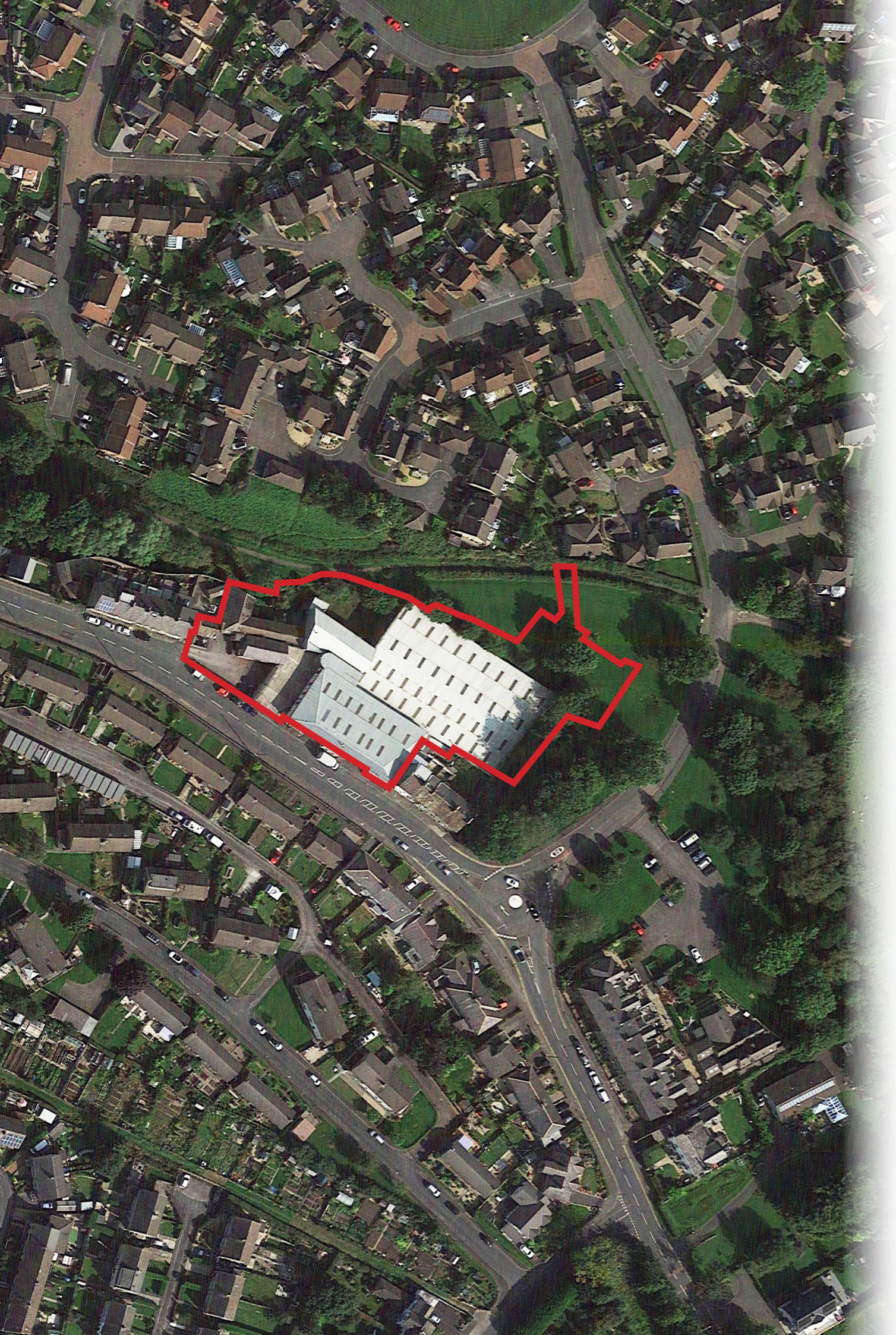


Pendle Road, Clitheroe

Design & Access Statement

November 2023



MÜLLER

PROPERTY GROUP

DESIGN AND ACCESS STATEMENT

To accompany an Reserved Matters Planning Application for a

PROPOSED CARE HOME DEVELOPMENT

PENDLE MILL,
PENDLE ROAD,
CLITHEROE
BB7 1JQ

This document has been prepared by ADG Architects
for Muller Property Group

November 2023

ADG
ARCHITECTS

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1.1 THE BRIEF

This Design and Access Statement has been prepared by ADG Architects on behalf of Muller Property Group to support an Reserved Matters Planning Application for a Care Home Development with associated access, car parking and landscaping.

On 17th February 2023, outline planning permission was granted for the 'Demolition of existing buildings and erection of a care home (Use Class C2) of up to 70 beds. All matters reserved apart from access' (Ref: 3/2022/0632).

The Reserved Matters have been informed and defined by the outline planning permission and the surrounding context, with details for the proposal having a great consideration for:

- Existing surrounding context
- Relationship to surrounding land uses
- Height, scale and massing
- Approved access
- Parking
- Landscaping and biodiversity of the site
- Space requirements for provision of specialist care

Site Address:

Pendle Mill,
Pendle Road,
Clitheroe,
BB7 1JQ

Local Planning Authority:

Ribble Valley Borough Council



2.1 SITE LOCATION



Situated 0.5 miles from the town centre of Clitheroe, the proposal site is a plot of land that occupies approximately 3,930m² (0.39 hectares).

Located to the north of Pendle Road and west of the junction to Highmoor Park. The site is currently used as a discount furniture store and warehouse with associated parking.

There are good public transport links to this site with a bus stop located at the south corner of the site and Clitheroe station approximately 0.6 miles to the west.



2.2 POSITION AND RELATION TO NEIGHBOURS

The site is situated to the north of Pendle Road at the roundabout junction of Highmoor Park. Pendle Road is the main road that provides access to the site and into Clitheroe.

To the north of the site, the primary use of the properties is residential, with many of the houses being constructed over the past 25 years. The residential properties and the proposal site are separated by a section of open green space.

The east of the site, across Highmoor Park, the land becomes open farmland used for pastoral farming. There is a dense tree line that surrounds the farmland and reflects the countryside further to the east.

Similar to the north, the south and west are residential properties. The properties along Pendle Road have an active frontage that looks out across the site.

The nearest neighbouring properties to the proposal site are on the west boundary, a row of six residential properties sit close to the western access point into the site with their vehicle access along the site boundary.



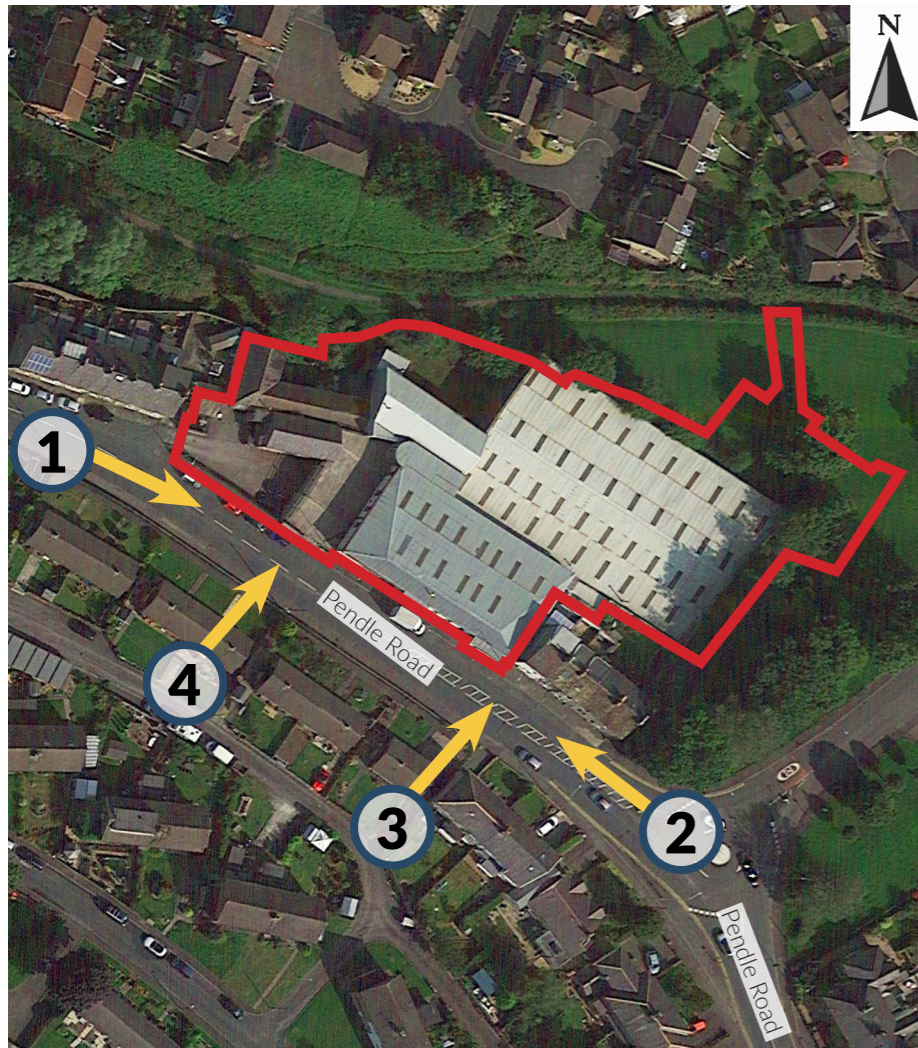
Aerial view of proposal site

2.3 SITE APPROACH

The site currently has dropped kerb access both from Pendle Road, however there is no hard standing access into the site from these access points.

Approach One - The west corner of the site currently provides vehicle access to the loading bay area situated off Pendle Road. A post and railing fence separated this boundary.

Approach Two - The existing buildings along Pendle Road sit against the site boundary and provide a retail frontage. The building is a single storey structure with a small loading bay area.



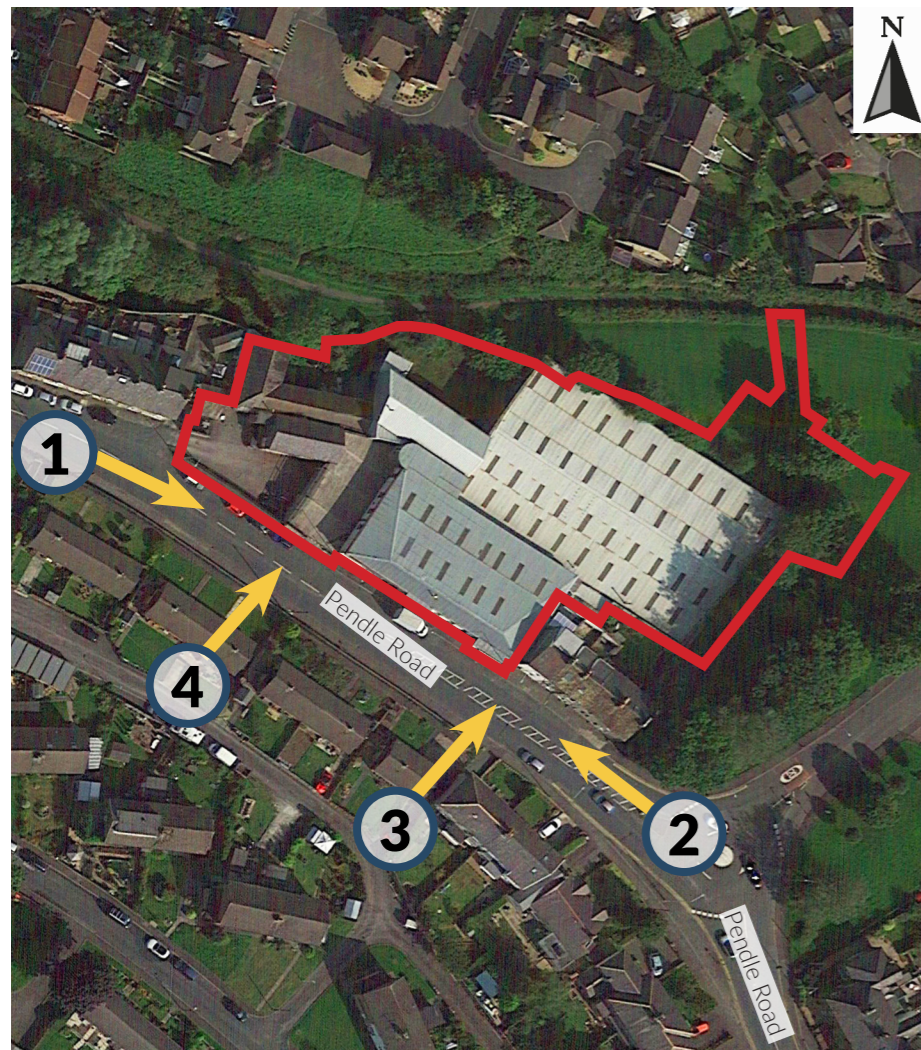
Approach One - Facing south east on Pendle Road (south west site boundary).



Approach Two - Facing north west on Pendle Road (south west site boundary).

Approach Three - The access point to the south east of the site is level with the gradient of Pendle Road. There is both vehicle and pedestrian access, with the existing building showroom being accessed from this level. The existing building provides a strong roadside frontage to this boundary.

Approach Four - From this point on Pendle Road, the level change is apparent, the greatest level change is 2.5 metres down to the delivery yard. This boundary is currently protected by a metal railing fence which sits along the footpath kerb.



Approach Three - South west boundary showing existing building and loading bay area.



Approach Four - South west boundary showing loading area and courtyard.

2.4 EXISTING BUILDINGS

The existing buildings on the site are between 1 and 2 storeys and cover the majority of the site area. Two courtyards are formed to the north, with a further two loading areas to the south.

The roof heights of these buildings varies with areas of flat roof to the roadside and the pitched roofs to the north of the site.

External finish is pebble dash render with some areas painted an off-white colour.

Below are images of the existing buildings within the site boundary:

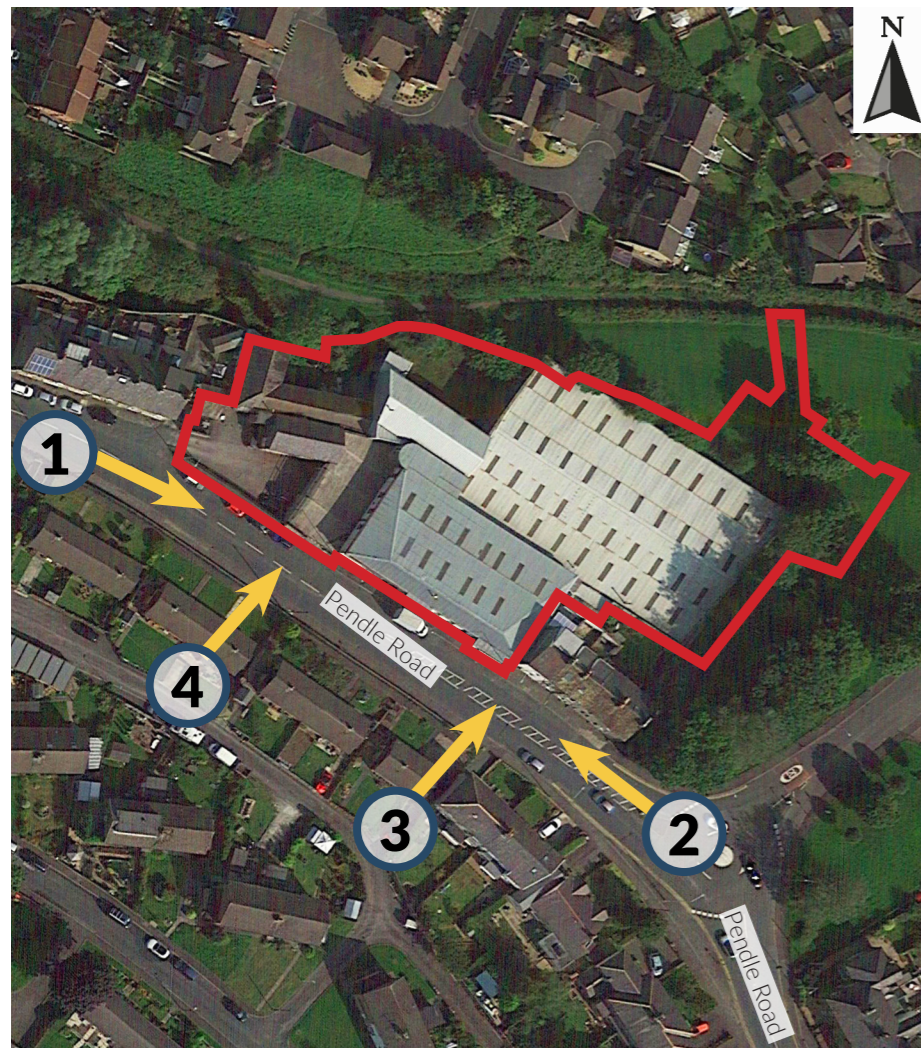


Image 1 - Access to lower level loading area from Pendle Road.



Image 4 - 2 storey building providing access to courtyard on north boundary.



Image 2 - Building situated off loading area (1 to 2 storey unit).



Image 3 - Single storey retail unit on the Pendle Road boundary.



Image 5 - Courtyard on north boundary with grass and greenery.

2.5 LOCAL CONTEXTUAL ASSESSMENT

To better understand the architectural styles that will form the basis of the proposal, a visual assessment of the local context has been carried out.

Architectural details that are apparent from the local contextual assessment are:

- The semi-detached houses provide a mirrored elevation which is replicated throughout many of the residential streets in the locality.
- It is apparent that there is a hierarchy within the windows, with larger windows at ground floor level which then reduce in size on the levels above. This architectural design style is used on both the traditional buildings such as Clitheroe Grammar Sixth Form as well as the more modern residential properties.
- Feature gables are situated on the roadside frontage to residential properties built within the past 50 years to provide a focal point on the main elevation.
- The height of the building in the local area are typically 2 storey residential with retail and commercial buildings at 3 storeys.
- The main materials used in the external finishes are render / pebble dash, stonework, with some red brickwork in residential properties.
- Brick and stonework quoins are situated on the corners of the buildings which help to break the material massing on the building elevations.

Please see page 11 for the image references.





Image 1 - Mearley Syke(0.2 miles from the site)



Image 2 - Mearley Syke (0.2 miles from proposal site)



Image 3 - Pendle Road (0.1 miles from proposal site)



Image 4 - Shays Drive (0.3 miles from proposal site)



Image 5 - Claremont Avenue (0.3 miles from proposal site)



Image 6 - Peel Park Close (0.5 miles from the proposal site)



Image 7 - The Salvation Army, Lowergate (0.4 miles from proposal site)



Image 8 - Rose and Crown Hotel, Castle Street (0.5 miles from proposal site)



Image 9 - Clitheroe Grammar Sixth Form (0.5 miles from proposal site)






3.1 EXISTING SITE ANALYSIS

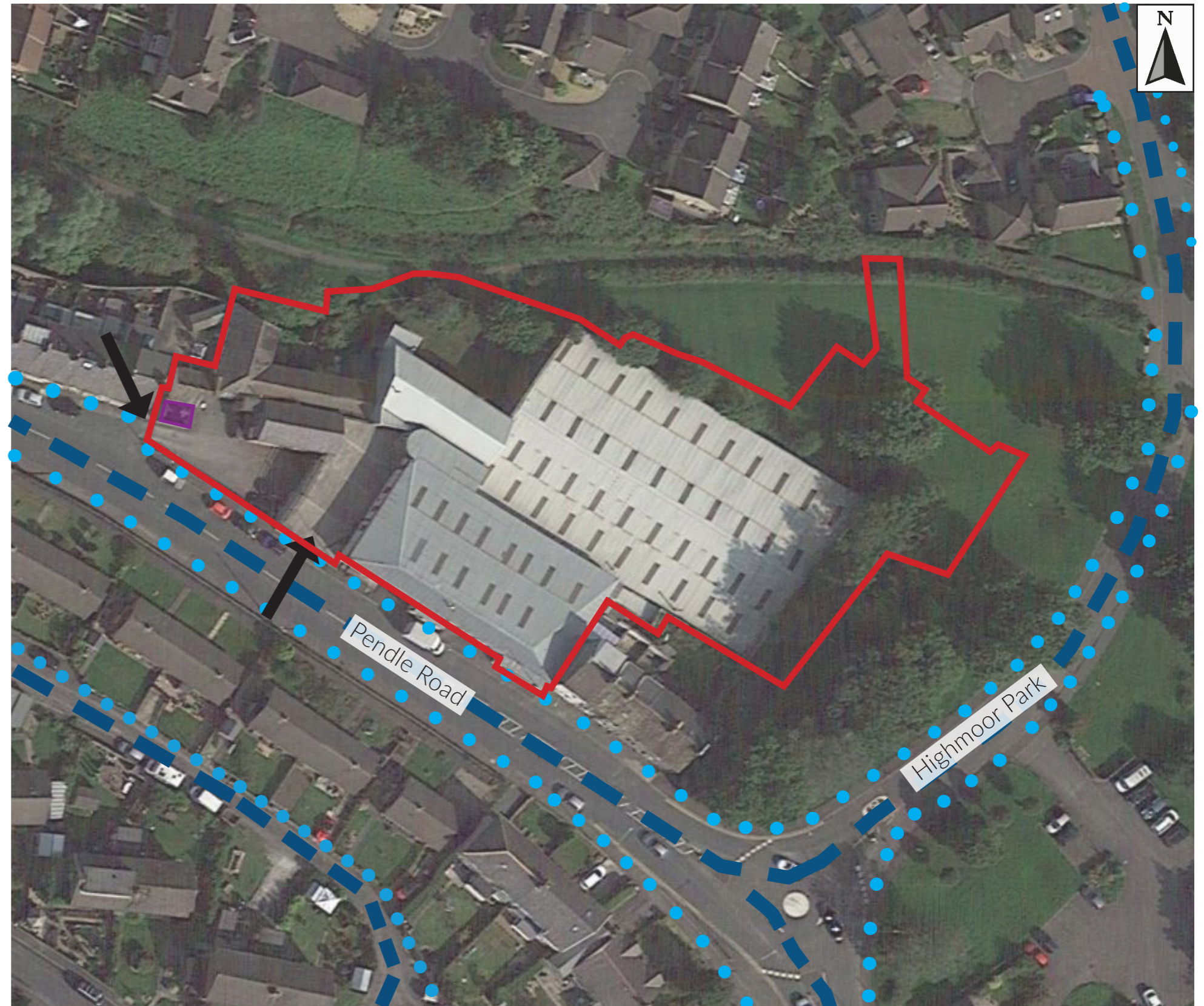
There are a few existing properties that sit on the site that appear to be abandoned. The site has access from the road to the South West of the site.

Key Features of the site include:

- Vehicle access point from Pendle Road with dropped kerbs from the previous use of the site.
- Located approximately 0.8 miles away from the centre of Clitheroe with good transport links and a number of bus stops can be easily accessed from the site.
- A line of tree are on the North East and South East boundary, which consist of well-established trees.
- There is currently an existing sub-station within the site boundary, situated to the west near 19 Pendle Road. Access to the sub-station is through a gate within the main access road / parking area.

KEY:

	Road Network
	Pedestrian Walkways
	Site Boundary Line
	Site Access Point
	Existing Sub-station



Existing Site Analysis Plan

3.2 OPPORTUNITIES AND CONSTRAINTS

There are a number of opportunities for the development of the proposed site, there are also a number of constraints that could impact the proposal. Once both opportunities and constraints have been evaluated, a proposal can be designed that will provide a positive development.

The opportunities for the proposal site includes:

- A roadside frontage exists along Pendle Road which supplies the opportunity for captivating architectural and landscape design.
- Good transport links for pedestrians and vehicles, with public transport connections very close to the proposed site.
- The existing access points could be utilised to reduce the impact of development on the surrounding area.

The constraints for the site include:

- To the South and West of the site are residential properties that could possibly impact the development from overlooking which could reduce privacy of the residents.
- The South boundary of the site is at risk of traffic noise, with Pendle Road being one of the main routes into the town.
- The Outline Planning Permission requires the overall building height to not exceed the existing ridge height of No. 25 Pendle Road, and a maintained separation distance of 21 metres between facing windows and No. 25 - 33 Pendle Road.

KEY:



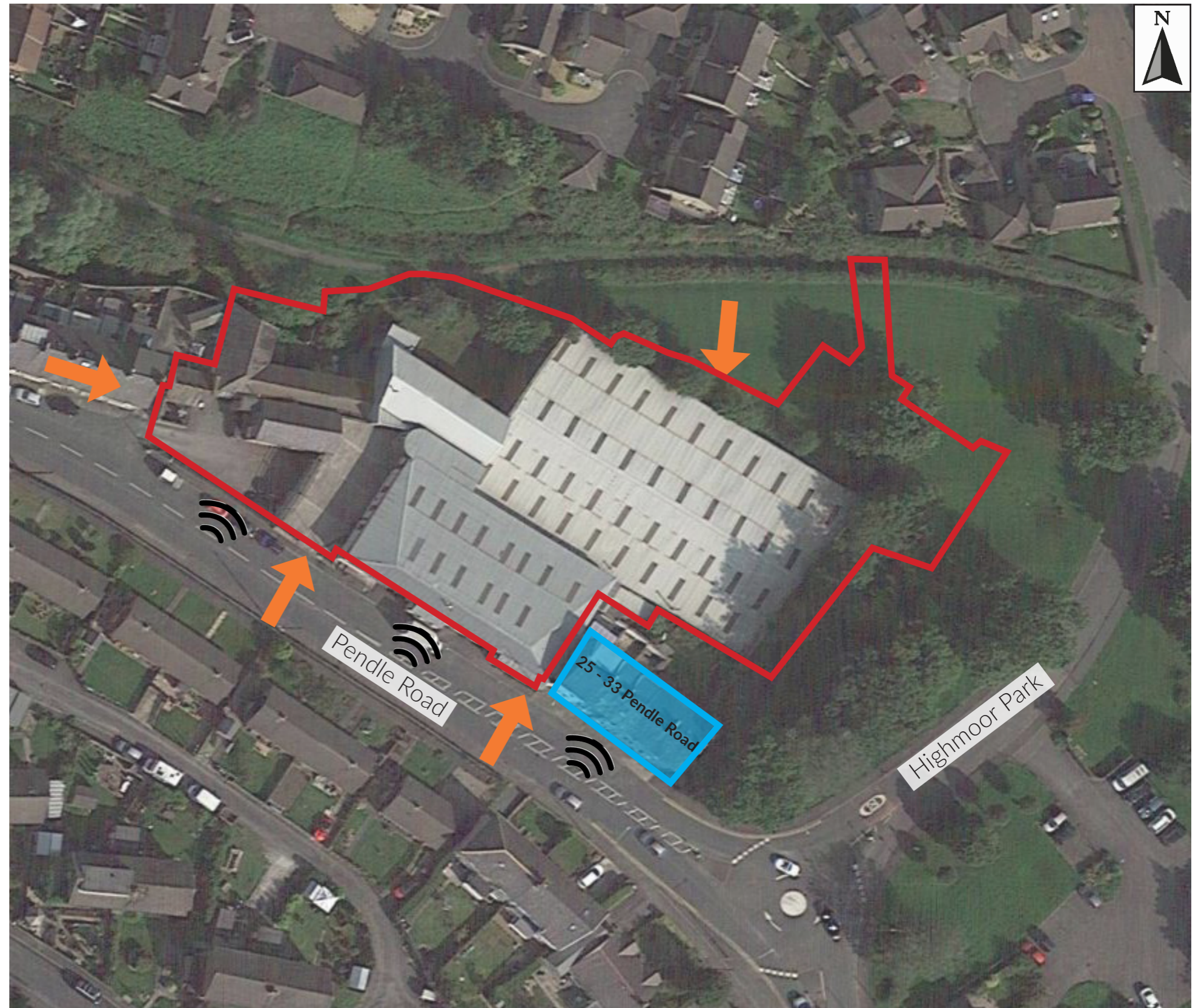
Risk of Overlooking



No. 25 - 33 Pendle Road



Noise Pollution



Opportunities and Constraints Plan

3.3 STRATEGIC DEVELOPMENT

The design development has been informed by the initial research and analysis into the surrounding area. Highlighting the opportunities and constraints for the development further aided the design of the proposal.

- As there is a level change on the south boundary of the site, it has provided an opportunity to have two access points, similar to the existing building.
- The existing access points on the site can be utilised to reduce the impact on the highways network. Vehicle access from the west corner has been moved away from the neighbouring residential properties and their driveway access.
- The area that has been marked for the proposed building reflects the existing building on the site, as there is a strong roadside frontage and opportunity to improve the existing street scene with high quality architecture to replace the industrial style building.
- To the rear of the site, an area has been created to provide a large, secure garden for the residents. Noise levels will be at its lowest at this point within the site due to the distance from the main road (Pendle Road) and the existing trees that provide a natural buffer.



Strategic Development Plan

3.4 STRATEGIC LAYOUT

The strategic development layout has evolved to include a sketched floor plan of the building which indicates access point and initial layouts of the proposal.

The building form reflects the existing building and shape of the site, this has created a building with a central core with three wings that extend out.

Due to the topography of the site, the building has been given two access points. The primary entrance is located at lower ground floor level, leading off from the car parking facility for visitors and residents. The secondary entrance is located directly off Pendle Road and will provide a private entrance for staff at ground floor level.

The initial development plan has shaped the location of vehicular and pedestrian access into the development and will be located on the west corner of the site, similar to the existing, allowing safe ingress and egress.



Strategic Development Plan

4.1 PROPOSED SITE PLAN

The proposed layout has been influenced by the previous research and development into the site and surrounding context. The topography of the site has contributed to the form of the building and the access points into both the site and building.

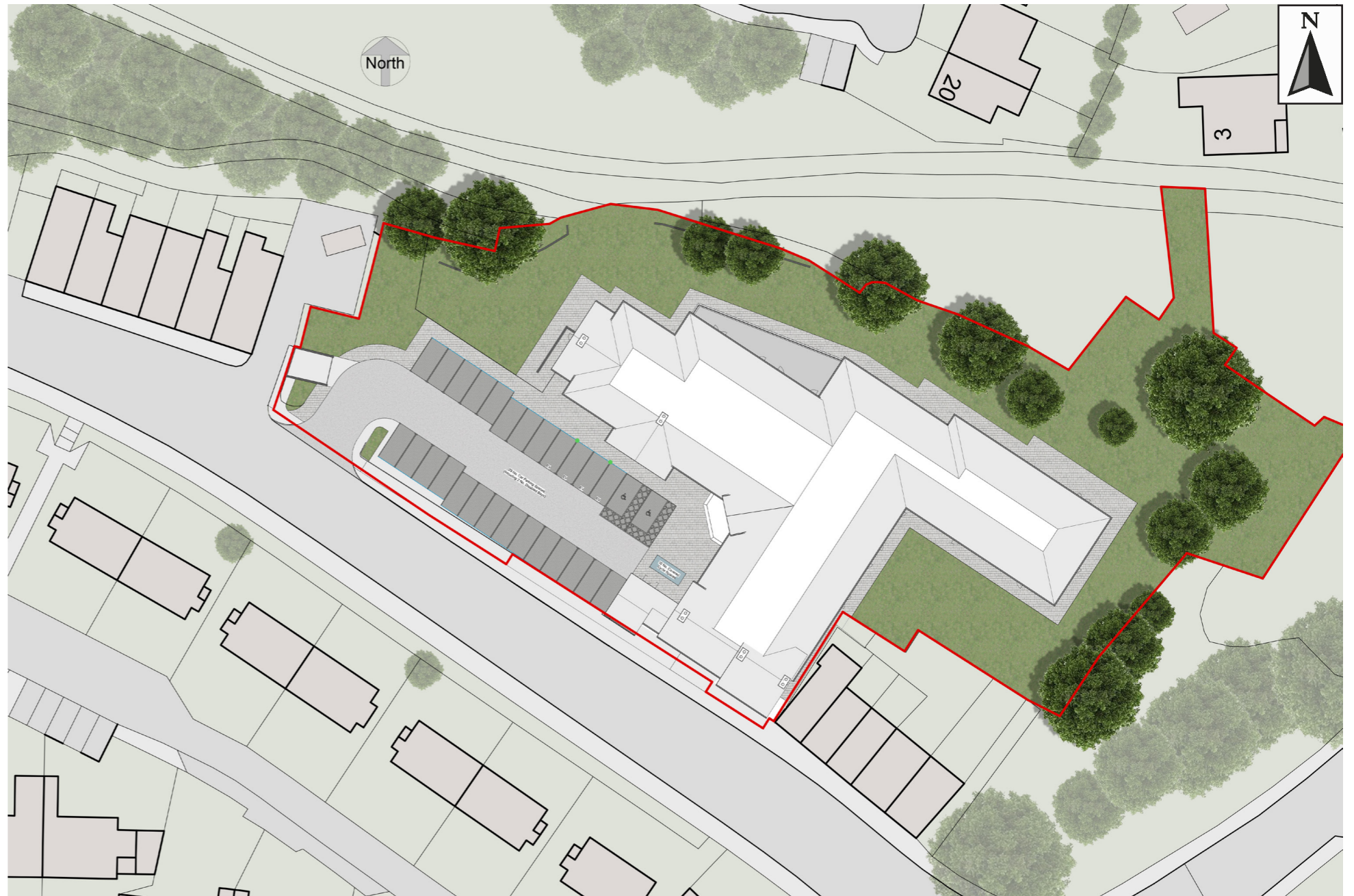
There are a total of 28 No. car parking spaces have been provided (including 2 No. disabled spaces).

The trees shown on the plan are existing, further planting and landscaping will be proposed to further enhance the site and improve the biodiversity.

Please note that this drawing is not to scale, for a scaled site plan please see the drawings that were submitted alongside this document.

Area Schedule:

Site Area -	3,930m ²	
Gross Internal Area -	Area -	Beds-
Lower Ground Floor	1,317m ²	22
Ground Floor	1,305m ²	25
First Floor	1,275m ²	23
Total -	3,897m²	70



Proposed Site Plan

KEY:

- Site Boundary Line
- Access / Entry

4.2 PROPOSED PLANS

Proposed Lower Ground Floor Plan

GIA - 1,317m²

Number of Bedrooms - 22

Key features at this level:

- Feature main entrance with Cafe / Bistro
- Reception and Offices
- Hair and Nail Salon
- Private Dining
- Cinema
- Dayspaces with varying functions for residents
- Ancillary facilities located centrally including Nurse Station, Sluice, Treatment Room / Drugs Store and Assisted Bathroom
- Bin Store and Delivery Point accessed from the car park



KEY:

- Bedrooms
- Dayspaces
- Ancillary Facilities

Proposed Ground Floor Plan

GIA - 1,305m²

Number of Bedrooms - 25

Key features at this level:

- Dayspaces with varying functions for residents
- Ancillary facilities located centrally including Nurse Station, Sluice, Treatment Room / Drugs Store and Assisted Bathroom
- Kitchen and storage areas
- Laundry and storage areas
- Male Changing
- Private staff access point from Pendle Road which also provides access to the plant room



KEY:

	Bedrooms
	Dayspaces
	Ancillary Facilities

Proposed First Floor Plan

GIA - 1,275m²

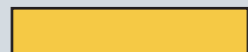
Number of Bedrooms - 23

Key features at this level:

- Dayspaces with varying functions for residents
- Ancillary facilities located centrally including Nurse Station, Sluice, Treatment Room / Drugs Store and Assisted Bathroom
- Meeting / Staff Room
- Female Changing



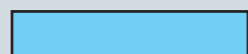
KEY:



Bedrooms



Dayspaces



Ancillary Facilities

4.3 SCALE AND MASSING

The massing of the proposed building has been created to reflect the surrounding residential dwellings and is mindful of the existing building that is currently located on site.

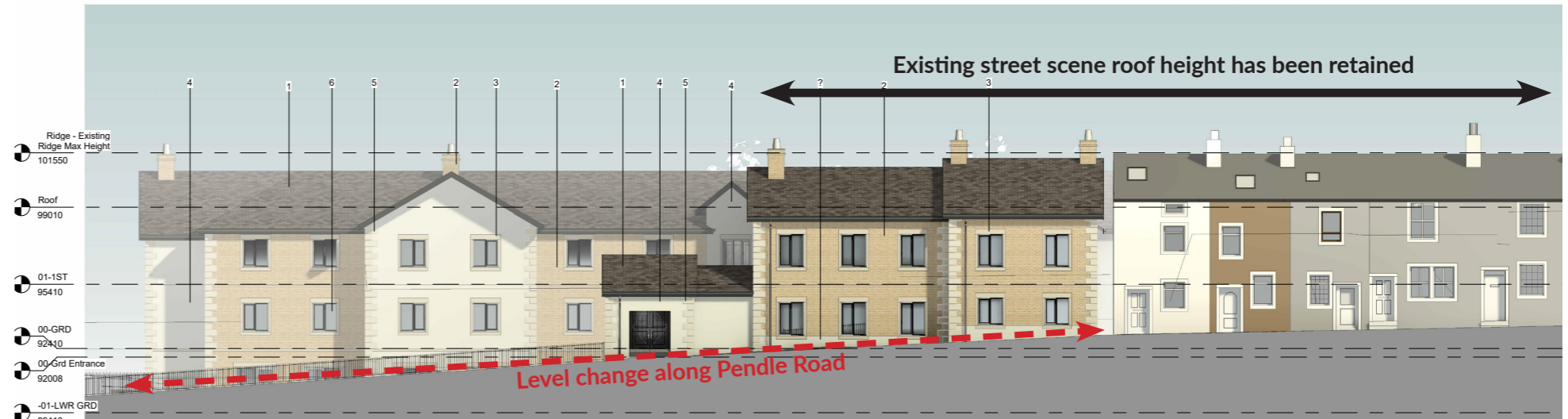
The form of the building is set into the topography of the land which has allowed for a 2 storey building along the roadside elevation and 3 storey building to the north boundary.

To retain the existing appearance of the street scene along Pendle Road the scale and architectural styling of the proposal has been replicated. The window propositions, roof eaves and ridge, and position in relation to the public realm are the key design features that have influenced the design.

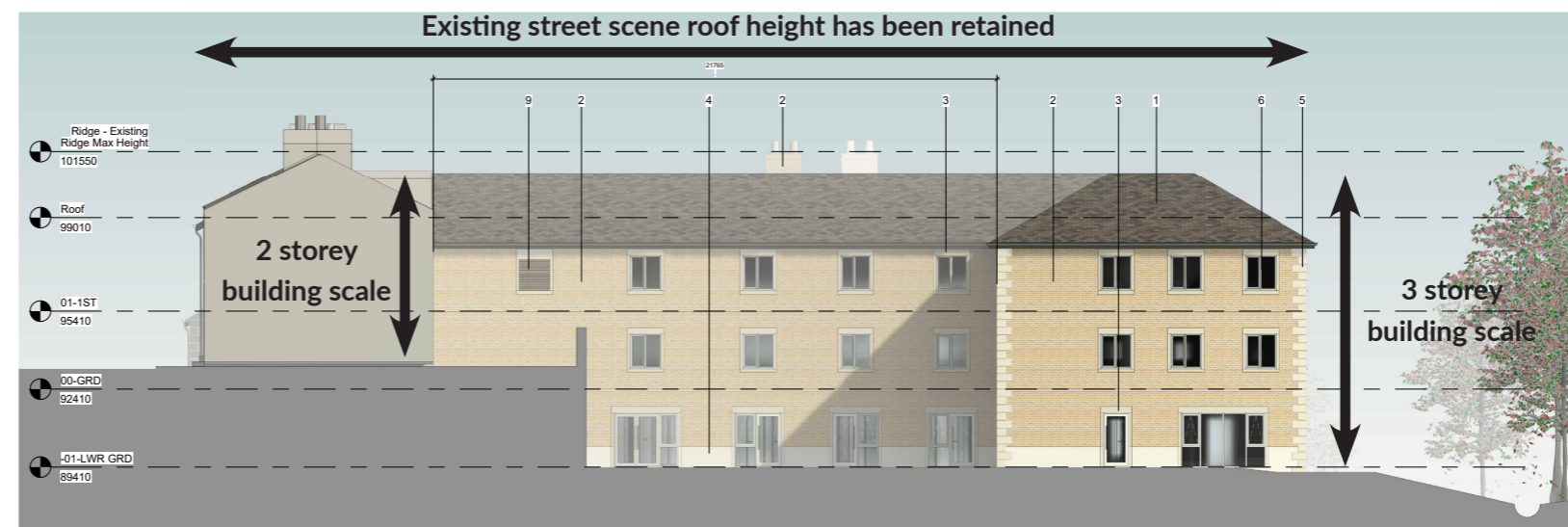
The layout of the building allows glimpsed views through the development from the public realm on Pendle Road to the main building form and central areas of landscaping.

To ensure that the roof ridge height sits within the parameters of the surrounding context, the pitched roof has been crowned with a section of flat roof across the main roof structure. Feature gables and chimneys provide visual points of interest to break the massing of the roof structure, again reflective of the local architectural style.

The 3 storey element of the building has been situated to the north of the site which will utilise the existing trees along the north boundary line, creating a natural privacy screen.



Proposed South Elevation with Annotation



Proposed East Elevation with Annotation

4.4 PROPOSED ELEVATIONS

The elevations for the proposal have been informed by research into the surrounding area and previous outline planning application. The proposed elevational treatment aims to maintain the material language of Clitheroe while remaining sensitive to the site's surroundings.

The main form of the building has a brickwork external finish which reflects the most recent developments in Clitheroe, in particular the residential developments to the north of the proposal site.

To provide architectural interest and variation from the brickwork, key details have been designed in architectural stonework such as the window surrounds, plinths and quoins. Stonework is a typical external material used in Clitheroe, and echoes the history of the town.

The proposed development is of high quality in terms of layout, form and appearance, and will make a positive contribution to the character of the area.

The specific external materials have been highlighted in the next section along with their distribution across the elevations.



Proposed North Elevation



Proposed East Elevation



Proposed South Elevation



Proposed West Elevation

4.5 EXTERNAL MATERIALS PALETTE

The proposed materials palette has been informed and influenced by the surrounding local context:

External Wall Finish:

- Buff brickwork
- Cream Render

Roof Finish:

- Artificial Slate roof tiles

Windows and Doors:

- U-PVC framed, double glazed doors and windows - Colour: White
- Aluminium frames entrance door

Details:

- Reconstituted stonework window surrounds
- Reconstituted stonework quoins
- Deep capacity gutters and rainwater good pipes - Colour: Black
- Soffits and fascias U-PVC - Colour: Black
- Tax windows - Timber Louvre detail with stonework surrounds



Artificial Slate Roof Tiles



Buff Brickwork



Reconstituted Stonework Window Surrounds



Cream Render



Reconstituted Stonework Quoins



U-PVC Windows - White



1.8 metre High Glass Balustrade



U-PVC Rain Water Goods



Proposed West Elevations

4.6 ACCESS

The developer is committed to a policy of equality, inclusion and accessibility in the delivery of its services to all residents, and in the employment opportunities afforded to future employees.

All access for the development will comply with Approved Document M of Building Regulations.

Vehicle Access:

The development proposes a new access road into the site from Pendle Road and service / delivery access direct from Pendle Road.

Within the development is a provision for 28 No. car parking spaces (including 2 No. disabled spaces). The dimensions of these spaces meets with the Ribble Valley Borough Council planning guidance.

2 No. double EV Charging points have been located to the north car parking bay, serving 4 No. spaces.

Pedestrian Access:

A new pedestrian access will be created along Pendle Road, at a similar point to the existing west access point.

There are no steps between the street level and the main entrance to the building. Pedestrian access around the site will be via 1.8 metre footpaths and will provide access to each entrance to the building and car parking facilities.

Services / Deliveries Access:

All deliveries will be dropped off at the designated delivery point within the south east corner of the car park. Refuse vehicles will also enter the site to access the bin store located next to the delivery area, preventing traffic disturbance on the main road, Pendle Road.

Cycle Access:

A provision for 10 No. cycle storage has been created to allow both staff and visitors to securely store their cycles when at the care home.

Bicycle users will enter the site via the main entrance off Pendle Road and will store their cycles under a covered bicycle store directly opposite the main entrance.

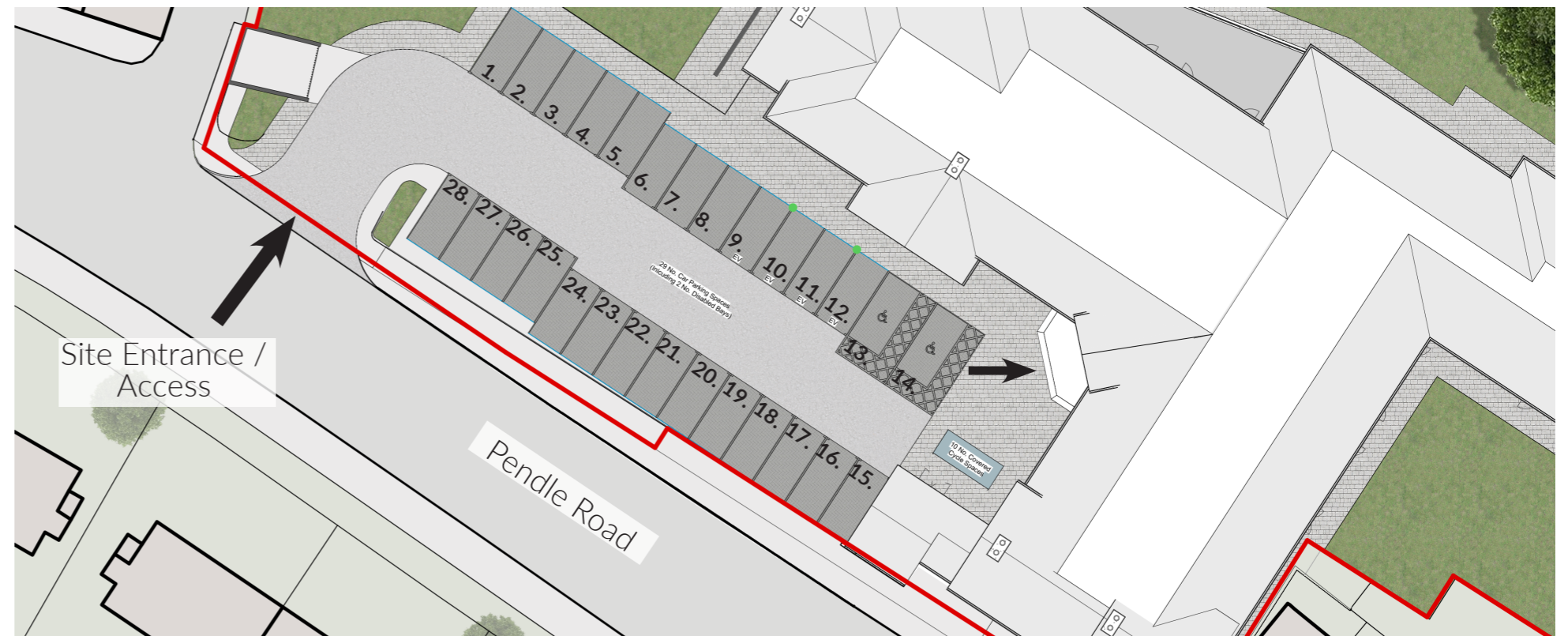
Entrance / Care Home Building:

All entrance points into the care home will have level access threshold to accommodate wheelchair access and those who struggle with mobility.

The main entrance to the care home for residents and visitors is located off the car parking facility, and sits within the centre of the building. A wide electric opening door will provide access into the building. A private staff access will be located off Pendle Road leading to the plant room and back of house amenity space.

All entrance ways and lobbies are large enough for a wheelchair user and a person pushing a wheelchair to navigate the space with ease.

Each level within the care home is kept flat with lift access to each floor. A total of 2 No. lifts have been proposed in the building.



Proposed Site Plan - Site Access and Car Parking

4.7 CGI VISUALS



CGI Visual 01 - View of proposal from site access on Pendle Road



CGI Visual 02 - South elevation along Pendle Road

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