

LAND OFF HIGHER STANDEN DRIVE, CLITHEROE

DESIGN & ACCESS STATEMENT



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About the Developer

Applethwaite Ltd is Eric Wright Group's residential development company who provide a range of quality homes on select sites across Lancashire and Cumbria. Their roots were formed in the Lake District where they operated as a niche residential developer creating high quality homes in premium locations.

In 2008 they became part of Eric Wright Group, a leading player in the construction and property industry in North West England, which resulted in the expansion of their activities into Lancashire and adjoining areas of the North West. As an NHBC Registered House Builder, Applethwaite pride themselves on building family homes in small developments that have individual character. Their aim is to provide comfortable homes that reflect the quality and style of times past, whilst satisfying the needs of modern living.

Applethwaite have been recognised at the 2014 Lancaster District Design Awards for their Silverdale development; 'Cove Orchard' and more recently 'Applethwaite Hall' was a Regional Finalist in the LABC Building Excellence Awards 2018. Other projects include Lingard Gate in Hornby, Bowland Gardens in Forton and Lamb Roe Gardens in Whalley to name but a few.



INTRODUCTION

PURPOSE

Appletwhaite Ltd is applying for full planning permission to develop 60 houses at land off Higher Standen Drive, Clitheroe. The site forms part of the Higher Standen Farm strategic allocation.

The proposed development would deliver a high quality scheme (including affordable housing).

The following chapters of this design and access statement will demonstrate this development will be of a character which maintains and enhances the quality of the landscape and will be in keeping with local vernacular.

The application is accompanied by a suite of supporting documents. This statement should be read in conjunction with other technical assessments.

Location Plan



Diagram 4.1

PHYSICAL CONTEXT & LOCAL CHARACTER

SUB REGIONAL CONTEXT

Clitheroe is a historic market town located within the Ribble Valley in Lancashire, occupying a strategically important sub-regional position in the north-west of England. It functions as the principal service, employment and retail centre for the wider Ribble Valley, supporting a network of smaller villages and rural communities. While closely connected to the economic influence of nearby urban centres such as Preston, Blackburn and Greater Manchester, Clitheroe retains a distinct identity rooted in its market town character.

Sub-regional connectivity is provided by the A59, linking the town east-west across Lancashire and into North Yorkshire, alongside direct rail services to Manchester. Although not directly served by the motorway network, access to the M6 and M65 supports wider commuting and economic links.

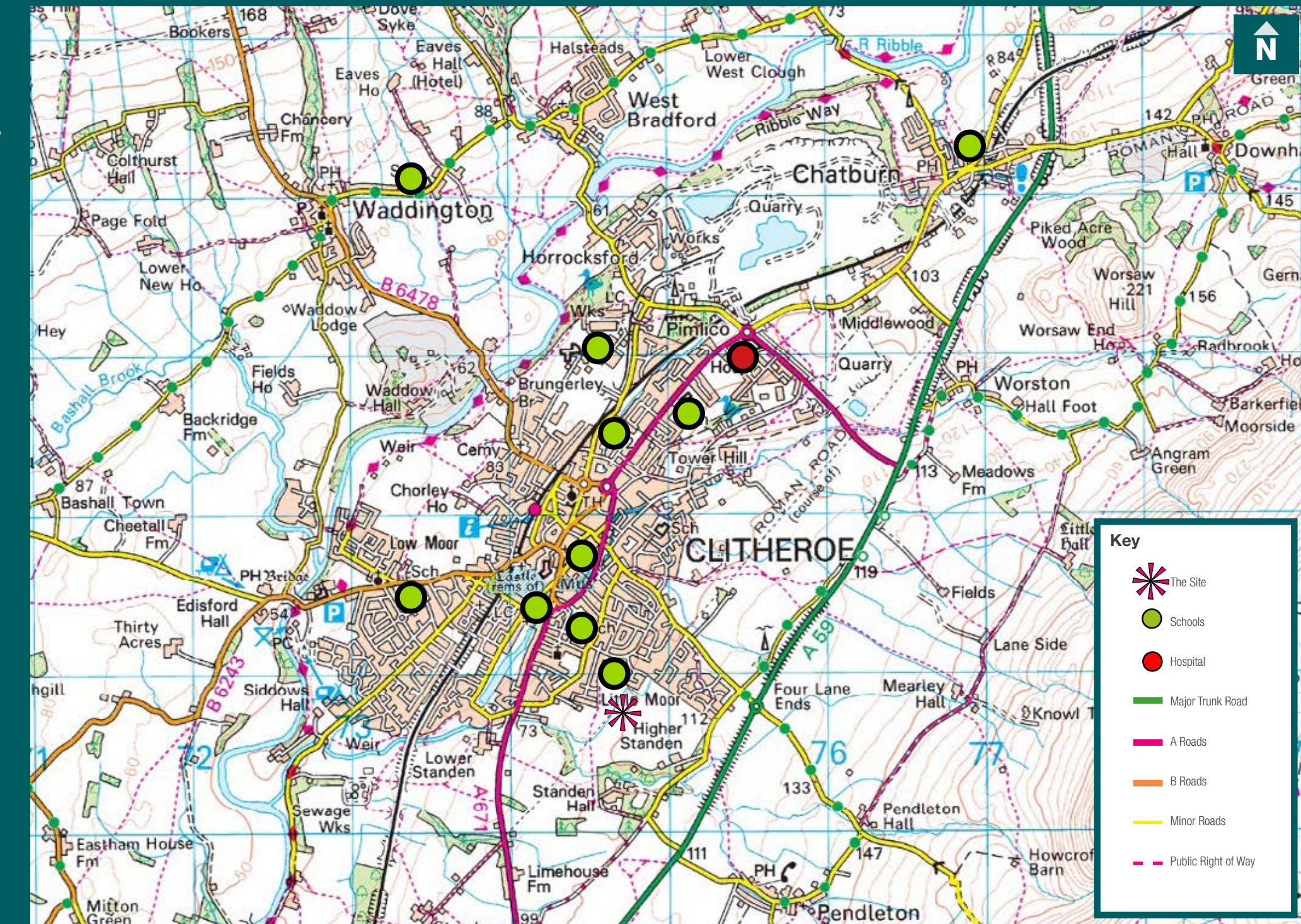
LOCAL CONTEXT

Clitheroe is a compact and historic market town located in the Ribble Valley, characterised by a clearly defined town centre focused around Castle Street, King Street and Market Place. The town's local identity is strongly influenced by Clitheroe Castle and its surrounding parkland, which form a prominent landmark and important green space at the heart of the settlement. Clitheroe benefits from a strong level of local infrastructure, including primary and secondary schools, healthcare facilities, leisure and sports provision, and a railway station providing direct services to Manchester. Employment areas are located primarily to the north of the town, accommodating a mix of industrial, commercial and service uses.

The context of the local area can be seen in the diagram opposite.

PLANNING POLICY CONTEXT

The planning policy framework for Clitheroe is primarily set by Ribble Valley Borough Council, with development guided by the adopted Local Plan and associated development management policies. As the principal settlement within the borough, Clitheroe is identified as the most sustainable location for growth, reflecting its role as the main service, employment and transport hub for the wider Ribble Valley. Local policy therefore directs a significant proportion of housing, employment and community development to the town, while seeking to limit dispersed growth in smaller rural settlements.



EXISTING SITE FEATURES

SITE BOUNDARIES

North: The north of the site is bound by Ribblesdale Primary School with extensive residential development beyond the school boundary to Pendle Road further in the north.

East: To the east are residential properties currently under construction as part of the Higher Standen Farm strategic allocation.

South: To the south are fields which are also designated for residential development under the strategic allocation.

West: The west of the site is bound by existing trees and hedges. Beyond this tree belt lies extensive residential and commercial development which extends to the current town boundary at Edisford Bridge.

TOPOGRAPHY

The site gently rises from west to east, from 96 AODm in the furthest western corner to 100 AODm in the east.

BUILDINGS AND STRUCTURES

There are no existing buildings or structures within the site boundary.

EXISTING TREES AND HEDGES

There are existing trees and hedges which form the boundaries, in part and these vary in size and quality. Please refer to the accompanying arboricultural report for more detailed information.

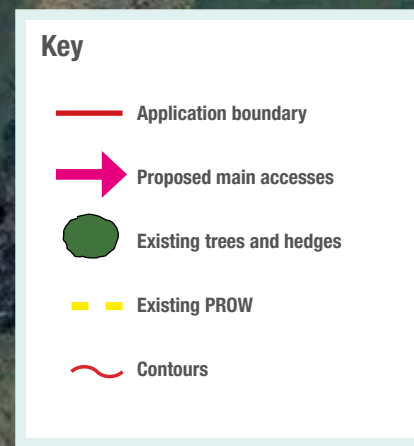
PUBLIC RIGHTS OF WAY

There are existing public rights of ways to the west and south of site. They connect Whalley Road to Worston Road and then on to Pendleton in the south east. From Whalley Road there is easy access to the town centre and its amenities.

Site Features Plan



Diagram 6.1



SURROUNDING CHARACTER

Clitheroe's housing is predominantly traditional in character, reflecting the town's historic growth and its Lancashire setting. Dwellings are commonly constructed in locally sourced limestone or sandstone, giving the town a consistent and muted material palette. Terraced and semi-detached houses are prevalent close to the town centre, typically two storeys in height with pitched natural slate roofs and prominent chimneys. Later suburban housing introduces detached and semi-detached forms with bay windows, gables and modest decorative detailing. Below are examples:



Two-storey, detached dwelling in a contemporary traditional style with a projecting front gable, pitched tiled roofs and finished in warm buff brick. White-framed windows, a modest entrance canopy and an integral garage.



Detached dwelling with a strong Arts and Crafts influence, it features white roughcast/rendered walls, a pitched tiled roof with a prominent front gable, windows with bay projections. Arched entrance surround provide a clear focal point.



Diagram 7.1



Semi-detached dwelling two storeys in height and constructed in red facing brick beneath a low-pitched hipped concrete tiled roof. Broad horizontal bay windows at ground and first floor, with decorative brick banding.



Detached dwelling two storeys in height constructed in variegated red brown brick, a prominent gable featuring decorative timber effect detailing. A projecting bay adds vertical emphasis and articulation to the frontage.



Traditional stone terraced houses, two storeys in height, constructed in coursed local sandstone with a simple, linear form. Openings finished with stone lintels and surrounds providing subtle articulation to the façade.



Modern two-storey detached dwelling constructed in red facing brick with contrasting stone quoins and detailing. A shallow projecting gable and an integral garage create a clear hierarchy to the frontage.



Detached stone-built dwelling designed in a traditional style. Two storeys in height, constructed from coursed natural stone with a series of steeply pitched slate roofs with multiple gables that break down the overall massing.

DESIGN CONSIDERATIONS

SUMMARY OF TECHNICAL REPORTS

From the initial sketch proposals, throughout the design process, technical advisors have been involved in the evolution of the proposals, analysing local information and producing reports to help guide the design.

ACCESSIBILITY

A Transport Statement produced by Eddison supports the application. The site is a sustainable one within Clitheroe. It is very well located on a new bus route through the Standen Strategic Site. It has ready access to excellent footways and cycleways. The minor access on to the new spine road through the Strategic Site raises no engineering or road safety issues.

A Construction Traffic Management Plan can be secured by condition, to align with the much larger Strategic Site's provisions.

DRAINAGE

This subject is addressed by Sutcliffe's work which support the application. The development (based on the drainage strategy and details) would not pose any surface water drainage problems on or off site.

A foul sewer connection would be made to the new one for the Strategic Site which runs along Higher Standen Drive.

ARCHAEOLOGY

Ordnance Survey mapping shows the line of a Roman road running north-south on the west side of the site.

Very extensive archaeological investigations have taken place over the whole Strategic Site since its inception over 15 years ago. Despite those, further desk and field work has been undertaken on this site for Applethwaite by Orion. Their report supports the application. The layout takes account of the OS mapping line.

ECOLOGY

Ecological considerations are addressed by Pennine Ecological's surveys and assessments. Similarly, BNG calculations and proposals are provided by them. Enhancement measures are proposed in the design of the development.



TREES AND HEDGES

This subject is addressed by Bowland Tree Consultancy's reports. A tree within the body of the site would be removed of necessity but many more would be planted. The tree is not the subject of a TPO or any planning condition nor has it ever been in the course of the Strategic Site's planning history over the past 15 years.

LANDSCAPING

Laird Bailey are the landscape architects. Their plans took account of the above, the drainage proposals and informed the design of the layout. The detailed scheme supports the application.

SITE INVESTIGATIONS

E3p have produced comprehensive Phase I and II site investigations assessments. No issues have been identified to prevent a development progressing quickly.

PLANNING POLICY CONTEXT

Steven Abbott's Planning Statement covers the policy context comprehensively.

The site is in a Principal settlement in the adopted Local Plan as the largest town in the Borough.

It is also within the defined settlement as part of the Standen Strategic Site in the Local Plan.

SUMMARY

The findings of the technical assessments and individual studies provide a good starting point for the outline design of the scheme and for any key issues to be taken account of at the outset. The technical work has not identified any issues or challenges which would prevent this site from being able to be developed for housing.

CONSTRAINTS & OPPORTUNITIES

The diagram adjacent summarises and illustrates the site's constraints.

CONSTRAINTS

- Access to be taken off Higher Standen Drive.
- There are a number of existing trees and hedges along the western site boundary and within the site - these are shown on diagram 9.1 adjacent.
- Ribblesdale Primary School and its associated buildings and playing fields abut the northern boundary in its entirety.
- There will be residential development to the south and east of the site. The relationship with these properties will be considered.
- Ribblesdale Primary School is located to the north of the site and its relationship with the proposals will be considered.

OPPORTUNITIES

- Retention of existing trees and hedges where possible to provide mature landscape setting.
- Enhanced landscape buffer to be provided along the western boundary.
- Possibility to provide a pedestrian/cycle link with the footpaths to the North
- Opportunity to provide a logical extension to the developments under construction and form part of the Standen Strategic Site

Constraints Plan



Diagram 9.1

Illustrative only.

CONSTRAINTS & OPPORTUNITIES

Having analysed the site's constraints and opportunities and the supporting technical reports, we are able to explain how they can be used to develop the proposals further. The plan adjacent shows how the site's opportunities have been integrated into the development proposals.

INTEGRATION INTO THE EXISTING NEIGHBOURHOOD

- Vehicular access to be taken from Higher Standen Drive.
- Potential pedestrian connections will allow for easy access to local bus stops and amenities.
- The site will be developed in a way that creates its own sense of place and identity.
- Consideration will be given to the relationship with existing dwellings and primary school to the north. The proposals have been designed so that there is minimal impact on the amenity of both the new and proposed properties to the south.
- There will be the provision of public open space which will integrate existing trees and hedges where possible.
- The development proposals will include for an enhanced landscape buffers along the western boundary.

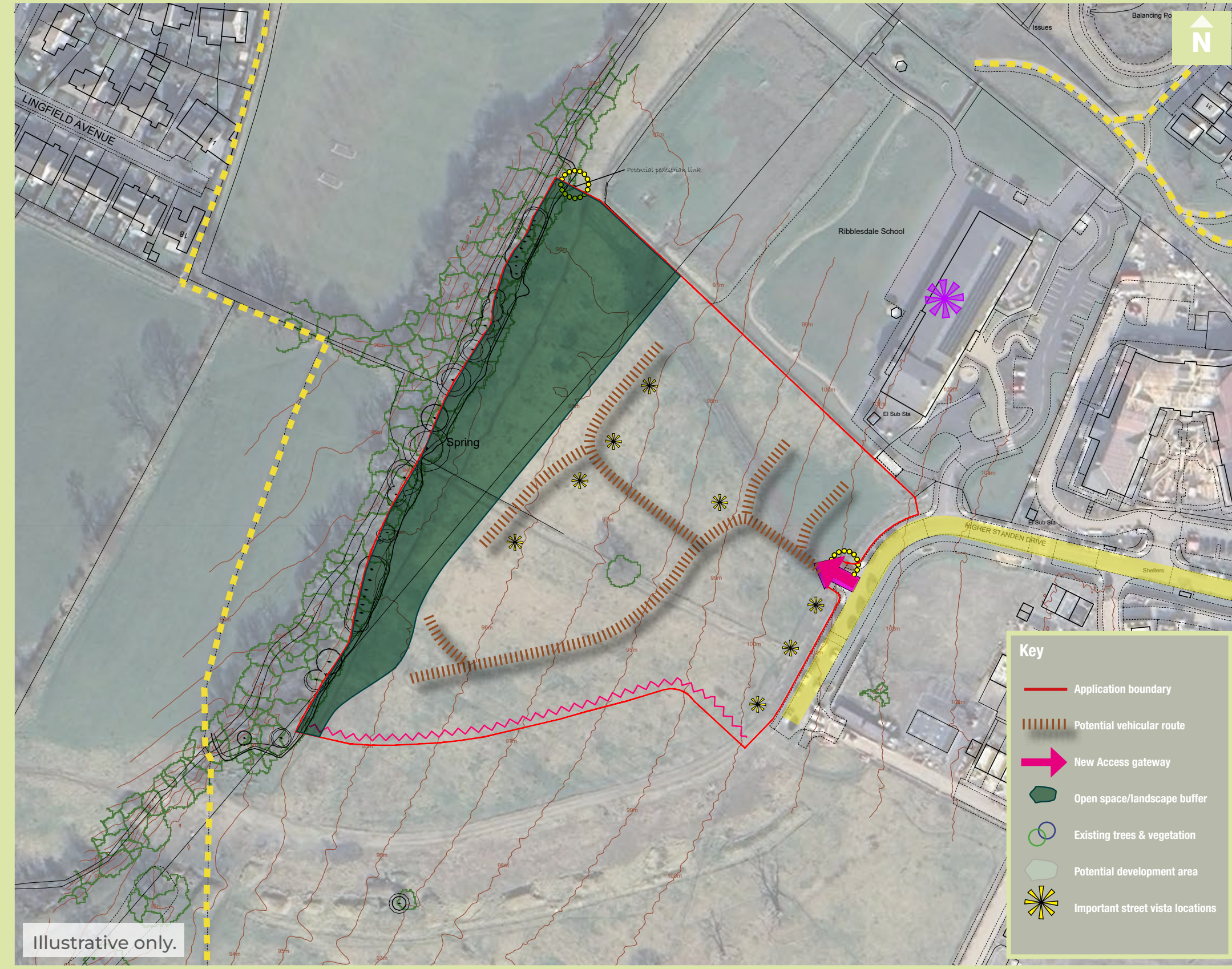
CREATION OF PLACE

- A tree lined avenue will serve the development and will lead through the site.
- Important street vista locations are shown on the plan adjacent where active street frontages will be provided and consideration to street vista termination will be given.

CREATION OF WELL DEFINED STREETS AND SPACES

- The movement network will have strong pedestrian linkages through the development.
- Street hierarchy will be paramount to the design considerations. An attractive tree lined avenue will form part of the main routes into the development with tertiary routes branching off.

Opportunities Plan



Illustrative only.

Diagram 10.1

ACCESS

PROPOSED ACCESS

The proposed vehicular access would be provided from the existing access stub off Higher Standen Drive, via a 3-arm priority junction.

A visibility splay of 2.4 m x 43 m can be achieved in both directions along Higher Standen Drive, in accordance with the required design standards.

Proposed Access Plan

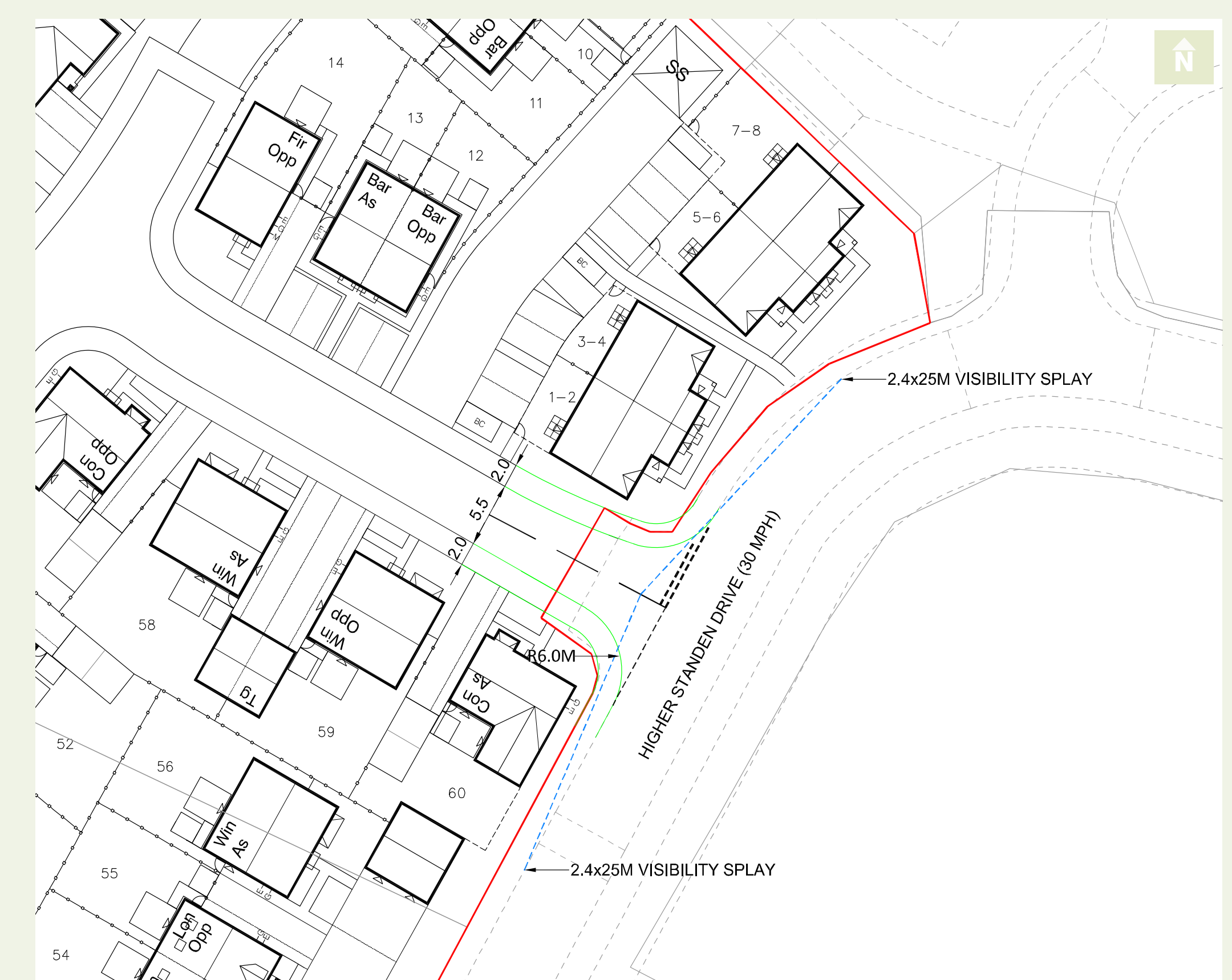


Diagram 11.1

DESIGN PARAMETERS

LANDSCAPE INFRASTRUCTURE AND BLOCK STRUCTURE

Following an analysis of the site's constraints and opportunities, the design of the green infrastructure and block structure has been developed to work in harmony, ensuring a cohesive and legible layout.

LANDSCAPE INFRASTRUCTURE:

1. A continuous green corridor runs along the western edge of the site, incorporating a series of linked attenuation ponds and swales. The ponds are set within generous grassland margins with informal planting, reinforcing a naturalistic character.
2. Existing woodland and mature tree belts along the western boundary are retained and strengthened, forming a substantial ecological buffer. This soft edge protects existing habitats and enhances biodiversity. Additional tree planting within the site extends this habitat network into the development.
3. Within the developable parcels, streets are softened by consistent street tree planting and small green nodes, ensuring that landscape penetrates the built form. These planted corridors visually connect back to the main green space, creating a sense of continuity.
4. At the eastern edge, the landscape infrastructure mediates between the new development and existing roads and built areas, using planted verges and green buffers to reduce visual impact and create a welcoming gateway into the site.

BLOCK STRUCTURE:

1. Built form is arranged in a series of medium-sized, informally shaped blocks that follow the site's triangular geometry rather than imposing a rigid grid. The blocks are defined by a continuous loop of streets and shared surface lanes, creating clear frontages and well-defined public edges while avoiding leftover or ambiguous spaces.
2. Along the western boundary, blocks are pulled back from the site edge to allow the primary green corridor, SuDS features, and woodland buffer to define the outer perimeter. This results in a softer boundary edge.
3. Larger development parcels are subtly subdivided by internal streets and pedestrian connections, allowing the block structure to break down into walkable neighbourhood units. This hierarchy supports variation in character and density across the site.
4. The primary access from Higher Standen Drive is framed by a more formal block arrangement, creating a clear gateway into the development. Blocks in this location are more regular and outward-facing, helping to announce arrival and anchor the development within the wider urban context.

Illustrative Framework Plan



Diagram 12.1

DESIGN PARAMETERS

MOVEMENT AND STREET HIERARCHY

The proposed movement network establishes a clear and logical street hierarchy, ensuring the development is highly legible and easy to navigate. The design also provides strong connections for vehicles, pedestrians, and cyclists, while integrating nodal spaces and green infrastructure to reinforce character and identity. The illustrative framework plan shows:

PRIMARY ACCESS AND SPINE STREET

Vehicular access is taken from Higher Standen Drive to the east, forming a clear and controlled gateway into the site. From this point, a primary spine street loops through the development, providing the main vehicular route and addressing all development blocks.

SECONDARY STREETS AND LOOPS

Secondary streets branch from the primary spine to serve individual blocks and parcels. These routes are shorter in length and more intimate in scale, reinforcing a hierarchy that naturally calms traffic.

TERTIARY LANES AND SHARED SURFACES

At the most local level, tertiary streets and shared surface mews provide direct access to smaller clusters of homes. These spaces are characterised by reduced carriageway widths, informal geometry, and changes in surface treatments.

PEDESTRIAN AND CYCLE PRIORITY

A comprehensive network of pedestrian and cycle routes runs independently of the vehicular hierarchy, connecting all blocks to the green corridor, SuDS features, and surrounding areas.

LANDSCAPE-INTEGRATED MOVEMENT

Street alignment and movement corridors are closely coordinated with the green-blue infrastructure, with footpaths and cycleways weaving through open space and alongside attenuation ponds

Illustrative Framework Plan - Movement



Diagram 13.1

DETAILED DESIGN

This application is for a full planning application for the erection of 60 No. dwellings with associated landscaping and infrastructure.

USE AND AMOUNT

The proposed development scheme seeks to provide 60 new high quality family homes (use class C3) comprising a mix of homes ranging from one to five bedrooms. These are presented in detached, semi-detached, terraced and apartment properties.

MIX OF HOUSING:

Ref	House Type	Beds	Sq. Ft	FMV	Affordable	Total Beds	Total SqFt
Lon	Longthwale	3	1174	6		18	7044
Yew	Yewdale	2	1126	4		8	4504
Fir	Firbank	3	1154	6		18	6924
Swi	Swindale	4	1289	1		4	1289
Con	Coniston	4	1301	5		20	6505
Win	Windermere	4	1363	6		24	8178
Lev	Levens	4	1430	2		8	2860
Cro	Crofton	4	1932	10		40	19320
Hav	Haverthwale	5	2309	2		10	4618
Bar	Barton	2	760		10	20	7600
Sca GF	Scafell GF	1	510		4	4	2040
Sca FF	Scafell FF	1	527		4	4	2108
Total				42	18	178	72990
Grandtotal							

Paragraph 12 of the NPPF is clear that to deliver a wider choice of high quality homes local planning authorities should plan for a mix of housing based on current and future demographic trends as well as market trends. The proposed layout accommodates a range of house types arranged to create rhythm and variety across the street scenes. A balanced tenure distribution integrates affordable housing seamlessly within the wider layout, avoiding clustering and ensuring mixed, inclusive neighbourhoods. Please refer to the Affordable Housing plan, which accompanies this application, for exact details, tenures and locations.

SCALE

The proposed dwellings are all two storey in height. The scale of the proposed buildings are considered appropriate to the local context and topography of the site and existing development.

OPEN SPACE PROVISION

As shown on the detailed layout it is proposed that publicly accessible informal open space is provided. This comprises of amenity green space, green infrastructure and parkland.

CAR PARKING

The location and number of car parking spaces provided is in accordance with the Ribble Valley Borough Council and explained in the design parameters section of this document. A minimum of two car parking spaces are provided for each house.

LAYOUT NARRATION - PLEASE SEE DIAGRAM 23.1 ADJACENT

1. Vehicular access is taken from Higher Standen Drive forming a clear and logical primary point of entry into the site. This access leads into a looped internal street network, allowing intuitive movement and avoiding unnecessary through-traffic.

2. A clear hierarchy of streets is established, comprising a primary road supported by secondary residential streets and short shared private drives. This hierarchy ensures legibility, traffic calming and a human-scale residential environment.

3. Development is arranged in compact, outward-facing blocks, ensuring strong street enclosure and active frontages. Blocks are broken into smaller groups of dwellings to reflect a domestic scale and avoid uniformity.

4. The layout prioritises pedestrian movement through continuous footways, short walking distances and direct routes to green spaces. Pedestrian permeability is reinforced by paths connecting residential streets to areas of public open space and landscape corridors.

5. Dwellings are orientated to address streets, corners and green spaces, with corner plots designed to provide dual aspects. This reinforces legibility, improves passive surveillance and enhances the overall townscape quality.

6. Plots are generally arranged to front streets, shared surfaces, green spaces or footpaths; reinforcing natural surveillance and creating clear distinctions between public, private and semi-private space. Rear gardens are well defined and oriented to maximise privacy and amenity.

7. A linear green corridor runs along the western boundary, incorporating existing trees, new planting and footpaths. This corridor provides ecological connectivity, recreational opportunities and an attractive setting for adjacent homes.

8. Surface water is managed through a series of integrated attenuation ponds located within the green infrastructure. These features are designed as landscape assets, providing visual interest, biodiversity value and informal amenity space.

9. The layout respects adjacent existing and potential land uses and existing development patterns. Building heights, setbacks and landscaping are used to ensure a sympathetic relationship with neighbouring properties and infrastructure.

10. Streets, paths and open spaces are well overlooked by active frontages, enhancing natural surveillance and creating a safe and welcoming environment for residents and visitors.

SUMMARY

Overall, the layout delivers a balanced, landscape-driven residential neighbourhood that prioritises quality of place, sustainability and legibility. It responds positively to its context while providing a safe, attractive and functional environment for future residents.

DETAILED DESIGN

Detailed Site Layout



Diagram 15.1

DETAILED DESIGN I

LANDSCAPING

The landscaping plan aims to create a high-quality environment that balances the needs of new residents, visitors, and ecological enhancement. The strategy uses a mix of native and ornamental species to define spaces and support local wildlife.

- **Biodiversity & Habitats:** A significant portion of the site is dedicated to naturalised grass areas, including native wildflower meadows and mixed native hedgerow
- **Tree & Shrub Planting:** The landscape proposals incorporate various ornamental and native tree species within public open space and along the street scene, providing seasonal interest and structure.
- **Sustainable Urban Drainage:** Attenuation basins have been designed with curvilinear profiles and varied gradients to create natural landscape features.
- **Vegetation Management:** The development prioritises the preservation of Retained Vegetation along the western boundary, integrating it into a multifunctional public open space. Only a single tree has been removed to facilitate development.
- **Site Boundaries and Connectivity:** The scheme uses varied boundary treatments to define public and private realms while ensuring the site remains permeable for residents. Boundary definition is achieved through a combination of Native Hedgerows for ecological value and Ornamental Hedgerows for aesthetic consistency within the residential streetscape.
- **Pedestrian Access:** Mown Paths provide informal walking routes, promoting outdoor activity and connectivity across the site and to the wider walking network to the north and south.
- **Residential Amenity and Character:** The "on-plot" landscaping is designed to provide residents with attractive, low-maintenance private spaces that contribute to the overall character of the neighbourhood, featuring hedgerows, trees and ornamental shrubs and perennials.
- **On-Plot Planting:** Individual dwellings are enhanced with On-Plot Ornamental Planting, ensuring that the "green" character of the development extends from the public open spaces directly to the residents' doorsteps.



Diagram 16.1

DETAILED DESIGN

HARD LANDSCAPING

The proposed materials will help to define the street hierarchy through the use of colours and textures.

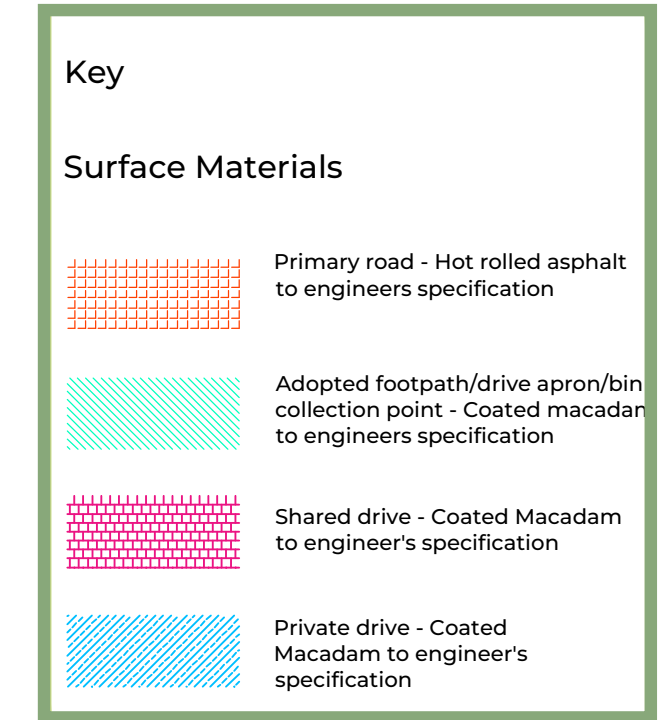


Diagram 26.1

DETAILED DESIGN

BOUNDARY TREATMENTS

Boundary treatments are proposed as per the adjacent plan and the key below.

Please refer to the separate boundary treatments plan for more detailed information.

Key

— Application Boundary

Boundary Treatments

- - - 1.8m Brick wall with timber infill panels

- - - 1.8m Timber fence



Diagram 27.1

DETAILED DESIGN

PARKING AND EV PROVISION

Parking and electric vehicle charging is proposed as per the diagrams adjacent. Diagram 28.1 illustrates the parking provision and diagram 28.2 illustrates the electric vehicle charging provision.

Please refer to the separate plans for more detailed information.



Diagram 28.1

Key

① Parking Space location minimum 2.4m x 4.8m

Please note all garage internal spaces are a minimum of 3m x 6m

139 Spaces Shown

Diagram 28.2



Key

● Vehicle Charging Point

DETAILED DESIGN

APPEARANCE

The proposed architectural approach is designed to be sympathetic to the local context, drawing on established materials and forms to create a cohesive yet distinctive identity for the development. The scheme employs a palette of high-quality materials, expressed in a traditional style with warm, vibrant tones that reflect the character of the surrounding area. A separate materials plan accompanies this application, setting out the proposed materials in further detail.

FORM:

- Houses are a maximum of 2.5 storeys in height.
- Building form is simple and compact, typically with expressed gables.
- Elevations display a formal arrangement of windows and doors, with occasional asymmetry introduced through bays or dormers to provide variety and visual interest.
- Square bay windows are incorporated in selected dwellings to articulate frontages.

TYPICAL ARCHITECTURAL DETAILS:

- Casement windows are the predominant window type.
- Variety is achieved through occasional asymmetry, generated by bay windows and projecting gables
- Roofscapes incorporate deep overhanging eaves and substantial barge boards, reinforcing the traditional character.

MATERIALS:

- External walls are constructed using art. stone across the development.
- Roofs finished with grey tiles, creating a coherent roofscape.

OPENINGS:

- Window and door openings emphasise vertical proportions, reinforcing the traditional vernacular.
- Heads and cills will be provided in art. stone to provide definition and detail to window and door openings.

ROOFS

- Roof forms are pitched gables, finished in grey tiles.

Note: Full details of individual house types and their architectural treatment are set out in the accompanying House Type Pack.

DETAILED DESIGN

APPEARANCE



HAVERTHWAITE HOUSE TYPE



LEVENS HOUSE TYPE



SCAFELL HOUSE TYPE



WINDERMERE HOUSE TYPE



LONGTHWAITE HOUSE TYPE



CROFTON HOUSE TYPE

DETAILED DESIGN

STREET SCENES

The proposed development has been carefully designed to create an attractive and contextually appropriate street scene that reflects local character while establishing its own sense of identity. The design parameters have informed the architectural language, ensuring that the development is both distinctive and sympathetic to its surroundings.

STREET COMPOSITION

The street scene is carefully composed to balance consistency with variety. Subtle changes in building height, roofline, and architectural detailing avoid uniformity while maintaining a harmonious rhythm. Square bays and projecting gables are selectively used to articulate frontages and enhance key views.

LANDSCAPING AND PUBLIC REALM

Tree planting, grass verges, and boundary treatments such as low walls and hedgerows soften the built form and establish a strong green structure. This approach ensures the public realm is both attractive and functional, encouraging walking and cycling while creating a welcoming neighbourhood character.

ROOFSCAPE AND OPENINGS

Predominantly pitched roofs with grey finishes provide cohesion across the development. Windows and doors are vertically proportioned, reinforcing the traditional vernacular and ensuring elevations feel balanced and well composed.

Overall, the proposed street scene creates a legible and attractive environment where architecture, landscaping, and movement are integrated to establish a high-quality place that sits comfortably within its local context.



ACCESS

CLITHEROE

The site is located in a sustainable area close to public transport links. There are bus stops located in close proximity to the site on Higher Standen Drive, Pendle Road, Claremont Avenue and Peel Park Avenue as displayed on 24.1. There are a number of amenities available within very short walking distance from the proposed site entrance.

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

- The ability to access the site by car, foot and cycle to a range of local services and facilities to meet basic needs
- A neighbourhood within easy access to public transport
- Good quality outside public open space which enjoys a high standard of security and access
- The creation of homes which are adaptable and are able to respond to changing social and economic conditions

ACCESS ARRANGEMENTS

A new access to the site is proposed on Higher Standen Drive. An internal network of roads and footpaths are proposed, providing safe movements for vehicles and pedestrians within the site. The site is situated in a sustainable location in close proximity to a range of amenities, services and facilities.

ACCESS DESIGN

The design of all streets have followed the guidance set out in the Chartered Institute of Highways and Transportation Manual for Streets 1 & 2.

As set out in this document internally the scheme provides a simple and logical arrangement of roads and footpaths to gradients which are capable of being negotiated by those with impaired mobility making them accessible to all users.

All homes have level entry routes, minimising steps and level changes to make them as easy as possible for pushchairs and wheelchairs.

PARKING PROVISION

On site car and cycle parking is provided in accordance with the relevant parking standards and guidance.

Existing Amenities and Services Clitheroe



Diagram 24.1



Ribblesdale Primary School



Ribblesdale High School



Clitheroe Train Station



Clitheroe High Street

ACCESS

THE WIDER AREA

There are further services and amenities available in the wider area due to Clitheroe's location, sitting within easy reach of Preston, Blackburn, Accrington, Burnley, Colne and Skipton. These key service centres offer a wide variety of amenities, additional schools, leisure and hospitality opportunities.

WIDER TRANSPORT LINKS

Clitheroe benefits from strong and varied transport links providing good connectivity across Lancashire and to the wider North West. The town is served by Clitheroe railway station, which lies on the Ribble Valley Line and offers regular rail services to Blackburn, Manchester Victoria and Rochdale, with onward connections to the national rail network. Bus services operate from the central interchange and from numerous stops around the town, linking Clitheroe with nearby towns and villages including Whalley, Preston, Blackburn, Burnley and Skipton, supporting both local and regional travel. By road, the town is well connected via the A59, providing direct access westwards to Preston and the M65 motorway and eastwards towards Burnley, making Clitheroe easily accessible by car. Overall, the combination of rail, bus and road infrastructure ensures that Clitheroe is well integrated into the wider regional transport network.

The nearest major airport to Clitheroe is Manchester Airport, located approximately 45–50 miles to the south east. By car, the airport can typically be reached in around 60–75 minutes, travelling via the A59 towards Whalley and Blackburn, then using the M65, M66, M60 and the M56. Public transport also provides access, involving a direct train from Clitheroe railway station to Manchester Victoria, followed by a transfer to the airport via rail or Metrolink.

The nearest major hospital to Clitheroe is Royal Blackburn Hospital, located approximately 13–15 miles to the south. By car, the hospital can typically be reached in around 25–30 minutes.

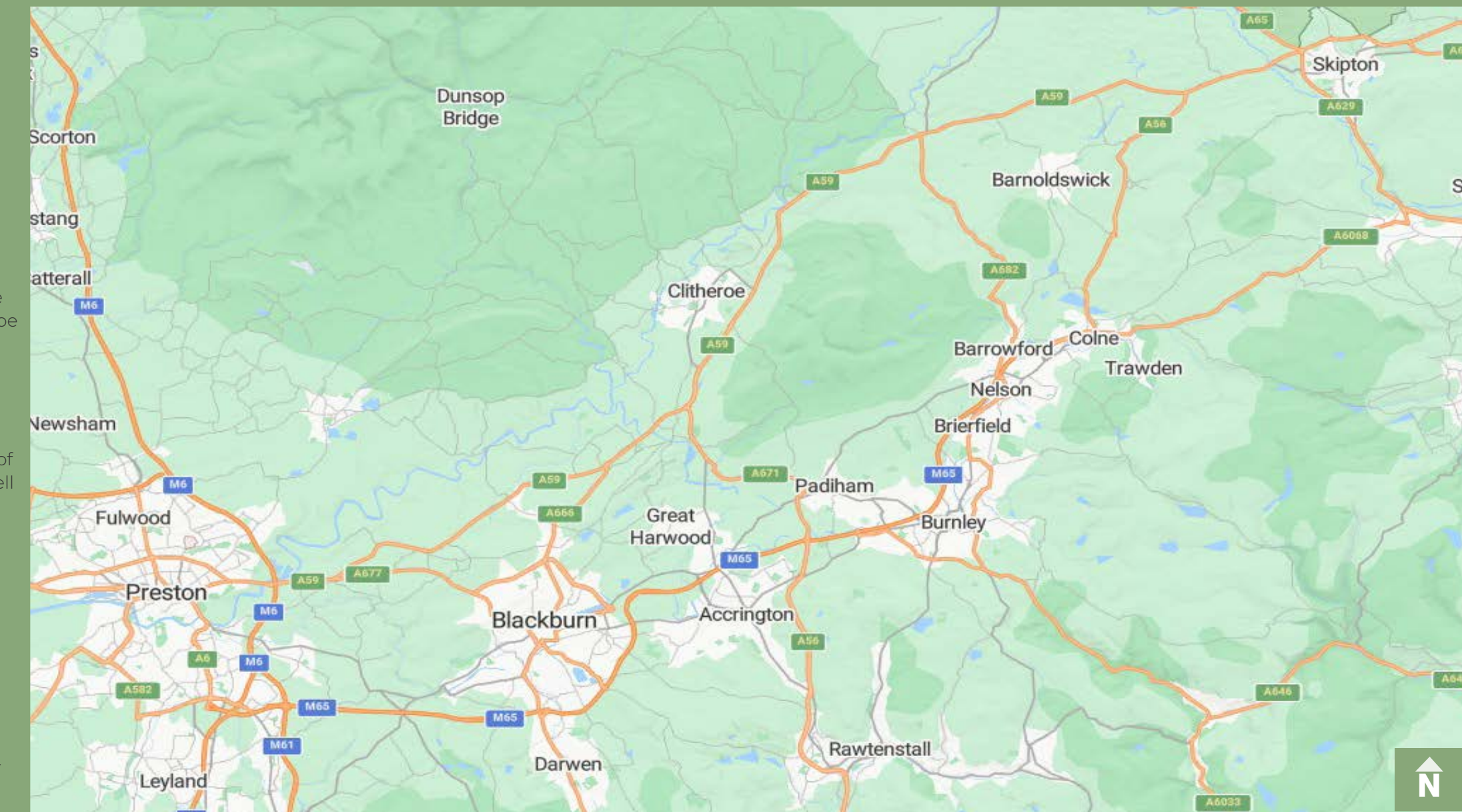


Diagram 25.1



Preston High Street



Blackburn High Street



Accrington High Street



Burnley High Street



Colne High Street



Skipton High Street



SUSTAINABILITY

Applethwaite strive to provide homes that are designed to improve energy efficiency and meet the challenge of rising building performance standards.

- Windows specified by the developers outperform those specified by Building Regulations.
- A proportion of the light fittings are of the dedicated low energy type.
- Water efficient fittings, including dual flush wc's to be specified by Applethwaite in their new homes which reduce water consumption.
- Minimising the impact on the environment are central to the sustainability policies. Applethwaite have systems in place to ensure: prevention of pollution; legal compliance; resource efficiency; excellent communication and continual environmental improvement.
- Sensitively designed landscaping schemes to seek to retain and enhance valuable, existing features and to increase biodiversity.
- Applethwaite reduce wastage through design and by partnering with suppliers to reduce the amount of waste sent to landfill.
- Consideration is given to ethical environmental performance of all suppliers and sub-contractors. A partnering approach to be adopted that clearly sets out the expectations from all parties and covers issues such as sourcing of materials, transportation and delivery, packaging, health and safety, workforce competency and training and welfare as well as pricing and payment terms.
- More efficient and environmentally friendly drain and sewer systems employed to reduce the risk of flooding.



WASTE, REFUSE & CRIME

WASTE

Applethwaite have a policy of segregating and managing waste on site, both to minimise waste arising and maximise the opportunity for re-use and recycling. For example, separate skips/waste containers are provided for different materials.

REFUSE STORAGE FACILITY STATEMENT

Details of space for the storage of refuse and recycling bins should be provided for on each plot in line with the number of bins issued by Ribble Valley Borough Council. Access to these bins on plot can be easily achieved and brought to the road frontage for collection by the authority.

CRIME IMPACT STATEMENT

In order to prevent crime and disorder and to keep people safe and feeling safe, crime prevention strategies have been integrated into the design as early as possible. In order to do so the development is designed to Secured By Design security standards, using the SBD 'Homes 2019' Design Guide specifications. To do so the following is to has been considered:

- Boundary Treatments – Boundary treatments are sufficient height and design to deter intruders. A height of 1.8m close boarded fencing to be used for the perimeter of rear gardens and dividing fences of the dwellings.
- Defensible Space – A minimum of 1m high physical buffer of landscaping such as hostile planting and/or railings are proposed.
- Access Control - There are the presence of side access ginnels to dwellings and gardens here. Access to the rear and sides of properties to be restricted using 1.8m high, close boarded timber lockable gates.
- Landscaping – Areas of landscaping to be carefully designed; species selection have considered future maintenance requirements e.g., growth of shrubs should be not above 1m high so as not to create areas of concealment.
- Pedestrian Routes – Pedestrian routes to be as straight as possible, as wide as possible, and devoid of hiding places. They are overlooked by surrounding buildings and activities to enable natural surveillance along the path and its borders.
- Parking Areas – These are well overlooked by highly occupied rooms of properties and neighbouring properties.
- Utility meters –Utility meters are located as close to the front elevation of the dwellings as possible, so access into secure/private areas is not required to read the meters.

BUILDING FOR A HEALTHY LIFE

Building for a Healthy Life

The proposed development is compliant with local and national planning policies on specific design related issues. The proposals meet a high standard of design and accessibility. The application proposals have also been considered against the twelve principles set out in 'Building for a Healthy Life'. These considerations state that designers and developers should:

INTEGRATED NEIGHBOURHOODS

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

The site has been designed to ensure pedestrian safety at all times, curved street geometry, where possible, calming vehicle speeds. The proposals include the provision of a range of green spaces which would help to encourage those living on the development to choose walking above using their cars.

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

The site is within easy walking and cycling distance of a range of local services and facilities. These include Ribblesdale Primary School, Ribblesdale Sports Pitches and Ribblesdale High School.

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

Recreational opportunities are also readily available. A bus stop just to the north on Pendle Rd provides easy access to Clitheroe Town Centre while local leisure destinations such as the Clitheroe Rugby Club, Ribblesdale Cricket and Bowling Club, Primrose Community Nature Reserve, Everyman Cinema, Clitheroe Skate Park, and Clitheroe Golf Club, are all accessible in under 4 minutes by bicycle.

A range of homes that meet local community needs.

The proposals also provide a balanced housing mix in accordance with the Ribble Valley Borough Council Housing Mix Policy. There is the provision of a range of 1-5 bedroom homes all with access to private outdoor space, ensuring that the needs of the local community are met.

DISTINCTIVE PLACES

Understand and respond.

The development responds sensitively to its context. While the site currently comprises of a field, the proposals introduce soft green edges, the integration of existing trees and hedges and attractively landscaped frontages.

Create places that are memorable.

The internal roads are enclosed by buildings that front onto them creating active frontages throughout the development. A number of key nodal areas are proposed providing easily identifiable spaces within the development.

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

The design has ensured that all blocks face onto the newly created streets, the existing building lines and urban grain have been respected. Careful consideration has been given to the vistas that are revealed along the newly created streets ensuring that street vista terminations are attractive and not onto rears of properties or blank elevations, where possible.

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

Where possible vistas into or onto the local area are framed, for example the vista into the development is that of an attractive central green overlooked by header/focal buildings, helping to provide a unique sense of place and a memorable way marker. The simple street form mixed with the creation of key nodal areas ensure residents and visitors navigate the site with ease.

STREETS FOR ALL

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

The street network is designed as a place for people as well as vehicles, balancing movement with social activity. Main streets are be tree-lined, with ornamental planting providing attractive spaces for walking, sitting, and informal social interaction. Pedestrian routes are direct and aligned with desire lines, making active travel a natural choice.

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

The strategies mentioned in the previous point and the provision of attractive green spaces aim to encourage residents and visitors to walk or cycle within the development. All gardens have adequate and secure space for the provision of cycle storage. The site has been designed so that there is enough parking provision so that the streets and roads are not overly dominated by vehicles ensuring cyclists can travel with ease.

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

There are enhanced blue infrastructure improvements proposed within the designs along with the provision of plants that are native and wildlife friendly. Wildflower seed to be used to plant verges to enhance ecological value of the site, where possible.

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

To the fronts of the houses there is a balance of parking provision and green space. Formal hedges act as boundary treatments between the private and public realm. Evergreen hedges provide year round shelter, nesting and foraging opportunities for birds and mammals. Access to the rear gardens and storage solutions is via paths to the sides of properties.



CONCLUSION

We are excited to present our vision for this site. We have carefully considered the opportunities and constraints of the site and the needs of local residents, whilst understanding how these interact with the Council's policies.

Our approach to the design of the scheme has been led by technical consultants who understand the context of the site and the surrounding area. We truly believe we have designed a scheme which goes above and beyond the needs of future residents, whilst helping Ribble Valley Borough Council to meet their housing aspirations. The site is well located to achieve all of this, and we can't wait to bring it to life.



