Design and Access Statement

Erection of Discount Food Store and Non-food retail unit

Former Barkers Garden Centre Site, Whalley Road, Clitheroe, Lancashire, BB7 1HT

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Former Barkers Nursery Site
Whalley Road, Clitheroe

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1.00 Background

1.01 The site is the former Barkers Nursery and Garden Centre on the corner of Littlemoor Road and Whalley Road in Clitheroe, BB7 1HT.

1.02 The site area is 0.74 Ha. There is a gentle gradient from the north-east to the south west corner, the lowest part of the site being the Whalley Road, Littlemoor Road junction.

1.03 The Garden Centre closed in 2003. Since then the site has been subject to a number of Planning Applications in recent years. The most recent being Outline Approval ref 3/2010/0550 Approved for 30 apartments, 2 houses and a 40 bed nursing home approved 28 September 2011.

1.04 The present Planning Application is for a new food supermarket and adjacent non-food retail unit with associated carparking and landscaping.

1.05 Reports to accompany Planning Application

- Planning Statement
- Public Consultation Statement
- Transportation Assessment
- Ecology Report
- Arboricultural Survey
- Acoustic Report
- Stage 1 Contamination Survey
- Appendix 1 Sun path diagrams

1.06 Drawings to accompany Planning Application

13009 P101 Site Location
13009 P102 Existing Site Plan
13009 P103 Proposed Site Plan
13009 P104 Floor Plan Unit 1 Aldi
13009 P105 Floor Plan Unit 2
13009 P106 Unit 1 Elevations
13009 P107 Unit 2 Elevations
13009 P108 Site Elevations
2 Design Component

2.1 Amount
2.1.1 The proposals for the site comprise:

Unit 1: New supermarket for Aldi Gross External Floor Area 1570 sq m

Unit 2: Second non-food retail unit Gross External Floor Area 593 sq m. (GIA 557 sq m)

Carparking 100 car spaces
Cycle Spaces associated with each unit

2.1.2 Accommodation

The Accommodation comprises two single storey retail units.

Unit 1 is pre-let to Aldi to provide a single storey Aldi foodstore with retail area to the long frontage facing south, warehousing and staff accommodation to the rear northern elevation, and service delivery via a dedicated ramped loading area to a tailgate loading dock.

Unit 2 is to be designed to complement Unit 1 and provide non-food retail space. There has been interests from a number of prospective tenants.

2.2 Site layout

2.2.1 The Site is a brownfield site located to the east side of Whalley Road, one of the main access roads from the south-west into the town centre of Clitheroe. The western edge of the site therefore fronts Whalley Road. The southern boundary of the site fronts Littlemoor Road.

The eastern boundary faces an adjacent residential bungalow, Holly Lodge.

The western half of the northern boundary faces onto the side elevation and garden of the adjacent semi detached house of 159 Whalley Road, with the remainder facing into open fields.

Refer Site Context and Constraints drawing below:
2.2.2 There is a group of mature trees to the south-west corner of the site which give the corner of Littlemoor Road a distinctive landscape character. Likewise a group of mature trees form a grouping to the south east corner as Littlemoor Road rises to the east. There is another small group of trees to the north-east corner of the site. The remainder of the site is overgrown with the remnants of the plants and bases of buildings and carpark to the former garden centre.

2.2.3 The site slopes from the northern boundary down to the south-west corner on Littlemoor Road. The adjacent house to the north of the site is elevated above the general site levels. (approx 79.500 AOD) Likewise Holly Lodge to the east has a floor level above the general site levels across the site (above 79.500 AOD). The floor levels for Units 1 and 2 have been set at 78.500AOD which results in the floor levels of the retail units being at a lower level than the adjacent dwellings.
2.2.4 The main site access has been positioned on Whalley Road at a position to optimise visibility in each direction on Whalley Road. The present Littlemoor Road access is restricted and therefore was not considered suitable for the main site access. The Whalley Road access is located just to the north of the tree group, and provides both vehicular, pedestrian and cycle access to the site. (refer also Transportation Assessment)

2.2.5 The buildings have been sited to provide a gateway frontage onto Whalley Road. Unit 1 will be visible immediately beyond the mature tree grouping referred to above. The buildings are sited to the northern and eastern boundaries of the site where they can be set into the ground at a lower level than the adjacent residential properties. This permits carparking and servicing to the open space in front of the two retail units and achieves good visibility to both units from the site entrance.

2.2.6 The L shape form created by the site plan also provides some acoustic screening between adjacent residential properties and the retail units. The image above illustrates the effect of the enclosure.
2.2.7 The site plan shows the enclosutre created by the two retail units and the carparking broken up with landscaping to the frontage.

2.3 **Scale and Height**

2.3.1 The proposed Aldi store is generally 5.5 m to eaves. The store sits low on the site relative to the adjacent section of Whalley road and the eaves line is lower than the adjacent pair of semi detached house 159 Whalley road.

2.3.2 The building line of this section of Whalley Road is set back from the line of terrace houses which defines Whalley Road beyond the petrol station to the north of the site. The main building frontage therefore aligns with 159 Whalley Road, with the roof canopy projecting forward of this line to provide visibility to Whalley Road.

The Photo below shows site to right of bus shelter up to site of semi detached house before petrol station.
2.3.3 Image below in similar position on Whalley Road to photo above.
2.3.4 The building line of the approved residential scheme steps forward from 159 Whalley Road and does not correspond with any particular line on Whalley Road. The overlay drawing above illustrates the proposed development site with the earlier approved residential development superimposed in purple.

2.3.5 The heights of the proposed retail units have been designed to give some roof variation but with generally lower eaves to respect the proximity with adjacent residential units.

Unit 1 has been designed for Aldi who have a 3.5m internal ceiling height and a height to the general parapet level of 5.5m.

Unit 2 has been designed to achieve an internal eaves height of 4.5m which results in a general eaves level also at 5.5m.
This is in contrast to the eaves height of approx 7m which results from “standard” edge of town retail units which are often required to achieve a minimum 6m to eaves internally.

2.3.6 The lower eaves height coupled with floor levels at least 1m below adjacent residential buildings result in adjacent eaves heights of a height less than would be achieved with a residential development. This contrasts with the previously approved residential scheme which comprised 2, 3 and 4 storey housing and a nursing home with pitched roofs resulting in heights in excess of those proposed for the retail scheme. Indeed Unit 1 has a lower eaves height than the adjacent semi detached house at 157-159 Whalley Road.

2.3.7 Likewise the relationship between Unit 2 and Holly Lodge has been considered by setting the northern part of Unit 2 further away from the eastern boundary allowing for some additional planting behind the boundary hedge. With the floor level set 1m lower than the garden of Holly Lodge, coupled with the existing evergreen hedge (approximately 3.6m high) will have the effect of masking much of the building of Unit 2 from Holly Lodge.

2.3.8 The scale of the retail units is further broken down by the elvational treatment which utilises the monopitch roof forms as bookends to the western end of Unit 1 complimented by a similar bookend feature to the southern end of Unit 2. The length of Unit 1 is also broken up by the raised eaves features which provides a secondary rhythm to the east facing elevation.

2.4 Car Parking

2.4.1 100 car parking spaces have been provided on the site, including provision for parent and child spaces and disabled car parking spaces. Car spaces have been designed to be 2.5m x 5m which provide more space than the norm of standard 2.4 x 4.8m.

2.4.2 Cycle parking spaces are also provided adjacent to the entrances of each retail unit.
2.5  Servicing

2.5.1 Units 1 and 2 are to have dedicated service areas accessed through the carpark. The carpark aisle widths are increased to 7m for the main service routes.

2.5.2 Due to the low frequency of service deliveries, servicing through the carpark has been considered an acceptable option, and is the norm for Aldi developments. The Aldi store has a dedicated servicing bay which comprises a ramp down to a rear loading dock.

2.5.3 Servicing to Unit 2 requires vehicles to reverse to the service yard to the northern end of the building.

2.6  Landscaping

2.6.1 The retention of existing mature trees provides an established mature landscape structure to the site.

2.6.2 A green buffer is proposed to the perimeter of the site with planting to the road frontages on both Whalley Road and Littlemoor Road.

2.6.3 The carpark layout has been designed around a central landscaped area with tree planting to soften the hard surfaces of the carpark.

2.6.4 The entrance paving to each retail unit will be in tegular paving setts.

2.6.5 The general carpark paving will be in tarmacadam with thermoplastic paint to demark carparking spaces. The drainage to the carpark is to be designed following SUDS principles.

2.7  Appearance

2.7.1 The retail units have been designed to provide glazed bookends to each of the road frontages. The monopitched entrance features help to provide legibility to the retail scheme.

2.7.2 The monopitched entrance roof to Unit 1 is extended down to a lower level onto the Whalley Road frontage to provide trolley shelter to the Aldi retail unit. The floor level of the trolley shelter is at a lower level to Whalley Road, minimising the visibility of trolleys to below road level. A low retaining wall is proposed to support the roof canopy structure with a landscape buffer to Whalley Road. This results in a striking design element onto Whalley Road whilst providing concealment for the supermarket trolleys.
2.7.3 The proposed design of the retail units are to provide contemporary forms. However it is proposed to utilise a combination of modern and complimentary traditional materials in the elevations treatment.

2.7.4 Therefore, whilst the main design elements utilise a steel frame structure with aluminium framed glazing, the walls between comprise pitched faced cast stone products and render which reflect characteristic materials found in Clitheroe. The cast stone features will be selected to match the colour of local stone, and the smooth render will be a through-colour resin render system with a complimentary buff colour.

2.7.5 Likewise the visible roof elements will have a mid grey standing seam metal roof with dark grey (anthracite) metal flashings and trim.

2.8 Environmental and Sustainability Statement

2.8.1 Aldi are committed to achieving sustainable development as part of its operations. As a group, Aldi operates an Environmental Management Policy, which has been endorsed by senior management. The objectives for achieving sustainable development as part of their operations ranges both between the day-to-day running of their retail stores, to designing sustainability initiatives within their new buildings. This statement addresses Aldi’s sustainability proposals that will be built into their new developments.

2.8.2 Sustainability Themes

• Minimise Energy Use: the objective is to minimise energy needs in development by following a hierarchical approach to minimising energy use.

• Sustainable Building Materials: this theme covers a range of sustainability impacts including, minimising the energy required for producing and transporting building materials, using recycled material from local sources as far as possible and by choosing materials with a low embodied energy.
• Sustainable Construction: This theme covers the methods used during the construction phase to reduce disturbance and the impacts on the surrounding environment.

• Sustainable Transport and Accessibility: the objective is to minimise car usage and to encourage walking, cycling and the use of public transport.

• Waste Management: the amount of waste generated in the construction process is to be minimised following the national waste strategy: reduce, reuse, and recycle.

• Site Management: the objective is to ensure that the site is managed effectively to ensure that sustainability measures are implemented effectively.

2.8.3 The sustainability measures that are proposed as part of Aldi’s development proposals have been developed in accordance with these themes. A list of the items covered is further outlined below.
Therefore the project will:-
1. Comply with all Statutory Environmental Regulations;
2. Ensure that all environmental matters are taken account of in any business decision;
3. Ensure that any disturbance to the environment is kept to a minimum and that the quality of life of any local inhabitants is also respected;
4. Endeavour to attain a reputation for effective environmental management;
5. Attempt to maintain resources which are scarce or non-renewable;
6. Attempt to stop the release of emissions or pollutants that may cause damage to the environment;
7. Ensure that only suppliers and sub-contractors who have a high environmental regard are used;
8. Ensure that due regard is taken so that the Health and Safety risks to both employees and communities are minimised;
9. Undertake an ongoing procedure review of its operations in order to minimise the environmental effect of its operations;
10. We are ever mindful of our responsibility to the environment.

2.8.4 Recycling and Waste Reduction
Aldi Stores Ltd is wholeheartedly committed to minimising all waste and if it should occur every effort will be made to recycle such materials.

2.8.4 Operational Waste
Aldi Stores Ltd reduces the amount of waste created by careful and efficient management and, also, provides the recycling of such waste where practicable. Waste reduction is maximised wherever appropriate, as well as the use of environmentally friendly cleaning agents which do not contain phosphates of CFC’s.
Electrical energy and heating energy is conserved by the widespread use of time switches.
2.8.5 Site Waste
Strict site procedures help to keep site waste to an absolute minimum which not only helps environmentally, but also reduces costs applicable to Aldi’s operatives.
As with operational waste, every effort is made to recycle the waste. The use of nickel cadmium rechargeable batteries for tools is also encouraged. Where recycling is not possible, materials will be disposed of safely and efficiently.

All waste materials are stored in a safe and secure manner and kept in appropriate containers.
Aldi Stores Ltd utilise registered waste carriers and where substances, which Aldi are not registered to dispose of are involved, Aldi ensure that only companies with the relevant waste disposal management licence are contracted.
When waste changes hands Aldi ensure that transfer notes are completed and signed by both parties and a written description of the waste handed over.

2.8.6 Sustainability Issues
Aldi place sustainability issues at the heart of their business decisions identifying that this is essential to use resources efficiently with the minimum of energy consumption, to deliver a project that is flexible, durable, has longevity and, where practical, fixtures and fittings that can be re-used.

Products will be specified from suppliers/manufacturers who uphold the correct environmental codes and who source their materials from sustainable sources or approved producers.

Where possible and practical, water based paints will be used and, where not, low toxic paint will be used.

Light fittings will be of low energy type and switched on by presence detectors.
All timber, including that for formwork and studwork will be FSC certified and obtained from renewable sources backed by certification to current government standards.

Where possible materials and labour will be sourced locally to create energy savings.

Materials will either be of long life usage or, where there is potential for frequent changes and the item cannot be re-used, the material will be of recyclable type. The aim is to make the building work as non-toxic as possible to the environment.

2.8.7 Conclusion
The environmental issues facing us all are extremely important and it is evident by the aims set out in our policy document that Aldi Stores UK is fully committed to these issues.
2.8.8 **Summary of Measures for Sustainability**

Main themes Sub Theme Proposed Measures to be incorporated into the development:

2.8.8.1 Minimise Energy Use

- **Improving Building Envelope**
  - Improve building fabric performance by using materials with low U values.
  - Reduce Air Permeability for the development.

- **Reducing Energy Demand**
  - Use high frequency ballasts on all Fluorescent and Compact Fluorescent Lamps
  - Detailed Specification of energy saving fitting for refrigeration system

2.8.8.2 Allocation of Renewable Energy

- Re-use of waste heat from refrigeration system to heat the retail area

2.8.8.3 Sustainable Building Materials

- **Material Specification** - Use of recycled and secondary aggregates where possible.
- Use of timber from sustainable sources, including the reuse of timber where possible, whilst procuring new timber from sustainable sources such as FSC and PEFC sources.
- Use of materials that where possible have a low embodied energy, including making firm commitments to procure materials from local sources where possible.
- Procuring materials will be done with consideration to manufacturers and suppliers with accredited EMS and ISO Standards.

- **Sustainable Construction** - The contractors will be signed up to the relevant CCS come and comply with best practices in construction and site management.

  - Working hours would be restricted to ensure disturbance is minimised outside of these times.
  - **Sustainable Transport and Accessibility**
  - Cycle parking for the site would be specified
  - **Water Conservation and Management**
  - A pulsed water meter would be proposed for the development to monitor water use.

2.8.8.5 Waste Management Construction Waste

- Recycling would occur during the construction phase where waste would be segregated and split into recyclable components.

- General waste would be disposed of responsible and sent to licensed waste handling facilities.
2.8.8.6 Reduction of detrimental Environmental Effects

- Hydrocarbon traps will be placed around the perimeter of the car park area where necessary.
- The development does not include materials that are toxic to humans.
- All insulation materials and refrigerants have an ODP value of 0 and a GWP of 5 or less.
- Where necessary, land contamination would be remediated.
- External lighting will be compliant to best practice guidelines from the institute of Lighting Engineers (ILE) Guidance note: GN01.
3.00 Appraisal of Context

3.1 Historic Context Assessment

Google extract shows site in context on Whalley Road south of town centre
3.1.1 The Clitheroe Conservation Area Assessment published by Ribble Valley Borough Council describes Clitheroe thus:

Clitheroe is a small market town located on, and around, a natural rock outcrop in a rural location at the centre of the Ribble Valley in Lancashire. The Clitheroe Conservation Area covers the historic core of the town whose most notable asset is the 12th century castle which, though small, holds a commanding position and is a major landmark both in the wider landscape and within the town itself.

The spine of the town, leading along the ridge from the castle to the parish church, contains an attractive collection of 18th and 19th century buildings, many of which are statutorily listed for their special architectural and historic interest.

3.1.2 The Towns location and context is described:

The town of Clitheroe is situated on a triangle of land between the River Ribble to the west and the Mearley Brook to the east. Up until the beginning of the 19th century, development was restricted to the historic core of the town and its immediate surroundings, laid out at the foot of Clitheroe Castle along the main highway from Preston to Blackburn and Skipton. In the early 19th century, as a result of the growing industrial base, development spread south-west (Whalley Road and Moor Lane) and north-east (York Street and King Street).

3.1.3 The area on Whalley Road to the north of the application site is characterized by Industrial terraced housing associated with the rise of the cotton mills in the 19th Century where housing for the mill workers were located away from the town centre. This characteristic 19th Century housing continues to line each side of Whalley Road to the edge of the town centre.

Photo taken from North-west corner of the site looking towards town centre showing building line defined by terraced houses.
3.1.3 The approach to Clitheroe from the south on Whalley Road is characterised by open fields until the wooded area before Pendleton Beck and Primrose Road which hints something of Clitheroe’s Industrial past. Whalley Road then crosses Pendleton Brook and rises to the edge of the built up area of the town. At this point the road passes 20th Century edge of town suburban bungalows and houses, arriving at Littlemoor Road with the site to the right hand side. Beyond the site there is visible the petrol station canopy beyond which the 9th Century terrace housing begins. The corner of Littlemoor Road is characterised by the mature trees, and only a glimpse of the development site is available.

Photo from Whalley Road opposite corner of Littlemoor Road showing site to right hand side behind trees.

3.1.4 Following agricultural use, the site has been used as a garden centre for many years but this closed in 2003.

Photo below shows site viewed from Whalley Road facing south. Site immediately beyond the of pair semi detached houses beyond the petrol station.
3.2 Site Appraisal

3.2.1 The site is south facing but sheltered from mature trees in the SE, SW and NE corners.

3.2.2 The lowest part of the site is that visible from Whalley Road at the corner of Littlemoor Road. The site then rises along Whalley Road to the adjacent semi-detached houses, petrol station and 19th Century terraces beyond.

3.2.3 The site also rises to the east along Littlemoor Road. Thus the site slopes up from the south-west corner to the north-east.

3.2.4 The site is a redundant commercial brownfield site and whilst could be considered as a gateway site, much of the site is concealed by trees from the main approach.

3.2.5 Since 2003 the site has remained vacant and has become overgrown. A number of Planning Applications have been made for developing the site, with the most recent being approved for a residential development in 2010.

3.2.6 In order to benefit from the gateway nature of the site, the commercial development is to be brought close to Whalley Road so the entrance feature of the retail building can be visible from Whalley Road.

3.2.7 Likewise the site entrance is also from Whalley Road where there is good visibility north and south.

3.2.8 Once entering the site, the retail units form an L shaped development with the architectural bookends to define the two retail units.

3.3 Involvement

3.3.1 Pre-application meetings have been held with Ribble Valley Borough Council Planning Officers. Refer to notes in Planning Statement.

3.3.2 Pre-application public consultation has been held with a public exhibition of initial proposals in Clitheroe on 3 October 2013. Refer to Planning Statement.
3.4 Evaluation

3.4.1 Feedback from the public consultation and from the meetings with the Planners resulted in changes to the original scheme:

- Improvements to elevational treatment and increased articulation of facade
- Lowering of eaves height to Unit 2 to minimize visual impact from the east.
- Improvements to landscape buffers
- Omission of public footpath access to Littlemoor Road following concerns about pedestrian safety as Littlemoor Road has no footpath

3.5 Design

3.5.1 The principle design considerations are described above and can be summarised thus:

- L shaped plan form provides site enclosure and protection to adjacent residential properties
- Floor levels of retail buildings set approximately 1m below adjacent residential sites, thus reducing visual impact
- Visual impact further reduced by lower eaves height to what might commonly be expected for edge of town retail units
- Glazed monopitch bookends provide a contemporary design approach and identity to each retail unit
- Blend of contemporary materials with cast stone and render
- Monopitch roof bookends provide change of scale from main floor areas to adjacent roads
4. **Access Component**

4.1 The site is on bus routes to and from Clitheroe town centre with bus stops adjacent to the site.

4.2 Step free access across the site is part of the design approach with level access to each retail unit.

4.3 No upstand kerbs from carpark spaces to shop entrances for ease of wheelchair and trolley access.

4.4 Cycle parking adjacent to each shop unit.

4.5 Ease of pedestrian, cycle and vehicular access from Whalley Road. Likewise easy access for emergency vehicles into the site.

4.6 Service vehicles share the car access off Whalley Road with 7m aisles between car spaces.

4.7 Car spaces 2.5 x 5m minimum, which exceeds minimum space standard of 2.4 x 4.8m.
5.0 APPENDIX 1: SUN PATH DIAGRAMS

Below are a series of plots from the computer model showing the shadows created from the sun on 22 June and 22 December.

5.1 22 June Sunpath 7.00am

[Diagram showing sun path at 7.00am on 22 June]

5.2 22 June 09.30am

[Diagram showing sun path at 09.30am on 22 June]
5.3  22 June 12.30pm

5.4  22 June 14.30 pm
5.5 22 June 17.00 pm

5.5 22 June 19.30pm
5.6  22 December 09.30am

5.7  22 December 12.00pm
5.8 22 December 14.30