

LAND OFF WHALLEY ROAD. DESIGN AND ACCESS STATEMENT.



CONTENTS.

1.0 Introduction	4
2.0 Existing Site	9
3.0 Planning Policy	13
4.0 Site Constraints & Opportunities	17
5.0 Design Strategy	19
6.0 Proposed Design	23
7.0 Proposed Drawings	33
8.0 Conclusion	37

1.0 INTRODUCTION

1.1 PROJECT INFORMATION

Site Location:

Land off Whalley Road
Hurst Green
BB7 9QJ

Prepared for:

Planning Submission

Date Prepared:

June 2025

Applicant:

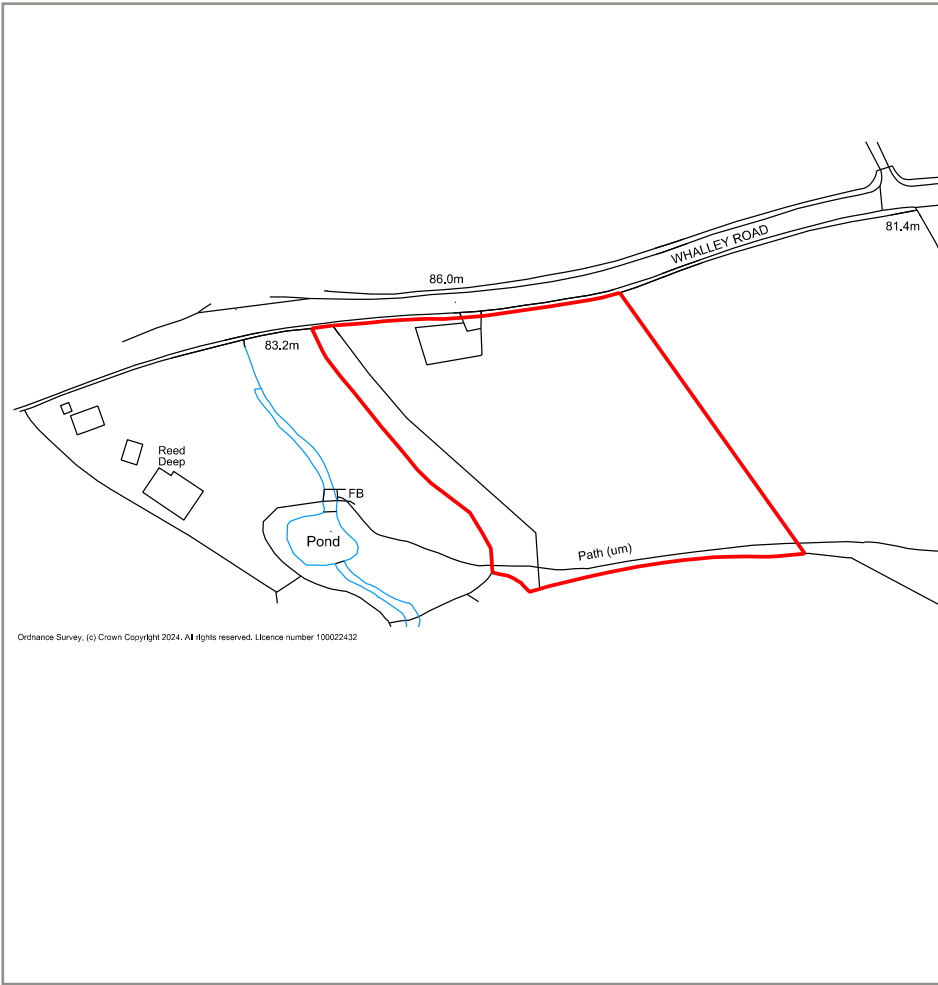
Chris Hickey
C/O Agent

Agent:

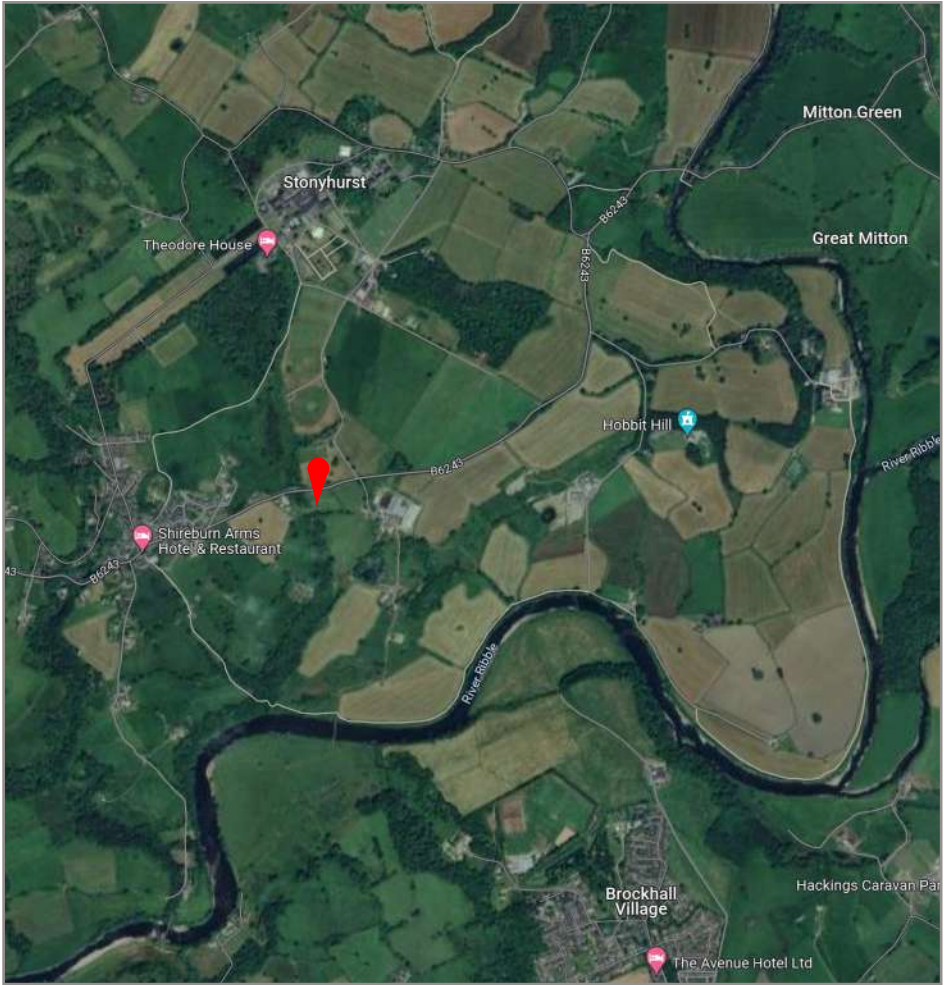
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Development:

The proposal includes the construction of 4 no. 1 bedroom holiday lodges, relocation of the site access, improvements to the public footpath, and associated landscaping.



Site Application Boundary



Site location in context

1.2 BACKGROUND

This Design and Access Statement has been prepared on behalf of the applicant, Chris Hickey to construct 4 no. luxury 1 bedroom, holiday lodges, on land off Whalley Road.

The site is located within Hurst Green village, currently used as agricultural grazing land, and accessed from Whalley Road to the North.

Hurst Green village is a popular tourist destination within the Ribble Valley with popular walking routes such as the Tolkien Trail, Stonyhurst College and various local pubs and restaurants.

The applicant has previously been unsuccessful in his attempts to obtain planning approval, with a larger development of 8 lodges, with a different architectural design and significantly larger 3/4 bedroom lodges.

To summarise, the issues with the previous scheme were related to highways, design, and visual impact. We have worked closely with the applicant to design a scheme which eliminates the previous concerns of the refused application.

The new design addresses concerns relating to scale, height, amount of lodges, parking, architectural style, impact from the PROW and visual impact.

A highways pre-application has been completed with the revised design, of which LCC Highways have now confirmed the new proposed access location is acceptable in terms of highways impacts and visibility.

As the new design presents a high quality tourism scheme, and all previous concerns have been addressed, the new scheme should now receive officer support.

One of our key aims as an architecture practice is to set a precedent for designing properties in rural areas. All of our schemes are design, and context-led and we believe that we can set a benchmark for the architectural quality requirements of rural schemes.

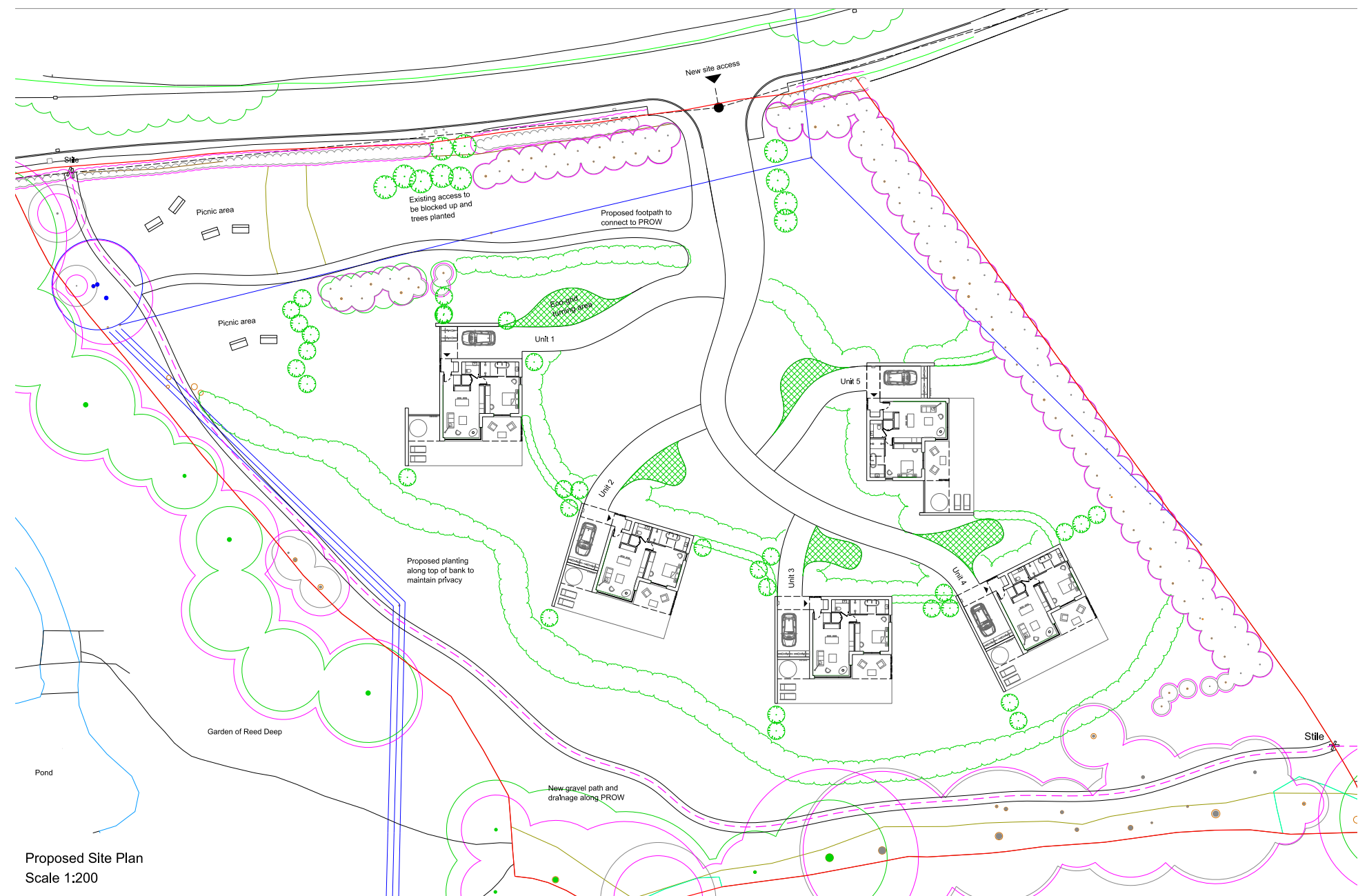
1.3 PRE-APPLICATION

Part of our concept development process involved engaging with the pre-application service to obtain input from the planning officer during the early stages of the project.

The pre-application was submitted in January 2025 and included a fully considered design proposal (ref: RV/2025/ENQ/00016).

We received the response in April 2025, and have worked alongside the applicant to revise and refine the scheme accordingly. To summarise, the response included the following comments:

- The principle of holiday lodges on the site is acceptable.
- Satisfied there are no longer any highways-related issues.
- Show an area for refuse vehicles to turn within the site, as requested by highways.
- Confirmed that the reduced scale and height compared to the previous design represents an improvement.
- With regards to the impact on the public footpath / encroachment into the open countryside referred to in the appeal, the corner unit should be omitted which would reduce the amount of built-form on the South-East corner.
- Reduce the amount of terracing, and reduce the length and height of the stone walling.



Proposed site plan submitted for pre-application

1.4 REVISED DESIGN

- The amount of lodges has been reduced from 5 to 4, omitting the South-East corner lodge.
- The overall extent of built-form has been reduced by reducing the extent of hard-landscaping / terracing to the rear, omitting the covered parking area, and reducing the length and height of any stone walling.
- A turning area located within close proximity of the site entrance allows refuse vehicles to turn and exit in forward gear, whilst preventing an urbanising effect.
- A detailed landscaping scheme accompanies the application, designed to maintain the open rural character, whilst creating screening and BNG enhancements.



Proposed site plan submitted for full application

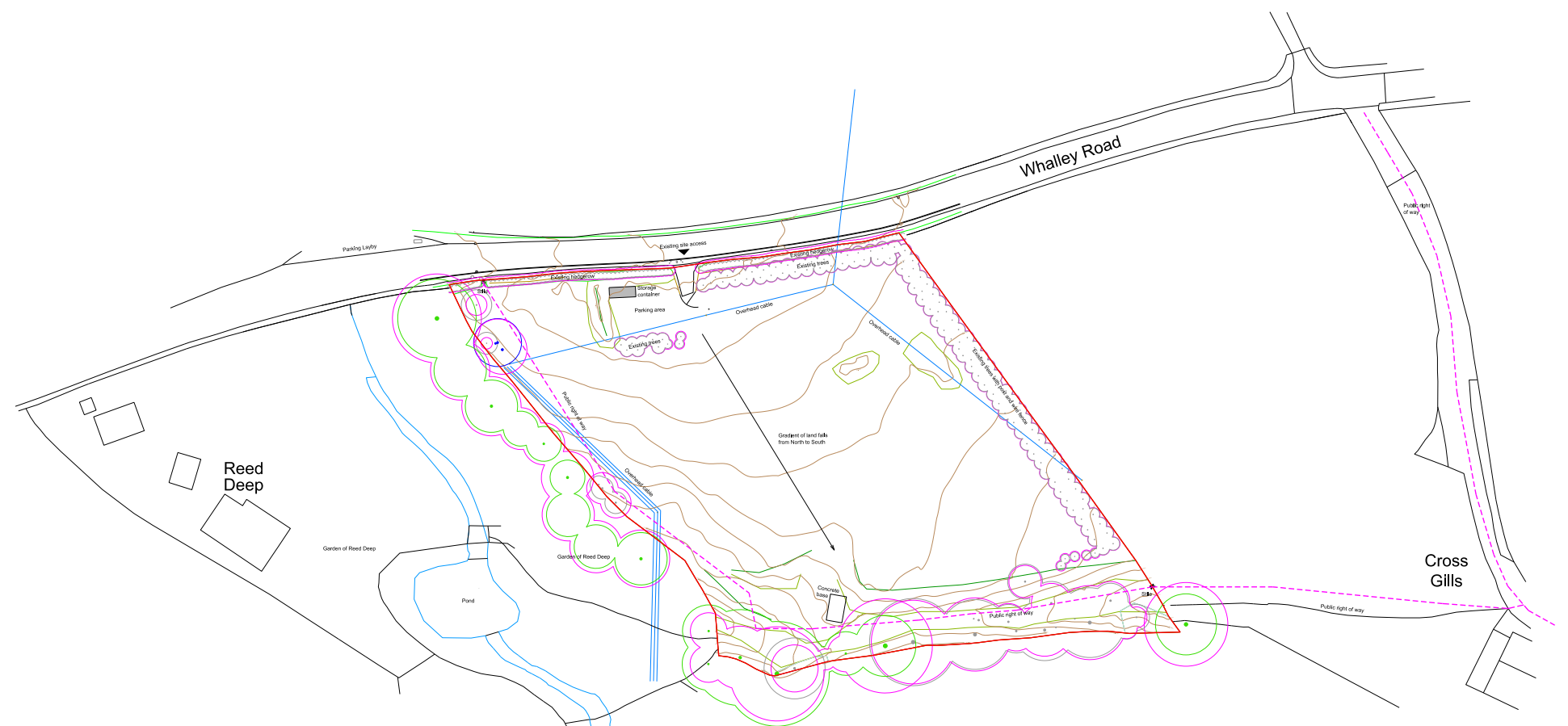
2.0 EXISTING SITE

2.1 EXISTING SITE OVERVIEW

The site is a 2.5 acre field used for agricultural grazing, accessed from Whalley Road to the North.

The site has a natural gradient falling from North to South, with a public footpath passing through the field along the West and South boundaries, positioned in a natural dip in the site.

The site is a contained field surrounded by trees and planting along the perimeter, heavily screened from Whalley Road, the neighbouring properties and distance viewpoints.



2.2 VISIBILITY OF SITE

The site is positioned at a lower level than the road, with a natural gradient falling away from the road. A high level hedge and evergreen trees along the perimeter boundaries, creates substantial screening, with the site being hidden from public and distance viewpoints.



2.3 VISIBILITY FROM PROW

A public footpath passes through the field, positioned within a natural dip in the site, with steep banking towards the proposed lodges.

The PROW is currently difficult to use underfoot - it is unmarked, and is severely wet. An attractive selling point for tourists, is being able to connect to the Tolkien Trail from the site by travelling along the PROW to the East and South.

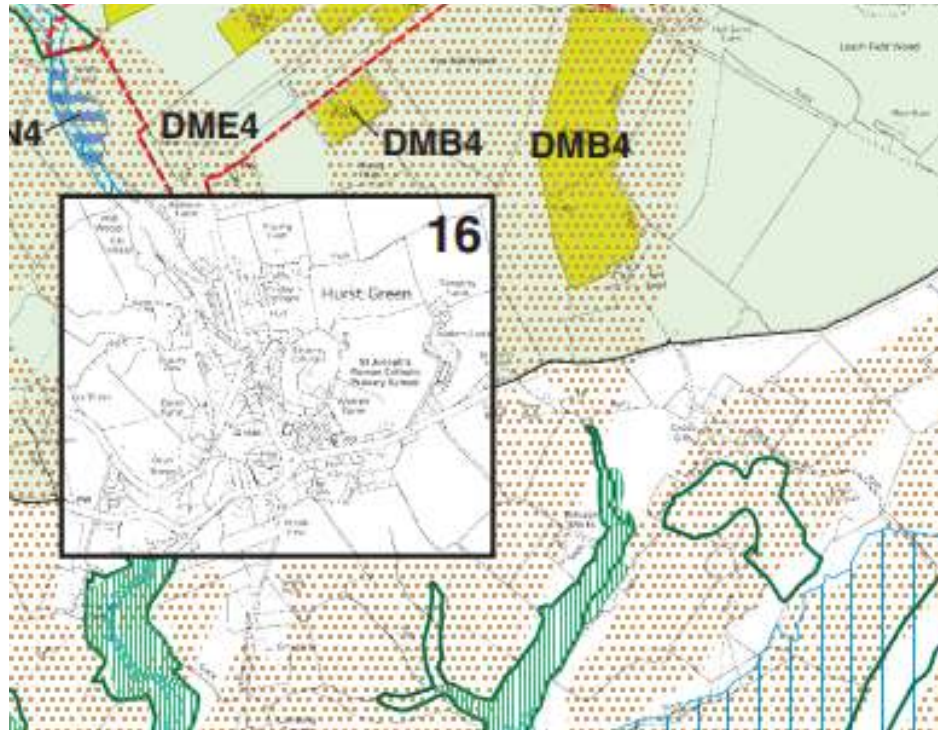
Therefore improvements to the PROW will be proposed which include a defined surface change, and drainage. This will allow visitors to connect directly to the footpath from their lodges.

Introducing additional planting along the banking, and PROW would further screen the proposed lodges, hide from view, whilst improving the condition of the current footpath.



3.0 PLANNING POLICY

3.1 LOCAL AND NATIONAL PLANNING POLICY



Ribble Valley Local Plan map.

Site designation:

- Open Countryside
- Adjacent to AONB

Positive comments from previous application:

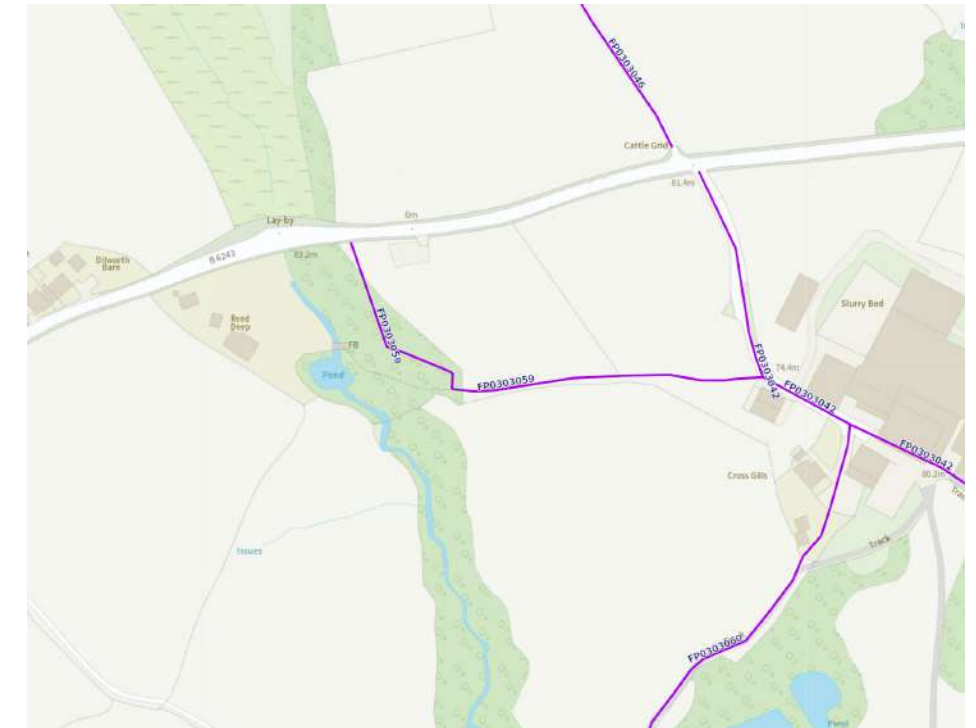
- Confirmed principle of development is acceptable.
- Confirmed well located to the village.
- Confirmed there would be no impact to neighbouring properties or amenity spaces.
- Confirmed no impact to the nearby Listed Building.
- The proposal would bring economic and employment benefits to support the rural economy.

Lancashire County Council map.

Policy DMG2:

Policy DMG2 requires development within the Tier 2 villages and outside the defined settlement areas to meet at least one of six considerations. Of which criterion 4 is relevant to the application proposal, which allows small scale tourism or recreational developments appropriate to a rural area.

The overall principle of development has already been established by way of the appeal decision and also confirmed in the recent pre-application response.



Public footpaths within close proximity to the site.

Policy DMB3:

Policy DMB3 supports development proposals which extend the range of tourism and visitor facilities in the borough.

The development is also in accordance with Policy DMB3, confirmed by the Planning Inspector stating the site would be reasonably well located to a settlement/village and would provide a small scale tourism and recreational development in a rural area.

3.2 PLANNING HISTORY

The site has the following planning history:

3/2017/1213

Change of use of agricultural land to D2 (assembly and leisure) and erection of eight holiday lodges with associated access, parking and landscaping.

Decision: Withdrawn

Date: 05.03.2018

3/2018/0685

Change of use of agricultural land to D2 (assembly and leisure) and erection of eight holiday lodges with associated access, parking and landscaping. (Resubmission of 3/2017/1213).

Decision: Refused

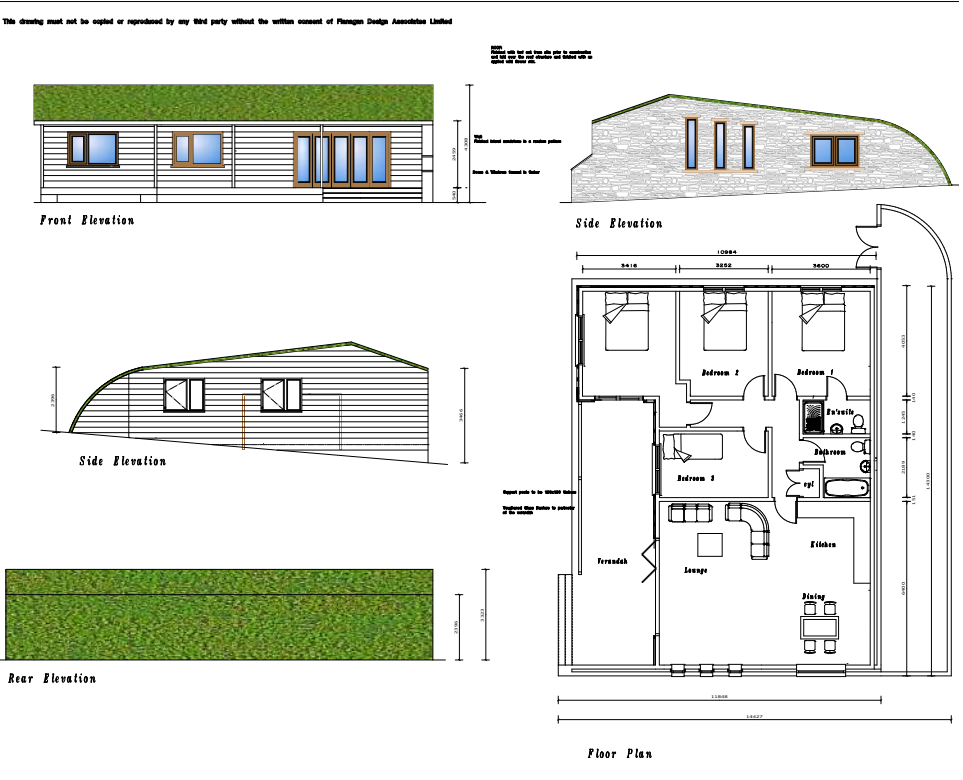
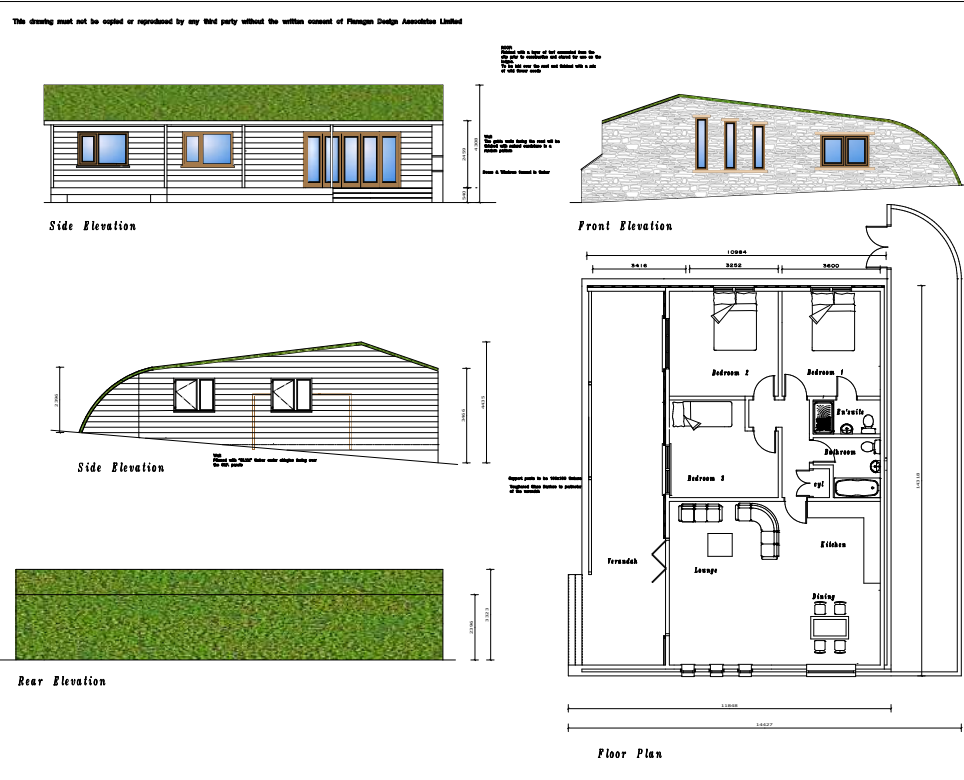
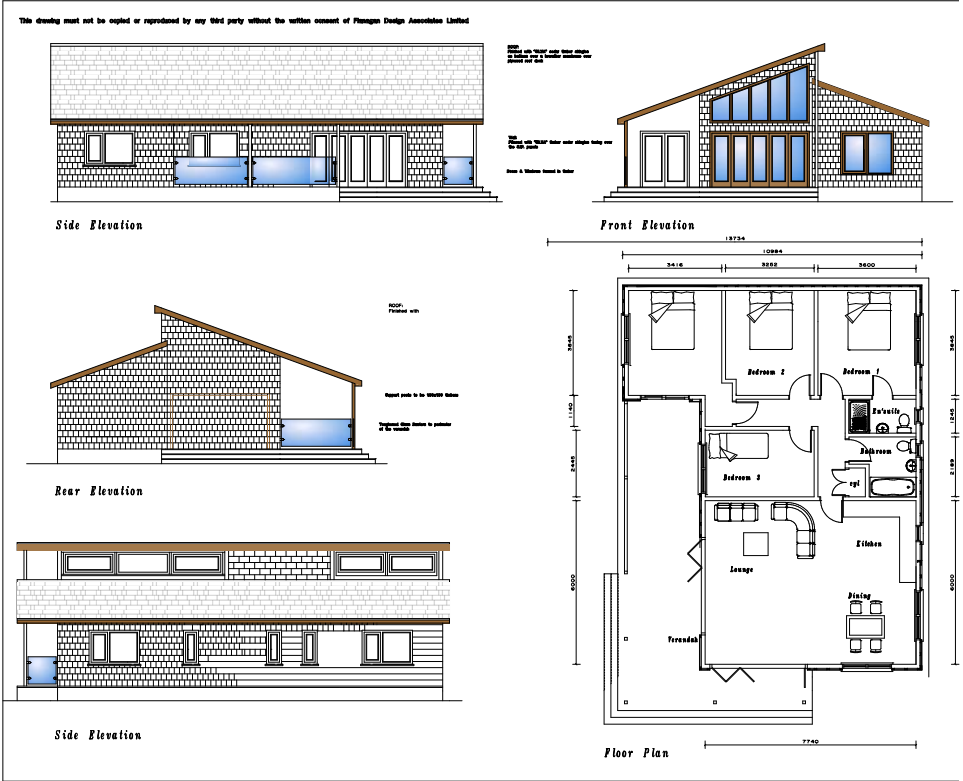
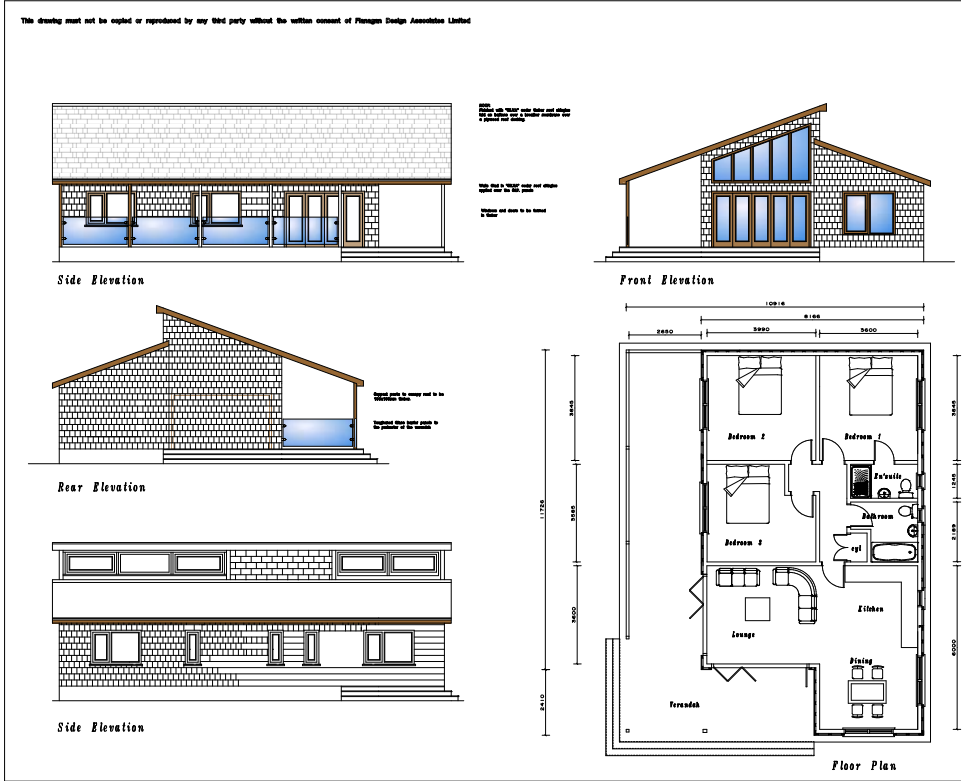
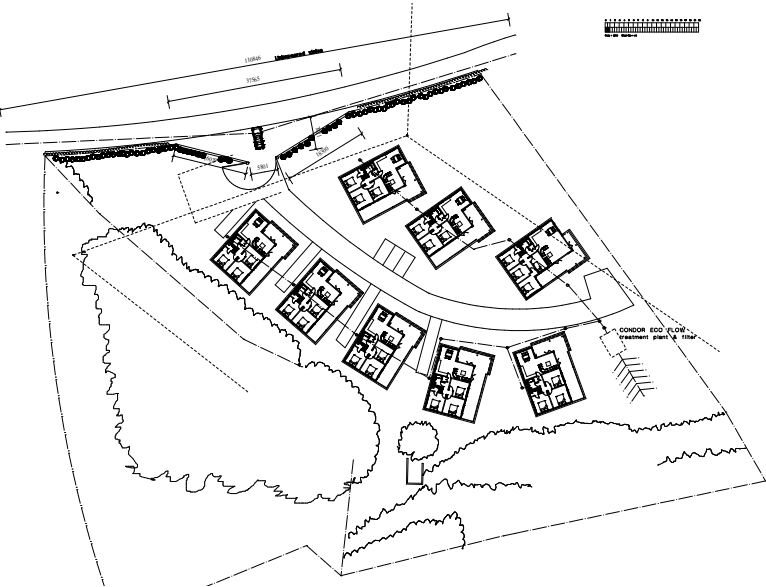
Date: 24.10.2018

APP/T2350/W/19/3231274

Appeal of refused application 3/2018/0685

Decision: Dismissed

Date: 26.11.2019



3.3 PLANNING HISTORY REVIEW

Reasons for refusal:

1. (DESIGN & VISUAL IMPACT)

The proposed development of this visually prominent site in the open countryside would have a visually detrimental impact on the visual character of the area and the setting of the adjacent Area of Outstanding Natural Beauty. The proposal is therefore contrary to Key Statement EN2 and Policies DMG1, DMG2 and DMB3 of the Ribble Valley Core Strategy which all seek to ensure development is in keeping with the character of the landscape and surrounding area by virtue of scale, siting, layout and design, as well as national guidance contained within the NPPF.

2. (ACCESS)

The access point to serve the development site off Whalley Road would not achieve acceptable visibility splays and is considered to be dangerous and insufficient for the numbers and types of vehicles that will utilise the development site. The highway implications of this proposal are considered to be harmful and thus the application is considered to be contrary to Ribble Valley Core Strategy Key Statement DMI2 and Policy DMG1, as well as the relevant sections of the National Planning Policy Framework.

DESIGN & VISUAL IMPACT comments:

- Large footprint (157sqm)
- Large scale in height (3m at eaves and 4.3m to ridge)
- Regimented layout either side of a central road
- Car parking to front of site for 20 cars would be visually detrimental.
- The site is visible when travelling from East.
- The site is visible from the adjacent public right of way.
- Very visually prominent.
- Public right of way users would have a less enjoyable experience.
- Out-of keeping and untypical to the area.
- The development should be of a high standard and to be in-keeping with the landscape.

ACCESS comments:

- Required viability splays cannot be met (120m x 2.4m) to both directions.
- The access is not suitable for the level of traffic proposed.

Improvements needed for the new submission:

- High quality design
- Hidden / screened
- Modest in scale
- Move away from the road
- Move away and screen from the PROW
- Reduce amount of lodges
- Reduce the size of each lodge
- Reduce the amount of bedrooms for each lodge
- Reduce the height of each lodge
- Reduce the parking requirement
- Improve the viewpoint from the PROW
- Prove the scheme would not be visually prominent
- Prove the visibility splays can be achieved

4.0 SITE CONSTRAINTS & OPPORTUNITIES

4.1 HIGHWAYS

As highways was the key issue to overcome first - Mode Transport were consulted to investigate if the splays could be achieved on the site.

They can be achieved by relocating the access point.

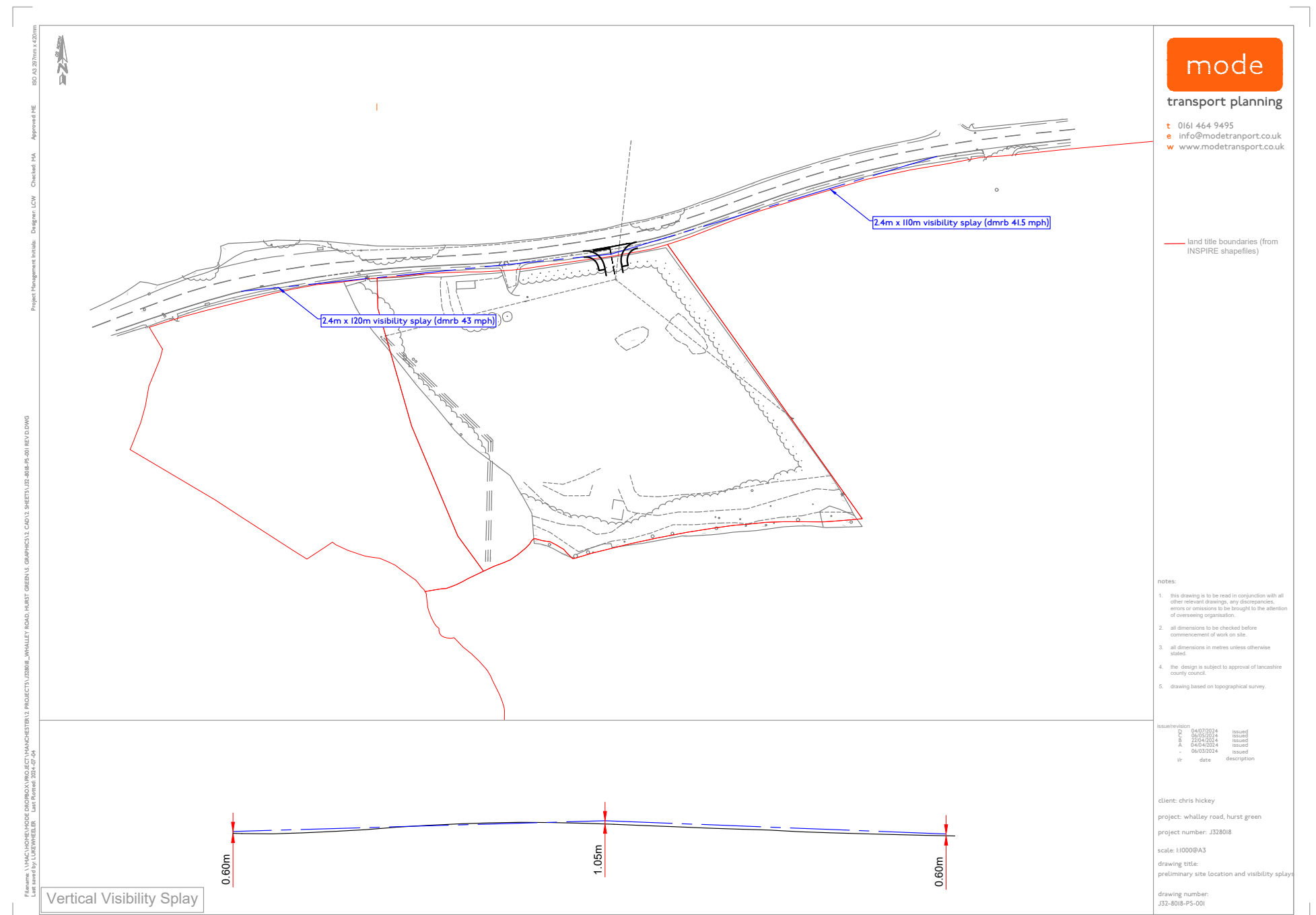
A new traffic survey has also been undertaken to support the application and confirm the required distances of:

119.8m Eastbound (looking West)
109.7m Westbound (looking East)

A highways pre-application was then completed by Mode Transport showing the new access location and survey data.

The pre-application response confirmed the new access as shown for the scale of development would now be acceptable and they would raise no objection. Please refer to accompanying response and drawing provided by Mode Transport.

Please refer to accompanying transport statement for further detail.



5.0 DESIGN STRATEGY

5.1 DESIGN STRATEGY

- Single-storey
- Modest in scale
- Green roofs (flat)
- Natural local materials (stone and timber)
- More organic layout
- Proposed planting scheme
- General improvements to the PROW (public benefit)
- Screening between the PROW and the site
- Remove parking spaces from front of site
- Move the lodges away from the road
- Move the lodges away from the PROW

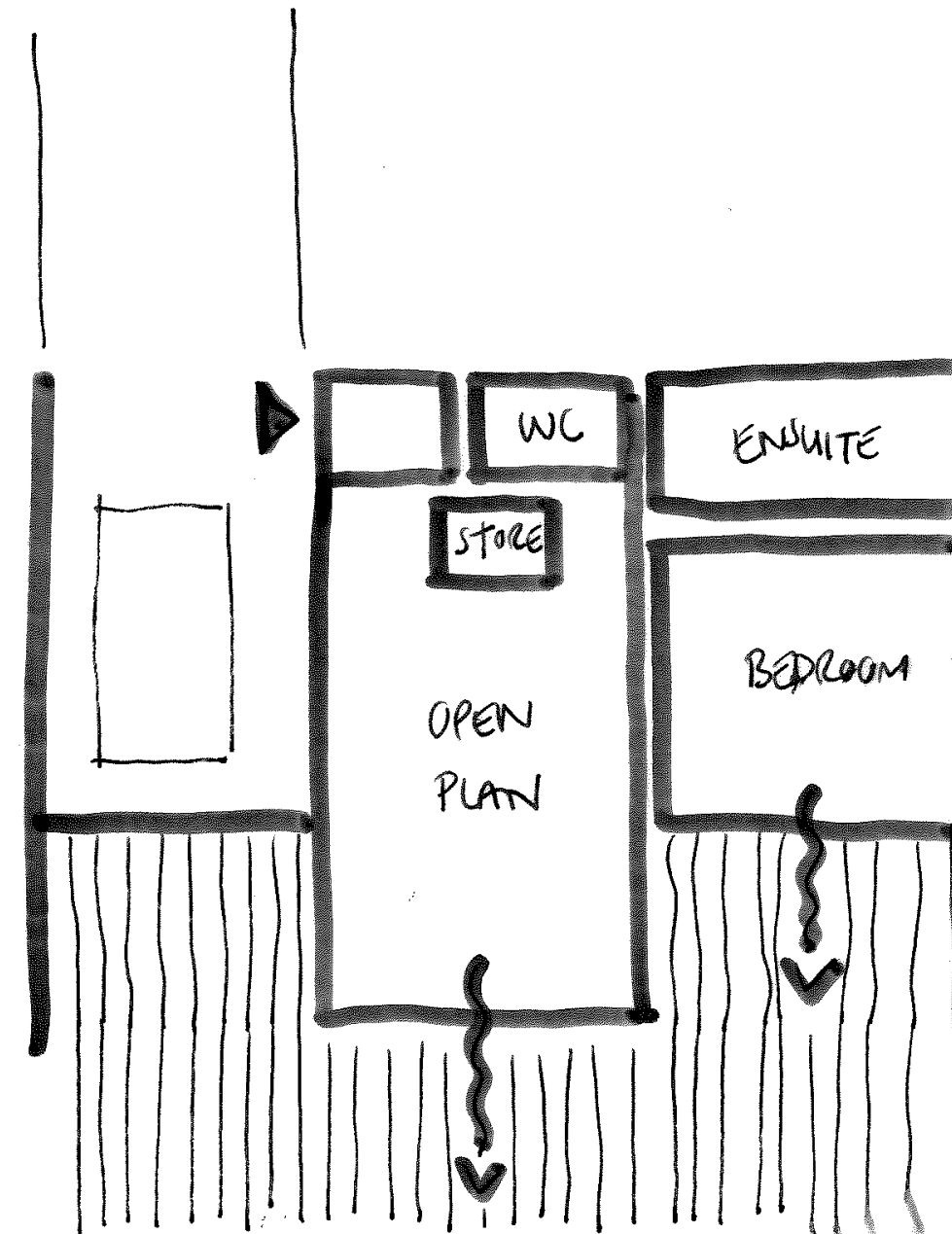
Each lodge will contain 1 bedroom, an open plan kitchen living space, WC, ensuite and store. Suitable for single occupancy or couples rather than families or groups.

The design includes a flat roof to reduce the overall height with a green roof for biodiversity. The overall height of each lodge would be under 3m.

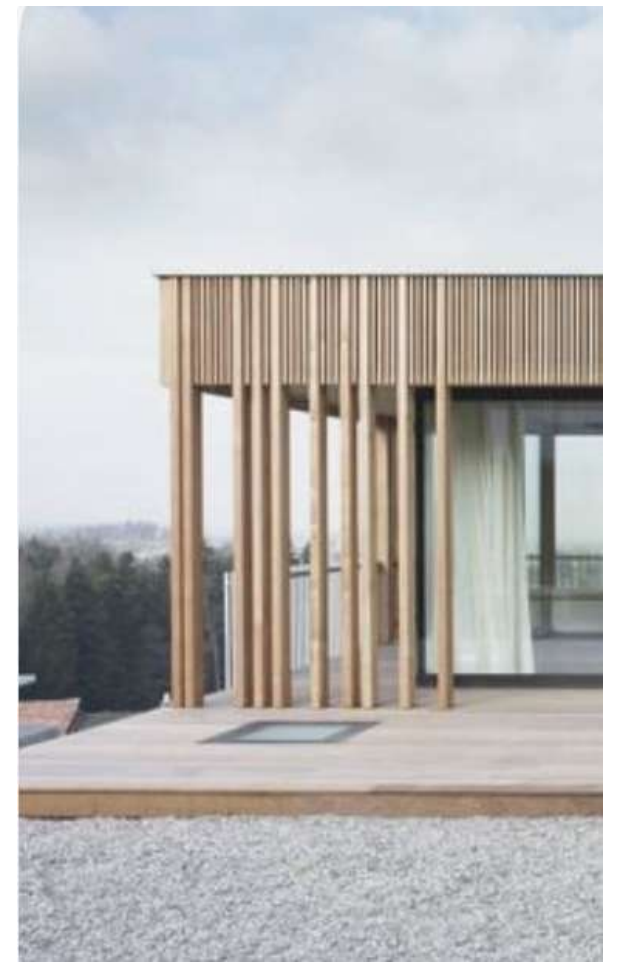
Each lodge will be clad in timber with glazing facing away from the road to their private terraces.

The primary amenity space for each lodge is located to the South or East to maximise countryside views, whilst maintaining privacy from the road.

Parking is located immediately adjacent to each lodge rather than grouped together along the road edge. Parking is screened by the building design and landscaping.



5.2 ARCHITECTURAL STYLE

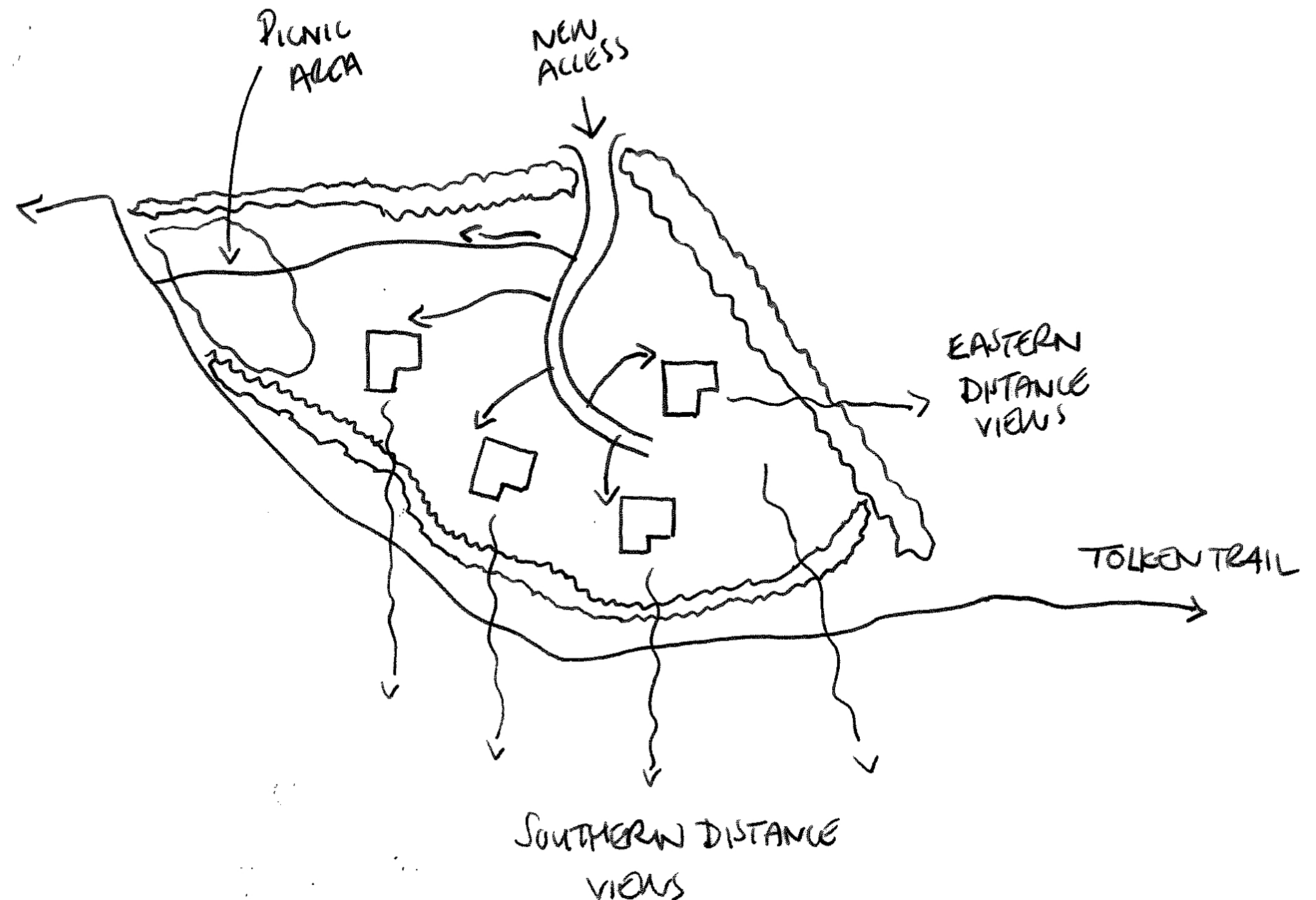


5.3 SITE STRATEGY

Each lodge has been arranged with adequate privacy and separation between each other, whilst avoiding overlooking the garden of Reed Deep.

The lodges are set-back from the road, sitting at a lower level and screened from view. Each lodge has been designed to be low-lying within the landscape and heavily screened by the existing perimeter trees along with additional natural landscaping throughout the site.

Footpath access will connect from each lodge to the Northern picnic area, meeting the public footpath and stile accessing Whalley Road. The improved public footpath will pass through the lower level of the site along the Southern boundary creating a new and improved walkway for visitors to enjoy and connect to the wider footpath network.



6.0 PROPOSED DESIGN

6.1 NEW SITE ENTRANCE



6.2 VIEW FROM ENTRANCE TRACK



6.3 LODGE DESIGN - FRONT ELEVATION



6.4 VIEW FROM PROW AT NORTH-WEST OF SITE



6.5 VIEW FROM PROW AT SOUTH OF SITE



6.6 VIEW FROM PROW AT SOUTH-EAST OF SITE



6.7 DISTANCE VIEW FROM WHALLEY ROAD TRAVELLING WEST



6.8 DISTANCE VIEW FROM WHALLEY ROAD TRAVELLING EAST



6.9 ACCESS, PARKING & REFUSE

The site access has been relocated to achieve the required visibility.

Parking is located immediately adjacent to each lodge, screened by the lodge to reduce the extent of any visible parking.

Covered and contained cycle storage has been provided with electric bike charging and EV car charging at each lodge.

The access track will be rural in character, organically meandering through the site, with areas to turn in an eco-grid surface.

Bin storage will be located within a communal timber bin store located adjacent to the site entrance, screened and hidden from view. Access is achievable for a bin wagon to enter the site and exit in forward gear.

6.10 SUSTAINABILITY

The site has been designed to minimise energy usage with a reduced carbon footprint.

We will achieve this firstly by sustainable design, (siting, thermal mass, sustainable heating and ventilation systems), and secondly by a fabric first approach (high levels of insulation, prevention of thermal bridging).

A ground source heat pump will provide a site-wide heating strategy, along with rainwater collection and a SUDs drainage strategy.

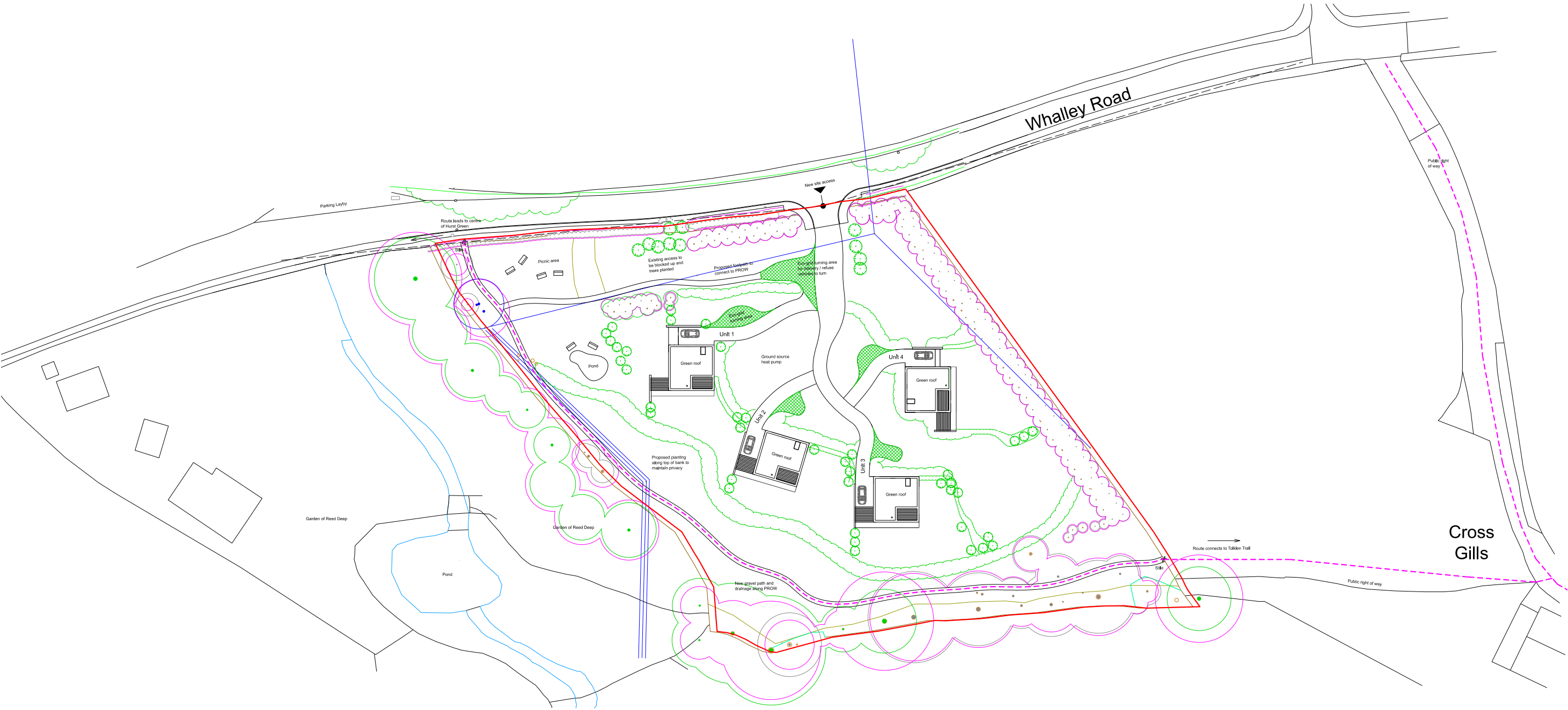
6.11 BIODIVERSITY

Proposed planting and landscaping has been included throughout the site to create an overall improvement to the site.

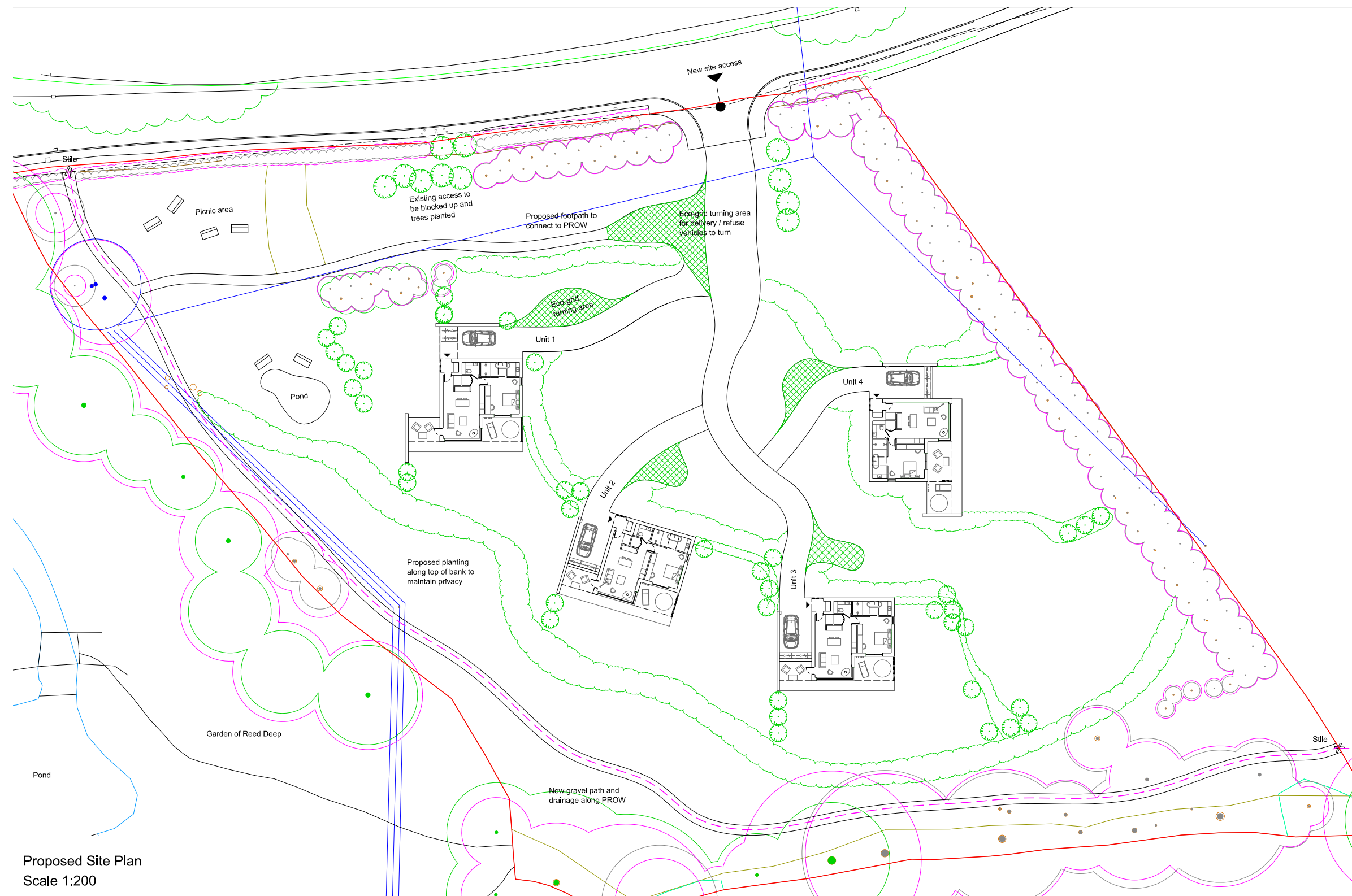
Green roofs have been proposed for each lodge, and any proposed planting will be selected based on enhancing the biodiversity across the site, and materials have been chosen to maintain the rural appearance.

7.0 PROPOSED DRAWINGS

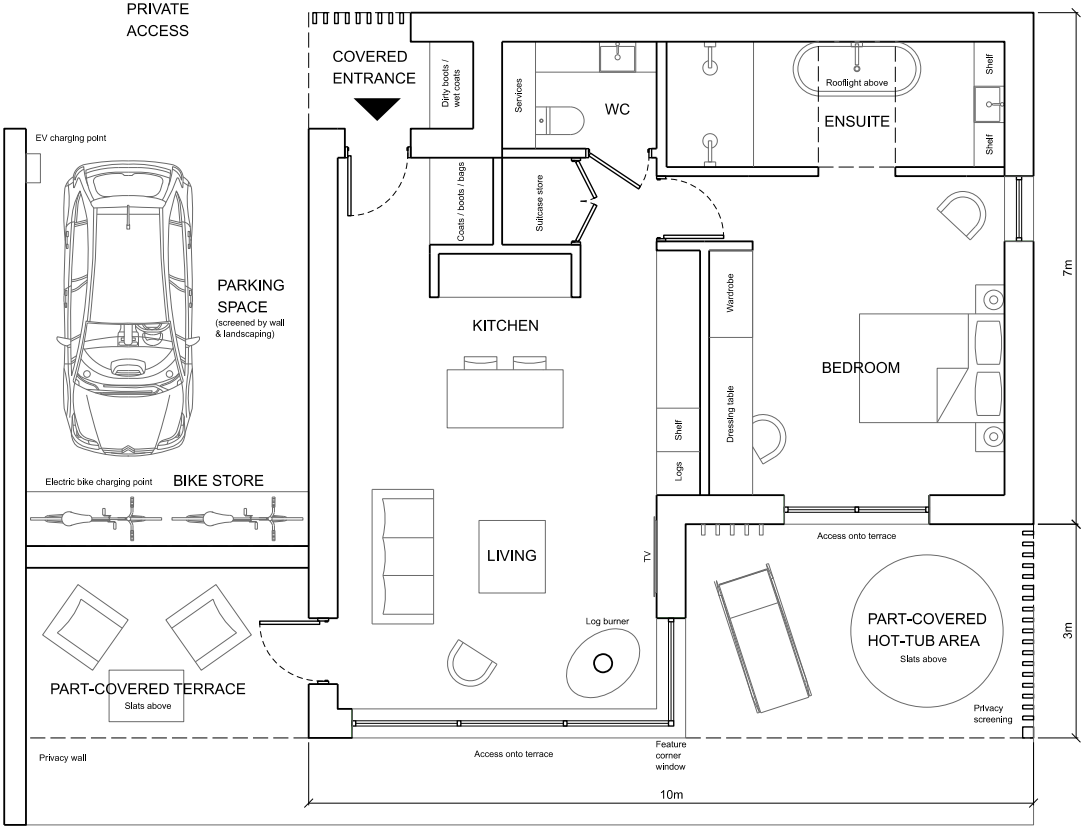
7.1 PROPOSED SITE PLAN



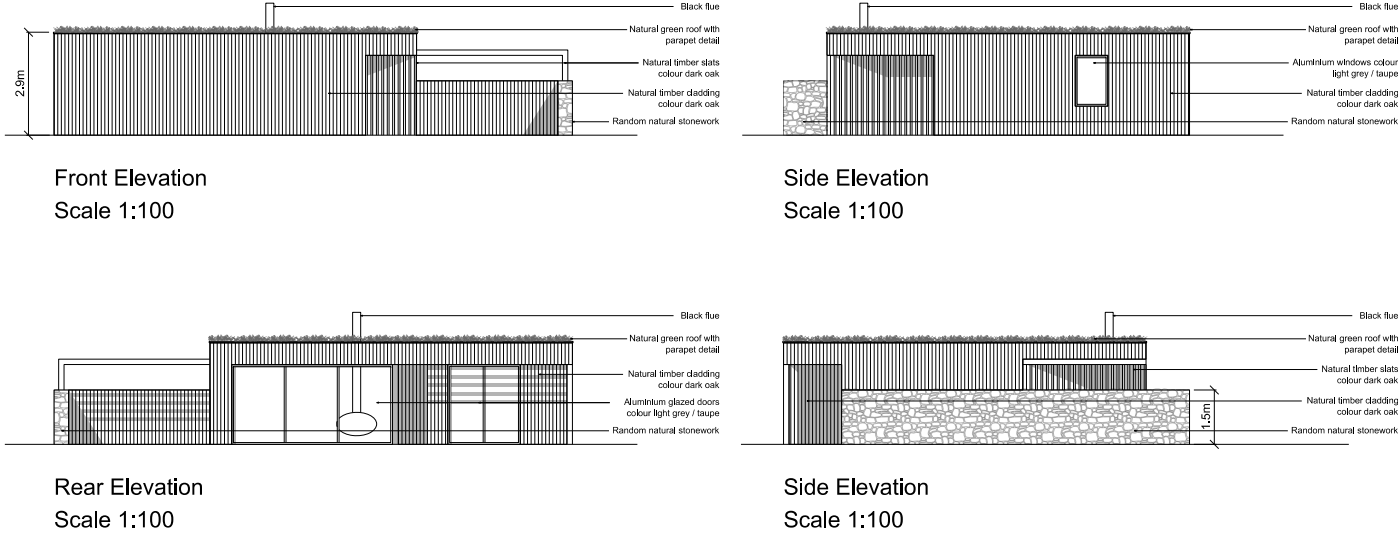
7.2 PROPOSED SITE PLAN



7.3 PROPOSED HOLIDAY LODGE



Proposed Floor Plan GIA 68sqm / 732sqft
Scale 1:50



8.0 CONCLUSION

8.1 CONCLUSION

This Design and Access Statement has been prepared on behalf of the applicant, Chris Hickey to construct 4 no. luxury 1 bedroom, holiday lodges, on land off Whalley Road.

The applicant has previously been unsuccessful in his attempts to obtain planning approval, with a larger development of 8 lodges, with a different architectural design and significantly larger 3/4 bedroom lodges.

The issues with the previous scheme were related to highways, design, and visual impact. We have worked closely with the applicant to design a scheme which eliminates the previous concerns of the refused application.

The new design addresses concerns relating to scale, height, amount of lodges, parking, architectural style, impact from the PROW and visual impact.

A highways pre-application has been completed with the revised design, of which LCC Highways have now confirmed the new proposed access location is acceptable in terms of highways impacts and visibility.

The proposal creates a high-quality tourism scheme, which will provide a small number of sustainable, luxury lodges which promote sustainable outdoor living, whilst bringing economic and employment benefits to support the rural economy.

As the new design presents a high quality tourism scheme, and all previous concerns have now been

addressed, the new scheme should now receive officer support.

We welcome your comments and input on the scheme. Please contact the agent to discuss in further detail.



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