

LAND TO THE EAST OF CLITHEROE ROAD, WHALLEY

DESIGN & ACCESS STATEMENT
REV A

IN SUPPORT OF A FULL APPLICATION
FOR 77 AFFORDABLE DWELLINGS



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Preface

We have been instructed by Pringle Homes to prepare a Design and Access Statement which will support a full planning application which seeks permission for the erection of a new residential proposal together with associated infrastructure on land to the east of Clitheroe Road, Whalley.

The site is located within the urban area of Whalley, south to Clitheroe and is surrounded predominantly by a mix of agriculture and residential land.

This document aims to provide an analytical background and concept proposals to facilitate discussions with the Local Planning Authority. This statement responds to the requirements of the Town and Country Planning (General Development Procedure (Amendment) Order 2015 for applications of this type to be accompanied by a Design and Access Statement.

The content of the design element of the statement must demonstrate how the physical characteristics of the scheme have been influenced by a thorough process, which includes:

- Assessment,
- Involvement and
- Evaluation

The following design parameters are addressed:

- Use - What the land and buildings will be used for.
- Amount - How much development can the site accommodate.
- Scale - The size of the buildings and spaces, specifically their height, width and length.
- Layout - How the buildings and public and private spaces will be positioned and the relationship between the buildings and spaces around the site.
- Appearance - What the building and spaces will look like, for example building materials and architectural details.
- Landscaping - How open spaces will be treated to enhance and protect the character of a place.
- The access - This Design and Access Statement will state the location of the principal access to the development.
- Vehicular and transport links - Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.
- Inclusive access - How everyone can get to and move through the site on equal terms regardless of ages, disability, ethnicity or social grouping.



1.0 Introduction

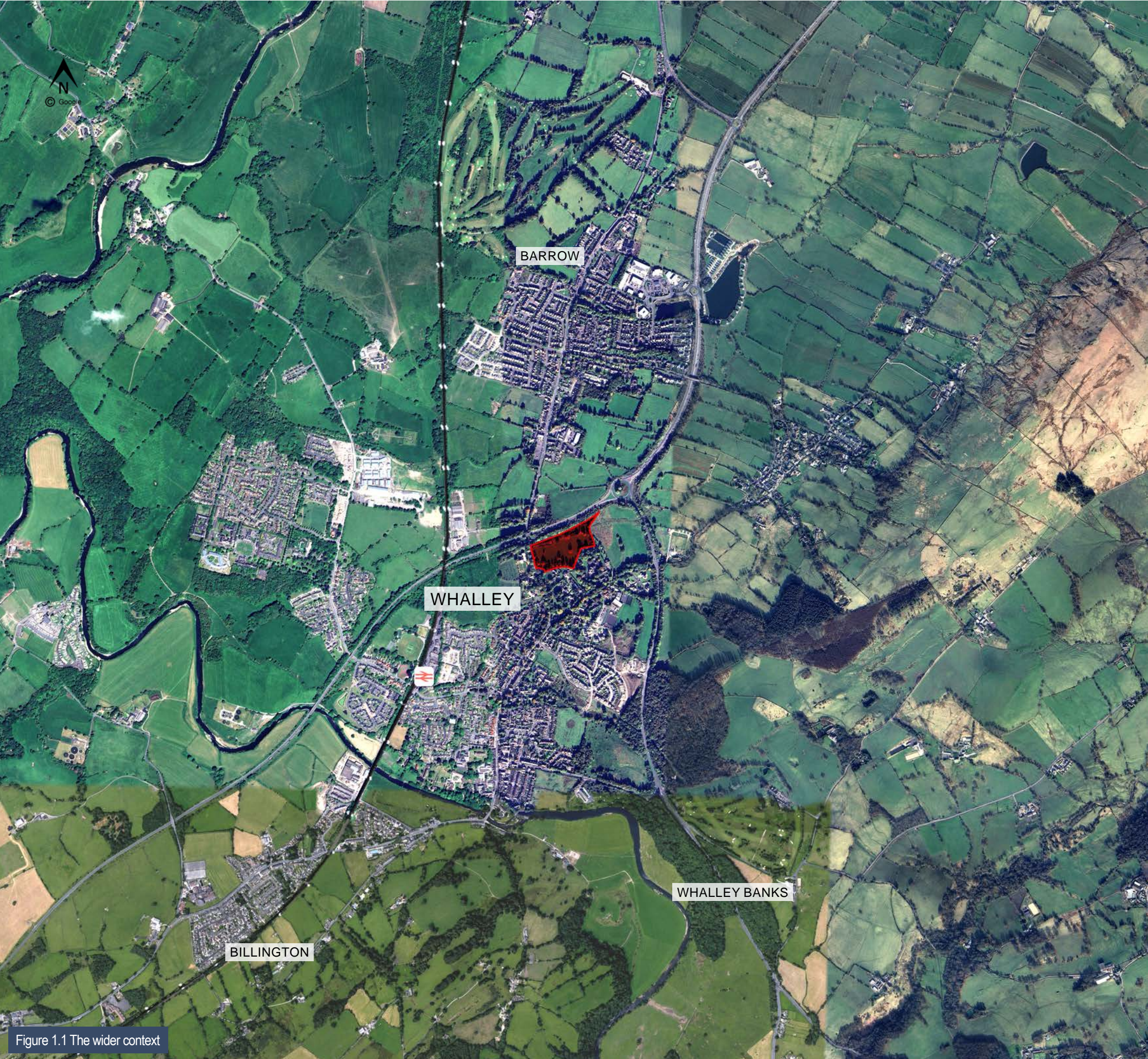
1.1 PURPOSE

The purpose of this Design & Access Statement is to provide information in support of a full planning application which seeks permission for the erection of 77 affordable dwellings together with associated infrastructure on land to the east of Clitheroe Road, Whalley, BB7 9AD.

OS grid reference is SD 73603 37111.

The proposed development would deliver a range of high quality, high specification homes for the local community in a sustainable location.

The Design and Access Statement represents a comprehensive approach to the development and describes the response to the site context, the proposed access , the quantum of development, the siting, layout and elevational treatments to the site.



2.0 The Site

2.1 THE SITE CONTEXT & ANALYSIS

The application site is approximately 8.45 acres and is irregular in shape.

Located just north to Whalley’s urban village, below the A59, the site is situated 4.3 miles south to Clitheroe and 7.1 miles north-east to Blackburn. Smaller settlements surrounding Whalley includes Barrow, Billington, Brockhall Village and Wiswell.

The application site is currently accessed directly from Clitheroe Road, a two-way road which links through Barrow to Whalley Road which leads up to Clitheroe to the north. Clitheroe Road also leads south-west to Whalley Road to the A59 roundabout that has wider road links to Blackburn and Preston south and south-west to the site. There are no public rights of way running through the site.

The site has a gradual slope with gradient levels increasing from 65m in the north-west to 70.5m in the south. An existing green bank slopes from the A59 to the northern boundary of the site with large trees predominantly aligning the western boundary along Clitheroe Road, along the northern boundary just below the A59 and along the south-western fence of the site.

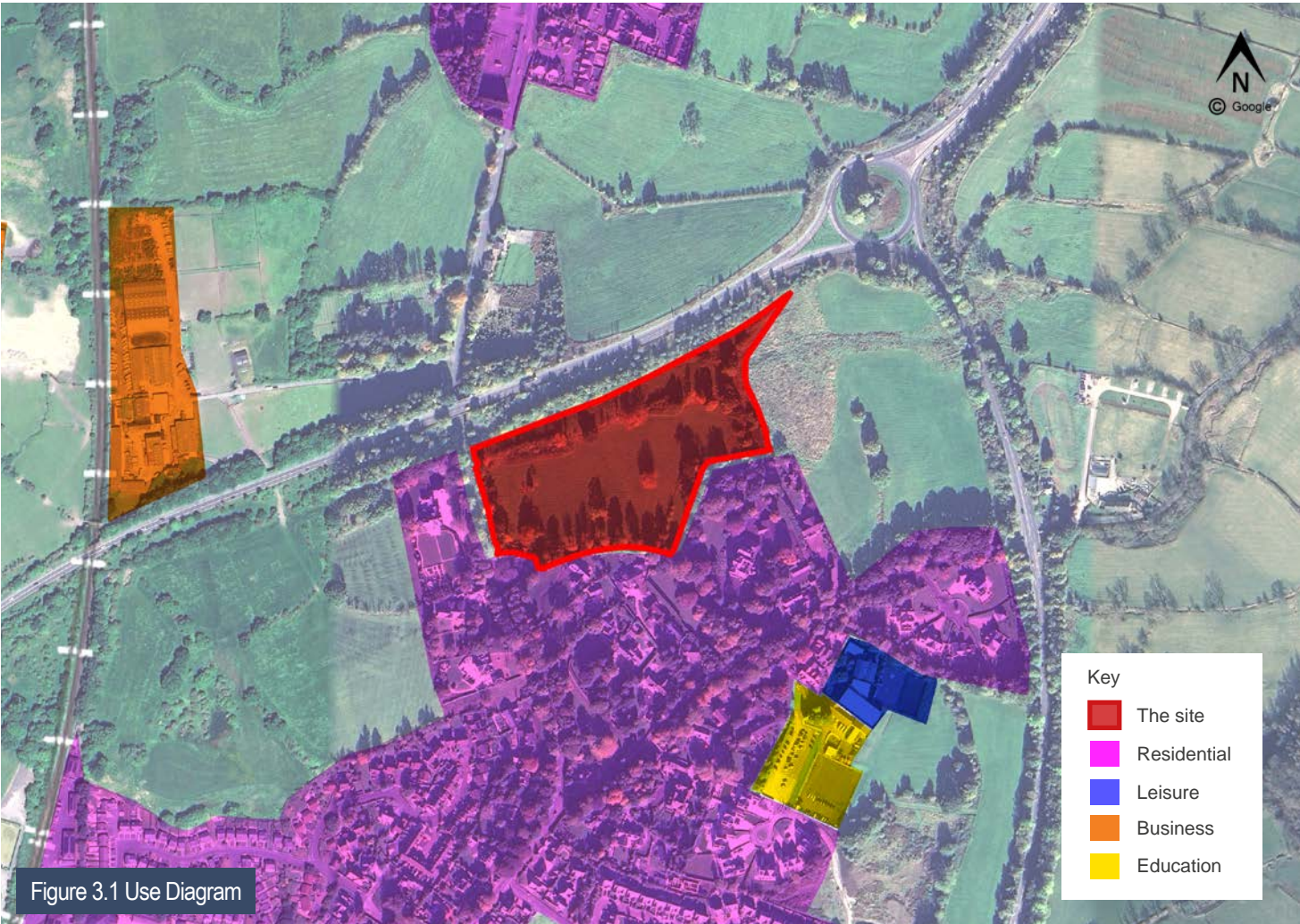


3.0 Use

The site is currently a vacant green space.

The site is not allocated under any category according to the Ribble Valley Borough Council’s housing proposal maps (Refer to next chapter).

The north and east are agricultural land which bounds the site with residential areas immediate to the south and west. There are business land further west to the site off Clitheroe Road.



4.0 Planning Policies

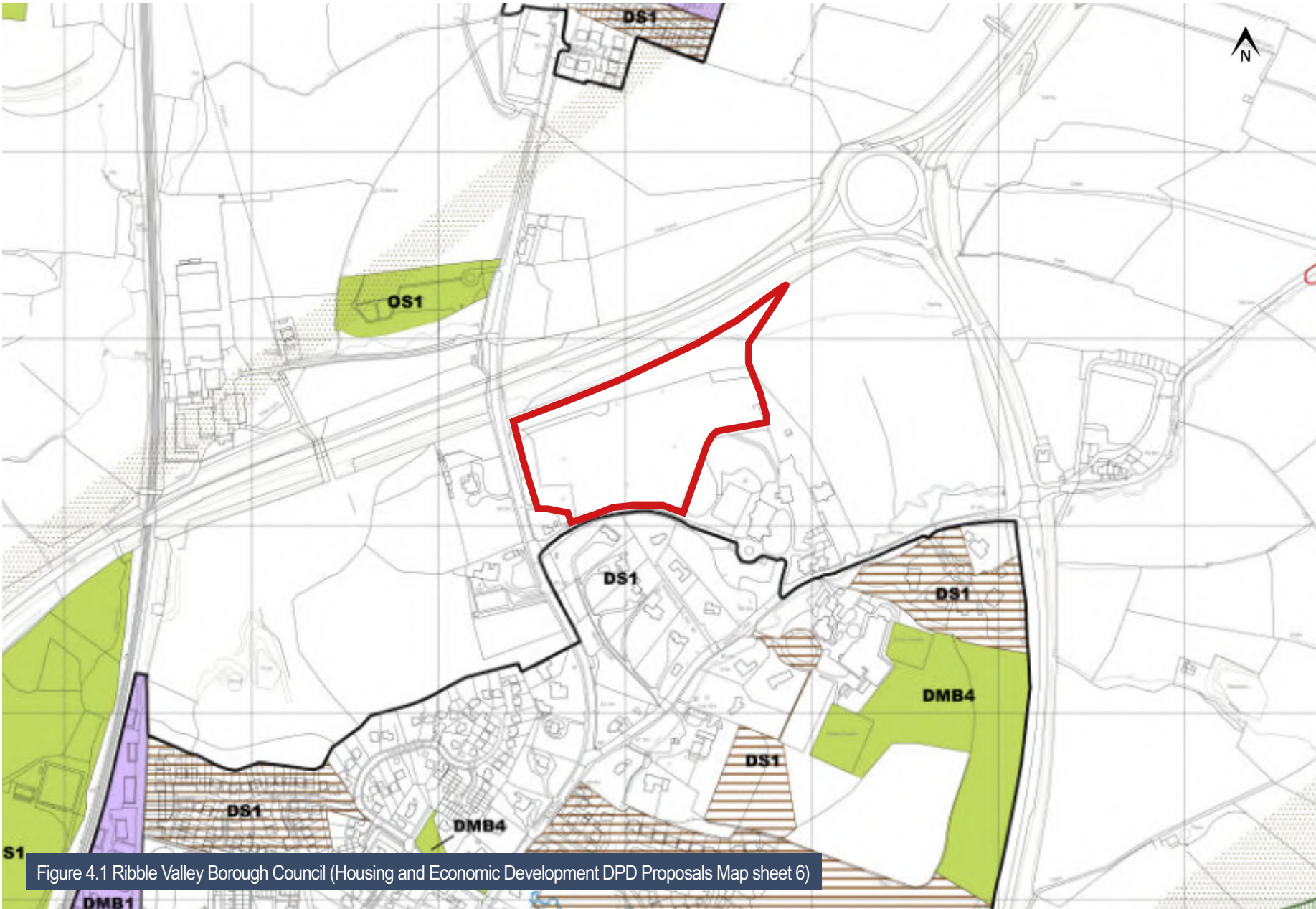
4.1 NATIONAL PLANNING POLICY

The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these are expected to be applied. It sets out the Government’s requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

4.2 THE LOCAL PLAN

The Local Plan forms part of the Development Plan. It sets out the vision for the borough and the Council’s interpretation of Ribble Valley Borough Council’s Core Strategy including development management policies. It also allocates or protects land for different uses, such as housing, employment or play space.

The application site is not identified under any category as Ribble Valley Borough Council Housing and Economic Development DPD Proposals Map sheet 6 shows on the right.



KEY



Application site



Settlement Boundary (DS1)



Committed Housing Site (DS1)



Existing Employment Area (DMB1)

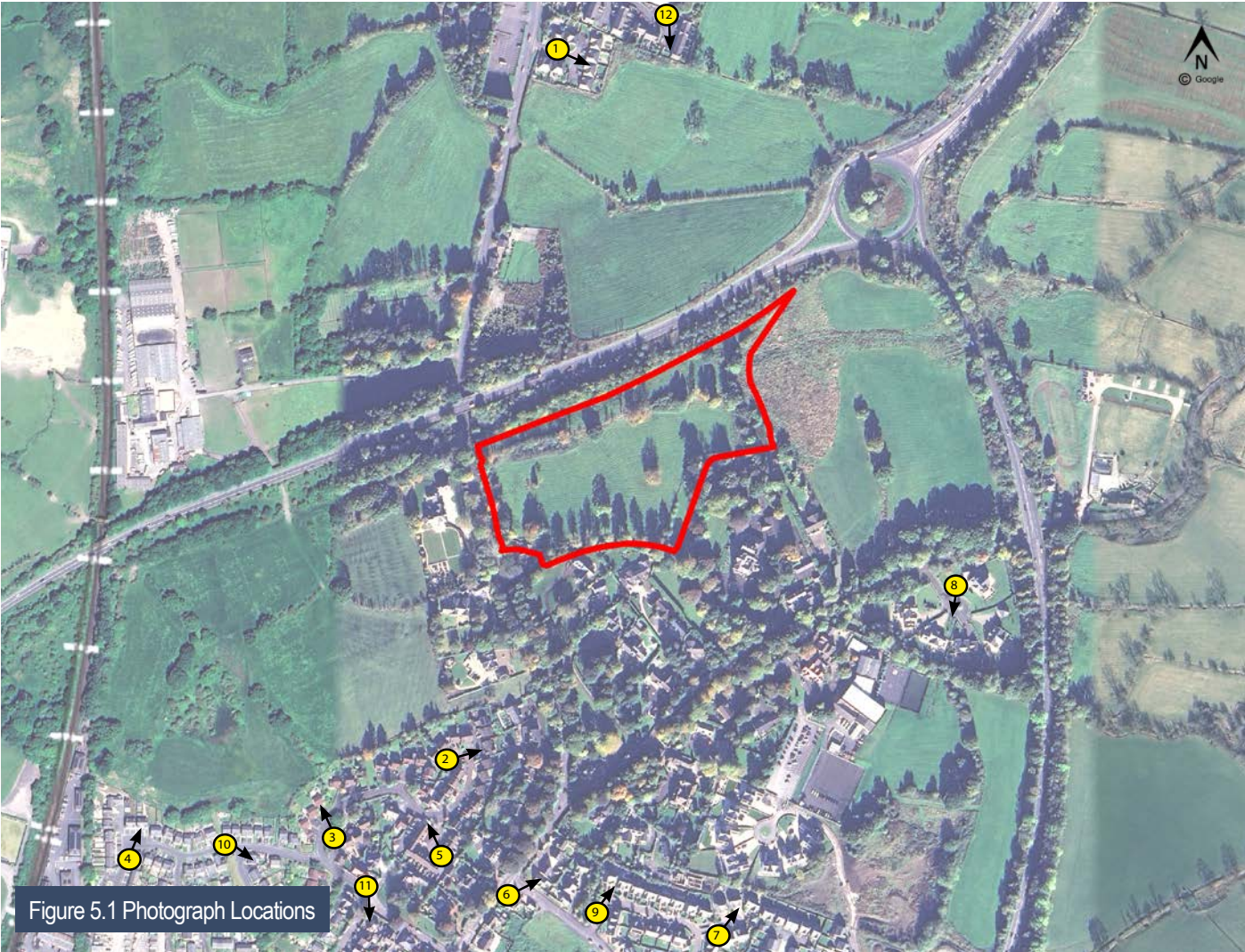


Existing Open Space (DMB4/OS1)

5.0 Surrounding Character

The site is surrounded by various styles of houses, examples of these are illustrated in this chapter. These have helped to influence our house types, landscaping and general design of the proposed development.

The surrounding houses are generally traditional in style with pitched roofs and using traditional building materials. The properties vary between single and two storey detached and semi-detached dwellings set within gardens. There are also areas of mews or terraced housing, all of which provide a variation of house styles and detailing.



6.0 Process

From the initial sketch proposals, throughout the design process, technical advisors have been involved in the evolution of the proposals, analysing local information and producing reports to help guide the design, i.e. including inputs from consultants dealing with planning, ecological, landscaping and drainage matters.

6.1 INVOLVEMENT

6.1.1 Landscape & Management Plan

A Landscape & Management Plan has been prepared by Trevor Bridge Associates (TBA) and accompanies this application.

6.1.2 Transport Assessment & Framework Travel Plan

A Transport Assessment & Framework Travel Plan has been prepared by Mode Transport and accompanies this application.

6.1.3 Preliminary Ecological Appraisal & BNG Assessment

A Preliminary Ecological Appraisal & BNG Assessment has been prepared by ERAP and accompanies this application.

6.1.4 Topography Survey

JLP have produced a Topography Survey and accompanies this application.

6.1.5 Tree Survey & Aboricultural Impact Assessment

Iain Tavendale have produced a Tree Survey & Aboricultural Impact Assessment and accompanies this application.

6.1.6 Flood Risk Assessment and Drainage Strategy

A Flood Risk Assessment and Drainage Strategy has been prepared by REFORD and accompanies this application.

6.1.7 Noise and Vibration Assessment

A Noise and Vibration Assessment has been prepared by Martec and accompanies this application.

6.1.8 Phase 1 Geo-Technical Study

A Phase 1 Geo-Technical Study has been prepared by REFA and accompanies this application.

6.2 EVALUATION

The process stage allows us to prepare a robust proposal that works within its context and constraints, whilst maximising the site's potential.

Wherever possible the design should aim to retain any existing landscaping where possible and utilise any natural features of the site.

The outcomes of the technical assessments and individual studies provide a good starting point for designing the scheme and for any key issues to be taken into account of at the outset. Generally, there are no inhibitive environmental constraints presented by the specialist studies that have been conducted.

The proposals will ensure that the new development will compliment the local surroundings and will fit comfortably with the existing housing located near the site thus avoiding unacceptable adverse impacts on the amenity of occupants and users of surrounding or nearby properties.

7.0 Site Opportunities & Concepts

The proposals have been subject to detailed analysis of the site's constraints and opportunities. The diagram in this chapter shows the site within its context and highlights physical characteristics and constraints.

7.1 URBAN FORM

The proposed development should respect the existing character of Whalley and the various smaller settlements/developments in the area. The orientation of the properties should take advantage of the views out of the site, providing glimpses of the open scenery to the east of the site.

Existing residential properties back onto the southern boundary of the site. Interface distances will be respected against these properties where required.

Consideration will be made to the design of the units when accessing the site. The access will be via Clitheroe Road and it is anticipated that the layout will provide a continuation of the urban grain with setbacks providing interesting vistas into the site where possible.

7.2 MOVEMENT

The existing site is bounded by A59 to the north and Clitheroe Road to the west. There are no public footpaths running through the site at present.

The main access will be served off Clitheroe Road where it connects to Whalley Road which leads into Clitheroe, Blackburn and Preston in the north, south and south-west respectively.

Any existing footpaths from Clitheroe Road passing the site will be incorporated in the proposal to provide pedestrian linkage(s) where possible.

7.3 LANDSCAPE & EXISTING TREES & HEDGES

All houses will respond positively with the local landscape and scenery.

There are existing trees and green corridors located along the boundaries and dispersed around the centre of the site. Good quality trees and landscaping will be retained where possible and incorporated as part of the proposal's landscaping strategy.

New landscaping will be proposed where possible. This will aim to create a mature setting and help blend the new development into the surrounding context.

7.4 SITE TOPOGRAPHY

The site is on a gentle slope with ground levels generally around 65m, rising gently from North to South up to 70.5m.










Where possible, the topography will be used to minimise the impact of the new development on the surrounding area by utilising the existing gradients.

7.5 PUBLIC GREEN SPACE

The public areas within the site will have active frontages with the properties facing the street with front doors and/or habitable room windows providing natural surveillance to the public areas whilst also framing the space.

Pedestrian footpaths will be proposed to provide access to these spaces.



- KEY
-  The site
 -  potential site access
 -  Views out
 -  Sensitive boundary edge
 -  indicative development
 -  Existing road to development
 -  Potential public open space
 -  Existing green corridor
 -  Existing bus stop

8.0 Design Considerations

- Potential access point served off Clitheroe Road, allowing direct access to the wider network
- Residential orientation to utilise key views looking out of the site into the east where possible
- The layout should be designed to create a welcoming sense of arrival upon entering the development
- New landscaping/vegetation to enhance biodiversity and increase wildlife habitats where possible
- Potential for dwellings to back onto the southern boundary where there is a sensitive edge
- Potential for dwellings to look and face onto Clitheroe Road and provide a suitable frontage to the site
- The scheme to propose a sustainable development taking into consideration pedestrian and vehicle accessibility to access local amenities
- Road to provide safe access entering and exiting the development
- Adequate parking provisions to be provided to all properties
- Provide reasonable separation distances between existing and proposed dwellings
- Potential green space provided as amenity feature
- Potential use of single and two storey units to vary the site design and create different streetscapes
- Use of raised tables as road traffic calming measures
- Use of varied surface materials to identify public and private spaces

8.1 Design Response

- The 'Design Considerations' have formed the basis for the preparation of a detailed site layout for the site.
- The proposed access will be served off Clitheroe Road, where it links with the A59 and Whalley Road into the wider context.
- The provision of 77 affordable dwellings on the site would contribute towards Ribble Valley Borough Council's overall strategic framework for development in the borough.
- The development will be single to two storeys in height in order to reflect the style of surrounding residential properties.
- Soft landscaping and trees will be planted to create an attractive and green environment
- Direct access to driveways will be provided to the properties
- Access road will be well overlooked
- Adequate parking provisions will be provided to all properties within curtilage
- Soft planted boundaries will be used wherever possible
- Public green space will be well overlooked and easily accessible for existing and new residents
- Use of raised tables to help slow traffic running through the site
- Use of varied surface materials to help identify public and private curtilages
- Adequate interface distances will be provided between existing and new properties

9.0 Detailed Layout

9.1 USE AND AMOUNT

The proposed development scheme seeks to provide 77 affordable homes, ranging from one to four bedroom properties, maintaining the character of the local area.

9.2 SCALE

The designs being submitted for approval will be single to two storeys in height in line with the surrounding character of the area.

9.3 APPEARANCE

The proposed scheme has been designed to reflect the materials and vernacular found within Whalley.

Dwellings proposed within the layout will be constructed of stone and grey roof tiles with stone surrounds on windows and porches above entrances. These characteristics are indicated in the streetscenes which will be submitted alongside this planning application.

9.4 DETAILED LAYOUT

The detailed layout, demonstrates how the proposed scheme is accommodated within the site and how it integrates with the surrounding built form. Key elements are described below.

- 1 Prominent entrance green space into the development. Dual aspect dwellings are set back beyond an area of entrance green strip which overlooks the public green and onto Clitheroe Road creating a welcoming sense of arrival.
- 2 Existing good quality trees are retained and forms part of the green infrastructure for the site
- 3 Units along the southern boundary have adequate interface distances between existing properties served off Clitheroe Road, Maple Close and Springfield Close.
- 4 The use of private shared drives to provide parking access to small clusters of housing.
- 5 Change in road surface to identify junctions and slow vehicle movement to enhance safety. Dual aspects units will frame this space.
- 6 Varied housing tenures in the form of detached, semi-detached and mews are proposed to meet the local housing requirements. This will also provide a range of different house types for the development, creating an attractive environment.
- 7 Small private drive to serve small cluster of units in this corner.
- 8 New landscaping/vegetation will be proposed to enhance and soften the development. Units here will serve as natural surveillance, looking over the public space to the north.
- 9 A new footpath proposed along the primary route which aligns the public open space will encourage local and new residents to walk on foot.
- 10 New public green space will help enhance natural biodiversity and provide recreational outdoor space for local residents.



Figure 9.1 Detailed Layout

KEY



Proposed units



Public open space



Existing trees



Main road



Proposed trees



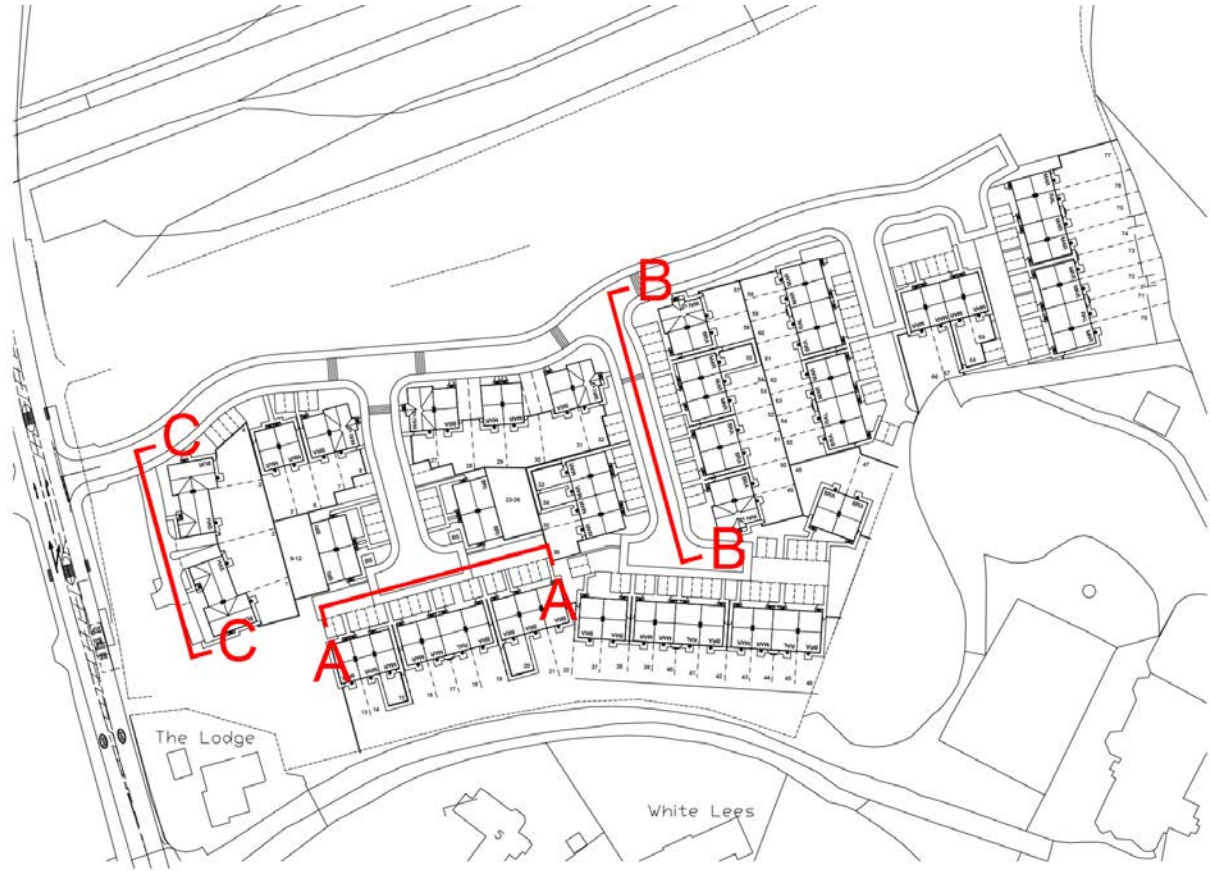
Proposed private shared drives

10.0 Indicative Streetscenes

The layout contains units that will be single and two storeys in height and have been designed with the ethos of an modern version of traditional urban architecture similar to that already in the area.

This chapter illustrates streetscenes looking at different areas of the development.





STREET SCENE C-C

11.0 Access

11.1 ACCESS FOR ALL

The site is located in a sustainable location close to the A59 Lodge Lane, where it leads directly to Preston and Blackburn.

The proposed development addresses a number of principles and policies with regards to the access:

- The ability to access the site by car
- Readily accessible link to the existing public footpath network.
- Access to local good quality public open space which enjoys a high standard of security and access.
- All dwellings will be designed in accordance with current Building Regulations and in particular Part M to provide access for all.

11.2 EDUCATION

The closest school to the site is Oakhill School & Nursery on Wiswell Lane. It is 0.3 miles south-east to the site and approximate 3 minutes by car.

There are more primary and high schools located further out in the areas of Preston and Blackburn.

11.3 PUBLIC TRANSPORT

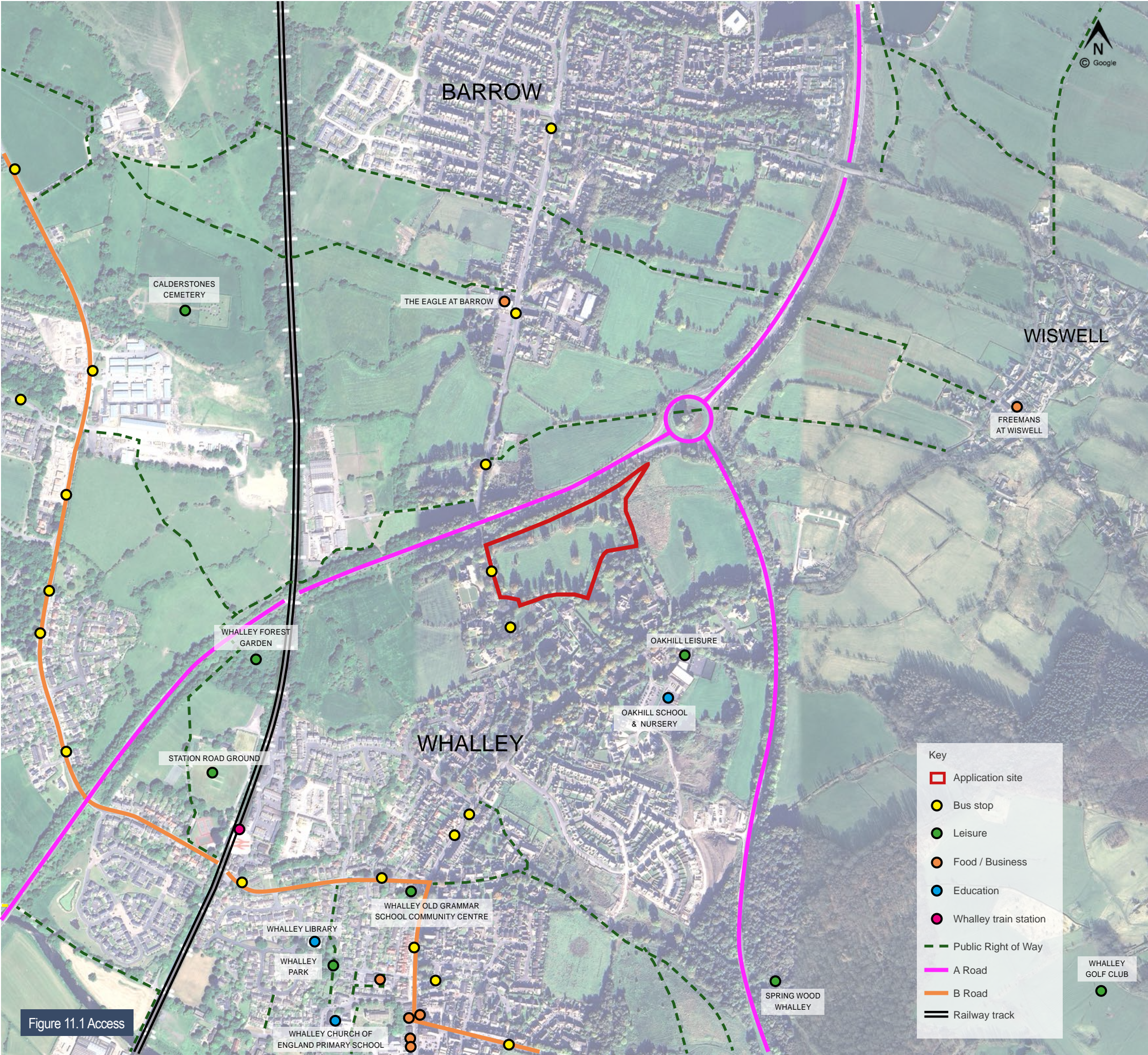
The nearest bus stop to the site are located less than 0.1 miles from the centre of the site on Clitheroe Road. This bus stop provide journeys to Preston and Blackburn which has national links around the nation.

Whalley train station is located 0.7 miles south-west to the site and is approximately 3 minutes by car off Station Road. This train station has regular journeys to Clitheroe, Rochdale, Manchester and Blackburn.

11.4 SECURED BY DESIGN

The following principles have been taken into account at this stage.

- Vehicular and pedestrian routes have been designed so that they are visually open, direct and well used. A careful choice of materials and boundary treatments will clearly define private and public spaces.
- Vehicular, pedestrian and cycle are kept together and not segregated. These are well overlooked and not isolated.
- Open space and vehicle routes have been designed so that they are well overlooked, with due regard to natural surveillance.
- Cars will be parked on private drives within the dwelling boundary.



12.0 Conclusion

This Design and Access Statement demonstrates that the proposed scheme has been fully considered, and that the proposals are appropriate in their context.

Development of the site would contribute to achieving the following aims:

- Will result in a well planned residential development of which will echo the vernacular of the surrounding area, and will therefore be easily absorbed into its immediate context.
- Has been designed to function well and has considered the opportunities available for maintaining the character and quality of the area.
- Helps address the needs for local housing land making them accessible and usable
- Will be visually attractive as a result of the mix of good architecture, urban design and landscaping.
- Proposal of new public green space and landscaping which will be well overlooked and help enhance natural biodiversity
- Have safe and easily accessible links in and out of the site for both vehicles and pedestrians that will help link spaces harmoniously



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