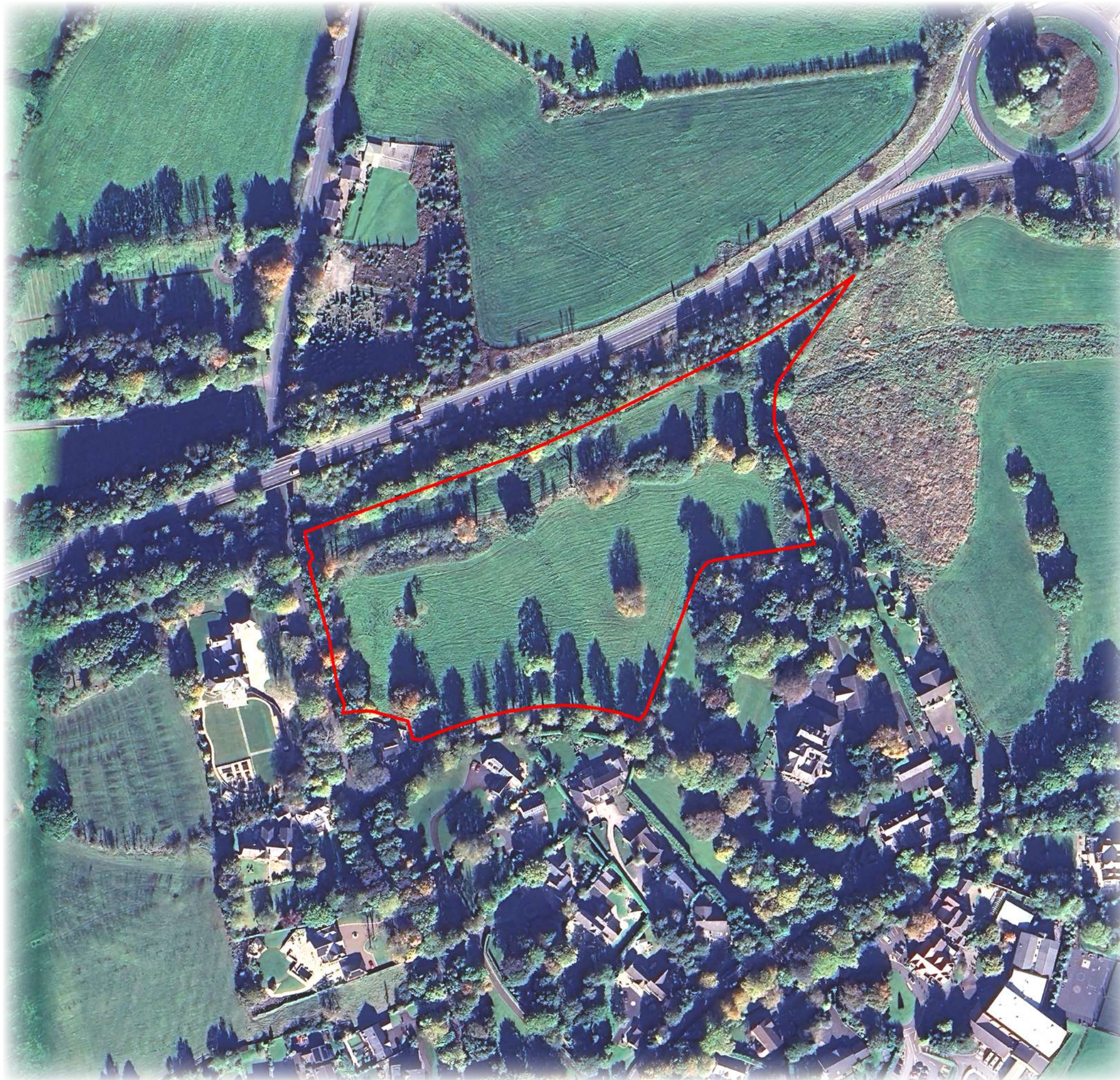




LAND TO THE EAST OF CLITHEROE ROAD, WHALLEY

DESIGN & ACCESS STATEMENT
REVISION C

IN SUPPORT OF A FULL APPLICATION
FOR 39 DWELLINGS



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Preface

We have been instructed by Pringle Homes to prepare a Design and Access Statement which will support a full planning application which seeks permission for the erection of a new residential proposal together with associated infrastructure on land to the east of Clitheroe Road, Whalley.

The site is located within the urban area of Whalley, south to Clitheroe and is surrounded predominantly by a mix of agriculture and residential land.

This document aims to provide an analytical background and concept proposals to facilitate discussions with the Local Planning Authority. This statement responds to the requirements of the Town and Country Planning (General Development Procedure (Amendment) Order 2015 for applications of this type to be accompanied by a Design and Access Statement.

The content of the design element of the statement must demonstrate how the physical characteristics of the scheme have been influenced by a thorough process, which includes:

- Assessment,
- Involvement and
- Evaluation

The following design parameters are addressed:

- Use - What the land and buildings will be used for.
- Amount - How much development can the site accommodate.
- Scale - The size of the buildings and spaces, specifically their height, width and length.
- Layout - How the buildings and public and private spaces will be positioned and the relationship between the buildings and spaces around the site.
- Appearance - What the building and spaces will look like, for example building materials and architectural details.
- Landscaping - How open spaces will be treated to enhance and protect the character of a place.
- The access - This Design and Access Statement will state the location of the principal access to the development.
- Vehicular and transport links - Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.
- Inclusive access - How everyone can get to and move through the site on equal terms regardless of ages, disability, ethnicity or social grouping.



1.0 Introduction

1.1 PURPOSE

The purpose of this Design & Access Statement is to provide information in support of a full planning application which seeks permission for the erection of 39 dwellings together with associated infrastructure on land to the east of Clitheroe Road, Whalley, BB7 9AD.

OS grid reference is SD 73603 37111.

The proposed development would deliver a range of high quality, high specification homes for the local community in a sustainable location.

The Design and Access Statement represents a comprehensive approach to the development and describes the response to the site context, the proposed access , the quantum of development, the siting, layout and elevational treatments to the site.



2.0 The Site

2.1 THE SITE CONTEXT & ANALYSIS

The application site is approximately 8.37 acres and is irregular in shape.

Located just north to Whalley’s urban village, below the A59, the site is situated 4.3 miles south to Clitheroe and 7.1 miles north-east to Blackburn. Smaller settlements surrounding Whalley includes Barrow, Billington, Brockhall Village and Wiswell.

The application site is currently accessed directly from Clitheroe Road, a two-way road which links through Barrow to Whalley Road which leads up to Clitheroe to the north. Clitheroe Road also leads south-west to Whalley Road to the A59 roundabout that has wider road links to Blackburn and Preston south and south-west to the site. There are no public rights of way running through the site.

The site has a gradual slope with gradient levels increasing from 65m in the north-west to 70.5m in the south. An existing green bank slopes from the A59 to the northern boundary of the site with large trees predominantly aligning the western boundary along Clitheroe Road, along the northern boundary just below the A59 and along the south-western fence of the site.



Figure 2.1 The site

3.0 Use

The site is currently a vacant green space.

The site is not allocated under any category according to the Ribble Valley Borough Council’s housing proposal maps (Refer to next chapter).

The north and east are agricultural land which bounds the site with residential areas immediate to the south and west. There are business land further west to the site off Clitheroe Road.



Figure 3.1 Use Diagram

4.0 Planning Policies

4.1 NATIONAL PLANNING POLICY

The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these are expected to be applied. It sets out the Government’s requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

4.2 THE LOCAL PLAN

The Local Plan forms part of the Development Plan. It sets out the vision for the borough and the Council’s interpretation of Ribble Valley Borough Council’s Core Strategy including development management policies. It also allocates or protects land for different uses, such as housing, employment or play space.

The application site is not identified under any category as Ribble Valley Borough Council Housing and Economic Development DPD Proposals Map sheet 6 shows on the right.

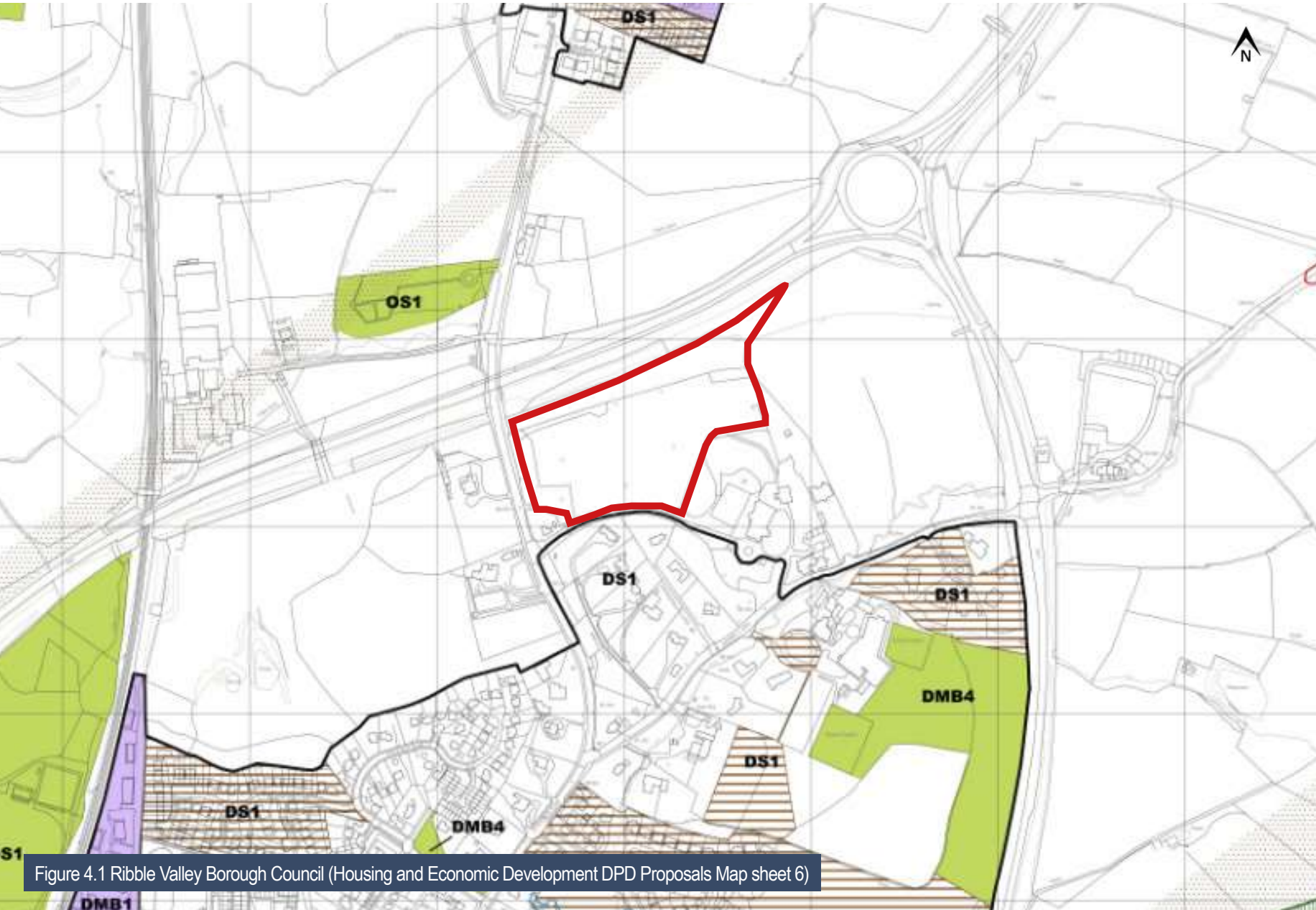


Figure 4.1 Ribble Valley Borough Council (Housing and Economic Development DPD Proposals Map sheet 6)

KEY

- | | | | |
|---|------------------------------|---|---------------------------------|
|  | Application site |  | Existing Employment Area (DMB1) |
|  | Settlement Boundary (DS1) |  | Existing Open Space (DMB4/OS1) |
|  | Committed Housing Site (DS1) | | |

5.0 Surrounding Character

The site is surrounded by various styles of houses, examples of these are illustrated in this chapter. These have helped to influence our house types, landscaping and general design of the proposed development.

The surrounding houses are generally traditional in style with pitched roofs and using traditional building materials. The properties vary between single and two storey detached and semi-detached dwellings set within gardens. There are also areas of mews or terraced housing, all of which provide a variation of house styles and detailing.



6.0 Process

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, i.e. including inputs from consultants dealing with planning, ecological, landscaping and drainage matters.

6.1 INVOLVEMENT

6.1.1 Landscape & Management Plan

A Landscape & Management Plan has been prepared by Trevor Bridge Associates (TBA) and accompanies this application.

6.1.2 Transport Assessment & Framework Travel Plan

A Transport Assessment & Framework Travel Plan has been prepared by Mode Transport and accompanies this application.

6.1.3 Preliminary Ecological Appraisal & BNG Assessment

A Preliminary Ecological Appraisal & BNG Assessment has been prepared by ERAP and accompanies this application.

6.1.4 Topography Survey

JLP have produced a Topography Survey and accompanies this application.

6.1.5 Tree Survey & Aboricultural Impact Assessment

Iain Tavendale have produced a Tree Survey & Aboricultural Impact Assessment and accompanies this application.

6.1.6 Flood Risk Assessment and Drainage Strategy

A Flood Risk Assessment and Drainage Strategy has been prepared by REFORD and accompanies this application.

6.1.7 Noise and Vibration Assessment

A Noise and Vibration Assessment has been prepared by Martec and accompanies this application.

6.1.8 Phase 1 Geo-Technical Study

A Phase 1 Geo-Technical Study has been prepared by REFA and accompanies this application.

6.2 EVALUATION

The process stage allows us to prepare a robust proposal that works within its context and constraints, whilst maximising the site's potential.

Wherever possible the design should aim to retain any existing landscaping where possible and utilise any natural features of the site.

The outcomes of the technical assessments and individual studies provide a good starting point for designing the scheme and for any key issues to be taken into account of at the outset. Generally, there are no inhibitive environmental constraints presented by the specialist studies that have been conducted.

The proposals will ensure that the new development will compliment the local surroundings and will fit comfortably with the existing housing located near the site thus avoiding unacceptable adverse impacts on the amenity of occupants and users of surrounding or nearby properties.

6.1 Flood Risk Assessment & Drainage Strategy

The development plan and NPPF include policies on flood risk and drainage. These policies state that proposals should where possible be directed away from areas which are at the greatest risk of flooding and should not increase flood risk elsewhere.

A Flood Risk Assessment (FRA) and Drainage Strategy (DS) has been prepared by ReFord to support the planning application. This report confirms that the site lies within Flood Zone 1, therefore giving the site the lowest risk of river and sea flooding. Although the FRA demonstrates that there is a watercourse within the north eastern section of the site, and that there is an ordinary watercourse c.110m from the northwest corner of the site, risk associated with fluvial flooding to the proposed development is very low. The site also encounters very low risk from flooding in relation to canals and reservoirs, and sewer run off and pluvial runoff.

A small area of the northern part of the site has been identified in the recently published Environment Maps to be subject to a high surface water flood risk. The scheme has regard to this, and the area is retained in the landscaped area at the north. It does not affect any housing or access areas of the site and in line with national guidance (para 177 of the NPPF), there is not considered to be a requirement for sequential test information. The containment of this potential risk area in the landscaping area will also enable any surface water to be satisfactorily retained away from developable areas and then dissipate away.

As such, there are no undue flooding constraints to the site development and the layout and form of development as proposed.

6.2 Ecology

ERAP Consulting Ecologists (ERAP) have assessed the site and prepared a Preliminary Ecological Appraisal assessing the site's habitats and potential to support wildlife.

The Preliminary Ecological Assessment (PEA) which accompanies the application found that the proposals will have no adverse direct or indirect effect on statutory or non-statutory designated sites for nature conservation.

With regards to animal life on-site, the presence of badgers is reasonably discounted, whilst the woodland within the site is deemed to be of 'moderate' suitability for use by foraging bats (no bat roosts were found on trees located throughout the site). The site was also deemed to have sub-optimal conditions for ground nesting birds and poor-quality habitat for reptiles (also no record of reptiles onsite). Lastly, no water voles were found onsite.

With regards to the above, the PEA highlights potential recommendations and ecological enhancement methods to be carried out through to the detailed site design. This includes the protection of existing vegetation, the appropriate use of lighting and mitigation measures to be included.

It is concluded within the PEA that the proposed development at the site is feasible and acceptable in accordance with the identified ecological considerations and relevant planning policy. The mitigation hierarchy has been applied and any adverse effects on designated sites for nature conservation are reasonably discounted. Furthermore, appropriate mitigation/compensation to address any impacts upon ecologically valuable habitats (namely tree loss) and protected species are feasible and can be secured.

A topography survey was conducted and produced by JLP Surveying Consultants Ltd in November 2024, identifying the land on a gradual slope with levels circa 65.0m in the north rising gently to 70.5m in the south.

There is also an overhead cable which runs from east to west along the southern boundary within the site.

Clitheroe Road aligns the western boundary of the site where there is also an existing bus stop.

6.4 Existing Tree Survey

A full tree survey of the site was undertaken on the 20th January 2025 all in accordance with BS5837:2012 Trees in Relation to Design, Demolition and Construction - Recommendations.

The site was recently re-surveyed to assess trees when in full leaf – 12th June 2026 and an amended survey prepared.

In respect of arboricultural issues, trees / hedges exist to the Clitheroe Road frontage and a relatively continuous tree / scrub belt extends towards the norther boundary running from west to east.

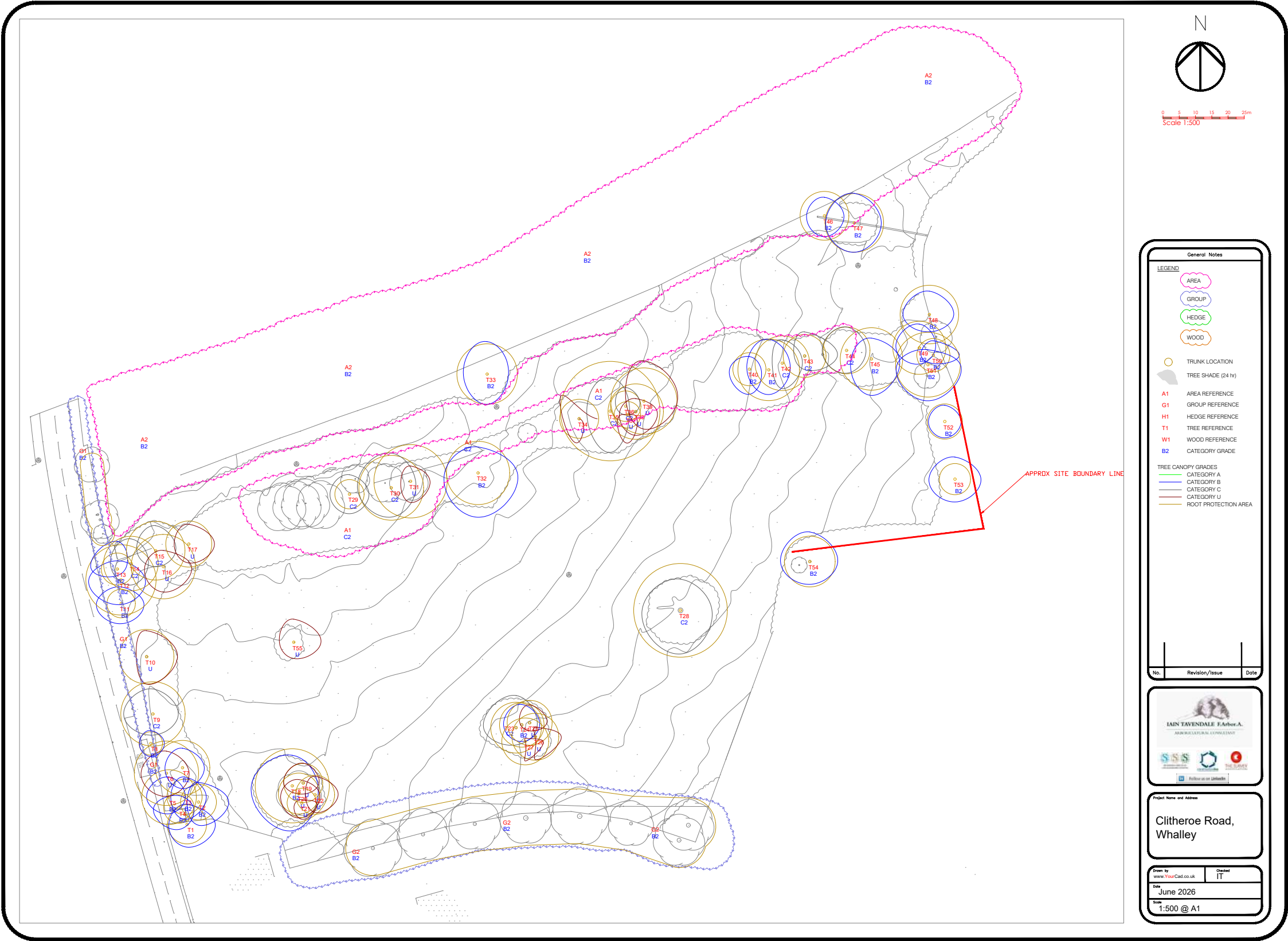
An avenue of Limes exists outwith the site running alongside a private access road to the south and other trees exist either immediately outwith the site or within along the south eastern / eastern boundaries.

Two further small groups and two individual trees exist within the body of the site.

The land is reasonably level with, at the time of the initial site inspection, the northern area appearing somewhat wetter as indicated by surface vegetation and standing water. This area was considerably drier when recently inspected.

No specific pruning or other maintenance appears to have been undertaken to any of the trees identified in recent time including the offsite trees to the north on the embankment to the highway.

From the foregoing information it can be reasonably concluded that whilst some losses are required to permit development, it is considered that any such losses will have minimal impact upon visual amenity value when viewed from public areas outwith the site.



6.5 Ground Conditions

The NPPF provides that where a site is affected by contamination, responsibility for securing a safe development rests with the developer/ landowner. The NPPF also states that local authorities should use conditions to secure the adequate remediation of contaminated land.

REFA have produced a Phase 1 Geo-Environmental Desk Study Report (24175/GEDS/03) in light of the above.

This study has identified through historical mapping data and review of records that the site has been unused and has been natural grassland since 1848; as such the site has not undergone any development proposals (with the exception of the introduction of the gas pipeline), and there are no records of detrimental contamination on the land. There is also no coal mining activity in the area.

There are limited records of contamination considerations in surrounding areas and as such the site is considered to be low-medium risk for contamination or ground gas from surrounding uses/ developments.

The Review of Geo-Environmental Risk section of this report concludes that through the quantitative risk assessment provided, there is a moderate to low risk implied to the site and that remedial action may be necessary at the site. A phase 2 site investigation is recommended and from which a remediation strategy could be formulated along with verification proposals if necessary. This could be secured pursuant to a standard planning condition for submission of such information prior to development commencing.

In light of the above, provisions in line with Policies DMG1 and EN3 of the CS can therefore also be met.

6.6 Transport Statement

- Mode has prepared a Transport Statement (TS) to support the planning application. In summary, the TS concludes that:
- There were no objections raised by LCC Highways to the previous 77no. affordable dwelling scheme at the site (Ref: 3/2025/0588). Thus, the proposal remains in accordance with relevant national and local policy aims with regards to transport and highways matters.
- The site is accessible by a multitude of sustainable transport modes. This includes walking, cycling, and public transport, affording alternatives to car travel. Bus stops are close by, within a c100m walk, enabling opportunity for access by bus to Whalley centre as well as Clitheroe and other surrounding villages.
- The access road for the site will be taken from a new priority junction with a right-turn ghost island from Clitheroe Road. This access will achieve visibility splays in line with Manual for Streets guidance. This access road will also include traffic calming measures and turning heads alongside associated internal highways layout.
- A traffic calming scheme is proposed along Clitheroe Road to enforce the 30mph speed limit.
- Refuse collection vehicle and a fire tender are able to safely access and manoeuvre throughout the site as evidenced within the swept path analysis.
- Car parking is to be provided to adoptable standards.

Based on the above, it is concluded that the proposed development would have a negligible impact on the local highway network and is highly accessible such that there should be no highways or transportation reasons to preclude the granting of planning permission and the scheme accords with criteria of CS polices DMG3, DM12 and DMG1 and para 116 NPPF.

6.7 Noise & Vibration

The site is located to the immediate south of the A59, which lies on a raised embankment running to the north of Whalley. With this being an arterial route across east Lancashire for vehicular mobility, the potential for noise and vibration has been assessed by Martec Environmental, along with considerations to potential for road noise from the highway of Clitheroe Road.

From this assessment it has been concluded that the site can be developed for housing. Assessed noise levels place the site under “Medium Risk” for both daytime and nighttime noise. Following this, it is recommended by Martec that planning permission be granted subject to measures that ensure no significant adverse noise impacts will occur in the finished development.

It is also concluded that rear garden amenity areas would be sufficiently protected from external noise levels and would fall within 'ideal range' with the inclusion of a 2.5m acoustic barrier within locations across the northern extent of gardens (as referenced in the report).

7.0 Site Opportunities & Concepts

The proposals have been subject to detailed analysis of the site's constraints and opportunities. The diagram in this chapter shows the site within its context and highlights physical characteristics and constraints.

7.1 URBAN FORM

The proposed development should respect the existing character of Whalley and the various smaller settlements/developments in the area. The orientation of the properties should take advantage of the views out of the site, providing glimpses of the open scenery to the east of the site.

Existing residential properties back onto the southern boundary of the site. Interface distances will be respected against these properties where required.

Consideration will be made to the design of the units when accessing the site. The access will be via Clitheroe Road and it is anticipated that the layout will provide a continuation of the urban grain with setbacks providing interesting vistas into the site where possible.

7.2 MOVEMENT

The existing site is bounded by A59 to the north and Clitheroe Road to the west. There are no public footpaths running through the site at present.

The main access will be served off Clitheroe Road where it connects to Whalley Road which leads into Clitheroe, Blackburn and Preston in the north, south and south-west respectively.

Any existing footpaths from Clitheroe Road passing the site will be incorporated in the proposal to provide pedestrian linkage(s) where possible.

7.3 LANDSCAPE & EXISTING TREES & HEDGES

All houses will respond positively with the local landscape and scenery.

There are existing trees and green corridors located along the boundaries and dispersed around the centre of the site. Good quality trees and landscaping will be retained where possible and incorporated as part of the proposal's landscaping strategy.

New landscaping will be proposed where possible. This will aim to create a mature setting and help blend the new development into the surrounding context.

7.4 SITE TOPOGRAPHY

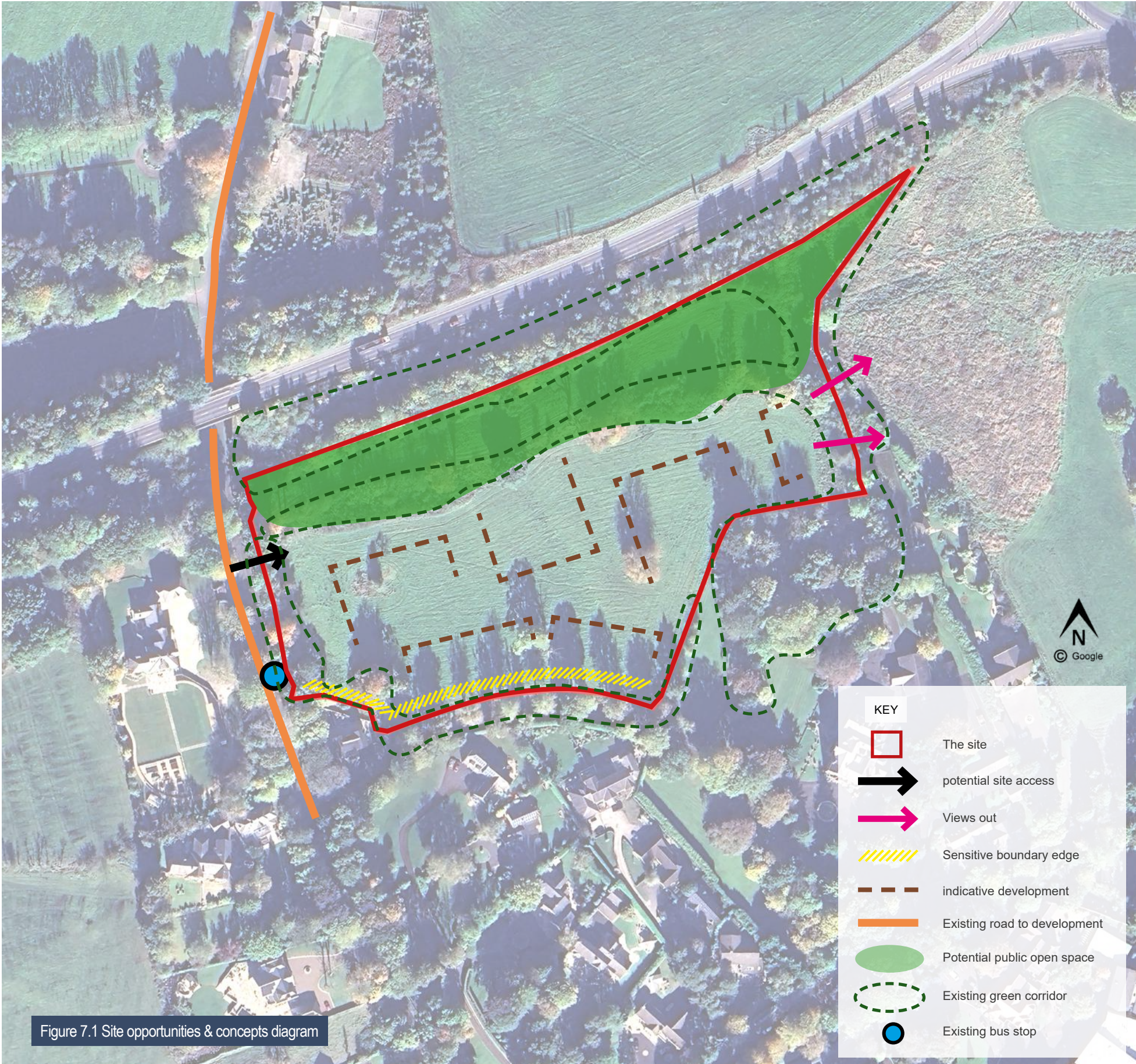
The site is on a gentle slope with ground levels generally around 65m, rising gently from North to South up to 70.5m.

Where possible, the topography will be used to minimise the impact of the new development on the surrounding area by utilising the existing gradients.

7.5 PUBLIC GREEN SPACE

The public areas within the site will have active frontages with the properties facing the street with front doors and/or habitable room windows providing natural surveillance to the public areas whilst also framing the space.

Pedestrian footpaths will be proposed to provide access to these spaces.



8.0 Design Considerations

- Potential access point served off Clitheroe Road, allowing direct access to the wider network
- Residential orientation to utilise key views looking out of the site into the east where possible
- The layout should be designed to create a welcoming sense of arrival upon entering the development
- New landscaping/vegetation to enhance biodiversity and increase wildlife habitats where possible
- Potential for dwellings to back onto the southern boundary where there is a sensitive edge
- Potential for dwellings to look and face onto Clitheroe Road and provide a suitable frontage to the site
- The scheme to propose a sustainable development taking into consideration pedestrian and vehicle accessibility to access local amenities
- Road to provide safe access entering and exiting the development
- Adequate parking provisions to be provided to all properties
- Provide reasonable separation distances between existing and proposed dwellings
- Potential green space provided as amenity feature
- Potential use of single and two storey units to vary the site design and create different streetscapes
- Use of raised tables as road traffic calming measures
- Use of varied surface materials to identify public and private spaces

8.1 Design Response

- The 'Design Considerations' have formed the basis for the preparation of a detailed site layout for the site.
- The proposed access will be served off Clitheroe Road, where it links with the A59 and Whalley Road into the wider context.
- The provision of 39 dwellings on the site would contribute towards Ribble Valley Borough Council's overall strategic framework for development in the borough.
- The development will be single to two storeys in height in order to reflect the style of surrounding residential properties.
- Soft landscaping and trees will be planted to create an attractive and green environment
- Direct access to driveways will be provided to the properties
- Access road will be well overlooked
- Adequate parking provisions will be provided to all properties within curtilage
- Soft planted boundaries will be used wherever possible
- Public green space will be well overlooked and easily accessible for existing and new residents
- Use of raised tables to help slow traffic running through the site
- Use of varied surface materials to help identify public and private curtilages
- Adequate interface distances will be provided between existing and new properties

9.0 Detailed Layout

9.1 USE AND AMOUNT

The proposed development scheme seeks to provide 39 full market homes, ranging from one to five bedroom properties, maintaining the character of the local area.

9.2 SCALE

The designs being submitted for approval will be single to two storeys in height in line with the surrounding character of the area.

9.3 APPEARANCE

The proposed scheme has been designed to reflect the materials and vernacular found within Whalley.

Dwellings proposed within the layout will be constructed of either stone or red bricks and grey roof tiles with details varying from stone surrounds to stone heads and cills on windows and entrance porch features. These characteristics are indicated in the streetscenes which will be submitted alongside this planning application.

9.4 DETAILED LAYOUT

The detailed layout, demonstrates how the proposed scheme is accommodated within the site and how it integrates with the surrounding built form. Key elements are described below.

- 1 Prominent entrance green space into the development. Dual aspect dwellings are set back beyond an area of entrance green strip which overlooks the public green and onto Clitheroe Road creating a welcoming sense of arrival.
- 2 Existing good quality trees are retained and forms part of the green infrastructure for the site
- 3 Units along the southern boundary have adequate interface distances between existing properties served off Clitheroe Road, Maple Close and Springfield Close.
- 4 The use of raised tables to highlight junctions and help slow traffic.
- 5 Change in road surface to identify junctions and slow vehicle movement to enhance safety. Dual aspects units will frame this space.
- 6 Varied housing tenures in the form of detached, semi-detached and mews are proposed to meet the local housing requirements. This will also provide a range of different house types for the development, creating an attractive environment.
- 7 Small private drive to serve small cluster of units in this area.
- 8 New landscaping/vegetation will be proposed to enhance and soften the development. Units here will serve as natural surveillance, looking over the public space to the north.
- 9 A new footpath proposed along the primary route which aligns the public open space will encourage local and new residents to walk on foot.
- 10 Retainedpublic green space will help enhance natural biodiversity and provide recreational outdoor space for local residents.

10.0 Landscaping

TBA have produced a Landscaping Scheme in support of the planning application. The proposed layout includes significant new planting that will enhance the biological focus of the site and also provide for a scheme that sits well with the landscape and visual context of the site and wider area.

The plans include provision to maintain a large landscaped and habitat area along the entirety of the northern section of the site (north of the proposed access road), as well as along the site's western boundary fronting Clitheroe Road. This area is to include heavy tree planting, grass and turf provision, native hedge and shrub planting, Emorsgate EW1 woodland mix and Emorsgate EH1 hedgerow mix (these are to be provided around the retained trees throughout these sections of the site), as well as the retention of existing trees and hedgerow already found on-site.

Additional landscaped areas throughout the development proposal can be found along the internal road in the forms of tree and hedge planting. Areas of hedges, ornamental shrubs and trees are proposed to parking areas to break up runs and limit views in the longer street scene. This will also provide the internal road with an active green frontage.

Full regard has therefore been given to the principles of the Development Plan in respect of landscaping, namely policies EN3 and DMG1 as well as to the aims of NPPF for ecology and good design.



Schedule of Accommodation						
Affordable						
Code	House Type	Beds	Size	Qty	Total Beds	Sq.Ft.
MAI	Maisonette GF	1	551	3	3	1653
MAI	Maisonette FF	1	629	3	3	1887
MAR (R)	M V2	2	778	2	4	1556
BRA (R)	B V2	3	966	1	3	966
3B CT	3B CT	3	966	1	3	966
BUN	BUNGALOW	2	726	2	4	1452
Sub-Total				12	20	8480

	BEDS IN AFFORDABLES	HOUSE WITH NO.BEDS (FULL SITE)
1 BEDS	30.0%	15.4%
2 BEDS	40.0%	10.3%
3 BEDS	30.0%	5.1%
	100.0%	30.8%

Full Market						
Code	House Type	Beds	Size	Qty	Total Beds	Sq.Ft.
BIC	Bickerton	4	1405	5	20	7025
WOL (R)	Wollaston	4	2056	6	24	12336
FRO	Frobisher	4	2094	6	24	12564
HAW	Haworth	4	2211	3	12	6633
GRA	Grantley	4	2715	3	12	8145
FAR	Farnley	5	3428	2	10	6856
CAV	Cavendish	4	3055	2	8	6110
Sub-Total				27	110	59669

	BEDS IN FULL MARKET	HOUSE WITH NO.BEDS (FULL SITE)
4 BEDS	90.9%	64.1%
5 BEDS	9.1%	5.1%
	100.0%	69.2%

Total	39	130	68149
Gross	8.37	Acres	
Nett	4.42	Acres	
Coverage	15418	Sqft/Acre	

100.0%

Figure 9.1 Detailed Layout

11.0 Indicative Streetscenes

The layout contains units that will be single and two storeys in height and have been designed with the ethos of a modern version of traditional urban architecture similar to that already in the area.

This chapter illustrates streetscenes looking at different areas of the development.



12.0 Local Character Areas

12.1 CHARACTERISTICS RELATIVE TO VARIED CHARACTER AREAS

The proposed development scheme seeks to provide proposed houses with features which comply and imitate with the vernacular style found within the locality.

12.2 TRADITIONAL RED BRICK & STONE

Red brick and grey tiles are visible on properties neighbouring the site off Clitheroe Road.



12.3 RURAL CONTEMPORARY - RED AND BUFF BRICK / STONE

A mixture of render and buff brick or stone are visible along the core route through Whalley village.



12.4 NEARBY EXISTING PRINGLE HOMES DEVELOPMENT - NORTHCOTE PARK

Northcote Park, constructed by Pringle Homes, is located in the village of Langho on the edge of the Ribble Valley in the heart of Lancashire, south-west to the application site approximately 2.8 miles away and 8 minutes by car.

An exclusive development of just 42 homes, the site delivers a mix of affordable and open market, four to six bedroom properties using render, stone and grey roof tiles. A few of these are shown in the photos below.



12.5 NEARBY EXISTING DEVELOPMENT BY L&Q HOMES - WHALLEY MANOR

Whalley Manor from L&Q Homes is located 0.3 miles south to the site, approximately 1 minute by car served off Springwood Drive. This development offers housing constructed from a mix of render and buff brick/stone with stone surrounds and cills similar to our proposed houses.



13.0 Proposed Materials

The materials proposed are of similar style to that already in the immediate surrounding.

KEY

BUILDING MATERIALS

Facing Material: Newlay Pitched Buff or similar



Facing Material: Brick

R

Render Plots
Weber Monocouche chalk white

Roof Tile
Sandtoft Rivius Tile or similar



DOORS
Colours - Agate Grey

GENERAL
All windows to be agate grey

All fascias & soffits to be black woodgrain

All rainwater goods to be black UPVC.

SURFACES
Driveways - Tarmac driveways

Footpaths & Patios
Indian Stone paving

Note: Physical samples of materials available upon request..



14.0 Proposed Housetypes

Following from the architectural styles found within Whalley, the development proposes single and two storey units constructed from a mixture of render, red brick or stone and grey roof tiles.



15.0 Wider Urban Grain Map

The proposal of the new development have followed the existing urban grain from the local village.

The layout, scale and mass of units have took inspiration from the local vicinity ensuring the development works in harmony within the immediate settlement edge of Whalley.

- KEY
- BUILDING
- A ROAD
- B ROAD
- RAILWAY LINE
- TRAIN STATION



16.0 Access

16.1 ACCESS FOR ALL

The site is located in a sustainable location close to the A59 Lodge Lane, where it leads directly to Preston and Blackburn.

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

- The ability to access the site by car
- Readily accessible link to the existing public footpath network.
- Access to local good quality public open space which enjoys a high standard of security and access.
- All dwellings will be designed in accordance with current Building Regulations and in particular Part M to provide access for all.

16.2 EDUCATION

The closest school to the site is Oakhill School & Nursery on Wiswell Lane. It is 0.3 miles south-east to the site and approximate 3 minutes by car.

There are more primary and high schools located further out in the areas of Preston and Blackburn.

16.3 PUBLIC TRANSPORT

The nearest bus stop to the site are located less than 0.1 miles from the centre of the site on Clitheroe Road. This bus stop provide journeys to Preston and Blackburn which has national links around the nation.

Whalley train station is located 0.7 miles south-west to the site and is approximately 3 minutes by car off Station Road. This train station has regular journeys to Clitheroe, Rochdale, Manchester and Blackburn.

16.4 SECURED BY DESIGN

The following principles have been taken into account at this stage.

- Vehicular and pedestrian routes have been designed so that they are visually open, direct and well used. A careful choice of materials and boundary treatments will clearly define private and public spaces.
- Vehicular, pedestrian and cycle are kept together and not segregated. These are well overlooked and not isolated.
- Open space and vehicle routes have been designed so that they are well overlooked, with due regard to natural surveillance.
- Cars will be parked on private drives within the dwelling boundary.

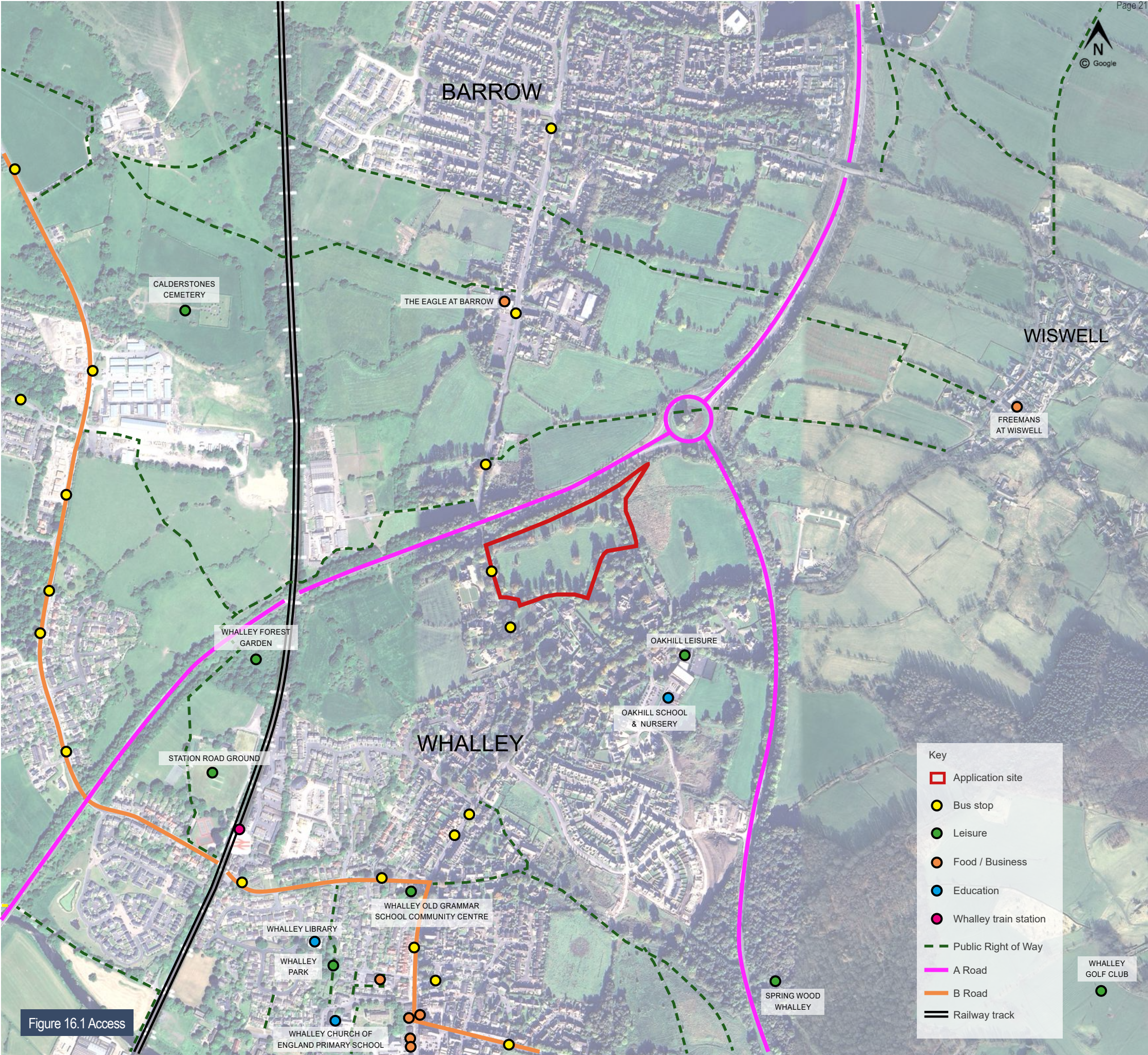


Figure 16.1 Access

17.0 Conclusion

This Design and Access Statement demonstrates that the proposed scheme has been fully considered, and that the proposals are appropriate in their context.

Development of the site would contribute to achieving the following aims:

- Will result in a well planned residential development of which will echo the vernacular of the surrounding area, and will therefore be easily absorbed into its immediate context.
- Has been designed to function well and has considered the opportunities available for maintaining the character and quality of the area.
- Helps address the needs for local housing land making them accessible and usable
- Will be visually attractive as a result of the mix of good architecture, urban design and landscaping.
- Proposal of new public green space and landscaping which will be well overlooked and help enhance natural biodiversity
- Have safe and easily accessible links in and out of the site for both vehicles and pedestrians that will help link spaces harmoniously



**LAND TO THE EAST OF
CLITHEROE ROAD,
WHALLEY**

DESIGN & ACCESS STATEMENT

**IN SUPPORT OF A FULL APPLICATION
FOR 39 DWELLINGS**

