

Land North of Pendle Road

Clitheroe



December 2025

Design and Access Statement
with Design Coding



ABOUT RICHBOROUGH

Richborough is a specialist land promotion business which supplies the housebuilding community with consented land to accelerate delivery of their new homes. It is a Founder Member of the Land Promoters & Developers Federation (LDPF), which is a collection of the UK's leading land promotion and development businesses.

Richborough take a considered and professional approach to land promotion at every stage of the process, and this approach ensures that masterplans and design legacies can be easily delivered by developers, enhance communities for generations to come and maximise landowners' assets.

RICHBOROUGH (BIRMINGHAM)

Waterloo House
20 Waterloo Street
Birmingham
B2 5TB

0121 633 4929

ABOUT PEGASUS DESIGN

Pegasus Group's experience embraces all types of projects within the development industry from large scale urban extensions and strategies for area regeneration to renewable energy and residential schemes.

Our work supports planning applications and we have an exceptional understanding of the development control process and planning policy requirements in relation to design. Our design team is well regarded and is increasingly involved in expert design review and witness work.



ABOUT PEGASUS DESIGN

Pegasus Group's experience embraces all types of projects within the development industry from large scale urban extensions and strategies for area regeneration to renewable energy and residential schemes.

Our work supports planning applications and we have an exceptional understanding of the development control process and planning policy requirements in relation to design. Our design team is well regarded and is increasingly involved in expert design review and witness work.

PEGASUS (LICHFIELD)

Central House,
Queen Street,
Lichfield,
WS13 6QD

0121 308 9570
Lichfield@pegasusgroup.co.uk

Offices throughout the UK and Ireland.

Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE

 All paper sourced from sustainably managed forests.

Pegasus Group is a trading name of Pegasus Planning Group Limited (07277000) registered in England and Wales Registered Office: 33 Sheep Street, Cirencester, GL7 1RQ.
We are ISO certified 9001, 14001, 45001

  
Pegasus_Group @pegasusgroup Pegasus_Group
PEGASUSGROUP.CO.UK

CONTENTS

DESIGN VISION	
1. INTRODUCTION	6
2. PLANNING POLICY	12
3. ASSESSING THE CONTEXT	16
4. ASSESSING THE SITE	26
5. DESIGN DEVELOPMENT	38
6. DESIGN PROPOSALS	40
USES: Mixed and Integrated	50
MOVEMENT: Accessible and easy to move around	52
BUILT FORM: A coherent pattern of development	66
HOMES AND BUILDINGS: Functional, healthy and sustainable	72
IDENTITY: Character areas and materiality	74
PUBLIC SPACES: Safe, social and inclusive	88
NATURE: Enhanced and optimised	94
RESOURCES: Efficient and resilient	96
LIFESPAN: Made to last	98
7. CONCLUSION	100

This document is designed to be viewed as A3 double sided



THE VISION FOR PENDLE ROAD CLITHEROE

“Land off Pendle Road” will be a well-connected and highly sustainable new neighbourhood, founded upon the creation of a landscaped led scheme that prioritises the existing landscape and natural features of the site.

Respond positively to views towards the distinctive form of Pendle Hill, integrate with the existing landscape character, creating an outstanding network of green infrastructure which showcases its Ribble Valley setting and protect, enrich and create habitats for wildlife, flora and fauna.

A new tree-lined primary street with pedestrian and cycle priority will ensure that the streets, cycleways, footpaths, and green spaces are coherently laid out and promote inclusivity and active lifestyles.

Urban design character will take cues from the architectural quality and urban fabric of the strong historic core and surrounding picturesque townscape to deliver a variety of well-designed homes suitable for people at every stage of life.



The proposals will provide:

- Up to 200 high-quality new homes in a range of types, sizes and tenures;
- 30% affordable homes in-line with local planning policy, including provision for over 55's (15% of overall housing);
- New vehicular, pedestrian & cyclist access points from Pendle Road;
- A sustainable and landscape-led development, creating a network of green spaces, reflective of the local character and for the benefit of new and existing residents;
- Active and passive recreation including public open space, equipped areas of play and incidental areas of play;
- Retention of existing mature vegetation; and
- A well-connected network of movement routes, attractive tree-lined streets and an active travel strategy including cycle and pedestrian routes and greenways through the development.

INTRODUCTION

BACKGROUND

- 1.1 This Design and Access Statement (DAS) with Design Coding has been prepared by Pegasus Design (part of Pegasus Group) on behalf of Richborough, to accompany the Outline Planning Application for the residential-led development of Land North of Pendle Road, comprising:
- "Outline planning application for the erection of up to 200 dwellings and associated landscaping, children's play area, sustainable urban drainage, and other infrastructure with all matters reserved except access."**
- 1.2 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), which requires certain applications to be accompanied by a Design and Access Statement.
- 1.3 The DMPO also states the following requirements:
- "(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement ("a design and access statement") about:*
- (a) the design principles and concepts that have been applied to the development; and*
- (b) how issues relating to access to the development have been dealt with.*
- (3) A design and access statement must:*
- (a) explain the design principles and concepts that have been applied to the development;*
- (b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;*
- (c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;*
- (d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and*
- (e) explain how specific issues which might affect access to the development have been addressed."*

PURPOSE OF THE DOCUMENT

- 1.4 The purpose of this Design and Access Statement with Design Coding is:
- "...to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users."*
- (Para. 029, PPG, Reference ID: 14-029-20140306)
- 1.5 This document achieves this within the following sections:
- **Section 1: Introduction.** Outlines the purpose of this document;
 - **Section 2: Planning Policy.** Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy;
 - **Section 3: Assessing the Context.** Considers the surroundings in terms of the local physical, historical and social setting;
 - **Section 4: Assessing the Site.** Considers the site in terms of technical and physical Context;
 - **Section 5: Developing the Design Concept.** Presentation of the design principles that have been derived from a combination of Government Policy and site assessment outlines key stakeholder engagement undertaken, as well as its key findings and design evolution;
 - **Section 6: Design Proposals & Coding.** Presentation of the scheme proposals, including the **Uses; Movement; Built form; Homes and Buildings; Identity; Public Spaces; Nature; Resources** and, **Lifespan**;
 - **Section 7: Conclusion.**
- 1.6 This Design and Access Statement has been written to respond to the Ministry of Housing, Communities and Local Government National Design Guide (NDG) ten characteristics of well-designed places. The highlighted items above are the ten characteristics of well-designed places, as set out in the National Design Guide.
- 1.7 This statement should be read in conjunction with the Outline Application submission and its accompanying supporting documents.

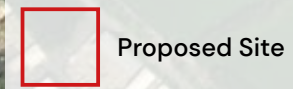


**The ten characteristics of a well-designed place
(National Design Guide)**



SITE LOCATION | Not to scale

LEGEND



PENDLE ROAD

A59

SITE LOCATION

- 1.8 The site is located in Clitheroe, a market town in the Ribble Valley in the county of Lancashire, North West England. The town centre is located circa 1km north-west of the site.
- 1.9 The Site is located to the west of the A59, which links the Site to the wider regional road network. There are three bus stops which are located adjacent to the Site's boundary along Pendle Road, connecting the Site to Clitheroe Town Centre and the wider region including Blackburn, Accrington and Burnley.
- 1.10 Clitheroe railway station is on the Ribble Valley line, providing an hourly service to Blackburn, Manchester Victoria and Rochdale and operated by Northern Trains.
- 1.11 The town offers a range of local amenities, including supermarkets and local shops, schools, a leisure centre, pubs and cafes, a library and a post office.
- 1.12 Further details of the site's context are set out in Section 3 of this document.

THE SITE

- 1.13 The site is located to the immediate south-east of Clitheroe town centre and north of Pendle Road, the site is bound to the north by countryside, south and west are existing residential development and bound to the east by the A59 .
- 1.14 The site consists of pasture land and field parcels and areas of open grassland, field boundaries are defined by hedgerows and trees. The western portions of the Site is divided into four fields by a mix of hedgerow and boundary trees. The land is in use as pasture.
- 1.15 The Site is bounded by an unnamed road to the east and Pendle Road to the south, both of which have agricultural vehicular access into the Site. High Moor Road demarks the Site to the west, however this road appears to be privately owned, serving as an access route only into the Clitheroe Wolves Home Ground (Highmoor Playing Fields).
- 1.16 Further to the north and east of the Site lies open, undeveloped fields which form the established Open Countryside. Existing residential communities bound the Site to the south and south west.
- 1.17 The site covers approximately 8.92 hectares / 22.04 acres and is formed by pastureland accessed via Pendle Road to the south west of the site.
- 1.18 There are no public right of way (PRoW) within the site boundaries, the closest PRoW runs through Half Penny Meadows estate and connects to the footway on Pendle Road (FPO301011).
- 1.19 The site is relatively clear of existing vegetation, with hedgerow planting along established field boundaries with hedgerow trees. A stream to the north runs along an east west axis and partly separates the western parcel in two.
- 1.20 The site's topography generally falls to the west towards it's lowest point at around 101m AOD. The site rises to around 117m AOD at the eastern boundary.
- 1.21 Further details of the site's context are set out in Section 4 of this document.



SITE AND PHOTOGRAPH LOCATIONS | Not to scale

LEGEND

-  Site boundary
-  Photograph location



View 1



View 2



View 3



View 4



View from internal field site boundary looking north

PLANNING POLICY

“Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”

(Para. 134. NPPF 2024)

- 2.1 The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (December 2024), National Design Guide (published in 2019 and updated in January 2021) and the National Model Design Code (January 2021).



NATIONAL PLANNING POLICY FRAMEWORK

- 2.2 Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these should be applied. The NPPF states at Paragraph 8 that the planning system has 3 interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development. The three key objectives are:

- An economic objective;
- A social objective; and
- An environmental objective.

- 2.3 There is a presumption in favour of sustainable development, as set out at Paragraph 11. Section 9: Promoting sustainable transport (para. 109) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

“...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”

(Para. 109(b) NPPF Dec 2024)

- 2.4 The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, to achieve “high quality, beautiful and sustainable buildings and places”. Detailed advice on how to achieve this objective is provided in Section 12: Achieving well-designed and beautiful places. The contribution which good design makes to sustainable development is set out in paragraph 131, as follows:

“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. 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...”

(Para. 131, NPPF Dec 2024)

- 2.5 The NPPF is also clear at paragraphs 132 and 133 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.

- 2.6 Paragraph 135 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

“a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

- 2.7 On 16th December 2025 a new draft NPPF was released for consultation. This consultation will run until 10th March 2026, and before this revised NPPF is formally published it will hold no weight in the determination of this application. However, the applicant reserves the right to supplement this application, once the new NPPF is formally published to reflect the relevant provisions therein.

NATIONAL PLANNING PRACTICE GUIDANCE

2.8 The NPPF is accompanied by the online Government resource Planning Practice Guidance (PPG). The “Design: Process and Tools” PPG provides guidance on the methods and processes available to ensure the delivery of well-designed and high-quality, long-lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality; and
- Effective community engagement on design.

2.9 Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

“Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage”

(para. 001, PPG, ID: 26-001-20191001, October 2019)

NATIONAL DESIGN GUIDE

2.10 The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in 2019 and updated in January 2021 further reinforces the way in which the design process can be used to ensure the delivery of quality places:

“In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place.”

(Para. 13, NDG 2021)

2.11 The NDG outlines and illustrates the Governments priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.



2.12 The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:

- To create physical **character**;
- To help to nurture and sustain a sense of **community**; and
- To positively addresses environmental issues affecting **climate**.

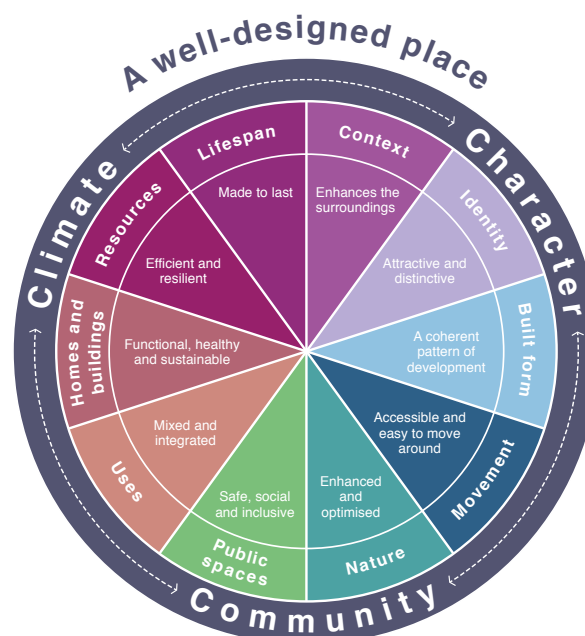
NATIONAL MODEL DESIGN CODE

2.13 The National Model Design Code (NMDC) was published in January 2021 by the Ministry of Housing, Communities and Local Government. The purpose of this document is to:

“... provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government’s priorities and provides a common overarching framework for design.”

(Para 1, National Design Code 2021)

2.14 The NMDC document draws upon the NPPF’s commitment to ensure that local planning authorities are utilising visual tools, such as design codes and guides, to inform development proposals, which will consequently provide a framework for creating high-quality places, with a consistent and high-quality standard of design.



- 2.15 Whilst the NPPF, PPG, NDG and the NMDC are the primary points of reference, there are other well-regarded design guidance documents that are relevant to creating good design, including:
- Manual for Streets 1 & 2 (Department of Transport/Department for Communities and Local Government, 2007/2010); and
 - Building for a Healthy Life (June 2020) is a new iteration of Building for Life 12, and is a design toolkit for neighbourhoods, streets, homes and public places. It's produced by Design for Homes in conjunction with the NHS and informed by Homes England.



LOCAL PLANNING CONTEXT & DESIGN GUIDANCE

- 2.16 The proposed development at the Site has taken into consideration local and national planning policy legislation, including the Development Plan and other material considerations.
- 2.17 The Site is not allocated for a particular use within the current adopted Development Plan, and lies entirely outside of the designated boundary of Clitheroe Town Centre. The Site comprises of land within the Open Countryside as defined within the Core Strategy.
- 2.18 The starting point for decision making in Ribble Valley therefore comprises of the following documents:
- The Ribble Valley Core Strategy (December 2014) (CS); and,
 - Housing and Economic Development Plan Document (Adopted 2019) (HED DPD).
- 2.19 The Core Strategy 2008 – 2028 A Local Plan for Ribble Valley, was formally adopted in December 2014, and forms the primary document within the Development Plan.
- 2.20 Consideration has also been given to the following;

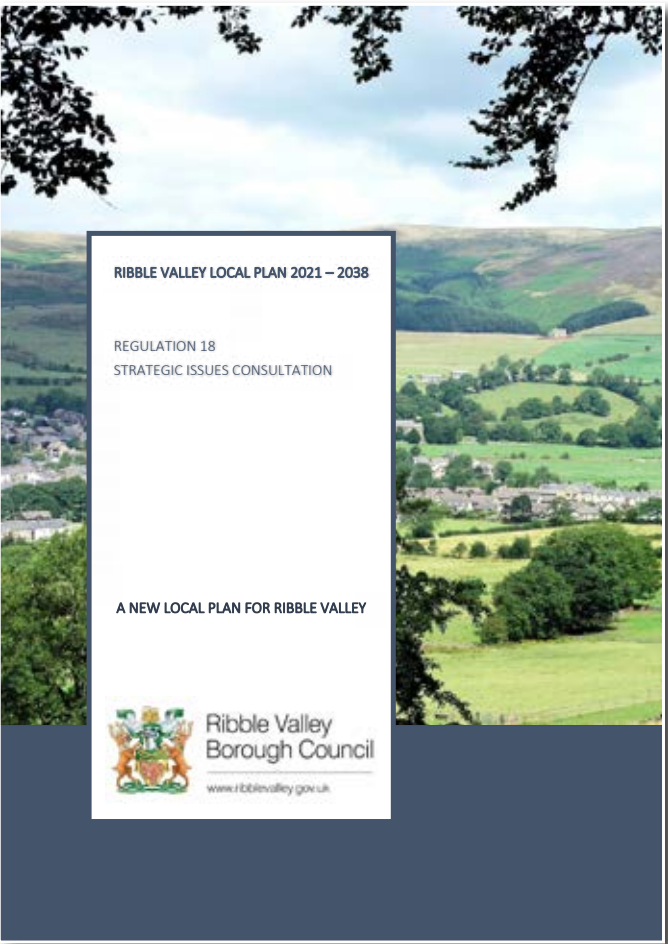
Policy Reference	Policy Title
KS DS1	Development Strategy.
KS DS2	Presumption in Favour of Sustainable Development.
KS EN3	Sustainable Development and Climate Change.
KS EN4	Biodiversity and Geodiversity.
KS H1	Housing Provision.
KS H2	Housing Balance.
KS H3	Affordable Housing.
KS DMI1	Planning Obligations.
KS DMI2	Transport Considerations.
Policy DMG1	General Considerations.
Policy DMG2	Strategic Considerations.
Policy DMG3	Transport and Mobility.
Policy DME1	Protecting Trees and Woodlands.
Policy DME2	Landscape and Townscape Protection.
Policy DME4	Protecting Heritage Assets.
Policy DME6	Water Management.
Policy DMH1	Affordable Housing Criteria.
Policy DMH3	Dwellings in the Open Countryside and AONB.
Policy DMB4	Open Space Provision.

Other Material Considerations

- 2.21 The material considerations that are pertinent to the determination of the application are as follows:
- Planning Practice Guidance (PPG);
 - Environment Act 2021;
 - Affordable Housing Needs Assessment 2025; and
 - Ribble Valley Borough Council Emerging Local Plan.

Emerging Ribble Valley Local Plan

- 2.22 RVBC resolved to undertake work on a new Development Plan, which will include an updated Local Plan and Policies Map.
- 2.23 The most recent Local Development Scheme (LDS) associated with the new Local Plan was published 27 November 2025. This set out the following upcoming timescales:
- Preferred Options Draft (Preferred Option) Local Plan consultation (Regulation 18) – Spring 2026
 - Pre-Submission (Proposed Publication) Document consultation (Regulation 19) – Autumn 2026
 - Submission for Independent Examination (Regulation 22) – Winter 2026 / 27
 - Examination Hearings – Spring 2027
 - Main Modifications Consultation (If necessary) – Summer 2027
 - Inspectors Report – Autumn 2027
 - Adoption (Regulation 26) – Winter 2027/28
- 2.24 A call for Sites exercise was conducted in Autumn 2025, between 24 October 2025 to 24 November 2025. Representations regarding the Site coming forward as a housing allocation was submitted to RVBC through this local plan consultation exercise.
- 2.25 Given that the production of a new Local Plan is at a very early stage, and that no draft policies or allocations are available, the emerging Local Plan does not attract any weight in the determination of these proposals in accordance with NPPF paragraph 49.



ASSESSING THE CONTEXT



NPPF
CHAPTERS
8,12,14,15,16

"An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities. Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion."

(Para. 39, NDG 2021)

3.1 This section provides a summary of the assessment of the site and its surroundings that has been undertaken.

CONNECTIVITY

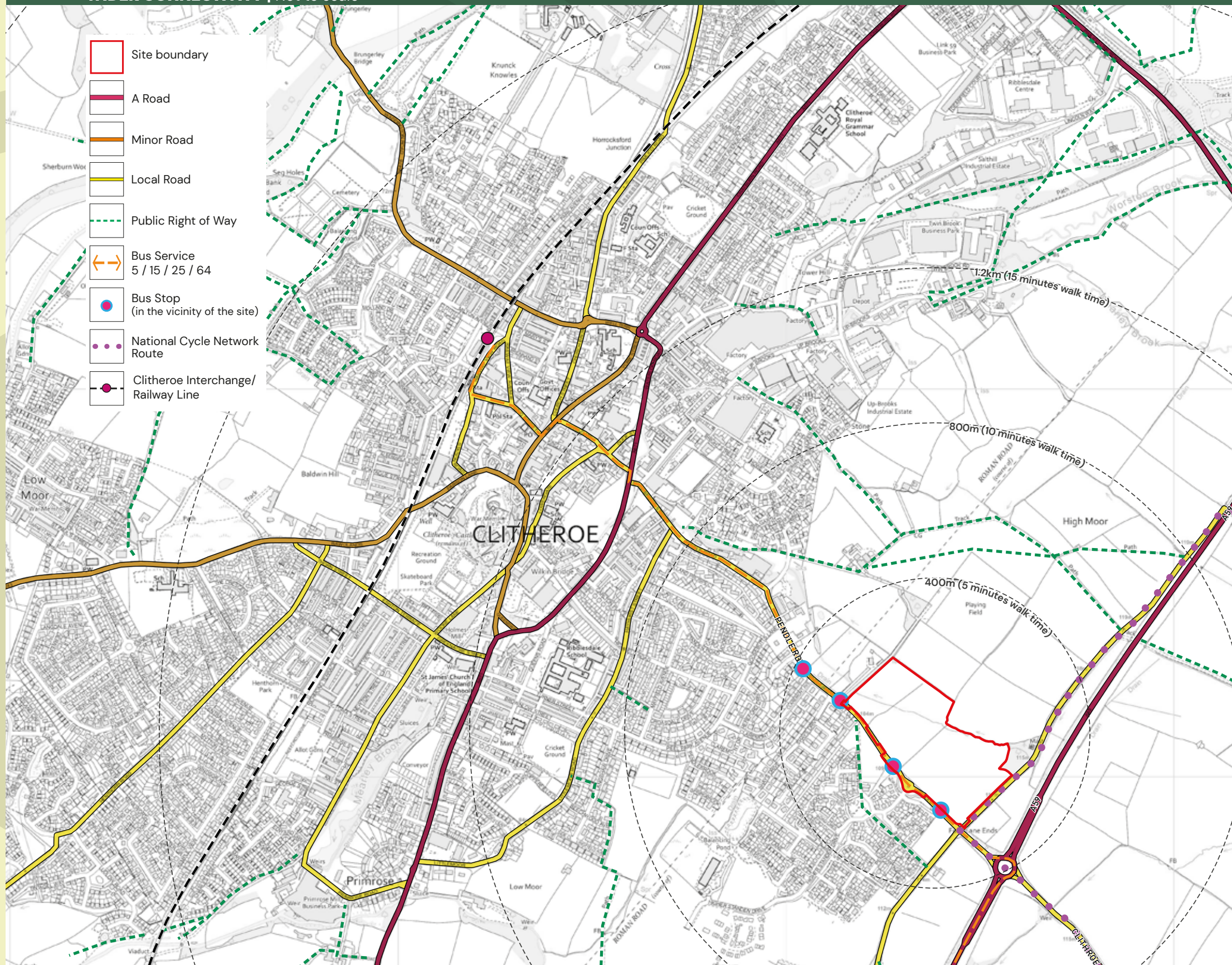
3.2 The site is well connected to the surrounding urban area of Clitheroe and benefits from access to public transport and strategic highway links within close proximity of the site. The plan opposite illustrates the location of the site within the local context of the surrounding access and movement network.

Public Transport

3.3 Bus services operate routes along Pendle Road, with bus stops located adjoining the application site. These bus services provide transport to Clitheroe town centre, from the town centre connections to the surrounding local centres including Blackburn, Accrington, Southport, Chipping and Burnley.

3.4 The Pendle Road stops serve bus service 64 which provide access to Clitheroe Interchange within the town centre.

WIDER CONNECTIVITY | Not to scale



3.5 Clitheroe railway station (1.6km north-west of the site) is on the Ribble Valley line, providing hourly service to Blackburn, Manchester Victoria and Rochdale and operated by Northern Trains.

Pedestrian and Cycle Connections

3.6 Existing footways are located on the local highway network that link the site with Clitheroe town centre and the surrounding facilities and amenities, including Clitheroe Wolves home ground on High Moor Road, Highmoor Park on Pendle Road, Ribblesdale High School on Turner Street, Ribblesdale Wanderers Cricket and Bowling Club and Clitheroe Rugby Club on Littlemoor Road, Aldi and Pets at Home on Whalley Road and a number local restaurants, takeaways, public house and small businesses on Whalley Road.

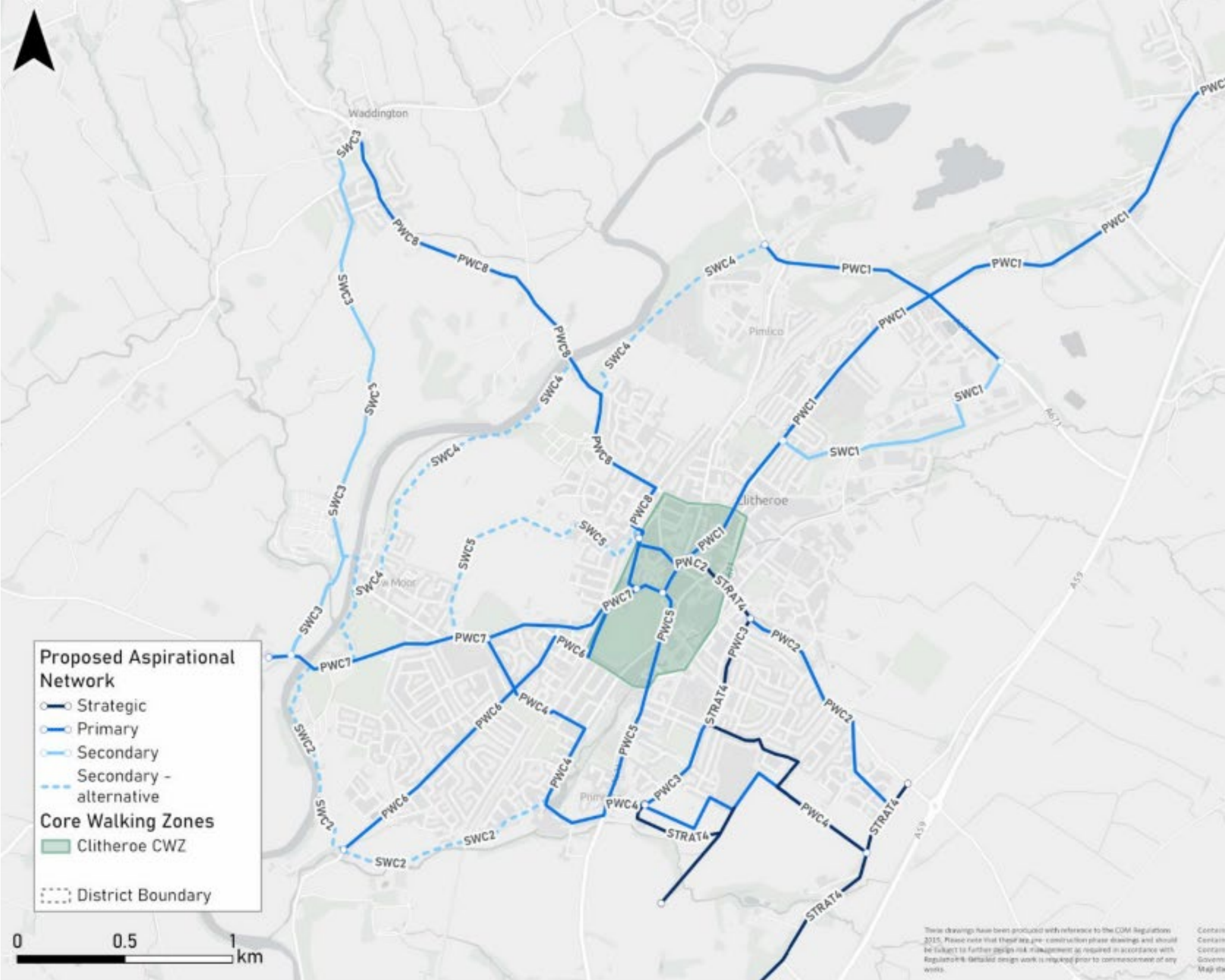
3.7 There are no public right of way (PRoW) within the site boundaries, the closest PRoW runs through Half Penny Meadows estate and connects to the footway on Pendle Road (FPO301011).

3.8 There is one National Cycle Network (NCN) route within the vicinity of the site, running along the south-eastern boundary.

Highways

3.9 The site is located close to the A59 which connects Clitheroe with Blackburn and Preston via the M65 motorway. Connectivity to Manchester along the A666 via Bolton and thereafter M61 and M60 motorways.

CLITHEROE CYCLING & WALKING ROUTES | Not to scale



LOCAL FACILITIES

3.10 The Existing Local Facilities Plan (presented below) shows the location of key local facilities and services in relation to the site.

3.11 There is a mix of everyday services, facilities, amenities and public transport opportunities within Clitheroe that could be used by residents on a day-to-day basis. This includes Aldi, Sainsbury's, Clitheroe Royal Grammar School, Bowland Brewery, Clitheroe Market, Clitheroe Interchange, St Mary Magdalene Church and Clitheroe Community Hospital

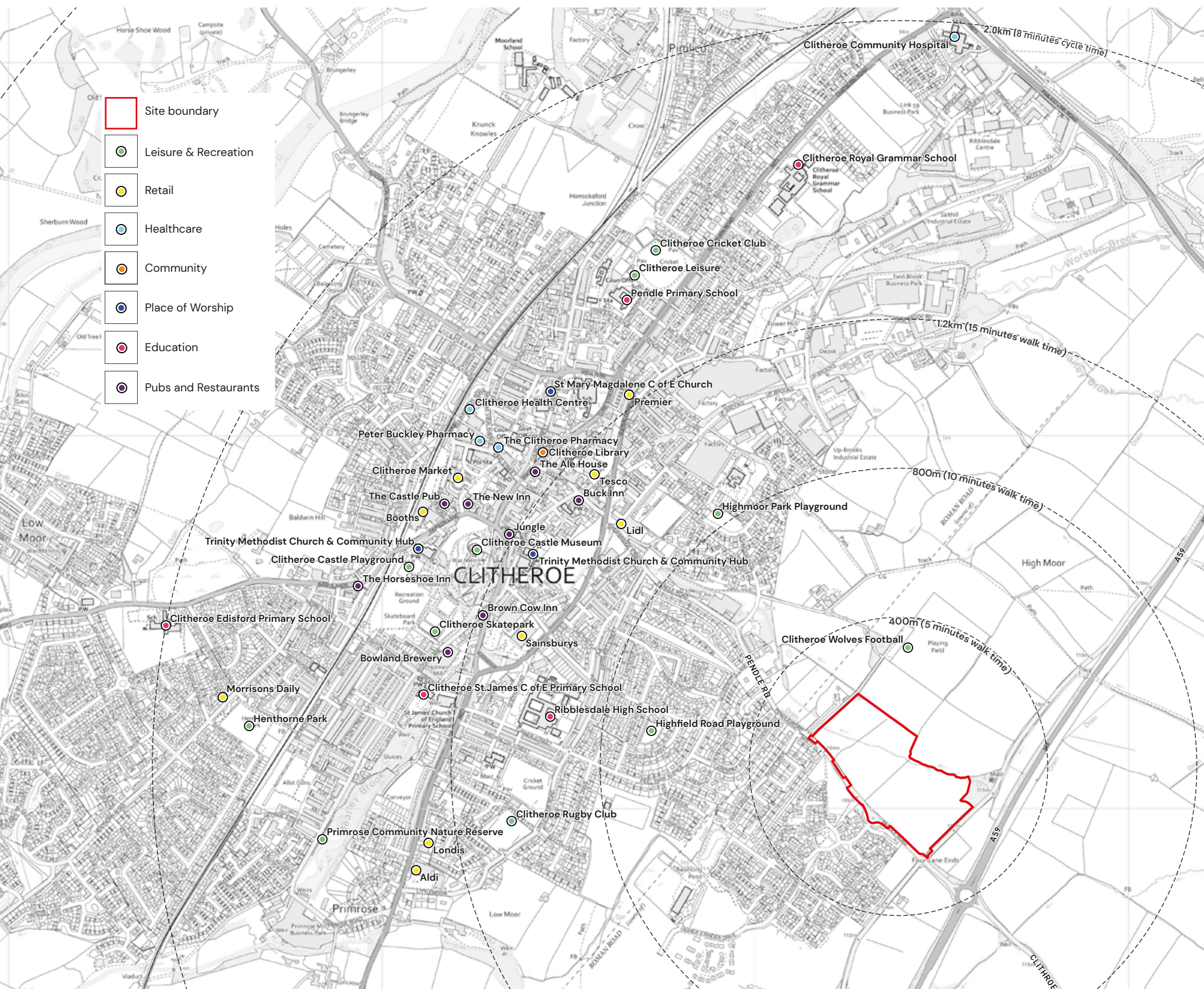
3.12 The majority of the existing services and facilities in Clitheroe can be accessed via Pendle Road. They can also be accessed via the public highway network.

3.13 Clitheroe railway station is on the Ribble Valley line, providing hourly service to Blackburn, Manchester Victoria and Rochdale and operated by Northern Trains.

3.14 The Department for Transport (DfT) document Manual for Streets published in 2007 states at paragraph 4.4.1 that walking offers the greatest potential to replace short car trips, particularly those under two kilometres. It is not an upper limit.

3.15 The DfT Local Transport Note 1/20 Cycle Infrastructure (July 2020) states that 'two out of every three personal trips are less than five miles (eight kilometres) in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking'.

3.16 All of Clitheroe is within an 2.4 kilometre cycling distance of the site. This equates to around a 10 minute cycle journey, based upon an average cycling speed of 270 metres per minute.



CLITHEROE CASTLE



BOWLAND BREWERY



CLITHEROE ROYAL GRAMMAR SCHOOL



CLITHEROE COMMUNITY HOSPITAL



HISTORIC GROWTH

"When determining how a site may be developed, it is important to understand the history of how the place has evolved. The local sense of place and identity are shaped by local history, culture and heritage, and how these have influenced the built environment and wider landscape."

(Para. 46, NDG 2021)

3.17 Clitheroe's history of growth spans centuries, deeply tied to its origins around a 12th-century Norman castle, keep, chapel and other buildings forming the heart of the community, influencing the layout of the medieval streets and its strategic location as a medieval market town and thoroughfare. Clitheroe's growth also benefited from its location on important travel routes between Preston and Skipton.

Early Origins & Medieval Growth

- Clitheroe's origins can be traced back to the 12th century with the construction of Clitheroe Castle, likely on the site of an earlier stronghold.
- The towns name is thought to derive the Old English words for clyder and hoh meaning the hill with loose stones.
- The settlement grew around the castle and benefited from its location on important travel routes between Preston and Skipton.
- In 1235, Henry III made it a free borough with a Guild Merchant, leading to the construction of the Guildhall.
- The town has a long history as a market town, with the market charter from King Edward III in 1346, which was later ratified by King James in 1604.

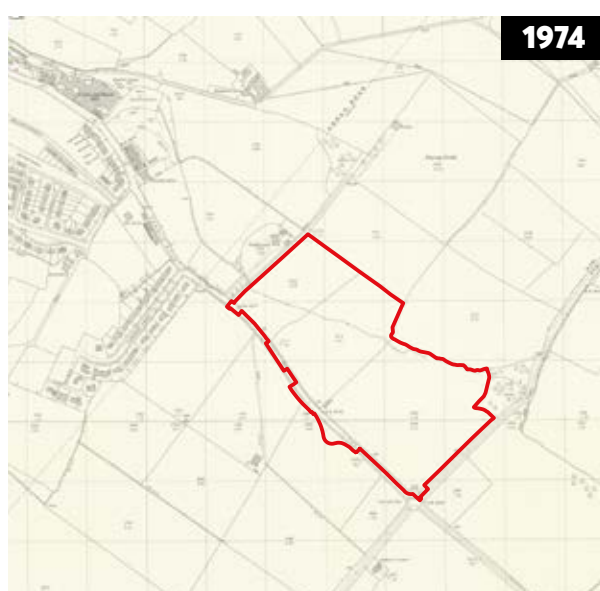
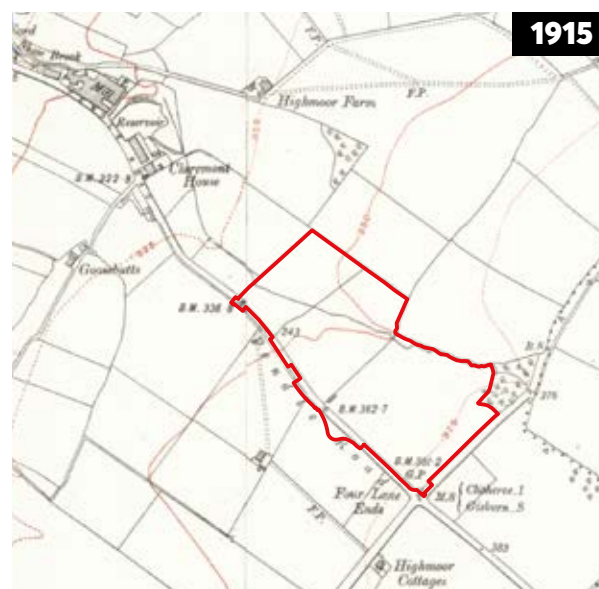
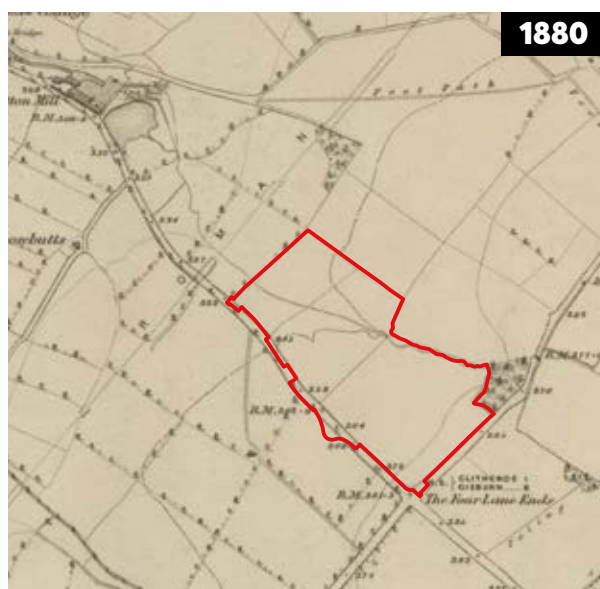
17th to 19th Century Transformations

- Early industry in Clitheroe was primarily driven by textile industry, with the construction of mills like Holmes Mill in the 1820's and establishment of companies like James Dewhurst in 1933.
- By the end of the 18th century Clitheroe was a successful market town with a variety of trades

- Clitheroe was part of a wider regional industry. Lancashire was the main centre for cotton spinning and weaving in Britain, with different towns specialising in varies products.
- The town underwent significant modernisation. Marked by the arrival of the railway in 1850 and the establishment of a modern piped water system in 1956.
- Building developments were common, with many of the present day structures and shops, such as the White Lion Inn (rebuilt 1839) and the Rose and Crown Inn (rebuilt 1836), dating from this era.
- Much of the town's current streetscape was shaped during this period.
- The market remained a central part of the town life. The market place often spilled into neighbouring streets due to its triangular shape.
- Up until the beginning of the 19th century, development was restricted to the historic of the town and its immediate surroundings.

20th Century and Beyond

- The towns infrastructure evolved significantly, especially after World War II, with the increasing use of cars. This led to the construction of by-passes in the 1960's and later the introduction of one-way streets.
- The town hall served as the local seat of government for much of the 20th century, but its role changed after the creation of the Ribble Valley District Council in 1974. It was later integrated with the library.
- Clitheroe is surrounded by urban development in the centre of the town with a rural setting within an area of lowland fringe farming.
- East of Clitheroe is rural countryside characterised by enclosed fields the open moor as the land rises up to Pendle Hill, which overlooks and dominates the entire area.
- Many buildings were constructed in a style that is common to the region, with stone flags being used for roofing and timber sash windows being a feature in many historic properties.
- By the 20th century, some buildings were rendered with smooth or roughcast coat of plaster, which concealed the underlying wall material.
- Some buildings were constructed of stone which was often painted in contrasting colour to the main walls. A notable feature includes the use of stone quoins on many buildings.



HISTORIC GROWTH | Not to scale

LOCAL CHARACTER

“Local identity is made up of typical characteristics such as the pattern of housing, and special features that are distinct from their surroundings. These special features can be distinguished by their uses and activity, their social and cultural importance, and/or their physical form and design. Most places have some positive elements of character, particularly for their users. These can help to inform the character of a new development.”

(Para. 52, NDG 2021)

3.18 The National Design Guide states that well-designed new development is influenced by:

“...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;”

(Para. 53, NDG 2021)

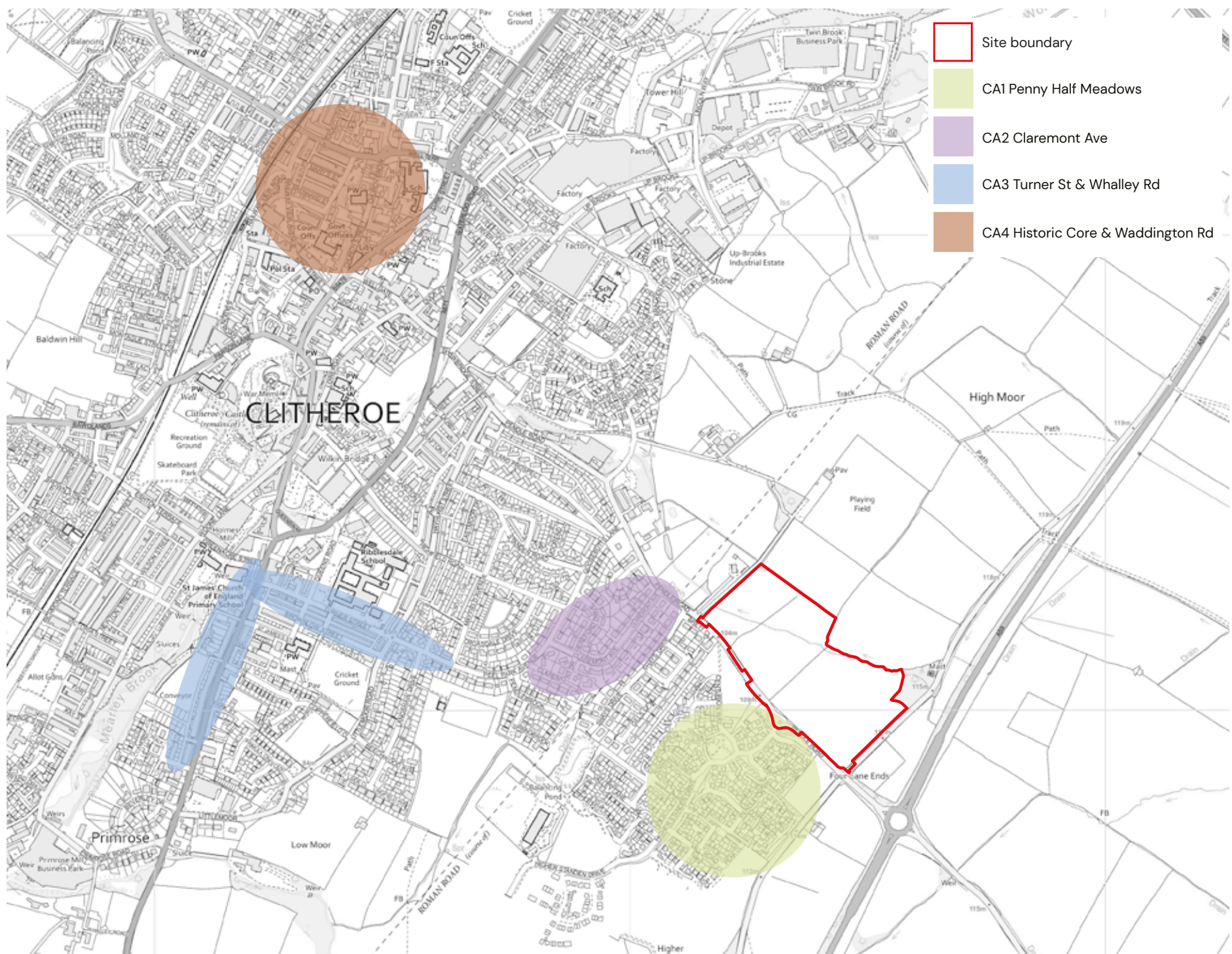
3.19 An analysis of the existing local vernacular of Clitheroe will help identify patterns of development and key design components. Together these character generators and design components will help to inform the design approach.

3.20 The immediate site context to the south and west are predominantly residential where a range of architectural styles, detailing and materials, and thereby character, are evident, as demonstrated across the following pages.

3.21 Four character areas have been identified which illustrate a morphological expansion of Clitheroe and provide examples of contrasting urban forms and building details which generate a palette of design references that may be drawn from. This will allow the proposed design response to reflect local character.

3.22 The character areas are identified on the plan below as follows:

- CA1 : Half Penny Meadows : 21st Century Development
- CA2 : Clarmont Avenue : Mix of Inter War/Post War & 20th Century Development
- CA3 : Turner Street & Whalley Road : 19th Century Development
- CA4 : Historic Core and Waddington Road



LOCAL CHARACTER AREA LOCATIONS | Not to scale

HALF PENNY MEADOWS

Urban Form (36dph)

21st Century development located on the southern edge of Pendle Road. These developments are typically accessed off a main road in one or two locations connected by an arterial road, with the internal road layout consisting of internal loops and cul-de-sacs.

Whilst development maximises land use with plots backing onto field edges, modern developments feature outward facing parcels within the original field boundaries, providing green edges to development particularly where developments adjoin open countryside.

Building Typology and Heights

Built form is typically 2 storey detached, semi-detached with some terraced properties. Variation in house types and sizes provides a range of dwelling options for residents. There are apartments in phase 1, as well as bungalows.

Building Lines

Regular building lines with dwellings set back from the highway. Some variation occurs in building lines where plots are stepped back where greens are introduced.

Roofscape

Regular pitched roofs with hipped ends and feature gables with chimneys featuring throughout.

Building Detail

A varied of materials and architectural detailing are present, reflecting the era of development. Facing materials are predominantly stone and red brick, grey roof tiles and render. Tile hanging and horizontal boarding are also seen adding variation to elevations.

Simple detailing is used throughout. Window heads are mixture of brick/stone soldier courses/string courses along with stone window surrounds and the use of lean-to and pitched roof porches.

Landscape and Boundary Treatments

Dwellings are set back from the highway with 2m-4m front gardens. These are a mix of grass lawns and hedge planting. Boundary treatments feature low red brick walls, timber fencing, metal railing and hedgerow planting, although most dwellings are open fronted to the highway. Boundaries to where private amenity spaces adjoin the highway include stone, red brick, timber fencing and hedgerows.

Parking

Parking provision is typical of modern developments, with predominantly parking and garages to the side of dwellings, with some detached garages to the rear of detached/semi-detached dwellings. Some frontage parking is evident with parking courts to flats.



CLAREMONT AVE

Urban Form (16dph)

Lower density development on generous sized plots with detached and semi-detached homes in a linear form a significant departure from the dense, terraced rows of the Victorian era.

Building Typology and Heights

Built form is typically 2 storey detached properties and 1 & 1.5 storey bungalows together with a mix of eaves and ridge heights, creating a diverse streetscape.

Building Lines

Dwellings follow a regular building line along streets, typically set back from the carriageway with front gardens and driveways.

Roofscape

Regular pitched roofs with gable end, hipped ends and catslide roofs. Exposed rafter detail and recessed porches feature throughout along with chimneys

Building Detail

Architectural styles vary across the area depending on when they were constructed. A varied palette of materials and detailing are present, reflecting the era of development. Facing materials are predominantly red brick, with red roof tiles and render, timber boarding to the front gables is a common detail.

Simple detailing is used throughout with ¾ of the front façade finished in render with no brick detailing to window heads and cills. The inter-war housing incorporates a recessed Porch at the corner of its gable with later properties having no provision for any porches. Ground floor bay windows are also a common detail.

Landscape and Boundary Treatments

Dwellings are set back from the highway with deep large gardens. These are a mix of grass lawns and hardstanding driveways. Boundary treatments feature low stone/brick walls with and hedgerow planting behind.

Parking

Parking provision is typical of developments of the era, with predominantly hardstanding frontage parking and garages to the side of dwellings, are no official on street parking bays, but residents to park on the carriageway.



TURNER ST / WHALLEY RD

Urban Form (45dph)

A tight urban grain and high density of built form in a grid iron plan characterised by its preserved street pattern and 19th Century development.

Building Typology and Heights

Built form is typically terraced along continuous frontages. Properties are predominantly 2 storeys with some 3 storeys in height and typically present a strong rhythm of regularly spaced doors, windows and chimney stacks together with a consistent eaves and ridge heights, creating a uniform façade line and streetscape.

Building Lines

Buildings are typically built to back of footpath or some minimal frontages creating formal building lines within the grid iron and arranged in continuous rows.

Roofscape

Buildings within along these streets have a continuous ridge and eaves heights. Roof details and construction are typical of the Victorian terraced properties providing rhythm and uniformity to the streetscene. The use of pitched roofs and stone chimneys feature throughout.

Building Detail

Distinctive Victorian terraced properties were constructed in a style that is common to the region, with stone flags being used for roofing and timber sash windows although now replaced by uPVC window. Some properties are rendered with smooth or roughcast coat of plaster. A notable feature includes the use of stone quoins stone window surrounds

Landscape and Boundary Treatments

No front garden spaces or landscaping due to tight urban grain within the grid iron streets, larger plots are afforded low level brick walls with hedgerow behind and landscaping to frontages.

Parking

Private parking is typically on-street where street widths allow.



HISTORIC CORE & WADDINGTON RD

Urban Form (35dph)

A tight urban grain and high density of built form are characteristic of the historic core of Clitheroe. The town is characterised by its historic market town feel and shaped by its medieval layout and significant heritage assets. Built form is typically terraced along continuous frontages.

Building Typology and Heights

The Conservation area is a mix of types and uses most notable buildings from the mid 18th century. Built form is typically terraced along continuous frontages. Properties are predominantly 3 storeys in height, together with a mix of eaves and ridge heights, creating a diverse streetscape.

Building Lines

Buildings are typically built to back of footpath creating formal building lines.

Roofscape

Varying roof pitches, together with differences in eaves and ridge heights, create a diverse roofscape. Roof details and construction are typical of the eras in which they were built and provide variation to the streetscene. The use of classical detailing feature throughout.

Building Detail

Stone is the most prevalent walling material, used for the construction of prestigious banks and chapels as well as modest cottages. Commercial or religious buildings are built with smooth ashlar stone

with narrow mortar joints. Less important buildings and houses are built with coursed rubble stone, often with rusticated stone quoins. Brick is not common. Many buildings were covered in stucco popularised during the early 19th century. A large number of buildings have been rendered with smooth or roughcast coat of plaster which has concealed the original walling material.

The prevalent roof material in the conservation area is Welsh slate. Chimneys are a significant element of the conservation area and is enhanced by the turrets and pinnacles of the town's many churches and chapels. Dormers are not common but can be seen on some late 19th century properties.

Historic windows are generally timber sliding sashes, window openings in stone buildings often have stone surrounds, commonly painted in a contrasting colour to the main walls. Stone quoins are also common and found on many buildings.

Landscape and Boundary Treatments

Boundary walls of local stone are common and stone setts and stone paving slabs are a feature in the conservation area. Urban residential areas small front garden with hedgerow planting behind low level stone walls No front garden spaces or landscaping due to tight urban grain and nature of building typology within the market town core.

Parking

On-street parking is common due to the typology of Victorian housing. Parallel on-street parking spaces are provided where street widths allow.



ASSESSING THE SITE

“Well-designed new development is integrated into its wider surroundings, physically, socially and visually. It is carefully sited and designed, and is demonstrably based on an understanding of the existing situation...”

(Para. 43, NDG 2021)

- 4.1 This section provides a summary of the assessment of the site that has been undertaken to inform the design proposals.
- 4.2 Specialist input, surveys and assessments have been carried out on the site and the results of these are set out in this section of the DAS, including:

FLOOD RISK & DRAINAGE

- 4.3 A specialist consultant has reviewed the hydrology and drainage issues pertinent to the development, and mitigation measures if necessary.
- 4.4 According to the Environment Agency (EA) Flood Map for Planning (Figure 1), The site is shown to be located mostly within Flood Zone 1 (low probability), with an area of Flood Zone 2 and 3 (medium to high probability) crossing the site, associated with the Shaw Brook.
- 4.5 The proposed development layout has been sequentially arranged to ensure that all ‘More Vulnerable’ development avoids the Shaw Brook and its floodplain. Land within Flood Zones has been designated for water-compatible uses only.
- 4.6 The RoFSW data (Figure 2) identifies the potential for an isolated overland flow route of low to high probability to form in the southwest of the site. This is representative of surface water runoff from within the site itself ponding within a shallow depression before flowing in a northerly direction and into the Shaw Brook. As the flow route is generated from within the site, it will be addressed by the sustainable drainage infrastructure that is incorporated as part of the proposed scheme. Moreover, further interrogation of the data indicates that there is very low probability of depths of this overland flow route exceeding 0.2m.
- 4.7 The site has been assessed against a range of other sources including canals, tidal, groundwater, sewers, reservoirs and large waterbodies. These are considered to pose a low or minimal risk to the site and are not considered to present any significant barriers to development at the site.
- 4.8 It is recommended that the proposed finished floor levels of all new buildings will be set a minimum of 150 mm above the adjacent ground level to mitigate any residual risk of flooding. Ground levels should be profiled to encourage pluvial runoff and overland flows away from the built development and towards the nearest drainage point.

UTILITIES AND TOPOGRAPHY

- 4.9 The site is crossed by an existing LV and 33kv electrical apparatus running in a north-south orientation crossing the brook course and exiting the site on to Pendle Road.
- 4.10 The site has a natural slope from the eastern boundary down towards the western boundary with the watercourse acting as a natural low point. the watercourse which runs from the existing ancient woodland along the eastern boundary and exits the site on the western boundary is a small tributary to the larger rive Ribble that runs along the western edge of Clitheroe.

Figure 1: EA Flood Map for Planning

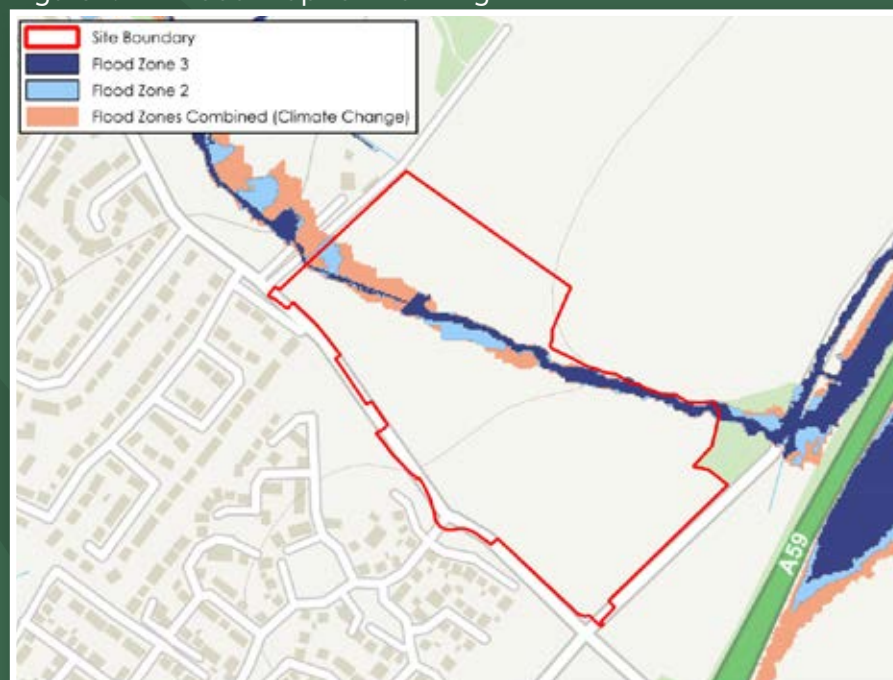
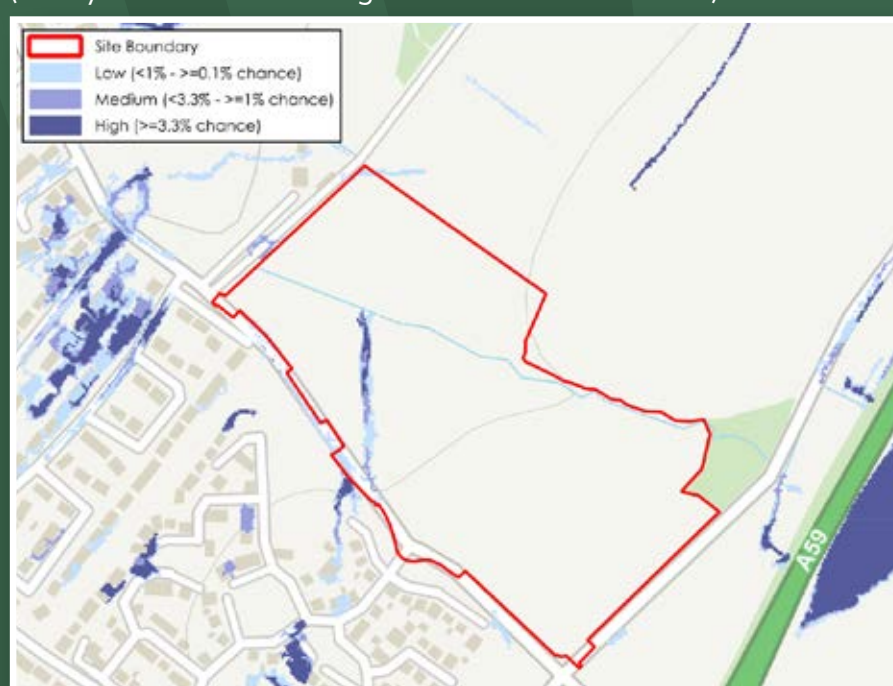


Figure 2: EA Risk of Flooding from Surface Water mapping (Yearly Chance of Flooding between 2040 and 2060)



ECOLOGY

- 4.11

Brooks Ecological Ltd has conducted a Preliminary Ecological Appraisal (PEA), River Condition Assessment (RCA) and Biodiversity Net Gain (BNG) Baseline Assessment of the site.
- 4.12

The site lies within 2km of several SSSIs and a Local Nature Reserve. Due to the nature and distance of these sites, development here is unlikely to have any impacts on these designations.
- 4.13

The site is dominated by modified grassland of poor condition and low distinctiveness, with higher-value neutral grassland, scrub and trees found in association with boundary features. Such features include a network of hedgerows and a stream running through the centre of the site.
- 4.14

Several trees on-site have been assessed as supporting veteran features, and so are classed as irreplaceable habitats which should be avoided by development. Mapped Ancient Woodland off-site to the northeast is also considered an irreplaceable habitat.
- 4.15

Overall, the site is assessed as having a baseline value of 24.93 Habitat Units, 10.98 Hedgerow Units, and 3.29 Watercourse Units.
- 4.16

Off-site land to the northeast also supports 0.64 Hedgerow Units and 1.44 Watercourse Units.



Hedgerow along eastern boundary



Ancient Woodland



Shaw Brook



ARBORICULTURE

- 4.17 A specialist consultant, SEED, has reviewed the existing vegetation across the development area. A tree survey has been carried out in accordance with BS 5837:2012. Individual trees, tree groups and woodland areas were plotted and notes of species, and their condition made. Root protection zones were calculated and plotted on a tree constraints plan. The root protection zones allow development to be sited to avoid damage by providing offset distances. For a site of this size tree cover is relatively small. The trees are mainly located within hedgerows, and it is proposed to increase tree cover with additional planting.
- 4.18 No trees on site are subject to a Tree Preservation Order (TPO).

Tree Survey Summary

Trees

- 4.19 The survey recorded 48no. individual trees, comprising of 2no. category A, 10no. category B, 32no. category C and 4no. category U retention value.

Groups

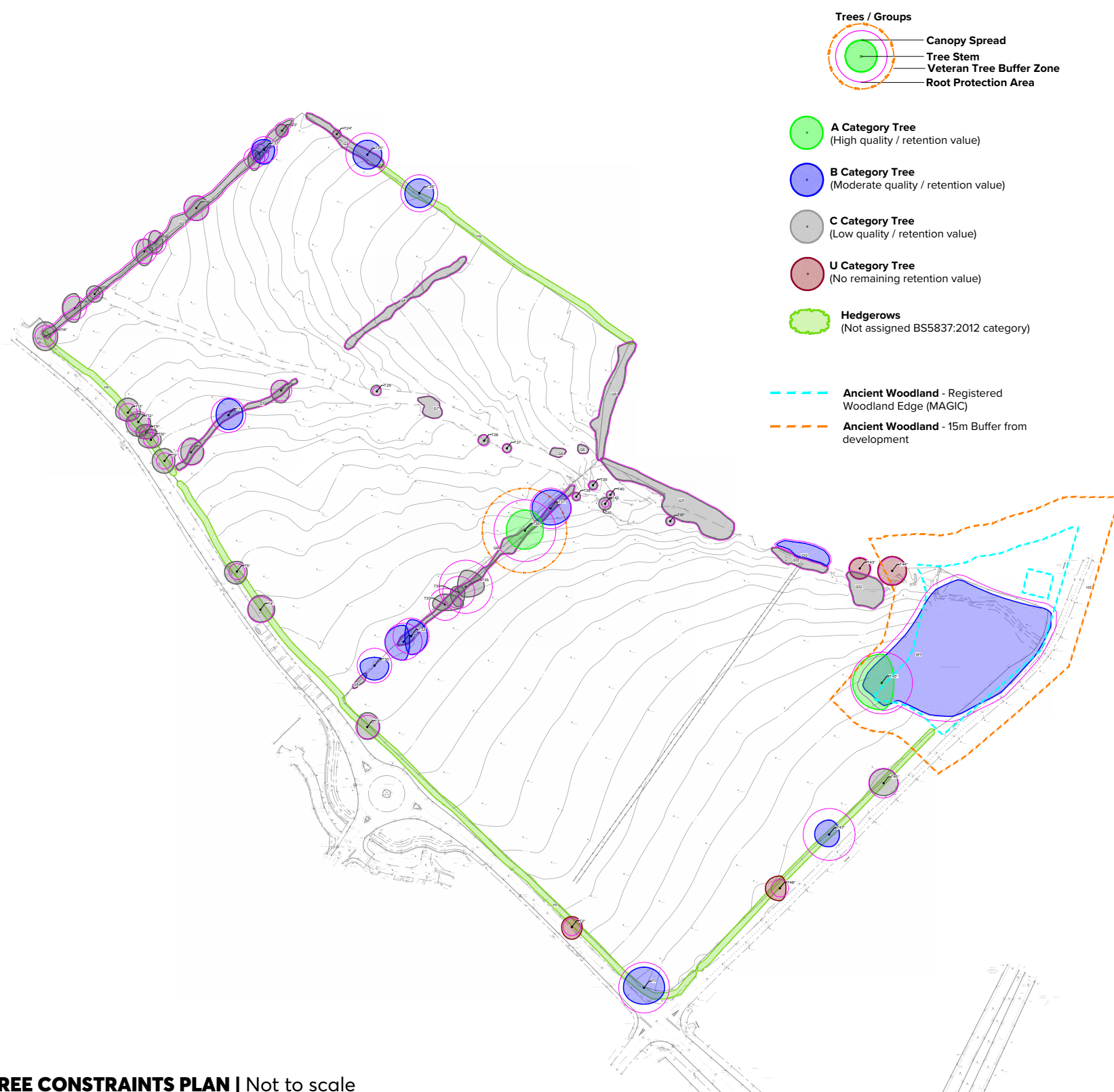
- 4.20 The survey recorded 13no. groups of trees, comprising of 1no. category B and 12no. category C retention value.

Woodlands

- 4.21 The survey recorded 1no. woodland of category B retention value.

Hedgerows

- 4.22 3no. hedgerows were recorded during the survey; however these were not assigned a BS5837 retention value.
- 4.23 The impact of the Proposed Development upon existing trees is illustrated on the Arboricultural Impact Plan accompanying the planning application.



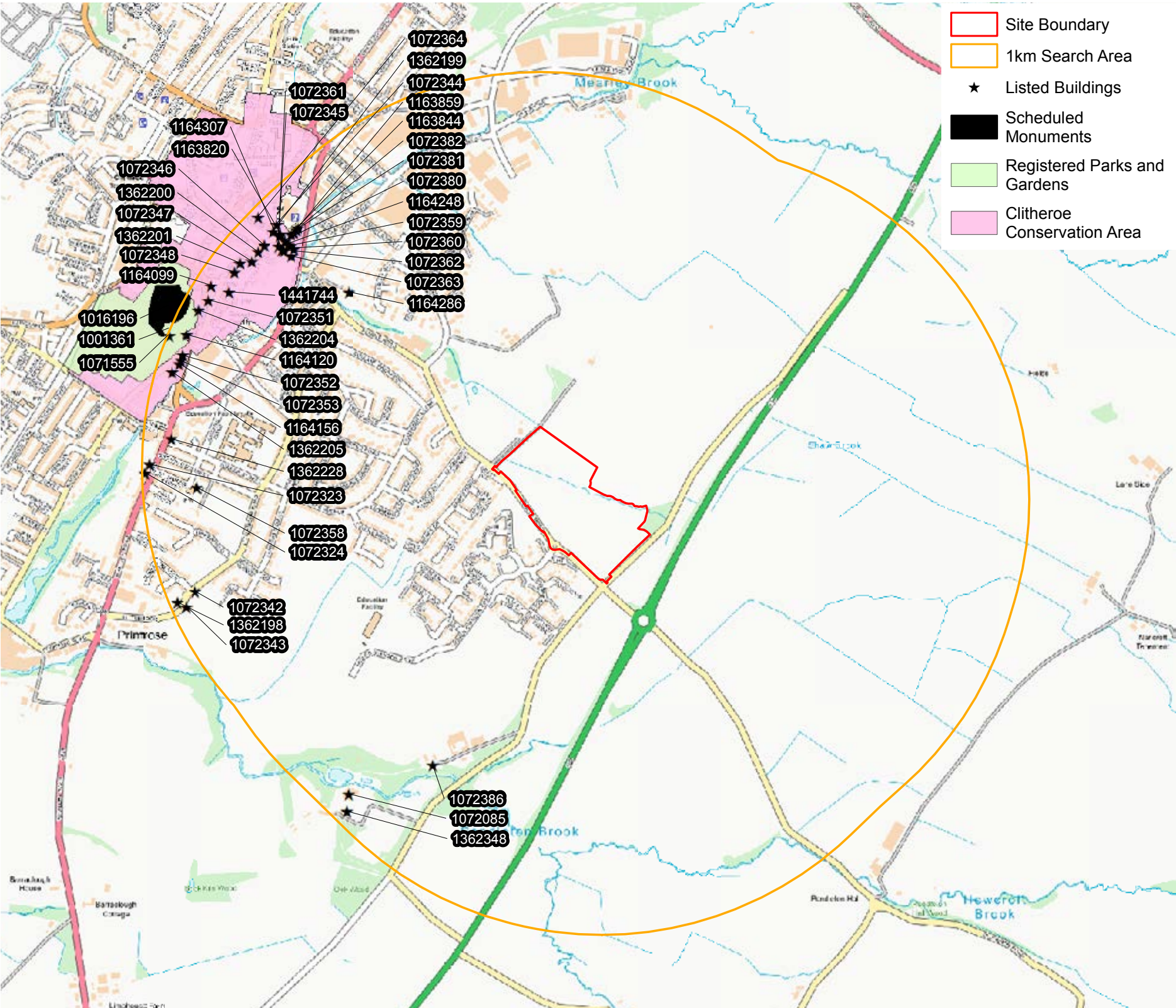
TREE CONSTRAINTS PLAN | Not to scale

HERITAGE & ARCHAEOLOGY

4.24 A Heritage Statement has been prepared by Tetra Tech to detail the archaeological and built heritage potential of the Site and assess any impacts as a result of the proposed development. The report has reviewed designated and non-designated heritage assets surrounding the Site including the scheduled Clitheroe Castle which is located 1 km to the north west of the Site.

4.25 The statement confirms that the proposed development within the Site will not harm the setting or significance of any other designated heritage assets outside of the Site. The Site is also considered to have low potential for significant archaeological remains of all periods.

4.26 As there are no heritage assets of archaeological interest identified on Site, it is not suggested further archaeological evaluation work is provided prior to the determination of this planning application. Should further archaeological work be necessary to ascertain the Site’s archaeological potential, this can be secured by an appropriately worded planning condition attached to any planning consent granted.



DESIGNATED HERITAGE ASSETS | Not to scale

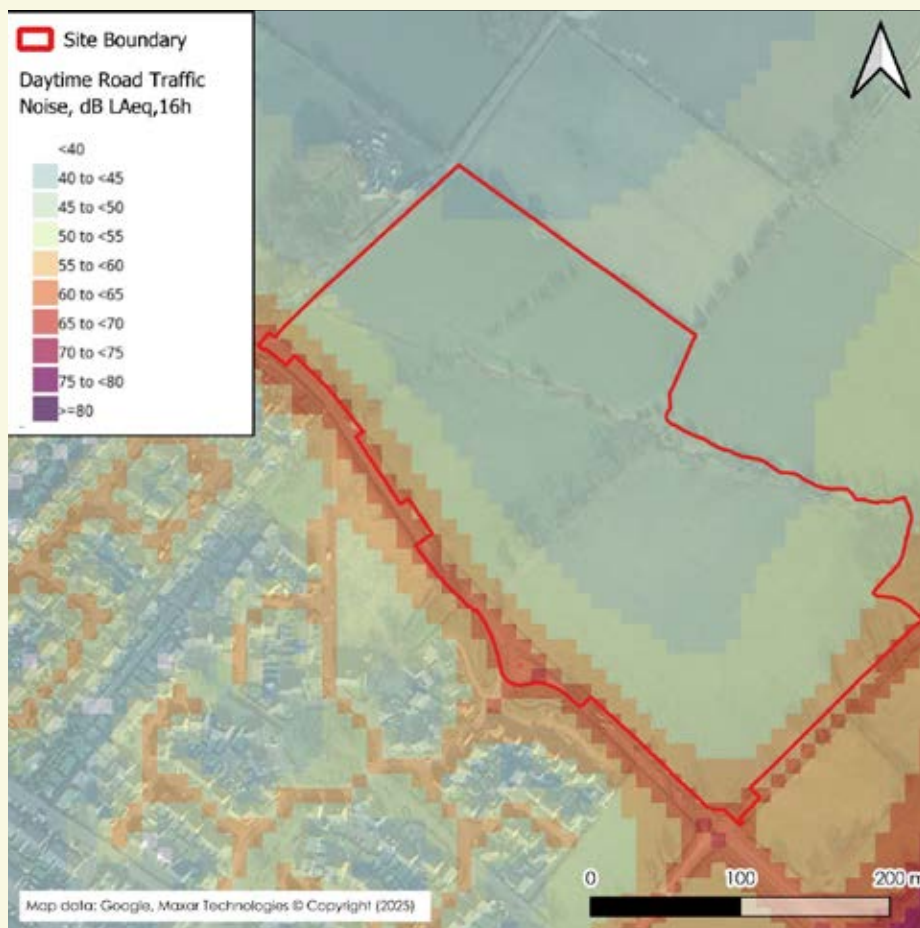
NOISE

4.27 A noise assessment has been undertaken utilising the available road traffic noise data from the Department of Environment, Food & Rural Affairs (DEFRA) Strategic Road Traffic Mapping following consultation with Ribble Valley Borough Council.

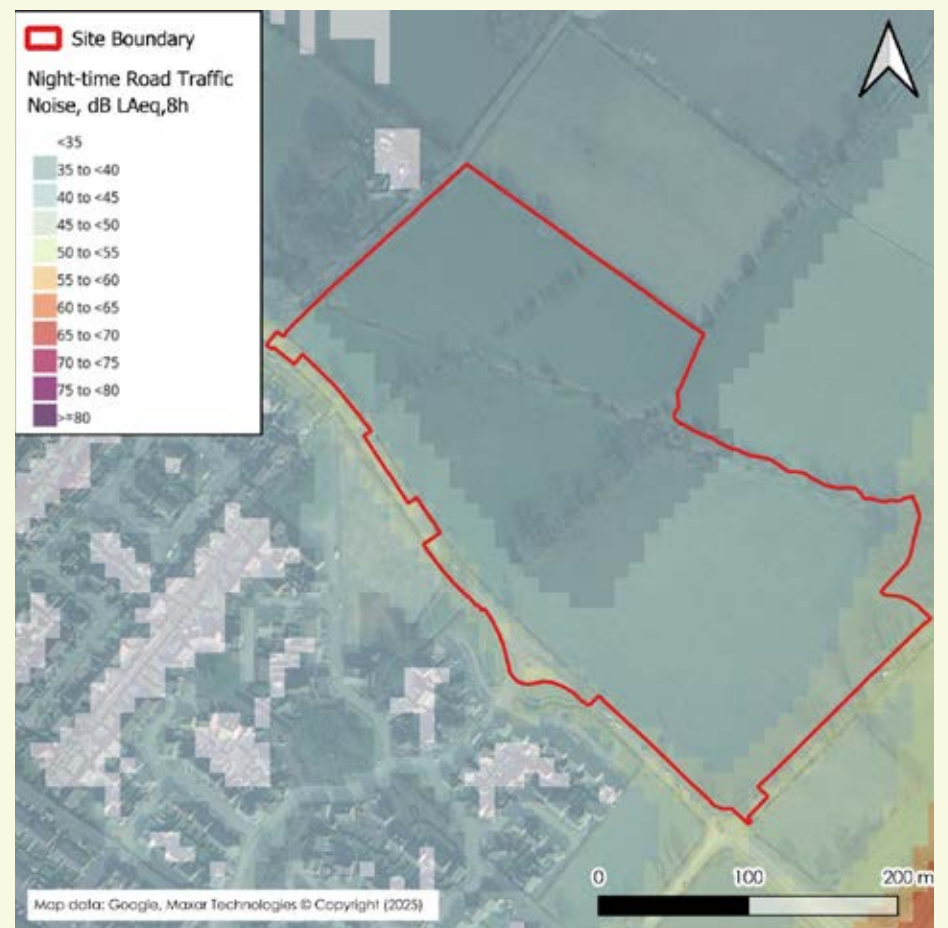
4.28 As the application is outline and the exact location of dwellings is not known at this time, the assessment has been based on notional receptors located 10m from the Site boundary. Noise levels are expected to exceed the external and internal noise criteria given in BS8233:2014 for dwellings closest to and with direct line of the A59 to the East and Pendle Road to the south. The expected noise exceedances for dwellings located on the east and south boundaries can be mitigated using generic mitigation measures such as building orientation and consideration to the glazing and ventilation. The report details generic mitigation measures to demonstrate how the noise criteria can be met.

4.29 It is expected that proposed dwellings set back further into the development will achieve the noise criteria with no mitigation.

4.30 It is considered that with consideration to generic mitigation measures, the noise criteria can be achieved and therefore the assessment concludes that the Site is suitable for residential development from a noise perspective.



DAYTIME DEFRA ROAD TRAFFIC NOISE CONTOURS | Not to scale



NIGHTTIME DEFRA ROAD TRAFFIC NOISE CONTOURS | Not to scale

Views onto site frontage from Pendle Road roundabout





View from unnamed road from eastern boundary

LANDSCAPE & VISUAL IMPACT ASSESSMENT

4.31 The application is accompanied by a Landscape and Visual Impact Assessment (LVIA). The LVIA addresses the potential landscape and visual impacts of the proposed development.

Landscape Context

4.32 The site comprises three fields of pasture within the Ribble Valley, east of Clitheroe, north of Pendle Road.

4.33 The surrounding landscape within the Ribble Valley is a mix of agricultural fields becoming moorland to the south east on the slopes of Pendle Hill. To the west is Clitheroe and to the north is industrial buildings with quarry workings beyond. There are smaller settlements throughout the Ribble Valley and the Forest of Bowland to the north west.

4.34 The A59 runs north to south just to the east of the Site and is the main transport link through the valley.

4.35 The site lies out of any landscape designation, either national or local. However the Forest of Bowland (Pendle Hill) National Landscape is located 1.5km to the south east and beyond 3km to the west is the Forest of Bowland National Landscape.

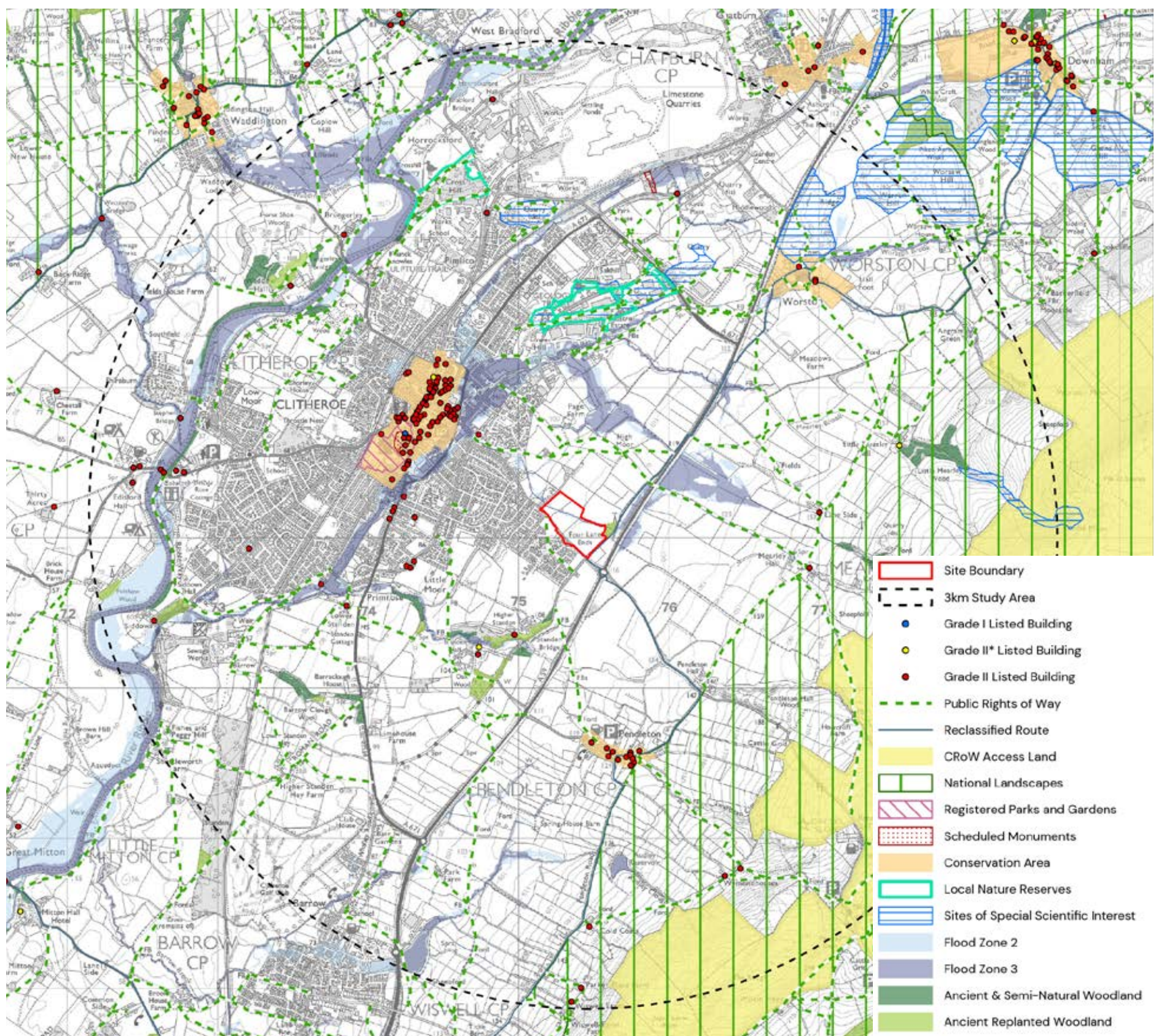


Figure 1: Environmental Designations Plan | Not to scale

Landscape Character

4.36 As set out in the LVIA, the site lies within the following published landscape character areas:

- National Character Area (NCA) 33: Bowland Fringe and Pendle Hill
- The Landscape Character Assessment (2000):
- Undulating Lowland Farmland Landscape Character Type (LCT)
- Landscape Character Area (LCA) 5e

4.37 The immediate context of the site shares many of the key characteristics identified in the baseline landscape character assessment of LCA 5e. This is considered to be of particular relevance include:

- Hedgerows along field boundaries;
- Mixed Farmland;
- Copses and hedgerow trees; and
- A59 is the dominate route through the area.

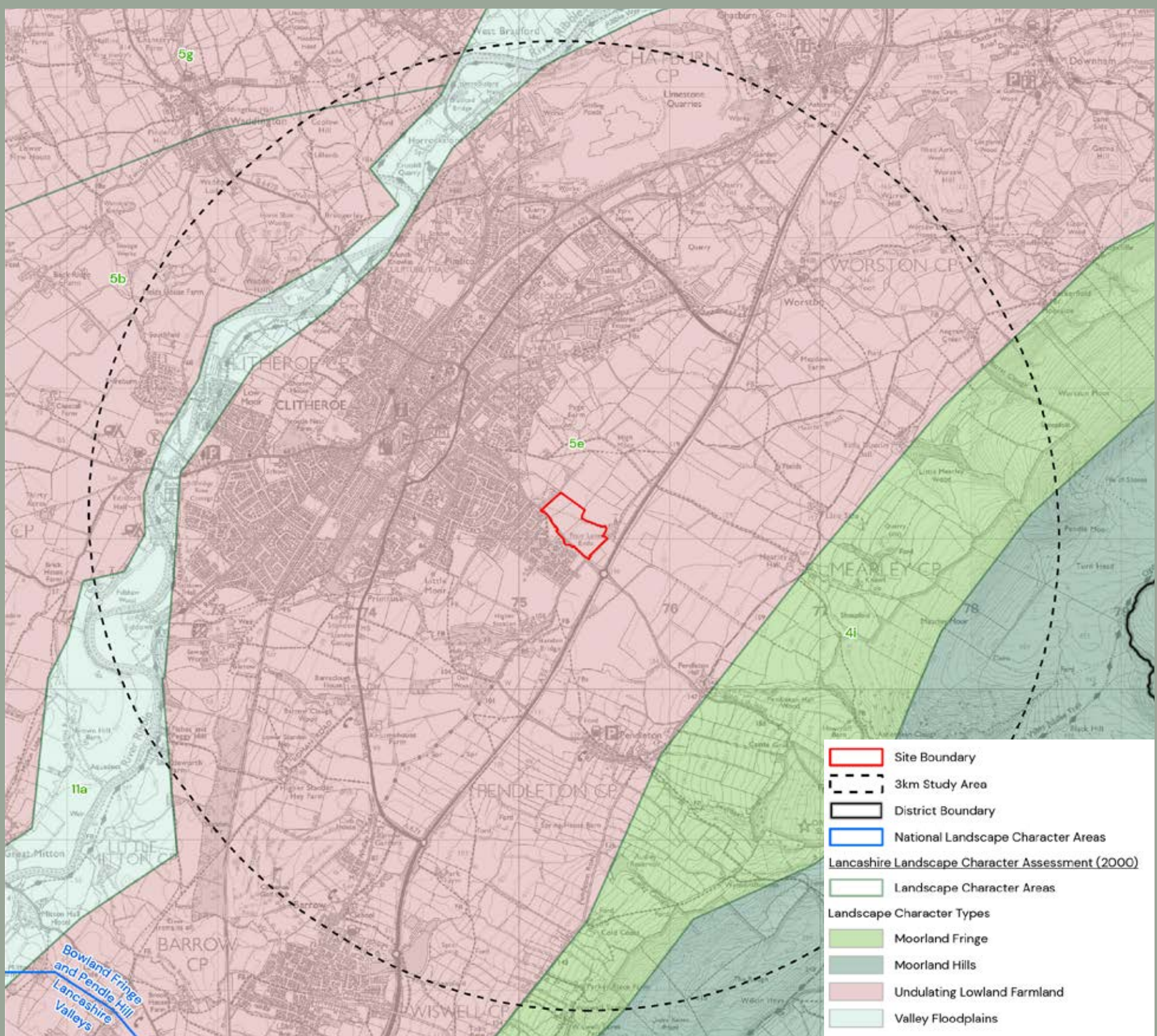


Figure 5: Landscape Character Plan | Not to scale

Visual Amenity

4.38 Based on the Screened Zone of Theoretical Visibility (SZTV) and informed by field work, the visual envelope for the Site and the proposed development is broadly defined by the LVIA as follows:

- To the north, and north west, the visual envelope extends north to the PRoW south of High Moor, becoming screened beyond by mature hedgerow and trees along the field boundaries (as illustrated by Viewpoints 1 and 4). There may be occasional restricted views of the built form within the proposed development from within fields beyond but not from the publicly accessible locations or from occasional properties on the settlement edge of Clitheroe;
- To the north-east, the mature belts of trees along the A59 road corridor limit views beyond the road, there may be occasional glimpsed views through gaps in vegetation but at distance;
- To the east, the visual envelope extends as far as the A59 corridor with views screened beyond by the mature belts of trees along the A59 road corridor and field boundary of the Site. However, further to the east from the elevated areas on slopes of the Pendle Hills there would be visibility towards the Site, partially screened by the mature trees along the Site Boundary. This visibility is generally restricted to the hills tops (as illustrated by Viewpoint 7) due to intervening field boundary vegetation and undulating landform and incised gorges on the slopes, the ridgeline preventing views beyond;

- To the south-east, there would be limited visibility beyond the site boundary becoming screened by mature trees along the A59 road corridor, however there is potential visibility from the elevated land at a distance of 2.5km;
- To the south and south-west, the visual envelope extends as far as the road network and properties in the adjacent residential edge where built form screens views beyond (illustrated by Viewpoint 6); and
- To the west, visibility is restricted by the mature belt of trees along High Moor Road and the site boundary which limit views to Pendle Road for a short section.

Potential Landscape and Visual Impacts

4.39 Overall, the proposed development would result in limited effects on landscape character and visual amenity, restricted to the site and its immediate environs. The proposed development would be seen in the context of the existing settlement edge of Clitheroe, and adjacent Half Penny Meadows residential development along Pendle Road, and existing residential and commercial development to the north along the edge of Clitheroe. The proposed development would result in the expansion of Clitheroe into the Ribble Valley and would not have undue impacts upon the Forest of Bowland National Landscape (Pendle Hill) to the east, or result in the convergence of settlements.

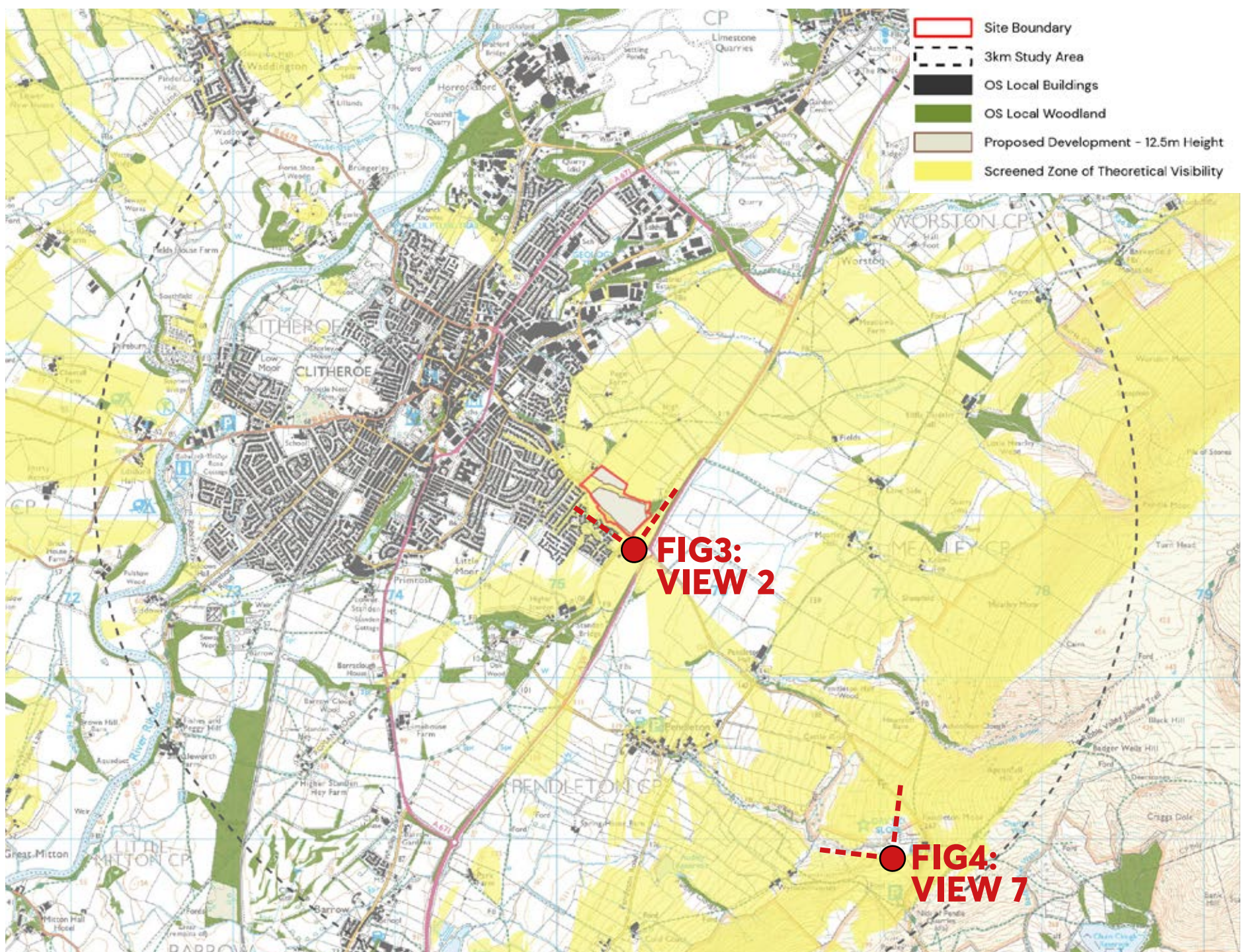


Figure 1: Screened Zone of Theoretical Visibility | Not to scale

4.40 A range of landscape and visual receptors have been assessed and impacts have been identified for both landscape character and for visual receptors. This is part of an iterative process whereby potential impacts have informed the design of the proposed development and the associated landscape strategy. Mitigation has therefore been made integral to the proposed development, including limiting the development envelope to east to keep the settlement edge in line with the existing built form line of the adjacent Half Penny Meadows and development to the north of the site.

4.41 The development envelope has incorporated landscaping buffers along the south east edge to reduce the prominence of the development in views from NCN 91 and from Forest of Bowland National Landscape (Pendle Hill) and The Ribble Valley Jubilee Way. Development has been focused around the existing roundabout to mirror the existing development off the roundabout and create a gateway feature when approaching Clitheroe from the A59 along Pendle Road. The retention of the existing field boundaries through the centre of the site and along Shaw brook further reduces the massing of development in these views.

4.42 A landscape buffer in the north west reducing the mass of development in views from the PRow and recreational area.

4.43 Built form within the proposed development would predominantly been seen in the context of the existing settlement edge in views from the north east and south east, at a partially larger scale due to being closer in those views than development beyond.

4.44 The residual impacts identified through this process highlight that the greatest effects would relate to the site and to a very localised area immediately adjacent to the site. The effect on potential receptor groups in the wider landscape context, including users of the wider PRow network, would be generally very limited. Existing development, and the existing tree cover and hedgerows within the site and the surrounding landscape would limit visibility of the proposed development. Boundary vegetation and the proposed extensive new planting would also help to soften the appearance of new built form where it is visible.

4.45 Overall, the design of the proposed development, the context provided by the existing adjacent Half Penny Meadows and Clitheroe to the north, and the combined screening effects of existing vegetation and built form mean that effects on landscape character and local visual amenity would be very limited in scale. Therefore, on balance, the proposed development is considered acceptable in landscape and visual terms.



Figure 3: Viewpoint 2 - View looking north towards the Site from Pendle Road/ National Cycle Route (NCN) 91

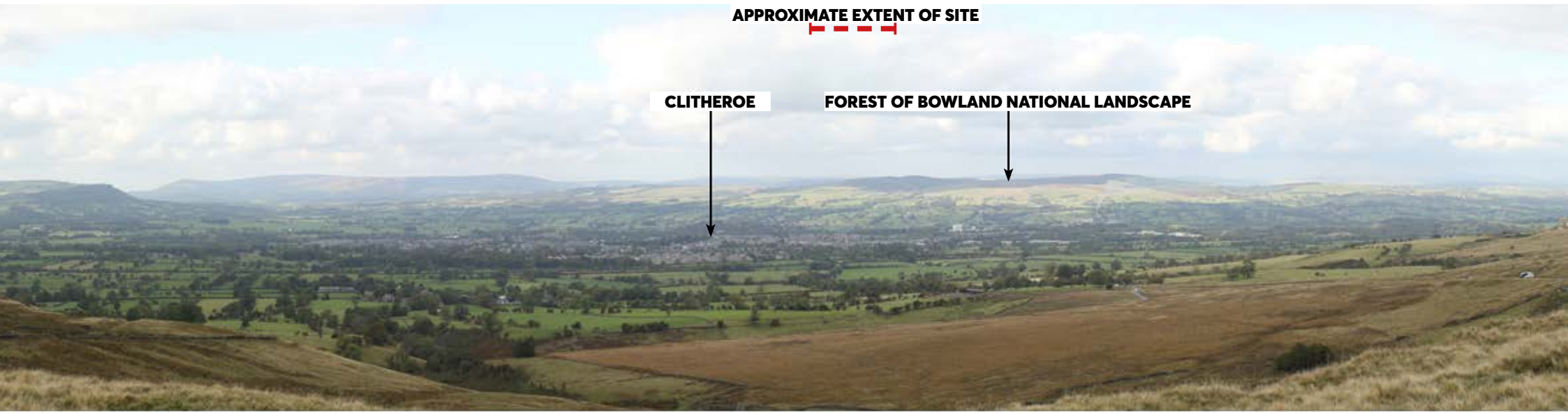


Figure 4: Viewpoint 7 - View looking north west towards the Site from The Ribble Valley Jubilee Trail

OVERVIEW OF SITE AND CONTEXT

Opportunities and Considerations

4.46 The results of the site studies, as summarised in this section of the DAS, are used to inform and structure the development proposals. These are illustrated, where appropriate, on the Considerations Plan presented opposite, and include:

CONSIDERATIONS

- Existing framework of vegetation including mature field boundary hedgerows and trees;
- Existing Ancient Woodland to the northeastern corner of the site;
- Telecommunication Mast and substation located to northeast corner of the site (with 15m buffer);
- Overhead electric powerlines located towards the east running towards the north of the site;
- Existing Brook within Flood zone 2;
- Flood Zone 2 and 3 and runs through the site as well as along the boundary;
- Falling topography from the northwest to the southeast;
- Noise source and air pollutants from the A59 and Pendle Road;
- Any proposed development should seek to retain views through development where possible by orientating movement routes towards key views;
- The south-eastern corner is the one of the first gateways into Clitheroe and should seek to minimise disruption from built form along the Pendle Road;
- Key views from the existing roundabout along Pendle Road should be maintained towards the Pendle Hills and to the surrounding contextual landscape; and
- Development edges and built form should seek to embrace the character and urban grain of the existing development found within Clitheroe.

OPPORTUNITIES

- Retain and enhance existing landscape where possible;
- Potential development access from the existing roundabout on Pendle Road;
- Create a street hierarchy that is not dominated by vehicular movement and promotes healthy green forms of movement;
- Creation of view corridors retaining contextual long-distance views towards the north;
- Incorporate view towards Pendle Hill creating a characteristic to the development;
- Provide a residential development that offers a series of different housing types, sizes and tenures which respect local character;
- Create outward facing residential frontages to soften the transition from built form to open space and helping to promote self-surveillance and reduce the risk of anti-social behaviour;
- Provide sustainable forms of drainage (SuDS) within both the development and green space, providing additional ecological benefits;
- Create new amenity space, including play areas, a network of footpaths and cycle paths within the open space for new and existing residents; and
- Placemaking strategies to respond positively to the topography and landscape character of the site.



View from site looking north-west onto contextual landscape



CONSIDERATIONS PLAN | Not to scale

LEGEND

	SITE LOCATION		FLOOD ZONES WITH CLIMATE CHANGE PROJECTION		SPEED LIMIT		AREAS WITH POTENTIAL ECOLOGY AND BIODIVERSITY
	POTENTIAL ACCESS VIA EXISTING ROUNDABOUT ON PENDLE ROAD		1 IN 30 YEAR SURFACE WATER FLOODING		BUS STOP		ROOT PROTECTION AREA
	EXISTING VEGETATION		1 IN 100 YEAR SURFACE WATER FLOODING		EXISTING PUBLIC RIGHT OF WAY		VETERAN TREE BUFFER ZONE
	EXISTING WATERCOURSE		1 IN 1000 YEAR SURFACE WATER FLOODING		CONTEXTUAL VIEWS ACROSS FARMLAND		15M WOODLAND BUFFER
	8M WATERCOURSE EASEMENT (16M TOTAL)		CONTOURS		VIEWS DOWN BROOK TOWARDS PENDLE HILL		
	FLOOD ZONE 2		SITE HIGH POINT		TELECOMMUNICATIONS MAST		
	FLOOD ZONE 3		SITE LOW POINT		EXISTING LV AND 33kV ELECTRICAL APPARATUS		

DESIGN DEVELOPMENT

PRE-APPLICATION ADVICE AND DISCUSSIONS

“Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. These include workshops to engage the local community, design advice and review arrangements, and assessment frameworks such as Building for a Healthy Life. These are of most benefit if used as early as possible in the evolution of schemes, and are particularly important for significant projects such as large-scale housing and mixed-use developments. In assessing applications, local planning authorities should have regard to the outcome from these processes, including any recommendations made by design review panels.”

(Para. 138, NPPF Dec 2024)

- 5.1 This section of the DAS sets out the consultation and engagement that has been carried out, and the evolutionary process of the design proposals’ development in response to it.
- 5.2 The Applicant was keen to ensure that the local community was involved in shaping the proposals and also kept informed of progress. By means of active and early engagement, they have sought to address queries and concerns from the outset, making use of meaningful consultation and using feedback to shape the proposals as they develop.
- 5.3 The Applicant’s consultant team also engaged with relevant statutory consultees concerning the technical and other matters associated with the potential development of the site.
- 5.4 The discussions have shaped the design proposals presented in Section 6 of this document.

PRE-APPLICATION ADVICE AND DISCUSSIONS

- 5.5 The proposed development was subject to pre-application discussions with Ribble Valley Borough Council (RVBC) through a Pre-Application Planning Statement containing details of the draft proposals and submitted to RVBC in October 2025, requesting a formal pre-application meeting and written advice.

- 5.6 The formal pre-application meeting was held on Wednesday 12th November 2025. Written feedback was received on 14th November 2025, setting out the council’s views on the proposal. Comments raised includes the following:
 - Policy DMG2 restricts development in the Open Countryside;
 - The proposals do not comply with Policy DMH3, given it is not for an exception criterion;
 - The published housing land supply of RVBC was stated to be 6.62 years;
 - In accordance with Policy DMH1, it is expected that 30% affordable housing will be provided on-site;
 - The proposals represent a conflict with Policy DMG1 and DMG2, as it is located within the Open Countryside;
 - General design advice on the indicative masterplan including density, layout and landscaping;
 - The proposals will be subject to providing 10% biodiversity net gain;
 - It was suggested that Lancashire County Council Highways was consulted; and
 - General application submission requirements.

COMMUNITY ENGAGEMENT PROCESS

“Local communities can play a vital role in achieving well-designed places and buildings and making sure there is a relationship between the built environment and quality of life. Communities can be involved in design processes through approaches such as co-design, design workshops and other engagement techniques, so that places and buildings reflect local community preferences, improve their quality of life and fit well into their surroundings.”

Para. 17, NDG 2021

ONLINE PUBLIC CONSULTATION & MASTERPLAN

PUBLIC CONSULTATION WEBSITE

Richborough

Home The Proposals Have Your Say

Land North of Pendle Road, Clitheroe



This website has been produced on behalf of Richborough to facilitate a public consultation in respect of a proposed residential development at Land North of Pendle Road, Clitheroe.

We would appreciate if you would review the emerging proposals and comment using the 'Have Your Say' tab located at the top of the screen.

Your views and comments are welcomed to help us gain a further understanding of the key issues that we will need to address as part of our emerging planning application.

Following this public consultation and detailed review of the feedback received, we expect to submit a planning application shortly thereafter.

The Site

Richborough are engaging with residents to seek views through an online public consultation on a proposed residential development at Land North of Pendle Road, Clitheroe.

To the south lies Pendle Road, with the Taylor Wimpey Half Penny Meadows development beyond that, and High Moor Road borders to the west.

Proposed Development

The application will seek approval for up to 210 high quality new homes of a range of sizes and styles. The Development Framework Plan depicts how the Site could be laid out.

The key elements of the proposal are:

- 5.62 ha of land developed for new homes, and 3.47 ha for open space, play space and landscaping
- Up to 210 new homes to positively contribute towards meeting local housing need
- At least 30% affordable homes
- Mixture of housing tenures to suit different households
- Significant areas of open space, including a large area of open space in the north east of the Site, which retains existing vegetation, and a central common
- Network of on-site walking and cycling routes and enhancements to offsite links
- Road access from Pendle Road
- Focal square, woodland trail, play on the way, and children's play area
- Sustainable Urban Drainage Systems, in the form of water meadows, to manage surface water
- 10% Biodiversity Net Gain

Further technical details will be provided as part of the application.

Development Framework Key Principles

1. Development access;
2. Proposed primary infrastructure facilitating movement throughout the development with tree planting;
3. Secondary movement helping penetrate into eastern parcel;
4. Tertiary streets serving small clusters of development;
5. Focal squares aiding wayfinding throughout site;
6. Active travel routes;
7. Outward facing development creating natural surveillance over public open spaces;
8. Existing watercourse flowing through site;
9. Maximum retention of existing vegetation;
10. Area of equipped play;
11. Play on the way route;

Development Framework



Themes	Response
Site is not allocated for housing and is encroachment of the Open Countryside	Whilst the Site which is proposed for a residential development is outside of the current defined settlement boundary of Clitheroe, it is directly adjacent to built-up, residential areas of Clitheroe, including Higher Standen Half Penny Meadows. Clitheroe Town Centre is only a short distance (less than 1.25km) from the site, it is therefore considered appropriately located within close proximity to established services and facilities within Clitheroe. The strategic Half Penny Meadows site had approval for an employment use, primary school and ancillary retail / community uses which this residential scheme would benefit from should these uses come forward in the future. As such, it has been demonstrated that the development of the site would be a logical extension to Clitheroe, as a Principal Settlement within Clitheroe.
Site will be visually harmful to the landscape and countryside setting	The site represents a logical extension of Clitheroe and therefore, benefits from existing services and facilities within Clitheroe's defined settlement boundary, to which the site lies adjacent. As discussed, a large scale residential development (Half Penny Meadows) lies directly to the south of the site, which has changed the surrounding context to an urban setting. The A59 is located less than 150 metres to the east of the site, and acts as a firm boundary protecting the Open Countryside setting further to the east of the A59. In addition, a LVIA has been prepared by Pegasus which reviews visual impacts on the landscape. The report confirms that the development would be a continuation of built areas established to the south and south west of the site.
There is no need for housing in Clitheroe	Whilst the Council have declared a 5YHLS of 6.2 years, a detailed review of this housing supply position has been carried out by which confirms a 3.23 years supply is more realistic. As such, the Council should consider land that is available, suitable and achievable for housing to meet housing targets over the next 0-5 years (in the short term), with Principal Settlements to be investigated primarily. The proposed development on site would contribute positively towards housing land supply for residential development within the Borough.
The development will increase pressure on local services, there are not enough GPs, schools, shops etc.	The site is considered a sustainable location, as it is located adjacent to Clitheroe Town Centre where services and facilities such as GPs, Dentists, Shops etc are established. Notwithstanding this, the Higher Penny Meadows strategic site allows for a local centre, employment use, and primary school to be development out which the proposals would benefit from.
The proposals will have an impact on local roads, including congestion and safety concerns.	A Transport Assessment and Travel Plan have been prepared by Hub to review impacts on highways and safety of pedestrians, as well as propose a new access onto Pendle Road to serve the development. The assessment concludes that development of the site would not result in any unacceptable impacts on existing or new residents, nor have a severe impact on the operation of the highway network in terms of safety and capacity. The Travel Plan tees up measures to ensure best-practice sustainable transport methods will be followed by the development and guaranteed into the future by a legal agreement.
Affordable housing requirements not met.	The proposed development will provide 30% affordable housing in accordance with KS Policy H3. This provision will also take into account requirements for over 55's in line with adopted policy.
The Taylor Wimpey development should be completed before the Council discusses new housing development.	It is worth noting that the final stages (Phase 5 & 6) of the Half Penny Meadows development is currently for determination by RVBC (app ref: 3/2022/0317). Following an approval of this application, Taylor Wimpey will have 3 years to implement their planning permission. The Council cannot currently demonstrate a 5YHLS and therefore is required to identify suitable sites accommodate necessary development to ensure housing supply meets housing demand over the next plan period. It is most appropriate to identify suitable sites to accommodate housing growth now. Notwithstanding this, should this application be approved, the site would be subject to a reserved matters planning application to detail the layout, landscaping, scale and appearance. The development of this site is therefore likely to take place following completion of the adjacent Half Penny Meadows.

PUBLIC CONSULTATION FEEDBACK

Pre-Application Discussions with Public Consultees (Neighbours, Local Councillors and Interested Parties)

- 5.7 During the course of the 2 weeks the Applicant carried out community and key stakeholder engagement to inform the proposals for Pendle Road, Clitheroe. The aim of this community engagement process has been to:
- Raise awareness of the project and design development;
 - Gather local knowledge to inform thinking, together with an understanding of the ambitions and key issues for the area's future;
 - Be inclusive, accessible, transparent and engaging;
 - Offer a wide variety of ways for people to get involved;
 - Ensure a wide and representative range of views are heard;
 - Offer topic-specific events to enable thorough and dedicated discussions on key areas of interest;
 - Provide clear and thorough information, with experts and specialists on-hand to provide informed responses; and
 - Clearly communicate the feedback from the community, including any concerns, to the developer, the design team and relevant consultants.
- 5.8 Following feedback received from the Council regarding the scope and method of consultation, the Applicant has undertaken an extensive online public consultation exercise. The agreed consultation exercise included the following:
- Leaflet drop to local residents and businesses (circa. 1,400 addresses) within a defined boundary as agreed with the Case Officer during pre-application discussions.

- Hosting of an online website between Friday 21 November to Wednesday 10 December which presented details on the draft proposals, and instructions on how to lodge comments via a feedback form, phone, email and post.
- Direct letter to Local Ward Members, including Councillor Brown, Hibbert, French and O'Rourke sent on 21 November 2025; and,
- Direct letter to Clitheroe Town Council, sent on 21 November 2025.

- 5.9 The information shared during the consultation included details on the proposed development, vision for the Site, and explanation of how to participate in the public consultation, including various methods available for commenting.

FEEDBACK

- 5.10 During the course of the 2 week consultation period, and pre-application engagement with the Council, a total of 85 responses were received from the public, and formal written advice was received from the Council follow a pre-application meeting. 18% of public responses were either supportive or neutral, whilst the remaining 82% raised issues with the proposals. A full list of comments and key issues has been set out in table above, alongside the Applicant's response.
- 5.11 Further detail on the consultation process / responses and community involvement is set out in the accompanying Planning Statement / Statement of Community Involvement.

DESIGN PROPOSALS

DESIGN PROPOSALS

- 6.1 This section of the DAS provides a comprehensive description of the design concept and principles which underpin the development framework plan. The level of detail is appropriate to the issues relative to the context and scope of the application for outline planning permission.
- 6.2 The DAS references the ten characteristics of well-designed places, as set out in the National Design Guide (NDG), together with the National Planning Policy Framework (NPPF). It provides a framework to inform the detailed design of the site as part of a future Reserved Matters application.
- 6.3 The Parameter Plan submitted as part of this outline application establishes the extent of development within which the proposals for up to 200 dwellings will be delivered.
- 6.4 Information is presented in this section of the DAS that supplements the Parameter Plan and aims to shape development such that subsequent Reserved Matters submissions are in keeping with the vision for the site.
- 6.5 The Framework Plan submitted as part of this planning application sets out the broad structuring elements that it is anticipated future detailed proposals will follow.
- 6.6 The Illustrative Masterplan presented within this section of the DAS accords with the Parameter Plan and Framework Plan, demonstrating one way in which the development could be laid out in accordance with the design parameters and in the spirit of the vision for the site.

DEVELOPMENT FRAMEWORK

The design principles underpinning the development proposals and which are illustrated in the Development Framework plan opposite, comprise:

Design Principles

1. PRIMARY ACCESS POINT VIA UPGRADED ROUNDABOUT ON PENDLE ROAD;
2. PRIMARY MOVEMENT ROUTES;
3. SECONDARY STREET;
4. TERTIARY STREET;
5. FOCAL SQUARES ALONG PRIMARY AND SECONDARY MOVEMENT ROUTES;
6. ACTIVE TRAVEL ROUTES;
7. MAXIMUM OUTWARD FACING DEVELOPMENT OVER NEWLY CREATED PUBLIC OPEN SPACE;
8. RETAINED WATERCOURSE;
9. MAXIMUM RETENTION OF EXISTING VEGETATION;
10. AREA OF PLAY;
11. RETAINED CONTEXTUAL VIEWS THROUGH SITE;
12. DEVELOPMENT SET BACK TO RETAIN VIEWS OF THE PENDLE HILL; AND
13. SITE LOW POINTS UTILISED FOR SUSTAINABLE DRAINAGE SOLUTIONS.



ILLUSTRATIVE DEVELOPMENT FRAMEWORK | Not to scale

LEGEND

	SITE BOUNDARY		TERTIARY STREET		PLAY SPACES
	SITE ACCESS VIA PENDLE ROAD		PRIVATE LANES		EXISTING VEGETATION
	RESIDENTIAL DEVELOPMENT		ACTIVE TRAVEL ROUTES		TREE PLANTING
	PUBLIC OPEN SPACE		EXISTING PUBLIC RIGHTS OF WAY		SUSTAINABLE DRAINAGE
	PRIMARY STREET		PEDESTRIAN ACCESS POINT TO WIDER MOVEMENT INFRASTRUCTURE		EXISTING WATERCOURSE
	SECONDARY STREET		EMERGENCY VEHICLE, PEDESTRIAN, AND CYCLIST ACCESS		

PARAMETER PLAN

- 6.7 The Parameter Plan and associated wording set out in this section are to be 'fixed' as part of the outline planning application. The plan provides a framework for future detailed designs, and will define the type of development that can be brought forward at the Reserved Matters stage.
- 6.8 The Parameter Plan should be read in conjunction with all documents submitted as part of the outline planning application pack.

Residential

- 6.9 The residential development envelope is proposed to accommodate up to 200 dwellings in a range of types, sizes and tenures. The build development areas identified will include:
- Roads;
 - Footpaths;
 - Private drives;
 - Incidental open space; and
 - Other associated infrastructure.

Open Space

- 6.10 The public open space framework provides key greenways and landscape buffers. Within this area, space will be provided for:
- Amenity green space,
 - Children's play provision,
 - Landscaping;
 - Footpaths;
 - Drainage;
 - Existing and proposed structural planting; and
 - Associated infrastructure.



ILLUSTRATIVE PARAMETER PLAN | Not to scale

LEGEND

Site boundary

LAND USE PARAMETERS

- Proposed residential development (Use Class C3) (including roads, footpaths, private drives, amenity and incidental open space and other associated infrastructure, subject to detailed design)
- Proposed open space (including amenity green space, children's play provision, landscaping, footpaths, drainage and other associated infrastructure, subject to detailed design)
- Indicative area of land required for internal access roads not within the residential land use (subject to detailed design)
- Indicative area of land required for the proposed access, not within the residential land use (subject to detailed design)

Note: All features, distances and areas on this plan are subject to detailed design and to a tolerance of 10m.

ACCESS PARAMETERS

- Proposed access/egress for all modes (subject to detailed design)
- Proposed access/egress for pedestrians only (subject to detailed design)
- Proposed access/egress for cyclists and pedestrians only (subject to detailed design)
- Proposed emergency access for emergency vehicles and access/egress for cyclists and pedestrians (subject to detailed design)

SUPPORTING DESIGN STRATEGIES

- 6.11 The outline application plans are accompanied by a set of supporting design strategies that illustrate how development could be realised in accordance with the design principles of the outline application. The indicative supporting design strategies include:
- Illustrative Masterplan;
 - Land Use Strategy;
 - Active Travel Strategy;
 - Street Hierarchy Strategy;
 - Placemaking Strategy;
 - Building Heights Strategy;
 - Character Area Strategy; and
 - Open Space Typologies Strategy.
- 6.12 These strategies, included within this section of the DAS, are for illustrative purposes only. They are therefore subject to interpretation and discussion and should be read in conjunction with the Parameter Plan.

ILLUSTRATIVE MASTERPLAN

- 6.13 A proposed Illustrative Masterplan has been prepared for indicative purposes only. The application is not seeking approval of the Illustrative Masterplan.
- 6.14 The Illustrative Masterplan demonstrates one way in which a development on the site could be laid out. It does not preclude alternative layouts as part of a subsequent Reserved Matters or detailed planning application, providing the underlying principles established in this DAS are satisfied.

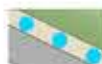
Design Principles

1. PRIMARY ACCESS POINT VIA UPGRADED ROUNDABOUT ON PENDLE ROAD;
2. PRIMARY MOVEMENT ROUTES;
3. SECONDARY STREET;
4. TERTIARY STREET;
5. FOCAL SQUARES ALONG PRIMARY AND SECONDARY MOVEMENT ROUTES;
6. ACTIVE TRAVEL ROUTES;
7. MAXIMUM OUTWARD FACING DEVELOPMENT OVER NEWLY CREATED PUBLIC OPEN SPACE;
8. RETAINED WATERCOURSE;
9. MAXIMUM RETENTION OF EXISTING VEGETATION;
10. AREA OF PLAY;
11. RETAINED CONTEXTUAL VIEWS THROUGH SITE;
12. DEVELOPMENT SET BACK TO RETAIN VIEWS OF THE PENDLE HILL; AND
13. SITE LOW POINTS UTILISED FOR SUSTAINABLE DRAINAGE SOLUTIONS.



ILLUSTRATIVE MASTERPLAN | Not to scale

LEGEND

	SITE BOUNDARY		PRIMARY STREET		PLAY SPACE
	EXISTING TREES		SECONDARY STREET		PUBLIC RIGHT OF WAY
	PROPOSED TREES		TERTIARY STREET		ACTIVE TRAVEL ROUTES
	SUSTAINABLE DRAINAGE SOLUTION		PRIVATE LANE / DRIVE		

DESIGN CODING

The Design Coding within this section of the DAS provides concise and easy to use information for those involved in designing the detailed proposals, as well as those involved in assessing the reserved matters submissions.

The information contained within this document is focused on providing instructions and a clear set of rules, avoiding unspecific guidance or potentially ambiguous references, which could be interpreted in a variety of different ways.

Diagrams within this Coding are indicative and have been provided to communicate the design intent, rather than specific details which should come forward through discussions between the applicants and Ribble Valley Borough Council and through the more detailed design stage.

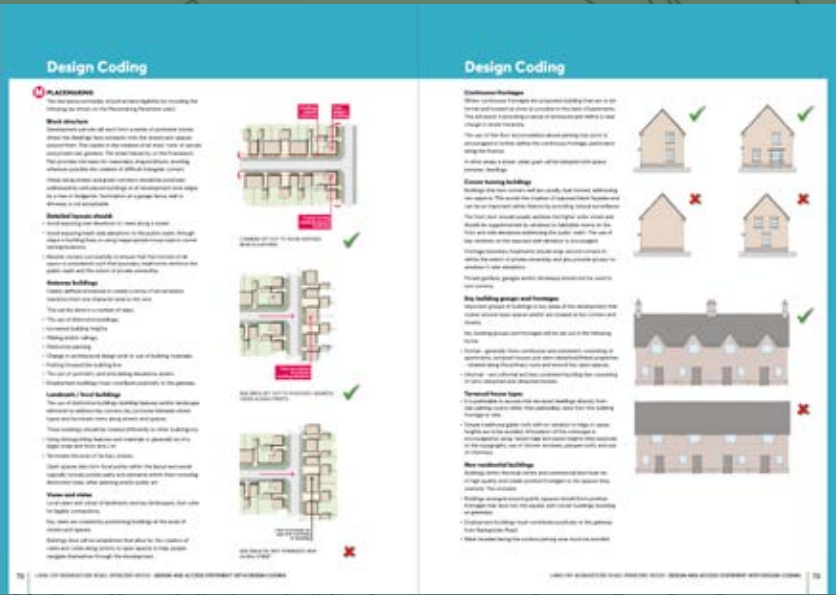
Document Structure and Coding

This section of the DAS adheres to a structure that is based on the criteria set out within the National Design Guide (NDG), published by the Ministry of Housing, Communities and Local Government (2021) and the associated documents comprising the National Model Design Code (NMDC) – Part 1 (The Coding Process) and Part 2 (Guidance Notes).

These include:

- Uses
- Movement
- Built Form
- Homes and Buildings
- Identity
- Public Spaces
- Nature
- Resources
- Lifespan

Design Coding is included within these sections to underpin the key site-wide typologies and strategies, which will shape the future detailed design proposals. Information is presented on pages with the following appearance, within clearly highlighted boxes or using symbology shown adjacent:



Footway



For ease of reference, mandatory elements within the design code document have been indicated with an 'M' symbol or labels.

Footway



The 'G' symbol or label represents elements that are encouraged but are for guidance only.



USES

Mixed and integrated



MOVEMENT

Accessible and easy to move around



BUILT FORM

A coherent development



HOMES AND BUILDINGS

Functional, healthy and sustainable



IDENTITY

Attractive and distinctive



PUBLIC SPACES

Safe, social and inclusive



NATURE

Enhanced and optimised



RESOURCES

Efficient and resilient



LIFESPAN

Made to last



Regulating Plan

LEGEND

 Site boundary

BUILDING HEIGHTS

-  3 storey at marked key locations only
-  Up to 2.5 storey
-  Up to 2 storey

STREET HIERARCHY

-  Primary Street
-  Secondary Street
-  Tertiary Street
-  Private Lane

ACCESS PARAMETERS

-  Proposed access/egress for all modes (subject to detailed design)
-  Potential access/egress for pedestrians only (subject to detailed design)
-  Potential access/egress for cyclists and pedestrians only (subject to detailed design)
-  Potential emergency access for emergency vehicles and access/egress for cyclists and pedestrians (subject to detailed design)

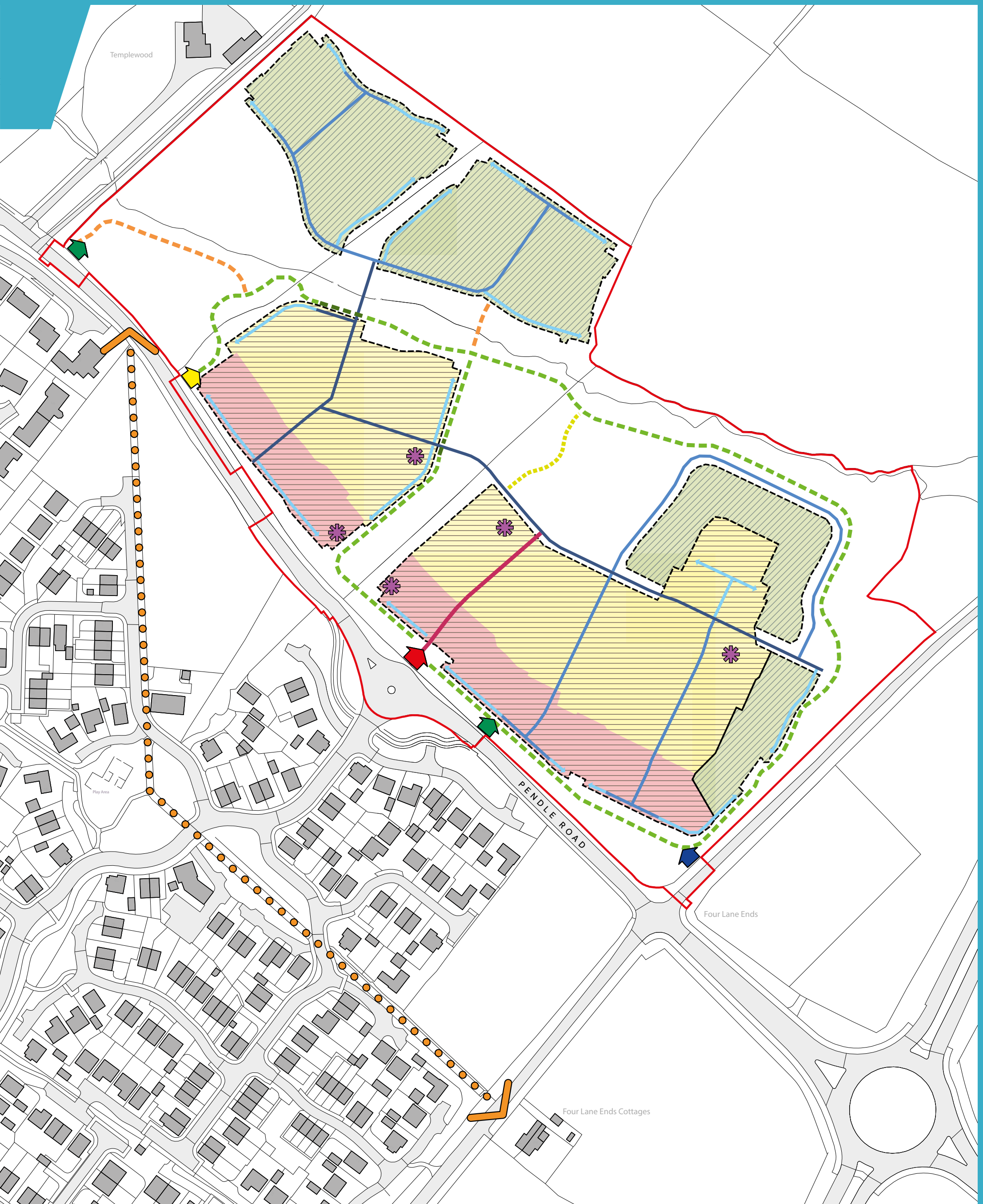
CHARACTER AREAS

-  CA1 Pendle Road Interface
-  CA2 Neighbourhood Streets
-  CA3 Green Edge

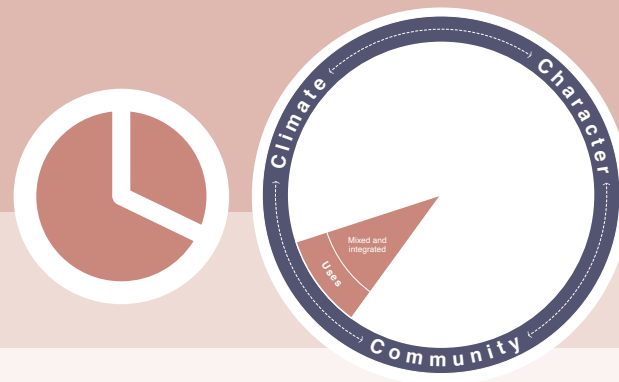
ACTIVE TRAVEL ROUTES

-  Existing public right of way (Footpath)
-  Shared cycle/foot path (Through development block)
-  Shared cycle/foot path (Through open space)
-  Footpath (Through open space)
-  Mown path (Through open space)

 Not to scale



Mixed and Integrated



NPPF
CHAPTERS
2,5,8,12

“Well-designed neighbourhoods need to include an integrated mix of tenures and housing types that reflect local housing need and market demand. They are designed to be inclusive and to meet the changing needs of people of different ages and abilities. New development reinforces existing places by enhancing local transport, facilities and community services, and maximising their potential use.”

(Para. 109, NDG 2021)

6.15 The development proposals include the following:

Design Coding

M Residential – up to 200 dwellings (Class C3)

6.16 The development proposals provide an approximate density of 41dph and allowing for a mix of housing types, sizes and tenures to promote balanced communities.

M Affordable Housing

6.17 It is proposed that 30% of the dwellings provided are to be affordable housing, in-line with local planning policy.

6.18 The proposed tenure split will be:

- 30% of 200 dwellings to be affordable.
- 15% of 200 dwellings to be private and affordable split 50/50 to be accommodation for over 55's.

6.19 The precise mix of dwelling types, sizes and details of tenure arrangements are subject to consultation and agreement with Ribble Valley Borough Council. They should be provided as tenure blind clusters, dispersed across the site. Detailed design information regarding affordable housing provision will be submitted at the Reserved Matters stage.

M Summary of Proposed Accommodation

Market Sale (70%) 140 dwellings

- 125 dwellings
- 15 dwellings (Over 55s)

Affordable Housing (30%) 60 dwellings

- 45 dwellings
- 15 dwellings (Over 55s)

M Public Open Space and Green Infrastructure

6.20 3.77 ha of accessible public open space has been provided within the proposals.

6.21 One of the primary aims is to retain, enhance and protect existing on-site landscape assets, which form a strong and distinctive green infrastructure grid.

6.22 The public open spaces have been designed alongside the constraints of the site, where residential development is not feasible. They have been utilised for the mitigation of flood risk, children's play space and biodiversity enhancement.

6.23 The public open spaces allow for the creation of a network of pedestrian and/or cycle routes to provide a sustainable movement network within the site, linking residential areas to the wider context.

6.24 Further details of the public open spaces are provided within the 'Public Spaces' and 'Nature' sections of this DAS.



ILLUSTRATIVE LAND USE PARAMETERS | Not to scale

LEGEND

 Site boundary

LAND USE PARAMETERS

-  Proposed residential development (Use Class C3) (including roads, footpaths, private drives, amenity and incidental open space and other associated infrastructure, subject to detailed design)
-  Proposed open space (including amenity green space, children's play provision, landscaping, footpaths, drainage and other associated infrastructure, subject to detailed design)
-  Indicative area of land required for internal access roads not within the residential land use (subject to detailed design)
-  Indicative area of land required for the proposed access, not within the residential land use (subject to detailed design)

ACCESS PARAMETERS

-  Proposed access/egress for all modes (subject to detailed design)
-  Proposed access/egress for pedestrians only (subject to detailed design)
-  Proposed access/egress for cyclists and pedestrians only (subject to detailed design)
-  Proposed emergency access for emergency vehicles and access/egress for cyclists and pedestrians (subject to detailed design)

Note: All features, distances and areas on this plan are subject to detailed design and to a tolerance of 10m.



“Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function.”

Para. 75, NDG 2021)

6.25 The proposed layout shows the disposition of land uses and the proposed structure for movement within the development. A well-connected movement network, accessible by all users, is proposed which helps to ensure that all areas of the development will be accessible, easy to navigate, safe and secure. The proposed access and movement strategy will focus on the delivery of the following elements which are in accordance with the objectives of national and local planning policy:

- Proposed pedestrian and cycle movement network;
- Vehicular access;
- Street hierarchy;
- Street typologies; and
- Parking.

6.26 The location of the development, adjacent to the existing and established community of Clitheroe is a positive characteristic which has been maximised through the provision of direct and attractive pedestrian routes.

6.27 The proposed access strategies set out here clearly define the main routes and help to achieve a permeable layout.

ACTIVE TRAVEL STRATEGY

6.28 The development of an integrated pedestrian/cycle network within the site is seen as a key part of the transport infrastructure for the site. Pedestrians and cyclists are led into the site from links created between areas of existing and proposed residential development.

6.29 Cycle use is encouraged through the high degree of permeability within the layout. With low vehicular speeds proposed within the development, cyclists will therefore find it safe and convenient to use the streets for cycling.

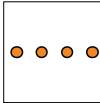
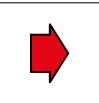
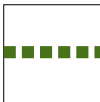
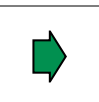
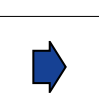
6.30 The following measures to provide accessibility by foot and cycle are proposed and illustrated, where appropriate, on the adjacent Active Travel Strategy Plan:

- Provision of circulatory pedestrian routes (minimum 2m width) through the site, offering pedestrians easy access to development and a choice of routes away from the Primary Street;
- Provision of a key new pedestrian/cycle link (3m width) across the site running Parallel to the Brook, linking POS in the western parcel with the POS and woodland at the eastern boundary;
- Areas adjacent to existing field boundaries utilised as footpaths and cycleways;
- Where possible pedestrian links will be suitable for use by disabled people;
- Particular attention will be paid to ensure surface material quality and sufficient active overlooking, to provide a sense of safety and security for users;
- To ensure that vehicular movement corridors do not become a barrier to pedestrian/cyclist movements crossing points will be defined where appropriate, to enable all users to cross safely; and
- To ensure priority is given to pedestrians and cyclists.



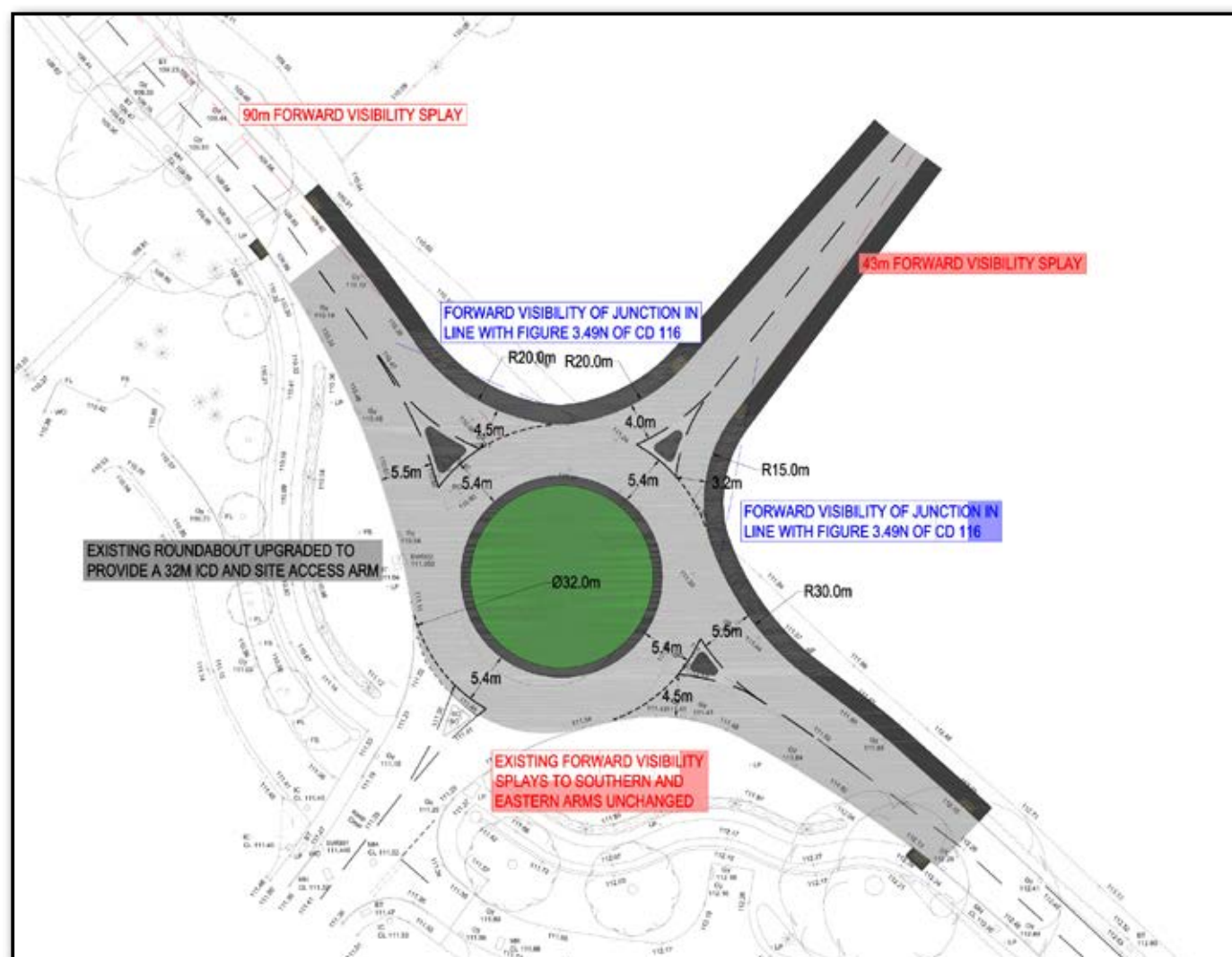
ILLUSTRATIVE ACTIVE TRAVEL STRATEGY | Not to scale

LEGEND

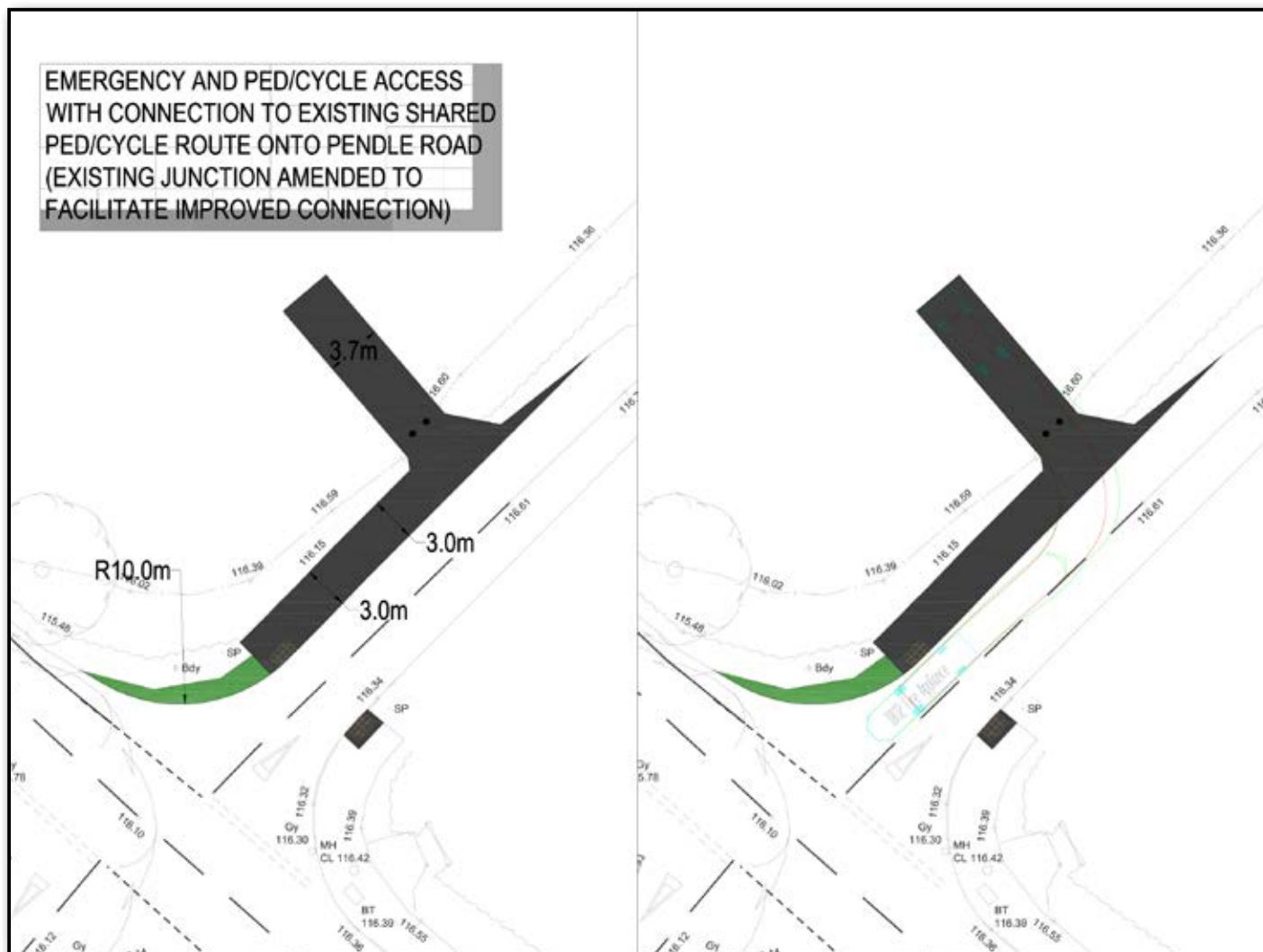
	Site boundary		Existing public right of way (Footpath)		Footpath (Through open space)		Proposed access/egress for all modes (subject to detailed design)
			Shared cycle/foot path (Through development block)		Mown path (Through open space)		Potential access/egress for pedestrians only (subject to detailed design)
			Shared cycle/foot path (Through open space)		Existing bus stop		Potential access/egress for cyclists and pedestrians only (subject to detailed design)
							Potential emergency access for emergency vehicles and access/egress for cyclists and pedestrians (subject to detailed design)

PROPOSED VEHICLE ACCESS

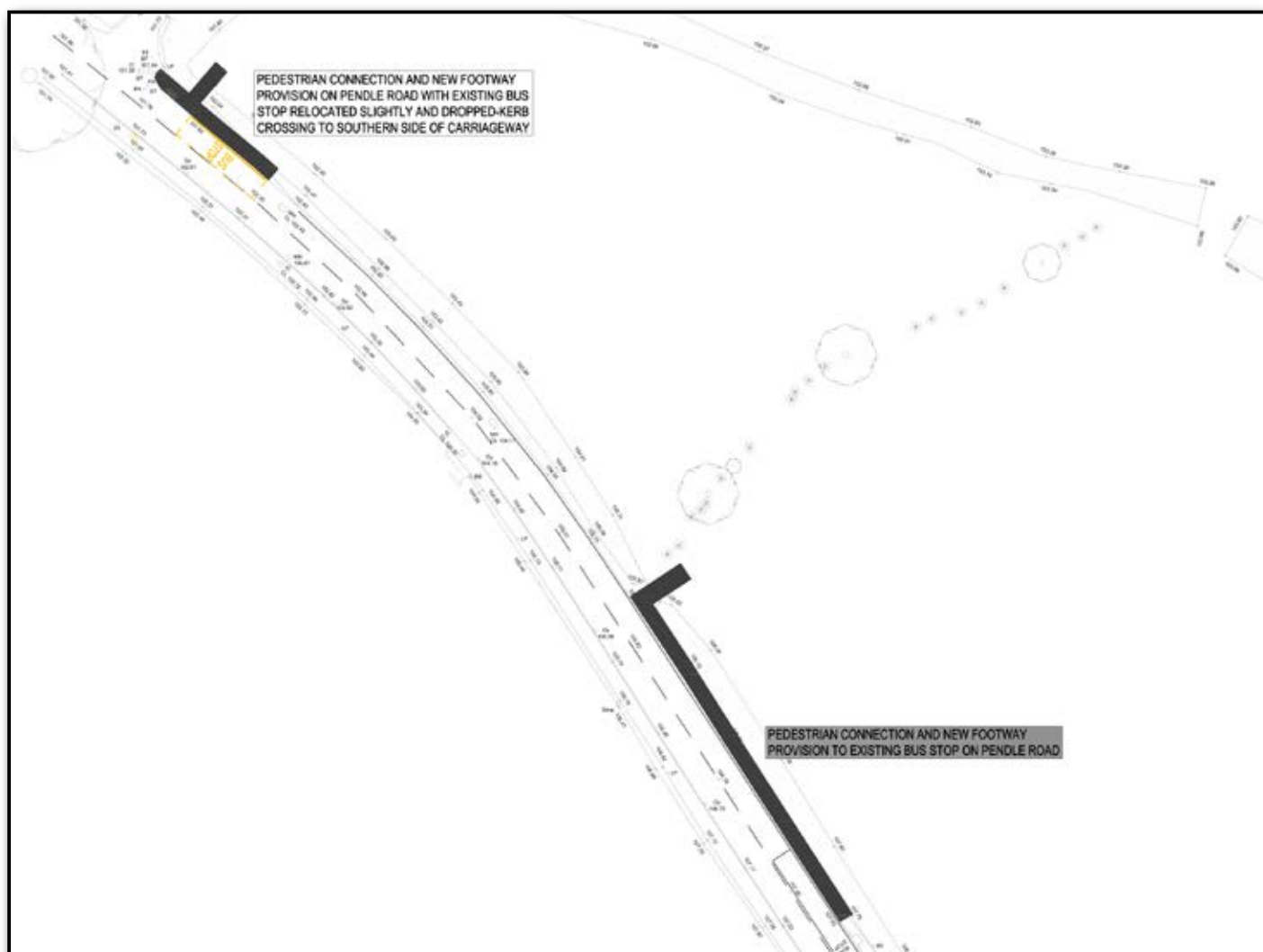
- 6.31 Vehicular access to the proposed development will be provided via a new fourth arm off the existing roundabout on Pendle Road.
- 6.32 Access is proposed off Pendle Road to the south of the Site, via an existing round-about which serves access into the Higher Standen Drive adjacent residential scheme. A new fourth arm will provide vehicular and pedestrian access into the site. This proposed access has been assessed and deemed acceptable, as indicated in the supporting Transport Assessment prepared by Hub.
- 6.33 The site will provide a total of up to 200 residential dwellings (215 as tested in this report) to be served from a single vehicular access point to the site.
- 6.34 The Creating Civilised Streets guidance states in general roads should be between 4.5m and 5.5m, with separate provision for pedestrians which should be at a minimum 2m wide; the access road tapers down to a 5.5m width from the junction with Pendle Road.
- 6.35 Drawing T25604.001 below, shows that the proposed site access will be served from a connection to the roundabout at Higher Standen Drive, approximately 300m west of the Pendle Road/A59/Clitheroe Road roundabout. Currently the roundabout at Higher Standen Drive has 3 arms, therefore it is proposed to provide a fourth arm to the roundabout and increase the ICD to 32m, providing a compact roundabout design in line with DMRB CD116.
- 6.36 The southern and eastern arm kerblines remain unchanged; however, the western arm will be adjusted slightly to accommodate the additional arm to the north. 5.5 The access road to the site tapers down from just over 6m to 5.5m wide, with 2m footways on both sides of the road. These footways extend along the northern side of Pendle Road in both direction to new tactile paved crossings, at which point pedestrians can join the existing footway network on the southern side of Pendle Road.
- 6.37 Additionally, there are two further pedestrian access points proposed along Pendle Road to the west, and one pedestrian/cyclist/emergency vehicle access point located to the east of the site along the unnamed road parallel to the A59, which will provide a connection to the existing shared pedestrian and cycle route on Pendle Road.
- 6.38 Drawing T25604.002 demonstrates that the geometry of the proposed site access is able to accommodate inbound and outbound movements of the Ribble Valley Borough Council (RVBC) Refuse Vehicle at the junction, and the new roundabout alignment is suitable for large articulated vehicles also.
- 6.39 Drawing T25604.003 opposite, demonstrates that the proposed emergency access to the east of the site is able to accommodate fire tender vehicles into the site; whilst drawing T25604.004 opposite, shows the two pedestrian connections to the existing bus stops on Pendle Road.



PROPOSED SITE ACCESS ROUNDABOUT - REF: T25604.001 | Not to scale



EMERGENCY & PED / CYCLE ACCESS WITH FIRE TENDER SWEEP PATH - REF: 25604.003 | Not to scale



ADDITIONAL PEDESTRIAN ACCESS ONTO PENDLE ROAD - REF: 25604.004 | Not to scale

STREET HIERARCHY

- 6.40 A clear hierarchy of streets is proposed creating an integrated movement network. Variation in the street types proposed aids in the creation of a legible and permeable development, whilst also providing for, and encouraging, pedestrian and cycle movement.
- 6.41 Streets will be designed as key aspects of the public space, the nature and form of which will vary according to their connectivity, function and location within the development proposals. The development proposals have been influenced by “Manual for Streets 1 & 2”, which encourages designers to move away from standardised prescriptive measures and to adopt a more innovative approach, in order to create high- quality places for all users, ages and abilities.
- 6.42 Incorporating nature, particularly tree planting, within the streets is a key principle in the design of new developments. Tree-lined street are given a priority in the NPPF, stating that:
- “Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users”.*
- (Para 136, NPPF Dec 2024)
- 6.43 The development and internal road network will be designed encourage low vehicular speeds (circa 20mph) and streets will be defined by the building layout, so that buildings and spaces, instead of roads, dominate the street scene. The design will promote safe walking and high permeability through the site and aims to limit the potential for anti-social behaviour.

- 6.44 The proposed street hierarchy recognises the need to combine the function of the street as a movement corridor, alongside its placemaking function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy.
- 6.45 The following street typologies are proposed for inclusion within the proposals:

Primary Street

Tree-lined main street with wide verge. Both sides containing a dedicated provision for pedestrians..

Secondary Street

Streets with both sides containing a dedicated provision for pedestrians.

Tertiary Street

Lower category street with shared surface pedestrian/cycle route

Private Lanes

Shared surface perimeter routes with limited vehicular movement.

- 6.46 The Primary Street will provide the main vehicular access route into the development from Pendle Road through the site. The Primary Street will increase the permeability of the development and enable easy access to dwellings from the primary access point.
- 6.47 Lower category roads feed off the Primary Street, serving smaller areas of residential development. Areas of hard paving are broken up with soft landscaping, creating attractive routes within the development.
- 6.48 Street lighting will be designed in conjunction with street tree planting to ensure safe and acceptable levels of lighting throughout the development.



ILLUSTRATIVE STREET HIERARCHY STRATEGY | Not to scale

LEGEND

	Site boundary		Primary Street		Tertiary Street
			Secondary Street		Private Lane

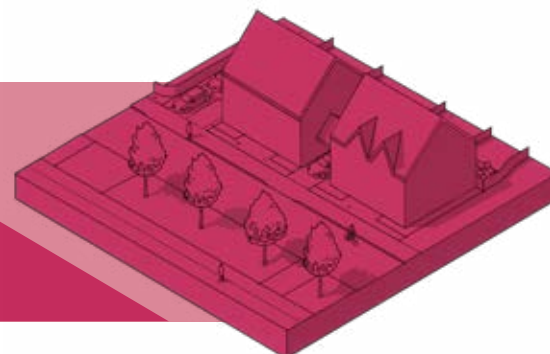
Design Coding

M STREET HIERARCHY

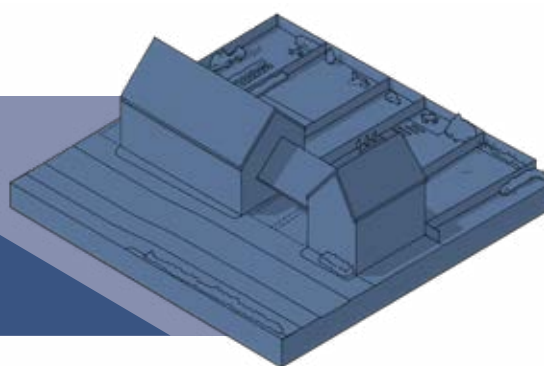
A clear and distinct hierarchy of streets must be used to provide a positive contribution to the character of the proposed development. The framework sets out a network of interconnected primary, secondary and tertiary streets that must be implemented.

The street network aims to create low traffic neighbourhoods, where social interaction and play can flourish. Priority must be given to pedestrians and cyclists where possible.

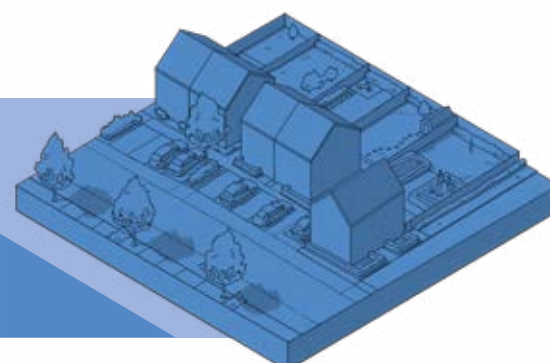
PRIMARY STREET



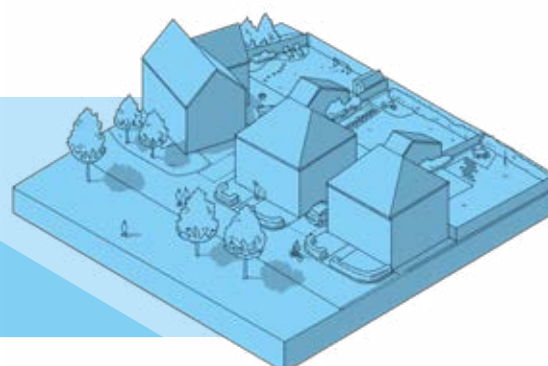
SECONDARY STREET



TERTIARY STREET



PRIVATE LANE

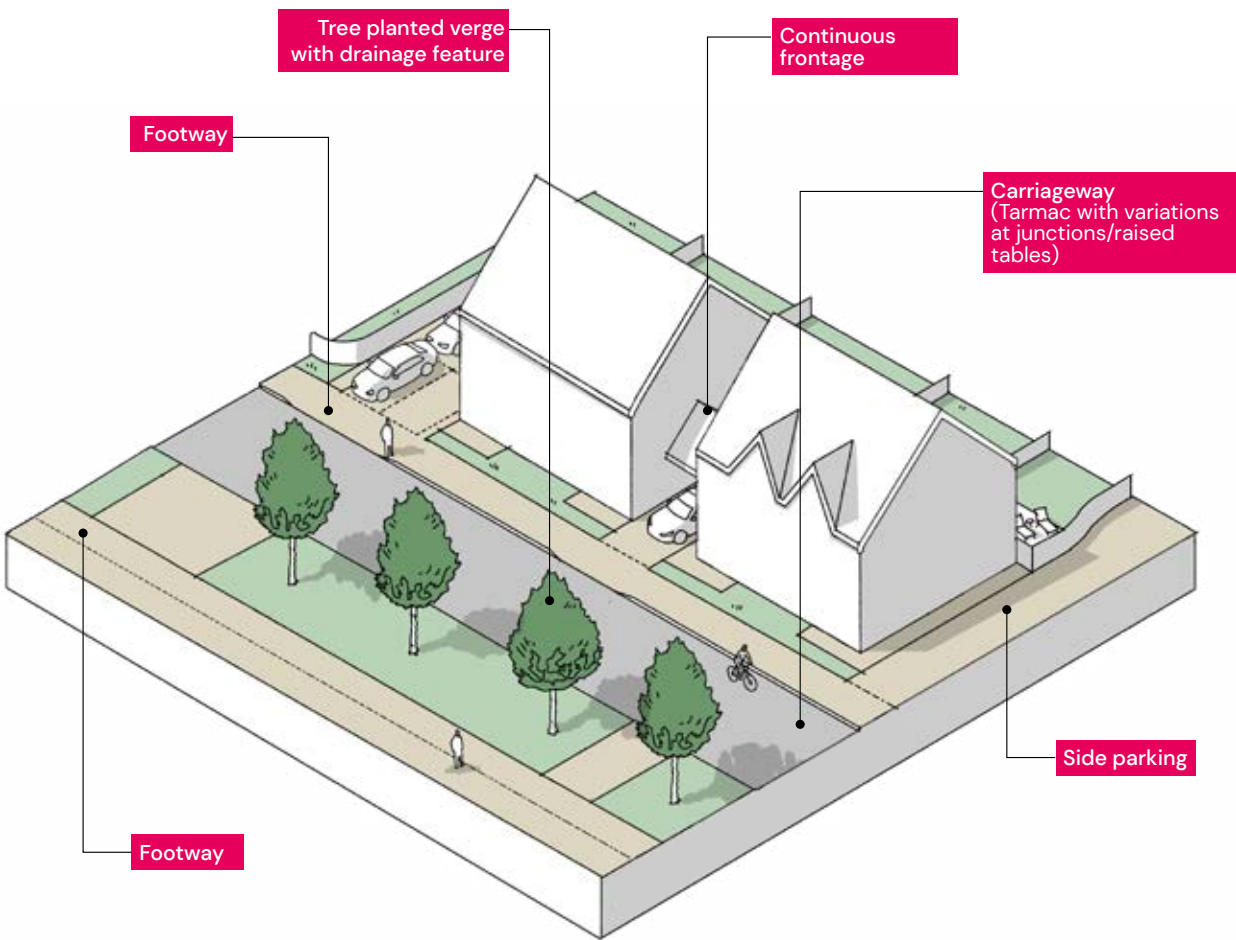


Design Coding



PRIMARY STREET

- Formal Character;
- 5.5m wide carriageway
- 2m footway to both sides of the street;
- No on-street parking to avoid a vehicle dominated street scene;
- One tree-lined verge to one side of carriageway.



Primary Street	Key characteristics	Control Level
Building frontages	Generally, strong and consistent building frontages along the street, with dwellings set back up to 2m from the footway edge, to reinforce the street's status as the principal route running through the development	M
Direct access to individual properties	Yes (Allowing private drive access for individual plots, extending directly off the street's carriageway)	M
Bus access	No	M
Carriageway width	5.5m wide carriageway to meet the criteria of (Manual for Streets)	G
Footway/ cycleway	2m footway to both sides.	M
Verges	Yes.	M
Tree Lined	Tree planting will be provided in the verge.	M
Hard Surface Materials	Tarmac with variations at junctions / raised tables	M

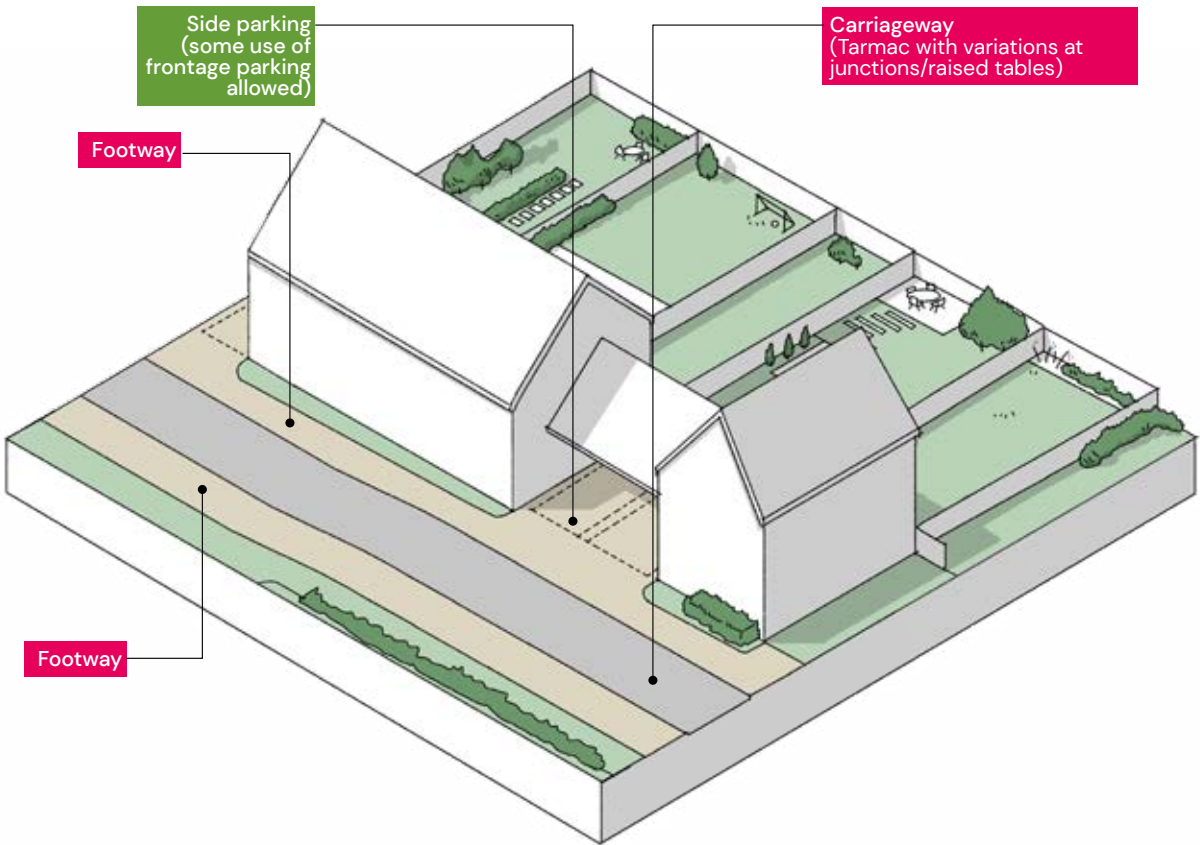


Design Coding



SECONDARY STREET

- Formal Character;
- 5.5m wide carriageway with;
- 2m footway to both sides of the street;
- Tree planting within front gardens where possible;
- Access to courtyard parking and;
- Designated for speeds no higher than 20mph



Secondary Street	Key characteristics	Control Level
Building frontages	Semi-formal street with predominantly semi-detached and terraced dwellings. Variation in building line and differing set back distances – generally up to 2m, with occasional setbacks up to 6m. Building line will be generally consistent, but with localised increased variation and orderly set backs.	M
Direct access to individual properties	Yes	M
Bus access	No	M
Carriageway width	5.5m wide carriageway to meet the criteria of Manual for Streets	G
Footway/ cycleway	2m wide footway to both sides.	M
Verges	No.	M
Tree Lined	Trees/hedgerows within front gardens where possible to help soften the streetscape and compliment the development's overall verdant character.	M
Hard Surface Materials	Tarmac with variations at junctions / raised tables. Can pass through focal/ green squares	M

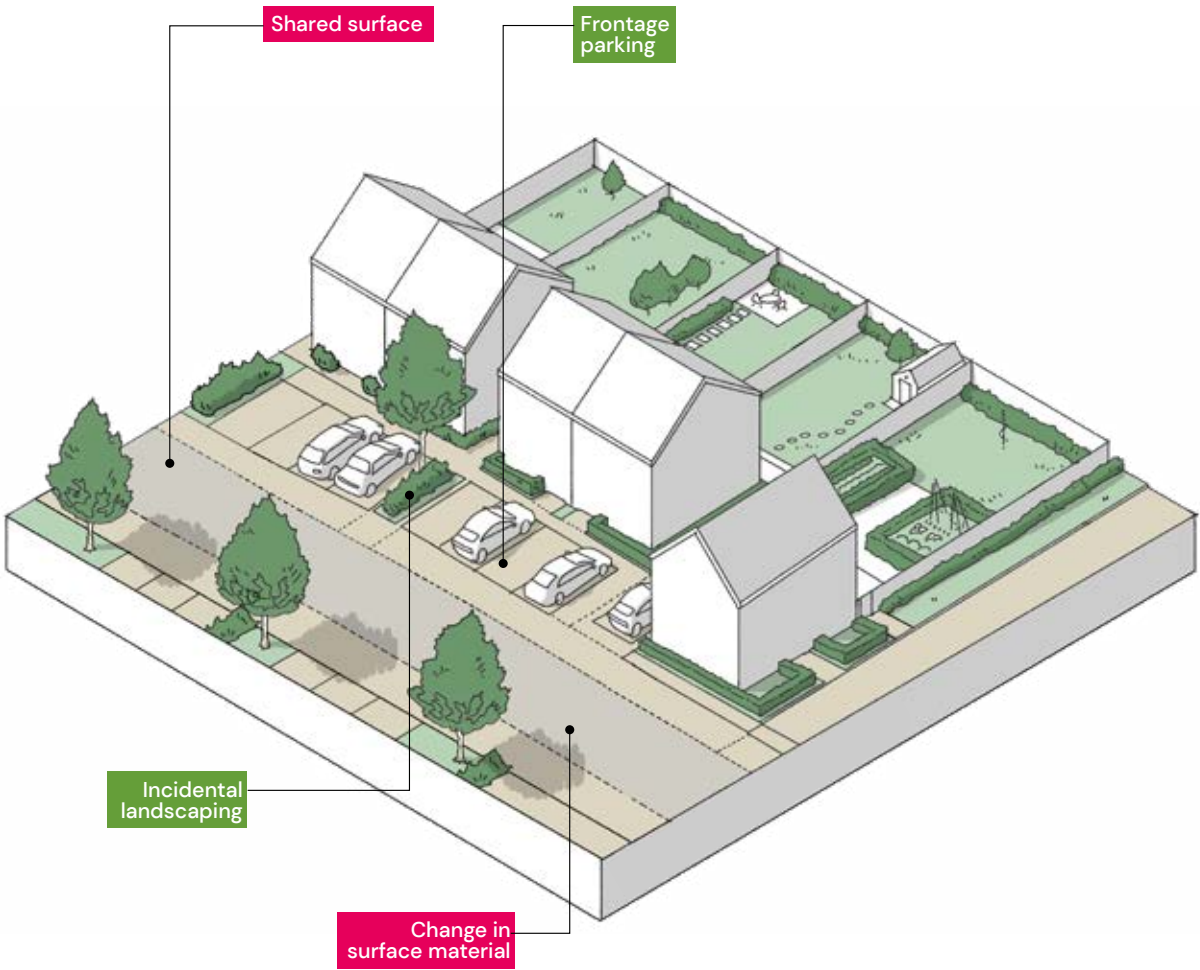


Design Coding

- M

TERTIARY STREET

 - Formal Character;
 - 4.8m wide carriageway with;
 - Provision for 2m footway on one or both sides within shared surface street;
 - 2m footway to one side of the carriageway where single sided development;
 - Tree planting within front gardens where possible;
 - Access to courtyard parking;
 - Use of frontage parking;
 - Change in surface material and;
 - Designated for speeds no higher than 20mph



Tertiary Street	Key characteristics	Control Level
Building frontages	Informal building line with differing setback of up to 6m.	M
Direct access to individual properties	Yes (Allowing private drive access for individual plots, extending directly off the street's carriageway)	M
Bus access	No	M
Carriageway width	4.8m wide carriageway to meet the criteria of Manual for Streets	G
Footway/ cycleway	No (pedestrian movement to be within the shared surface). 1-2m service strip (hardscaped or grassed) to the residential side (both if required)	M
Verges	No	M
Tree Lined	Tree planting will be provided in front gardens and other opportunities to soften the appearance of the streetscape	M
Hard Surface Materials	Block paving with contrast colour paving for parking bays. Can pass through focal/ green squares.	M

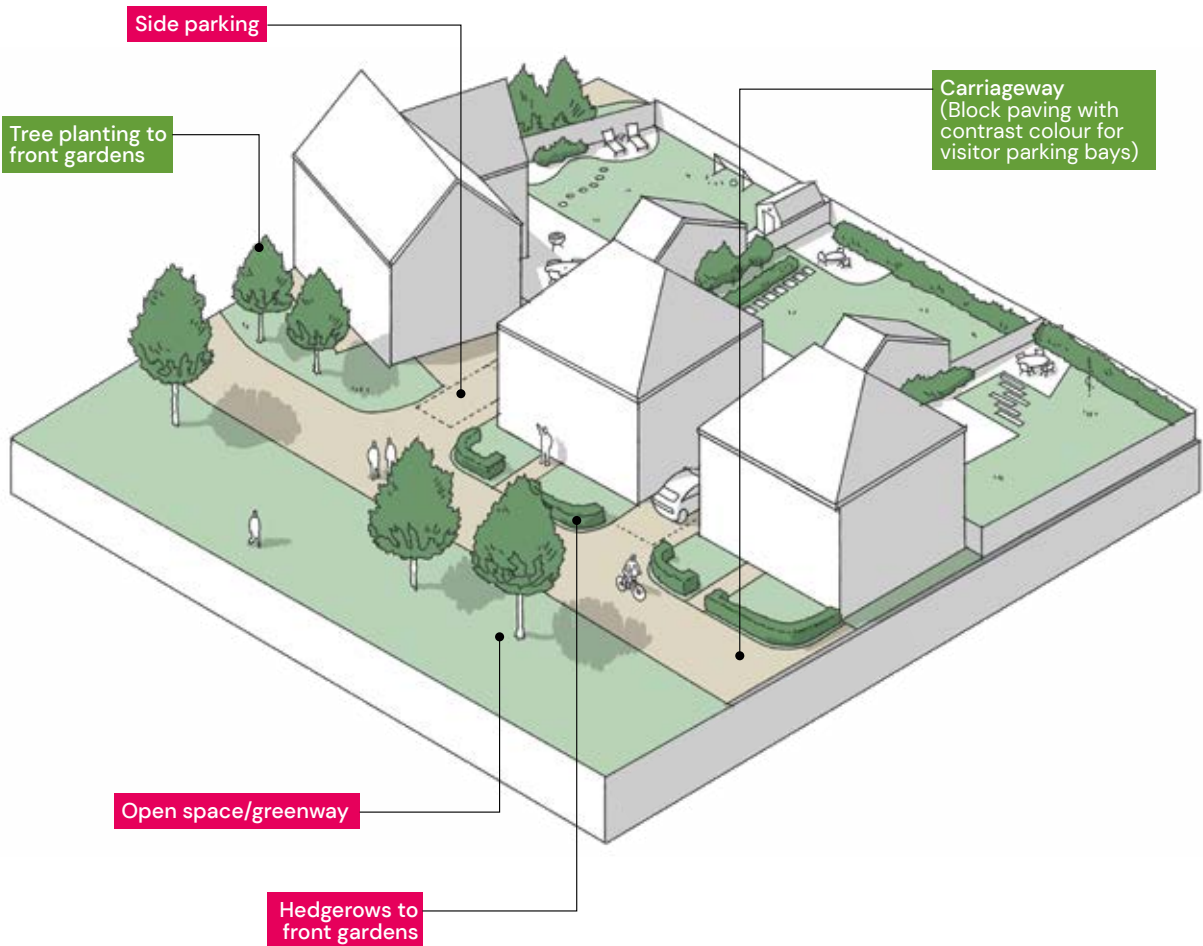


Design Coding



PRIVATE LANE

- Informal Character;
- 4.5m wide carriageway with limited vehicle movement;
- Shared surface street;
- Tree planting within front gardens where possible and tree planting within open space;
- Change in surface material and;
- Can be connected.



Private Lane	Key characteristics	Control Level
Building frontages	Predominantly larger detached and paired dwellings to create lower densities, and varied set back distances. A considered mix of parallel frontages and gable frontages will help to break up the roofscape and add character. Dwellings set back – up to 6.0m permitted on one or both sides.	M
Direct access to individual properties	Yes	M
Bus access	No	M
Carriageway width	4.5m wide carriageway to meet the criteria of Manual for Streets	G
Footway/ cycleway	No (pedestrian movement to be within the shared surface or on an adjacent foot or cycleway)	M
Verges	No	M
Tree Lined	Front gardens with hedgerow and trees – to help to soften the streetscape and compliment the development’s overall verdant character	G
Hard Surface Materials	Tarmac, block paving or resin bonded finish with contrast colour paving for parking bays. Resin bonded gravel acceptable.	M



Design Coding



Design Coding



PARKING

One of the key elements to creating a successful development is to ensure that the urban form and landscaping of the scheme are the prominent features of the development.

To achieve this, the way people park within the development needs to be carefully considered. Poorly planned parking can lead to behaviours such as kerb mounting which can dominate the street scene.

Parking will be designed in line with the current guidance contained within Manual for Streets and Ribble Valley BC Core Strategy Policy DMG3 Transport and Mobility.

Current parking standards applied (RVBC Joint Lancashire Structure Plan adopted March 2005);

- 1 bedroom: 1 space
- 2-3 bedroom: 2 spaces
- 4+ bedroom: 3 spaces

Parking should be provided in a location that is both convenient and well overlooked. It should be designed to be as unobtrusive to the street scene as possible, with screening provided by the use of hedges and planting, where appropriate.

Allocated residential parking will predominantly be provided on-plot, within the plot's curtilage or within a garage.

Frontage parking will be avoided along the Primary and Secondary Streets so that cars do not dominate the street scene.



Garages

Garages will have a minimum clear internal dimension of 6m x 3m and can be used as an allocated parking space.

M4(2): Accessible and Adoptable Dwellings

With regards to Over 55s provision only, parking spaces within private curtilages have been designed so that at least one standard parking bay can be widened to 3.3m if required. Provision for 15% (30) homes to be for Over 55's M4(2) compliant split equally between open market (15) and affordable homes (15) has been provided within the proposals.



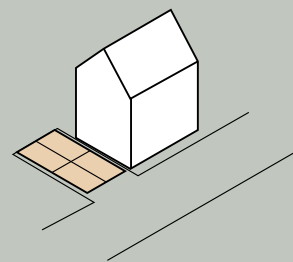
On-plot

The majority of parking spaces within the scheme will be an on-plot parking arrangement, where the parking spaces are provided within the curtilage of the dwelling, such as in the form of a garage, parking bay or private drive.

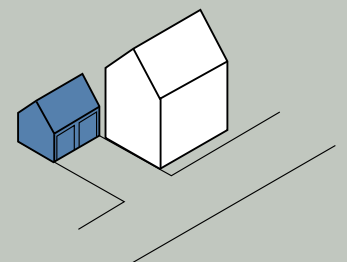
General good design principles for on-plot parking include:

- Accessible, secure and well supervised parking at all times;
- Allowance should be made for satisfactory vehicle maneuvering and general highway safety;
- Care must be taken to ensure vehicles do not overhang the highway causing danger or obstruction to other road users, cycleways or footways;
- Where possible parking should be mitigated through the careful design of good quality landscaping; and
- Well considered Visitor Parking should be provided to help alleviate the need for on-street parking.

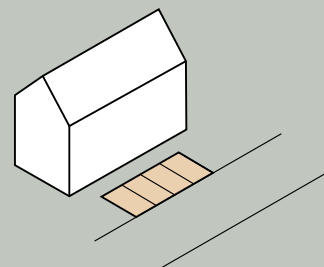
1. Side (hardstanding)



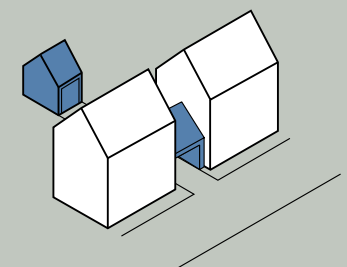
2. Detached garage



3. Perpendicular



4. Drive-through



Cycle Parking

Cycle parking spaces for individual dwellings should be provided within the curtilage of the dwelling, at a rate of 1no for 1bed/ 2no for 2-3 beds and 4no. for 4+beds space per dwelling. As set out in the Lancashire Structure Plan' adopted March 2005:

Where cycle parking is to be accommodated within garages then these should be of an appropriate size to ensure that there is room for both car and cycle parking.

For apartments secure cycle parking should be provided in a communal facility.

Design Coding



Parking Courts

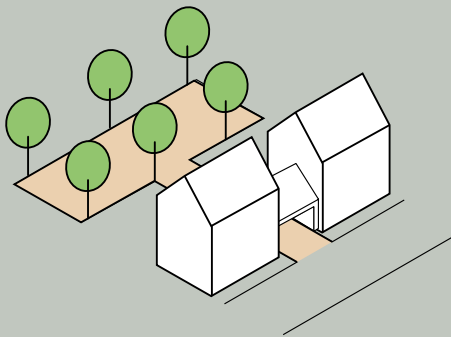
Parking courts may serve small groups of dwellings or a block of flats and should be designed carefully, with connections to adjoining streets and have adequate lighting that minimise light pollution.

Parking courts should be designed so that the resident's parking space is located on the boundary of the rear garden, where relevant. This will encourage residents to use the parking court, rather than park in inappropriate locations.

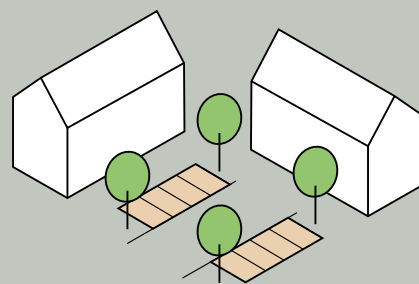
Configuration of Parking Courts should follow the principles below:

- Overlooking onto the parking court should be achieved by increasing the number of habitable rooms facing it, while avoiding gable ends backing onto the court;
- Soft landscaping and tree planting should be incorporated into parking courts to break the sequence of parking bays and to soften the court's appearance; and
- For smaller, rear private parking courts boundary fencing should be designed to allow observation from dwellings over the parking spaces.

5. Rear courtyard



6. Apartment courtyard



Shared Surface

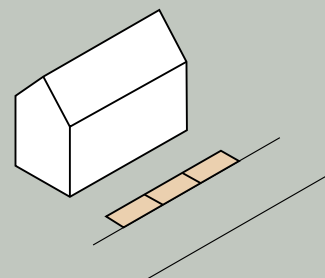
Shared surfaces can offer opportunities for parking to be integrated with the street. Avoid obstructing the foot or cycleway or contribute to the narrowing of the road which hampers access by service and emergency vehicles.



On-Street Visitor Parking

By using careful and innovative design, streets can be made to incorporate a certain level of unallocated on-street parking in the form of parallel or angled parking bays, or parking squares. However, consideration must be given to location, proximity to accesses, sight-lines and manoeuvring requirements so that indiscriminate parking and the obstruction of footways and carriageways is avoided. It is also important that the requirements of emergency and other service vehicles are catered for together with the needs of the disabled.

7. Parallel





“Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place.”

(Para. 61, NDG 2021)

6.49 The design solution for the site reflects the variety in urban form that can be seen in Clitheroe and in particular the area surrounding the site.

6.50 The proposed illustrative masterplan has been designed around the constraints of the site as well as the relevant planning policies and standards, as identified in the previous sections of this DAS and summarised in the following paragraphs.

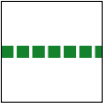
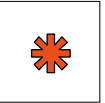
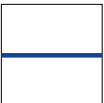
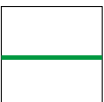
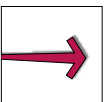
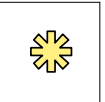
PLACEMAKING

- 6.51 The proposed layout has adopted the principles of best practice in urban design, comprising an arrangement of outline facing perimeter blocks that present strong frontages to the public realm and secure private rear gardens. This perimeter block arrangement of development promotes safety, security and natural surveillance to minimise the opportunity for crime and anti-social behaviour within the public realm whilst creating positive urban spaces.
- 6.52 In addition to providing a secure and legible form of development, the perimeter block layout ensures a permeable movement network is created through a clear hierarchy of streets.
- 6.53 The development proposals have been landscape-led. Provision of public open space has been maximised with a central greenway integrating formal place spaces and active travel routes whilst maintaining key outward views.
- 6.54 Informal areas of open spaces, accommodating Local Equipped Areas of Play (LEAPs) Local Area of Play (LAP) / Play on the way trails/sustainable drainage strategies (SuDS)/areas of ecological biodiversity enhancements are located throughout the site. These are integrated within, and are well connected by, the proposed landscape framework.
- 6.55 The Primary Street provides a formal tree-lined route with regular spaced trees to one side of the carriageway, grass verge to one side with a 2m wide pedestrian footway to both sides of the carriageway.
- 6.56 Taller buildings could be provided along the Primary Street and where they overlook areas of public open space. These are important elements of wider streets and open spaces to provide a sense of enclosure, create identity and definition.
- 6.57 The use of gateway and focal buildings at key junctions, marker buildings at secondary corners and focal buildings to terminate street vistas will enhance the legibility of the development and aid wayfinding. These will incorporate variations in height, materials, frontage treatments and architectural detailing.
- 6.58 In summary, in response to the site's location the following principles have been established to ensure the development delivers a clear and distinguishable character, reflective of the local vernacular:
- Landscape-led design;
 - Dwellings to address the public realm, with defensible private space to the rear of plots;
 - A well-defined hierarchy of streets to aid users to orientate themselves within the site;
 - Use of focal points to define legibility and key viewing points to wider contextual landscape;
 - Dual aspect buildings at street corners to provide a positive frontage to both elevations and provide good levels of natural surveillance;
 - Linked green spaces which offer meeting points and safeguard pedestrian and cycle connections;
 - Safeguard existing landscape and ecology components;
 - Streets and movement routes will be orientated to benefit from wider contextual views and views through site; and
 - Key gateway buildings could potentially use higher massed dwellings, enhanced materiality and change of surface materials on movement routes.



ILLUSTRATIVE PLACEMAKING STRATEGY | Not to scale

LEGEND

	Site boundary		Tree-lined street		Gateway building (Addressing key corners and gateways)		Meeting point/ long distance view
	Key frontage (Primary movement route)		Key frontage (Overlooking public open space)		Dual aspect/corner-turning building (Addressing secondary corners and junctures between street types)		Gateway
	Key view/vista within the site		Focal building (to terminate a street vista)		Key building group		

Design Coding

M DENSITY

The proposed development will achieve an average density of 41 dwellings per hectare (dph) across the site, which ensures the efficient use of land, yet is reflective of the surrounding area, helping to assimilate the proposals into the surrounding areas.

This average density allows for the formation of differing densities across the development; including higher densities towards the centre of the site, and lower densities around the peripheries of the site. This approach is considered appropriate for the site and context, particularly its edge of settlement location.

M BUILDING HEIGHTS

The height and massing of the proposed development varies across the site according to the nature of the public realm to be created. The residential development will be mostly 2-storey, reflecting the surrounding built form of Clitheroe.

Variety in the heights and massing of the residential buildings will be achieved through the use of a range of house types and sizes, ranging from smaller 1 and 2 no. bed apartments, through to larger 4-bedroom detached houses.

The occasional use of an increase in storey heights (up to 3-storeys) could be used where appropriate to aid legibility and provide articulation within the street scene.

M CONTINUITY AND MASSING

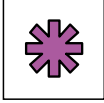
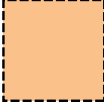
Key development frontages, such as those overlooking areas of public open space and following the primary movement route, will be particularly prominent and critical to the appearance of the development.

Particular attention will be paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development. These frontages should be designed as a composition, with consideration also given to the spaces they adjoin, in order to provide a cohesive approach to these prominent positions.



ILLUSTRATIVE BUILDING HEIGHTS STRATEGY | Not to scale

LEGEND

- | | | | |
|---|---------------|---|---------------------------------------|
|  | Site boundary |  | 3 storey at marked key locations only |
| | |  | Up to 2.5 storey |
| | |  | Up to 2 storey |

Design Coding

M PLACEMAKING

The site layout principles should achieve legibility by including the following (as shown on the Placemaking Parameter plan):

Block structure

Development parcels will each form a series of perimeter blocks where the dwellings face outwards onto the streets and spaces around them. This results in the creation of an inner 'core' of secure and private rear gardens. The street hierarchy on the Framework Plan provides the basis for reasonably shaped blocks, avoiding wherever possible the creation of difficult triangular corners.

Vistas along streets and green corridors should be positively addressed by well placed buildings or at development zone edges by a tree or hedgerow. Termination at a garage fence, wall or driveway is not acceptable.

Detailed layouts should:

- Avoid exposing rear elevations to views along a street;
- Avoid exposing blank side elevations to the public realm, through steps in building lines, or using inappropriate house type in corner turning locations;
- Resolve corners successfully to ensure that the function of all space is considered, such that boundary treatments reinforce the public realm and the extent of private ownership.

Gateway buildings

Clearly defined entrances to create a sense of arrival and/or transition from one character area to the next.

This can be done in a number of ways:

- The use of distinctive buildings;
- Increased building heights;
- Walling and/or railings;
- Distinctive planting;
- Change in architectural design and/ or use of building materials;
- Pushing forward the building line;
- The use of symmetry and articulating elevations; and/or
- Employment buildings must contribute positively to the gateway.

Focal buildings

The use of distinctive buildings, building features and/or landscape elements to address key corners, key junctures between street types and terminate views along streets and spaces.

These buildings should be treated differently to other buildings by:

- Using distinguishing features and materials or generally be of a larger scale and form; and / or;
- Terminate the ends of tertiary streets.

Open spaces also form focal points within the layout and would typically include pocket parks and elements within them including distinctive trees, other planting and/or public art.

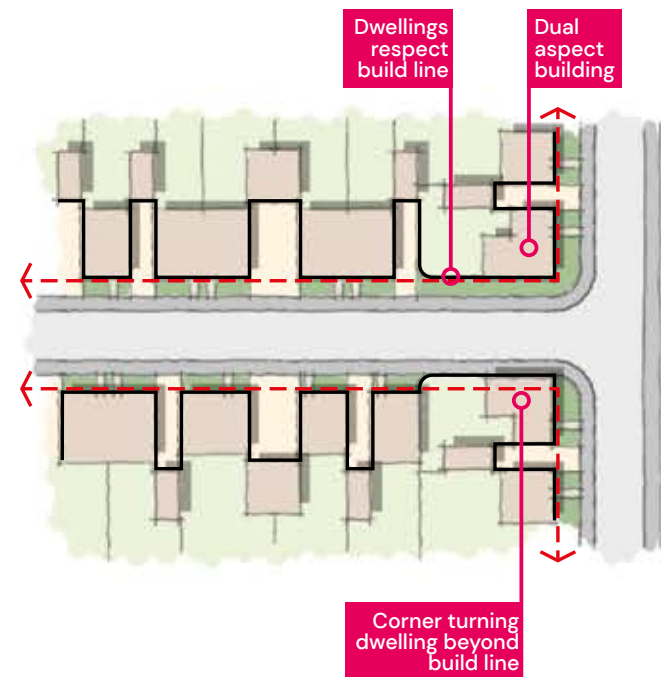
Views and vistas

Local views and vistas of landmarks and key landscapes, that cater for legible connections.

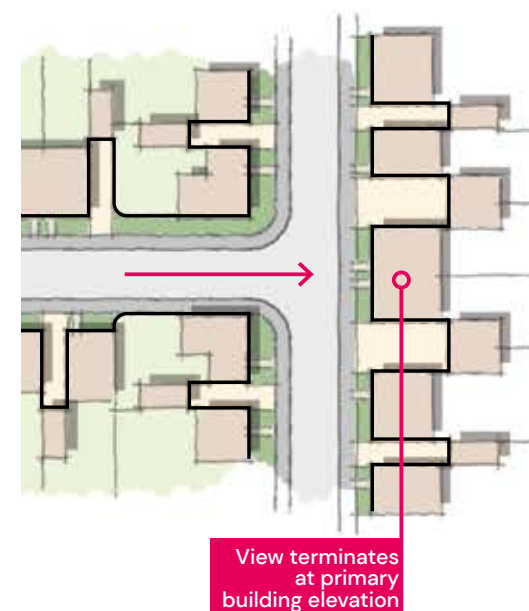
Key views are created by positioning buildings at the ends of streets and spaces.

Buildings lines will be established that allow for the creation of views and vistas along streets to open spaces to help people navigate themselves through the development.

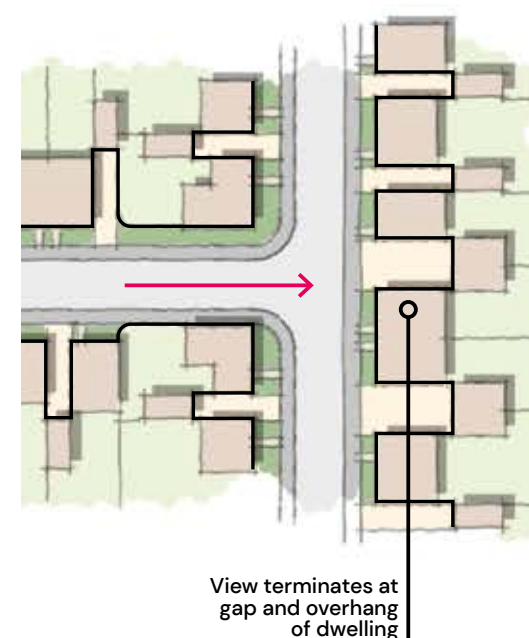
Building orientations will be used to frame views to wider contextual landscape / views, enhancing the visual corridor.



CORNERS SET OUT TO AVOID EXPOSED REAR ELEVATIONS



BUILDINGS SET OUT TO POSITIVELY ADDRESS VIEWS ALONG STREETS



BUILDINGS DO NOT TERMINATE VIEW ALONG STREET



Design Coding

Continuous frontages

Where continuous frontages are proposed, building lines are to be formal and located as close as possible to the back of footways (min 1-2m). This will assist in providing a sense of enclosure and define a clear change in street hierarchy.

The use of first floor accommodation above parking /car ports is encouraged to further define the continuous frontage, particularly along the primary street.

In other areas, a looser urban grain will be adopted with space between dwellings.



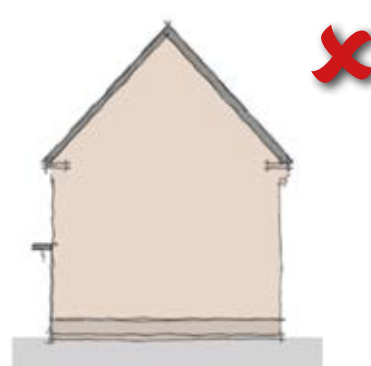
Corner turning buildings

Buildings that turn corners well are usually dual fronted, addressing two aspects. This avoids the creation of exposed blank façades and can be an important safety feature by providing natural surveillance.

The front door should usually address the higher order street and should be supplemented by windows to habitable rooms on the front and side elevations addressing the public realm. The use of bay windows on the exposed side elevation is encouraged.

Frontage boundary treatments should wrap around corners to define the extent of private ownership and also provide privacy to windows in side elevations.

Private gardens, garages and/or driveways should not be used to turn corners.



Key building groups and frontages

Important groups of buildings in key areas of the development that cluster around open spaces and/or are located at key corners and streets.

Key building groups and frontages will be set out in the following forms:

- Formal – generally more continuous and consistent, consisting of apartments, terraced houses and semi-detached/linked properties – located along the primary route and around key open spaces;
- Informal – very informal and less consistent building line, consisting of semi-detached and detached houses.

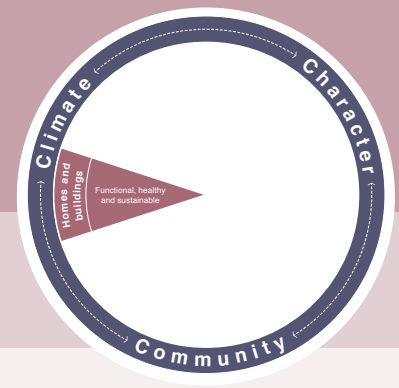
Terraced house types

- It is preferable to access mid-terraced dwellings directly from rear parking courts rather than paths/alley ways from the building frontage or side.
- Simple traditional gable roofs with no variation in ridge or eaves heights are to be avoided. Articulation of the roofscape is encouraged by using: tiered ridge and eaves heights that responds to the topography; use of dormer windows; parapet roofs; and use of chimneys.



HOMES AND BUILDINGS

Functional, healthy and sustainable



NPPF
CHAPTERS
8,12

“Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them.”

(Para. 120, NDG 2021)

- 6.59 The proposals will comprise a distinctive character and a strong sense of place, informed by important site features and the existing valued qualities of the local area.
- 6.60 The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment.
- 6.61 House frontages could be carefully designed with generous habitable room windows, clearly defined and attractive front doors and planting to act as buffer between the pavement and window.

- 6.62 Internal habitable rooms could have high levels of natural daylight and connect well to gardens and terraces. Where apartments are proposed, private amenity space such as balconies should be integrated into the individual dwellings.
- 6.63 Affordable housing will be well-integrated with a tenure blind approach so there is no discernible difference between private and affordable dwellings.
- 6.64 Refuse storage should be convenient with access to rear gardens with the requisite storage, whilst refuse collection should be in-line with regulations both for resident carry distances and within acceptable operative carry distances typically.
- 6.65 The design allows good access for emergency services, and facilities for the safe access to and from all buildings in the event of an emergency.



Design Coding

M HOUSING STANDARDS

The development proposals as shown on the illustrative masterplan align with the policies of the RVBC Core Strategy with 15% of new homes for over 55's provided as for M4(2) standard (30 dwellings).

Local policy states that sites will be required to provide 15% of new homes to the now superseded standard of lifetime homes. The Lifetime homes standard was officially superseded in 2015 when the national buildings regulations specifically regulation M4(2) came into legislation. M4(2) sets out the required standards for accessible and the future adaptability of new dwellings.

The M4(2) section of the wider part M approved document sets out standards such as step free access; clear access routes; adaptability of the home for the changing needs of the resident; entrance level facilities and increased levels of circulation space of which 15% of the new dwellings will seek to meet.

M ENCLOSURE

The layout is based on best-practice block structure principles. Block structure ensures frontages and open spaces are overlooked, well surveillanced and public private realm is clearly defined.

Along with surface materials, boundary treatments will enhance the development area, demarcate ownerships and define public and private realm.

Each street will vary in its level of enclosure and be determined by its physical form and classification of street type and function, building heights and the width of the street including the degree of continuity of the building edge along the street will determine the enclosure ratio and help create a sense of place.

The primary streets will carry a higher volume of traffic and will have a medium level of enclosure due to its function as a transportation corridor. Building heights of up to 2.5 storey with 3 storey at marked locations along the street with regular street planting to define its edge.

Secondary streets offer a higher level of enclosure, providing a transition between the primary street and tertiary streets facilitating pedestrian movement within neighbourhoods.

The Tertiary Street with lower building heights offer a moderate level enclosure, width of the streets varies where provision for frontage parking is accommodated with street trees and planting contained within private ownership.

Private Lanes are open with wider spacing between properties and overlooking green infrastructure, a softer more rural characteristic.

M GATEWAY

A new fourth arm from the existing roundabout off Pendle Road will form a Gateway from the south. This Gateway will have taller landmark buildings on both sides of the Primary street.

Landmark buildings will have a materials palette to signify their importance at road junctions and gateways or frame a view which will help integrate well with the towns character and heritage and provide an attractive entrance to the development to create a sense of arrival.

Wide range of housing of different types / tenures

All streets to have adequate levels of tree planting

Small family home

Large family home

Use of key focal buildings to enhance public realm and wayfinding opportunities

Dual aspect building

Properties abutting POS will have good levels of low to medium level enclosures

Parcel edges should have strong built forms and well enclosed rear spaces to aid security





Attractive and distinctive

NPPF
CHAPTERS
8,12,15,16

“The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses.”

(Para. 50, NDG 2021)

6.66 Character areas are a useful way of helping assimilate the design proposals within its surroundings, whilst providing a continuity of themes across the development and helping to generate a sense of place. Each character area will contain its own individual design components which aid in making it distinct from other areas. These components of character include the built form elements referred to earlier will include built form principles, and in addition consideration of changes in building height, building setbacks, landscape treatments, architectural detailing and materials.

OVERARCHING CHARACTER OF DEVELOPMENT

- 6.67 Clitheroe is fortunate to have so many buildings of importance in the town with the designated conservation area identifying special architectural and historic listed buildings. Buildings of varying eras and architectural style provide for a rich and distinct character.
- 6.68 The Clitheroe Conservation Area covers the historic core of the town whose most notable asset is the 12th century castle which, though small, holds a commanding position and is a major landmark both in the wider landscape and within the town itself.
- 6.69 The proposed development will take inspiration and design cues from the town itself and residential buildings and streets identified and set out in Section 3 of this document, helping to reflect the distinctiveness and unique local character of Clitheroe, bringing forward proposals that complement the existing town context.
- 6.70 Sources of design inspiration include the urban grain, built form, materiality and detailing of the residential streets, together with the contrasting character of the local Conservation Areas.
- 6.71 In response to the local character appraisal in Section 3, The site has been divided into 3 proposed character areas each with a clearly defined character relating to the site's context and surroundings. The following pages describe how the character areas should be designed in such a way to help create a varied and diverse townscape. The character areas are detailed below as follows:
- CA1: Pendle Road Interface
 - CA2: Neighbourhood Streets
 - CA3: Green Edge
- 6.72 A summary of the proposed character areas, and how these relate to the proposed masterplan and the site context, is set out on the following pages.

PENDLE ROAD INTERFACE



NEIGHBOURHOOD STREETS



GREEN EDGE





ILLUSTRATIVE CHARACTER AREAS STRATEGY | Not to scale

LEGEND

- | | | | |
|---|---------------|---|---------------------------|
|  | Site boundary |  | CA1 Pendle Road Interface |
| | |  | CA2 Neighbourhood Streets |
| | |  | CA3 Green Edge |





Pendle Road Interface

DESIGN CUES



Design Coding

CHARACTER SUMMARY

This character area will provide a visual interface between the southwest boundary and the existing housing development along Pendle Road. The edges of the development provide an opportunity for the provision of new green infrastructure and landscape buffers as well as amenity.

The edges will provide the basis for pedestrian and cyclist network throughout the development and ensure safe and attractive routes that connect to the wider network of footpaths. Outward facing informal arrangements of building, at lower densities, providing surveillance over informal open space. This will also enhance the visual appeal of the development frontage and aid in creating a sense of place and community identity.

M KEY CHARACTERISTICS

- Lower density development comprising of dwelling types and designs that achieve a consistent theme;
- Mostly 2 storey dwellings with dual aspect dwellings addressing junctions and corners;
- Mostly semi-detached and detached dwellings with minimal variation in dwelling types and parking spaces and garages mostly set back to the side;
- Dwellings will use a range of entrance canopy designs;
- Roofscapes will be varied and create interest throughout the street scene with a use of gabled roofs with boxed dormers;

- Frontages up to 4m with hedgerow planting and stone walls to form the boundary treatment with space for trees to fall within private ownership;
- Dwellings along the edge will focus on wide double fronted, symmetrical and asymmetrical detached. Symmetrical semi-detached dwellings which present a unified wide frontage to the built form;
- Entrance to comprise gateway buildings and key building groups. Streetscene composition to be articulated with focal buildings and corner turning designs;
- High levels of enclosure to the street, with building heights up to 2 storeys; and
- Parking can be served from the front via private lanes behind build lines to the sides of properties or, to reduce car dominance, be rear served.

M POTENTIAL MATERIALS PALETTE

- Predominately full or half stone/render facades with red brick, grey roof tiles and chimneys;
- Stone string course and stone quoining and stone window surrounds; and
- Stone walls to form boundary treatment at the Gateway with hedgerow planting to dwelling frontages.

M DESIGN CHARACTERISTICS

CA1	Category	Definition	Coding
1	Urban form	Sinuous building line, outward facing, comprising a harmonious mix of building designs with greater variation in frontage width.	M
2	Building typology	Larger detached, semi-detached & terraced.	M
3	Building lines	Formal build line with breaks for parking spaces and garages.	M
4	Height/enclosure	Mostly 2 storeys.	M
5	Roofscape	Predominantly pitched roofs with consistent eaves and ridge height and some use of gables. Chimneys will complement elevational design, emphasise symmetry and regularly punctuate the roofscape.	M
6	Building detail	Traditional elevational styles with use of local influences, Decorative string courses, stone quions, Stone window surrounds. Focal and corners plots with full stone facades and chimneys.	G
7	Building materials	Predominantly full or half stone/render facades with red brick, grey tiles and chimneys.	G
8	Doors and Fenestration	Doors: Publicly visible doors to be cottage style in a consistent pastel colour. Windows: Bay windows to ground floor, and a mix of sash and casement windows.	G
9	Landscape	Stone walls to form boundary treatment at the Gateway entrance with hedgerow planting to frontages.	M
10	Parking	To the side of dwellings . No use of frontage parking along Pendle Road Interface.	M
11	Street types	Private Lanes leading off the Primary and secondary street.	M
12	Boundary treatments	Hedgerow planting to frontages, timber knee rail to open space.	M





Neighbourhood Streets

DESIGN CUES



Design Coding

CHARACTER SUMMARY

Development positioned along the primary route and green infrastructure, connecting to secondary streets and areas of development. The streets will have a clear identity; dynamic spaces acting more than just thoroughfares and helping to shape the character and encourage social activity and facilitating movement of vehicles, pedestrians and cyclists. The sense of enclosure created by the streets where double-sided build form occurs, contrasting with the open nature of the green corridors and natural landscape features.

The Core provides a medium density area with up to 2.5 storey dwellings with lower scale apartments, maisonettes and housing and a focus on smaller dwellings of varying tenures.

Groups of housing will make up characterful, active frontages which front onto streets and turn corners in a positive way. Heights will differ more greatly with public and private realm clearly defined.

Occasionally, green infrastructure or building grouping will celebrate the meeting of two street types, creating a node and aid in wayfinding.

M KEY CHARACTERISTICS

- Higher density development comprising of dwelling types and designs that achieve a consistent theme;
- Central corridors of publicly accessible green space, which retain and incorporate key views through and out of the proposed development. These linear spaces will provide a green focus and identity for the development. They will be a place where people can meet, socialise and play;
- New housing will overlook the greenways, with built edges that define and enclose the spaces. The existing hedgerows and trees through these areas will be retained and enhanced;

- Building heights will range between 2 and 2.5 storeys, with some taller 3 storey buildings at marked locations;
- Regular and formal building lines;
- A variety of street typologies will be prevalent throughout the character area including streets with dedicated footways and shared surfaces.
- Changes of surface materials will occur at squares and road junctions indicating different categories of streets and aid in wayfinding;
- Apartments, terraced, semi-detached and detached dwellings with a range of parking typologies deployed;
- Dwellings will use a flat canopy designs;
- Roofscape will predominately pitch front to back with variation limited to corner plots and vistas and focal buildings;
- Landscaped swale corridors with regular tree planting will run along the existing green infrastructure in-between the carriageway and footway/cycleway; and
- Frontages will be 1-2m unless featuring frontage parking.

M POTENTIAL MATERIALS PALETTE

- Predominately full or half render facades with red brick, red/grey roof tiles and chimneys;
- Stone string course and stone quoining and stone window surrounds to key buildings;
- Metal railings with hedgerow planting to dwelling frontages; and
- Timber knee rail to private drives adjacent to existing green infrastructure.

M DESIGN CHARACTERISTICS

CA1	Category	Definition	Coding
1	Urban form	Tree lined primary street set within verge from site entrance to first street junction.	M
2	Building typology	Predominantly semi-detached and terraced, with the occasional apartment building.	M
3	Building lines	Formal & semi-formal build lines with corner turning buildings with dual aspect that positively contribute to the street scene.	M
4	Height/enclosure	Up to 2.5 storey with 3 storey at marked key locations.	M
5	Roofscape	Predominantly pitched front to back with similar roof heights, taller buildings placed at focal points and vista stops. Use of chimneys to create interest in the street scene.	M
6	Building detail	Traditional elevational styles, flat facades with minimal projections and use of local influences. Stone string course, stone quoining and stone window surrounds to key buildings.	G
7	Building materials	Full or half render facades with red brick, red/grey roof tiles and chimneys with stone window surrounds.	G
8	Doors and Fenestration	Doors: with 4-6 panels with view panels where possible. Bay windows to corner dwellings or key buildings, mix of sash and casement windows.	G
9	Landscape	Trees within open space, of the primary street. Shallow front gardens with hedgerow planting/ laid grass and low level planting.	M
10	Parking	To side or rear of property. No use of frontage parking to the primary street.	M
11	Street types	Primary street leading to secondary street and shared surfaces.	M
12	Boundary treatments	Metal railings with planting to frontages. Timber knee rail to green infrastructure.	M

CA3

Green Edge





CA3

Green Edge

DESIGN CUES



Design Coding

CHARACTER SUMMARY

An informal edge accessed via the 'Core' connecting to private lanes with outward facing development and varying set-backs of built form. Equal priority is given to vehicles, pedestrians and cyclists providing non-vehicular access to the public open space.

The development will provide a linear green edge and active travel routes within a landscaped setting. A softer development edge will contribute to a more informal character and promote an active life with highly valued amenity and public space for both new and existing communities and provide access to Play areas.

The Green Edge provides a low to medium density area with 2 storey dwellings, predominately detached housing with semi-detached, this allows homes to benefit from far reaching views over Pendle Hill, existing areas of field boundaries and wider landscape.

- Sinuous build lines and informal green spaces will achieve a rural edge-of-settlement character;
- Informal build line;
- All buildings to have active outward facing frontages with bay windows and varied canopies;
- Streets will vary between streets with dedicated pedestrian routes, or shared surface drives featuring a change in surface to assist with placemaking and wayfinding;
- Storey heights will be kept to a maximum of 2 storeys;
- Roofscapes will feature variation in roof shape and angulation throughout; and
- Parking typologies will be primarily on plot either to front or the side of dwellings.

M KEY CHARACTERISTICS

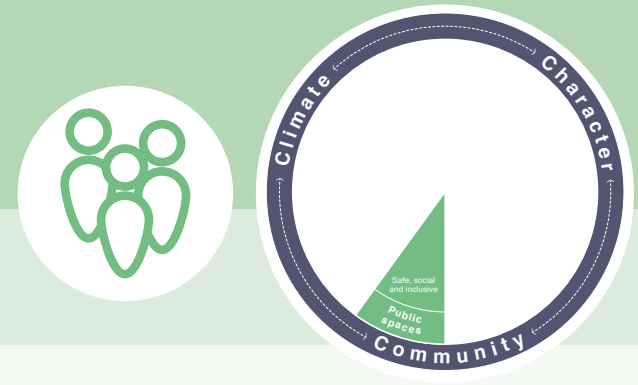
- Low to Medium density development;
- Predominantly detached dwellings with some semi-detached;
- Dwellings to have front gardens between 2-4m with hedgerow and shrubbery and space for trees to fall within private ownership;
- Roofscapes will be varied and create interest throughout the street scene;
- Parking within the green edge will mostly feature side parking with garaging set back from the build-line;

M POTENTIAL MATERIALS PALETTE

- Predominantly Orange/red rustic brick with red/grey roof tiles and chimneys;
- Key building to have stone string course and stone quoining with stone window surrounds;
- Boundary treatments will be landscaped with use of hedgerows and shrubbery belts helping to create a layered appearance between natural spaces and built form; and
- Timber knee rail to private drives adjacent to existing green infrastructure.

M DESIGN CHARACTERISTICS

CA3	Category	Definition	Coding
1	Urban form	Sinous build line of varied, harmonious housing designs overlooking green infrastructure.	M
2	Building typology	Larger detached and semi-detached properties.	M
3	Building lines	Irregular build lines to block perimeter will aim to contribute to a lower density / rural development.	M
4	Height/enclosure	Up to 2 storey.	M
5	Roofscape	Varied roofscape created through building heights. Use of dormers (to 1.5 storey homes only), gables and chimneys to create interest in the streetscene. Canopied entrances of varying designs.	M
6	Building detail	Traditional design. Stone string course, stone heads and cills. Subtle architectural detailing that creates a mix of symmetrical elevational designs.	G
7	Building materials	Walls Orange/red rustic brick, with architectural detailing in matching or slightly contrasting brick type. Occasional use of render. Stone window surrounds used on focal or corner turning buildings.	G
8	Doors and Fenestration	Panelled and cottage style doors Sash and casement windows. Ground floor bay windows. Increased variety in entrance canopy designs	G
9	Landscape	Generally shallow front gardens with laid grass and low level planting.	M
10	Parking	Generally to the side or rear of dwellings, with parked cars set well behind the building line.	M
11	Street types	Shared surfaces and private lanes	M
12	Boundary treatments	Hedgerow/shrubbery to front gardens.	M



“The quality of the spaces between buildings is as important as the buildings themselves. Public spaces are streets, squares, and other spaces that are open to all. They are the setting for most movement. The design of a public space encompasses its siting and integration into the wider network of routes as well as its various elements. These include areas allocated to different users – cars, cyclists and pedestrians – for different purposes such as movement or parking, hard and soft surfaces, street furniture, lighting, signage and public art.”

(Para. 99, NDG 2021)

6.73 The delivery of a well-designed accessible and inclusive public spaces will offer residents spaces to socialise and engage with each other, encouraging interaction and opportunities to benefit from healthy lifestyle choices.

LANDSCAPE STRATEGY

6.74 Landscape design is a key component for creating a successful development at Pendle Road. The proposed multi-functional green infrastructure is an integral part of the scheme and creates a strong landscape structure across the site, focused around the retention and enhancement of existing landscape assets wherever possible.

6.75 The delivery of the new green infrastructure and accessible public open space has been a driving factor in the creation of new routes and spaces within the masterplan, and the landscape helps to further define the public and private space whilst adding colour, water and seasonal interest to the residential environment.

6.76 Successful public spaces help create more attractive places to live and provide safer routes for users. From an ecological perspective the delivery of green spaces alongside development can increase flood protection and sustainable drainage, as well as providing better microclimates and enhancing biodiversity.

6.77 The following 8 qualities of successful open spaces have been included in the proposed landscape strategy:

- Sustainability;
- Character and distinctiveness;
- Definition and enclosure;
- Connectivity and accessibility;
- Legibility;
- Adaptability and robustness;
- Inclusiveness; and
- Biodiversity.

Landscape-led Development

6.78 Accounting for landscape character, various restrictions have been placed on the development envelope as to avoid or reduce landscape and visual effects.

6.79 The residential development is located in the north and along the western boundary with Pendle Road and to the south. The existing development to the west and further to the north provides the backdrop of existing residential development. The retention of the existing field boundaries and green buffers around the Veteran and Ancient Woodland and along Shaw Brook to retain the landscape features and pattern within the Site. The location of the attenuation basins to the north west reflect retained area of greenspace adjacent to Pendle Road. The generous landscape buffer to the south east and north east boundaries creates a buffer to the countryside beyond and Forest of Bowland National Landscape to the east.

6.80 Public open space is located in the central northern part of the site and to the north west to provide connectivity to existing PRow off Pendle Road.



Existing Green Infrastructure

6.81 Existing green infrastructure, in the form of field boundaries, the Shaw Brook and Ancient woodland to the south east are connected by new landscape provision throughout the proposed development.



Internal Layout and Proposed Open Space

6.82 In summary, the proposals comprise:

- Retention and enhancement of existing boundary hedgerows, trees and riparian planting and other vegetation;
- Central open space;
- Footpath connectivity through greenspaces connecting the development envelopes;
- New planting, trees, meadow and wet meadow creation;
- Connected SuDS into existing blue infrastructure;
- New woodland copses;
- Outward facing dwellings to existing residential frontages along Pendle Road; and
- Provision of new play provision.



Detailed Landscape Design

6.83 All proposed landscape mitigation will be subject to a high-quality detailed landscape scheme that will ensure that the functions of the landscape components are delivered. This will also reflect positively on the design quality of the proposed development as a whole, in line with relevant adopted policies of the local plan.

6.84 At the detailed design stage, the selection of species for trees, woodland and hedgerows will refer to native species as well as those present in the context of the local landscape character, wherever appropriate and in the context of the need for long term resilience of planting.



LANDSCAPE STRATEGY | Not to scale

LEGEND



Site boundary

EXISTING LANDSCAPE FEATURES



Existing Public Right of Way



Trees/vegetation to be retained



15m Ancient Woodland Buffer

PROPOSED LANDSCAPE FEATURES



Swale



Trees



Native mixed hedgerow/buffer planting



Ornamental hedgerow & structural planting



Native mixed shrubs



Native mixed woodland



Ornamental groundcover, shrubs & herbaceous planting



Species rich meadow grass



Enhanced existing watercourse banks



Indicative heathland creation (Sandskapes)



Open space amenity/mown grass



Mown path through meadow



Wetland/SuDS basin species-rich meadow



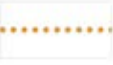
Marginal/aquatic planting



Bulb planting



Shared pedestrian/cycle route



Proposed footpath



Bench



Proposed Indicative Sculptural & Wayfinding Element

PROPOSED PLAY STRATEGY



Indicative play spaces



Indicative play on the way features



Outdoor gym features



Natural boulders for play



Play mound

Note: Locations of elements are indicative and subject to detailed design



Open Space Strategy and Typologies

6.85 A number of different types of public open space will be provided throughout the site in order to cater for a range of uses and recreation provision as recommended in Policy DMB4 Open Space Provision.

6.86 While clearly there is a degree of overlap between all the different types of provision, there is a considerable over provision of public open space within the site, which demonstrates a more than adequate provision of both Passive and Active open space within the proposed development. This will include areas ranging from native woodland buffers and blue/green infrastructure corridors, to meadows and generous open lawn areas, affording residents a range of spaces to enjoy.



Play Strategy

6.87 Key to the delivery of accessible public open space is the provision of spaces for Children and Young people. A 'playable landscape' approach is proposed within the development, with play opportunities embedded within the site masterplan, with a series of destinations created and joined by a network of footpaths and cycleways.

6.88 A hierarchy of play spaces is proposed across the development. A mix of non-prescriptive play features and 'natural' play opportunities will be situated at key locations throughout the site, together with a larger more inclusive play area.

6.89 The formal play provision will be provided from a mix of Local Areas of Play (LAPs) / Locally Equipped Areas for Play (LEAPs) / Play on the Way.

6.90 In addition to these formal play areas, the pedestrian routes will also offer a varied activity network aimed at adding interest to the route. Utilising landform, planting and natural features, the activity trails will provide opportunities to experience risk and promote challenges for a wide range of users both young and old.

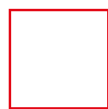
6.91 The equipped areas of play proposed will be:

- Safely overlooked by adjoining properties and main circulation routes;
- Maintained to ensure quality and safety of play equipment is of highest standard;
- Accessible, with well-lit access for pedestrians and cyclists; and
- Located in logical well used and visible corridors to promote legibility and aid orientation.



ILLUSTRATIVE OPEN SPACE TYPOLOGIES STRATEGY | Not to scale

LEGEND



Site boundary



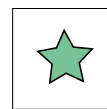
Amenity/ Natural Green Space



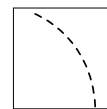
Locally Equipped Area Of Play (LEAP)



Local Area Of Play (LAP)



Play On The Way Trail Locations



LAP Walk Distances (100m)
(LEAP Walk Distance of 400m is contained within site boundary)



CREATING A SAFE PLACE TO LIVE

6.92 One of the design objectives of the National Planning Policy Framework (NPPF) states that developments should:

“... places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and fear of crime, do not undermine the quality of life or community cohesion and resilience”

(Para. 135 (f), NPPF Dec 2024)

6.93 The design proposals for the Land north of Pendle Road are based on an understanding of best practice guidance and reference has been made to the relevant documents including “Safer Places: The Planning System” and “Manual for Streets as well as ACPO “New Homes” guidance.

6.94 Well-designed public lighting increases the opportunity for surveillance at night and will be integrated into future reserved matters applications.

6.95 Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.

6.96 In forming the design proposals, the following key attributes have been included:

- Buildings have been generally orientated back-to-back to ensure rear gardens are enclosed and protected, providing private rear amenity space for all dwellings;
- Public open spaces, and in particular children's play spaces are well overlooked by the surrounding built form;
- All routes are necessary and serve a specific function or destination;
- The primary movement route forms a connected loop within the site, with lower category roads forming off the Primary Street to serve smaller groups of dwellings, but with a clearly different street character to signal a semi-private environment;
- The ownerships and responsibilities for external spaces will be clearly identified and the proposals facilitate ease of maintenance and management;
- Semi-private clusters of courtyard parking serving a limited number of dwellings to encourage residents to take ownership of the space and to let users know it 'belongs' to the dwellings;
- Where communal parking areas are proposed, 1 space should be allocated, and another should be provided for every 2 dwellings and are well overlooked by the surrounding built form;
- Natural surveillance is promoted wherever possible; and
- Architectural details which promote natural surveillance, and the active overlooking of spaces are to be included in the future detailed design of dwellings, not only through window positioning, but also through the use of bay windows in key locations, offering further angles of natural surveillance.







“Nature contributes to the quality of a place, and to people’s quality of life, and it is a critical component of well-designed places. Natural features are integrated into well-designed development. They include natural and designed landscapes, high quality public open spaces, street trees, and other trees, grass, planting and water.”

(Para 90, NDG 2021)

- 6.97 Alongside well-designed public spaces, proposed water management and planting strategies offer the opportunity to enhance and optimise the development proposals, providing resilience to climate change and supporting biodiversity.

RETENTION AND MANAGEMENT OF EXISTING VEGETATION

- 6.98 Existing vegetation forms an important part of the site’s structure and the proposed development’s character. As with any proposed development, the retention and enhancement of existing vegetation should be a priority.
- 6.99 The scheme has minimised the impact and loss of existing vegetation, limiting removal to where it is necessary to facilitate new infrastructure. This includes localised stretches of hedgerow removal to accommodate site access and internal access across existing field parcels.

NEW STRUCTURE OF PLANTING

- 6.100 Planting within the scheme will be utilised to enrich biodiversity, assist in place making and create identity within the development. Along with the elevational treatments of the buildings, the landscape materials and planting proposals will reinforce the different character areas within the scheme and provide continual reference to the surrounding landscape.
- 6.101 The proposed new structure of planting forms important links as part of the green infrastructure network connecting into the existing landscape, hedgerows and tree belts. The range of planting provided will incorporate a number of ecological enhancements to improve the biodiversity of the site overall.
- 6.102 Particular attention will be given to the definition of the road network within the development parcel hierarchy through suitable provision of street trees. The importance of incorporating street trees, as well as tree planting within other components of the green infrastructure, is reiterated in para 136 of the NPPF:

“Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users”.

(Para 136, NPPF Dec 2024)

- 6.103 Particular attention will be given to the definition of the street network within the development parcel hierarchy through suitable provision of street trees along the primary street through the site. Specimen tree planting will be used to accentuate key nodal points and junctures, creating a distinctive street scene and aiding orientation/identity within the site.

BIODIVERSITY NET GAIN

- 6.104 The Statutory Biodiversity Metric has been used to calculate the net unit change for the site; this has been predicted an on-site overall net loss of 0.41 Habitat Units (–1.64%), and a gain of 1.51 Hedgerow Units (+13.77%) and 0.11 Watercourse Units (+3.48%), based on the proposals at this indicative stage. The proposals have sought to maximise opportunities for on-site gains in accordance with the BNG hierarchy. However, owing to the nature of the Site and the habitat types present, it is anticipated that a level of offsetting will be required to ensure the statutory 10% net gain is achieved. This will be secured by suitably worded planning conditions and appropriate planning obligations to meet the legal requirements of Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021).





SURFACE WATER MANAGEMENT STRATEGY

- 6.105 An appropriate Surface Water Management Strategy which complies with the latest local and national advice will be implemented across the development. The proposed Surface Water Management Strategy will use Sustainable Drainage Systems (SuDS) which aim to reduce the impact of development by replicating the natural runoff regime in a sustainable, cost-effective manner whilst protecting water quality and reducing pollution.
- 6.106 The surface water strategy will aim to attenuate any increase in surface water runoff generated by the proposed development and therefore the proposed development will not result in an increase in flood risk downstream. In accordance with the natural runoff regime, surface water will be attenuated in detention basins before discharging from the site to the existing Shaw Brook at a controlled rate equivalent to the greenfield runoff rate. Attenuated storage will be sized to accommodate a 1 in 100-year storm event plus a further allowance for climate change.
- 6.107 A Sustainable Drainage Statement will be produced to support the planning application for the proposed development.

SUSTAINABLE DRAINAGE

- 6.108 The integration of a comprehensive Sustainable Drainage System (SuDs) has been considered from the outset and shaped the masterplan development. The aim of SuDs is to maximise the existing potential of the site to attenuate and clean water, while providing valuable amenity by creating and integrating well designed landscaped features and promoting a greater diversity of flora and fauna. SuDs manage surface water run-off rates by mimicking natural drainage characteristics to achieve a sustainable drainage solution that balances water quality, water quantity, amenity and biodiversity.
- 6.109 Well-designed SuDs also provide opportunities for communities to enjoy the dynamic nature of the water environment and the different habitats that may be sustained by it. The site SuDs has therefore been considered at the outset, with the water management strategy being an integral part of the overall masterplan for the development.
- 6.110 It is proposed the surface water is attenuated within detention basins at the lowest elevation of each natural catchment, in between the development and the outfall. Internal side slopes are 1 in 4. They can be designed to be permanently wet, if required. If designed to be a 'dry', the basin would fill up and slowly drain away after prolonged rainfall event. A comprehensive planting schedule will be developed for the SuDS such that they will provide enhanced biodiversity, amenity and water quality benefits.
- 6.111 Development has been located away from areas of surface water and fluvial flooding. Surface water run-off rates will be managed by the use of Sustainable Drainage systems (SuDs) on-site, to ensure that the development does not impact on the surrounding area.
- 6.112 The SuDS will be located outside of areas at higher risk of surface water flooding to ensure that they can operate effectively.
- 6.113 Sufficient storage has been provided for events up to the 1 in 100-year storm with a 40% allowance for climate change. A freeboard will be provided between the maximum water level, during the 1 in 100-year plus climate change storm, and top of the detention basins.



“Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design responds to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050.”

(Para. 135 NDG, 2021)

- 6.114 The NPPF states at para. 8 that the planning system has three interdependent and overarching objectives:
- An **economic** objective – to build a strong, responsive and competitive economy;
 - A **social** objective – to support strong, vibrant and healthy communities; and
 - An **environmental** objective – protecting and enhancing the natural, built and historic environment
- 6.115 To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area, the development proposals have been designed with these three key objectives in mind.
- 6.116 At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The presumption in favour of sustainable development is at the heart of the planning system, as set out in Para. 11 of the NPPF, and within the Local Development Plan.

Sustainable Building Techniques

- 6.117 The proposals will be delivered in line with current building regulations, and where appropriate, will be built with sustainable building construction techniques. Sustainable construction measures could comprise a combination of the following measures:
- Improved energy efficiency through careful building siting, design and orientation;
 - Sustainable Drainage systems (SuDs);
 - Considering fabric efficiency in the design of buildings;
 - Use of building materials capable of being recycled; and
 - An element of construction waste reduction or recycling.

Building Regulations

- 6.118 The proposed development should accord with the very latest building regulation requirements, that emphasise the high levels of building fabric insulation and other materials required to reduce energy and resource requirements. Detailed information regarding the proposed construction methods proposed to achieve buildings regulation compliance will be submitted at the detailed design stage.

Materials and Waste Recycling

- 6.119 Materials selected for construction, including hard and soft landscaping elements, should be carefully chosen to ensure that they are high-quality, durable and that ‘whole life costs’ are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

Siting and Building Orientation

- 6.120 Dwellings should be carefully sited to ensure that they are sheltered from prevalent winds and benefit from passive solar gain as much as possible.
- 6.121 Passive solar gain can enhance the energy and environmental performance of dwellings. Orientating streets in an east-west direction can increase solar access to dwellings and gardens, whilst avoiding overshadowing from adjacent dwellings. Individual houses which are orientated east of south will benefit from early morning sun, and those orientated to the west of south will benefit from late afternoon sun, which can reduce the need for additional heating during the evening period.
- 6.122 Dwellings/areas of the development that could potentially benefit from passive solar gain or the future installation of solar panels (i.e. are orientated within 30 degrees of south) are identified on the Potential Solar Gain Plan, presented opposite. The final location and numbers of dwellings benefiting from solar gain will be set out at the detailed design stage.

Landscape Design and Microclimate

- 6.123 The strategic use of tree planting can mitigate against some of the impact of colder northerly winds. Where possible the development has been designed to be self-sheltering, with arcs of tree planting included to the north-west of the development, to minimise the ‘wind chill effect’ and the potential heat loss from dwellings as a result of strong winds.

Sustainable Drainage Systems

- 6.124 Development has been located away from areas of surface water and fluvial flooding. Surface water run-off rates will be managed by the use of Sustainable Drainage systems (SuDs) on-site, to ensure that the development does not impact on the surrounding area.

Sustainable Communities

- 6.125 The development proposals comprise a residential land use, providing a good basis for the creation of a sustainable community. The proposals make effective use of the site, with residential development located adjacent to the existing built form of Pendle Road ensuring that the development delivers housing in a location that is both sustainable as well as reducing the reliance on car ownership.
- 6.126 Areas of green space have been incorporated into the proposals with substantial areas of publicly accessible open space, comprising formal and informal amenity open space and play facilities, encouraging opportunities for social and community cohesion. A mix of house types, tenures and sizes are proposed, limiting social exclusion and ensuring the creation of a truly varied and mixed community.

Design Coding

M ENERGY EFFICIENCY

The development proposals aim to create a sustainable, energy-efficient community in alignment with local and national policies. Key elements include the incorporation of renewable energy sources, energy-efficient building designs and sustainable transport solutions.

The energy strategy aligns with net zero carbon design principles and any future reserved matters application must include the following:

- High performance building fabric to prioritise energy demand reduction, with proposed U-values and air permeability rates that exceed current Building Regulations requirements;
- Low carbon heat provisions through the use of air source heat pumps (ASHPs) for all buildings within the development, resulting in zero onsite emissions for heating and hot water;
- An all-electric strategy, eliminating the use of fossil fuel systems; and
- Maximised onsite renewable energy generation through the installation of roof-mounted photovoltaic (PV) panels.

The design of the development must incorporate passive and active environmental strategies, to enhance energy efficiency and occupant comfort.

This comprehensive approach ensures that the development not only meets but exceeds the current local and national policy requirements.

By implementing these measures, the development must become a model for sustainable, energy-efficient community design, setting a new standard for future developments in the area.

M WATER SAVING

The following must be incorporated into the proposed development:

Water specification

Integration of water-efficient fixtures and fittings, ensuring compliance with water consumption targets set by local policies. All residential units will aim to achieve a water consumption rate of no more than 105 litres per person per day.

Rainwater harvesting

Collection and reuse of water for non-potable purposes, such as landscape irrigation and toilet flushing, further reducing the reliance on mains water.

Flow control devices

Devices to control flow must be installed to regulate water pressure and ensure efficient water usage across the site, minimising waste and optimising consumption.

Leak detection

Smart leak detection systems must be implemented to monitor and identify any leaks early, ensuring prompt repairs and reducing unnecessary water loss.

Irrigation

Irrigation systems must be utilised in landscape areas, incorporating drip irrigation technology and the use of harvested rainwater to minimise potable water usage.



“Well-designed places sustain their beauty over the long term. They add to the quality of life of their users and as a result, people are more likely to care for them over their lifespan.”

(Para. 151, NDG 2021)

A SENSE OF OWNERSHIP

6.127 The proposals create areas that are attractive and with clearly defined public and private areas that relate well with one another to help promote a sense of community identity. The development should enable residents to take pride in their surroundings, which in turn will help create a sense of shared ownership and social responsibility.

ADOPTION AREAS

6.128 When completed, responsibility for long term management and maintenance will typically be separated into areas including:

- Highway adoption areas;
- Public open space areas (put forward for local authority or management company maintenance, subject to relevant S106 agreement);
- Private property ownership; and
- Shared maintenance areas such as shared private drives.

ADAPTING TO CHANGING CIRCUMSTANCES

6.129 The development can potentially accommodate a range of changing needs of the users over time. This includes changes in the health and mobility of the user, as well as potential changes in lifestyle due to developing technologies, such as use of electric vehicles, remote working and general changes to the way in which people live.

6.130 Over 55's accommodation will meet M42 Building regs (which supersedes Lifetime Homes).



CONCLUSION

“Well-designed places and buildings come about when there is a clearly expressed ‘story’ for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context. This ‘story’ will inform and address all ten characteristics. It is set out in a Design and Access Statement that accompanies a planning application.”

(Para. 16, NDG 2021)

- 7.1 This Design and Access Statement has set out a clear explanation of the design process, community engagement and consultation process undertaken with the local community and other key stakeholders. The design process has also included a comprehensive and thorough assessment of the site and its immediate context, and the development of a clear set of principles to guide the design of the site.
- 7.2 The plans and design approach, together with the supporting illustrative strategies, demonstrate how the vision for Land north of Pendle Road can be delivered to meet the three key NPPF objectives of sustainable design
- A social objective;
 - An economic objective
 - An environmental objective.

7.3 The development of Land north of Pendle Road provides a unique opportunity to create a new residential neighbourhood, building on the legacy and distinctive character of Clitheroe.

7.4 The proposals create housing choice and provide areas of truly accessible public open space, whilst improving public access across the site and the wider pedestrian network.

7.5 The masterplan is founded on best practice urban design principles, community integration and sustainable development, with strong links to the wider area.

7.6 Land north of Pendle Road will be a highly desirable place to live, reflecting the desirable elements of the local vernacular. The proposals respect the local character but also move the community towards a more sustainable future.

7.7 Development of the site will accord with the principles of high-quality design and best practice to create a townscape that is both varied, and yet sympathetic to its environment. The aim is to achieve a development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing community.

7.8 The development proposals will offer the following main benefits:

- The delivery of up to 200 new homes in a range of dwelling types, sizes and tenure, offering an accessible and acceptable choice of lifestyles;
- 30% affordable housing with provision for over 55's homes
- The creation of an integrated and sustainable residential community with a sensitive relationship to the existing settlement;

- Delivery of a new dedicated access from Pendle Road via a new fourth arm off the upgraded roundabout;
- Delivery of 3.77 hectares of new open space for the benefit of both new and existing residents in the area.
- Provision of a development that is well-connected, readily understood and easily navigated;
- Active and passive recreation provision, including trim trails and greenways providing opportunities and spaces for adventure play throughout the development;
- Footpath connectivity through greenspaces connecting the development envelopes;
- A well-connected network of attractive streets and spaces;
- Tree-lined primary street;
- Architecture and design that signal a new ambition for the area and green spaces that will Harmonise with existing context and character of Clitheroe;
- The creation of legible routes through the development, complementing existing routes and providing sustainable transport choices;
- The creation of a strong landscape structure, focused around the retained existing vegetation, new planting, trees, meadow and wet meadow creation and Connected SuDS into existing blue infrastructure;
- An active travel strategy, including cycle and pedestrian routes through the development
- Responding to the local area, and enhancing and optimising the immediate locality; and
- Adherence with the National Design Guide and local design guidance principles; and
- Promoting the objectives of sustainable development through layout and design.





Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE

 All paper sourced from sustainably managed forests.

Pegasus Group is a trading name of Pegasus Planning Group Limited (07277000) registered in England and Wales Registered Office: Pegasus House, Querns Business Centre, Whitworth Road, Cirencester, Gloucestershire, GL7 1RT
We are ISO certified 9001, 14001, 45001


Pegasus_Group


@pegasusgroup


Pegasus_Group

PEGASUSGROUP.CO.UK