



Taylor Wimpey - Pendle Drive Design and Access Statement

September 2011

DESIGN AND ACCESS STATEMENT

TAYLOR WIMPEY - PENDLE DRIVE,
WHALLEY, CLITHEROE.

SEPTEMBER 2011

CONTENTS

1.0 INTRODUCTION

2.0 CONTEXT

3.0 SITE ANALYSIS

4.0 CONSULTATION

5.0 DESIGN AND LANDSCAPE PROPOSALS

6.0 ACCESS

7.0 CONCLUSIONS

1.0 INTRODUCTION

1.1 Scope of the Document

This Design & Access Statement seeks to follow the CABE good practice guide and has been prepared on behalf of Taylor Wimpey Manchester to accompany a full planning application for the development of 46 dwellings, in a range of house types, including terraced mews and detached.

The site is located on land to the West of Mitton Road (B6246) and to the North of the town centre of Whalley and this document describes the site analysis, design development and the evolution of the proposals within the context of the site and its surroundings.

1.2 Content of the Submission

This document forms part of the formal planning submission to Ribble Valley Borough Council and should be considered alongside the other submitted documents as follows;

- Planning Statement
- Statement of Community Involvement
- Tree Survey
- Landscape Proposals
- Location Plan
- Site Layout and Enclosures Plan
- House Plans & Elevations
- Site Sections and Streetscenes
- Material Schedule
- Topographical Survey



2.0 CONTEXT

2.1 Site Context

The site forms part of the Calderstones Park development which is approximately 2km north of the town of Whalley. It lies immediately to the North of Pendle Drive opposite Calderstones Green, another Taylor Wimpey site currently under construction.

Originally the site was earmarked for office development but no users have come forward and therefore it has now been realised as a potential residential site.

The area of the site is 2.51 ha (6.20 acre) with approximately 1.61ha (3.95 acre) developable.

The topographical survey shows that the land falls approximately 2m from south to north and 1m from west to east and is generally laid to grass.

There is a large group of trees to the south of the site with further more isolated trees within the site. These are identified in detail on the tree survey prepared by TPM Landscape.

Currently there is no physical boundary to the west of the site which bounds onto open space. To the east of the site there is further open space, with the rear of existing residential properties (Bridge Terrace) beyond. To the north, the boundary tapers and abuts a banking that drops some 3m. The southern boundary is formed by Pendle Drive, an adopted road from which access to the site is obtained.

We are not aware of any public rights of way over the site.

There are public sewers that cross the site which will remain in place. Easements for the future access to the sewers will need to be accommodated in any scheme.

2.2 Surrounding Context

Relatively new properties exist on Pendle Drive and Church Drive.

These comprise mainly of two storey dwellings with red brick or rendered walls and grey roof tiles.

Taylor Wimpey is currently developing the site opposite and this provides a mixture of 2, 3, 4 & 5 bedroom, two storey houses. The materials used are predominantly red brick with elements of render or tile hanging and grey roof tiles. Prominent houses have been picked out using a coursed stone to create feature buildings.

Bridge Terrace, which fronts onto Mitton Road to the east of the site, are older two storey terraced properties with red brick up to first floor level with render above and concrete tile roof.

The site is easily accessible via foot, cycle and car to Whalley, whilst public bus services run along Mitton Road linking through to local towns.

Whalley Railway Station is located approximately 1.5km away and this affords a direct link into Manchester Victoria Station.

The surrounding towns and villages provide a wealth of services such as schools, churches, food retailers, clothes shops, restaurants and public houses.

2.3 Planning Policy

A detailed Planning Statement prepared by Turley Associates accompanies the application.



3.0 SITE ANALYSIS

Strengths

- The site lies within an established residential area.
- There are strong access links to other local communities and services.
- Clearly defined site that is level and has an easy access to a highway.

Weakness

- Existing sewers cross the site which impact on the developable area.

Opportunities

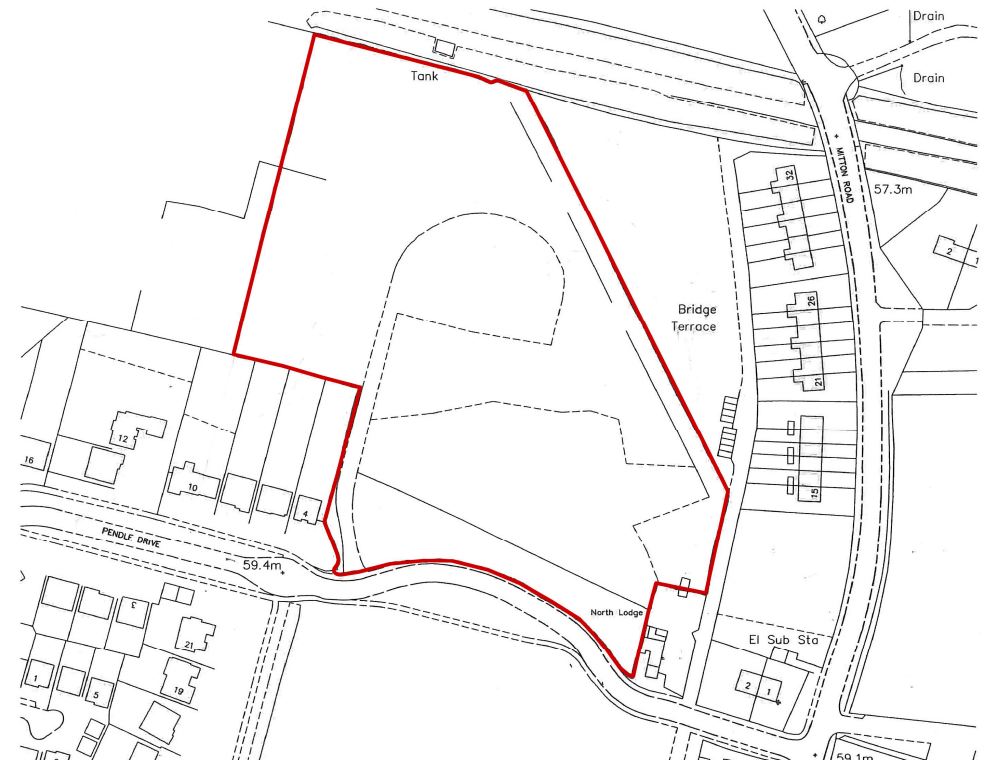
- Potential for new pedestrian links to the adjoining open spaces.
- To enhance the ecological value of the site.

Threats

- Impact on the existing trees. The proposed scheme has taken account of the agreed trees to be retained.

4.0 CONSULTATION

Pre-application discussions have been held between Taylor Wimpey and Officers at Ribble Valley Borough Council, Statutory Consultees, Council Members and Whalley Parish Council Committee. In addition a public consultation was carried out by means of a posted information leaflet to local residents. Full details of the consultation process can be found in the Statement Of Community Involvement prepared by Turley Associates.



5.0 DESIGN AND LANDSCAPE PROPOSALS

5.1 Concept

The design brief was to produce a scheme for residential development based on a similar mix of houses to their site across the road at Calderstones Green.

The initial feasibility (see Fig.1 opposite) showed a potential development for around 60 units, but following an extensive public consultation exercise, along with further discussions and agreement with Ribble Valley Borough Council with regard to the main tree belt, resulting in a masterplan for a reduced area (see Fig.2 overleaf).

Following further investigations of the sewers, these were identified on the site and their easement constraints were taken account of as the scheme design evolved.

5.2 Housing Mix

The proposed scheme shows a development of 46 properties with a mix of 2, 3, 4 and 5 bedroom houses. The 2 and 3 bedroom houses are predominantly mews types although there are three 3 bedroom detached units. The remainder of the 4 and 5 bedroom types are all detached. The mix of houses accords with Ribble Valley B.C.'s requirements for a broad choice of properties to compliment the existing developments. Thirteen of the new homes are to be affordable at a discount in market rents or prices.

5.3 Siting and Layout (see 5.5)

The development will not be readily visible from the public highway, rather it would be seen as a vista through the protected trees.

The new road winds its way through the trees and terminates in a more formal junction defined by an area of contrasting surface treatment. This arrival junction is framed by detached houses and in particular a double gable house, finished in coursed artstone, will form the focal point of the site entrance.



Fig. 1

To the right of this junction is a short cul-de-sac of detached houses which has been formed in response to the sewer easements in this area. A footpath link with views through to the open space has been provided at the end of the cul-de-sac.

Turning left at the arrival junction takes us into the main body of the site and the mixture of house types in the western half of the site increases to mews and detached. A potential footpath to the open space beyond the western boundary allows an open view through to this area from within the site. In the main, properties along the western boundary will back on to the open space, in keeping with existing properties, but the rear garden boundary will be finished with a hedge and tree planting to soften this edge.

The road finally terminates against the eastern boundary and again we have allowed for a potential footpath link. The turning head abuts the boundary and this provides a large open aspect to the green space beyond.

The four corners of the site are punctuated by open views to the green spaces which will enable the site to interact with this amenity and the arrangement of houses at these points ensures surveillance of the footpath links.

5.4 Scale & Massing

All the proposed houses are two storey, but the mix of house types within the development ensures a variety of rooflines, scale and massing can be achieved that is appropriate in the context of the surrounding properties.



Fig. 2

Taylor Wimpey - Pendle Drive (Design and Access Statement)



5.6 External Appearance

The palette of materials is illustrated in detail on the material schedule and these are drawn directly from the Taylor Wimpey site across the road at Calderstones Green which in turn is influenced by the materials used on the wider Calderstones development. These include red brickwork, buff coursed tone, render and tile hung feature panels all with grey roof tiles. The windows adopt a vertical proportion and include artstone heads and sills.

These materials, along with the fenestration and architectural details have all taken cues from the local vernacular.



5.7 Landscape

TPM Landscape has provided a full landscape proposal as part of the application.

It has been specifically designed to enhance and maximise the ecological and wildlife welfare of the site. In particular, two new hedgerows are to be planted along the full length of the east and west boundaries.

Information boards relating to the landscaping enhancement will be provided as part of the landscaping scheme and their position is noted on TPM Landscape's proposal plan.

6.0 ACCESS

6.1 Access Overview

The site is easily accessible via foot, cycle and car to Whalley, whilst public bus services run along Mitton Road linking through to local towns.

Whalley Railway Station is located approximately 1.5km away and this affords a direct link into Manchester Victoria Station.

6.2 Site Access

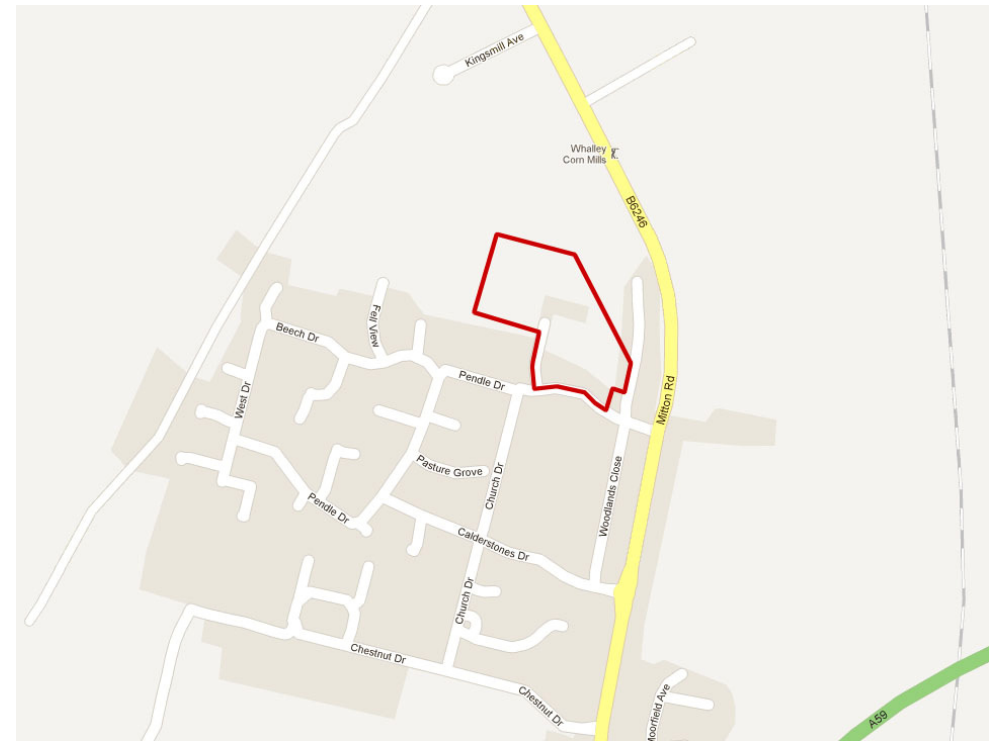
A single vehicular and pedestrian access will be formed directly onto Pendle View to serve the site.

A sweeping access road leads into the site with a footpath one side only to minimise the impact on the existing trees. Once into the main body of the site, the road pattern changes to a more linear street pattern with footpaths both sides.

Traffic speeds are controlled by the sweeping nature of the entrance road followed by a series of block paved node points within the site which join together short lengths of straight roads.

Potential footpath links into the adjoining open spaces have been provided. Also a potential vehicular link into the western open space has been allowed for in the scheme.

Parking provision is a min 200% for the detached properties and 150% for the mews properties.



7.0 CONCLUSIONS

It can be seen that the scheme has been carefully considered and developed taking account of the various issues as outlined above. We feel the resulting development will make a valuable contribution to the built environment and to the housing needs of the Borough.

The additional properties will also make a positive impact on the use of the local facilities and its future sustainability.