
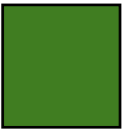
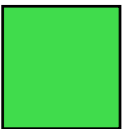


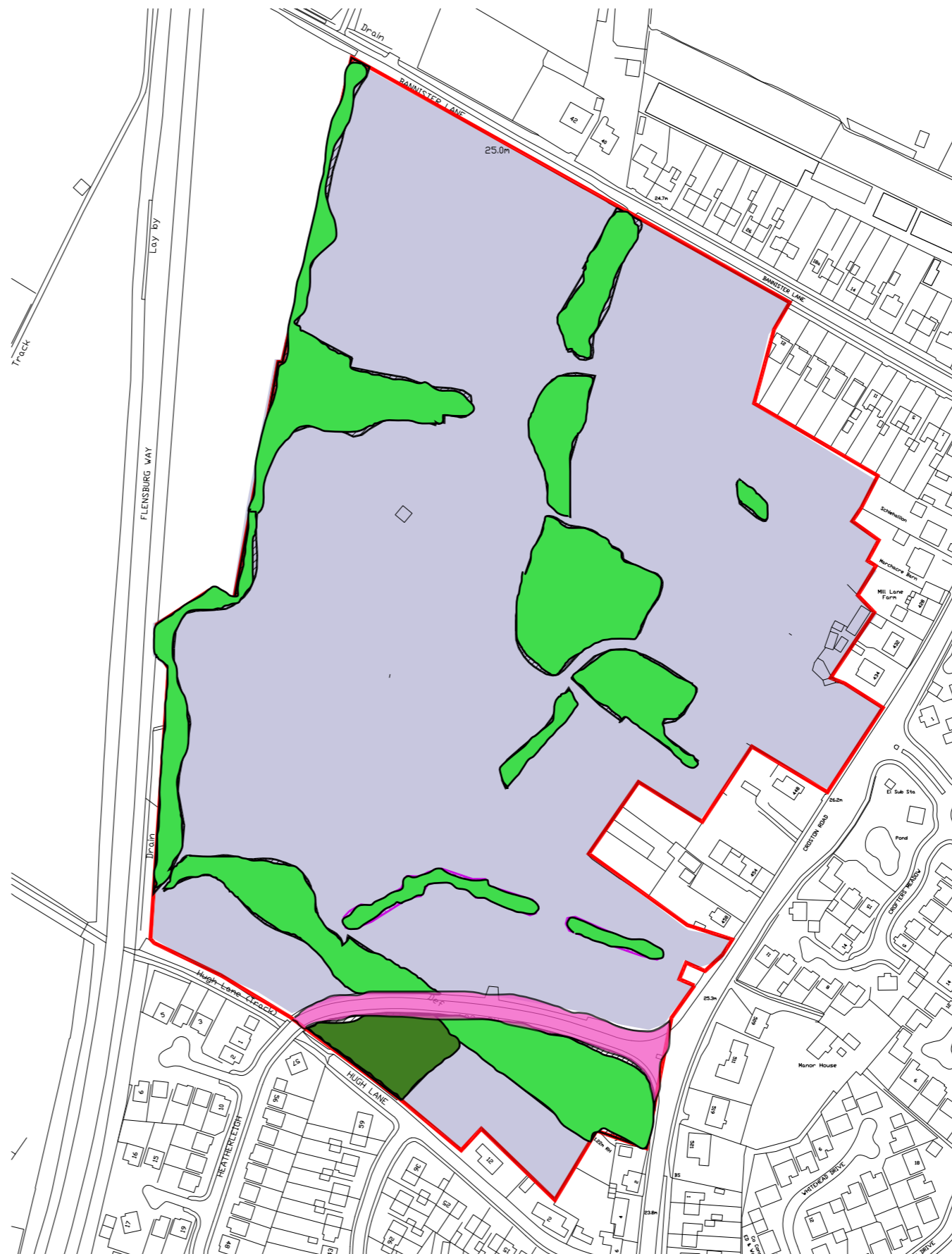


Use & Amount

- 14.1 The planning application site area is 12.7 hectares.
- 14.2 The amount of public open space provided on site amounts to 2.0 hectares.
- 14.3 The residual developable area amounts to 10.21 hectares.
- 14.4 A length of Heatherleigh is shown within the planning application site area and is adopted by the Highways Authority and is excluded from the nett developable area calculation.
- 14.5 A portion of public opens space is shown within the planning application site area and is within the ownership of South Ribble Borough Council. This area is excluded from the nett developable area calculation and also excluded from the public open space calculation above.
- 14.6 The proposed application is for residential use and will consist of up to 350 new homes. This will comprise of a range of 2-5 bedroom family homes extending from 1.5 storey - 3 storey build heights.
- 14.7 The development as a whole will comprise a maximum coverage of 34 residential units per hectare.

Key

<p> Indicates residual developable area</p> <p> Area under the ownership of South Ribble Borough Council</p> <p> Indication area of public open space</p>	<p> Area under the ownership of the Highways Authority</p> <p> Indicates application red edge boundary</p>
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Overview

15.1 This section sets out initial design concepts developed in response to the key issues and opportunities previously identified, and their subsequent evolution through consultation, concluding with the proposed Structuring Principles forming this application.

Our initial design concepts were developed under the following headings:

- Landscape and Greenspace
- Movement and Connections
- Visual Structure

Landscape & Green Space

15.2 The on-site features include the important hedgerows and field breaks. The existing field pattern is bounded by large hedges, trees and in many cases surface water drainage ditches. It is important to protect such features to ensure the historic pattern and attractiveness of the area is maintained and to ensure natural habitat is preserved. It is also important to preserve open water courses and ditches to ensure the preservation of habitat and to act as part of a sustainable drainage system.

15.3 Another key feature on the site analysis is the presence of an existing pond. This is shown to be retained and enhanced on the proposed plan. It is proposed that this attractive element will be surrounded by a public realm and slow moving street termination points. This will become a destination point to the street pattern and create a sense of place. The retained water courses will lead to the existing pond and again form part of the sustainable drainage system. A request during the public consultation for a fishing pond was raised and as a direct response to this it is proposed that fishing stakes are incorporated into the existing pond area, thus making this public space a true destination point.

15.4 These features are shown as retained on the proposed structure of the Masterplan, with the development being knitted sensitively around them with minimal penetrations through the hedge breaks and minimal culverts to the watercourses. The current Masterplan has achieved this good balance between maximising development whilst protecting these attractive features.



Landscape & Green space



Movement & Connections

16.1 The road framework has also respected the existing field pattern. The road skeleton has been laid out to hug the exiting hedge lines and shaped to retain them together with trees and open water courses within the proposed streets.

Bus Loop

16.2 It is proposed that a loop connection be incorporated into the road hierarchy, linking the new junction at Heatherleigh and the new connection with Croston Road. This loop is proposed to be a 6m wide road with no less than a min 10m radius kerb line. This will be suitable to allow bus penetration into the site thus ensuring the promotion of sustainable modes of transport.






Pedestrian Links

16.3 The Masterplan has been designed to incorporate safe pedestrian routes throughout the scheme. These routes are to connect to the existing footway network in the local area.

16.4 A green walk is proposed to the western boundary to allow a connection with Heatherleigh and Bannister Lane. There is also a green corridor and footway link East and West connecting Croston Road with the green walk. This link is proposed to navigate across the central public open space at the core of the development. There is also an East to West pedestrian route along Heatherleigh and adjacent to the existing pond.

16.5 These links will allow pedestrians to navigate around the scheme with legibility and interaction with key public realm features to create destination points along the walked route.

Key

-  Proposed bus loop road
-  Secondary internal loop road
-  Secondary access road
-  Pedestrian walk way
-  Emergency access point



Movement & Connections

Visual Structure

Flensburg Way Existing Infrastructure

17.1 The surrounding road pattern allows for suitable access from the East and South. The main thoroughfare of Flensburg Way has been a key consideration in the formation of the Masterplan. As such the Masterplan has aimed to provide a frontage street scene to be presented to this key infrastructure and main arterial route.

Flensburg Way will also create a noise impact on any proposed development, and as such the Masterplan has aimed to show a form of development that will front this route, thus screening and protecting the rear garden amenity space from noise penetration.

Bannister Lane Existing Infrastructure

17.2 The Masterplan shows a frontage of residential properties onto Bannister Lane. This is in response to the existing street form with the aim of continuing the street layout to knit in sensitively with the existing grain of surrounding properties. The build line of existing properties is set well back from the road side and this has been reflected in the layout of the Masterplan. The existing properties along Bannister Lane have direct access with vehicle movements and it is envisaged that any subsequent detailed layout will adopt a similar strategy of access along this street. It is also envisaged that the properties along this street will be of a similar size and scale to the properties that manifest themselves here.

Heatherleigh Existing Infrastructure

17.3 The existing road way of Heatherleigh is currently taken off Croston Road and this is to remain on its line with some additional junction improvements. The first length of road way off Croston Road is bounded by green fields and it is proposed that the area to the South of the road will have some element of green space creating an open sense of space. An existing area of Public Open Space is present at the entrance to the existing estate and has been the subject of antisocial behaviour due to its relatively low passive surveillance. The Masterplan has the main portion of development to the North of Heatherleigh and is shown to have a building line frontage addressing the street. It is planned to have a good number of properties fronting the existing belt of Public Open Space, thus increasing the surveillance of the area to create a safe and secure environment for play.

Croston Road Existing Infrastructure.

17.4 The existing form of Croston Road is continuous to the East. However, it is fragmented along its western edge with breaks in the built form. It is proposed to create an urban infill along this route filling in the gaps where the development contacts the road. The buildings that front this space should be of a high quality and scale reflective of the existing street pattern.



Visual Structure



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Power Lines

18.1 The site analysis also identified the existing 'on site' pylon and power line routes. This visually unattractive site constraint has required sensitive treatment within the design of the Masterplan. Guidance on design around electricity pylons has been sought from National Grid "Development Near Overhead Lines" and "Creating a Sense of Place Design Guidelines"

18.2 This guidance has informed the layout of the street form and green corridors. The road network has been suitably deflected to avoid direct views to the pylon whilst green bars of open space exist to account for the power line routes, with pedestrian footways aligned to avoid a direct approach.

18.3 Buildings are envisaged to be positioned to aspect away from the pylon and thus window views from the proposed buildings should not be adversely affected by the constraint.

18.4 The required stand off distance to which proposed development can be built in relation to overhead transmission lines, must conform to the specifications contained in the Electricity Safety, Quality and Continuity Regulations 2002. The minimum heights at which the conductors are strung between towers are subject to specified voltages and can ultimately vary the minimum build stand off distance.

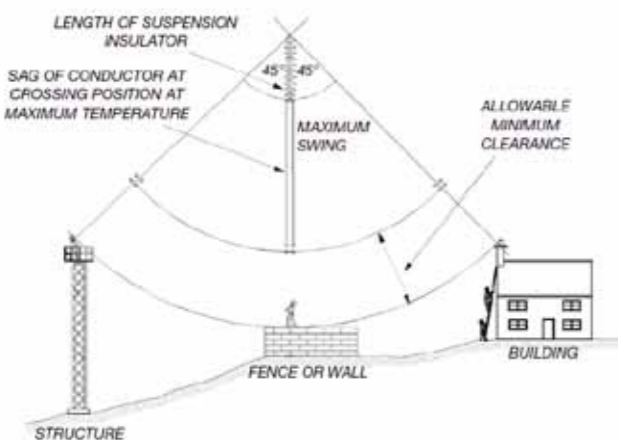


Image indicating minimum clearance to objects to which a person can stand

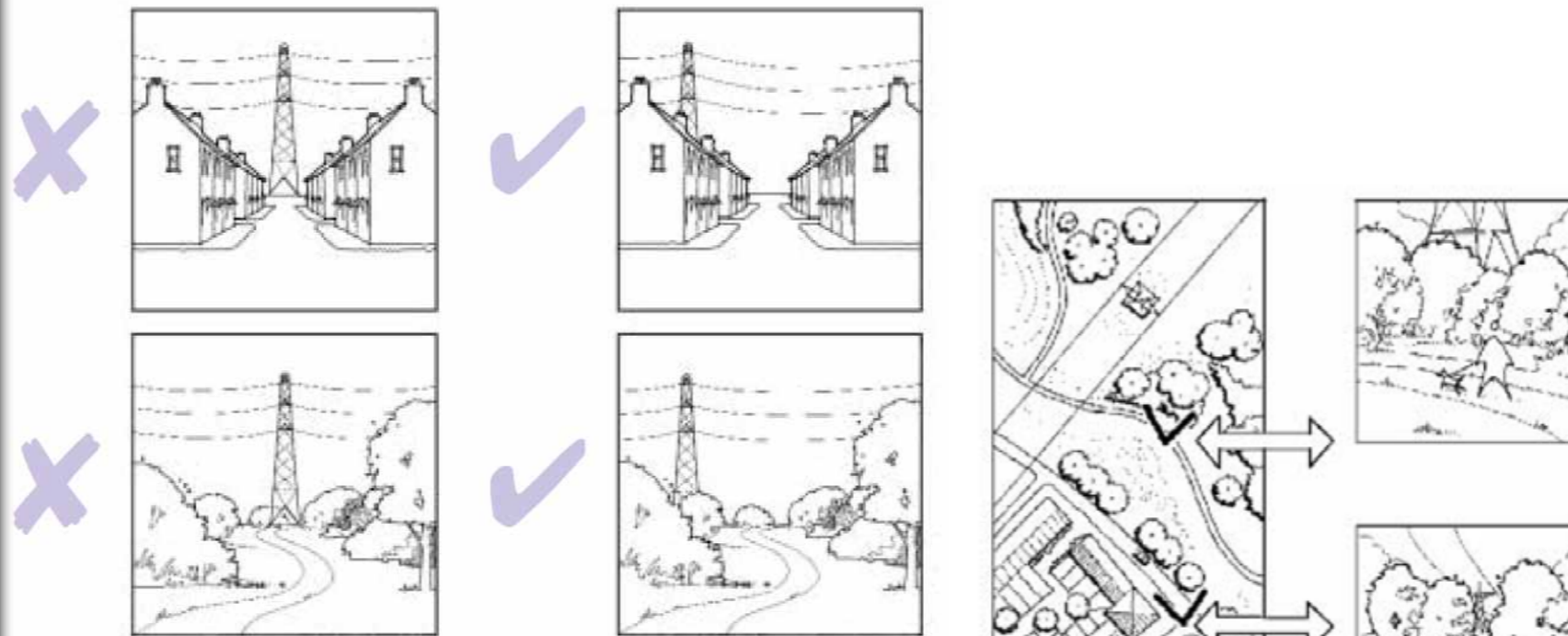


Image of a positive and negative response to development layout near power lines



Image showing how public open space can screen views to pylon structures

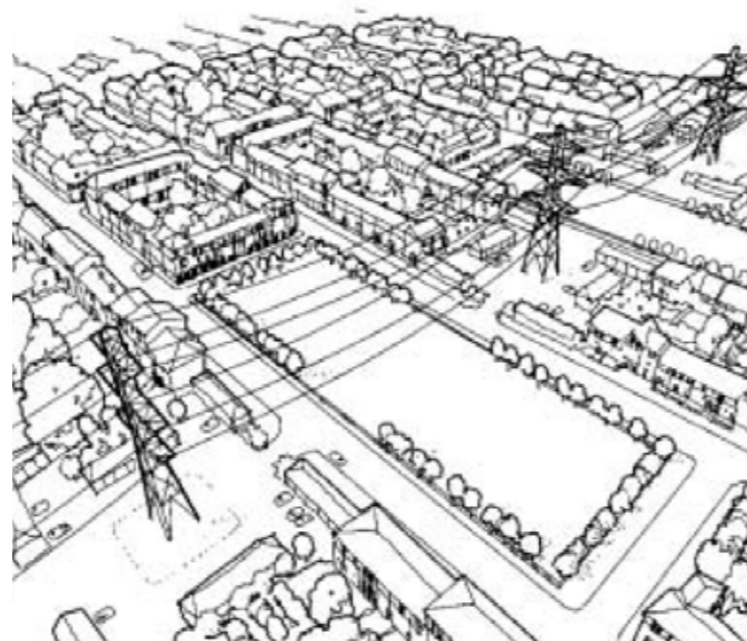


Image demonstrating a suitable open space incorporating power lines

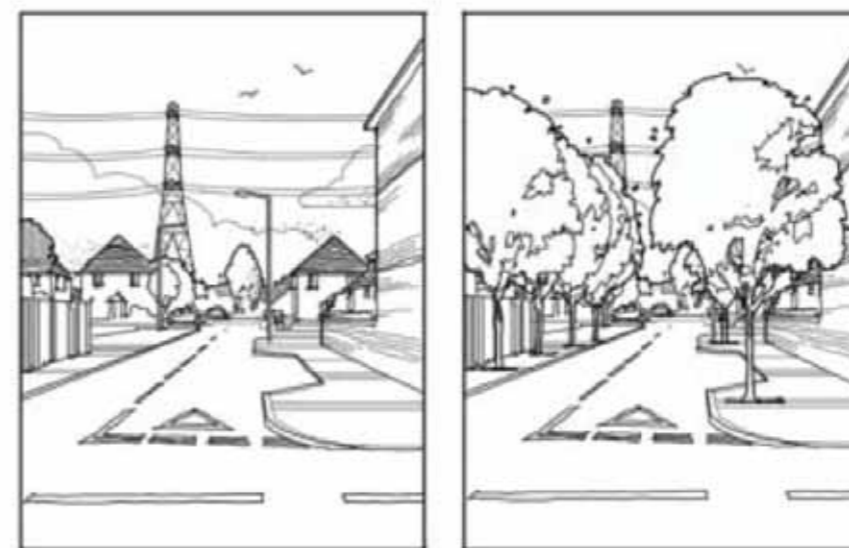


Image showing how street landscaping can screen views








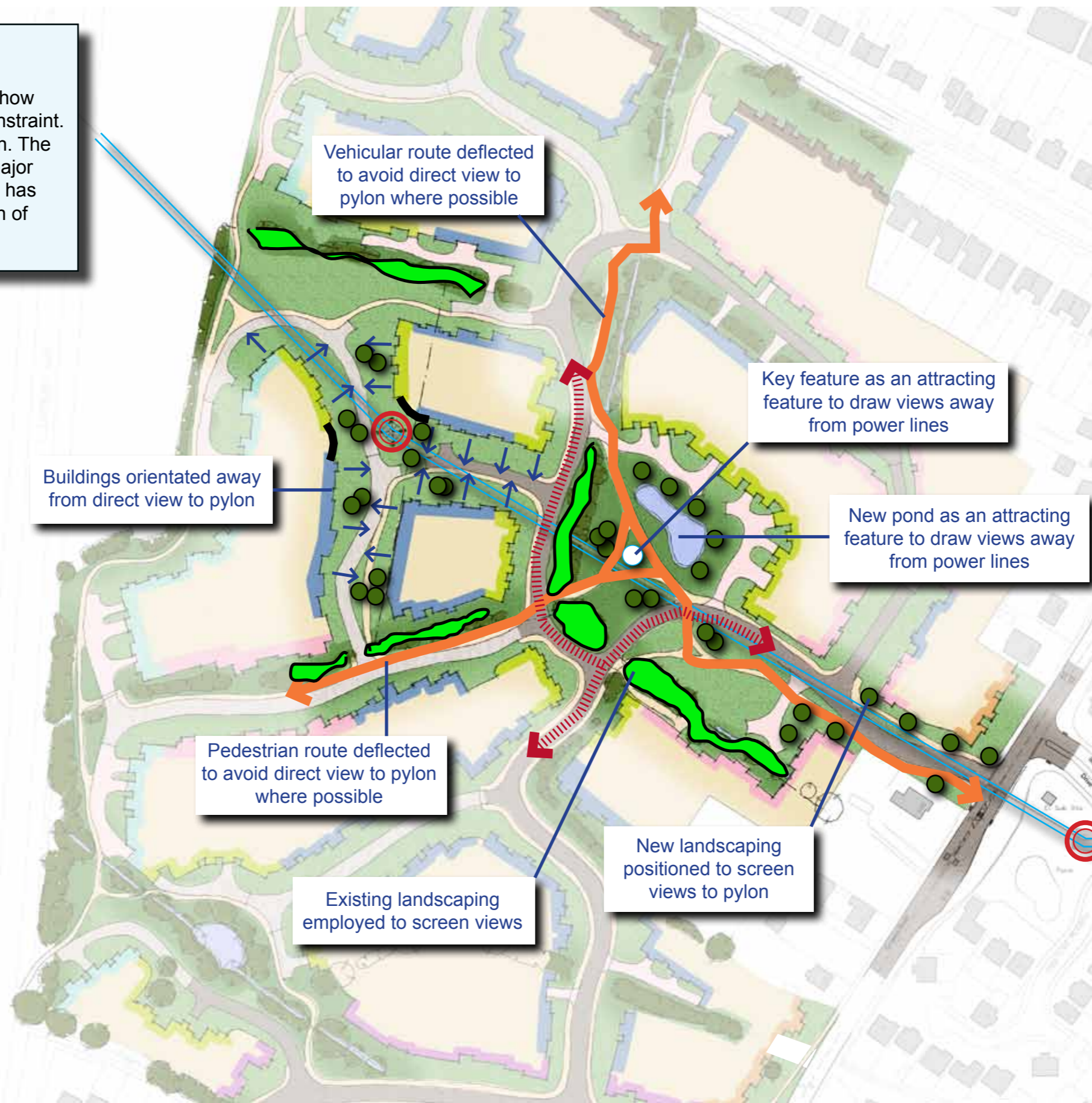
Section 4
Design Responses

Design responses in relation to guidance

19.5 Adjacent is the plan demonstrating how the design responds to the power lines constraint. This is identified in the site analysis section. The guidance from Nation Grid has played a major part in the evolution of the Masterplan and has informed the road structure and the pattern of development.

Key

-  Position of pylon
-  Route of power lines
-  Proposed deflected road route
-  Proposed deflected pedestrian route
-  Existing landscaping buffer
-  Proposed landscaping buffer
-  Building frontage orientation
-  Visual draw
-  Blanking infill



19.0 Guidance Responses



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Section 5 Illustrative Masterplan

The Scheme

20.1 The proposed Masterplan, as shown, has been reached following extensive analysis of the constraints and responding to the public consultation feedback, on behalf of local landowners and Homes and Communities Agency for up to 350 new homes. This indicatively shows the potential street pattern, with vehicular and pedestrian access points.

20.2 The road pattern is demonstrated with main loop roads, with footways to both sides, leading to secondary routes with a much more domestic character and terminating to private drives serving a maximum of 5 dwellings.

20.3 Existing field boundaries have influenced the Masterplan layout with a distinct strategy to keep as much of the existing mature hedging and tree cover within the public realm as possible.

20.4 Two main vehicular development access points are shown. One off Heatherleigh and the other off Croston Road. Access is also shown off Bannister Lane. However, this will be emergency access, being used by pedestrians only unless an emergency restricts the use of another access point. Bannister Lane will benefit from the inclusion of a new cycle way and footpath, with dwellings directly accessed from the street, knitting into the existing built form.

20.5 A very small number of dwellings are to be served from Hugh Lane. These dwellings are to be of similar height and massing to that of Hugh Lane at 1.5 storey. The proposed buildings will front an area of public open space providing much needed natural passive surveillance. This area when viewed from Heatherleigh will provide a pleasing street scene of residential buildings nestled behind the tree line over the green space. This layout of development will tie the existing built form, along Hugh Lane, together with the new development and create a contiguous parcel of dwellings fronting in all directions. The proposed buildings will take the form of residential properties in a park like setting. This green lung will allow a useful buffer to the existing alignment of Heatherleigh.



Illustrative scheme

Key

- Green space housing
- Eastern development fringe frontage
- Urban grain continuation (Bannister Lane)
- New village street
- Family market housing
- Arrival frontage
- Urban grain continuation (Croston Road)
- Housing served off Hugh Lane
- Possible proposed loop road for future bus route
- Primary cycle route and foot ways
- Ownership boundary split

- 1** Proposed alterations to existing junction
- 2** Proposed primary access to new development
- 3** Proposed additional access, with highway improvements
- 4** Emergency link (possible future connection)
- 5** Green lung at primary access point
- 6** Arrival frontage buildings
- 7** Existing play area
- 8** Retained pond
- 9** Proposed pond
- 10** Existing electricity pylon
- 11** Proposed green walk linkage
- 12** Small area of development served off Hugh Lane Buildings to front out towards Heatherleigh.
- 13** Small area of development served off Bannister Lane with upgraded road and turning facility.

20.6 The site has a network of existing water courses linking to a pond. These are important features that provide a natural habitat for wildlife and sustainable surface water drainage routes. The Masterplan has reacted to this and shaped the layout around these routes and features.

20.7 Open views into the site exist from fields and road to the West together with urban views from Croston Road to the East and Heatherleigh to the South with street views off Bannister Lane to the North.

20.8 Green spaces have been shown throughout the scheme allowing the development to breathe and knit within its context of being at the urban edge.

20.9 The scheme provides green corridor linkages from main access points' 1 and 3 to the green walk along the eastern boundary.

20.10 The scheme is to provide a network of foot ways and cycle ways throughout the development connecting Bannister Lane with Croston Road and Heatherleigh. These spaces will be easy to navigate and safe, with lighting and buildings fronting the routes.

20.11 Pedestrian access to existing bus stops will be improved, whilst a potential internal loop road could be incorporated to allow for future bus access into the site. This will allow the development to promote sustainability and the use of public transport.

20.0 The Scheme Layout





Public Open Space.

21.1 Within the scheme there are specific locations of open green spaces. These areas will be well overlooked with buildings, providing a safe and secure environment to the hub of the community. These spaces are linked with pedestrian footpaths allowing pedestrians to move from one key focal point to the next with ease.

New Village street

21.2 The character in this area should be of a close village street, with mews buildings forming courtyards and intimate spaces. This will allow the buildings to be positioned close to the road way and will slow the vehicles moving through the space. Unique surfacing materials and tree planting will all serve towards creating a sense of place.

Bannister Lane

21.3 Bannister Lane is characterised by a strong build line and rhythmic building spacing. This should be echoed along the street with buildings to front the road with a build frontage set to align with the existing pattern.





Green Walk

21.4 A pedestrian walk way is proposed along the West boundary. The buildings are to front this route with the an open vista to the West, thus providing a pleasant green walk.

Rural streets

21.5 The streets aligning with the existing field boundaries will be characterised by the retention of the mature hedgerows and trees separating the buildings on either side of the street. This will increase the sense of space and rural street form.

Croston Road

21.6 The buildings fronting Croston Road should have a suitable amount of space between buildings reflecting the character of the street. The build line should also be respected with buildings being set in line with the existing properties.



Public Open Space and Play areas

22.1 The Masterplan has made provision for green corridors and Public Open Space. These corridors will link the key green spaces and allow for a network of pedestrian routes. The green walk running North / South will define the western edge and be well surveyed by the build line frontage. Along this route it is intended that timber trim trail play equipment is provided, as a substitute for static play equipment, encouraging a movement to the potential activities. This type of play equipment is envisaged to be a subtle response to the proximity of dwellings and the natural environment, being naturalistic timber coloured features such as stepping logs, climbing posts etc.

22.2 All the proposed public open spaces will be well overlooked to ensure a safe and comfortable environment for the local community and to allow public realm access to previously private land.



Typical image of trim trail



Typical image of trim trail



Typical image of trim trail



Typical image of trim trail



Scale

23.1 To demonstrate the ability to deliver a wider diversity of house types and explore the capacity of the site, a number of indicative appropriate housing types were also defined. Through guidance from the local planning authority an area of low rise buildings have been applied served from Hugh Lane. This approach was deemed sensitive to existing scale of neighbouring properties.

Components

23.2 The indicative house types represent a range of types and sizes, and are based on actual house types in terms of form, scale, parking and footprint.

23.3 The housing types are:





Town House (3 storey), Town House (2.5 storey), Detached House (2 storey) & Bungalow (1.5 storey)

23.4 This diversity of housing types provides the opportunity to create diversity and variety, and respond to the local vernacular of terraces and larger stand alone buildings. Precedent images are provided across the page to illustrate the opportunity to create a diversity of housing types with a strong sense of continuity and enclosure and a more flexible, organic approach, both set within a distinctive landscape framework.



Storey heights

Key

 Maximum 1.5 storey heights	 Maximum 2 + 2.5 storey heights
 Maximum 2 storey heights	 Maximum 2, 2.5 + 3 storey heights

Detached House (1.5 storey)

- 2-3 bedroom home
- 900 - 1200sq ft gross floor space
- private driveway / in curtilage parking
- Private front & rear garden



Indicative image of a one and half storey dwelling

Detached House (2 storey)

- 3-5 bedroom family home
- 900 - 1900sq ft gross floor space
- Integral garage / private driveway / in curtilage parking
- Private front & rear garden



Indicative image of a two storey dwelling

Town House (2.5 storey)

- 3 bedrooms
- 1000-1100 sq ft gross floor space
- Courtyard parking/ in curtilage parking
- Private rear garden some private front garden



Indicative image of a two and half storey dwelling

Town House (3 storey)

- 3 - 4 bedroom family home
- 1100-1250 sq ft gross floor space
- Courtyard parking/in curtilage parking
- Private rear garden some private front garden



Indicative image of a three storey dwelling

23.0 Scale



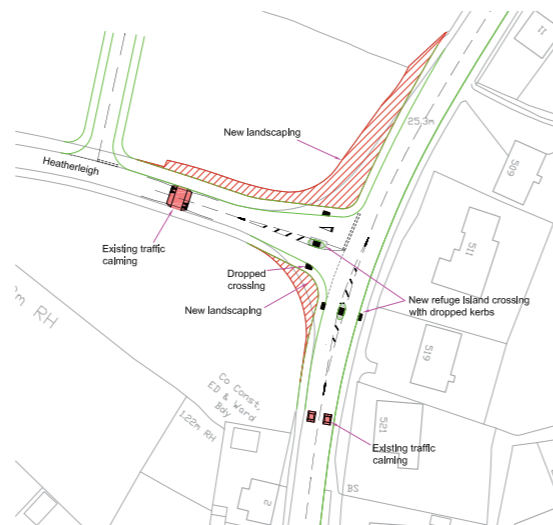
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Highways

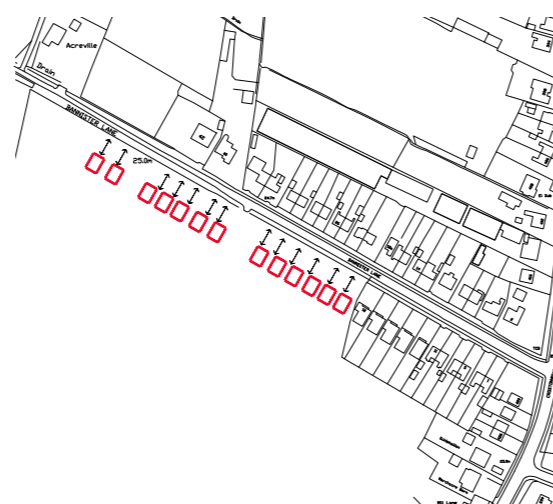
- 24.1 The impact of the proposed development is relatively low.
- 22.2 Multiple site accesses will allow for the proposed numbers of houses to access the site safely and will minimise the impact on the surrounding residents and Croston Road itself.
- 24.3 The Croston Road /Heatherleigh junction will be made more suitable for a residential area, helping to reduce vehicle speeds and make it easier for pedestrians to cross the highway. This has been achieved by reducing the radius of the junction kerb lines, and the incorporation of a pedestrian refuge within the highway. This will reduce the length of travel for a pedestrian along the desire line to cross the road, thus reducing the exposure to vehicles. Improved landscaping in this location will enhance the 'gateway' appeal of the site.
- 24.4 A direct access from Croston Road will create a further main access to the site, helping to disperse traffic safely onto the existing network. Croston Road would be narrowed, the right turn lane for Barn Hey Drive removed, and a simple T-junction provided to access the site. A bus lay-by will be retained, but a pedestrian crossing refuge island on Croston Road will improve access to it.
- 24.5 No main site access is provided from Bannister Lane, although some frontage development will be brought forward to recreate the existing street scene. As a result, it will remain a lightly trafficked road and the impact on the character of the highway will be respected.
- 24.6 A full Transport Assessment will be submitted as part of the application.
- 24.7 A left hand lane will be added to Heatherleigh at the junction of Croston Road. During the consultation process local residents raised concerns over stacking traffic at this junction during peak travel periods. To address this perception a left hand turn lane has been incorporated into the junction arrangement. In the event of high volumes of traffic the opportunity of turning left and right would reduce any impact.



Proposed junction alterations at Croston Road



Proposed junction improvements along Heatherleigh



Proposed indicative form of development to be served off Bannister Lane



View from Croston Road to site access point



View from Croston Road along Heatherleigh



View from Croston Road along Bannister Lane

