

Gladman Developments Ltd

Henthorn Road Clitheroe



DESIGN & ACCESS STATEMENT

December 2025



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The overall vision for the site is to provide a distinctive and high quality place, which complements the qualities and character of Clitheroe.

Chapter 1

INTRODUCTION

Vision

The development will create up to 115 dwellings with a range of housing to meet the needs of the area, whilst respecting and enhancing the site's environmental assets. Housing will be set within a robust network of green infrastructure, which will help to integrate development within the landscape and create a distinctive sense of place.

A Development Framework Plan sets the parameters of the proposed development. The precise design and layout of the proposed development would be provided at the reserved matters stage.

Location

The site is situated adjacent to the south-western edge of the settlement of Clitheroe, within the administrative authority of Ribble Valley Borough Council (RVBC). Henthorn Road borders the site and connects it with the settlement to the north-east. Clitheroe is the main administrative centre at the heart of the Borough. It is positioned just to the west of the A59, which passes through the Ribble Valley and links York/Harrogate and Preston/Blackburn.

A Well Designed Place

This vision for the site has been developed in conjunction with 'the ten characteristics of a well designed place' as outlined in The National Design Guide (January 2021), which states:

'Well designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy.'



- Context** - enhances the surroundings.
- Identity** - attractive and distinctive.
- Built form** - a coherent pattern of development.
- Movement** - accessible and easy to move around.
- Nature** - enhanced and optimised.
- Public Spaces** - safe, social and inclusive.
- Uses** - mixed and integrated.
- Homes and buildings** - functional, healthy and sustainable.
- Resources** - efficient and resilient.
- Lifespan** - made to last.



Purpose of the Design and Access Statement

The purpose of a Design & Access Statement is to outline the design process that has led to the application proposals. The Government's Planning Practice Guidance states that:

'Design & Access Statements (DAS) set out the narrative for the design approach and design rationale for the scheme. They demonstrate how the local character of an area has been taken into account and how design principles will be applied to achieve high quality design. They set out concisely how the proposal is a suitable response to the site and its setting, taking account of baseline information.'

(Paragraph: 012 Reference ID: 26-012-20191001, Revision date: 01 10 2019)

The DAS follows best practice urban design principles that are aimed at delivering good design. The following are the principal documents that have been consulted:

- *National Planning Policy Framework (NPPF), (December 2024), Ministry of Housing Communities and Local Government.*
- *Planning Practice Guidance (PPG), (February 2024), Ministry of Housing, Communities and Local Government.*
- *National Design Guide, (January 2021), Ministry of Housing, Communities and Local Government.*
- *National Model Design Code, (July 2021), Ministry of Housing, Communities and Local Government.*
- *Manual for Streets (2007), Manual for Streets 2 (2010), Ministry of Housing, Communities and Local Government.*
- *Building for a Healthy Life (2020).*

Good & Well Designed Places

The underlying purpose for design quality and the quality of new development is to create well-designed places that benefit people and communities. The National Planning Policy Framework (NPPF) states:

'Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.'

Building for a Healthy Life

The scheme has been developed with consideration of the 'Building for a Healthy Life' (BHL) approach, with the latest edition written in partnership with Homes England, NHS England and NHS Improvement. The criteria set out in Building for a Healthy Life embody the vision of what housing schemes should be and 'are presented to help those involved in new developments to think about the qualities of successful places and how these can be best applied to the individual characteristics of a site and its wider context.' BHL is a useful tool for leading design discussions and using as part of a design process. Chapter 6 of this Design and Access Statement outlines how the criteria have helped inform the design process.



National Design Guide

The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in practice. It notes that:

'A well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including:

- *The layout (or masterplan)*
- *The form and scale of buildings*
- *Their appearance*
- *Landscape*
- *Materials; and*
- *Detailing.'*

Design Response

Design responses are provided throughout the DAS to address the characteristics of good design from the National Design Guide. The responses will set out the design rationale for the development and the design principles that are applied to achieve good design.



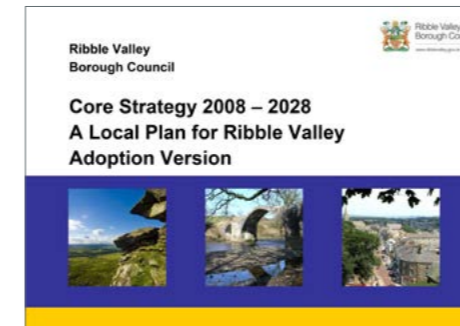
Local Policies

The Ribble Valley Core Strategy:

The adopted Local Plan is the Core Strategy 2008-2028 (adopted 14th December 2014), produced by RVBC.

The following policies include content of relevance to the design of the proposals for the site:

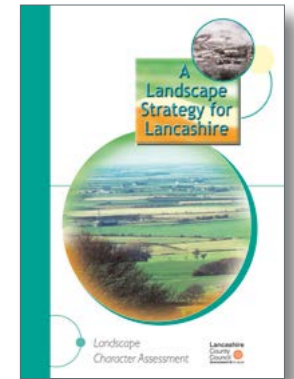
- *EN2: Landscape*
- *EN3: Sustainable Development & Climate Change*
- *EN4: Biodiversity & Geodiversity*
- *H3: Affordable Housing*
- *DMG1: General Considerations*
- *DMG2: Strategic Considerations*
- *DMG3: Transport & Mobility*
- *DME1: Protecting Trees & Woodland*
- *DME2: Landscape & Townscape Protection*
- *DME3: Site & Species Protection & Conservation*
- *DME6: Water Management*
- *DMH1: Affordable Housing Criteria*



Landscape Character Documents

A Landscape Strategy for Lancashire – Landscape Character Assessment & Strategy, Dec 2000

This document was prepared in 2000 by Lancashire County Council and more recently formed part of the LDF Core Strategy Evidence base.



Chapter 2

DESIGN CONSIDERATIONS

Site Context

The site is located on the south-western edge of Clitheroe, adjacent to Henthorn Road which divides the site in two and connects it to the heart of Clitheroe to the north-east.

The site comprises grassed fields and the southern field is crossed by a small watercourse. A public footpath also crosses the southern field, close to the Pendleton Brook, which defines the southern site boundary. The remainder of the site is bound by hedgerows with occasional trees.

The settlement edge context of the site is modern 21st century housing, set within a robust and attractive green infrastructure framework that retains existing landscape features; such as the watercourse that passes through the site, and provides substantial new areas of accessible semi-natural greenspace at the settlement edge. The surrounding hills of the Forest of Bowland AONB, including Pendle Hill form the backdrop to the site and to Clitheroe as a whole.

Public Footpath 3-1-FP17 passes through the site's southern field then follows the track west of Henthorn Road along the south-western edge of the site's northern field. The stretch west of Henthorn Road forms part of the Ribble Valley Way. Concessionary footpath links to the Ribble Way and Edisford are also available from the adjacent settlement edge via areas of public open space including a new Community Park.



View north-east from Henthorn Road

Figure 01: Aerial Photograph



Key



Site Boundary



Ribble Way



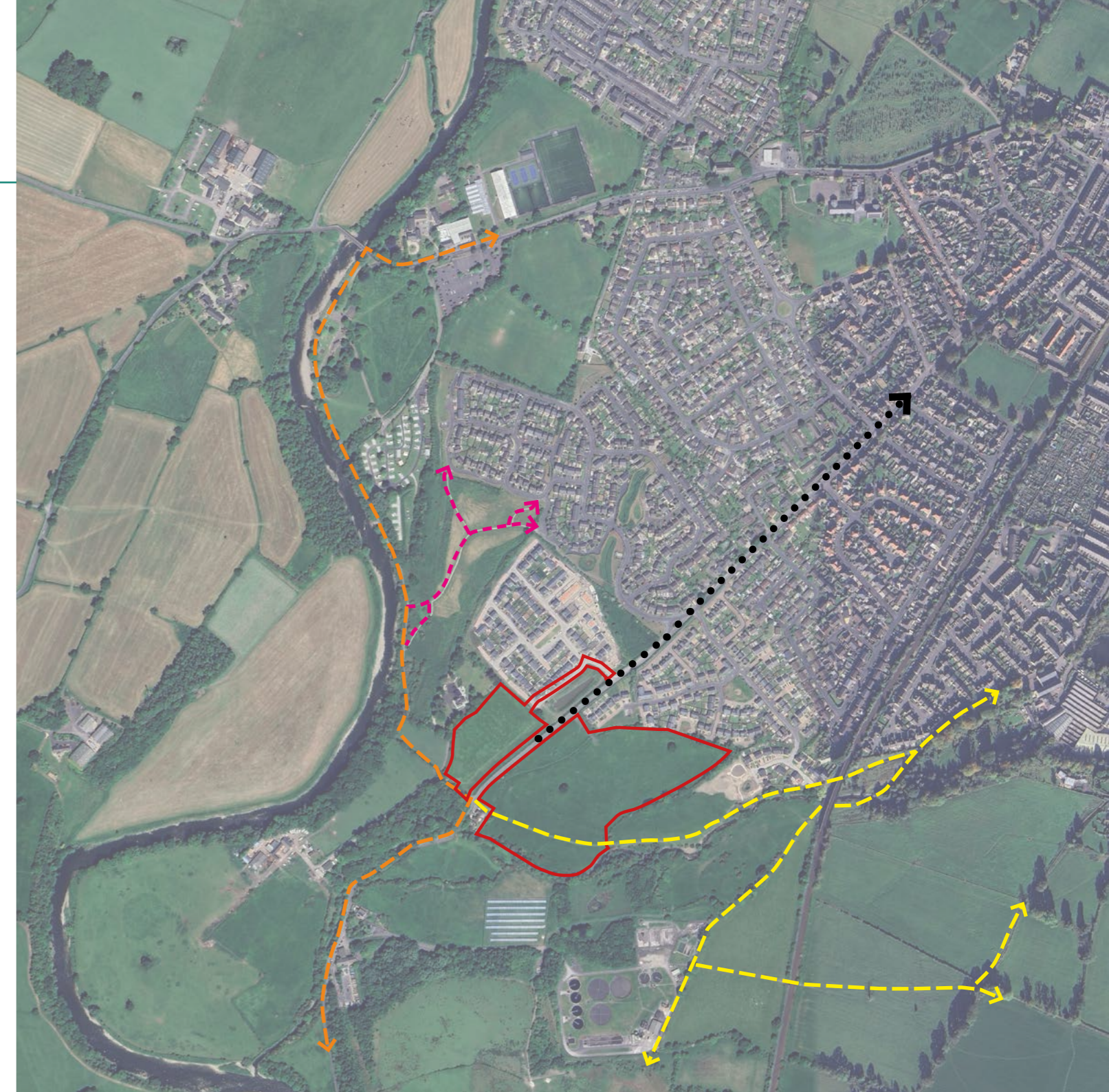
Public Right of Way



Informal Footpath Routes through Country Parkland



Connection to Clitheroe centre



Movement and Access

Existing access to the southern field within the site is from Henthorn Road via two field gates, and the northern field is via a field from the Ribble Valley Way.

The site is well connected with easy access to Clitheroe's existing public transport network. The closest bus stop is located just to the north on Blakewater Road. From here the No. C2 bus runs half hourly from 0727 to 1827 to Clitheroe town centre.

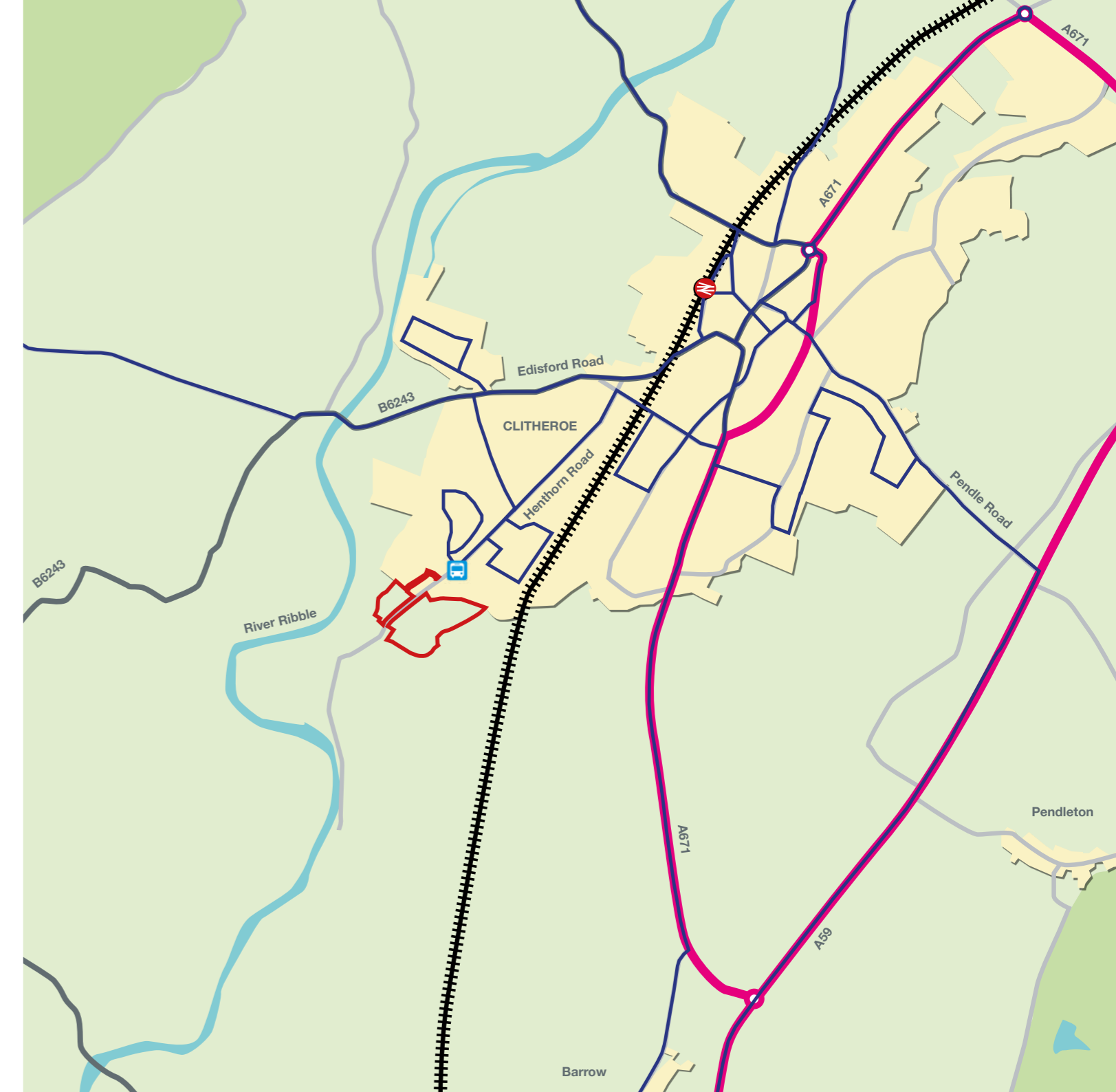
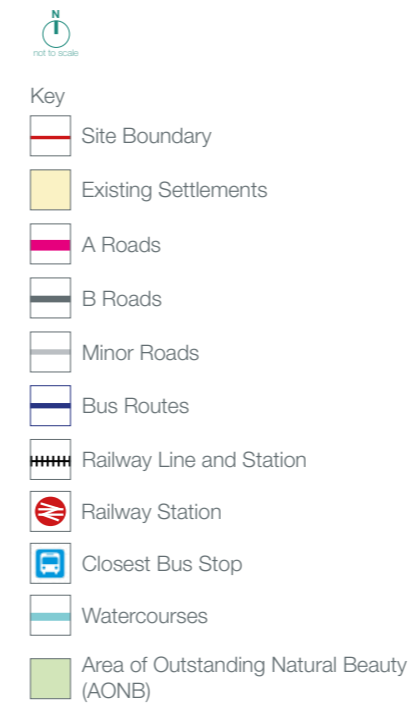
The nearest rail station is at Clitheroe and is less than a 2km walk from the proposed development. Journeys to the rail station can also be made by cycle and bus. There are 5no cycle lockers available at the station. Bus service No. C2, that calls at stops circa 300m from the Site, is routed near to Clitheroe Rail Station and the journey is about 12 minutes. There is an hourly train service from Clitheroe to destinations including Blackburn, Bolton and Manchester.

The RVBC Core Strategy also notes the following wider connections from Clitheroe:

'The A59 is a main route across the Borough from the west coast through to the east, linking directly to the M6 and serving access routes to the M65 motorway. Main line rail services are available from Preston, which is only 30 minutes from Clitheroe and to Manchester, which is just over an hour away. In addition Manchester Airport is only an hour away from Clitheroe and provides links to over 200 destinations worldwide. Leeds Bradford International Airport to the East is a little over an hour away, providing a convenient gateway to many national and international destinations.'

(paragraph 2.13)

Figure 02: Movement & Access Plan

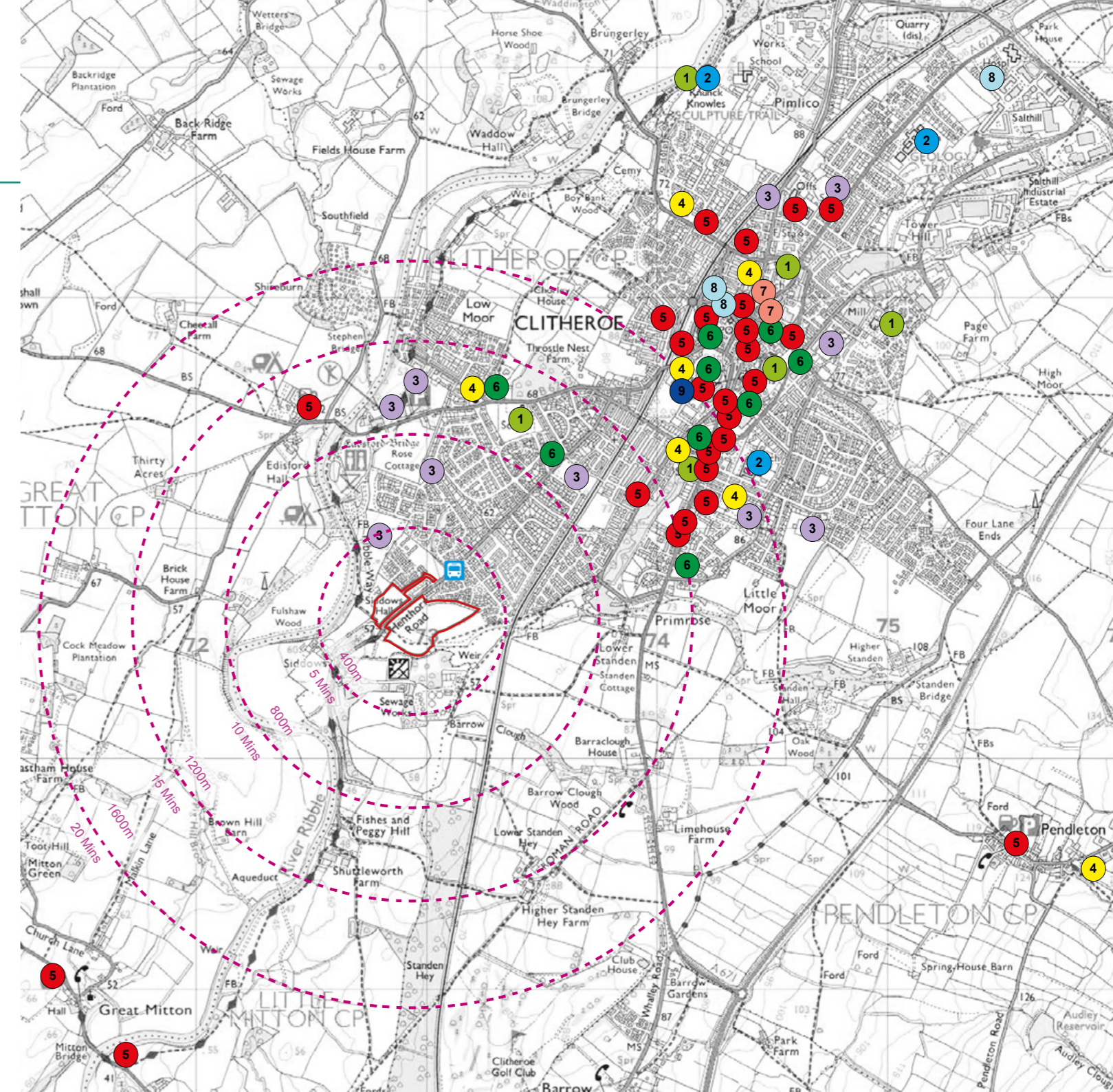
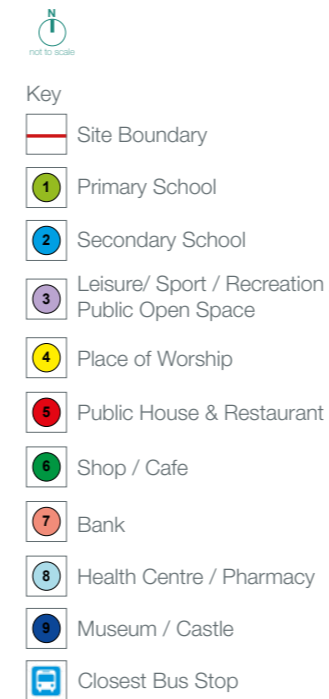


Local Amenities

The site is sustainably located within a 20 minute walking distance of Clitheroe town centre along Henthorn Road.

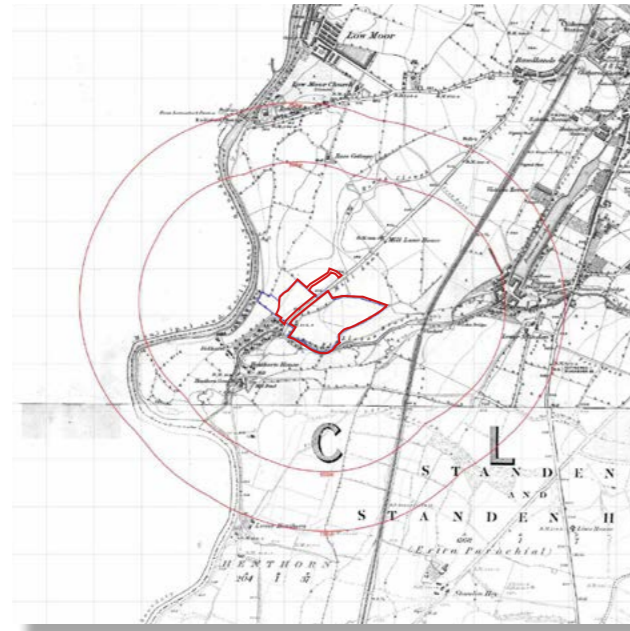
Clitheroe is the main administrative centre at the heart of the Borough, providing a good range of local services and amenities, which are easily accessible from the site. The plan and key adjacent show the range of facilities located within walking distance of the proposed development site, some of which include: schools, healthcare, places of worship, public houses, supermarket and sports facilities.

Figure 03: Local Amenities

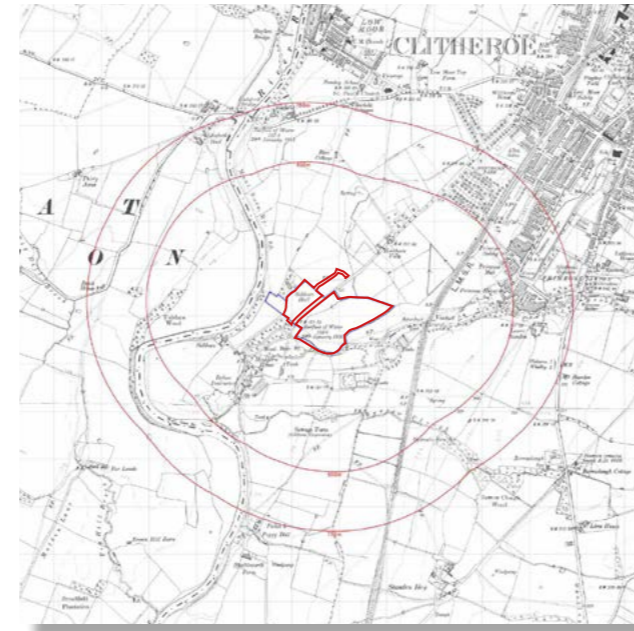


Historical Context

The historic maps show the proposed site in the context of the growth of Clitheroe over the last 180 years. In 1847 Clitheroe was a small settlement with terraced workers houses located along the main roads close to Clitheroe train station. The site was surrounded by fields with the rail line present to the east. Siddow Hall adjacent to the site was built in the early 1900s. By 1930 new housing development had begun to extend out from the core of the settlement, which was primarily comprised of workers terraces. This development continued throughout the mid-twentieth century.



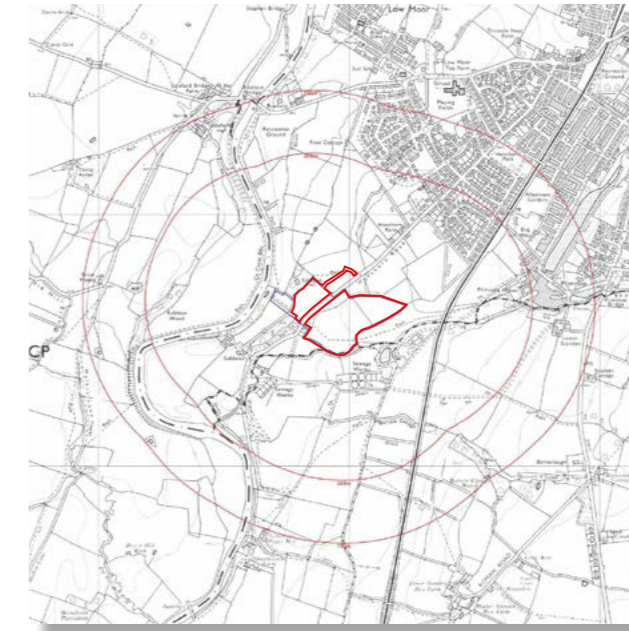
1847-1848



1930-1932

Modern Growth

The 1970s mapping to present day shows the continuous expansion of Clitheroe. By 1971 development had extended almost as far as the site. Expansion continues in the 21st century, today with the settlement edge abutting the sites eastern boundary.



1971-1973



Today

Vision

The design is inspired by the best of the character and detail found within Clitheroe.

Settlement Density and Urban Grain

The urban grain of Clitheroe varies. The town centre streets around Clitheroe Castle are organic in form, enclosed by relatively regimented streets of terraces dating from the industrial period. The expansion of Clitheroe in the 20th and 21st century primarily comprised of comparatively lower density housing estates which varied in form. Recent development within the site locality off Henthorn Road is positioned within a green setting that includes a new Community Park and comprises an organic arrangement of streets and houses with characteristics that are reflective of local built character.

The density of the nearby settlement edge built by Taylor Wimpey, and the Story Homes development adjacent to the site, are comparable with the residential estates around Clitheroe. Closer to the town centre older terraced residential streets are of much greater densities of up to around 60dph.

Recent Development

The more recent estate developments are predominantly two storeys in height. The adjacent settlement edge development comprises predominantly two storey dwellings with a limited number of 2.5 storey positioned at nodal and focal points within the development, and with some bungalow properties. Building materials have been selected to reflect the traditional built character and are stone or rendered in appearance with limited numbers of brick dwellings. Use of traditional detailing such as stone around windows and doors and to corners of feature buildings is evident.

- (A) Limited number of brick dwellings with some bungalow properties.
- (B) A mix of stone and render to reflect local character. Traditional detailing of stone around windows and doors.
- (C) Limited 2.5 storey dwellings positioned at nodal and focal points.



Local Traditional Built Character

Within the core of the settlement of Clitheroe there is a range of detached and terraced properties that vary between two and three stories. Properties are generally stone built or rendered, often with colourfully painted stone detailing to the corners and around windows and doors. The varying building heights create an interesting skyline of chimneys and slate roofs.

Away from the core of the settlement the terraced workers streets are predominantly built in stone or rendered and are predominantly two storeys in height, although many have had attic conversions to 2.5 storeys. They again have sash windows and stone detailing to corners, windows and doors. Some properties have downstairs bay windows. The properties again have slate roofs and chimneys.

- (D) Varying building heights create an interesting skyline.
- (E) Colourfully painted stone detailing to corners of buildings and around windows and doors.
- (F) Stone terraced housing with bay window detail.
- (G) Sash windows and stone detailing to corners, windows and doors



Topography

Context Landform

The site and Clitheroe are within the base of the Ribble Valley close to the River Ribble at around 60-100 metres above ordnance datum. The river flows from north-east to south-west through a broad valley and is contained by the hills of the Forest of Bowland National Landscape, which rise to over 400 metres at Pendle Hill, east of Clitheroe.

A series of limestone reef knoll outcrops are dotted around the area, the most distinctive being the site of the castle within the core of Clitheroe. Clitheroe Castle is a prominent local landmark within and around the settlement.

Site Landform

The parcel of land north of Henthorn Road slopes gently from around 58 metres at the north-western boundary down to approximately 51.5 metres at the southern corner adjacent to Henthorn Road. The larger parcel to the south incorporates a small watercourse which runs close to and broadly parallel with Henthorn Road and outfalls into the Pendleton Brook which defines a part of the southern site boundary. The site levels fall generally from 59.8 metres in the north-east corner to around 50 metres at the top of the bank within the south-west corner. The southern corner of the site incorporates level changes and several stepped banks down to Pendleton Brook.

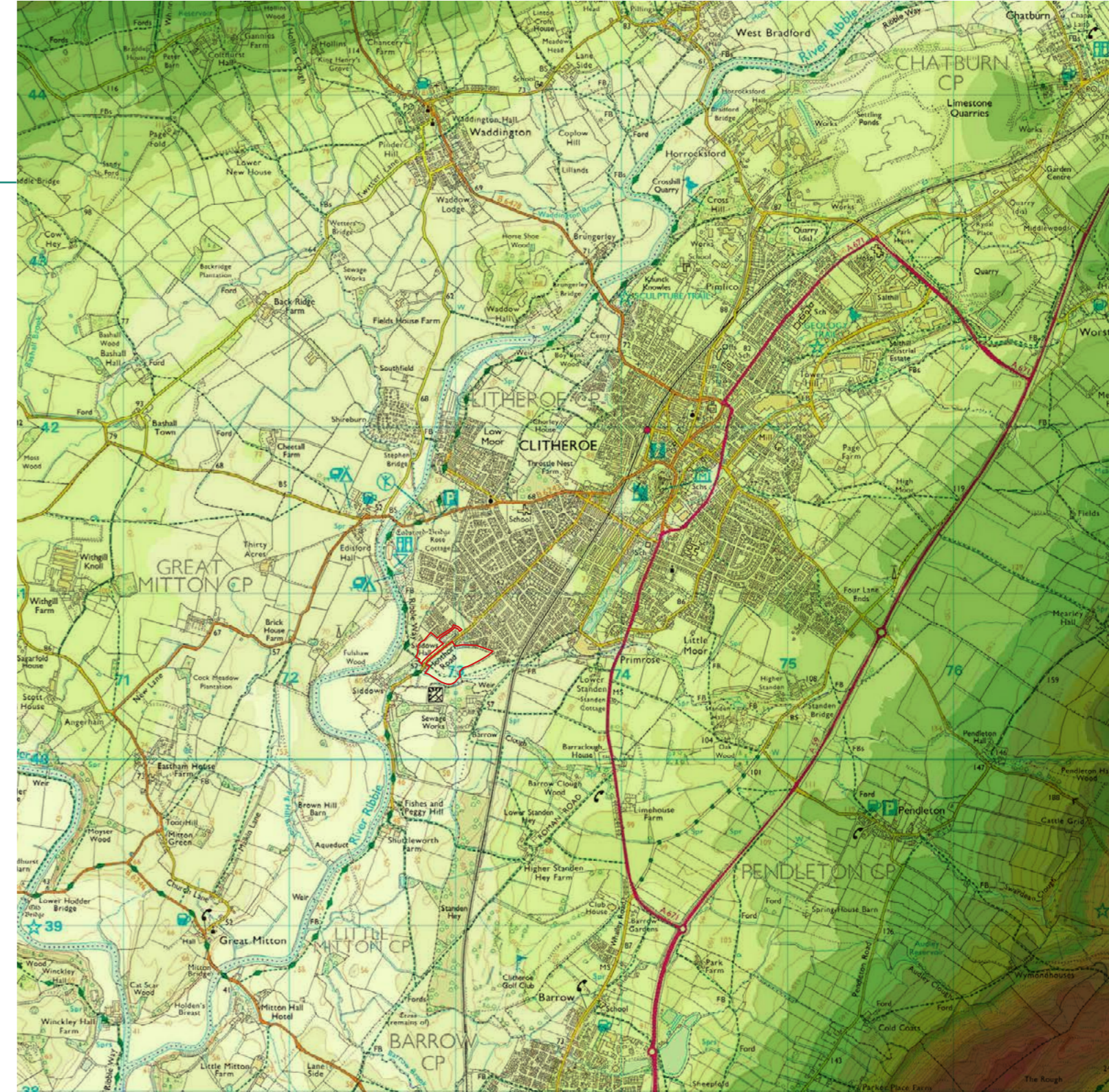
Figure 04: Topography Plan



Key

Site Boundary

- 305m - 315m AOD
- 295m - 305m AOD
- 275m - 295m AOD
- 255m - 275m AOD
- 235m - 255m AOD
- 215m - 235m AOD
- 205m - 215m AOD
- 195m - 205m AOD
- 175m - 195m AOD
- 155m - 175m AOD
- 135m - 155m AOD
- 115m - 135m AOD
- 105m - 115m AOD
- 95m - 105m AOD
- 75m - 95m AOD
- 55m - 75m AOD
- 35m - 55m AOD



Landscape Character

The site comprises two grassed fields bisected by Henthorn Road and by a small watercourse south of Henthorn Road. A discrete post and wire fence also divides the southern field in two. To the north, the site adjoins a recently constructed residential development at the Clitheroe settlement edge. The site is contained to the west, south and east by trees around Siddows Hall, woodland and the tree-lined Pendleton Brook. The site is not subject to any landscape designations. Hedgerow field boundaries separate the site from Henthorn Road and from the Ribble Way Long Distance trail, a short section of which follows the site boundary. A public footpath passes through the site, heading eastwards from Henthorn Road. 'A Landscape Strategy for Lancashire' was published in 2000 and is relevant for the site. The site lies within the landscape character area Undulating Lowland Farmland: 5e Lower Ribblesdale (Clitheroe to Gisburn).

The landscape character of the site and its' wider context is described in 'A Landscape Strategy for Lancashire' as follows:

'This area forms the southern valley side of the Ribble, between Copster Green and Gisburn, on the lowland fringes of Pendle Hill. It is a particularly well settled area and provides a corridor for communication routes along the Ribble Valley. The A59(T) runs the length of the area, linking the settlements of Copster Green, Whalley, Clitheroe, Chatburn and Gisburn. The railway links the valley to Blackburn and Yorkshire. This communication structure has encouraged built development and industry; the large cement works at Clitheroe is a prominent visual landmark for miles around. This character area is underlain by limestone and has some good examples of limestone reef knolls, particularly around Clitheroe; Clitheroe Castle is located on top of one of these knolls.'

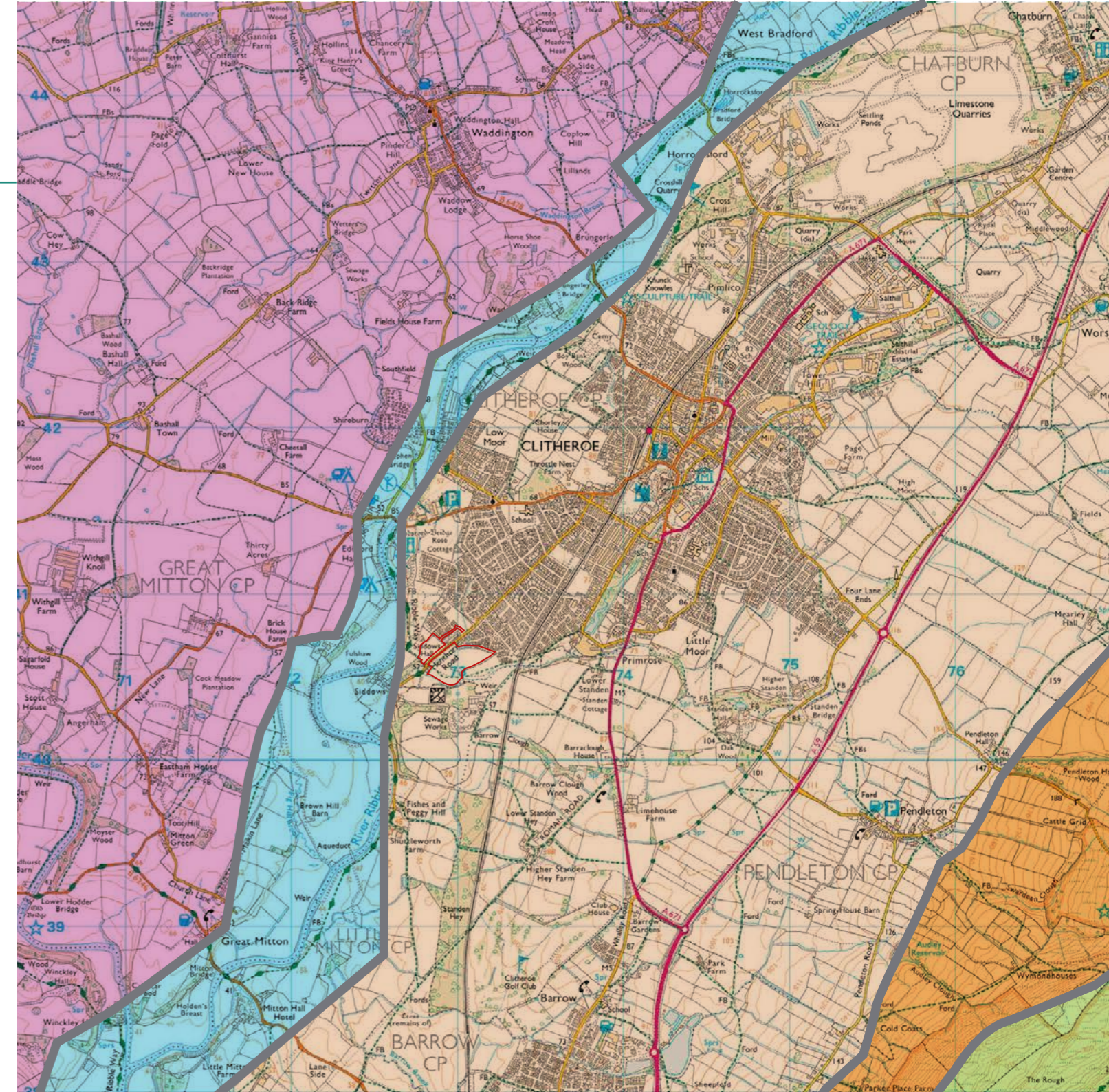
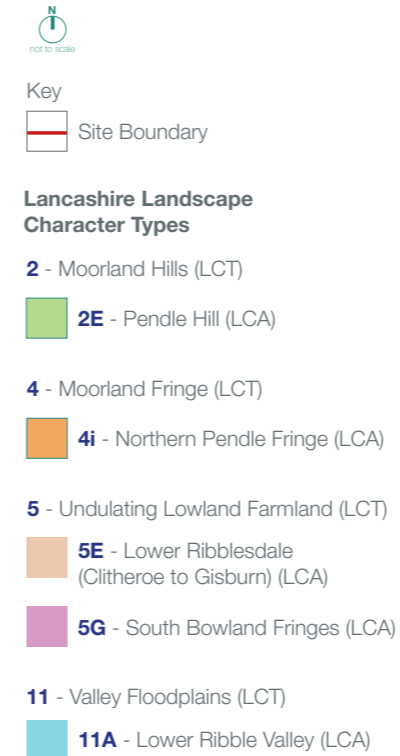
Natural England has also published landscape character guidance. The site is located within Natural England's National Character Area (NCA) 33 'Bowland Fringe and Pendle Hill'. Natural England makes a number of recommendations relating to development in NCA33. Essentially these relate to the enhancement and maintenance of the existing character of the area. Recommendations relating to residential development for NCA33 include:

'Managing development (especially around the fringes of the NCA), in order to maintain the rural character of the landscape, tranquillity and sense of remoteness. Protecting the area from development on ridgelines and hilltops, to maintain the predominantly open character of the landscape.'

Under the heading 'Landscape Opportunities' recommendations also include:

'Control built development to maintain vernacular styles and materials and the character of the build environment locally.'

Figure 05: Landscape Character

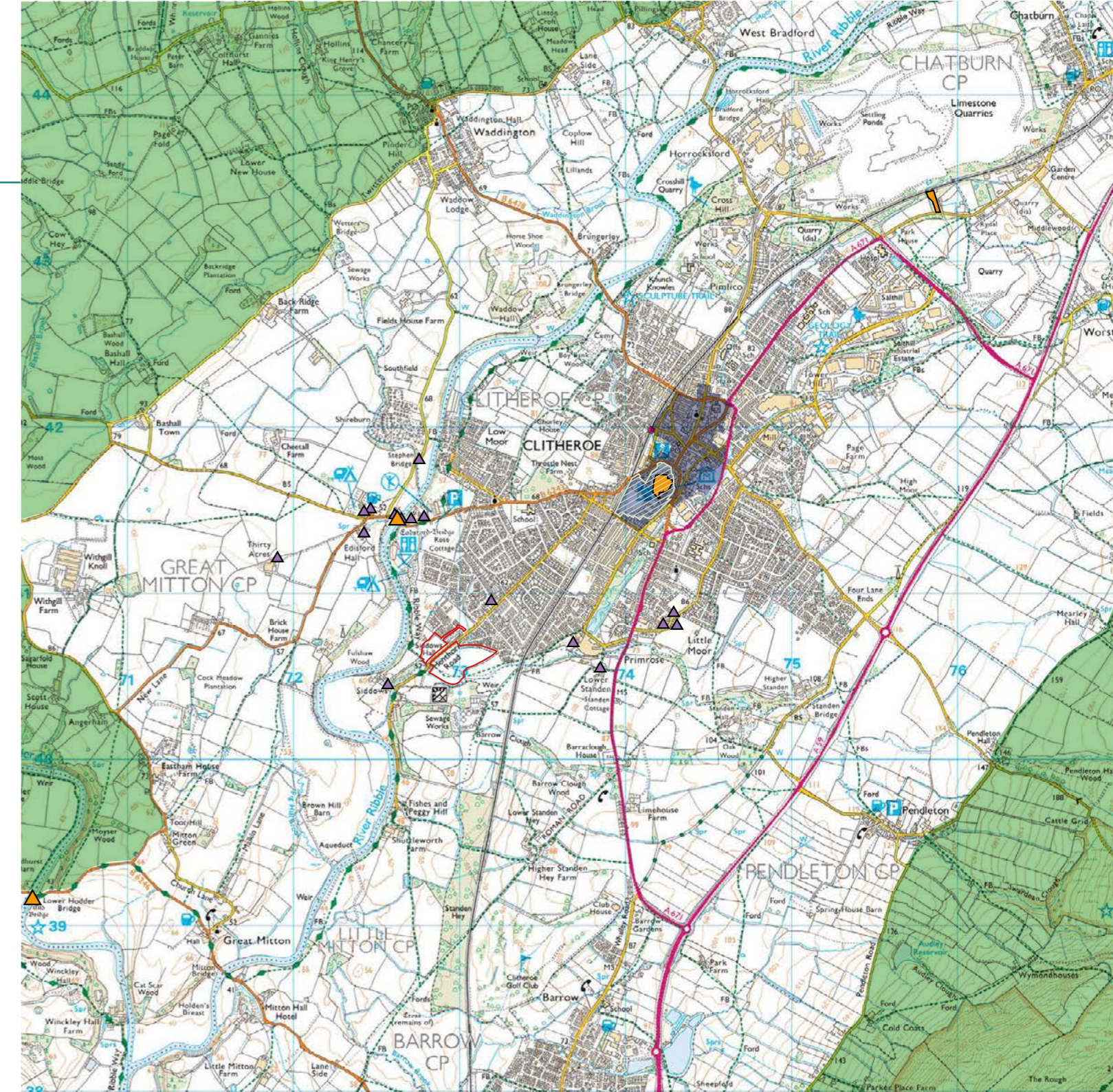
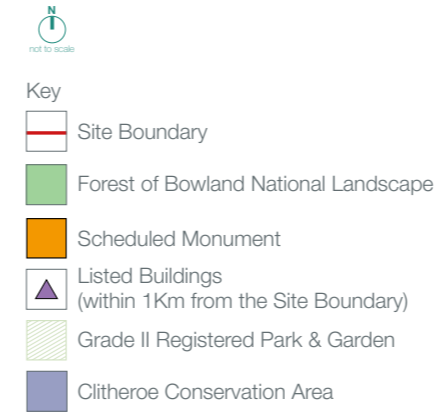


Landscape Designations

No designations have been identified within close proximity to the site. A small number of listed buildings are present within the wider context including Henthorn Farmhouse within the residential area further to the north on Henthorn Road, Siddows Farmhouse to the south, Primrose House and Lower Standen Farmhouse, both to the east. There is a cluster of listed buildings to the north, around Edisford Bridge which is also a designated Scheduled Monument, no intervisibility has been identified with the site from here.

Some distance away, the hills of the Forest of Bowland National Landscape surround the Ribble Valley and Clitheroe. RVBC, in the Core Strategy observe that over 70% of the Borough falls within the AONB designation.

Figure 06: Designations



Visibility

The site is visually well contained adjacent to the settlement edge by its surrounding field boundary hedgerows, trees and woodland which restrict wider views towards the site from the west, south and east. Views are limited to the adjacent settlement edge, Henthorn Road and nearby public rights of way. Within the wider area there are heavily filtered glimpse views from public rights of way to the east, within the vicinity of Lower Standen. In longer views from Clitheroe Castle to the north-east the site is just discernible beyond the settlement in the foreground.

In long distance views from Pendle Hill, within the Forest of Bowland National Landscape, to the east the settlement of Clitheroe is distantly visible, the site is just discernible adjacent to the settlement edge. From Longridge Fell, also within the National Landscape, to south-west, Clitheroe is again visible, however the site is not discernible due to the trees and woodland around it.

Figure 07: Photo Viewpoint Locations

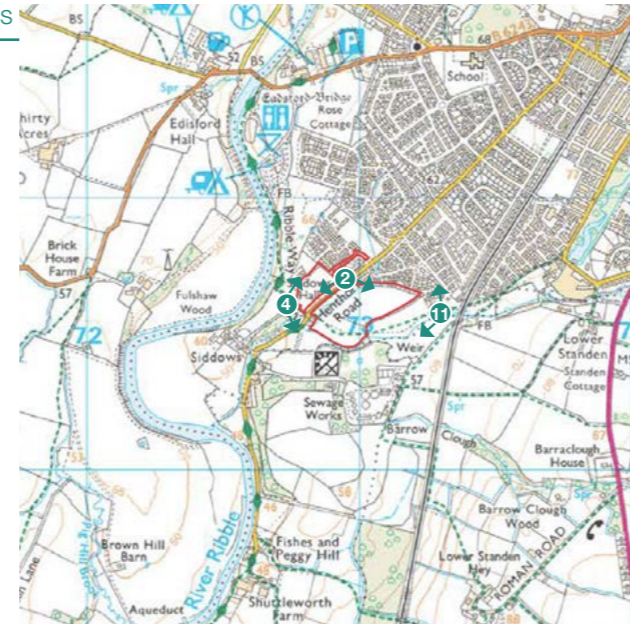
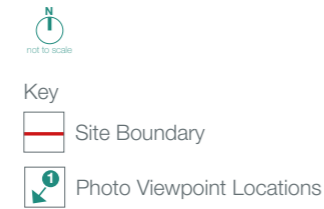


Figure 07: Photo Viewpoints



Photo Viewpoint 2: View south into the site from henthorn road



Photo Viewpoint 4: View east from Ribble Way (3-1-FP17) across the site



Photo Viewpoint 11: View west from public footpath 3-1-FP17

Nature Conservation and Ecology

The site and the habitats and species that it currently supports are generally considered of low biodiversity and nature conservation value which is characteristic of fields and field boundaries under agricultural tenure.

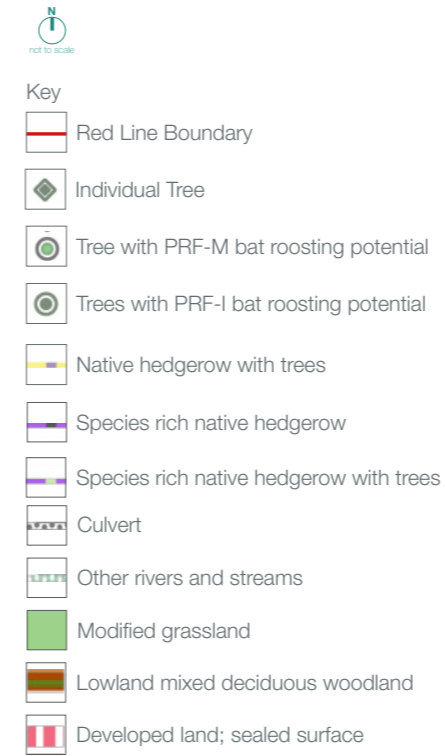
Surveys to identify and evaluate ecology and biodiversity features have been undertaken and any mitigation requirements are designed inherently into the proposed scheme.

It is understood that otters are present within the Pendleton Brook. As a precaution a landscape buffer has been provided to the Brook and to the watercourse that passes through the southern field within the site.

The scheme design has sought to retain and incorporate existing features of interest within green infrastructure, to protect these features through the implementation of standard measures during construction and to enhance the long-term biodiversity benefits through the creation of new habitats within green infrastructure including extensive planting of indigenous hedgerow/shrub, species-rich grassland and riparian/ marginal habitats associated with SuDS drainage features. Bespoke mitigation for particular species or groups i.e. bird and bat boxes have also been considered in order to provide additional biodiversity enhancements.

The scheme will meet all legislation relating to ecology and biodiversity, and will strive to follow relevant guidance including what is outlined in the NPPF. The client is committed to demonstrating at least +10%BNG on site for habitats and hedgerows in accordance with the Environment Act 2021, and a Biodiversity Net Gain (BNG) Metric has been completed. A Habitat Management & Monitoring Plan (HMMP) will subsequently be provided to secure BNG enhancements for a period of at least 30-years.

Figure 08: Habitat Plan



Arboriculture

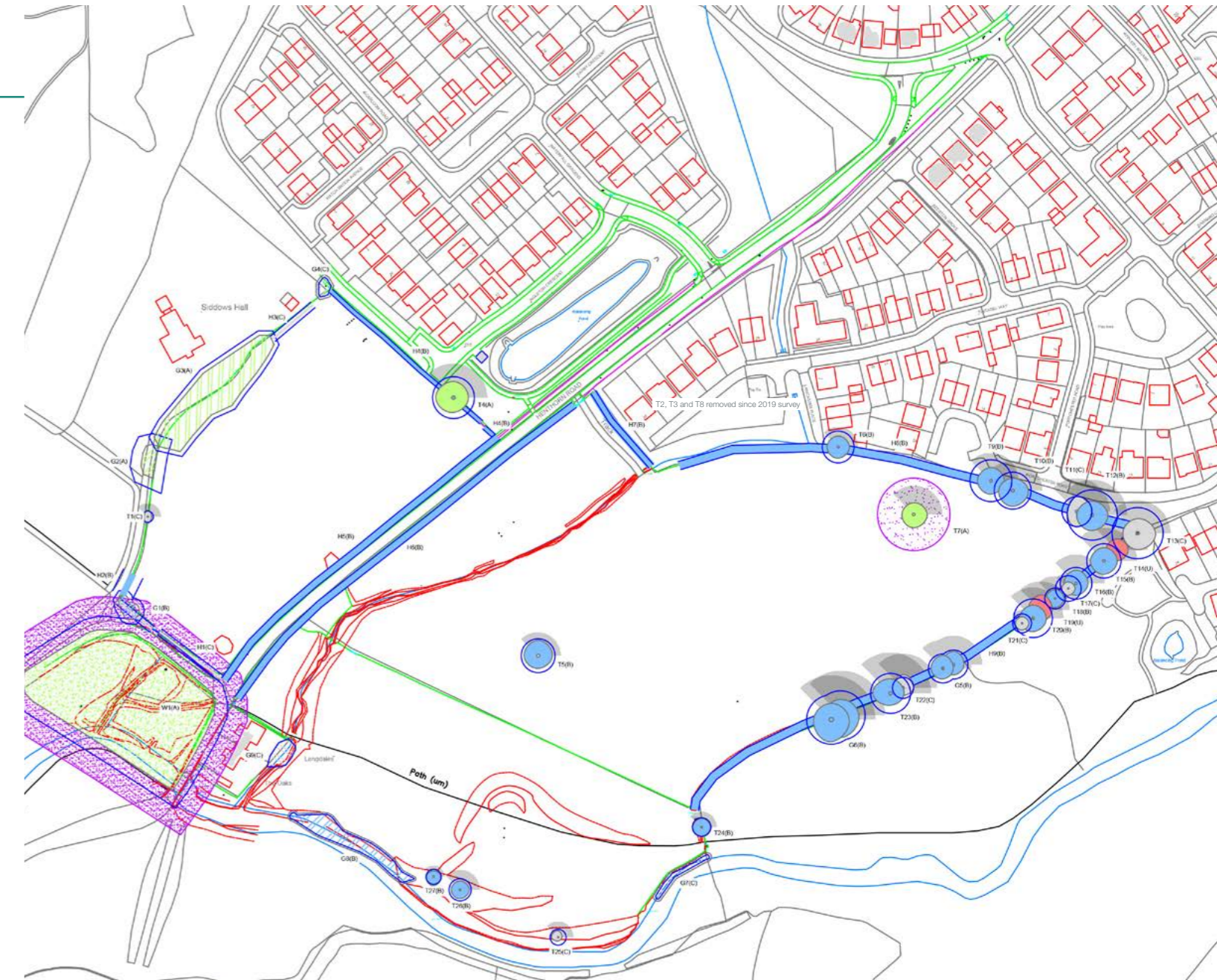
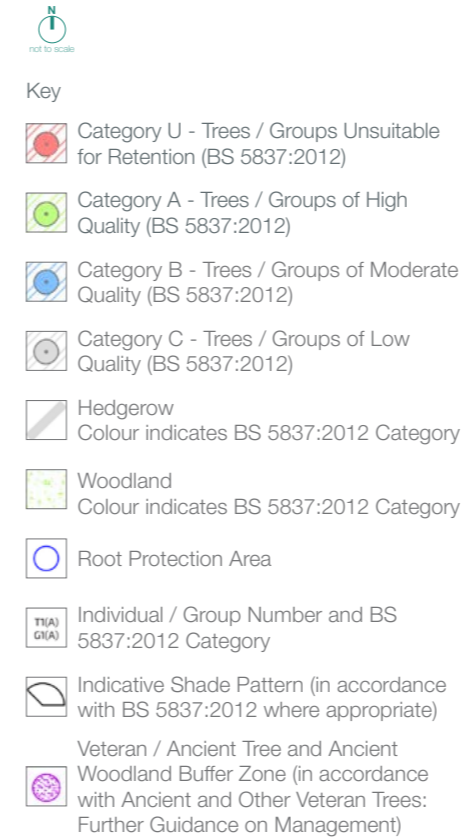
A tree survey and assessment of existing trees has been carried out in accordance with guidance contained within British Standard 5837:2012 'Trees in Relation to Design, Demolition and Construction - Recommendations'. This has been supplemented by a site-specific Tree Condition Assessment.

The site comprises two agricultural pasture fields bounded by well-developed hedges which contain occasional deciduous trees. Where the site adjoins the grounds of Siddows Hall, mature trees were recorded along the boundary, which collectively form a significant amenity feature providing landscape value from an arboricultural perspective. Ancient Replanted Woodland lies to the west of the site, beyond a small access road.

The current development proposals are outline only, with all matters reserved except for access. Small sections of hedgerow would be removed to provide the main vehicular access from Henthorn Road and the access from the adjacent approved residential site. A section of hedgerow would also be removed and re-planted behind a new footway along Henthorn Road.

All other existing trees and hedgerows will be retained, including two mature trees within the southern field, one of which was recorded as a Veteran. Retained trees and hedgerows will be given sufficient stand-offs from built development. Proposed green space around the peripheries of the site would provide sufficient access to retained field boundary hedges for ongoing management along with the capacity for new tree planting to supplement the boundary trees.

Figure 09: Tree Survey Plan



Access

The site comprises two parcels of land, positioned to the north and south of Henthorn Road.

The proposed vehicular access point for the smaller northern land is via an extension of Ingleton Crescent through the adjacent built-out development. The proposed vehicular access point for the southern site is off Henthorn Road via a simple T-junction.

A 3.75m wide footway/cycleway is proposed connecting the northern site with the southern site, promoting active travel. This footway/cycleway also functions as an emergency access for the northern parcel if required.







On the south side of Henthorn Road, a short section of hedgerow will need to be removed to form the proposed southern Site access and to provide suitable visibility splays. On the north side of Henthorn Road, hedgerow will need to be removed to form the proposed pedestrian/cycle access and new a footway that will connect with existing footway at Waterfall Gardens. A new length of native hedgerow would be planted behind the footway, or alternatively the existing hedgerow could be translocated.

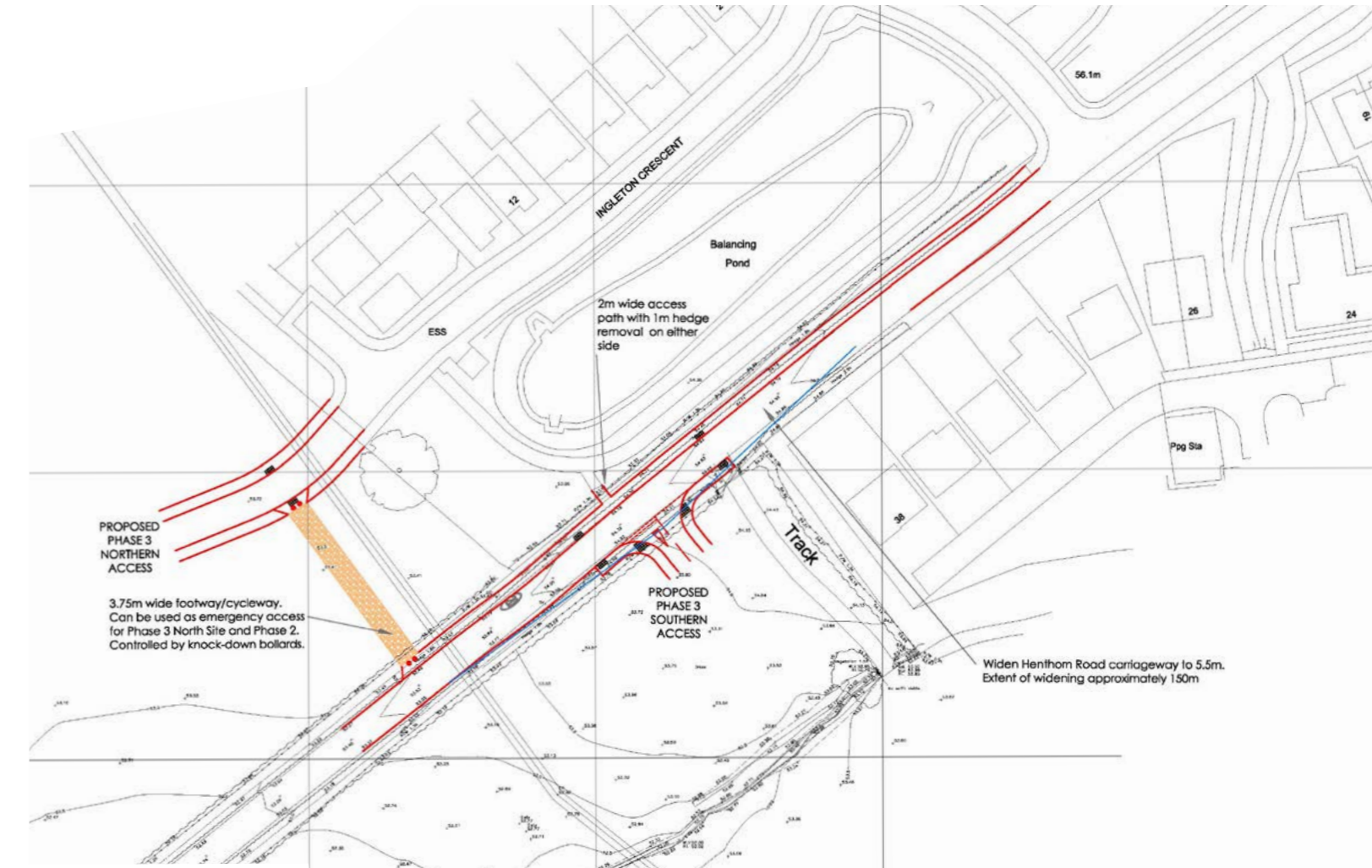
Pedestrian and cycle access into the site will be provided for via the proposed vehicular access arrangements and the proposed footway/cycleway link, as well as other traffic free routes into the site.

New recreational footpath connections will be provided through the green infrastructure around the perimeter of the site and will connect directly into the public right of way network and to the adjacent built-out development.

Ashley Helme Associates have prepared the access proposals in accordance with the NPPF, PPG, the RVBC adopted Core Strategy policies and the Lancashire County Council Local Transport Plan (2011-2021), having regard to safe access for everyone and providing a pedestrian friendly environment. This is delivered through the provision of a safe junction to access the site and a provision of a permeable layout which restricts traffic speeds and provides priority for pedestrians. Further details are provided in the Transport Assessment.

Figure 10: Access Proposals

- Key
-  2.4m x 46m Visibility Splay
 -  Proposed Kerblines
 -  Proposed Road Markings
 -  Existing Road Markings
 -  Tactile Paving
 -  3.75m wide footway/cycleway



Chapter 3 EVALUATION

Key Site Opportunities

- To retain and link into existing attractive recreational routes within the site including informal routes that run alongside Pendleton Brook and Public Footpath 3-1-FP17 which connects into Ribble Way.
- To utilise existing landscape features such as topography and hedgerow field boundaries to embed the new development in its landscape context.
- To manage existing vegetation and introduce new native tree planting, retained areas of grassland and wildflower meadows, to reflect and enhance local character.
- To encourage wildlife corridors, connecting the surrounding hedgerow, woodland and grassland network.
- To integrate SuDS features within the green infrastructure of the site, ensuring they contribute to the landscape setting of the development.
- To establish links into the existing development off Henthorn Road.
- To retain Pendleton Brook and its adjacent grassland as part of the green infrastructure strategy, establishing a maintenance easement and an ecological buffer.

Key Site Constraints

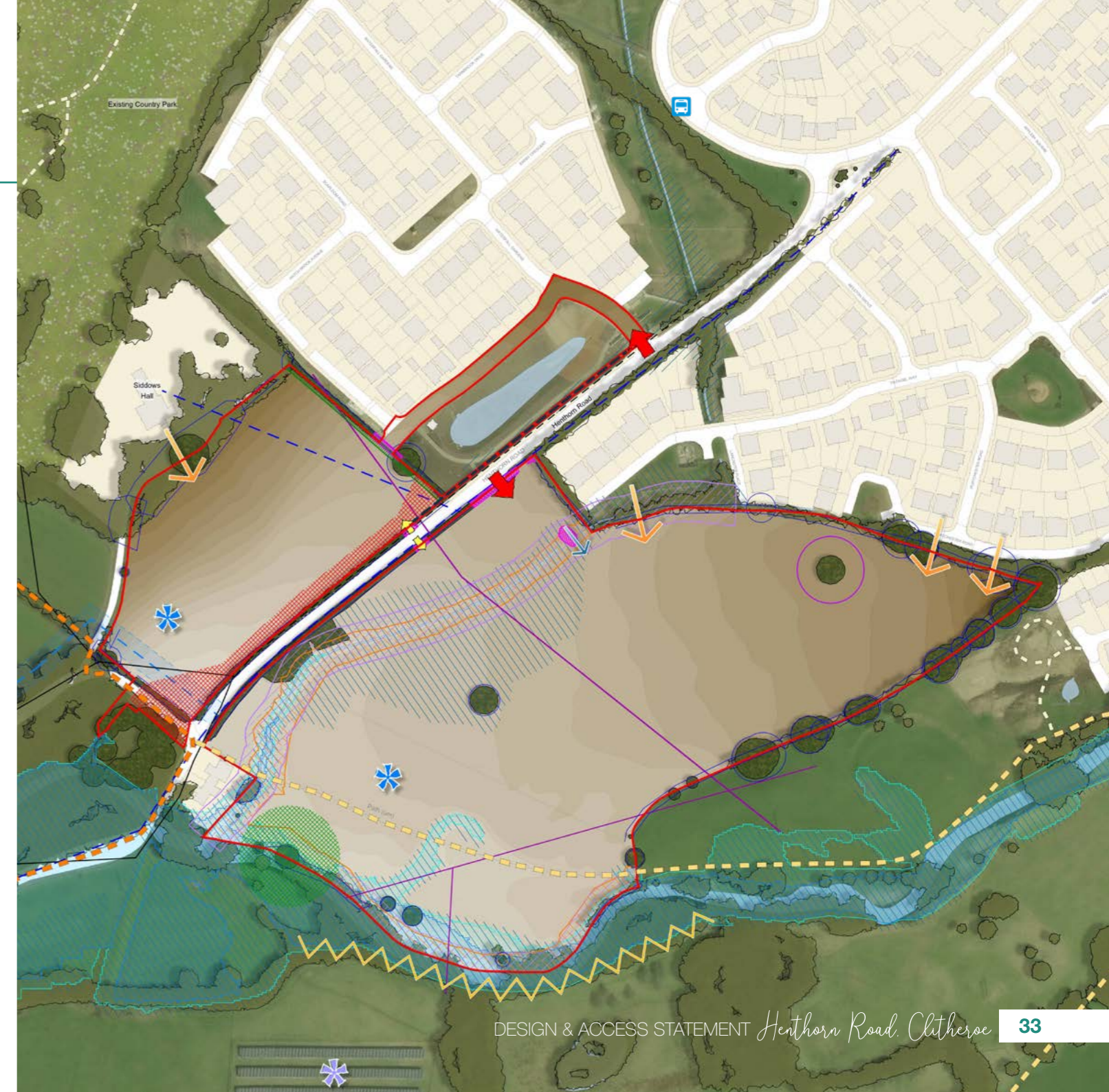
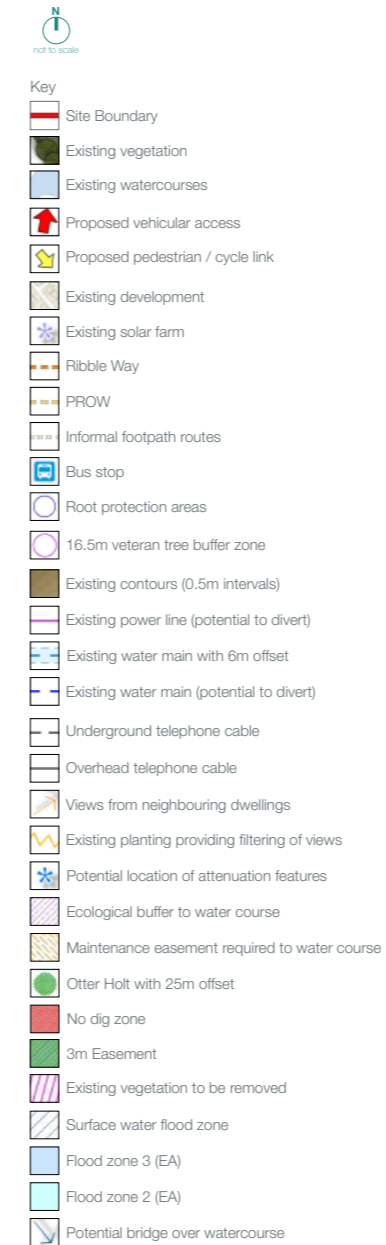
- Existing vegetation will be retained where possible with development remaining outside root protection zones.
- An existing veteran tree will be retained and incorporated into the design of the landscape, with development remaining outside its 16.5m buffer zone.
- An existing Otter Holt will remain undisturbed, with a 25m offset to development.
- Development will remain outside flood zones, with areas susceptible to surface water flooding being incorporated into the design of the green infrastructure.
- Power lines crossing the site will be diverted underground.
- A water main crossing the site will be diverted, another will be retained in place with a 6m offset to development.
- The design of development will consider views from the adjacent and nearby settlement edge properties.
- Topography: changing levels across the site, gradually falling from 58m and 59.8m at the north western and north eastern corners respectively to 50m - 51.5m in the south, which will determine appropriate locations for landscape areas and sustainable urban drainage (SuDS).

Conclusions

The evaluation of the site and its context has identified key on and off-site features which have helped to inform the continuing evolution of the development proposals. The site has no overriding environmental or physical constraints for the type of development proposed and is both physically and visually well contained.

Overall, the site provides an excellent opportunity to create a high quality residential extension to Clitheroe which is sensitive to the existing built and landscape context. Areas susceptible to surface water flooding will be incorporated into the design of green infrastructure, along with existing trees and hedgerows. This approach will provide the scheme with a swathe of country parkland positioned logically alongside Pendleton Brook.

Figure 11: Considerations Plan



Chapter 4

DESIGN PRINCIPLES

Design Objectives

These objectives have been informed by the evaluation of baseline data, the site's context, constraints and opportunities:

- *To promote the highest quality sustainable design, creating a 'place' which is both safe and attractive and which enhances quality of life, health and social well-being, supporting 'building for a healthy life' criteria.*
- *To make the most effective and efficient use of land which is well related to Clitheroe and its wider surroundings. Built development will respond to the morphology of the existing town and will be located adjacent to the existing settlement edge.*
- *To provide a choice of housing size and tenure in order to help create a mixed community, including provision of affordable housing. Affordable housing is to be appropriately distributed throughout the development.*
- *To protect and extend the site's existing environmental assets and use them as a framework for the creation of new Green Infrastructure which respects the landscape and promotes biodiversity.*
- *To create an enduring high quality built form, public realm and landscape that sensitively responds to its setting by using best practice contemporary design that is rooted in local character.*

Development Quantums

The outline planning application covers a total area of 7.17 hectares. In summary the amount of development proposed within the site is as follows:

Residential Development (3.13ha):

The development provides a total of 3.13 hectares for residential development, providing up to 115 dwellings based at an average density of 36 dwellings per hectare. Up to 35 dwellings will be provided in the parcel north of Henthorn Road, and up to 80 dwellings will be provided in the parcel south of Henthorn Road. The development will provide for a mix of dwellings and house types, ranging from 1-5 bedroom units, offering a mix of market and affordable housing from first time homes to larger family homes. This would generate a wide demographic and also encourage a mixed community. The development will seek to provide the council's affordable housing requirement as defined by policy H3 of the Adopted Core Strategy:

'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.'

All development will remain out of surface water flood zones.

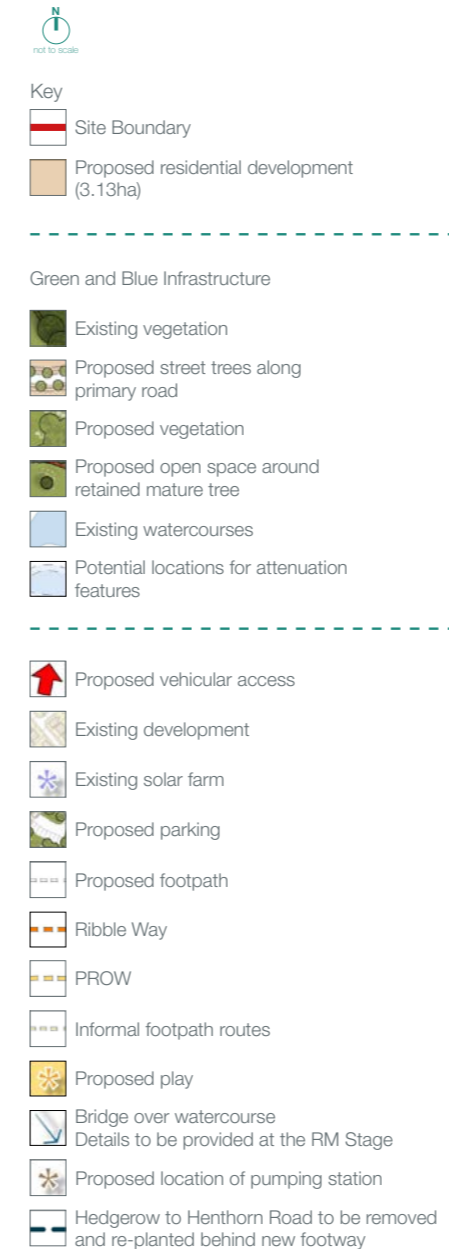
Public open space / Green and Blue Infrastructure (4.04ha):

The remainder of the site (with the exception of two short stretches of access road and a proposed car park) provides a total of 4.04 hectares of green and blue infrastructure. This will include the provision of vegetation connecting into a new country parkland, recreational semi-natural greenspace and a community orchard, open space around retained mature trees, two play facilities, footpaths, two attenuation basins, and the retained watercourse with meadow grassland.

Policy DMB4 (Open Space Provision) of the adopted Core Strategy requires:

'On all residential sites of over 1 hectare, the layout will be expected to provide adequate and usable public open space. On a site-by-site basis, the council will also negotiate for provision on smaller sites or seek to secure an off-site contribution towards provision for sport and recreational facilities or public open space within the area where the overall level of supply is inadequate. Any green infrastructure should be multi-functional and encourage, where possible, walking and cycling opportunities.'

Figure 12: Development Framework



Illustrative Masterplan

The Illustrative Masterplan follows the principles of the Framework Plan to give a more detailed interpretation of a potential layout that could be built upon at detailed planning stage. The layout includes a hierarchy of street types that will have variations in character to aid with wayfinding and place making.

Parking

The scheme will accord with the guidance on car parking provision outlined in 'Lancashire County Council parking standards'.

All residential dwellings within the scheme deliver the following (including spaces within garages which in some cases deliver more spaces than the standards require):

- *Dwellings with 1 bedrooms - 1 spaces*
- *Dwellings with 2-3 bedrooms - 2 spaces*
- *Dwellings with 4+ bedrooms - 3 spaces*

Additional visitor parking will also be provided. This will serve both the residents of the development and the wider local area, with parking being made accessible to support the country parkland, the Ribble Way and other countryside routes.

Refuge

The proposed development will incorporate adequate external storage space for bins and recycling, with collection distances in accordance with local authority requirements. Streets and private drives are designed to avoid the need for refuse vehicles reversing over long distances.

Figure 13: Masterplan



Key

- Site Boundary
- Proposed residential development up to 115 dwellings

Green and Blue Infrastructure

- Existing vegetation
- Proposed vegetation
- Proposed open space around retained mature tree
- Existing watercourses
- Potential locations for attenuation features

- Proposed vehicular access
- Existing development
- Proposed parking
- Proposed play
- Proposed pumping station





Existing Settlement Edge

Character

Within the development four specific character areas that help to define and differentiate the urban form and spaces are proposed. These are:

- The Streets**
- The Green Edge**
- The Country Parkland Frontage**

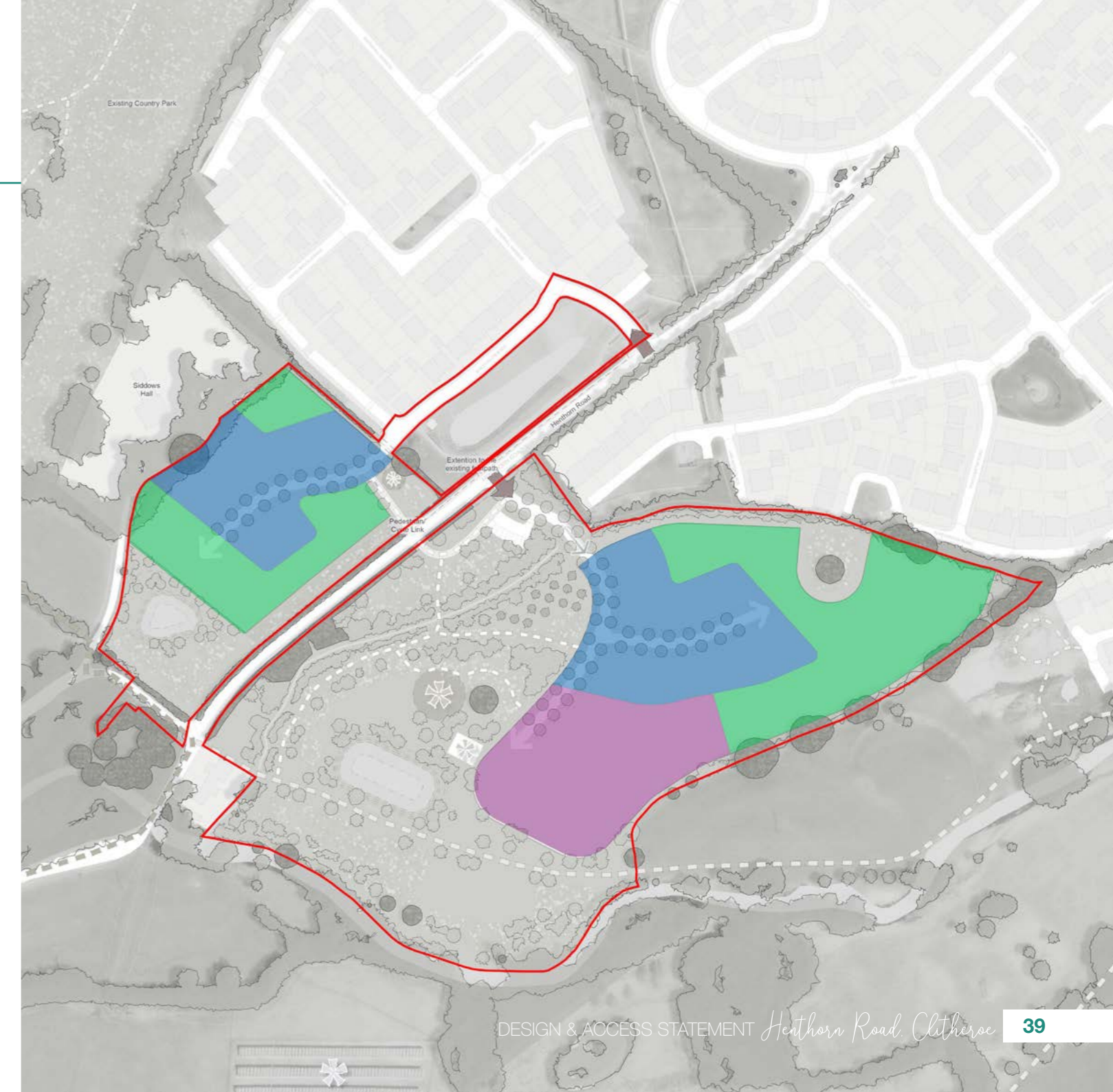
Each area will have subtle differences in the road width, planting, offset to road, building orientation and density. These variations provide each street with its own character.

Figure 14: Character Areas


 not to scale

Key

-  The Streets
-  The Green Edge
-  The Country Parkland Frontage





The Streets

The streets will provide the principle access spine through the site from the main access link off Henthorn Road, serving the shared private drives of the green edges. Properties off Henthorn Road will be designed to provide a high quality gateway to the development.

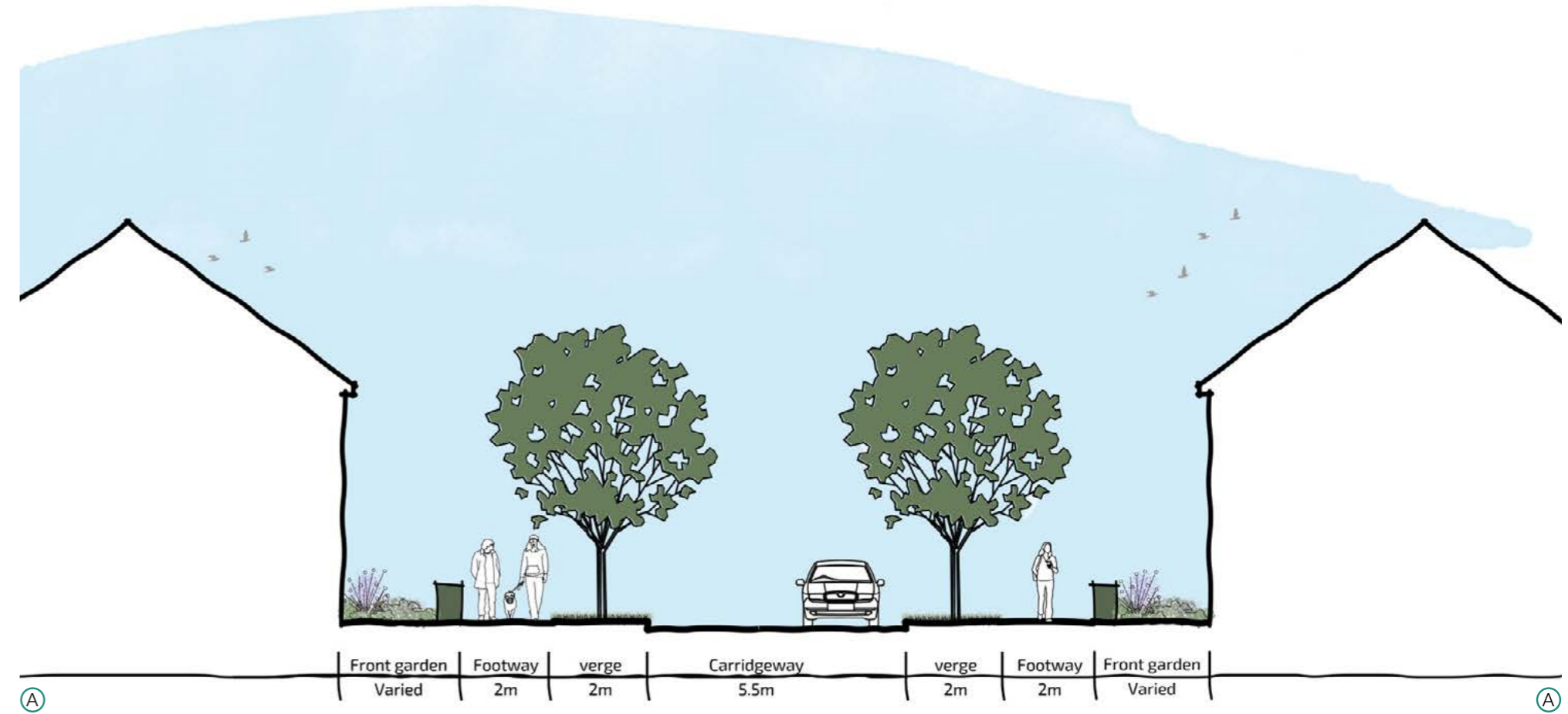
Streets will be tree lined with verges on both sides of the carriageway. Car parking will generally be situated on driveways to the side of properties to avoid the dominance of cars. A higher density arrangement with minimal frontages will be adopted to create enclosure and boundaries will include low hedges to reflect the local character.

Housing will predominantly be a mix of detached and semi-detached, with occasional short terraces where appropriate.

Changes in direction at key nodes, frequent connections and tighter junction radii will encourage the control of vehicle speeds and movement.



Key Plan





The Green Edge

The Green Edge will comprise one-sided lanes or shared private drives that face onto the green edges of the development. The green edges create a strong, varied character informed by existing mature hedgerows and trees, designed public open space and glimpsed views into the surrounding countryside.

Streets are shared surfaces designed to give priority to pedestrians and promote very slow vehicle speeds. Parking is predominantly to the front of properties, with occasional side parking, and visitor parking provided alongside the open space. Boundaries are defined by native hedgerows, with trees within the open space creating a strong green character.

Lower density 2 storey semi-detached and detached dwellings form the predominant character.



Key Plan





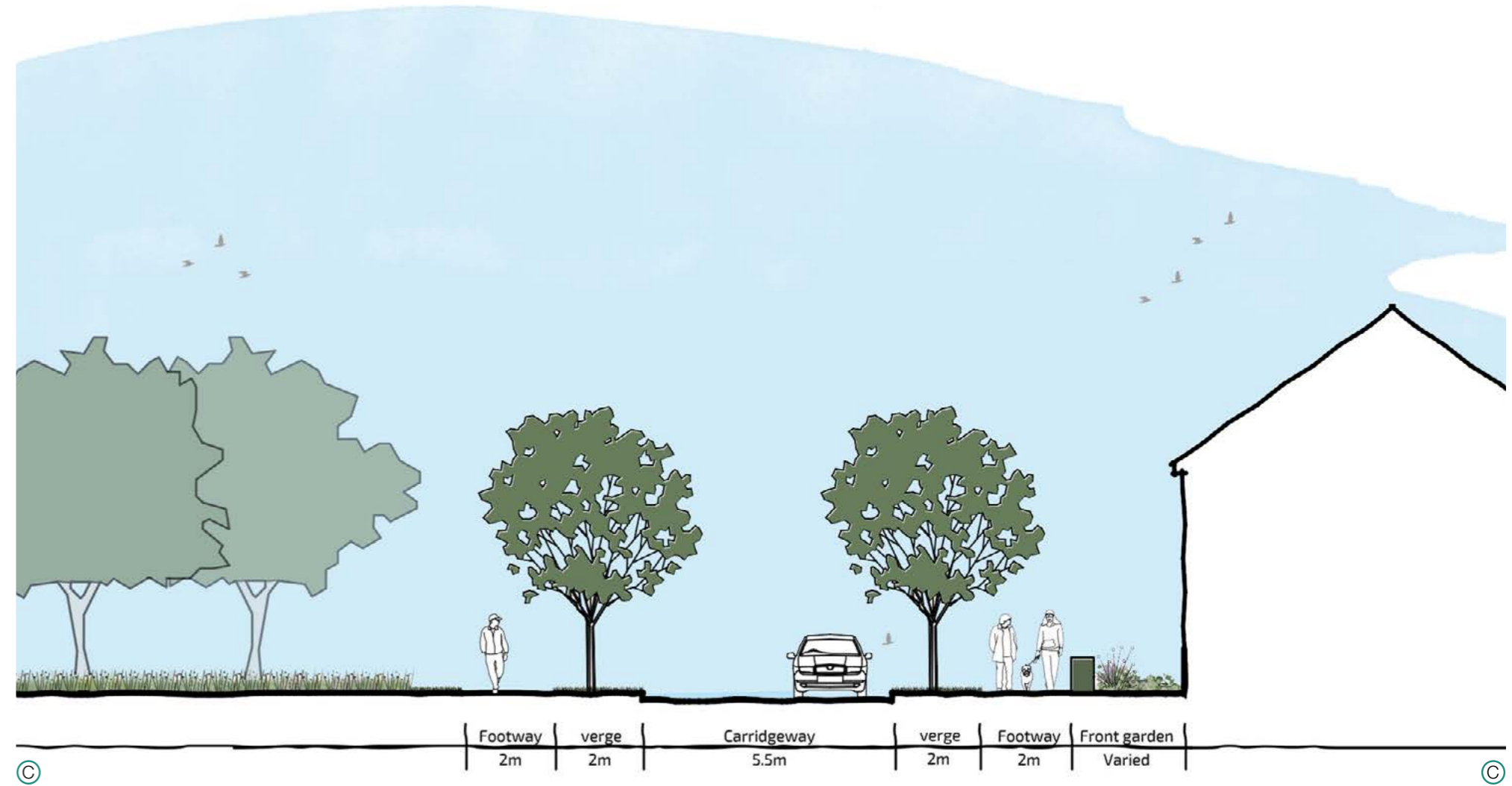
The Country Parkland Frontage

The Country Parkland Frontage faces public open space to the north of the site linking into the new country parkland. The character area provides pedestrian connections into this surrounding green space with predominately detached properties providing an attractive frontage and ensuring good surveillance.

The street will be single sided and tree lined, with low hedges to the boundaries of properties, reflecting the local character. Car parking will generally be situated on driveways to the side of properties to avoid the dominance of cars.



Key Plan



Street Hierarchy

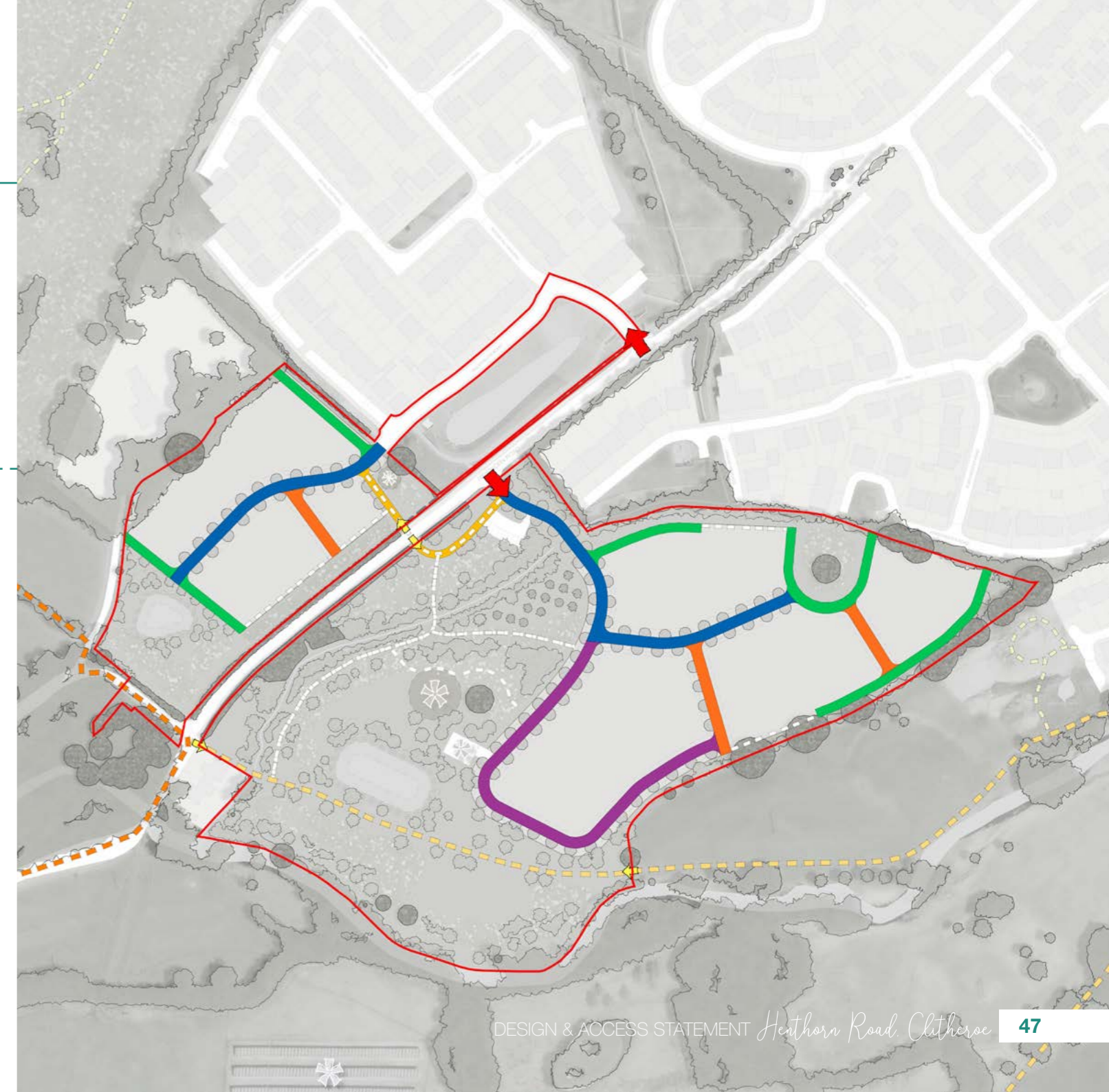
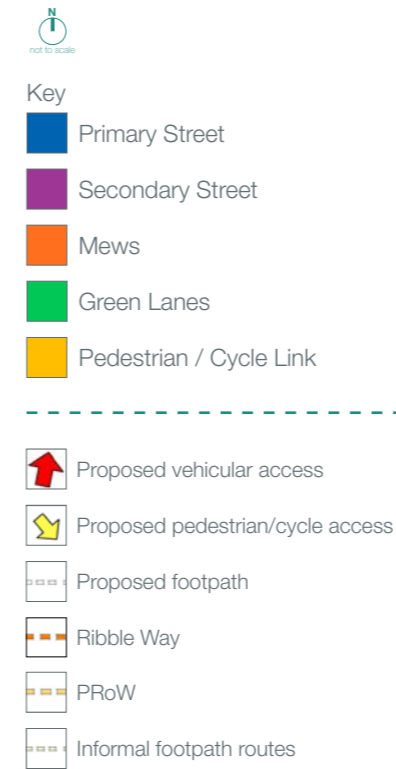
A simple street hierarchy is to be adopted to ensure the site has good legibility that is appropriate to the scale of the proposed development. A main street provides the primary route into the site with access from Henthorn Road. Leading off this will be a series of secondary streets, lanes and shared private drives. A pedestrian cycle link will be introduced to connect development either side of Henthorn Road. The layout of streets would provide a safe and well overlooked public realm as set out by best practice. The streets would be designed in detail to slow vehicular traffic and provide a safer environment for pedestrians and cyclists.

The existing public footpath through the site will be retained along its current route and new informal recreational footpath routes will be introduced through the open spaces. The PRoW will establish connections into the centre of Clitheroe in addition to direct routes along Henthorn Road.

The hierarchy of streets and the size and arrangement of development blocks and open spaces is a connected design discipline addressing the need to meet the following standards:

- *To maximise connectivity to the existing settlement and wider area.*
- *To design a street pattern which reflects local morphology and place making character, with a main street providing access to a hierarchy of descending routes. These follow a progression of street and carriageway widths, plot sizes, building types and relationship to the street.*
- *To promote ready accessibility for the whole community, bearing in mind the needs of parents with young children and those with impaired mobility.*
- *To encourage the control of vehicle speeds and movement by urban design, by exploring local examples such as restricted forward visibility.*

Figure 15: Street Hierarchy



Layout

As outlined in the previous section, a clear hierarchy of streets and routes will be adopted. The street pattern will allow the opportunity to introduce feature urban spaces at key nodes. This could be demarcated with a different hard surface material such as block paving with raised tables to assist with traffic calming.

The street pattern will also encourage the use of vistas and views of focal buildings as streets intersect. Corner turner dwellings are used at all street corners to ensure that street-facing elevations contain fenestration to habitable rooms. The edges of the development will all face outwards towards green open spaces. Together, these approaches create active street frontages and natural surveillance of the streets and public open space.

The layout has been also been considered in relation to local vistas, with streets orientated to offer views out into the surrounding countryside, as illustrated on the adjacent plan.

Place Making

The scheme will be designed to utilise existing and proposed features to establish a strong sense of place.








Care will be taken to design new arrival spaces that form an attractive gateway to the development, utilising feature trees and keynote buildings.

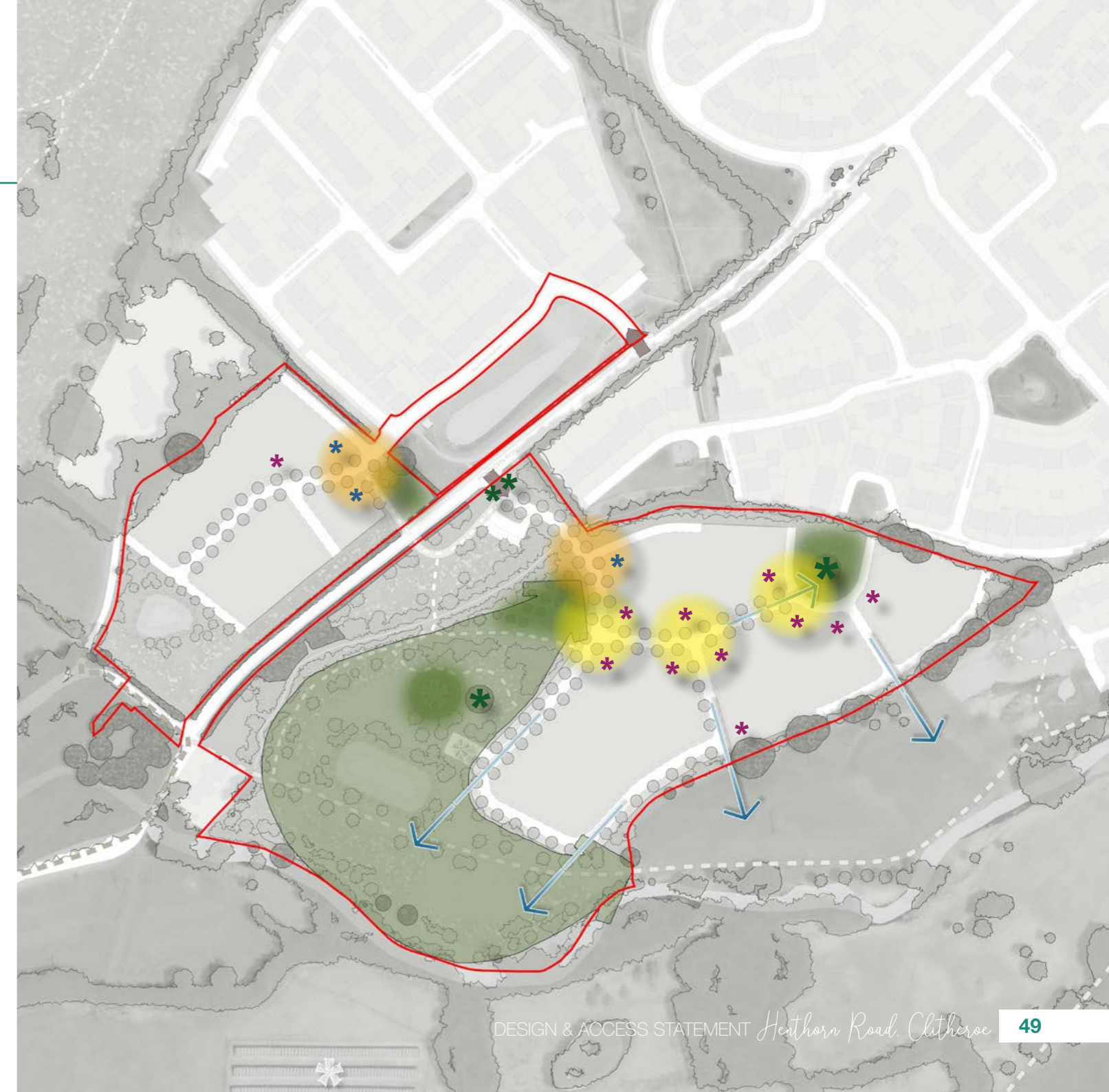
Existing veteran and mature trees will be integrated into the landscape design. Similarly, Pendleton Brook and its adjacent grassland will be retained and supplemented with new planting, forming part of a swathe of new country parkland which relates the scheme to the surrounding countryside while also providing an attractive landscape for residents to use.

Figure 16: Place Making



Key

-  Arrival Spaces
-  Gateway Buildings
-  Feature Urban Spaces
-  Focal Buildings
-  Feature Green Spaces
-  Focal Trees
-  Views out into surrounding countryside



Green Infrastructure

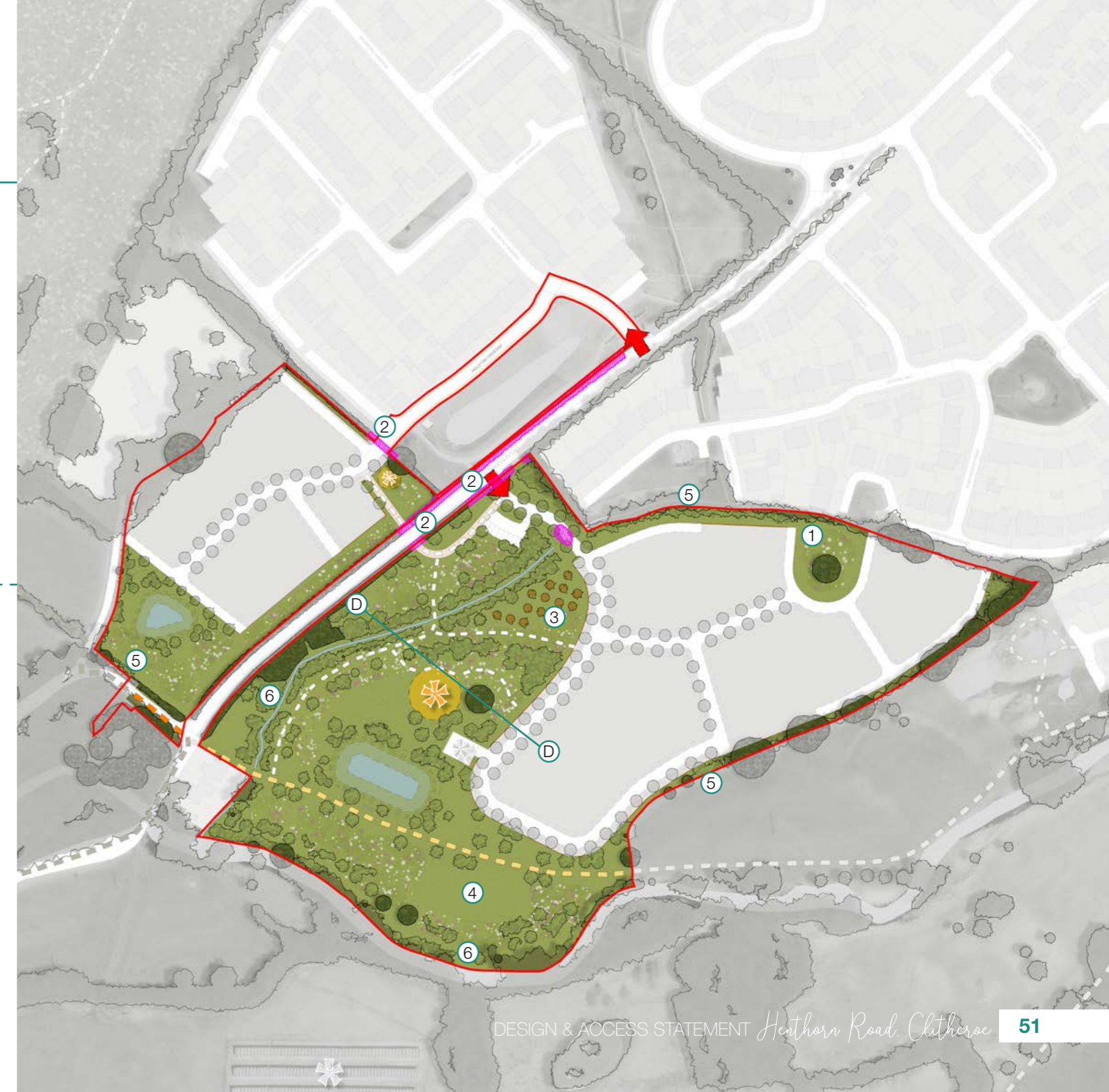
The Green Infrastructure has evolved as a result of analysis of the site and its setting and by responding to the best practice design guidance. The key objectives of the landscape and green infrastructure proposals are:

- To provide multi-functional green infrastructure that will deliver a range of landscape, biodiversity, recreational and SuDS benefits;
- To provide a high quality, attractive landscape setting for the proposed development that is in keeping with local landscape character, seeking opportunities for landscape gain;
- To address any recommendations appropriate to the site made by Natural England and Lancashire County Council in their Landscape Character guidance;
- To maintain and enhance the landscape and biodiversity features of the site;
- To maintain and respect the recreational experience across the site for users of the internal and peripheral public footpaths; and,
- To minimise landscape and visual effects of the built development on peripheral residential receptors.

The landscape and Green Infrastructure proposals for the scheme include:

- The provision of 4.04 hectares of land dedicated to landscape, GI, public open space, play, SuDS and habitat related proposals – representing more than 50% of the total site area;
- The retention of the watercourse through the site within the surrounding area of grassland. This will be managed as a wildflower meadow for ecological benefit;
- The retention of peripheral hedgerows within the green infrastructure within greenways. These greenways will be strengthened through supplementary native tree planting;
- The provision of informal recreational footpath routes through the open spaces of the site to connect into the public rights of way network;
- The provision of amenity grassland positioned near to proposed equipped areas of play;
- The provision of a community orchard to form a gateway into the southern portion of the site;
- The retention of access to Pendleton Brook and to the watercourse that runs through the site, encouraging informal play at the waters edge;
- The moving of small sections of existing hedgerows - small sections of the hedgerow will be replanted or translocated elsewhere on site to facilitate the site access and proposed pedestrian cycle link;
- The provision of SuDS within the lower part of the site - three landscaped drainage ponds will provide attenuation and will also serve as buffers to the Ribble Valley Way and Pendleton Brook; and,
- The Pendle Hill outlier of the Forest of Bowland AONB forms the backdrop to the settlement of Clitheroe. The public open spaces and alignment of streets will be arranged to provide views from the development out towards Pendle Hill and towards Clitheroe Castle within the town centre.

Figure 17: Green Infrastructure Plan





Section D-D

The landscape along the 'Country Parkland Frontage' will be designed to promote informal play and establish connections with the retained watercourse south of Henthorn Road. Buffer planting and meadow areas will be used along the watercourse to enhance ecology and for visual appeal.

Chapter 4
DESIGN PRINCIPLES

Appearance & Materiality

Whilst the development does not advocate historic solutions, it is important that the new development has some connection with local character and place making. This is achieved through an analysis of street character, built form and materials. One of the most obvious ways of achieving a response will be by using traditional building materials especially the use of colour and boundary details. This will be the guiding rationale for the development. The adjacent context of the development primarily comprises properties constructed in the 21st century which utilise elements of traditional built character in the choice of materials and design detailing.

At this design stage, these photographic examples show a range of the modern and traditional buildings within Clitheroe. These give an indication of the type of design treatments that are anticipated and the general appearance of the built form. The materials selected for the development would provide a modern interpretation of traditional materials. Details may include render, brick and stone, chimneys, sash windows, detailing around windows and doors, and to corners of focal buildings. Boundary treatments where used could include stone walls, railings and hedgerows.

The emphasis will be upon well detailed buildings which are built on a human scale.



Form

The hierarchy of streets to some extent determines the form of the proposed buildings, with a higher density and greater sense of enclosure along the main street, reducing to a lower density and more informal arrangement of buildings fronting on to the open spaces around the development edge. The main street will have a greater proportion of linked dwellings to reinforce the character of this street as the principal route through the development.

Car parking solutions will be integral to this design. The main aim is to locate vehicles so that they do not dominate the street scene. Car parking could comprise spaces to the front or side of buildings, garages, undercroft parking and small rear courtyards. Design approaches would be explored at the detailed stage.

Scale

The proposed development will be primarily two storeys in height to reflect local character, with occasional 2.5 storey dwellings to provide interest and focal points along the street scene. Dwellings will be a maximum height of 9m to ridge. A range of terraced, semi-detached and detached properties of varying ridge heights are proposed to provide a varied and interesting street scene. Bungalow properties may also be included.

The size of gardens associated with each property also has a bearing on the scale of the development. Longer front gardens create an open street scene, and where gardens are short this provides a sense of enclosure. This approach can be varied along the main and secondary streets to create areas of different character.



Safe Places

The development will embrace the guiding principles for safe design and crime prevention set within the Planning Practice Guidance (PPG) and those advocated through the Secured by Design police initiative. Secured by Design principles reflect the established principles of designing out crime. Creating a sense of place where residents and legitimate users are able to go about their daily routine without unduly fearing crime or insecurity is a key element of this initiative.

Sustainable communities are founded on safe and secure places. Reducing crime, preventing crime and community safety are the essential elements of Safer Places. The following lists some of the main principles that will be embraced and adopted by the proposed development:

- *The design of streets, blocks, plots and landscape, will avoid opportunities for crime and anti-social behavior.*
- *The layout will create perimeter blocks with 'active frontages', and 'active routes'.*
- *The place will have a well-defined movement framework, with direct clear routes for all. Routes will be active, well-lit and well signed.*
- *Blank facades and gables onto the street will be avoided. Gables will have windows or doors that overlook the public realm to encourage 'eyes on the street'.*
- *Buildings and properties will have a 'defensible space' with a clearly defined boundary between private and public space. Landscaping treatments such as fencing, shrubs, hedges and trees, will be used to help define boundaries.*

- *Cars will be parked where they are close to houses*
- *All public spaces will be well defined, purposeful and active. They will be welcoming and attractive.*
- *Equipped areas of play will have natural surveillance and will be 'open' in their design with clear sightlines and good visibility.*
- *Secluded and poorly surveyed footways and alleyways will be avoided, especially to the backs of the properties.*
- *The scheme will encourage 'community ownership' through a variety of means such as 'character streets', feature spaces, shared surfaces, street furniture and landscape design. A sense of 'community ownership' will also be achieved by involving the local community throughout the design process.*
- *Detailed design will ensure that homes are as secure as possible, with a particular focus on the design and specification of windows, doors, gates and rear fences.*
- *The development will be well managed and well maintained, with a high quality public realm and a green infrastructure that is attractive and enduring.*



Sustainability

Principles of Sustainable Design:

The design of well-designed places seeks to respond to the impacts of climate change by reducing carbon emissions. This includes promoting energy efficiency, being durable and adaptable over time, and conserving natural resources such as land, water, energy and materials. Adopting certain technologies can minimise environmental impacts and make a home more affordable for owners to use and manage.

The following is a series of guiding principles of sustainable design and construction. It is expected that these, as well as others, should be explored as part of the detailed design:

- **Movement:** *The scheme aims to reduce car dependency both through location and design. Streets will be well lit in order to prioritise cycling, walking and use of public transport instead of driving.*
- **Cycle storage:** *To further encourage methods of sustainable transport, provisions will be considered for cycle storage*

- **Electric car charging:** *Electric car charging points will be provided for all dwellings with an associated parking space.*
- **Solar Energy:** *There is potential to provide means of renewable energy production as required by Buildings Regulations: Part S. This may take the form of photovoltaic panels.*
- **Orientation:** *Wherever possible, buildings will be arranged with south facing fronts to maximise solar gain and light penetration.*
- **Maximising air-tightness and insulation:** *The 2025 Future Homes Standard aims to reduce emissions from new homes by at least 75%. Part L of the building regulations currently requires an interim 31% reduction in emissions. This will be achieved in part with improved insulation and glazing, with the scheme adopting a fabric first approach.*

- **Renewable Energy:** *Homes will be heated with air source heat pumps.*
- **Heat Recovery:** *The scheme may choose to implement MVHR (Mechanical ventilation with heat recovery), and will consider other emerging technologies during the schemes development.*
- **Embodied carbon:** *Where possible the scheme will use recycled construction materials and aggregates, and sustainable materials and products with lower embodied carbon.*
- **Biodiversity:** *Within the green & blue infrastructure existing habitats will be retained and enhanced where possible. New habitats also will be created with meadow grasslands and native woodland and hedgerow planting establishing new green corridors. Bat and bird boxes may also be implemented to provide further wildlife benefits.*
- **Composting and rain water harvesting:** *Compost bins and water butts may be provided within private gardens.*



Trees

Well-Designed Homes & Buildings:

Well-designed homes are functional, accessible and sustainable. They should provide a good level of internal space that is healthy, comfortable and safe, as well as being adaptable for changing needs. This would include the provision of opportunities for home working. Homes should also be efficient, cost effective, and be designed to encourage sustainable lifestyles, with good attention to detail concerning waste and utilities. Maximising storage space should also be considered.

Well-Designed Places:

Well-designed places are designed and planned for long term stewardship by landowners and where required local authorities. Places, buildings and spaces should be robust, easy to use and look after, and enable their users to establish a sense of ownership and belonging. Homes should be well-related to high quality external environments that promote health and wellbeing, with amenity space that can be used as a blank canvas for different activities.

Focal tree planting will be located along the main street and along the Henthorn Road frontage to the development. Elsewhere, a comprehensive use of street trees will be adopted as a key design principle, and this will establish a distinct character for the development. A community orchard will also be planted near the entrance to the southern portion of the site. Within the open space larger growing tree species will be used including a higher proportion of native species.

Trees will be located to enhance visual interest and to provide identity as well as being used as landmark features, which, for example, may provide a centre piece to a square. Trees will help to soften the built form, provide shade and create ecological habitats.

When specifying street tree species, the long term growth and spread will be considered, as well as their relationship with buildings, streets and public areas. It is essential that suitable trees grown for urban locations are specified, with a narrow compact form, and a medium height.

Water and Drainage

The proposed drainage strategy for the development will be to introduce two attenuation ponds in the lowest parts of the site. Introducing this sustainable drainage system will reduce the risk of flooding both on and off site and will be used to manage the surface water runoff from the proposed development. The line of drainage will follow the natural fall of the land. Careful integration of this feature into the site will create potential habitats for wildlife and promote biodiversity, providing valuable open space and amenity value.

Permeable surfaces and paving may be used throughout the scheme to reduce surface water runoff.

Chapter 5

BUILDING FOR A HEALTHY LIFE

The following section provides a summary of how the proposed development scores against the 12 considerations of Building for a Healthy Life (BHL). BHL is accepted as a useful design tool for residential masterplanning. It states that:

'Building for a Healthy Life is a Design Code to help people improve the design of new and growing neighbourhoods... allowing those involved in a proposed new development to focus their thoughts, discussion and efforts on the things that matter most when creating good places to live.'

The BHL contains 12 considerations and is organised across three headings:

Integrated Neighbourhoods
Distinctive Places
Streets For All

Summary

The application proposals have responded to each of the 12 considerations, as explained on the following pages. This process is set against a traffic light system:

Green = Go ahead

Amber = Try & turn to green

Red = Stop & rethink

As explained in the BHL, this approach is not a scoring system but rather a way of communicating how successful a scheme will be. The aim is to have as many green lights as possible, minimise the number of amber lights, and avoid red light.

Integrating Into The Neighbourhood

Natural connections:

'Create places that are well integrated into the site and their wider natural and built surroundings. Avoid creating isolated and disconnected places that are not easy places to move through and around.'

Response: The proposed development links into existing highway infrastructure and provides direct connections to the adjacent settlement edge and Rights of Way network.

Score: Green

Walking, Cycling and Public Transport:

'Short trips of up to three miles can be easily made on foot or bicycle if the right infrastructure is in place, helping to improve public health and air quality whilst also reducing local congestion and carbon emissions.'

Response: The development has easy access to public transport with direct links to existing bus routes, north-east of the site. A bus stop is located close to the site on Blakewater Road. Henthorn Road provides easy walking and cycling routes into Clitheroe town centre.

Score: Green

Facilities and services:

'Places that offer social, leisure and recreational opportunities a short walk or cycle from their homes.'

Response: The development is close to a range of local facilities and adjoins the Clitheroe settlement edge. Clitheroe is the main administrative centre at the heart of the Borough and has a large concentration of shops, services and employment. The development will provide new informal public open space and a children's play areas.

Score: Green

Homes for everyone:

'A range of homes that meet local community needs.'

Response: The accommodation mix would reflect the needs and aspirations of the local community. The design would include a range of dwelling sizes across the site, to provide a mixed community. The tenure mix would reflect the local community, and would provide a balanced and robust mix of tenures.

Score: Green

Distinctive Places

A memorable character:

‘Create places that are memorable.’

Response: The layout, density and green infrastructure for the scheme would respond to its context and provide a distinctive character. At a detailed level, features would be included in the design to reflect local vernacular. This could include selected use of traditional materials.

Score: Green

Making the most of what’s there:

‘Understand and respond.’

Response: The scheme utilises the existing landscape and topography by retaining the existing boundary planting where possible and enhancing it where practicable. Existing mature trees will be retained and made a feature of in the landscape design. The watercourse through the site will be retained within an area of meadow grassland and managed for wildlife benefit. Attenuation ponds are located at the lowest points within the site.

Score: Green

Well defined streets and spaces:

‘Create a network of streets and spaces that are well enclosed by buildings and/or structural landscaping, taking care to ensure that front doors and the principal facades of buildings face streets and public spaces.’

Response: The scheme is based on a series of development blocks, which respond to features in the landscape. There is a clear definition of the private and public realm, and properties will be designed to overlook the public space. The orientation and detail of the housing will describe the hierarchy of the layout, with feature properties being located at key nodes within the development.

Score: Green

Easy to find your way around:

‘Use legible features to help people find their way around a place.’

Response: The layout of the scheme follows a simple approach with a distinct set of character streets to allow residents and visitors to easily find their way around. The relationship with the green infrastructure would allow easy orientation. Footpaths follow desire lines and link with existing footpaths making access to the wider area easy and available.

Streets For All

Score: Green

Healthy Streets:

‘Streets are different to roads. Streets are places where the need to accommodate the movement of motor vehicles is balanced alongside the need for people to move along and cross streets with ease. Activity in the street is an essential part of a successful public realm.’

Response: The building layout has defined the street network, so that highways and car parking do not dominate. At detailed design stage, street dimensions would be designed to minimise vehicle speeds. Dwellings located close to the road provide pinch points that slow traffic and give priority to pedestrians.

Score: Green

Cycle and Car Parking:

‘Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking. Well-designed developments will make it more attractive for people to choose to walk or cycle for short trips helping to improve levels of physical activity, air quality, local congestion and the quality of the street scene. Well-designed streets will also provide sufficient and well-integrated car parking.’

Response: Car parking would be integrated into the overall layout and design. Car parking would be mainly within curtilage, to the side or front of the dwellings. Dedicated cycle accesses will be provided for both the northern and southern parcels and the layout will be designed to encourage cycling. Sufficient and well-integrated cycle parking will be incorporated at detail design stage.

Score: Green

Back of pavement front of home:

‘Garden cities, towns and suburbs used hedges to define public and private spaces, helping to create characterful and biodiverse places. The space between the back of the pavement and the face of buildings has a significant impact on the quality of a place. Clear demarcations between public and private spaces can encourage people to personalise the front of their homes whilst also offering opportunities to integrate level changes, utility boxes and waste storage.’

Response: The streets and public spaces would be overlooked by adjacent dwellings, allowing informal surveillance and safe routes. Footpaths run through the public open space. The building layout will allow for bins and recycling stores to be stored out of sight and minimise their impact on the streetscene.

Score: Green

Green & blue infrastructure:

‘Creative surface water management such as rills, brooks and ponds enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature. As the richest habitat for a range of flora and fauna, they are also a key play in achieving the net gain in biodiversity sought by the 2020 Environment Bill.’

Response: The existing brook will be retained and integrated into the landscape design and two proposed attenuation basins are located at logical places in the scheme, forming the blue infrastructure strategy. The scheme’s green infrastructure strategy includes the provision of meadow grassland and planting connecting into a new country parkland, a community orchard and open space around retained mature trees.

Score: Green

Gladman Developments Ltd

Henthorn Road
Clitheroe

DESIGN & ACCESS STATEMENT