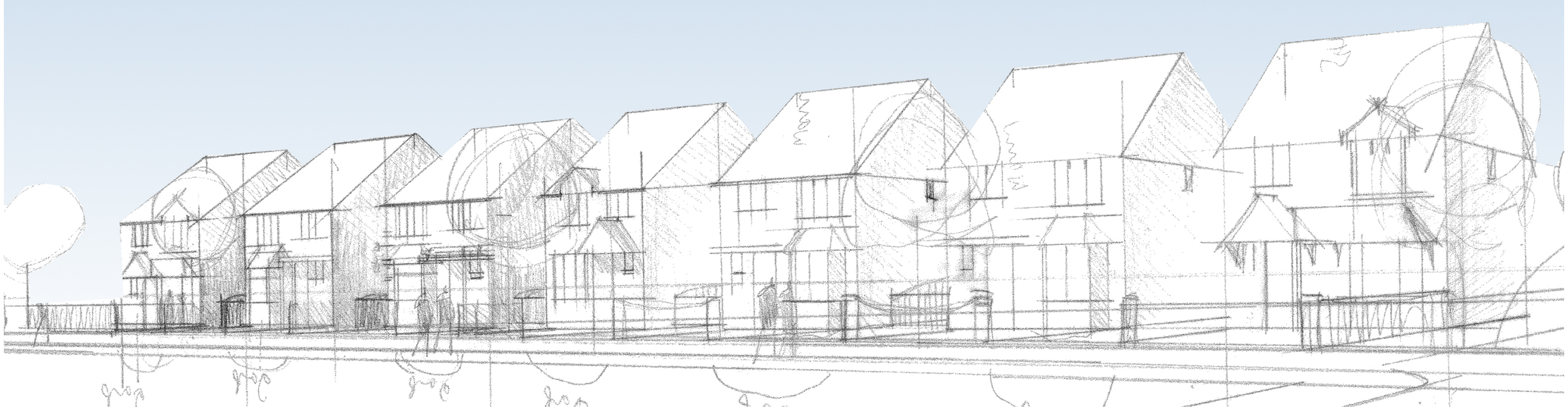
Henthorn Road, Clitheroe
Addendum Design and Access Statement



BARRATT HOMES

Taylor Wimpey

Baldwin Design Consultancy Ltd

CONTENTS

SECTION 1 *INTRODUCTION*

1.0 Introduction

SECTION 2 *LAYOUT GUIDANCE*

2.0 Local Authority Guidance to layout form

SECTION 3 *LAYOUT RESPONSE*

3.0 Layout Response Process

4.0 The Gateway Layout Response

5.0 The Lanes Layout Response

6.0 The Main Street Layout Response

7.0 The Green Edge Layout Response

8.0 The Valley Layout Response

SECTION 4 *BUILDING TOPOGRAPHY GUIDANCE*

9.0 Building Topography Guidance

SECTION 5 *DESIGN RESPONSES*

10.0 Responses to building topography

11.0 Responses to proposed street scenes

12.0 Responses to proposed site sections

13.0 Responses to proposed house types

SECTION 6 *BOUNDARY & LANDSCAPE GUIDANCE*

14.0 Boundary & Landscape Guidance

SECTION 7 *BOUNDARY & LANDSCAPE RESPONSES*

15.0 Boundary & Landscape Responses

SECTION 8 *LAYOUT PROGRESS*

16.0 Layout Progress

SECTION 9 *HIGHWAY Guidance*

17.0 Highways Guidance

SECTION 10 *FINAL LAYOUT*

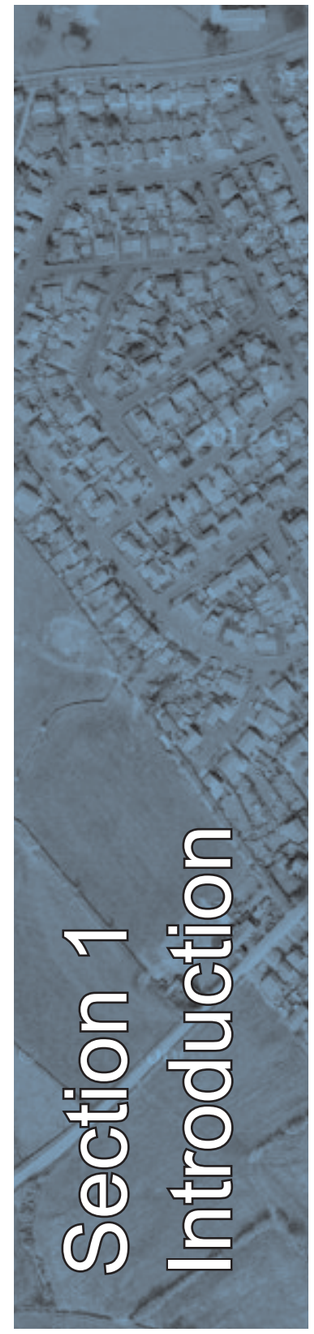
18.0 Final Layout/Summary & Conclusion

Contents



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Taylor Wimpey



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Taylor Wimpey

1.0 Introduction

1.1 A Reserved Matters Planning Application (Application No. 3/2013/0035) for residential development comprising of 270 dwellings at the site located off Henthorn Road, Clitheroe was originally submitted on the 18th December 2012 to Ribble Valley Borough Council and validated on the 16th January 2013.

1.2 Pre-application advice was sort, and provided by the LPA priory to the planning submission. This advice and guidance formed the basis of the original submission, together with the comments and feedback from the public consultation. Meetings were held at Ribble Valley's office, and the final meeting welcomed the application in it's submission form.

1.3 Following submission, the application has received detailed analysis from the LPA which has resulted in amendments in the design, in particular to layout form and design to house types elevations and boundary treatments. Through consultation with the Local Authority planning advisor LPA, the design team have collated several design solutions in order to satisfy the comments of the LPA and these are explained in the following addendum report.

1.4 This addendum report should be read in conjunction with previously submitted 'Design & Access Statement.





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Taylor Wimpey

Local Authority Guidance

Layout Form

2.1 It has been the Local Authorities intention to encourage a layout that has closer characteristics to that of the previously approved Outline Masterplan and design solutions documented within the approved design and access statement. This has resulted in several areas of the proposed layout to change. Following meetings and email conversations, several solutions to guide the design team were sent from LPA and these can be seen on the following pages.

RIBBLE VALLEY BOROUGH COUNCIL

Please ask for: S. Kilmartin
Direct line: 01200 414555
E-mail: stephen.kilmartin@ribblevalley.gov.uk
My ref: 3/2013/0035/UD/01
Your ref: 3/2012/0035
Date: 19/02/2103

Council Offices
Church Walk
CLITHEROE
Lancashire BB7 2RA

Switchboard: 01200 425111
Fax: 01200 414487
DX: Clitheroe 15157
www.ribblevalley.gov.uk

Planning & Urban Design Response 3/2012/1039

1.0 Discharge of Condition 26 of application 3/2012/1039

1.1 The following comments relate directly to the documentation submitted in respect of the discharge of condition 26 of application 3/2012/1039 following the Planning inspectorates appeal decision APP/T2350/A/11/2161186.

1.2 Condition 26 states:

"No development shall begin until both a Masterplan and Design Code for the whole of the site has been submitted to and approved in writing by the Local Authority. The Masterplan and Design Code shall both substantially accord with the Design and Access Statement (4370/DAS Rev-C) submitted with the application. The Design Code will address the following matters:

- Architectural and sustainable construction principles
- Character areas
- Lifetime homes standards
- Street types & materials
- Development block type and principles
- Pedestrian and cycle links to adjoining land
- Boundary treatments
- Building types and uses
- Building heights
- Building materials
- Sustainable drainage system
- Public open spaces

Any application for reserved matters for any phase of development (as approved by condition 9) shall be made in accordance with the approved Masterplan and design Code."

1.3 Additionally, Condition 8 states:

"The submission of reserved matters in respect of layout, scale, appearance and landscaping and implementation of development shall be carried out in substantial accordance with the Development Framework Plan 4370-P-01 Rev-G, design & Access Statement 4370/DAS Rev-C and the Illustrative Masterplan 4370-P-02-Rev-I."

1.4 At present the Local planning Authority has numerous concerns regarding the content submitted in respect of the formal discharge of condition 26 , which clearly stipulates that both the Design

Chief Executive: Marshal Scott CPFA
Directors: John Heap B.Eng. C. Eng. MICE, MRTPI, Jane Pearson CPFA

Initial letter received from LPA dated 19th February March 2013



Illustrative comments received from LPA

6.0 Layout / Streetscene

6.1 Overall it is felt that the current layout fails to reflect the original intention of providing small cells of built development, laid out in a semi-organic and informal patterns, the current layout fails to respond in any coherent way to the wider landscape setting or semi-rural context and appears to be dictated by both plot sizes and the highways configuration. It is imperative that the overall layout be reflective, in essence, of the principles originally approved at outline stage.

6.2 The block paving rumble-strips should be extended to match pedestrian "desire lines" and act as "informal crossings" opposite plots 29-32 and 164-165.

6.3 An increased buffer/landscape zone is required to the Northern boundary with the existing properties on Fairfield Drive/Close. Particular consideration should be given to plot 184, it is suggested that the building be handed allowing the elevation with the lower eaves height to face the properties to the north as per the arrangement on plot 197. In all cases the proposed dwellings along this boundary should be accompanied by increased planting that will reinforce the existing hedgerow and should be set further from the boundary line to lessen the cumulative impact of the proposals upon existing residents with a number of the proposed spatial relationships felt to be unacceptable.

6.4 The relationship of plot 270 with the property to the north needs further consideration, at present it is felt to have an unsympathetic and overbearing relationship due to its proximity to the boundary and its orientation. Due to the proposed building orientation it is evident that the side elevation will be highly dominant upon approach from the northeast, consideration needs to be given as to how to provide animation and visual interest to this elevation if a similar building orientation is adopted in any future revised proposals.

6.5 Plot 37 presents an excessive boundary upon approach from the east, the plot orientation also fails to embrace or address the open aspect of the central "green corridor". Parking also appears to be located to the frontage of this property, given its gateway location measures should be incorporated that allow vehicular parking to be accommodated behind the building line.

6.6 The street scene configuration of plots 264 to 253 (and those properties opposite) is overtly linear in nature, measures should be incorporated that stagger the building line and/or vary the road width to break the approach view into smaller visual townscape parcels. These principles should be adopted throughout the entire layout as per the original intentions set out in 4370/DAS Rev-C.

6.7 Plots 29-32 propose parking to the building frontage, given their gateway/focal location it is considered that parked vehicles should not become a dominant feature in such locations and should be accommodated behind the building line. A concern also exists regarding a potential conflict from oncoming vehicles and the need for drivers to "blind reverse" when parked in the allocated bays (Highways will further clarify any further conflicts if any exist)

6.8 There is very little differentiation between the differing areas (Valley, Lanes, Gateway, Main-Street) in terms of the spacing between buildings or road hierarchy/public realm treatment. It is suggested that an approach be adopted that creates clear distinctions between these areas whilst maintaining an element of coherence within the overall development.

7.0 Refuse Storage

7.1 The layout and orientation of numerous plots throughout the site will result in unacceptable travel distances for residents when dealing with street-side refuse collections. In practical terms this will likely result in bins being left/stored to the frontage of properties being of detriment to the street scene.

7.2 The travel distances are considered to be both unacceptable and impractical, particularly on plot configurations such as 247 – 256. Potential residents will have to traverse an extensive length of rear alley but across parking areas and its associated access.

7.3 In some cases rear garden access conflicts with the parking areas/lawns of neighbouring occupier's dwellings, for example, but not exclusively plots 237 & 238 and plots 239 & 240.

7.4 The use of rear alleys is likely to result in large extents of un-adopted and unmaintained areas within the site and also raise potential security issues. It is suggested that a shared "ginnel" arrangement be utilised that divides the properties and provides residents ease of access from the frontage of the property to the rear. As these ginnels will inevitably form part of the street scene they pose an opportunity to stagger the terraced blocks they serve, providing further articulation of the building frontage.

7.5 Any refuse/bin storage areas that will be visible upon the street scene should be clearly integrated visually/physically into the architectural language/fabric of the dwelling they serve and remain visually unobtrusive.

7.6 Where communal storage areas are proposed, they should be of a design that reflects an element of permanence and relates directly to the architectural language of the surrounding buildings in terms of materials and detailing. Where possible these areas should also be screened by landscaping to lessen their visual prominence.



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Taylor Wimpey

2.0 Local Authority Guidance

RIBBLE VALLEY BOROUGH COUNCIL

Please ask for: S. Kilmartin
Direct line: 01200 414555
E-mail: stephen.kilmartin@ribblevalley.gov.uk
My ref: 3/2013/0035/UD/02
Your ref: 3/2012/0035
Date: 12/03/2103

Council Offices
Church Walk
CLITHEROE
Lancashire BB7 2RA

Switchboard: 01200 425111
Fax: 01200 414487
DX: Clitheroe 15157
www.ribblevalley.gov.uk

Dear Graham, Lucinda,

Following my meeting with Graham on the 6th of March and the subsequent submitted sketch amendments, please find below a break down of our initial response to the submitted details. Additionally please also find attached annotated Masterplan Issues drawings (3x copies) that clearly outline our initial concerns and should be cross-referenced with our earlier response 3/2013/0035/UD/01.

Response to sketch proposals:

1.0 Access:

1.1 As previously stated in our prior response (Ref: 3/2013/0035/UD/01), the original outline approval proposed a sweeping entry into the site accompanied by a substantial landscape buffer along the southern boundary. It is apparent that the nature and location of the access proposed in the reserved matters details deviates significantly from that which was approved at outline stage. The relocation and alteration of the access into the site cannot be determined as part of this application given that matters of access are now approved.
(Please refer to the attached access location composite drawing)

2.0 Layout:

2.1 Previous comments regarding the location of plots 184, 196 & 197 have not been addressed but were discussed at the meeting on the 6th March. It was agreed that the option to re-orientate these properties would be explored further.
(Please refer to the attached Boundary Proximity drawing)

2.2 The aforementioned access concerns are likely to have a significant impact upon the proposed site layout, all comments provided relate to the remainder of the proposal out-with areas likely to be affected by the reconfiguring of the access to match the original outline approval.

2.3 The submitted sketch site-layout indicates the intention to create a well-defined hierarchy of street typologies, whilst the layout submitted reflects largely that of the original submission, the staggering of the building lines/frontages and the creation of variations in street widths/treatments are encouraged. It is essential that these variations in street typologies be reinforced through clear material transitions and the sole use of varying types of tarmacadam road surfacing should not be relied to successfully create clear defined areas/spaces.

2.4 From the submitted sketch proposals it is not clear how the previous concerns relating to refuse storage/travel distance and excessive un-adopted rear alleys are to be addressed, although the matter was discussed at our recent meeting.

2.5 The Western extents of the site remain largely unchanged from the original submission with some frontages appearing overtly liner and inarticulate this is particularly apparent on the northwest extents of the site. Given this location is likely to be highly visible upon long-distance views from Edisford Bridge, it is imperative that the measures be incorporated that provide articulation to both the building line and roof-scape that counter the linear nature of the proposed frontage.

2.6 The recognition of "Gateway & Focal" building locations is welcomed and it is suggested that in some locations the proposed dwellings be treated as a "Key Grouping" to reinforce the gateway nature of their location which will further aid in defining the transition between street typologies.
(Please refer to the attached Masterplan Issues drawings)

2.7 The relocation of vehicular parking behind the building line at the "Valley" area is a welcome improvement and it will allow for building frontages to address the central green-corridor and define the overall space. (See comment 4.5 of Response 3/2013/0035/UD/01 regarding the treatment of landscaping / boundaries in this area)

2.8 The sketch amendments suggested the inclusion of differing traffic calming measures (Development Road Option 01-02), it is thought that such an approach should be utilised along the primary routes within the site although their execution should be less formal. The potential exists to create similar landscape build outs to accommodate pockets of high level planting with the pedestrian footway running between the planting island and individual property boundaries rather than along the road frontage, this would aid in creating a sense of protection for the pedestrian/cyclist and would aid in delineating the street scene.

2.9 The variation in parking arrangements and inclusion of an additional parking court is welcomed, no specific details of how these parking arrangements will be accommodated are available but it was agreed that the principle was acceptable and should be further explored.

3.0 Boundary Treatments:

3.1 The proposed variations in boundary treatments is felt to address our previous concerns, clarification is required regarding the knee-rail fencing, it is assumed that it was agreed that this be omitted as a boundary treatment in-lieu of informal planting. Clarification is also required regarding the intended locations of the shown "Timber fence Detail" which is felt to be generally inappropriate for boundary frontages.

4.0 House-types

4.1 The proposed elevational language of the sketch "Gateway & Focal Buildings " is felt to be more reflective of the semi-rural nature of the site and will aid in defining a clear sense character for the proposed development. The vertical emphasis and variety of the proposed window proportions create a clear visual order and hierarchy to the elevations, it is suggested that these principles, along with indicated material transitions be adopted throughout the site to aid in countering the clearly "urban" language of a number of the proposed dwelling, particularly those in a terrace configuration. Incorporating material transitions on a majority of dwellings will aid in creating a rich townscape tapestry and aid in breaking down large extents of unrelieved elevations.
(Please refer to the attached House-types drawings)

Subsequent letter received from LPA dated 12th March 2013



05 In all cases the proposed dwellings along this boundary should be accompanied by increased landscaping/planting that will reinforce the existing hedgerow.

06 Road termination points/turning heads should be informal in nature an accompanied as per the guidance contained within the Manual For streets, robust landscaping should also be incorporated on areas where the turning heads are afforded a high level of visibility upon approach.



Illustrative comments received from LPA



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Taylor Wimpey

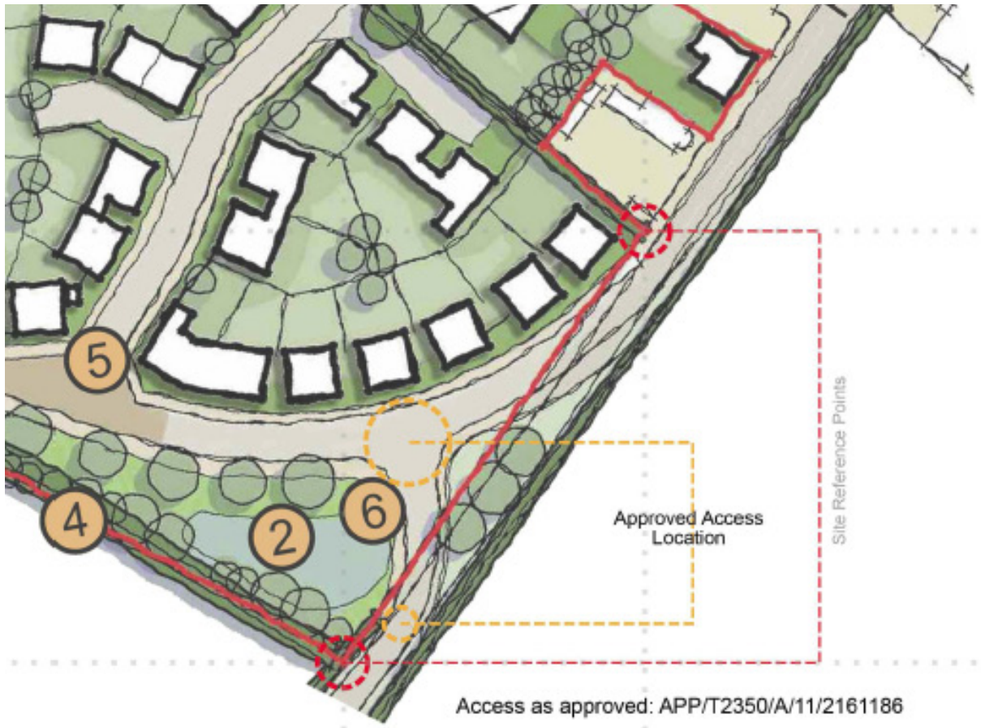


Illustrative comments received from LPA

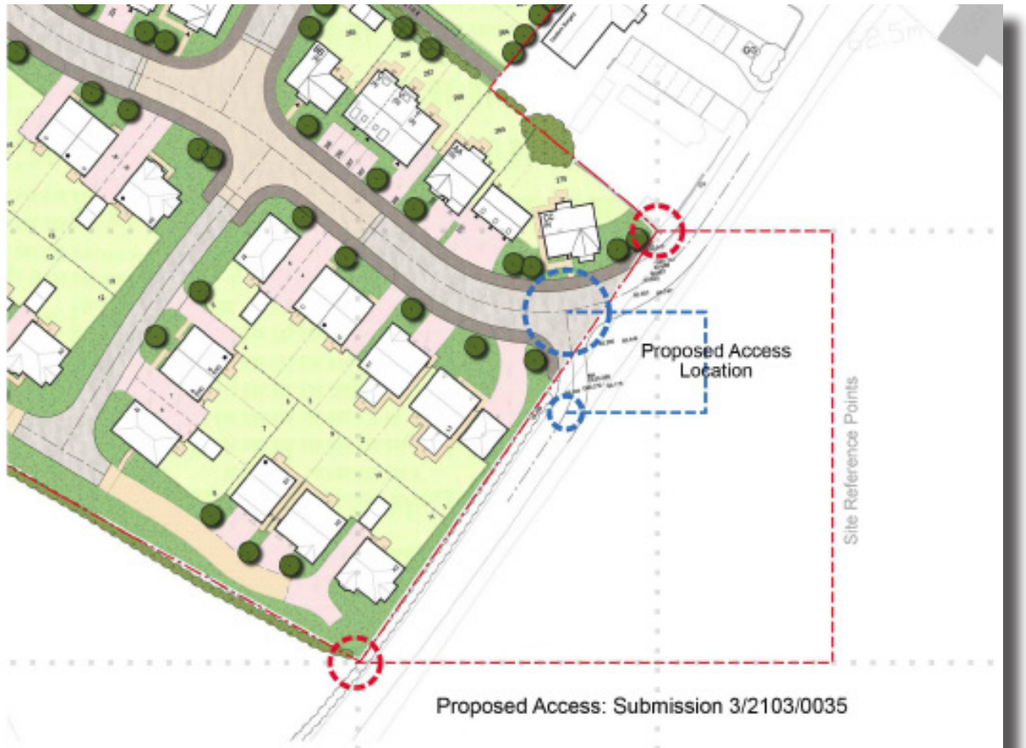


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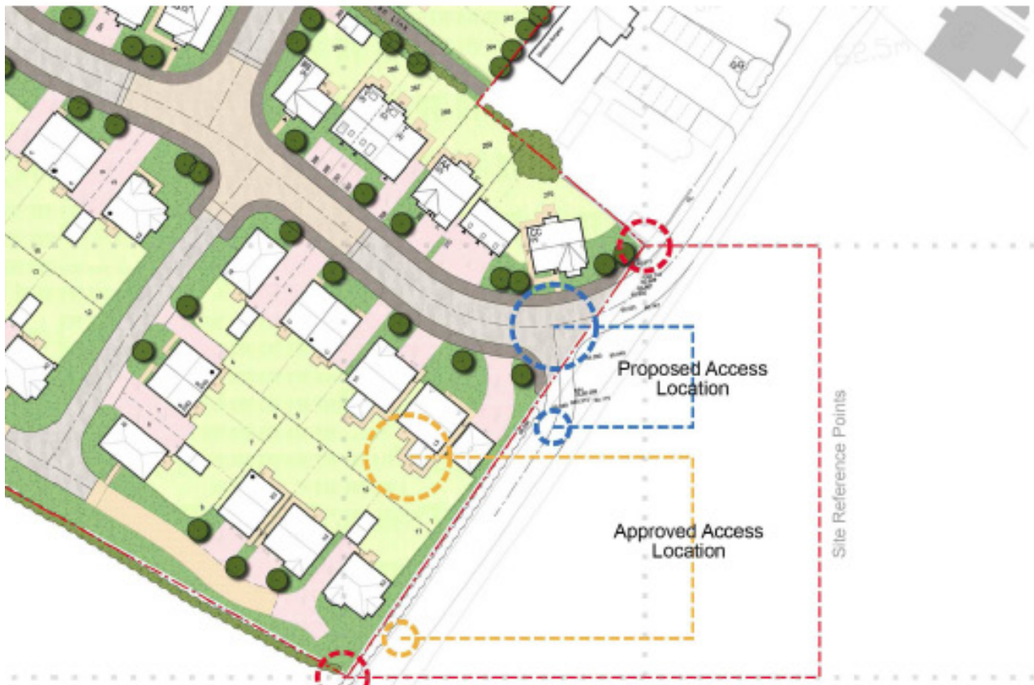
Taylor Wimpey



Access as approved: APP/T2350/A/11/2161186



Proposed Access: Submission 3/2103/0035



Access location comparison



Approved access route composite



Illustrative comments received from LPA

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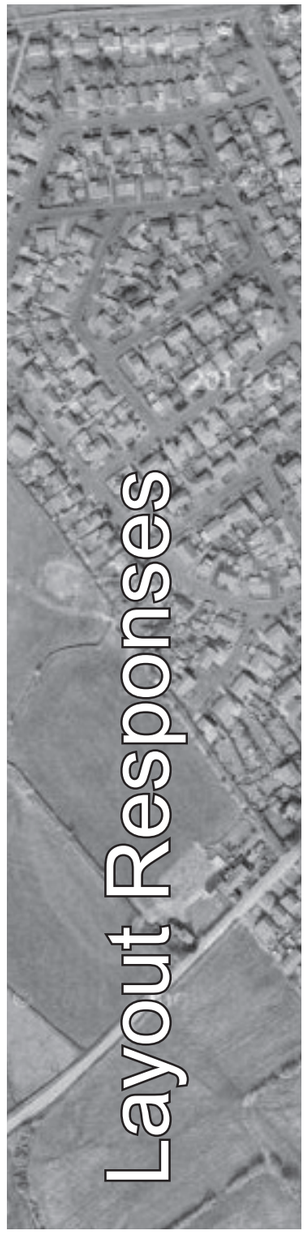
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3.0 Response to Layout Form



Focal space
Focal space
Road breaks aligned along desire lines
Close down in build line
Double fronted houses with closed down interface to form gateway buildings at key points within scheme
Valley culverted to form new green space
Denotes key point to gain building mass as head of vista
Denotes gable at vista point
Road path altered with over runs in contrasting material
Close down in build line
Highway to be narrowed and widened to omit highway uniformity
Focal space
Building line staggered and animated to reduce uniformity of the streetscane adding intrest and hierachy of spaces
Double fronted unit presents face over valley
Garages behind build line
Vista
Parrallell parking
New boundary treatment
Link
Parrallell parking
Link
Rear parking court reduces reliance on front parking and helps removes cars from the street scene
Footway
Link from green space to doctors surgery
Double fronted houses with closed down interface to form gateway buildings at key points within scheme
Village Street
Rear parking court reduces reliance on front parking and helps removes cars from the street scene
Building to deflect route
1100mm high reconstituted stone wall
Close down to interface distance
Road rerouted to sweep into scheme enabling a consistent face of development with animated build line out over feilds

Composite skeleton plan to form initial response to LPA

Local Authority Responses

Layout Form

3.1 An initial skeleton plan was produced in order to respond to the Local Authorities original comments. The plan has been used to establish key design principles and to direct future layout form.

BARRATT HOMES

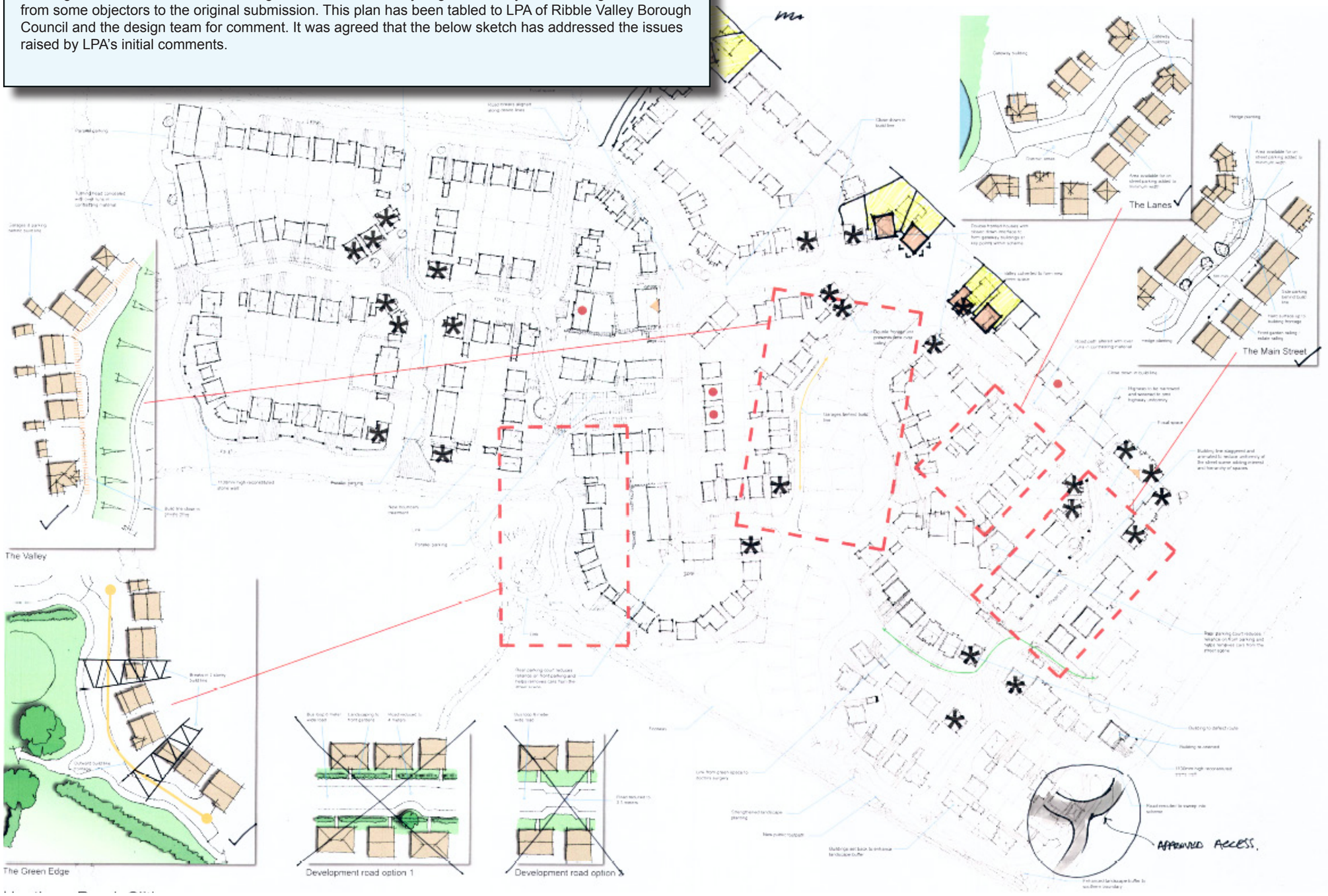
Taylor Wimpey

Local Authority Responses

Layout Form

3.2 From the initial skeleton plan, a further plan was produced to highlight certain key character areas and focal points throughout the layout. The coloured extracts shown below have provided the design team with useful guidance towards the make up of possible street scenes including parking arrangements and varying road alignments. The original gateway access approved at Outline stage has been shown and any future layout will follow this alignment including an area of open space between the green edge boundary. Buildings have been re-orientated along the northern boundary to go some way to alleviating the concerns from some objectors to the original submission. This plan has been tabled to LPA of Ribble Valley Borough Council and the design team for comment. It was agreed that the below sketch has addressed the issues raised by LPA's initial comments.

Subsequent sketch layout to identify key changes to layout form as sent to LPA



3.0 Response to Layout Form



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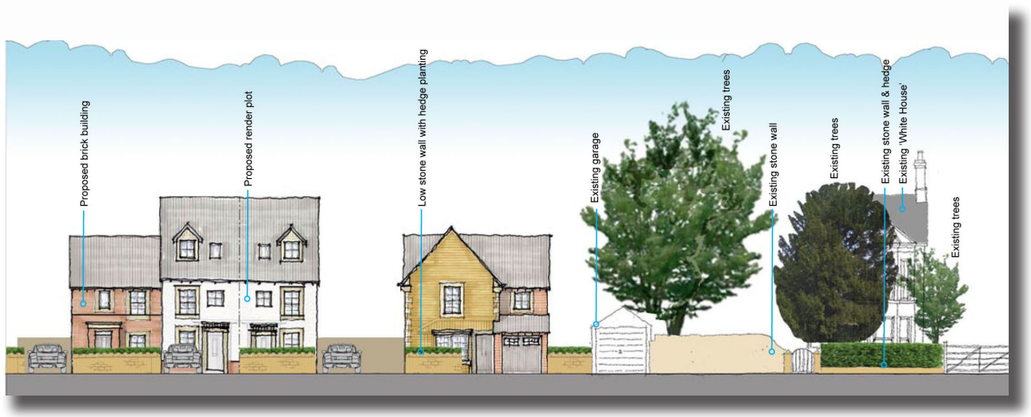
Taylor Wimpey

Response to Local Authority Guidance

4.1 Having received positive feedback on the initial skeleton plan and extract clips of key layout changes. The design team have taken these principles agreed by LPA to produce detailed sketch layouts of each character area. The images on the following pages give a thorough examination of the proposed changes required and these have been individually submitted to LPA for his comment and subsequent approval.

The Gateway

4.2 The Gateway character area has seen the most change and has now reinstated the previously approved access road alignment into the design. This inclusion has completely changed the layout form in this area. Upon taking advice from LPA, areas of road overrun finished in block pavers with segregated footpath and staggered build lines were incorporated, to give a more rural approach to the layout form. Areas of rear parking courtyards have been introduced to reduce vehicular impact of the street scene. The original access road has allowed the frontage line to be set back from the green edge boundary including an area of landscaping and cycle way route.



Proposed Street Scene along Henthorn Road



Image extract sent to LPA for comment

Local Authority Feed Back

4.3 LPA comments to the adjacent image has been positive and received through email conversations. His comments read as follows:

On 15/03/2013 09:30, Stephen Kilmartin wrote:

> Graham,
>
> I am assuming these are still sketches and not for formal submission. Just one suggestion, on the valley street scene there may be the opportunity to introduce a folly that would break up the extents of the boundary wall in the form of a gate with canopy roof, either functional or false, I think it would only be needed in this location due to its prominence. (see very very rough sketch)
>
> Regarding the gateway/entry I am more than happy as it seems to match the previously approved access, is there any chance of getting some tree planting somewhere around the block paved overrun areas? I fully understand space is at a premium but it might aid in demarking the entry into the "main street".
>
> Many thanks for keeping me involved in the design development.
>
> Regards
>
> **Stephen Kilmartin**
>
> 01200 414555

Email comment received from LPA dated 15th March 2013

4.0 Response The Gateway



BARRATT HOMES

Taylor Wimpey

Response to Local Authority Guidance

The Lanes

5.1 The Lanes character area occurs throughout the development and below are two areas that have been addressed and sent to LPA for comment/approval. The advise taken from the Local Authority at this stage has been to vary the parking arrangements along the street with the inclusion of linear parking. The road alignment required some width variation with areas of segregated footways. Boundary treatments forming the street pattern required variation and these typically consisted of metal railings and hedge planting.

5.2 A key design change instructed by LPA has been included within image 1 and this was to turn the proposed build line to face the green space allowing for a back to back relationship with existing dwellings beyond the site boundary. The design team were also encouraged to tighten the build line along the Lanes. The advice adopted resulted in reduced frontages, and in particular, allowed the proposed dwellings within image 1 to move away from existing dwellings.



Image 1 extract sent to LPA for comment

Local Authority Feed Back

5.3 Once again, the adjacent images have been sent to LPA and his comments have been positive. They read as follows:

On 18/03/2013 08:38, Stephen Kilmartin wrote:

> Graham,
>
> Many thanks, no comments as far as I can see, potentially a small grouping of trees at the end of the second lanes drawing where the turning head was previously? Gives a sense of enclosure and would soften the transition into the green space further.
>
> Regards
>
> **Stephen Kilmartin**

Email comment received from Stephen Kilmartin dated 18th March 2013

Subject:RE: Lanes feature area, and North boundary
Date:18/03/2013 09:21
From:"Stephen Kilmartin" <Stephen.Kilmartin@ribblevalley.gov.uk>
To:"Graham Baldwin" <graham.baldwin@bdc.gb.com>

Graham,

I've no problem with the link through at all, the original plan showed a majority of private drives at this area which in essence created a link through albeit more informal. Perhaps implement a transition in materials to differentiate it from the roads they connect? Maintains that notion of the "private drive", it might be preferable from a marketing point of view also?

Perhaps also demark the transition into the notion of the "private drive" with some gateway planting (the left hand junction on your sketch) and/or perhaps block paving strips? Once again I'll leave that to your discretion. I would imagine as these properties have a positive outlook that they will be among some of the more desirable plots.

Anything that will "green-up" the edges/transitions can only be positive, I know that this detail will be subject to a landscaping plan, but proposing planting locations at this stage (albeit indicatively) will aid in informing the landscape plan.

Additionally, many thanks for increasing the distance from the existing properties along the northern boundary in your previous sketches, it would be good if you could dimension the distance to the boundary also in any amended details, I understand the dimensions were show on your previous street scene sections but I would be obliged if it could be included on the site plan also for ease of reference when we engage in reconsultation.

Regards

Stephen Kilmartin

Email comment received from LPA dated 18th March 2013

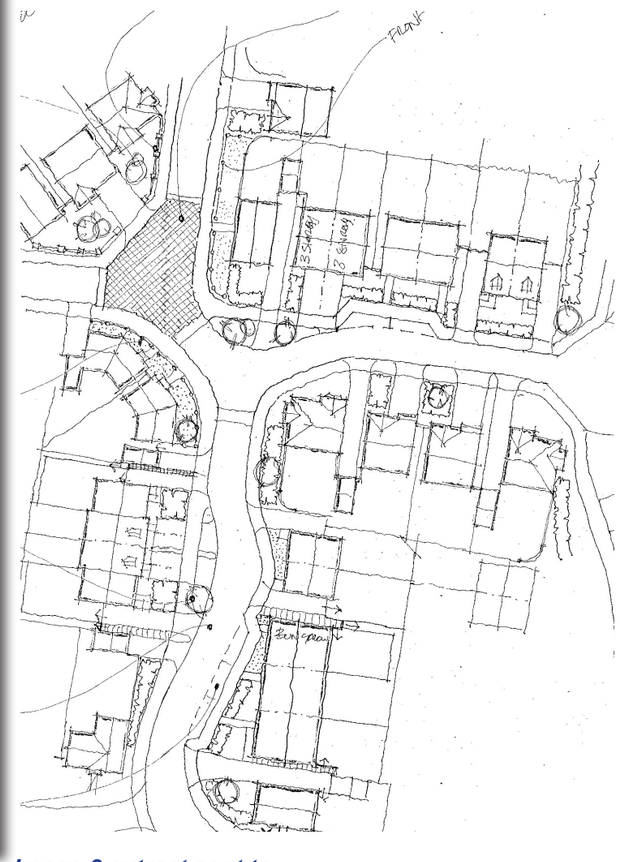
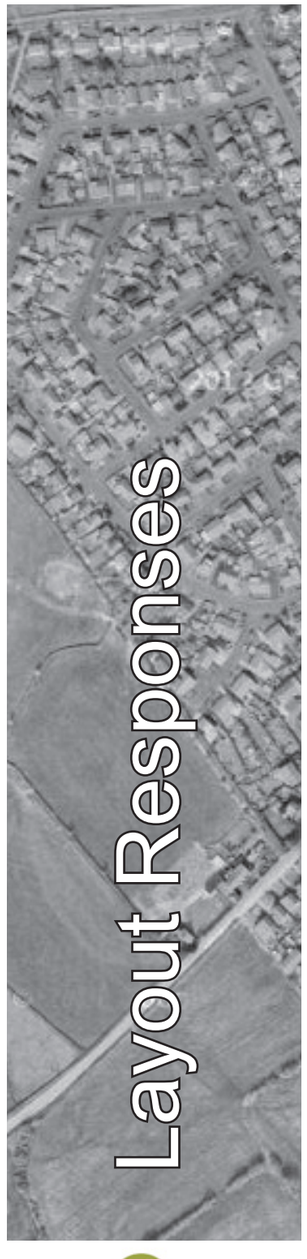


Image 2 extract sent to LPA for comment

5.0 Response The Lanes



BARRATT HOMES

Taylor Wimpey

Response to Local Authority Guidance

The Main Street

6.1 The advice given to the design team by LPA with regards to the Main Street character area has generally been to include some rural form to the street. The general principle of the road alignment from the previously submitted layout was to avoid straight runs and to incorporate further shape and interest to the street pattern. The design team were encouraged to provide areas of over run spaces finished in block pavers that would emphasise the road pattern, whilst allowing adequate width for bus movement through reduced kerb lines. A collection of parking arrangements were referred to, including linear, front, side and rear parking in small courtyards. It was advised that some house types in mews form be split and staggered which would further emphasise the rural form to the street frontage. Again, segregated footways were advised along this run with varying infill choices between road and footway of soft landscaping and block pavers.

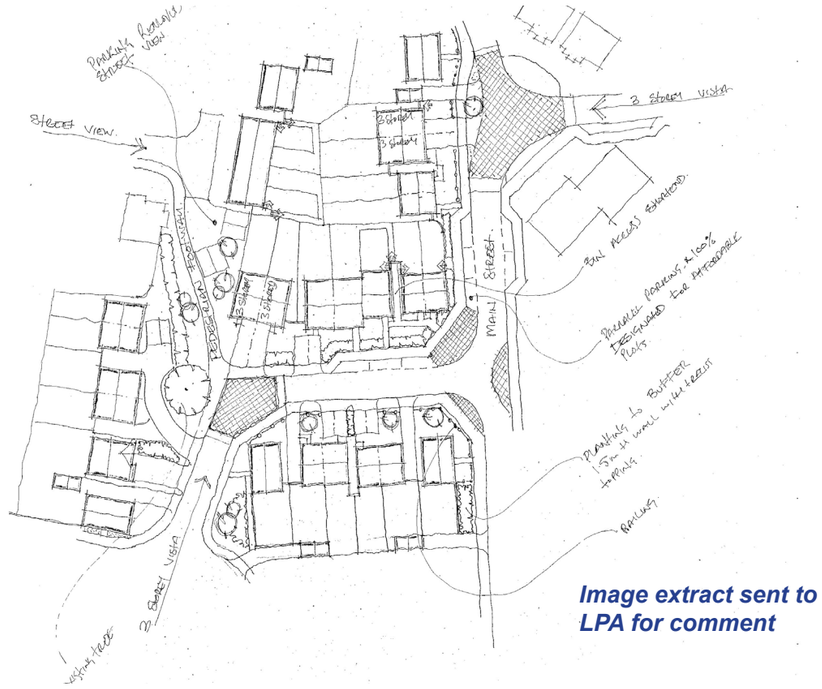


Image extract sent to LPA for comment

Local Authority Feed Back

6.2 Once again, the adjacent images have been sent to LPA and his comments have been positive. They read as follows:

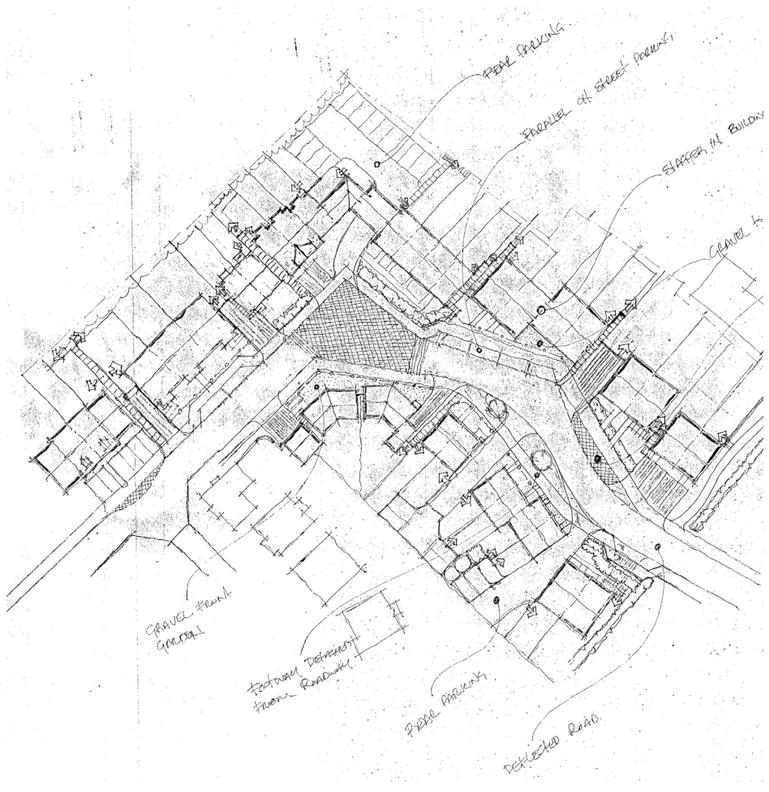


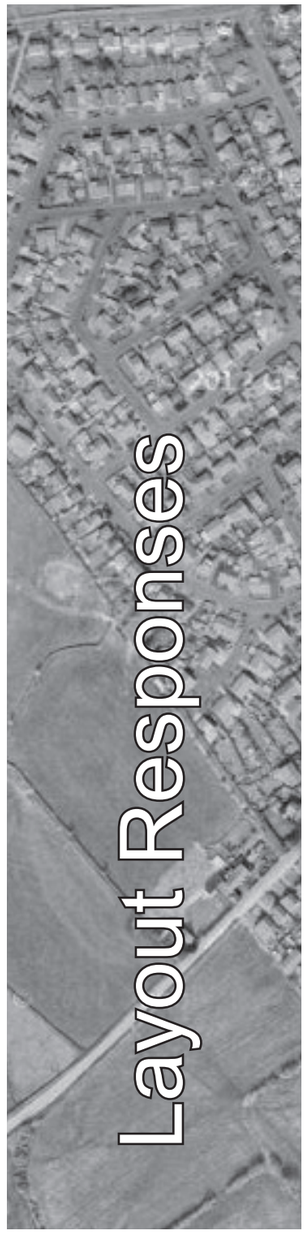
Image extract sent to LPA for comment

On 13/03/2013 11:16, Stephen Kilmartin wrote:

> Graham,
>
> Apologies, please find attached the additional email attachments, which have been delayed due to network problems at this end.
>
> Included is a potential solution for the treatment for House type V which may aid in lowering the eaves and achieving a more sympathetic roof proportion, I have included some illustrations of how the eaves relates in grouping scenarios (attached and detached), building the dormer element off of the wall-plate may also allow the façade to reflect a more vertical emphasis and further reinforce their focal locations where applicable.
>
> Additionally I have attached a typical rough sketch for the potential ☐Gateway Areas☐ there exists the opportunity to use elements of the undefined junction spaces to incorporate further landscape buffering to visually break down the townscape upon approach, also shown are the creation of potential ☐gateway pinch-points☐ that could aid in demarking the transition into areas such as ☐the Lanes☐.
>
> Regarding your Main Street sketch it looks good to me, I would just suggest omitting the gravel areas on the corner plots so they present a more green frontage to counter any hard edges. I like the approach of the pavement running behind the landscaped area rather than along the road edge, it will help in defining the differing spaces.
>
> We had discussed gravel at our meeting and would suggest that were it is to be utilised as a garden frontage that a measure be incorporated that limits overspill onto the highway, I would also suggest it is not used as a driveway surfacing.
>
> It is preferable that the frontages are as green as possible but I am mindful that it may result in tokenistic pockets on un-maintainable grass where there is insufficient space to accommodate robust planting. I would therefore suggest limited use of the gravel but in my opinion it is appropriate in a number of areas and will allow resident to place planting in containers further enriching the street scene.
>
> Regarding the recent house-types, I have no immediate concerns and welcome the adoption of a more semi-rural language. An increase in the amount of rendered elevations within the proposal would be welcomed and is encouraged as it is felt it will aid in visually ☐lightening☐ the overall appearance of the development and providing contrast and variation in terms of townscape composition.
>
> I would ask that the bungalows be reconsidered to maintain the gables and articulation that was previously present, I have attached some rough sketches for your consideration.
>
> I look forward to receiving further details as the scheme progresses and will only send further sketches through in response to any details you send for comment if they are required.
>
> Given the time constraints I will endeavor to respond to your sketches/queries as soon as possible.
>
> Regards
>
> **Stephen Kilmartin**

Email comment received from Stephen Kilmartin dated 13th March 2013

6.0 Response
The Main Street



BARRATT HOMES

Taylor Wimpey

Response to Local Authority Guidance

The Green Edge

7.1 The key changes to the Green Edge has been to reduce the visible impact of the car to the surrounding environment. The design team has been advised to include side parking or garaging set back within the rear gardens. Additionally, robust hedge planting to run along the edge of the private drive was encouraged.

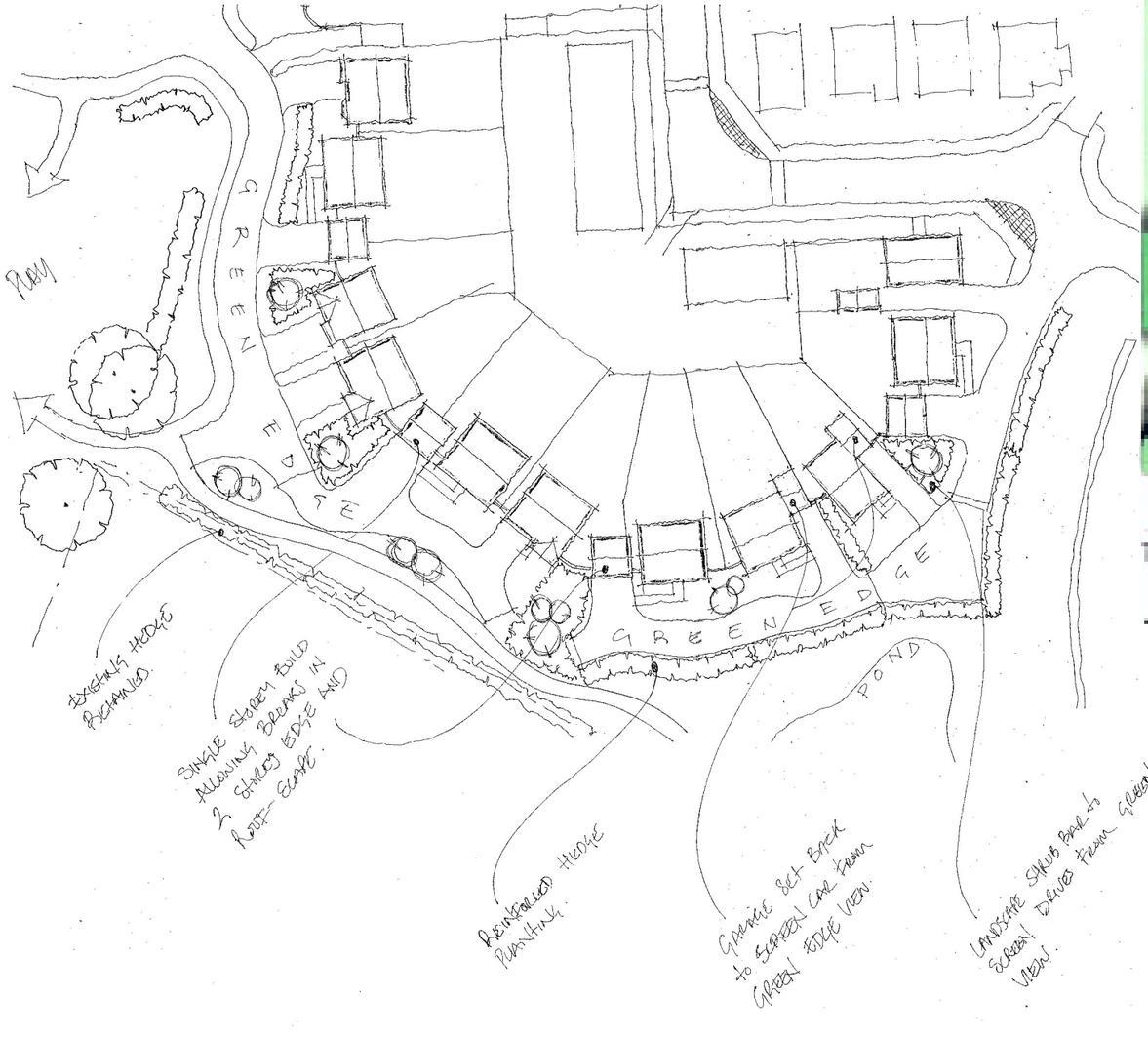
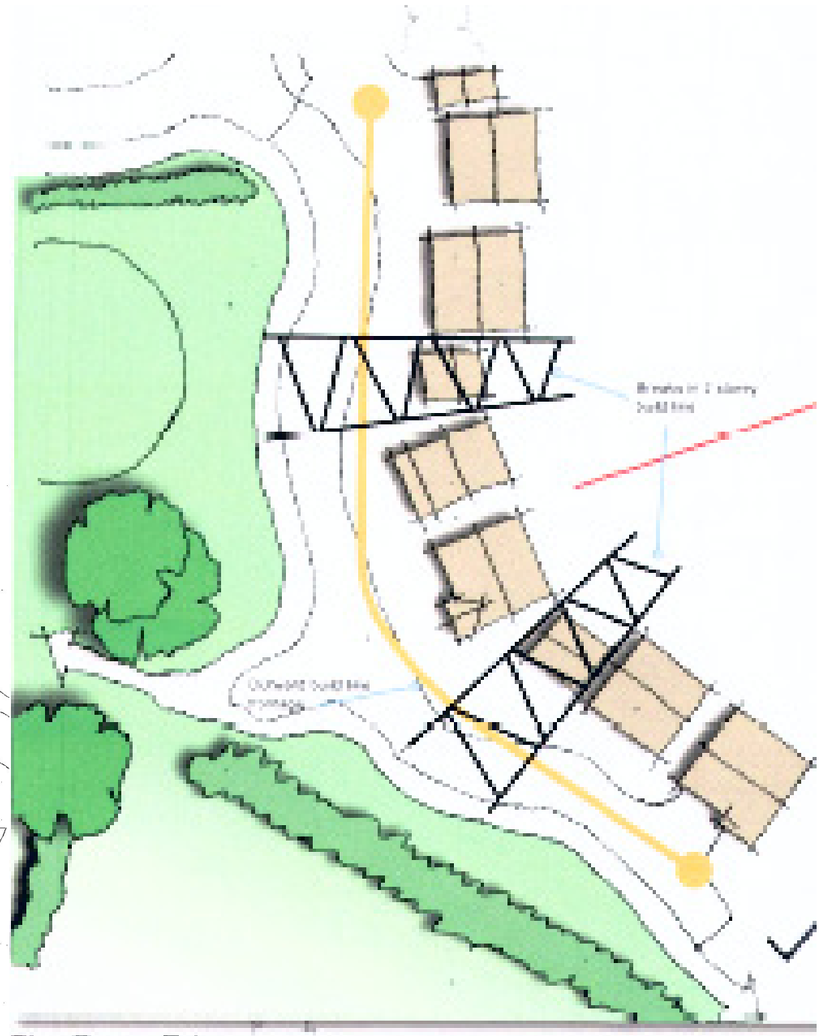
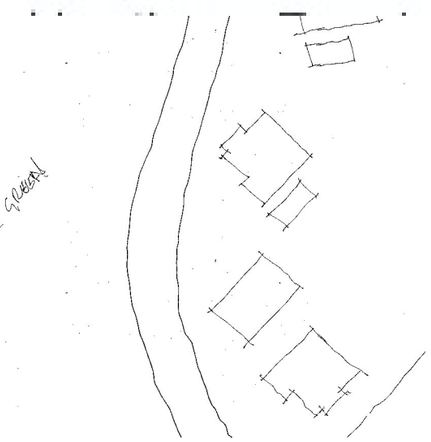
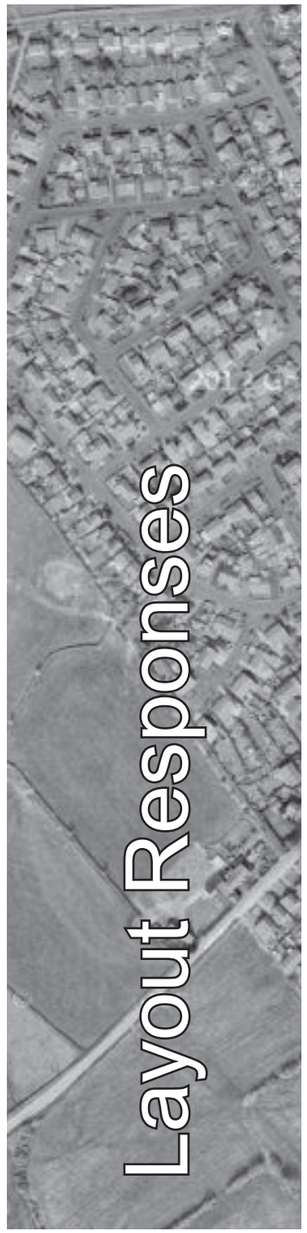


Image extract sent to LPA for comment



Extract of skeleton plan





BARRATT HOMES

Taylor Wimpey

Response to Local Authority Guidance

The Valley

8.1 The parcel known as the 'Valley' will interact with neighbouring character areas and so it was deemed necessary to have these detailed as an collective sketch. This enabled the Local Authority to appreciate how the development's varying character areas interact with each other. Similar to the 'Green Edge', the advise taken from LPA was to remove front parking and sink the car behind the dwelling where possible. This will by nature provide spacious gaps between dwellings. Hedge planting will continue to run along the edge of each drive forming the top of bank to the valley.

8.2 An instruction from LPA to orientate the dwellings adjacent to the green area towards the 'Main Street' has been incorporated and can be seen in image 1. Again, through previous consultation with the Local Authority, the road pattern along this route continues to take it's rural form with areas of overrun areas finished in block pavers. The inclusion of linear parking has been encouraged and has allowed the build line to narrow. Gateway buildings are located to demark change of each character area.

8.3 It was encouraged to remove any direct access off the inside of one of the focal points along the 'Main Street'. As shown within image 2, the car parking has now been relocated to linear bays set away from the junction. This has allowed the dwellings to move forward and step, allowing the build form to continue to undulate along the street frontage.



Image 2 extract sent to LPA for comment

Local Authority Feed Back

8.4 Once again, the adjacent images have been sent to LPA and his comments have been positive. They read as follows:

Subject:RE: Combination of Lanes, Valley, and Main Street
Date:13/03/2013 12:05
From:"Stephen Kilmartin" <Stephen.Kilmartin@ribblevalley.gov.uk>
To:"Graham Baldwin" <graham.baldwin@bdc.gb.com>
Copy:<gareth.bancroft@taylorwimpey.com>, "Barratt Mark Shannon" <mark.shannon@barratthomes.co.uk>

Graham,

I particularly think the finger of landscaping coming off the Valley Area will help softening the edges and takes elements of the green corridor into the fabric of the development itself.

I still think there is potential to take a deviated route through the "Green Area" so that landscaping (tree planting) fronts the road instead of the footway and would visually tie the green corridor together (See Boundary Proximity Drawing), in any case I will leave that at your discretion but the opportunity is their to create a semi-informal space that could be sheltered from the roadside by the aforementioned tree planting.

Regards

Stephen Kilmartin

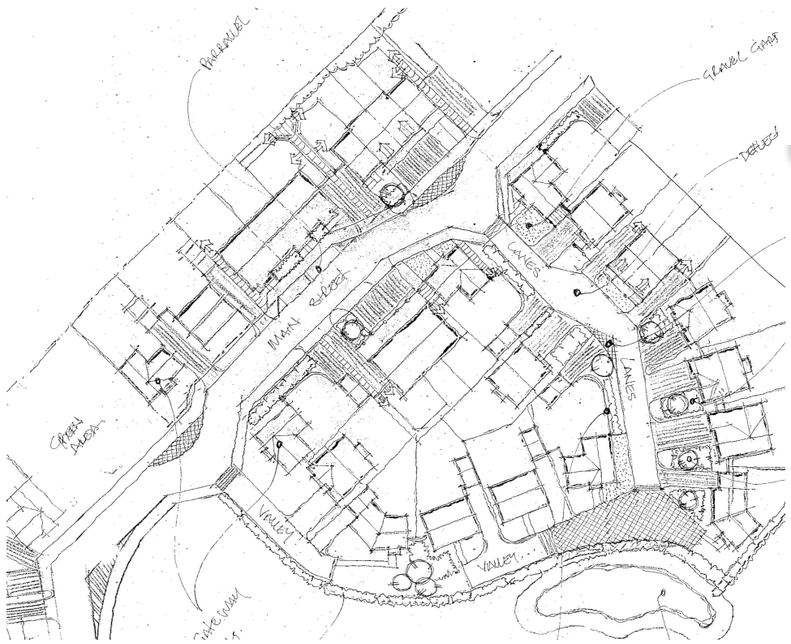


Image 1 extract sent to LPA for comment

Subject:RE: Main Street, Valley WEST
Date:13/03/2013 15:14
From:"Stephen Kilmartin" <Stephen.Kilmartin@ribblevalley.gov.uk>
To:"Graham Baldwin" <graham.baldwin@bdc.gb.com>
Copy:<gareth.bancroft@taylorwimpey.com>, "Barratt Mark Shannon" <mark.shannon@barratthomes.co.uk>

Graham,

Many thanks, I see no major issues, just a point or two for consideration/clarification:

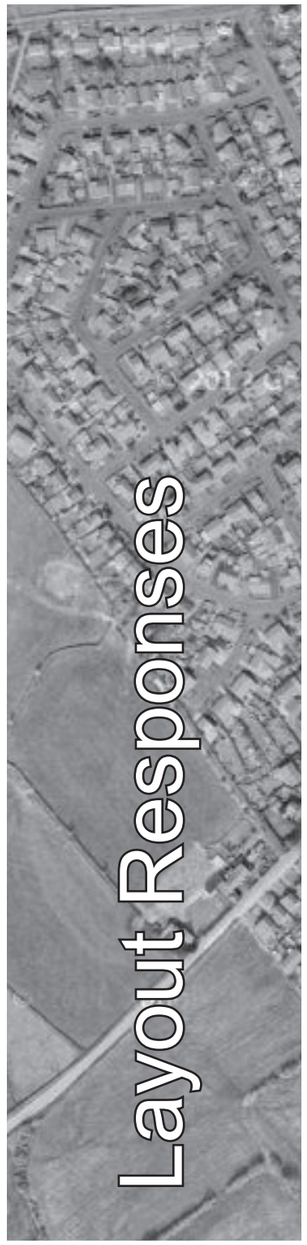
- Garage facing the "Green Area" at northern extents of sketch: should either be buffered by landscaping or act as a folly by incorporating a feature element, the low stone wall will ensure the space is well-overlooked.
- Boundary wall that faces south onto the valley (Right-hand Focal Building): Ensure adequate landscaping to soften the wall and/or potential to utilise the 1500mm high wall boundary treatment lessening its dominance.
- The staggered pairings of dwellings on the corner plot (Western extents of sketch): Just clarifying you are comfortable with the parking provision provided which will equate to one car per dwelling, as I do not know what house types these are I can provide an informed decision, although if they are the smaller 2 bed house types I have no real issue.
- I have noted the re-orientation of plots 196 & 197 which is now apparent, this will aid in negating the potential overbearing impact upon the properties to the North.
- Dwelling to south western extents of sketch: The property occupies what is potentially considered to be a focal point and form part of a key grouping with the properties opposite, consideration should be given to employing the " Focal Buildings" principles as indicated on your house types composite although this does not necessary mean a change in house types is required, only a change in elevational treatment/materials which I leave to your discretion.

Regards

Stephen Kilmartin

Email comment received from Stephen Kilmartin dated 13th March 2013

8.0 Response The Valley



BARRATT HOMES

Taylor Wimpey



BARRATT HOMES

Taylor Wimpey

Local Authority Guidance

Building Topography

9.1 It has been the Local Authorities desire to have a suite of house type elevations that have a strong architectural language taking key features from the wider community of Clitheroe. A collaboration of guidance images of potential elevations were produced by LPA and these have been presented to the design team for consideration.



Initial comments received from the LPA on the 19.02.13

9.0 Housing Types

9.1 It is clear that the majority of the proposed housing consists of "standard house-types" it is felt that these fail to reflect an individual character or respond to their wider semi-rural context/wider landscape setting, with many of them being clearly suburban in both proportion and their overall architectural language.

9.2 Given the size of the proposed development it is imperative that the development establishes a unique sense of place and character that is reflected in terms of both layout and architectural language. Comments regarding the individual house-types should be treated as guidance only and are not intended to be prescriptive. All accompanying illustrations are intended to convey architectural principles felt to be appropriate for the site and should be considered as guidance only.

9.3 A number of the proposed house-types P - Z and types BB – CC propose front door areas surrounded by a minimal brick projection and GRP canopy details that fail to provide any level of depth and relief, additionally due to the minimal projection of the canopy detail they do not visually reflect, or practically provide an element of refuge and shelter.

9.4 It is likely that a number of the house types, when combined in the street scene, will form an elevational mass that lacks depth or relief. The inclusion of bay/oriel windows and the staggering of building lines/orientation should be incorporated to create an element of relief and street scene variation/diversity in such areas.

9.5 A number of the house types are reminiscent of post-war housing that fail to reflect the semi rural nature of the site or create a sense of place or individual identity, particularly in areas where they exist in groupings. It is imperative that all housing be reflective of both the wider landscape setting and their semi-rural context to avoid the development presenting itself as suburban in nature.

9.6 House-type V proposes a rear eaves height that will appear disproportionate in relation to surrounding house-types creating a discordant element when viewed as part of the wider street scene. At present the overall roof form would fail to relate to the remainder of the lower lying roof forms. Appearing overly dominant in terms of the townscape composition. The use of gables in-lieu of dormers should be considered provided this would result in the lowering of the overall ridge height whilst maintaining the accommodation in the roof space.

9.7 House type J (TW/HR/HT/J/2A & 2A) details blank elevations to rear, clarification required as in some cases this elevation will be highly visible/exposed upon approach for example, but not exclusively, plots 43, 59, 88 & 89.



Guidance Images received from LPA

Guidance Images received from LPA

2.4 From the submitted sketch proposals it is not clear how the previous concerns relating to refuse storage/travel distance and excessive un-adopted rear alleys are to be addressed, although the matter was discussed at our recent meeting.

2.5 The Western extents of the site remain largely unchanged from the original submission with some frontages appearing overtly liner and inarticulate this is particularly apparent on the northwest extents of the site. Given this location is likely to be highly visible upon long-distance views from Edisford Bridge, it is imperative that the measures be incorporated that provide articulation to both the building line and roof-scape that counter the linear nature of the proposed frontage.

2.6 The recognition of "Gateway & Focal" building locations is welcomed and it is suggested that in some locations the proposed dwellings be treated as a "Key Grouping" to reinforce the gateway nature of their location which will further aid in defining the transition between street typologies. **(Please refer to the attached Masterplan Issues drawings)**

2.7 The relocation of vehicular parking behind the building line at the "Valley" area is a welcome improvement and it will allow for building frontages to address the central green-corridor and define the overall space. (See comment 4.5 of Response 3/2013/0035/UD/01 regarding the treatment of landscaping / boundaries in this area)

2.8 The sketch amendments suggested the inclusion of differing traffic calming measures (Development Road Option 01-02), it is thought that such an approach should be utilised along the primary routes within the site although their execution should be less formal. The potential exists to create similar landscape build outs to accommodate pockets of high level planting with the pedestrian footway running between the planting island and individual property boundaries rather than along the road frontage, this would aid in creating a sense of protection for the pedestrian/cyclist and would aid in delineating the street scene.

2.9 The variation in parking arrangements and inclusion of an additional parking court is welcomed, no specific details of how these parking arrangements will be accommodated are available but it was agreed that the principle was acceptable and should be further explored.

3.0 Boundary Treatments:

3.1 The proposed variations in boundary treatments is felt to address our previous concerns, clarification is required regarding the knee-rail fencing, it is assumed that it was agreed that this be omitted as a boundary treatment in-lieu of informal planting. Clarification is also required regarding the intended locations of the shown "Timber fence Detail" which is felt to be generally inappropriate for boundary frontages.

4.0 House-types

4.1 The proposed elevational language of the sketch "Gateway & Focal Buildings " is felt to be more reflective of the semi-rural nature of the site and will aid in defining a clear sense character for the proposed development. The vertical emphasis and variety of the proposed window proportions create a clear visual order and hierarchy to the elevations, it is suggested that these principles, along with indicated material transitions be adopted throughout the site to aid in countering the clearly "urban" language of a number of the proposed dwelling, particularly those in a terrace configuration. Incorporating material transitions on a majority of dwellings will aid in creating a rich townscape tapestry and aid in breaking down large extents of unrelieved elevations. **(Please refer to the attached House-types drawings)**

4.2 Our previous comments suggested that House type V be amended to lessen the dominance of the proposed roof form (See comment 9.6 of response 3/2013/0035/UD/01), clarification is required as to whether this house type will be amended as suggested.

4.3 The proposed window, door, and bay typologies are felt to be appropriate provided they reinforce the semi rural nature of the site. Excessive unnecessary detailing such as the inclusion of quoins and corbelling should be reserved for key buildings/feature gables, with the majority of the development being reflective of a simple rural modern language, it is imperative that the development does not adopt a pastiche language in terms of its townscape composition and should appear "of its time".

4.4 The inclusion of dark window framing material is welcomed, it will further aid in providing visual depth and relief when read visually upon the street scene or upon approach out-with the site. Variations of window materials within the site is also welcomed and it is felt this will aid in further defining focal areas/buildings.

Subsequent comments received from the LPA on the 12th March 2013

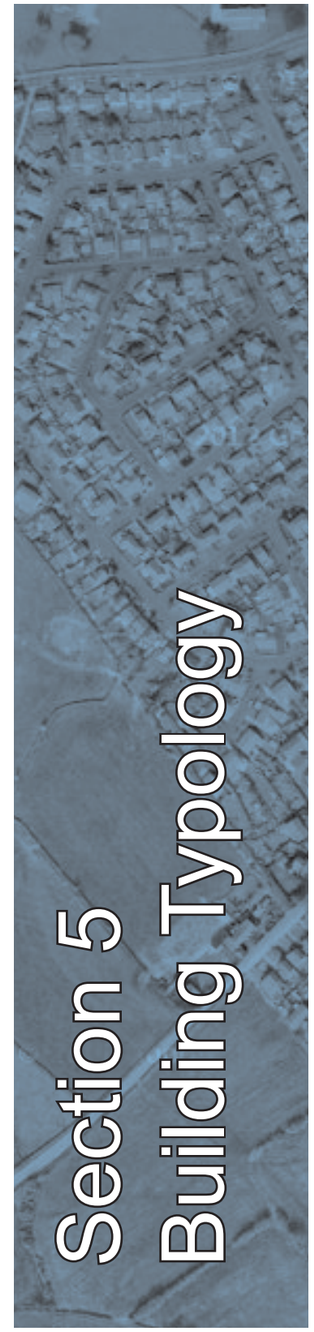


Guidance Images received from LPA



BARRATT HOMES

Taylor Wimpey



BARRATT HOMES

Taylor Wimpey

Response to Local Authority Guidance

Building Study

10.1 To appreciate the character of existing buildings within the wider community of Clitheroe, the design team have produced a photographic study as shown below. Taking inspiration from the physical study and LPA's guidance images, the design team produced a composite set of key architectural features that could be applied to the proposed elevations. This was tabled to the Local Authority's planning department and it was verbally agreed that these details could be implemented to the elevations as necessary and were acceptable.




Context photograph taken on Eastham Street


Context photograph taken on Eastham Street


Context photograph taken on Edisford Road


Context photograph taken on Edisford Road


Context photograph taken at the top



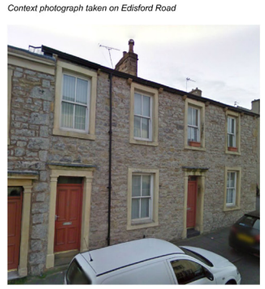


Composite facade treatment tool kit submitted to LPA













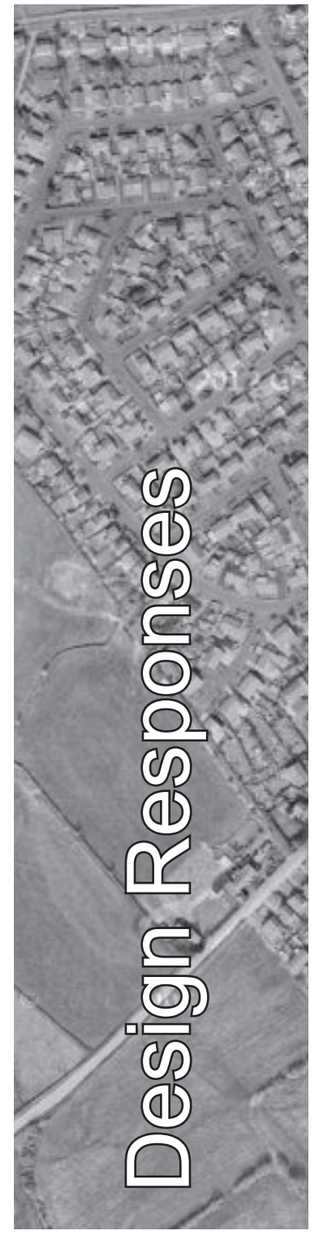




Local building topography presented with tool kit sheet

Baldwin Design Consultancy Ltd

10.0 Responses Building Typology



BARRATT HOMES

Taylor Wimpey

11.0 Responses Street Scenes

Response to Local Authority Guidance

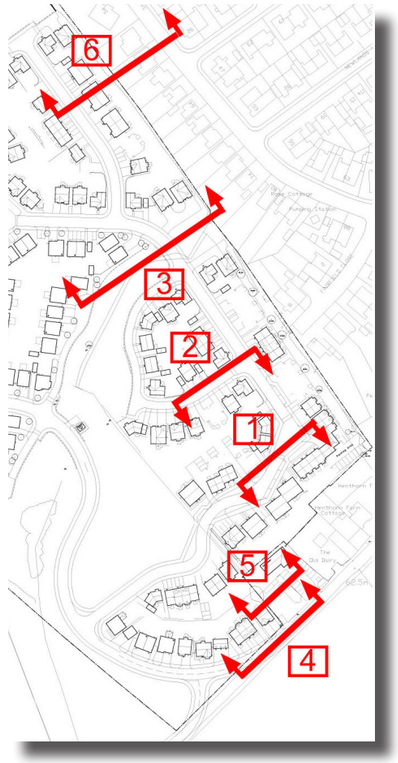
Proposed Street Scene Frontage

11.1 The design team were instructed to produce a range of various street scene elevations in order to demonstrate how the amended built form and new elevations interacted with each other. The feed back received from LPA has been positive and he is generally happy with the revised street views. His views can be read through an email conversation shown below.

On 15/03/2013 09:30, Stephen Kilmartin wrote:

> Graham,
>
> I am assuming these are still sketches and not for formal submission. Just one suggestion, on the valley street scene there may be the opportunity to introduce a folly that would break up the extents of the boundary wall in the form of a gate with canopy roof, either functional or false, I think it would only be needed in this location due to its prominence. (see very very rough sketch)
>
> Regarding the gateway/entry I am more than happy as it seems to match the previously approved access, is there any chance of getting some tree planting somewhere around the block paved overrun areas? I fully understand space is at a premium but it might aid in demarking the entry into the "main street".
>
> Many thanks for keeping me involved in the design development.
>
> Regards
>
> **Stephen Kilmartin**

Email comment received from Stephen Kilmartin dated 15th March 2013



Street Scene Locator



Proposed Street Scene 1 along the 'Main Street' character area.



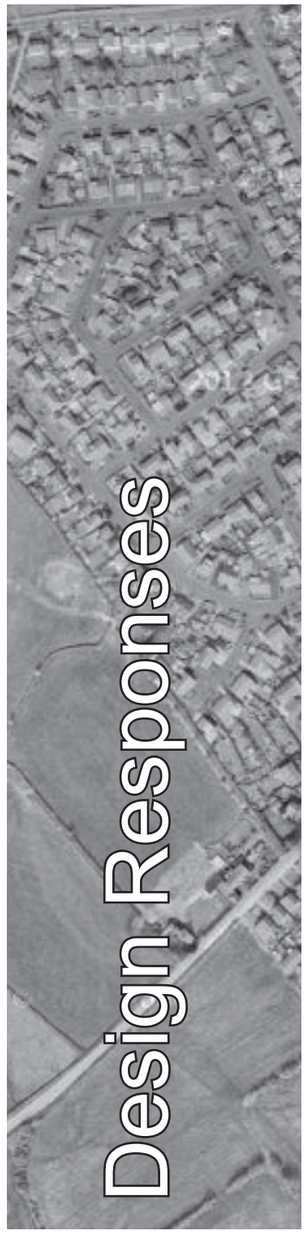
Proposed Street Scene 2 along the 'Lanes' character area.



Proposed Street Scene 3 along the 'Valley and Main Street' character area.



Proposed Street Scene 4 along the 'Gateway' character area.



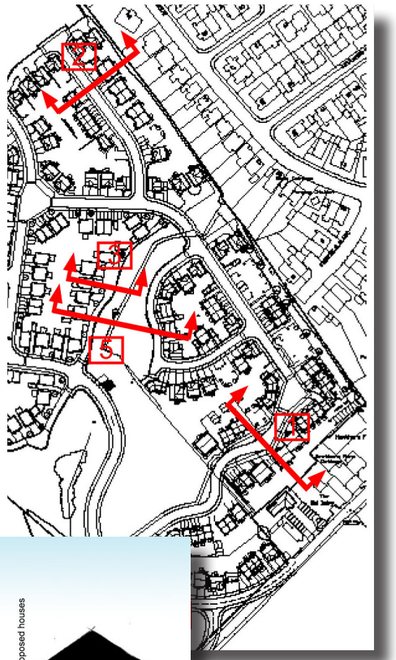
BARRATT HOMES

Taylor Wimpey

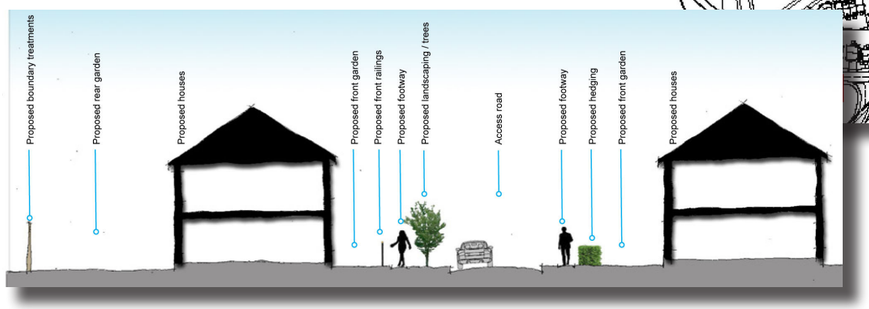
Response to Local Authority Guidance

Proposed Site Sections

12.1 Following the changes to the layout and it's built form, a set of up-to-date site sections were required to illustrate the relationships between dwellings, especially to existing development along the eastern boundary. Dwellings through section 2 have been moved further away and now have a minimum interface distance of 24.5 metres.



Street Scene Locator



Proposed Site Section 1 along the 'Main Street' character area.

Subject:RE: Lanes feature area, and North boundary
Date:18/03/2013 09:21
From:"Stephen Kilmartin" <Stephen.Kilmartin@ribblevalley.gov.uk>
To:"Graham Baldwin" <graham.baldwin@bdc.gb.com>

Graham,

I've no problem with the link through at all, the original plan showed a majority of private drives at this area which in essence created a link through albeit more informal. Perhaps implement a transition in materials to differentiate it from the roads they connect? Maintains that notion of the "private drive", it might be preferable from a marketing point of view also?

Perhaps also demark the transition into the notion of the "private drive" with some gateway planting (the left hand junction on your sketch) and/or perhaps block paving strips? Once again I'll leave that to your discretion. I would imagine as these properties have a positive outlook that they will be among some of the more desirable plots.

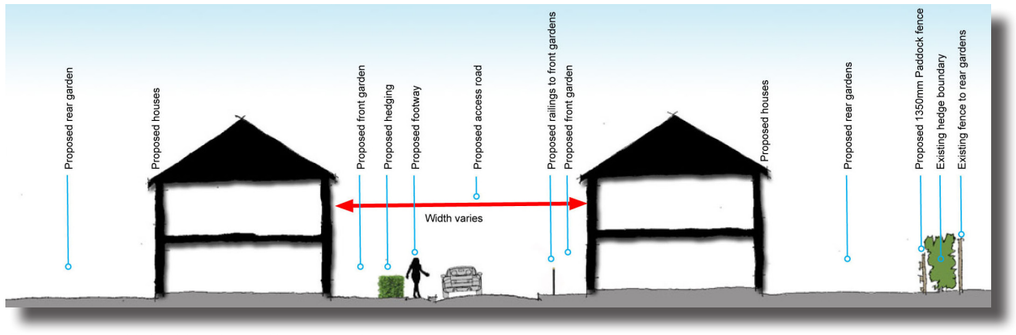
Anything that will "green-up" the edges/transitions can only be positive, I know that this detail will be subject to a landscaping plan, but proposing planting locations at this stage (albeit indicatively) will aid in informing the landscape plan.

Additionally, many thanks for increasing the distance from the existing properties along the northern boundary in your previous sketches, it would be good if you could dimension the distance to the boundary also in any amended details, I understand the dimensions were show on your previous street scene sections but I would be obliged if it could be included on the site plan also for ease of reference when we engage in reconsultation.

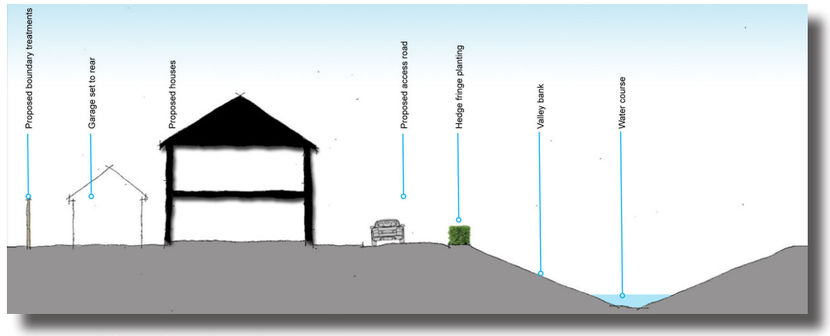
Regards

Stephen Kilmartin

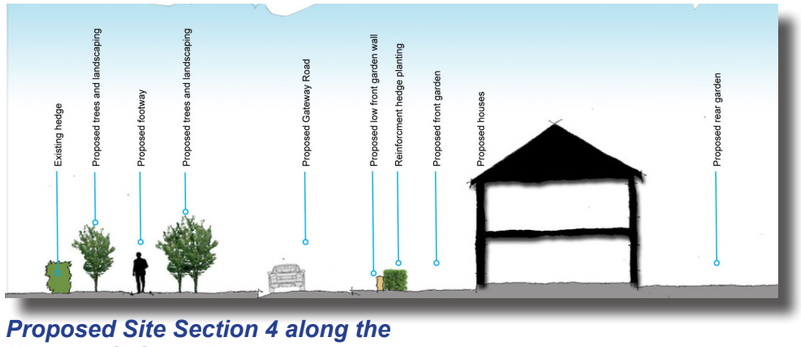
Email comment received from Stephen Kilmartin dated 18th March 2013



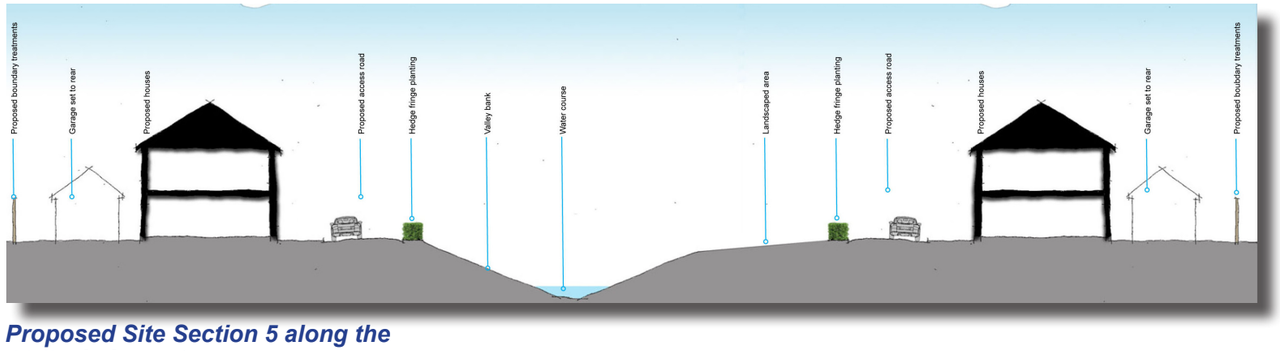
Proposed Site Section 2 along the 'Lanes' character area.



Proposed Site Section 3 along the 'Valley' character area.

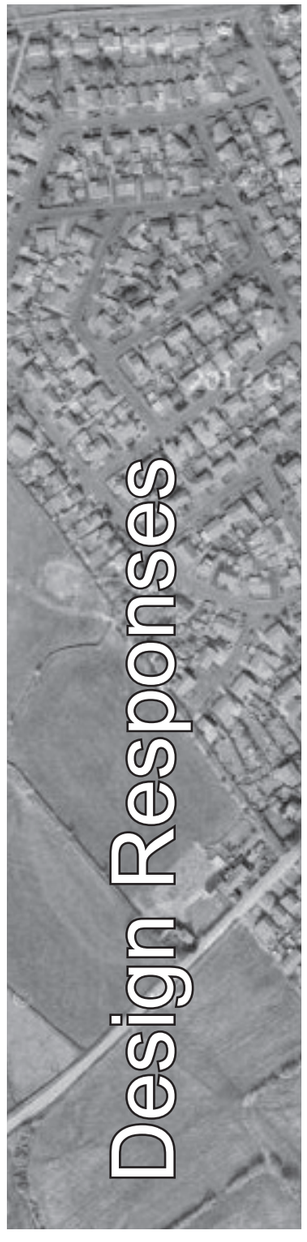


Proposed Site Section 4 along the 'Gateway' character area.



Proposed Site Section 5 along the 'Valley' character area.

12.0 Responses Site Sections



BARRATT HOMES

Taylor Wimpey

On 12/03/2013 17:15, Stephen Kilmartin wrote:

> Graham,
>
> I will get back to you tomorrow morning regarding these, apologies as from talking with Gareth it seems there was some cross-over regarding us both working up sketch options, the house types I have produced are rough and only illustrative of what is felt to be acceptable in terms of overall principle and approach and are not intended to be prescriptive in any way.
>
> There were two more emails to follow that I will hold off and send tomorrow and amend based on your sketches, once again to merely illustrate principles although from a quick glance at the house types it seems we have both been covering the same ground. I will send them for your reference in any case.
>
> I have noted you have crossed off the traffic calming/island build outs, I have made reference to a potential alternate solution in my previous comments for your consideration. As discussed with Gareth, the location of the access will have a huge bearing upon the initial layout of the proposal and the housing configuration, so I would encourage you to send through rough sketches for comment prior to working up detailed drawings to prevent abortive works at your end.
>
> If there is anything I can do to assist in the interim please do not hesitate to contact me.
>
> Regards
>
> **Stephen Kilmartin**

Email comment received from Stephen Kilmartin dated 12th March 2013

Response to Local Authority Guidance

Proposed Building Topography

13.1 Having gone through the process of agreeing a building tool kit with LPA, the design team were then able to produce a suite of proposed elevations that are shown on the following page.

13.2 These have been tabled to LPA's and extracts of his comments through email conversations are shown below. The preference of additional render to building facades was referred to LPA's email. This has now been addressed and has been applied to further dwellings, including the introduction of three storey houses, primarily located at vista stops throughout the development.

On 13/03/2013 11:16, Stephen Kilmartin wrote:

> Graham,
>
> Apologies, please find attached the additional email attachments, which have been delayed due to network problems at this end.
>
> Included is a potential solution for the treatment for House type V which may aid in lowering the eaves and achieving a more sympathetic roof proportion, I have included some illustrations of how the eaves relates in grouping scenarios (attached and detached), building the dormer element off of the wall-plate may also allow the façade to reflect a more vertical emphasis and further reinforce their focal locations where applicable.
>
> Additionally I have attached a typical rough sketch for the potential ‘Gateway Areas’ there exists the opportunity to use elements of the undefined junction spaces to incorporate further landscape buffering to visually break down the townscape upon approach, also shown are the creation of potential ‘gateway pinch-points’ that could aid in demarking the transition into areas such as ‘the Lanes’.
>
> Regarding your Main Street sketch it looks good to me, I would just suggest omitting the gravel areas on the corner plots so they present a more green frontage to counter any hard edges. I like the approach of the pavement running behind the landscaped area rather than along the road edge, it will help in defining the differing spaces.
>
> We had discussed gravel at our meeting and would suggest that were it is to be utilised as a garden frontage that a measure be incorporated that limits overspill onto the highway, I would also suggest it is not used as a driveway surfacing.
>
> It is preferable that the frontages are as green as possible but I am mindful that it may result in tokenistic pockets on un-maintainable grass where there is insufficient space to accommodate robust planting. I would therefore suggest limited use of the gravel but in my opinion it is appropriate in a number of areas and will allow resident to place planting in containers further enriching the street scene.
>
> Regarding the recent house-types, I have no immediate concerns and welcome the adoption of a more semi-rural language. An increase in the amount of rendered elevations within the proposal would be welcomed and is encouraged as it is felt it will aid in visually ‘lightening’ the overall appearance of the development and providing contrast and variation in terms of townscape composition.
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> I would ask that the bungalows be reconsidered to maintain the gables and articulation that was previously present, I have attached some rough sketches for your consideration.
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> I look forward to receiving further details as the scheme progresses and will only send further sketches through in response to any details you send for comment if they are required.
>
> Given the time constraints I will endeavor to respond to your sketches/queries as soon as possible.
>
> Regards
>
> **Stephen Kilmartin**

Email comment received from Stephen Kilmartin dated 13th March 2013



BARRATT HOMES

Taylor Wimpey



Composite sheet of amended elevations presented to LPA



BARRATT HOMES

Taylor Wimpey

Landscape Guidance

Section 6
Boundary & L

BARRATT HOMES

Taylor Wimpey

14.0 Guidance Boundaries



Local Authority Guidance

Boundary Treatments and Landscaping

14.1 The original boundary treatments and landscape features have been accessed and the design team have received several comments from LPA. His comments can be seen on the correspondence extracts below. The choice of boundaries throughout the development is key and should run concurrent with the re-elevated house types and built form previously referred to.

Urban Design Response (Reserved Matters 3/2013/0035)

4.0 Landscaping / Boundary Treatments

4.1 Weak landscape buffer to the southern extents of the site needs to be addressed to ensure the development presents a robust "green edge" when viewed upon approach. Layers of planting of varying height will aid in adding depth to this edge and soften the roof/building lines of the proposed development aiding in softening the transition between urban and rural. The dwellings along the southern boundary should also be setback further to allow the increased landscape buffer to appear as the dominant visual element upon approach as per (4370/DAS Rev-C).

4.2 An insufficient setback and landscape buffer is proposed in relation to the site boundary on plots 1 and 11. Additionally the proposed 1.8 metre brick wall boundary treatment to the aforementioned properties will result in an overly defensive and "dead-frontage" along Henthorn Road.

4.3 In numerous locations large expanses of 1.8 metre walling/fencing are proposed as a boundary treatment fronting the street scene resulting in an inactive and unanimated frontage. Providing an element of depth and permeability should be considered, potentially through the intermittent introduction of railings between brick piers. The privacy of future occupiers can be preserved by high-level planting within/outside the respective properties boundary where applicable.

4.4 The use of garages located along these expanses of walling could also be utilised as a means to provide visual interest and relief. Ultimately it is imperative that the street scene is addressed positively by building frontages and that the extents of boundary treatment fronting the public realm should be minimised.

4.5 The use of knee-rail fencing around the central green-corridor/watercourse should be omitted. Where safety concerns exist the planting of native species should be utilised to delineate the space and act as an informal notional boundary, which will further encourage bio-diversity and habitat creation whilst providing a sense of openness.

4.6 Consideration should be given to relocating the "Compound Area" (TW/TMP/08-01) away from the boundary with the properties on Fairfield Drive. Due to the anticipated time on site/construction period, it is felt that the siting of the compound along the boundary during the duration of site works would be of long-term detriment to the residential amenities of existing residential occupiers, it is suggested the compound area be relocated either centrally within the site or to a location that has minimal or no impact upon the existing residents of Fairfield Drive/Close

5.0 Connectivity / Permeability

5.1 The proposed site layout TW/HR/CSL/01 fails to provide the level of pedestrian and cycle connectivity with Henthorn Road as originally proposed in 4370/DAS Rev-C and the Design Code submitted in association with the discharge of condition 26. No links other than the primary vehicular entry point are proposed. Additionally, the cycleway/routes along the southern extents of the site are no longer included due to disconnected "lanes" and dead ends. It is imperative that the development provides a clear and tangible route from Henthorn road to the community woodland to the west, any such routes should also connect with the central green corridor/watercourse area.

5.2 Elements of the development propose large parcels or cells of impenetrable housing, consideration should be given to breaking down these parcels to provide lanes/routes that allow the development to be more permeable and accessible to the pedestrian/cyclist.

Initial comments received from the LPA on the 19th February 2013

2.4 From the submitted sketch proposals it is not clear how the previous concerns relating to refuse storage/travel distance and excessive un-adopted rear alleys are to be addressed, although the matter was discussed at our recent meeting.

2.5 The Western extents of the site remain largely unchanged from the original submission with some frontages appearing overtly liner and inarticulate this is particularly apparent on the northwest extents of the site. Given this location is likely to be highly visible upon long-distance views from Edisford Bridge, it is imperative that the measures be incorporated that provide articulation to both the building line and roof-scape that counter the linear nature of the proposed frontage.

2.6 The recognition of "Gateway & Focal" building locations is welcomed and it is suggested that in some locations the proposed dwellings be treated as a "Key Grouping" to reinforce the gateway nature of their location which will further aid in defining the transition between street typologies.
(Please refer to the attached Masterplan Issues drawings)

2.7 The relocation of vehicular parking behind the building line at the "Valley" area is a welcome improvement and it will allow for building frontages to address the central green-corridor and define the overall space. (See comment 4.5 of Response 3/2013/0035/UD/01 regarding the treatment of landscaping / boundaries in this area)

2.8 The sketch amendments suggested the inclusion of differing traffic calming measures (Development Road Option 01-02), it is thought that such an approach should be utilised along the primary routes within the site although their execution should be less formal. The potential exists to create similar landscape build outs to accommodate pockets of high level planting with the pedestrian footway running between the planting island and individual property boundaries rather than along the road frontage, this would aid in creating a sense of protection for the pedestrian/cyclist and would aid in delineating the street scene.

2.9 The variation in parking arrangements and inclusion of an additional parking court is welcomed, no specific details of how these parking arrangements will be accommodated are available but it was agreed that the principle was acceptable and should be further explored.

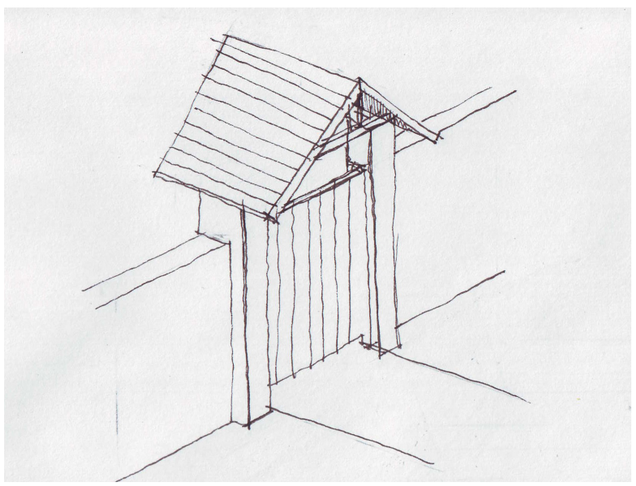
3.0 Boundary Treatments:

3.1 The proposed variations in boundary treatments is felt to address our previous concerns, clarification is required regarding the knee-rail fencing, it is assumed that it was agreed that this be omitted as a boundary treatment in-lieu of informal planting. Clarification is also required regarding the intended locations of the shown "Timber fence Detail" which is felt to be generally inappropriate for boundary frontages.

4.0 House-types

4.1 The proposed elevational language of the sketch "Gateway & Focal Buildings " is felt to be more reflective of the semi-rural nature of the site and will aid in defining a clear sense character for the proposed development. The vertical emphasis and variety of the proposed window proportions create a clear visual order and hierarchy to the elevations, it is suggested that these principles, along with indicated material transitions be adopted throughout the site to aid in countering the clearly "urban" language of a number of the proposed dwelling, particularly those in a terrace configuration. Incorporating material transitions on a majority of dwellings will aid in creating a rich townscape tapestry and aid in breaking down large extents of unrelieved elevations.
(Please refer to the attached House-types drawings)

Subsequent comments received from the LPA on the 12th March 2013



Example of folly suggestion received from LPA

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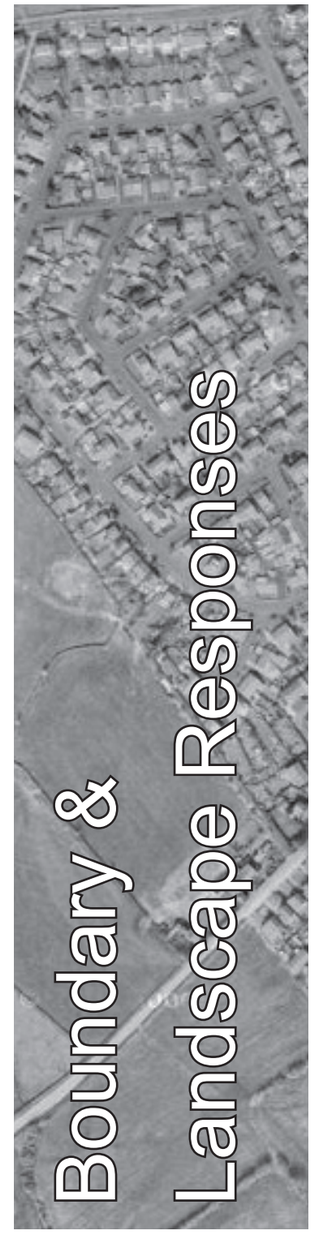
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15.0 Responses Boundaries



Response to Local Authority Guidance

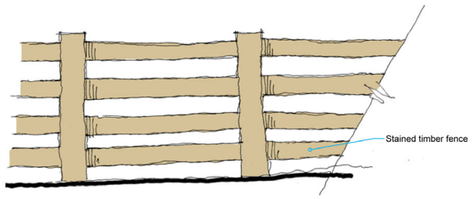
Boundary Treatments and Landscaping

15.1 Having digested the comments made by LPA, a collaboration of boundary treatments was produced for the Local Authority's approval. The variation of boundaries shown have enabled the layout to emphasise the shape of the new road pattern and the rural character that forms these routes. After further consultation with LPA, it was agreed that a choice of metal railings, hedge planting and some occasional walling could be employed, typically running along the edge of footways. With the omission of knee rail fence to POS areas.

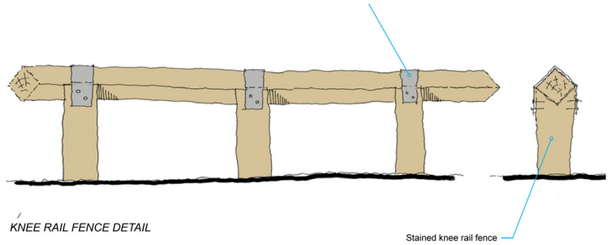
On 13/03/2013 15:14, Stephen Kilmartin wrote:

> Graham,
>
> Many thanks, I see no major issues, just a point or two for consideration/clarification:
>
> - Garage facing the "Green Area" at northern extents of sketch: should either be buffered by landscaping or act as a folly by incorporating a feature element, the low stone wall will ensure the space is well-overlooked.
> - Boundary wall that faces south onto the valley (Right-hand Focal Building): Ensure adequate landscaping to soften the wall and/or potential to utilise the 1500mm high wall boundary treatment lessening its dominance.
> - The staggered pairings of dwellings on the corner plot (Western extents of sketch): Just clarifying you are comfortable with the parking provision provided which will equate to one car per dwelling, as I do not know what house types these are I can provide an informed decision, although if they are the smaller 2 bed house types I have no real issue.
> - I have noted the re-orientation of plots 196 & 197 which is now apparent, this will aid in negating the potential overbearing impact upon the properties to the North.
> - Dwelling to south western extents of sketch: The property occupies what is potentially considered to be a focal point and form part of a key grouping with the properties opposite, consideration should be given to employing the " Focal Buildings" principles as indicated on your house types composite although this does not necessary mean a change in house types is required, only a change in elevational treatment/materials which I leave to your discretion.
>
> Regards
>
> **Stephen Kilmartin**

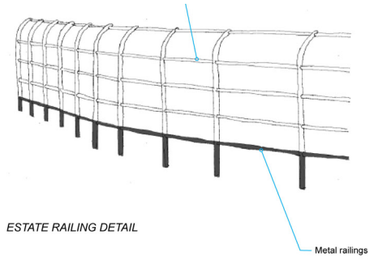
Email comment received from Stephen Kilmartin dated 13th March 2013



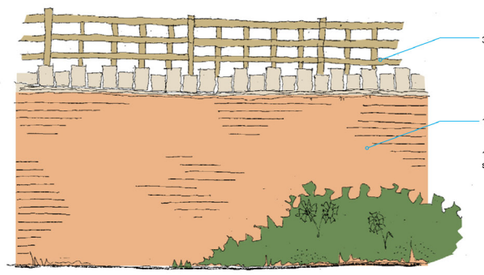
TIMBER FENCE DETAIL

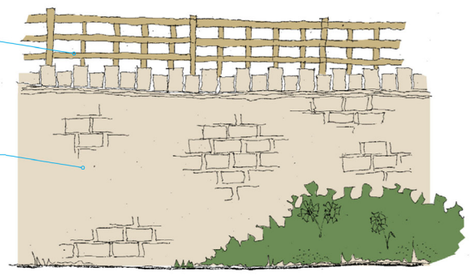


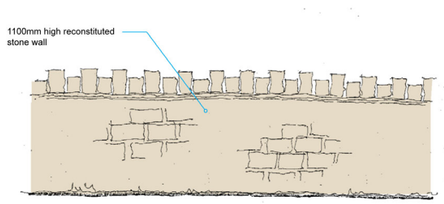
KNEE RAIL FENCE DETAIL

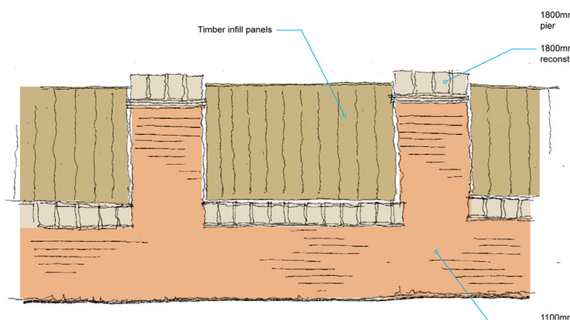


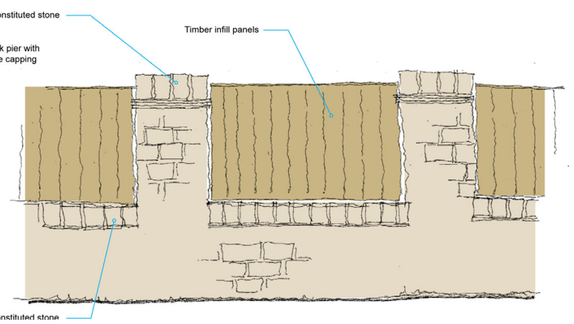
ESTATE RAILING DETAIL

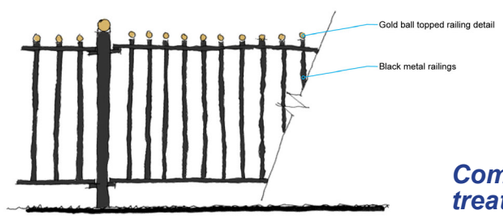












METAL RAILING DETAIL

Composite sheet of boundary treatments submitted to LPA

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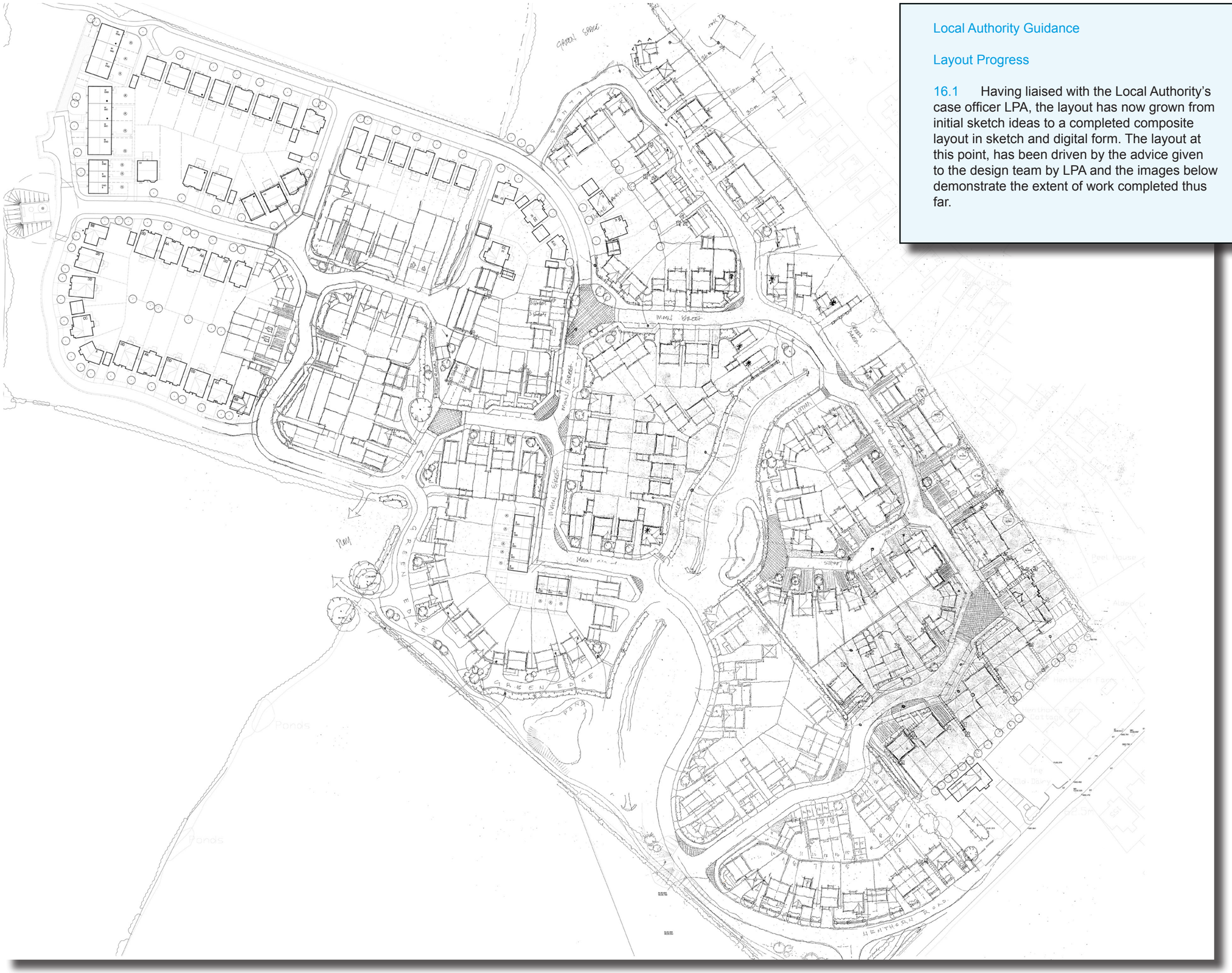
16.0 Layout Progress



Local Authority Guidance

Layout Progress

16.1 Having liaised with the Local Authority's case officer LPA, the layout has now grown from initial sketch ideas to a completed composite layout in sketch and digital form. The layout at this point, has been driven by the advice given to the design team by LPA and the images below demonstrate the extent of work completed thus far.

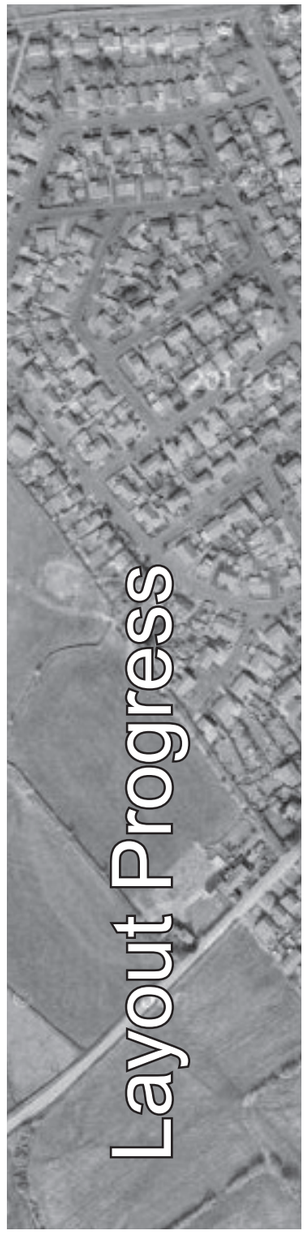


Composite sketch and CAD site layout as agreed with LPA

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Taylor Wimpey

16.0 Layout Progress





Composite CAD site layout following agreed sketch layout from LPA

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17.0 Guidance Highways

Local Authority Guidance

Highways

17.1 Having incorporated all the design philosophies made by LPA into the revised layout. The new design was then presented to the highways department of the Local Authority for comment. Highways form part of the council's statutory consultee for determining planning applications and in particular to the potential adoption of future road designs.

17.2 The general response from the highway's department to the amended layout can be seen in the adjacent email extract and has resulted in the layout being further amended to ensure future adoption.

Subject:Highways Response
Date:18/03/2013 16:09
From:"Stephen Kilmartin" <Stephen.Kilmartin@ribblevalley.gov.uk>
To:"Graham Baldwin" <graham.baldwin@bdc.gb.com>

Graham,

As discussed see below. As also discussed I will leave it at your discretion as you how you wish to deal with these concerns.

Dear Stephen,

I have the following comments on these sketch drawings for roads to be adopted. These are informal comments made to provide you with some indication of LCC's requirements for adopted highways.

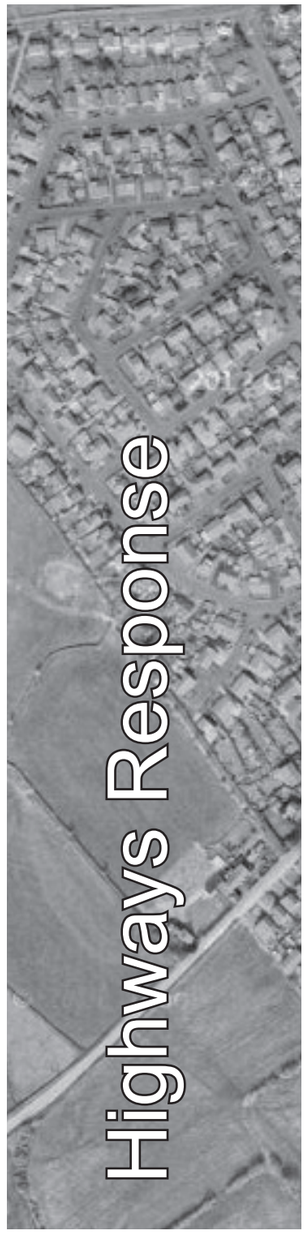
1. Generally I would not accept on-street parallel parking. Parking should be within the curtilage of the dwelling unless it is within a private 'mews' type development.
2. Landscaped areas between the footway and carriageway are not acceptable.
3. I'm not sure of the reason for the over run areas. It does not appear to be for reasons of manoeuvring of vehicles. The over run area on the 'main street' drawing does not appear to be for any particular purpose, and would not be favoured on an adopted highway because it would simply mean more road to maintain. There is also the risk that pedestrians (mostly children) would not understand the reason for this part of the highway and would use it without thinking that a vehicle may sometimes drive over it.
4. The use of non-standard materials for the road / footway surfacing would attract commuted sums to be paid by the developer.
5. The use of angular corners instead of radius kerbing tends to affect the line drivers take in negotiating the bend. It is preferable to design bends to accord with vehicle turning characteristics.
6. Is it the intention to ask for the 'valley road' and 'lanes' to be adopted?
7. Because the colour wash extends to the carriageway along part of Henthorn Road, it is not obvious that the footway extends to meet up with the existing footway.

The scrutiny of proposals for the adoption of highways is a utilitarian exercise for the highways authority. Funds for the maintenance of highways are reducing and I look to reduce the maintenance costs of new roads. Consequently features which increase the area of road surface or which insert landscaped planted areas within the highway are not favoured.

Regards,

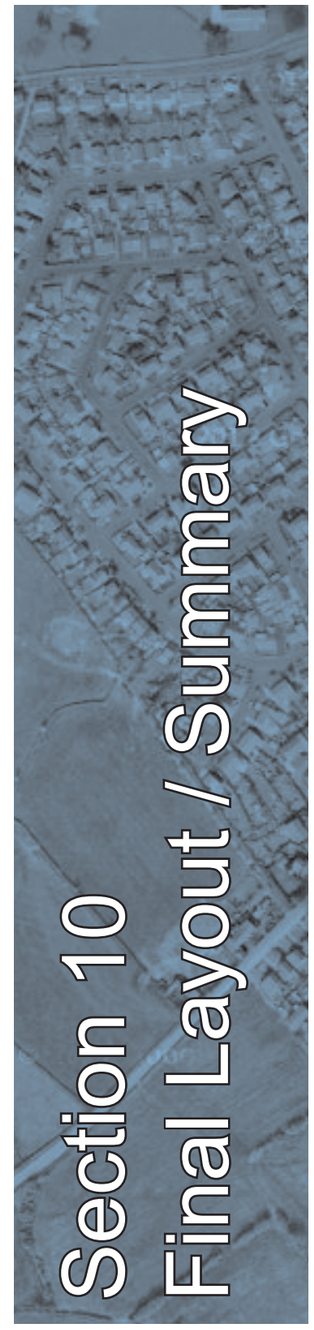
Trevor Lewis

Email comment received from LA Highways via Stephen Kilmartin dated 18th March 2013



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Taylor Wimpey



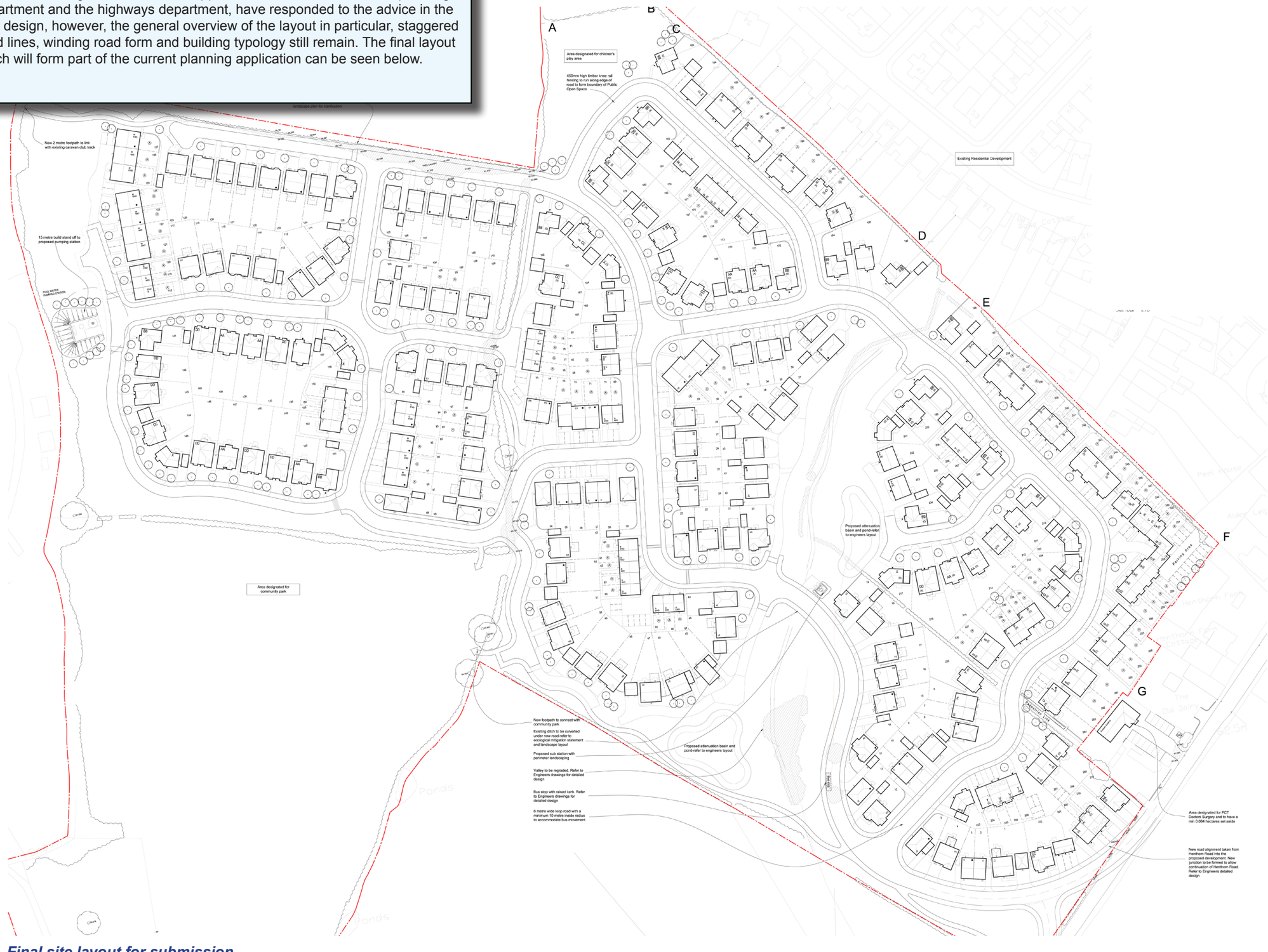
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Taylor Wimpey

Response to Local Authority Guidance

Final Layout

18.1 The design team have now appreciated the views of both the planning department and the highways department, have responded to the advice in the final design, however, the general overview of the layout in particular, staggered build lines, winding road form and building typology still remain. The final layout which will form part of the current planning application can be seen below.



Final site layout for submission



BARRATT HOMES

Taylor Wimpey

Document Prepared by:
Baldwin Design Consultancy Ltd

Client:
Taylor Wimpey Manchester

Date:
March 2013

Revision:

Reference:

TW/HR/ADA/01