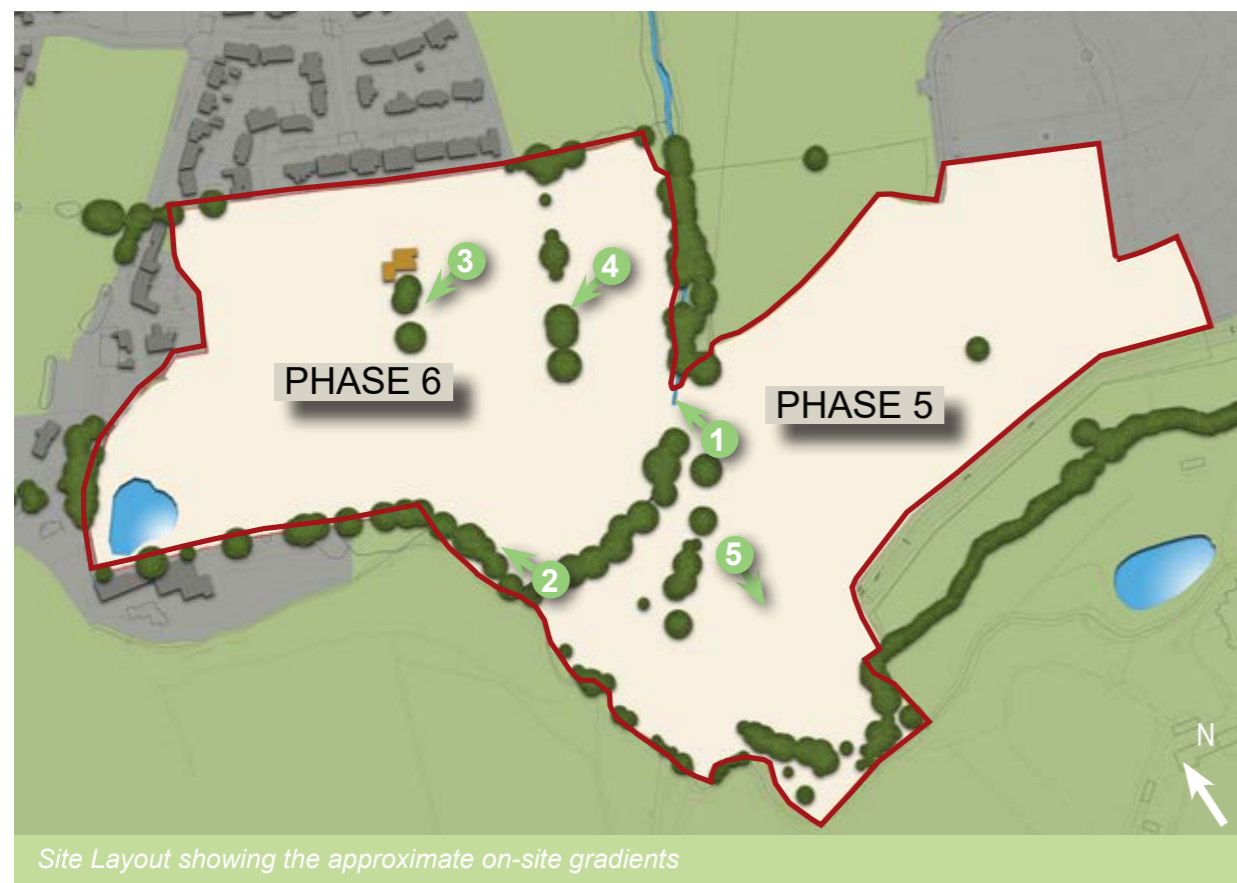
The existing levels and the relationship of the new development with the existing dwellings to the north and west of Phase 6 where the relationship is particularly close.

The gradient plan above and the adjacent photograph shows the extent to which the land drops east-west. The proposed site section below shows how the development, through the use of bungalows and adjusted finished floor levels, addresses this issue. A buffer zone has also been introduced across the northern boundary to further reduce the visual impact of the proposed development.



Site Section showing the drop in levels towards the western boundary

### 3.5 Existing Landscaping



#### Existing Green Assets

There are several high-category existing trees within the developable area which it has always been the intention to retain and integrate into the site layout as part of the wider green infrastructure strategy.

This integration strategy involves retaining the larger mature trees to create areas of visual interest within the Public Open Space network and to create areas of interest through the provision of 'pocket parks' throughout the development framework.

Existing landscaping will be bolstered by additional planting and the provision of a bund to the south of Phase 5 will further screen the nearby Standen Hall.

The existing retained green assets around the site perimeter will further enhance the sense of place and serve to reconnect the site with its rural heritage

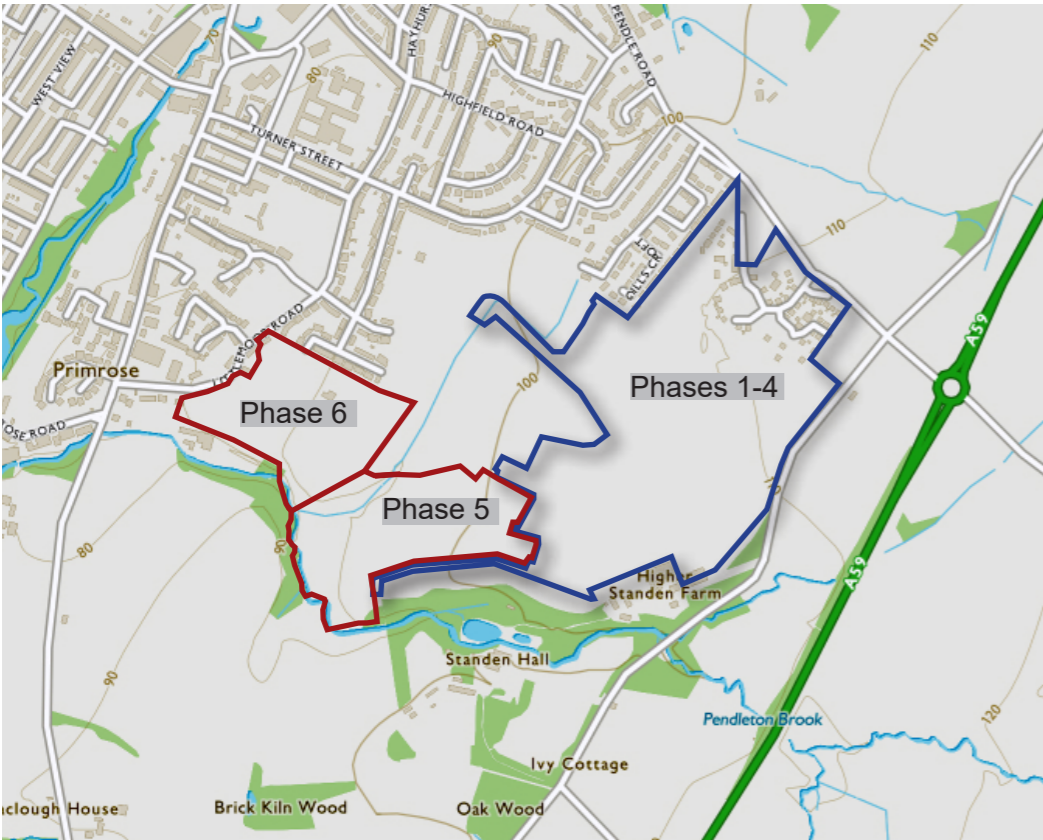


SECTION  
**PLANNING CONTEXT** **04**

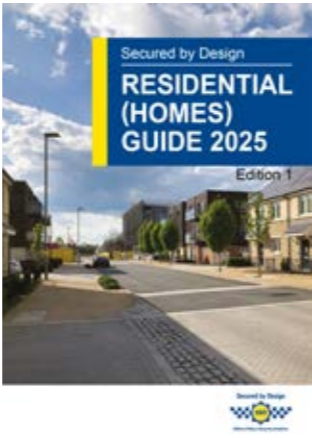
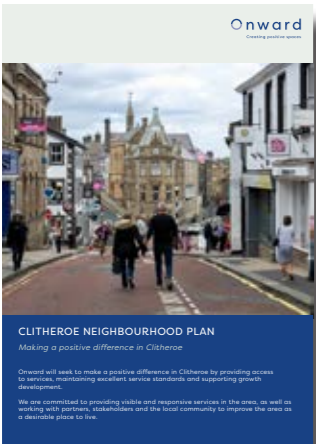
# 4.1 Summary of Ribble Valley Local Plan and Unitary Development Plan Policies

The application site is comprised of Phases 5 & 6 of the larger development site and is to accommodate 265 dwellings, making the development of an acceptable scale that would deliver considerable benefits in the form of increased and improved housing stock in the area.

As a response to the council’s policies regarding crime and community safety, the proposed development has been designed to ‘Secured by Design “Residential Guide 2025”’ security specification in order to mitigate any risk of crime. Other relevant Planning Policies and Strategic Objectives are summarised to the right.



Location Plan



## Policy DS1

The majority of new housing development will be:

- concentrated within an identified strategic site located to the south of Clitheroe towards the A59; and the principal settlements of: Clitheroe; Longridge; and Whalley.

Strategic employment opportunities will be promoted through the development of:

- the Barrow Enterprise Site as a main location for employment; and
- the Samlesbury Enterprise Zone.

New retail and leisure development will be directed toward the centres of:

- Clitheroe;
- Longridge; and
- Whalley.

In addition to the strategic site at Standen and the borough’s principal settlements, development will be focused towards the Tier 1 Villages, which are more sustainable of the 32 defined settlements.

In the 23 remaining Tier 2 Village settlements, which are the less sustainable of the 32 defined settlements, development will need to meet proven local needs or deliver regeneration benefits.

In general the scale of planned housing growth will be managed to reflect existing population size, the availability of, or the opportunity to provide facilities to serve the development and the extent to which development can be accommodated within the local area. Specific allocations will be made through the preparation of a separate allocations DPD. In allocating development, the Council will have regard to the AONB, Green Belt and similar designations when establishing the scale, extent and form of development to be allocated under this strategy. The relevant constraints are set out as part of the strategic framework included in this plan.

Development that has recognised regeneration benefits, is for identified local needs or satisfies neighborhood planning legislation, will be considered in all the borough’s settlements, including small-scale development in the smaller settlements that are appropriate for consolidation and expansion or rounding-off of the built up area.

Through this strategy, development opportunities will be created for economic, social and environmental well-being and development for future developments.

## Policy DS2

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 always work proactively with applicants jointly 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 the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- 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
- specific policies in that Framework indicate that development should be restricted.

## Key Statement EN2

Landscape

The landscape and character of the Forest of Bowland Area of Outstanding Natural Beauty will be protected, conserved and enhanced. Any development will need to contribute to the conservation of the natural beauty of the area.

The landscape and character of those areas that contribute to the setting and character of the Forest of Bowland Areas of Outstanding Natural Beauty will be protected and conserved and wherever possible enhanced.

As a principle the Council will expect development to be in keeping with the character of the landscape, reflecting local distinctiveness, vernacular style, scale, style, features and building materials

## Key Statement H1

Housing Provision

Land for residential development will be made available to deliver 5,600 dwellings, estimated at an average annual completion target of at least 280 dwellings per year over the period 2008 to 2028 in accordance with baseline information. The Council will identify through the relevant “Strategic Housing Land Availability Study” (SHLAA), sites for residential development that are deliverable over a five-year period. By reference to the housing land monitoring report and where appropriate Strategic Housing Land Availability Assessments, the Council will endeavour to ensure housing land is identified for the full 15 year period and beyond. A ‘plan-monitor-manage’ approach will be adopted and a monitoring report will be the key tool in tracking the fiveyear rolling land supply. The overall housing requirement will be subject to a formal review within five years from the date of adoption of the Core Strategy to ensure it remains the appropriate strategic figure with which to plan.

## Key Statement H2

Housing Balance

Planning permission will only be granted for residential development providing it can be demonstrated that it delivers a suitable mix of housing that accords with the projected future household requirements and local need across the Ribble Valley as a whole as evidenced by the Strategic Housing Market Assessment.

Determination of planning applications for residential development will be informed by the most recent Housing Needs Surveys, Addressing Housing Needs statement and the most recently adopted SHMA, to identify the type, tenure and size of residential dwellings, required at different locations throughout the borough as well as reference to relevant housing market information as appropriate.

## Key Statement H3

Affordable Housing

Affordable housing is broadly defined as that which is accessible to people whose income does not enable them to afford to buy or rent property suitable for their needs in the open housing market.

Within the settlement boundaries of Clitheroe and Longridge, on housing developments of 10 units or more dwellings (or sites of 0.5 hectares or more, irrespective of the number of dwellings) an element of affordable, local needs housing will be required on all schemes. The Council will seek affordable housing provision at 30% of units on the site.

The Council will use open book viability assessments, provided at the developer’s cost, within its consideration of affordable housing provision particularly where thresholds are not being met.

In all other locations in the borough, on developments of 5 or more dwellings (or sites of 0.2 hectares or more irrespective of the number of dwellings) the council will require 30% affordable units on the site.

The Council will only consider a reduction in this level of provision, to a minimum of 20% only where supporting evidence, including a viability appraisal fully justifies a lower level of provision to the council’s satisfaction.

Providing housing for older people is a priority for the Council within the Housing Strategy. Within the negotiations for housing developments, 15% of the units will be sought to provide for older people on sites of 10 units or more. Within this 15% figure a minimum of 50% would be affordable and be included within the overall affordable housing threshold of 30%. The remaining 50% (ie the remaining 50% of the 15% older people’s element) will be for market housing for older people.

All affordable housing provided must be made available to those in housing need and will remain affordable in perpetuity.

Developers will be expected to provide affordable housing on site as part of the proposed development unless Ribble Valley Borough Council and the developer both agree that it is preferable to make a financial or other contribution towards the delivery of affordable housing on another site. Older people’s housing should meet the Lifetime Homes standard as a minimum

## Policy DMG1

General Considerations

In determining planning applications, all development must:

Design

1. Be of a high standard of building design which considers the 8 building in context principles (from the cable/english heritage building on context toolkit.
2. Be sympathetic to existing and proposed land uses in terms of its size, intensity and nature as well as scale, massing, style, features and building materials.
3. Consider the density, layout and relationship between buildings, which is of major importance. Particular emphasis will be placed on visual appearance and the relationship to surroundings, including impact on landscape character, as well as the effects of development on existing amenities.
4. Use sustainable construction techniques where possible and provide evidence that energy efficiency, as described within policy DME5, has been incorporated into schemes where possible.
5. The code for sustainable homes and lifetime homes, or any subsequent nationally recognised equivalent standards, should be incorporated into schemes.

Access

1. Consider the potential traffic and car parking implications.
2. Ensure safe access can be provided which is suitable to accommodate the scale and type of traffic likely to be generated.
3. Consider the protection and enhancement of public rights of way and access.

Amenity

1. Not adversely affect the amenities of the surrounding area.
2. Provide adequate day lighting and privacy distances.
3. Have regard to public safety and secured by design principles.
4. Consider air quality and mitigate adverse impacts where possible.

Environment

1. Consider the environmental implications such as ssis, county heritage sites, local nature reserves, biodiversity action plan (bap) habitats and species, special areas of conservation and special protected areas, protected species, green corridors and other sites of nature conservation.
2. With regards to possible effects upon the natural environment, the council propose that the principles of the mitigation hierarchy be followed. This gives sequential preference to the following: 1) enhance the environment 2) avoid the impact 3) minimise the impact 4) restore the damage 5) compensate for the damage 6) offset the damage.
3. All development must protect and enhance heritage assets and their settings.
4. All new development proposals will be required to take into account the risks arising from former coal mining and, where necessary, incorporate suitable mitigation measures to address them.

## 4.2 Building For a Healthy Life



A 'Building for a Healthy Life' assessment has been produced by Baldwin Design Consultancy Ltd in accordance with the 'Building for a Healthy Life' headings.

Response Grade.



Green = go ahead



Amber = try & turn to green



Red = stop & rethink

## Natural Connections



Primary vehicular, pedestrian and cycle routes have been extended to the site boundary with entrance points from the adjacent phases and from Littlemoor Road. The access road hierarchy has been designed to promote a pleasant, low traffic environment and to design out 'rat runs', the housing layout has also been designed to enhance natural observation and minimise the creation of 'negative spaces'.

Existing trees and green assets have been retained and integrated into the scheme wherever possible and enhanced through additional planting. Existing mature trees have been retained and incorporated into areas of public open space.

## Walking, Cycling & Public Transport



Cycle and pedestrian routes have been provided throughout the site, with priority being given to pedestrians and cyclists as they move through the site. Shared surfaces and pedestrian footpaths run alongside vehicular routes providing safe, coherent routes through the site. The road layout, rumble strips and raised platforms will help regulate traffic speed throughout.

Public transport facilities are available off-site, with bus stops near to the site on the nearby A523. The wider rail network can be accessed from Clitheroe Station, located 0.9 miles away. A bus gate will be provided, allowing for bus routes to be extended throughout the site. An ANPR system will regulate vehicular access through the bus gate.

## Facilities and Services



Community facilities such as health centres, retail provision, schools, places of worship and eateries all have adequate provision off-site, accessible via short-journey public transport. Large areas of woodland, greenspaces and managed leisure facilities are located off site, easily accessible from within and outside the site.

## Home for Everyone



Every dwelling will be provided with off-street parking. The housing provision comprises a diverse mix of sizes and tenure, this mixture of house types allows for changing circumstances and promotes social mobility.

All dwelling houses are all provided with their own private outdoor space

## Making the Most of What's There



There is currently a large dilapidated farmhouse between phases 5 & 6 that will be retained, made safe and converted into a feature. Phases 5 & 6 occupy the south western parcel of a larger development site. The south of the site is bounded by countryside with vista views over the nearby Standen Hall and Standen Hey Woodlands. To the north and west of the site there are existing residential developments. The adjacent phases of the development are located to the east.

There are listed buildings located on the adjacent Littlemoor Road and the adjacent farm track to the south east.

## A Memorable Character



The house types have been designed with a style that compliments and takes influences from surrounding urban grain. A cohesive visual style will run through the development and will be tied back to the surrounding area though sympathetic landscaping and pedestrian, cyclist and vehicular connections.

The landscaping treatment and inclusion of the existing trees and boundary treatment into the green infrastructure provide character and aid way-finding throughout the site.

## Well Defined Street and Spaces



The development has been designed to provide active frontages and complete parcels wherever possible, with distinct feature plots and dual aspect units at the site entrance to avoid blank elevations facing onto public spaces.

Access to all plots is simple and direct, each plot is provided with off-street parking and private outdoor spaces.

Street planting has been provided to augment the existing green infrastructure with standoff provided for the provision of in-plot landscaping.

## Easy to Find Your Way Around



The development has a legible layout that promotes way finding through variation in surface treatment and the provision of vista plots at key locations to help people find their way around the development. The house typologies and orientations are matched to the road layout to create a positive relationship with their surroundings.

The entrance to the site is obvious and utilises the existing vehicular access from the adjacent phases. The bus gate ANPR system restricts vehicular access from Littlemoor Road. The on-site infrastructure follows a simple, logical progression from the spine road that extends throughout the sites adjacent phases.

## Healthy Streets



The road layout has been designed to incorporate measures to ensure a healthy, secure environment for residents and visitors, such measures include the provision of rumble strips and a decreasing road hierarchy to reduce vehicular speeds through primarily residential areas. The landscaped areas create positive spaces that will provide people with areas to gather, chat and play in a secure, observed environment, it also allows the development to step back from the road, allowing for a degree of 'decompression space' while reducing the visual mass of the development.

Street-side landscaping has been provided to further enhance the public spaces. The existing landscaped boundary treatments have been retained to improve resident's amenity.

## Cycle and Car Parking



As the development comprises of detached, semi-detached and mews houses, off-street car parking has been provided to all plots, the parking has been designed to remove the car from the street scene wherever possible. The parking spaces will be fully compliant with LCC parking standards.

Secure cycle storage facilities can be provided within the dwellings or within the dwelling curtilage.

## Green and Blue Infrastructure



As mentioned above, the existing mature feature trees have been retained on the western boundary enhanced with additional planting throughout.

Mature feature trees have been retained throughout the site and incorporated into the Public Open Space provision.

The housing layout has been designed and oriented to provide the green spaces with natural surveillance. The additional planting will spread the green infrastructure network throughout the site.

## Back of Pavement, Front of Home



The housing layout has been designed to create a unified space, reinforcing the divide between public and private spaces. Strong boundary treatments will further reinforce these boundaries and continue the distinctive local characteristic.

Space has been allocated for front garden spaces that will create opportunities for social interaction.

The layout has been designed to minimise negative spaces that serve no public or private uses.

The layout has been developed to ensure that waste is stored and disposal is easy.

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



#### Connections and Views

- Bus-link spine road continued from Phase 4 (magenta);
- Secondary roads established (black);



#### On Site Landscaping & Buffers

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



### Final Indicative Layout Framework

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

#### 1. The Old Bothy

This focal space is characterised by the historic setting of the old bothy. This together with a feature mature tree sets this important nodal space in the centre of phase 6.



#### 2. Entrance to Phase 6

This focal point is characterised by existing mature trees with a back drop of proposed housing fronting the space. These houses set the gateway transition into the final phase of development.



#### 3. Public Right of Way

This area is a termination point onto a pedestrian pathway transition to the wider green infrastructure. This is set by a back drop of an existing mature tree belt.



#### 4. Focal point

Wayfinding nodal point set around an existing mature tree. This tree is surrounded with proposed dwellings overlooking the space.



## 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;
- 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 14.85 hectares. Given the sustainable location of the site as demonstrated within the contextual analysis section, the detailed masterplan comprises of residential use only with 265 no. units across both phases and associated parking. These units comprise of a mix of 2-5 bedroom properties designed as 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 36.7 acres / 14.85 hectares across both phases, with the average net density across the site equating to 35.94 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



House Type	Bed No.	Type	No.	Sales Sqft	Structural Sqft	Total Sqft (Sales)	Total Sqft (Struc)
Shared Ownership							
EMA22 Beaford	2	End	8	778	792	6224	6336
EMA22 Beaford	2	Mid	6	778	792	4668	4752
EMA22 Beaford	2	Semi	0	778	792	0	0
EMA33 Eynsford	3	End	8	972	987	7776	7896
EMA33 Eynsford	3	Mid	6	972	987	5832	5922
EMA33 Eynsford	3	Semi	2	972	987	1944	1974
Bungalow 4 (over 55)	2	Semi	4	778		3112	
Bungalow 4 (over 55)	2	Detached	6	778	787	4668	4722
			Total Affordables	40		34224	35065
Affordable Rent							
EMA22 Beaford	2	End	6	778	792	4668	4752
EMA22 Beaford	2	Mid	5	778	792	3890	3960
EMA22 Beaford	2	Semi	0	778	792	0	0
EMA33 Eynsford	3	End	8	972	987	7776	7896
EMA33 Eynsford	3	Mid	6	972	987	5832	5922
EMA33 Eynsford	3	Semi	2	972	987	1944	1974
Bungalow 4 (over 55)	2	Semi	12	778	787	9336	9444
Bungalow 4 (over 55)	2	Detached	1	778	787	778	787
			Total Affordables	40		34224	34725

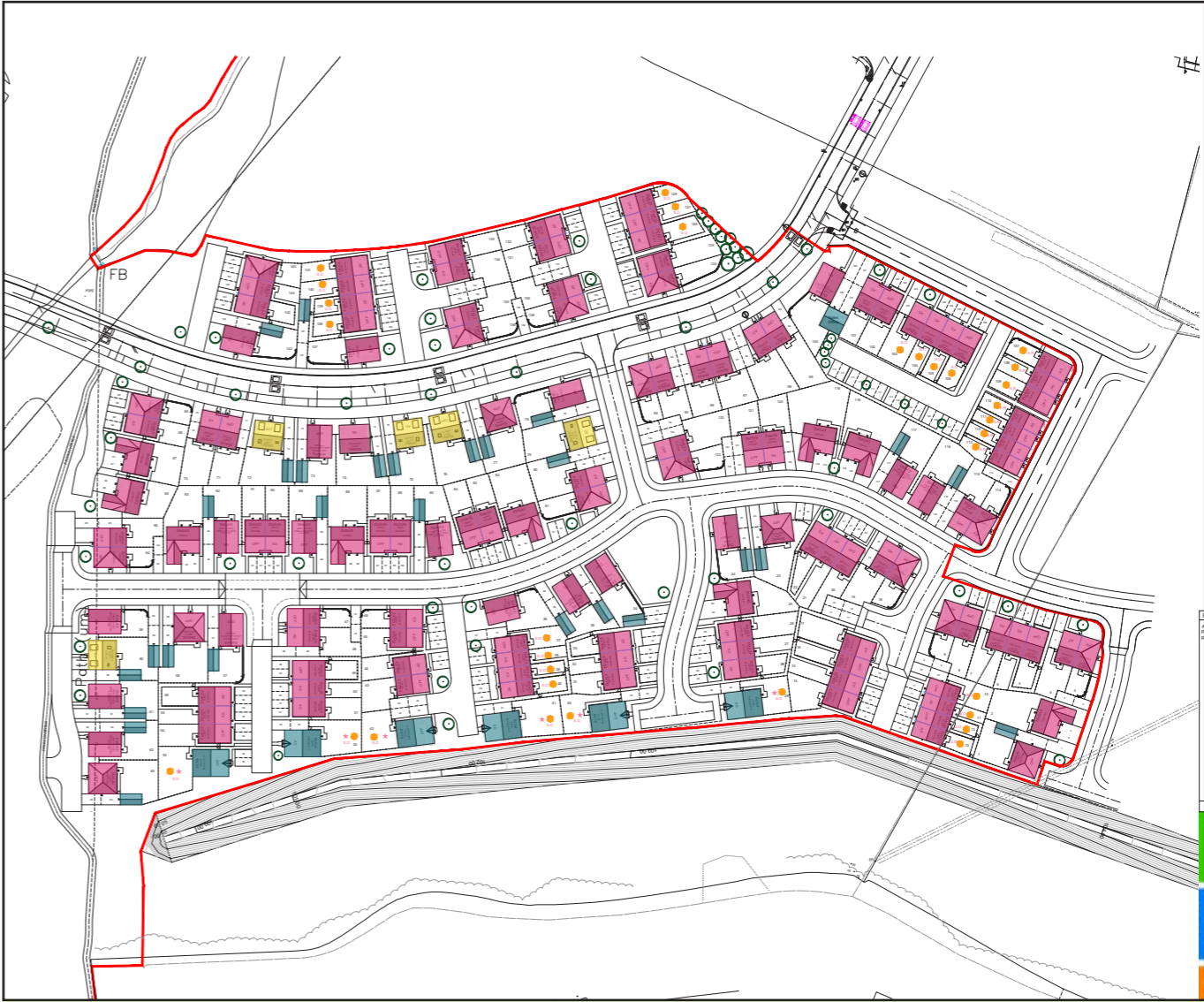
Open Sale							
EMA33 Eynsford	3	End	17	972	987	16524	16779
EMA33 Eynsford	3	Mid	10	972	987	9720	9870
EMA33 Eynsford	3	Semi	34	972	987	33048	33558
EMA35 Tetford	3	Semi	30	1021	1037	30630	31110
EMT31 Aynsdale	3	End	1	1021	1037	1021	1037
EMT31 Aynsdale	3	Semi	20	1058	1073	21160	21460
EMT41 Plumdale	3	Detached	12	1252	1268	15024	15216
EMA 43 Colford	4	Detached	15	1252	1268	18780	19020
EMG43 Hubham	3	Detached	20	1370	1389	27400	27780
EMA46 Rightford	4	Detached	12	1374	1392	16488	16704
EMB51 Aireton	5	Detached	14	1672	1691	23408	23674
			Total Open Sale	185		213203	216208
			Total	265		281651	282945

Gross Site Area	36.7	Acres	14.85	Hectares
POS	15.513	Acres	6.28	Hectares
Spine Road	2.420	Acres	0.98	Hectares
Undevelopable	0.547	Acres	0.22	Hectares
Net Site Area:	18.220	Acres	7.37	Hectares
Gross Density:	7.22	Units/Acre	17.84	Units/Hectare
Net Density:	14.54	Units/Acre	35.94	Units/Hectare
Gross Footage:	7698.77	SQFT/Acre	17.84	SQM/Hectare
Net Footage Based on Struct Sqft:	15507.41	SQFT/Acre	29322.49	SQM/Hectare
Net Footage Based on Sales Sqft:	15458.34			

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 2-5 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 2.5 storeys.

**Key**

	1 Storey Element
	2 Storey Dwellings
	2.5 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 0.3-0.4m to create public realm.



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

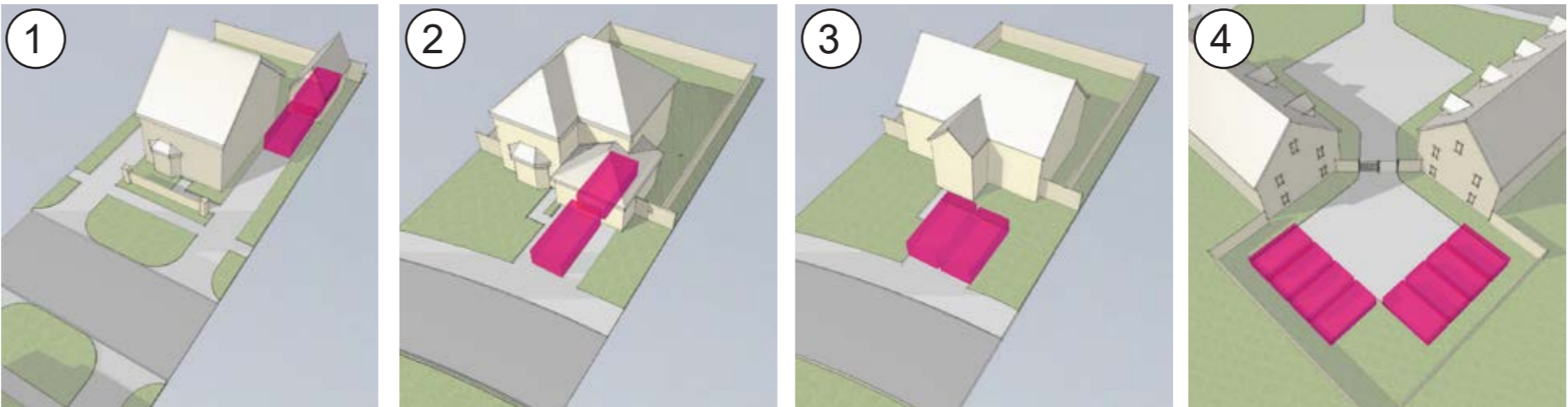
Ease of Pedestrian movement has been prioritised throughout the design, with designated footways providing segregation from road traffic along the main pedestrian public realm. New pedestrian links have been added from the west of the site to the existing pedestrian links running north-south to the east 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



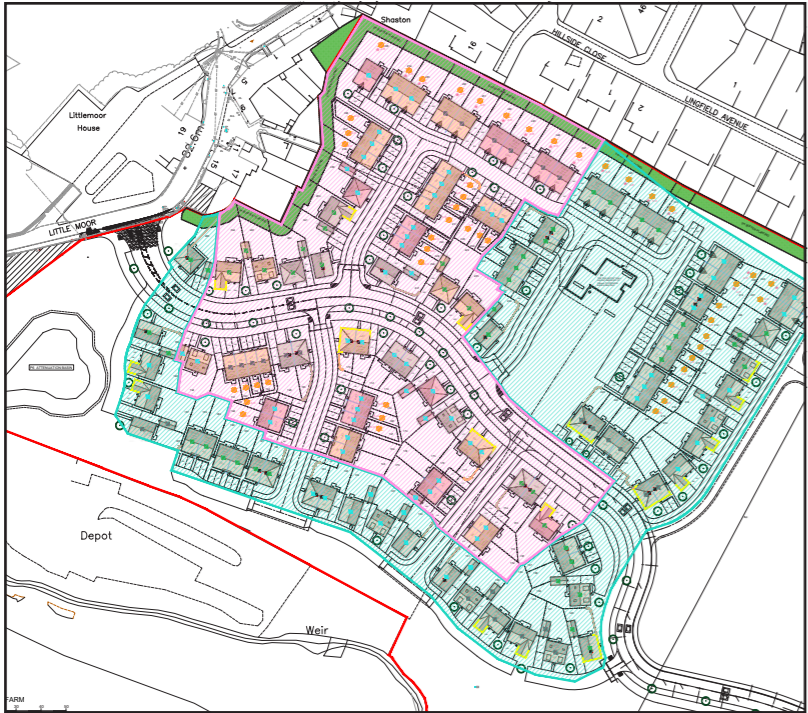
Above are examples of parking configurations used throughout Phases 5 & 6:

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.

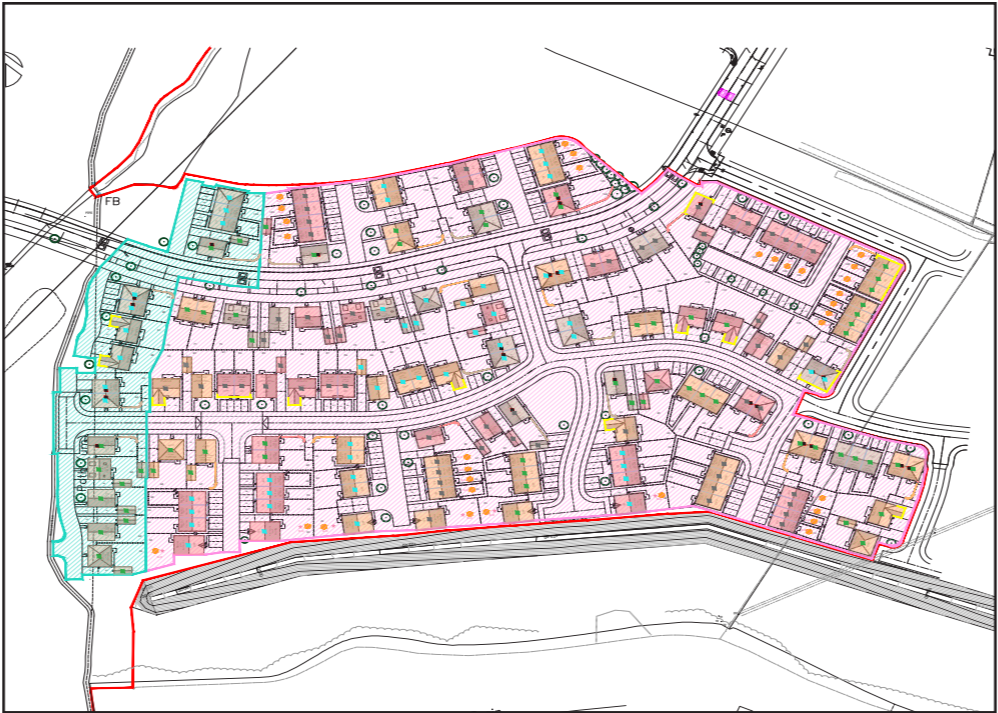
# 6.5 Proposed Materials

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.

Full details on materiality will be provided at a later stage to discharge Condition 4 (Design Code) attached to planning permission 3/2015/0895.



Phase 6 Materials Plan



Phase 5 Materials Plan

**Legend**

- Application Site Boundary
- Development Edge Character Area
- Recon Stone
- Smooth Cream Render
- uPVC windows to be white.
- The Village Street Character Area
- Red Brick
- Orange Brick
- Recon Stone to Vista Plots
- Smooth Cream Render

**Door & Garage Colours**

- Blue
- Green
- Grey

**Additional Features**

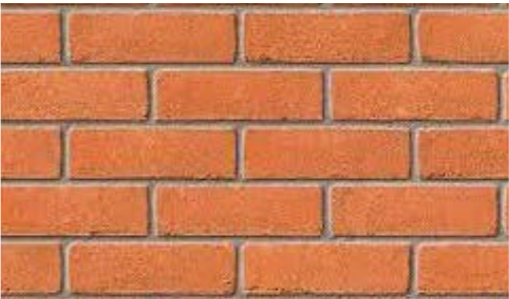
- Dummy Chimney

uPVC windows to be White.

All rainwater goods to be black UPVC.

White fascia/soffit details

All roofs to be grey concrete tiles



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.

Further detailing on boundary treatments will be provided at a later stage to discharge Condition 27 (Soft Landscaping Works) attached to 3/2015/0895.

Key

- Application Site Boundary
- 1.8m high Screen Brick Wall with Timber infill panels
- 1.8m curved solid Brick Wall
- 1.8m high Timber Close Boarded Fence
- Timber Gates (to rear gardens)



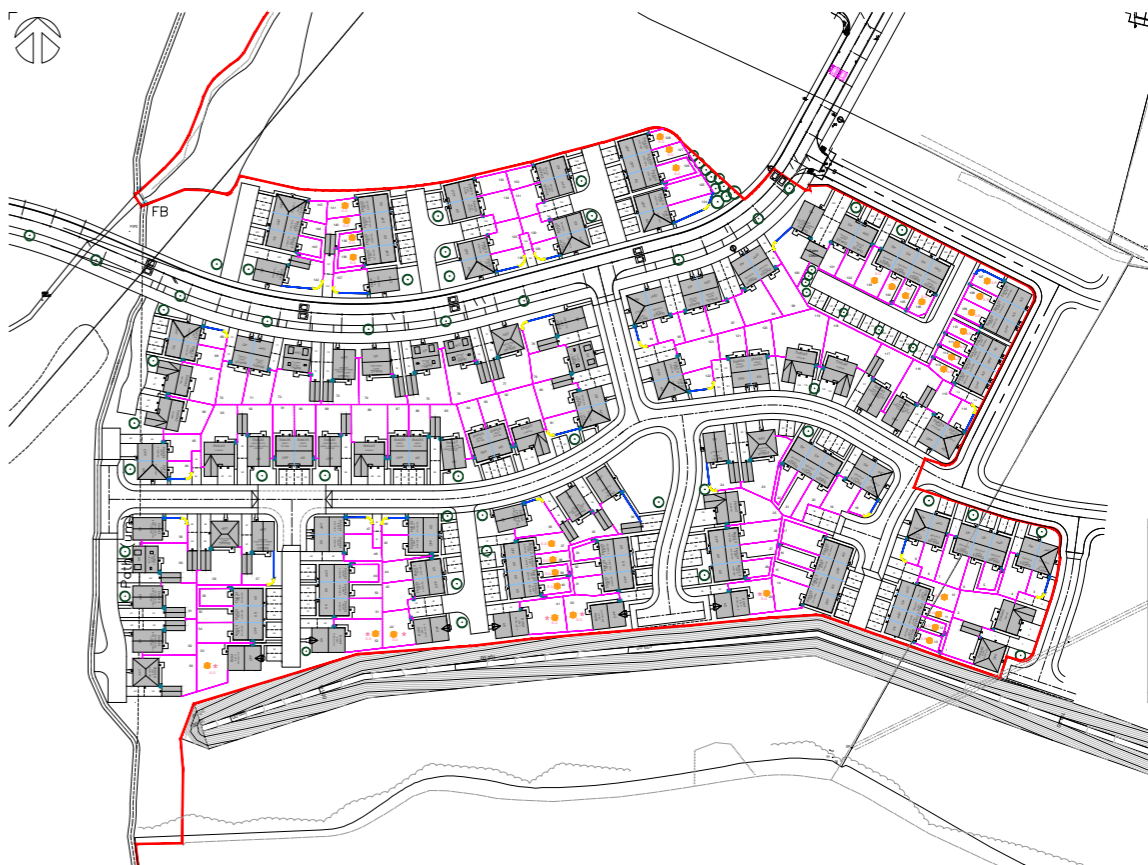
Phase 6 Boundary Treatment Plan



1.8m Stone wall



1800mm Curved Brick wall



Phase 5 Boundary Treatment Plan



1800mm Brick wall



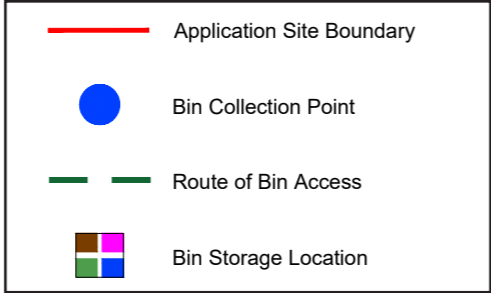
1800mm Close Boarded Fence

24

## 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



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

Various ecological surveys have 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 scheme.

### 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.



*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 with a grass verge and tree planting on the southern side of the road to allow the public realm to filter 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, and 2.5 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.



*Distribution of Character Areas*



*Typical Street Scene: Village Street*

# CONCLUSION

## SECTION 07

## 7.1 Conclusion

### Summary and Conclusion

This Design and Access statement is in support of a Reserved Matters Planning application for 265no. 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

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