



LAND NORTH OF WHALLEY ROAD, READ

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 has 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 77 houses at land north of Whalley Road, Read.

The proposed development would deliver a high quality scheme (including 30% 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

The village of Read is located within the Borough of Ribble Valley in Lancashire, positioned approximately 3.7 miles west of Clitheroe and 1.8 miles east of Padiham. The settlement occupies a semi-rural location on the southern edge of the Ribble Valley, forming part of a network of smaller villages and market towns that are functionally and economically linked.

Read benefits from strong connectivity to nearby service centres, with Clitheroe providing a principal market town function offering a range of retail, education, healthcare and leisure facilities. To the west, Padiham and the wider Burnley area provide access to a broader employment base, strategic services, and public transport connections.

The area is well connected via the A671, which provides a key east-west route linking Clitheroe with Burnley, and in turn connecting to the wider strategic highway network including the M65 corridor. This enables convenient access to larger regional centres such as Blackburn, Preston and Manchester. Rail services are available from nearby stations at Hapton and Rose Grove, providing links to the regional rail network.

LOCAL CONTEXT

The village benefits from a modest range of local amenities which support day-to-day needs, including two primary schools, public houses, and small-scale community and leisure facilities. A wider range of services and facilities are accessible within nearby settlements such as Whalley, Clitheroe and Padiham, all within a short travel distance. As such, Read functions primarily as a residential community, supported by its proximity to larger service centres.

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

PLANNING POLICY CONTEXT

The site falls within the administrative area of Ribble Valley Borough Council and is primarily guided by the Ribble Valley Core Strategy (2008–2028), which sets out the strategic framework for growth across the borough. Within this context, Read is identified as a Tier 2 settlement, where development is supported in principle where it is proportionate to the scale of the settlement and helps to meet local housing needs.

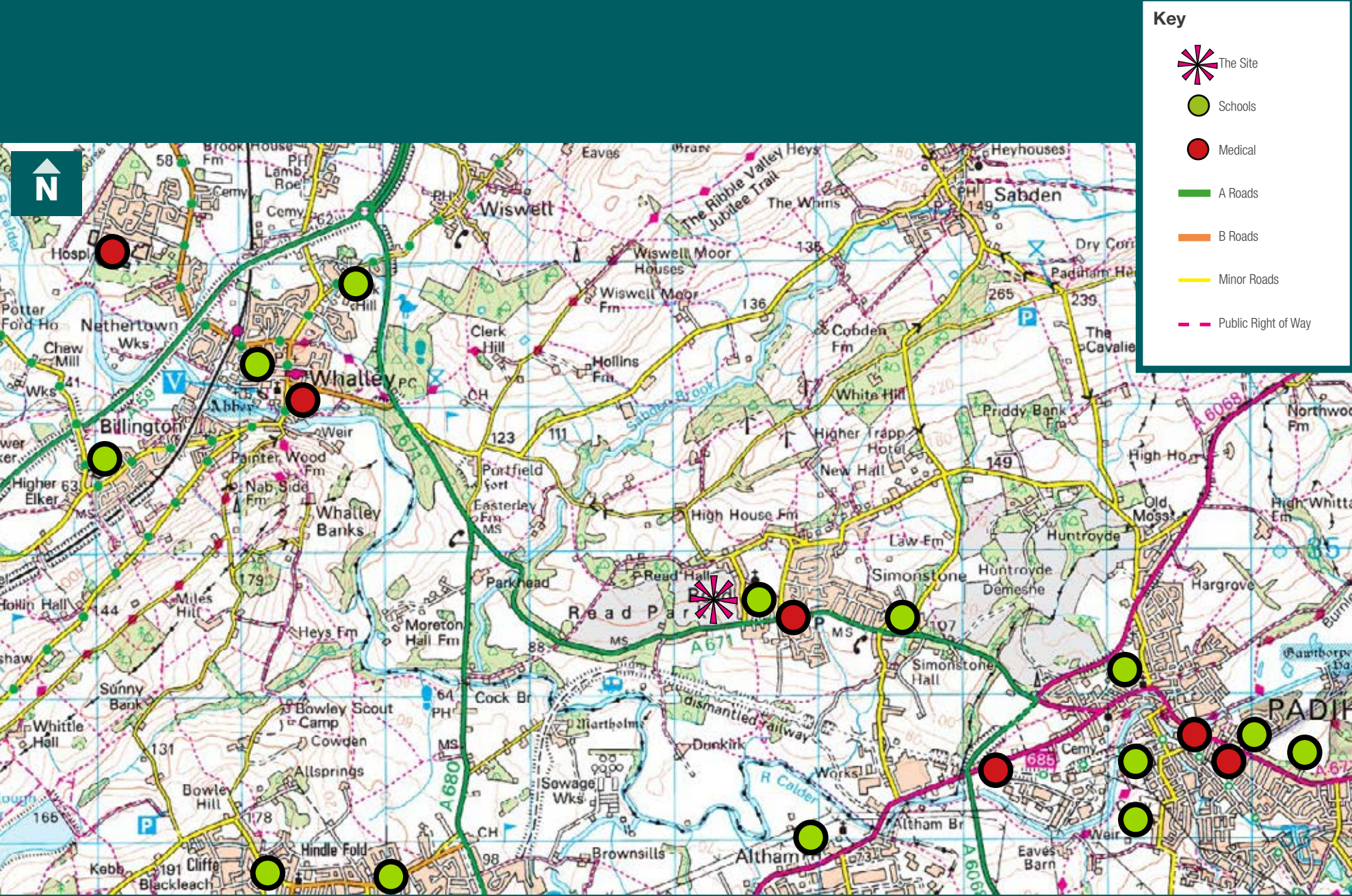


Diagram 5.1

EXISTING SITE FEATURES

SITE BOUNDARIES

North: The north of the site is bound by existing residential dwellings found along Hammond Drive and Whins Lane.

East: To the east is existing residential development found on George Lane, Church Lane, St John's Close, Tennyson Avenue and Greenacres with further development beyond these streets.

South: To the south the site is bound by Whalley Road and a number of residential properties.

West: The west of the site is bound by existing trees and hedges along with a watercourse.

TOPOGRAPHY

The site gently rises from west to east, from 92 AODm in the furthest western corner to 126 AODm in the north east corner

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, along with a selection found within the site boundary. 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 way surrounding the site. They connect to Portfield in the west, Read and Simonstone in east, Altham in the south and Wiswell and Sabden in the north.

Site Features Plan



Diagram 6.1

SURROUNDING CHARACTER

The site is surrounded by various styles of houses and the built form is characterised by a mix of historic and more contemporary residential development. The settlement has evolved organically, with development fronting the main road and extending along secondary routes, creating a well-defined but informal village structure. The built form is predominantly two-storey in scale, comprising traditional stone-built properties, red brick dwellings, and more recent housing developments, reflecting the village's incremental growth over time. Below are examples of the surrounding built form:



Detached, dormer-style bungalow with a simple, rectilinear form and a pitched, tiled roof. The front elevation is characterised by white render and contrasting panel detailing, with a modest projecting gable providing visual interest.



Detached dwelling of two-storey scale, characterised by a simple rendered façade and a series of intersecting pitched roofs clad in red clay tiles. The front elevation presents a balanced composition, with projecting gables and recessed elements.



Diagram 7.1



Terrace of traditional two-storey dwellings, constructed in coursed natural stone with simple, linear front elevations. The façades are characterised by regularly spaced window and door openings with stone lintels and surrounds, creating a strong sense of rhythm and uniformity.



Detached, two-storey dwelling of simple, box-like form, constructed in brown brick with a shallow pitched roof. The front elevation is symmetrical in composition, with evenly spaced window openings and a central ground-floor emphasis created by a modest canopy projection.



Detached, two-storey dwelling constructed in natural stone, reflecting a contemporary interpretation of traditional vernacular architecture. The front elevation is articulated through projecting gables creating a varied yet balanced composition



Semi-detached, two-storey dwellings constructed in brick and roughcast render. The front elevations are characterised by a continuous canopy and large ground-floor window openings, including bay elements.



Detached dormer-style dwelling characterised by a prominent front-facing gable and a simple pitched roof form. The elevation combines facing brick at ground floor level with light render above, creating a clear horizontal division.

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.

ECOLOGY & BNG

A detailed Ecological Appraisal and Biodiversity Net Gain Metric has been prepared by Envirotech, which confirm that the site is of relatively low ecological value but the habitats present are to be subject to significant enhancement associated with the proposed development. This will be achieved through detailed management proposals and new soft landscaping to complement the existing vegetation which is to be largely retained.

The approach to BNG has been to adopt a higher baseline value to ensure that the achievable gains, to be secured on site and well above the statutory 10% threshold, are neither over or understated.

The Ecological Appraisal also corroborates the findings with the Built Heritage Statement, confirming that physical and historic evidence, including the absence of designed vistas, specimen tree planting, ornamental planting blocks, drives or pleasure ground features, together with evidence of former enclosure boundaries and agricultural land use, indicates that the site does not meet the definition of intact historic parkland.

TREES

The application is accompanied by a detailed Tree Survey prepared by Trevor Bridge Associates, which confirms the presence of a number of category A, B, and C specimens within the site and identifies root protection zones for them all.

In terms of removal, it is generally only necessary to fell trees adjacent to the newly proposed access point on Whalley Road. Other than this, trees of note and clear amenity value have been incorporated into the scheme and form an integral part of the layout, with suitable separation to avoid the RPA's.

FLOOD RISK AND DRAINAGE

As confirmed by the Flood Risk Assessment prepared by PAW, the development sits in flood Zone 1 and is therefore at low risk in this regard. Areas of the site are highlighted as being susceptible to surface water flooding, though these lie outside of the proposed area of development.

With regard to drainage, it is intended to direct attenuated flows to an adjacent watercourse, reflecting greenfield run off rates, and waste waters will connect into the existing sewer within Whalley Road.

AIR QUALITY AND NOISE

Noise and Air Quality Impact Assessments have been prepared by Miller Goodall to support the application.

Site monitoring confirms that the primary source of noise in the vicinity is traffic using Whalley Road to the south of the development. In accordance with the principles of good acoustic design, mitigation is proposed the noise levels for a handful of dwellings adjacent to the southern boundary where there is the potential for levels to exceed guidelines in the absence of such measures.

With regard to Air Quality, the assessment confirms that the development would not have a significant impact on local air quality and that the site is wholly suitable for residential use.



HERITAGE

The Built Heritage Statement prepared by Tetra Tech clearly confirms that application site should not be considered 'parkland' as it does not retain the spatial organisation, planting strategy or garden components that would demonstrate survival of Read Hall's early nineteenth century designed landscape.

Whilst it has an historical association with the estate, that association is attenuated and does not translate into a meaningful, legible contribution to the designed setting.

The physical separation between the proposed development and Read Hall, by way of the existing, dense screen planting and significant area of public open space to be provided, means that any impact on the designated asset and its setting/significance is extremely low.

HIGHWAYS

The Transport Assessment prepared by Andrew Moseley Associates confirms that the proposed access arrangements from Whalley Road, by way of a new priority junction, internal estate road and on site parking provision, all raise no undue highway safety concerns.

In terms of the capacity of the surrounding network, the movements associated with the quantum of development proposed would not cause undue issues and are not predicted to in future when accounting for committed developments in the vicinity.

The site also boasts accessibility credentials which allow for travel by means other than private car, allowing future occupants to reach the range of services present in the village (and beyond) on foot, by cycle or via public transport.

LANDSCAPE AND VISUAL

The application is supported by detailed Landscape and Visual Appraisal prepared by PGLA which assess the quality of the existing site and landscape, quantifies the potential impacts of the proposals. It confirms that the sensitivity of the landscape in this location is considered to be 'medium' and that visual connection with application site is when in close proximity to it.

The proposed development has been purposely located to the settlement edge and although there will be a degree of change to the setting, this will be in the context of a range of soft landscaping enhancements which will help the scheme to fully integrate into the immediate environs.

In light of these factors, the site is able to accommodate the level of development proposed without causing undue harm to the character of this area, and the fact that the site does not represent parkland, as established on other, associated reports, is a notable factor in establishing that the proposals are acceptable.

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 Whalley Road.
- There are a number of existing trees and hedges along the site boundaries and within the site - these are shown on diagram 9.1 adjacent.
- There are existing historic mine workings along the western boundary and also within the site boundary - details are shown adjacent.
- An existing watercourse runs along the western boundary.
- An existing pond lies to the west of the site.
- Existing houses surround the site boundaries.
- The site rises from west to east with a difference of 34m.

OPPORTUNITIES

- Retention of existing trees and hedges where possible to provide mature landscape setting.
- Enhanced landscape buffer to be provided along the south western boundary.
- Possibility to provide a publicly accessible parkland within the scheme.
- Possibility to allow for long distant views to St John's Church in the east.
- Possibility to provide a pedestrian/cycle link to the south to allow for connection to the village services and bus stops found along Whalley Road.

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 Whalley Road.
- Pedestrian connections will allow for easy access to local bus stops and amenities.
- The site will be developed in a way that creates a natural and logical extension to the existing built form yet creates its own sense of place and identity.
- Consideration will be given to the relationship with existing dwellings on Whalley Road, George Lane and Hammond Drive. The proposals have been designed so that there is minimal impact on the amenity of both the new and existing properties.
- There will be the provision of public open space which will also include a large area of publicly accessible parkland. Both will integrate existing trees and hedges where possible.
- The development proposals will include for an enhanced landscape buffers along the northern and western boundaries.

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



Diagram 10.1

ACCESS

PROPOSED ACCESS

Vehicular, walking and cycling access is proposed from the south of the site from the A671 Whalley Road via a priority-controlled T junction with a right turn ghost island. The access is 5.5m wide with 6m radii and 2m footways on either side of the access which extend north into the site and tie into the existing footways on the A671 Whalley Road. This access design has been designed in accordance with the Design Manual for Roads and Bridges (DMRB) standards for a 40mph carriageway. Visibility splays of 2.4m x 120m can be provided at the site access in line with DMRB standards for a 70kph design speed which relates to the posted speed limit of 40mph.

Proposed Access Plan

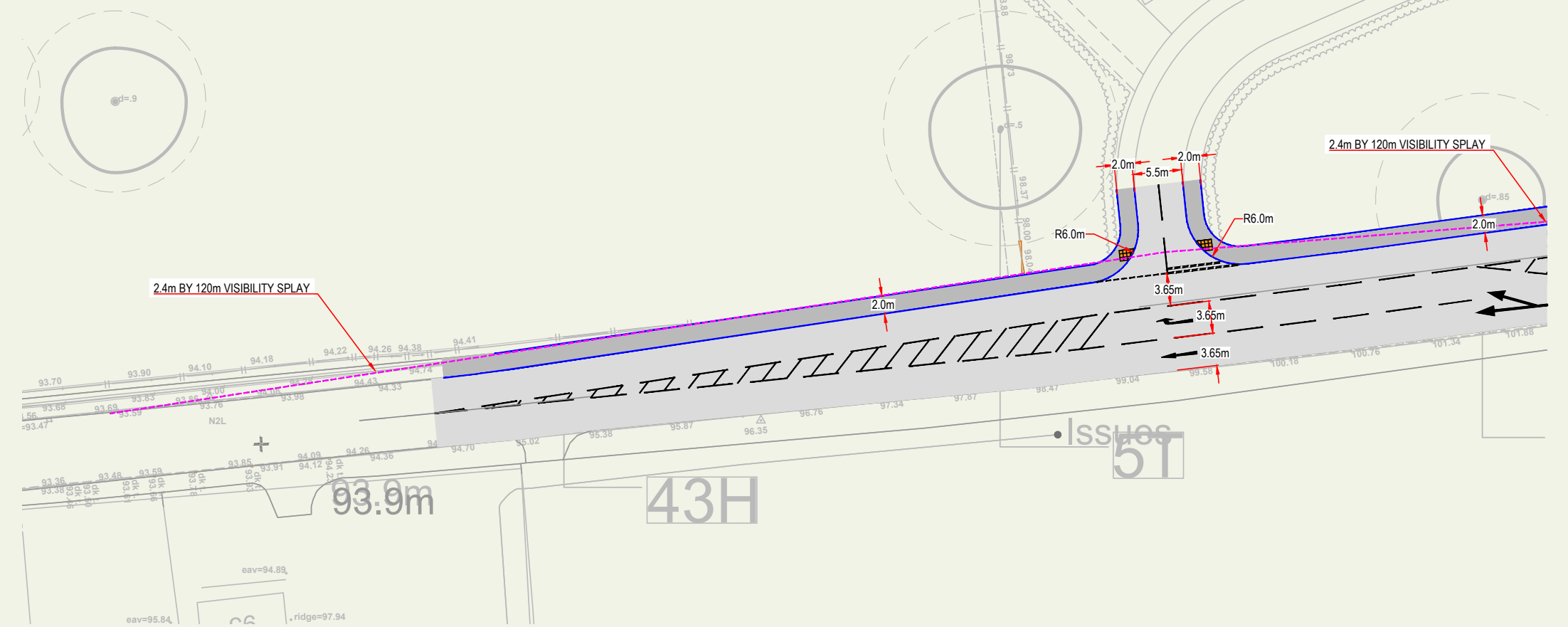
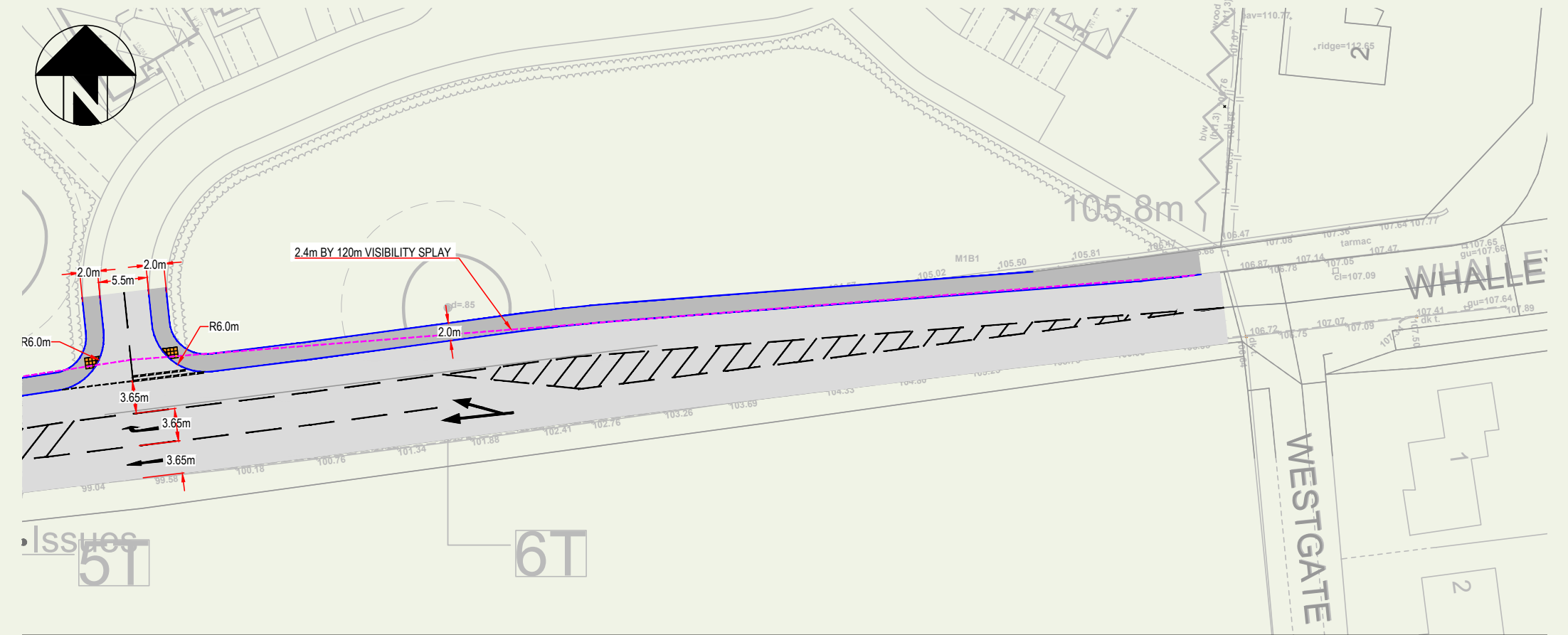


Diagram 13.1

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. The following principles set out how these elements respond to the site context and create a distinctive and well-integrated development

LANDSCAPE INFRASTRUCTURE:

- 1. The site is structured around a comprehensive green infrastructure network, with the majority of the land retained as green space. This establishes a strong landscape-led approach, with development concentrated to the eastern edge.
- 2. A central area of green open space forms the core of the site, providing opportunities for recreation, relaxation, and community use. A new, publicly accessible parkland makes up the west of the site in its entirety.
- 3. A series of informal, meandering pedestrian routes traverse the site, connecting key areas of open space, parkland, development parcels, and the site entrance. These routes promote walkability and encourage interaction with the landscape.
- 4. Existing vegetation is retained and supplemented with new tree planting across the site, creating a varied landscape structure. Tree groups and avenues help define spaces, enhance biodiversity, and provide visual containment.
- 5. Strong landscape buffers are provided along the site edges, particularly to the western and northern boundaries, reinforcing the rural edge and providing screening to adjacent countryside and neighbouring uses.
- 6. A pond feature is located within the south-western corner of the site, forming part of the sustainable drainage strategy. This feature also contributes to biodiversity enhancement and visual amenity.
- 7. Community areas are incorporated within the green infrastructure network, positioned to be accessible from the development parcels while integrated sensitively within the wider landscape setting.

BLOCK STRUCTURE:

- 1. The block structure is informed by a landscape-first approach, with built development concentrated along the eastern edge of the site, allowing the majority of the land to remain as green space.
- 2. Development parcels are arranged in a clear and coherent manner, forming a small number of well-defined residential blocks that are easily legible and efficiently laid out. Dwellings orientated to front onto streets and shared spaces, providing natural surveillance and active frontages.
- 3. Blocks are carefully positioned to overlook and integrate with the central green infrastructure, ensuring that key areas of open space are well surveilled and accessible..
- 4. The arrangement of blocks allows for a subtle transition in density, with slightly higher density located closer to the site entrance and primary street, reducing towards the softer landscape edge.

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:

- The development is accessed from Whalley Road via a single, well-defined point of entry, providing a legible and controlled gateway into the site.
- A principal street extends from the site entrance into the development, forming the main movement corridor and providing access to the primary residential blocks.
- A series of secondary streets branch from the primary spine, serving smaller development parcels and creating a more intimate residential character with reduced traffic speeds.
- Tertiary streets and shared surface areas are incorporated to serve individual plots and smaller clusters of dwellings, prioritising pedestrian movement and fostering a low-speed environment.
- The layout prioritises pedestrian movement through a network of footpaths and informal routes, connecting residential areas with the central open space and wider green infrastructure and parkland.
- Streets are designed to be integrated with the landscape framework, with tree planting, verge spaces and green corridors reinforcing the hierarchy and enhancing visual quality.
- The street network is designed to discourage through traffic, with a permeable yet controlled layout that incorporates changes in alignment and shared surfaces to naturally reduce vehicle speeds.
- The internal layout supports pedestrian and cycle movement through low-speed streets and connections to the wider network, encouraging sustainable modes of transport.
- The movement framework responds to the existing highway network, ensuring safe and convenient connections to the surrounding area while maintaining a clear hierarchy within the site.
- Overall, the hierarchy balances accessibility, placemaking, and landscape integration, resulting in a coherent, walkable neighbourhood that ties sensitively into Read's existing movement patterns.

Illustrative Framework Plan - Movement



Diagram 13.1

DETAILED DESIGN

This application is for a full planning application for the erection of 77 No. dwellings with associated landscaping and infrastructure.

USE AND AMOUNT

The proposed development scheme seeks to provide 77 new high quality family homes (use class C3) comprising a mix of homes ranging from two to five bedrooms. These are presented in detached and semi-detached properties.

MIX OF HOUSING:

Ref	House Type	Beds	Sq. Ft	FMV	Affordable	Total Beds	Total SqFt
Thu	Thursby Semi/Mews	3	1023	7		21	7161
Als	Alston - CT	3	1059	4		12	4236
Yew	Yewdale	3	1107	5		15	5535
Fir	Firbank	3	1154	5		15	5770
Cas	Casterton Det	4	1231	1		4	1231
Cas DA	Casterton Det	4	1231	3		12	3693
Win	Windermere Det	4	1363	3		12	4089
Lev	Levens	4	1430	2		8	2860
Mil	Milburn	4	1468	6		24	8808
Ken	Kentmere	4	1484	2		8	2968
Cal	Calder Outrigger	4	1741	6		24	10446
Cro	Crofton	4	1932	5		20	9660
Hav	Haverthwaite	5	2309	5		25	11545
Bar	Barton	2	760		8	16	6080
Whi	Whinfell – 7.5%	2	774		8	16	6192
Thu	Thursby	3	1023		7	21	7161
Total				54	23	253	
Grandtotal				77		253	97435

Paragraph 63 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 General Arrangements Plan for the Affordable Housing, which accompanies this application, for exact details, tenures and locations.

SCALE

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

APPEARANCE

Dwellings consist of various materials, including; brick and render to the main building envelope with a variety of details including straight soldier heads and art. stone cills. These characteristics are indicated in the street scenes and detailed design chapter within this document.

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 and green infrastructure.

CAR PARKING

The location and number of car parking spaces provided is in accordance with the council standards 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. The development is accessed from Whalley Road via a single, clearly defined point of entry located along the southern boundary. This arrival point is framed by landscape planting and provides immediate access onto the primary street, establishing a strong sense of gateway and legibility.
2. Upon entering the site, the primary street extends west to east, forming the principal movement route. This street is defined by frontage development to the north and existing properties to the south, creating a well-enclosed and active edge.
3. Moving eastwards, the development forms a strong, continuous built edge along the site boundary. Dwellings are arranged in a linear pattern, backing onto the eastern boundary and fronting onto the internal street, reinforcing a clear and defensible edge to the settlement.
4. A secondary route branches northwards from the primary street, forming a cul-de-sac that serves these smaller parcels. This creates a more intimate character, with smaller blocks and reduced traffic speeds, while maintaining connectivity throughout the site.
5. At the northern extent of the built area, a cluster of dwellings is arranged around a gently curving street. These units benefit from direct adjacency to open countryside and overlook the wider green infrastructure, creating a softer transition at the settlement edge.
6. Returning southwards, a secondary cluster of development is arranged around a network of shared surfaces and short streets. This area provides a varied grain of development and integrates closely with adjacent areas of open space.
7. The built form consistently fronts onto areas of green space, with dwellings positioned to provide natural surveillance over key landscape features, including incidental greens and pedestrian routes.
8. Throughout the developed area, a network of footpaths extends westwards into the central open space and parkland, creating strong pedestrian permeability and linking residential areas with recreational and ecological features.
9. The majority of the site is retained as a large, newly accessible parkland area occupying the western and central areas. This space is defined by existing and proposed tree planting, meandering footpaths, and areas of informal recreation, forming the landscape heart of the scheme.
10. Strong planting belts and retained vegetation define the western and northern boundaries, providing ecological value, visual containment, and a clear transition to the surrounding area.
11. In the south-western corner, a pond forms part of the sustainable drainage strategy, set within a landscaped area that also functions as an amenity space. This feature anchors the southern green edge of the site.

SUMMARY
Overall, the proposal provides a sequence from east to west that establishes a clear narrative: from village gateway, through connected residential neighbourhoods, to a landscape-rich rural edge. The result is a legible, landscape-led extension that integrates seamlessly with the village while forming a distinct and high-quality place.

DETAILED DESIGN

Detailed Site Layout



Diagram 15.1

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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.

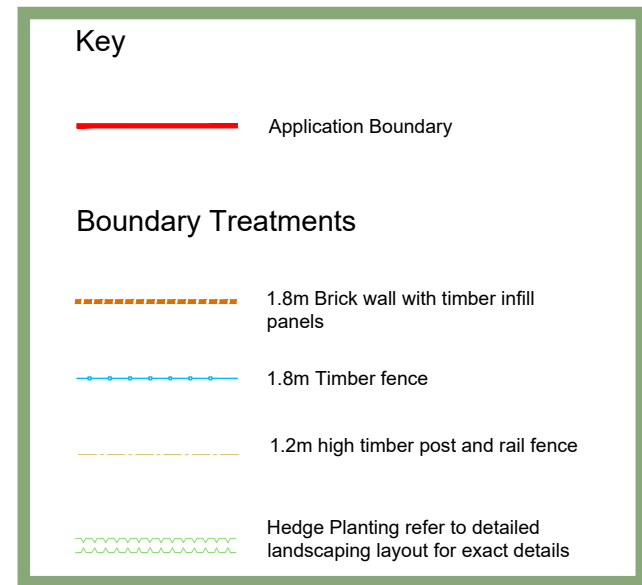


Diagram 18.1

DETAILED DESIGN

PARKING PROVISION

Parking provisions are proposed as per the adjacent plan and the key below.

Please refer to the separate material finishes plan for more detailed information.



Diagram 19.1

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.
- Elements of render to elevations.

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.

APPEARANCE



CROFTON HOUSE TYPE



FIRBANK HOUSE TYPE



CASTERTON DA HOUSE TYPE



LEVENS HOUSE TYPE



YEWDAL HOUSE TYPE



KENTMERE 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.

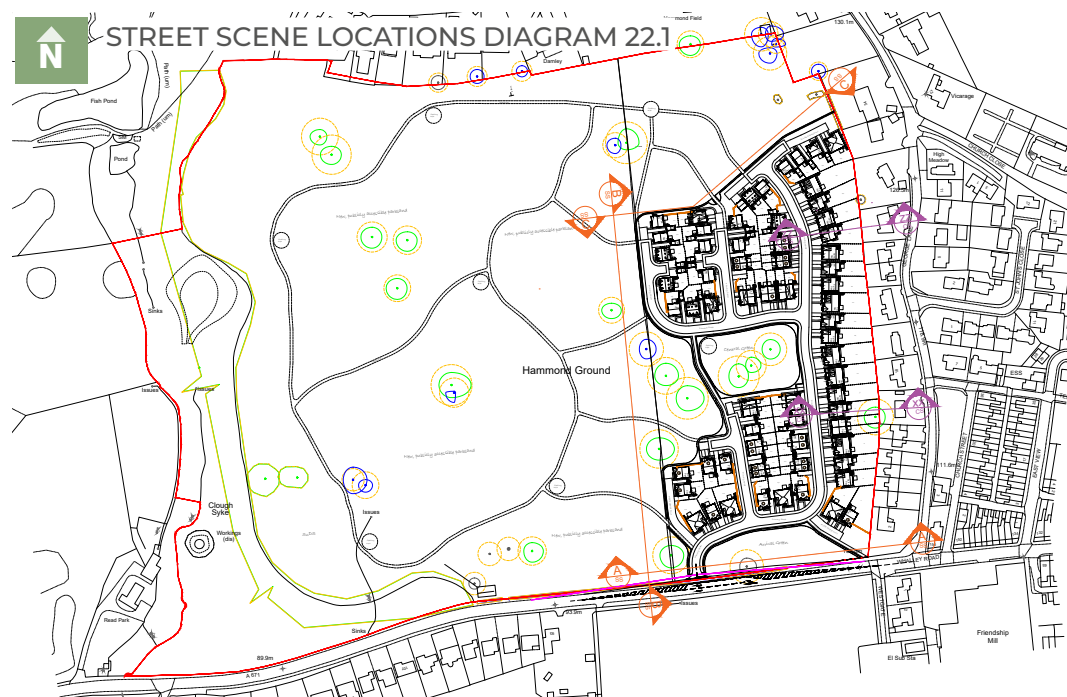
LANDSCAPING AND PUBLIC REALM

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

READ

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 Whalley Road, 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 Whalley Road. 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 Read



Diagram 24.1



St John's Primary School



St Peter's Primary School



Read Cricket & Bowling Club



Simonstone & Read Village Hall

ACCESS

THE WIDER AREA

There are further services and amenities available in the wider area due to Read's location, sitting within easy reach of Burnley, Accrington, Blackburn, Clitheroe and Whalley all of which are easily accessible via a series of A roads and M65 Motorway. These key service centres offer a wide variety of amenities, additional schools, leisure and hospitality opportunities.

WIDER TRANSPORT LINKS

Read benefits from good connectivity to the surrounding sub-region, primarily via the A671, which runs through the village and provides a direct link between Clitheroe to the north-east and Padiham and Burnley to the west. This route forms a key local corridor, connecting residents to a wider range of services, employment opportunities and transport interchanges.

The A671 also provides access to the strategic highway network, including the nearby M65 corridor, which facilitates connections to Blackburn, Preston and further afield to Manchester. This ensures that the village is well positioned in relation to key economic centres within Lancashire and the North West.

Public transport is available via regular bus services operating along Whalley Road, linking Read with surrounding settlements including Clitheroe, Whalley, Padiham and Burnley. These services provide access to a wider range of facilities, as well as onward connections to regional destinations.

Rail services are accessible from nearby stations at Whalley, Langho and Rose Grove, offering connections to Blackburn, Clitheroe and Manchester via the wider rail network. These stations are within a short driving distance of the site and provide sustainable transport options for commuting and leisure trips.

The nearest airport to Read is Manchester Airport, located approximately 40 miles away and reachable by car in around 50-70 minutes via the A671 westbound towards the M65, then joining the strategic motorway network (M65 → M61 → M60 → M56), which provides a direct connection. Public transport access is also available, typically involving a short bus or taxi journey to Whalley, Langho or Rose Grove railway stations, followed by rail services into Blackburn or Manchester and a connecting train onto the airport.

The closest general hospital is Royal Blackburn Hospital which is just 7 miles away or 12-15 minutes via car.

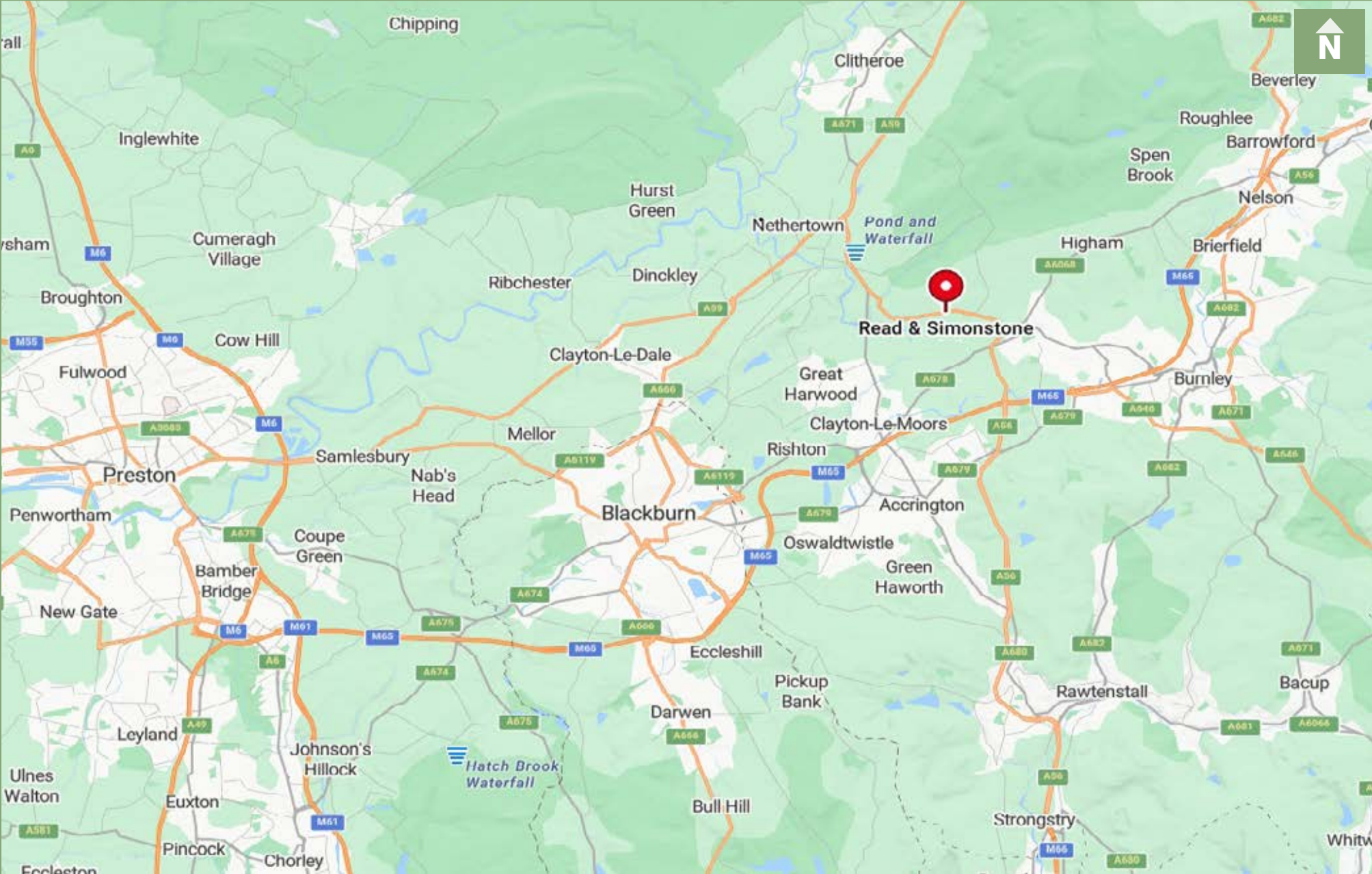


Diagram 25.1



Burnley High Street



Whalley High Street



Clitheroe High Street



Blackburn 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 St John's Primary School, Read & Simonstone Scouts, The Village Hall, Read Cricket and Bowling Club, Read Social Club, a small selection of cafés, public houses and convenience services - all found on Whalley Road.

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 on Whalley Road provides services to and from Clitheroe, Burnley, Nelson and Colne while local leisure destinations such as the Read Cricket & Bowling Club, Read Playground, Read & Simonstone Tennis Club, Whalley Golf Club and Great Harwood Golf Club are all accessible in under 15 minutes by bicycle.

A range of homes that meet local community needs.

The proposals also provide a balanced housing mix in accordance with Ribble Valley's policies on housing mix. There is the provision of a range of 2-5 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 open fields, the proposals introduce soft green edges, attractively landscaped frontages and a newly publicly accessible area of parkland.

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 façades 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 and a new parkland, 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 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.



