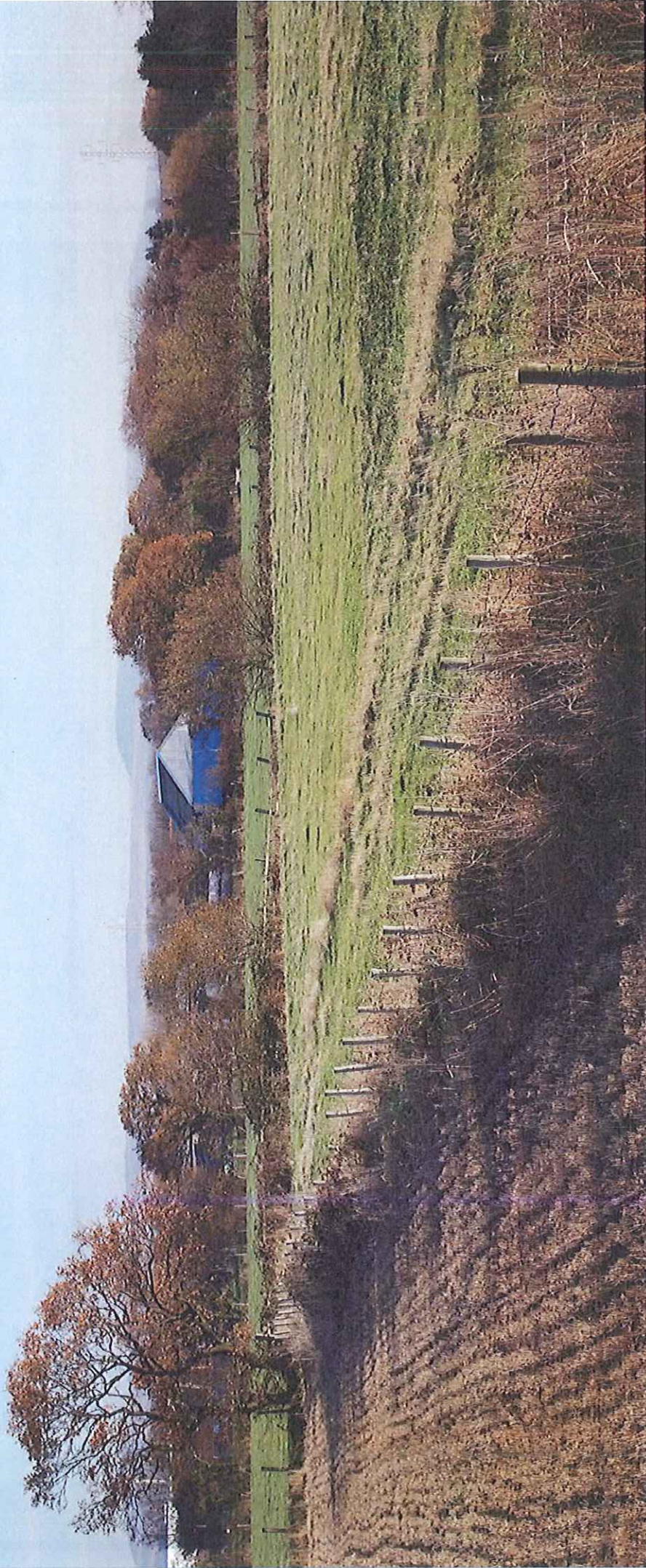


# Croston Road North

Design and Access Statement

August 2014




Homes &  
Communities  
Agency

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Rev	Comments	Checked	Verified	Approved	Date
-	Final for submission	JD	MB	RG	17/04/14
A	Revised submission document	JD	CH	RG	05/08/14

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# Croston Road North

Design and Access Statement

August 2014

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Homes &  
Communities  
Agency

# 01

## Introduction

### 1.1 Purpose and scope

This Design and Access Statement (DAS) is submitted in accordance with Article 4C of the Town and Country Planning General Development Procedure Order 1995 (as amended). It has been written in line with guidance and best practice, in particular the document *Design and Access Statements: How to Write, Read and Use Them* (CABE, 2006).

This is a revised statement that has been prepared in response to consultation with South Ribble Borough Council (SRBC) and adjacent landowners following submission of the outline planning application: '07/2014/0184/ORM - Farington Moss' and has stemmed from the development potential of an area of land off Flensburg Way at Farington Moss. This document supersedes the original DAS submitted in support of the above planning application.

The DAS provides an explanation of the design thinking behind the application, describing contextual influences and evolution of the proposals up to this outline stage. It provides a rationale for a number of key principles, and an outline spatial / design framework for future development.

Although this is an outline planning application, the potential future development has been carefully considered in terms of access, design,

form and character. This has included development of an outline spatial masterplan and illustrative layout to test capacity and deliverability.

The masterplanning process has been iterative alongside technical assessments examining potential constraints and impacts of development. It has also been supported by various methods of consultation, which have informed the design process throughout.

An important part of this was a design review undertaken voluntarily with *Places Matter!* This provided an in-depth assessment of the design opportunities at an early stage of the process, providing positive direction for HCA and AECOM in preparing the application and this DAS.

Overall, the aim has been to prepare an application which sets the foundation for a high quality, attractive and distinctive development.

In this DAS:

- **Section 2 Context and opportunities** considers key design drivers and constraints.
- **Section 3 Development proposals** confirms the type, amount and extents of the proposed development.
- **Section 4 Design approach** promotes the overarching design principles including an illustrative layout plan.

### 1.2 Background

The development proposals complement the allocation of the site as part of a major area for residential development in the current Site Allocations DPD (partial version). The planning context and process are set out in detail in the accompanying *Planning Statement* by AECOM (2014).

The site has been acknowledged by SRBC as an integral part of their vision for development / growth in the area, potentially making a significant contribution to a balanced mix of new housing, community services / facilities, employment opportunities and green infrastructure.

The application site forms the majority of allocated site that sits to the north of Bannister Lane - commonly referred to as *Croston Road North*. The application site is of significance as it lies immediately adjacent to the Flensburg Way roundabout, thus bringing with it immediate potential to deliver a strategic point of access into the wider allocated site.

HCA has appointed AECOM to prepare and submit an outline planning application for residential development (with the

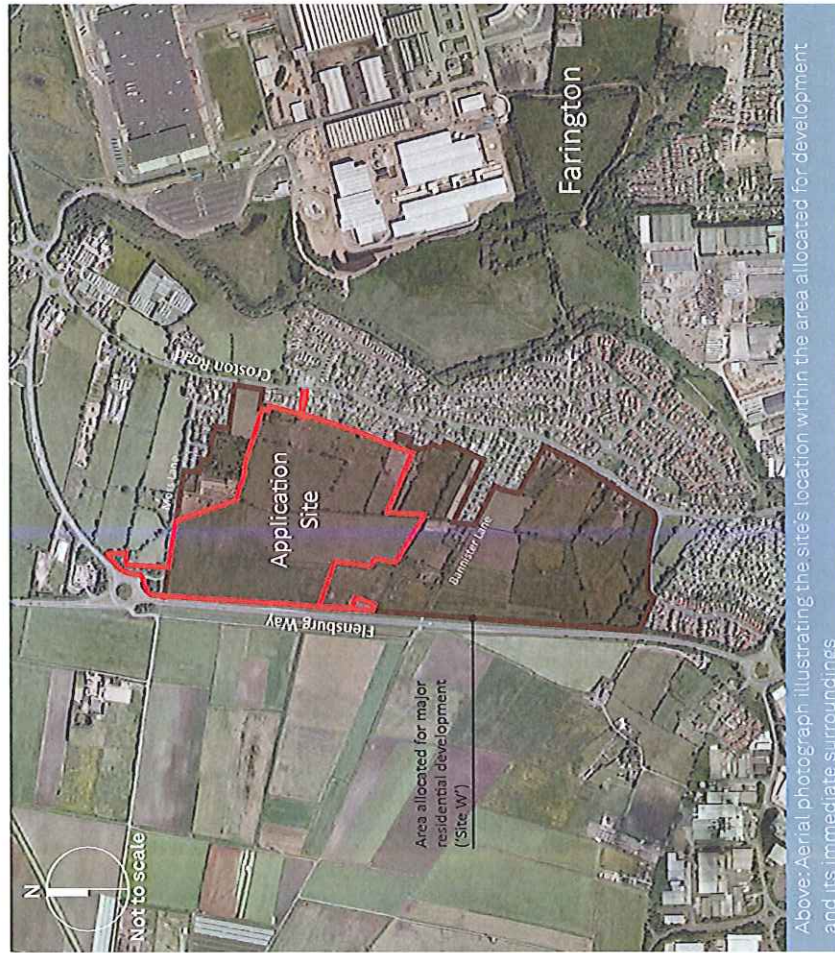
potential for a leisure / community facility in line with the objectives for the site expressed by the Site Allocations DPD).

One of the key objectives of the planning application is to further develop the illustrative spatial masterplan produced by MCK Associates for Wainhomes, which has been formally endorsed by SRBC for the purposes of development management.

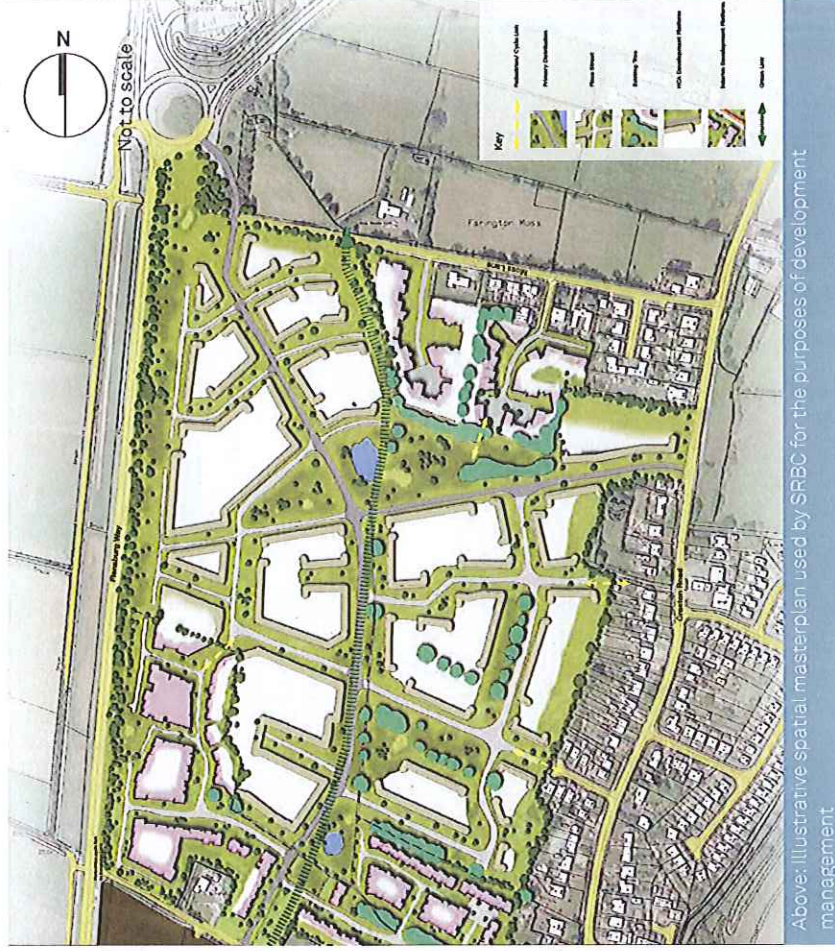
This masterplan is shown to the right.

This in itself was influenced by feasibility and preliminary masterplanning work undertaken by HCA earlier in the development plan process. The proposals set out in this DAS cover the majority of this masterplan area, and have been developed in consultation with key stakeholders including adjacent land owners and organisations with development interests.

The DAS helps to demonstrate how the site could - through good, well-considered design - meet SRBC objectives and requirements and go on to create a quality place.



Above: Aerial photograph illustrating the sites location within the area allocated for development and its immediate surroundings



Above: Illustrative spatial masterplan used by SRBC for the purposes of development management

# 02

## Context and opportunities

### 2.1 Introduction

Site features, local context and emerging development strategies for the wider area confirm that this site offers a strong opportunity for high quality, distinctive and sustainable development.

**In preparing this planning application it has been recognised that to maximise this opportunity a holistic approach is needed. Development proposals need to have at their core a commitment to good design which coordinates and synthesises physical / environmental, social and economic aspects of place.**

The National Planning Policy Framework (NPPF) asserts that good design is an essential part of sustainable development, ensuring that development reflects the character and identity of local surrounding areas.

Thus the importance of understanding the wider context, including the physical character and composition of the local area, is a key starting point to achieving good design, good planning and – ultimately – good development.

The analysis of contextual influences set out in this DAS summarises the key constraints and opportunities which have defined the development proposals to date.

The analysis signposts an approach to development that is responsive to context and benefits the local area.

### 2.2 Design Guide Supplementary Planning Document

Planning policies and guidance provide strong drivers behind the principle of development at the site.

The accompanying planning statement provides a thorough review of general policy influences, but from a design and access perspective, the adopted *Design Guide Supplementary Planning Document* (SPD) is of particular interest.

This SPD provides an overview of the design principles that the Central Lancashire authorities employ when considering planning proposals. The guide draws largely on established HCA good practice guidance expressed through *Quality Reviewer: Appraising the Design and Quality of Development Proposals* (2010).

In this respect, SRBC can be reassured that the HCA as planning applicant shares the same design objectives.

Good design plays a vital part in ensuring that sustainable development, quality and local distinctiveness is achieved, and the design guide SPD provides benchmarks and principles that set the right environment for this to be maximised.

The guide's six key principles are reflected in the table to the right. The table also summarises how these have been adopted as part of the planning application at this outline stage.

The design guide SPD also identifies how the design process can itself support the delivery of high quality development. The proposals subject of this DAS have evolved from; appraisal of community involvement; analysis of issues, opportunities and site context, and; a series of design principles and development components including concept plan and illustrative layout.

This process has included independent Design Review which is an activity expressly promoted by the SPD. The DAS and the development proposals as a whole recognise the 10 pointers to good practice presented on page 54 of the SPD, being based on a robust design process and fully justified. We believe the proposals demonstrate the potential for good quality and innovative design. The DAS presents a thoughtful consideration of context and urban design and identifies strong design principles rather than simply identifying the amount, use and density of development. The DAS demonstrates that the applicant is committed to good design and creating a sense of place.

Design principle	Explanation	Our response
1 Movement and Legibility	A place that is easy to get to, move through and is easy to understand.	<ul style="list-style-type: none"> <li>The DAS illustrates how development fits into existing movement patterns, including access to public transport.</li> <li>The illustrative layout contained within the DAS demonstrates how development could come forward with a clear hierarchy of routes and movement.</li> </ul>
2 Space and Enclosure	A place with attractive, sustainable and successful outdoor areas where public and private spaces are clearly distinguished.	<ul style="list-style-type: none"> <li>Landscaping, public space, character and built form around routes and spaces are clearly analysed within this DAS.</li> </ul>
3 Mix of Uses and Tenures	A development that promotes a variety and choice in terms of uses and ownerships in response to local needs.	<ul style="list-style-type: none"> <li>The development proposals consider a mix of uses and an appropriate amount for the site, which is explained both in this DAS and accompanying planning statement.</li> </ul>
4 Adaptability and Resilience	A development that can adapt and respond to changing economic, social and technological conditions.	<ul style="list-style-type: none"> <li>The role of the scheme within the wider development plan is thoroughly considered within the planning application, and the ability of the site to include both residential and non-residential elements is illustrated.</li> </ul>
5 Resources and Efficiency	How the development contributes to tackling climate change and adapting to and mitigating its effects both in its construction and operation.	<ul style="list-style-type: none"> <li>Sustainable development comes from responsive design much as it does environmental technologies. HCA is committed to helping SRBC meet its sustainable design objectives.</li> </ul>
6 Architecture and Townscape	A development that responds positively to its surrounding environment through its external appearance and form.	<ul style="list-style-type: none"> <li>The DAS thoroughly analyses the site and its context and has positively informed design principles and illustrative layout.</li> </ul>

Above: Design Guide SPD key principles and HCA response

## 2.3 Built form and urban structure

### 2.3.1 Historic development

Farington Moss has its origins in ribbon development along Croston Road, which has historically provided an important connection between Leyland, Lostock Hall and Preston. Constrained by the River Lostock and the mosslands to the west, this area has always maintained an 'independent' character to the rest of Leyland, picking up distinctive built form character.

With regards to Croston Road itself, the historic (and to a large extent, perceived prevailing characteristic) is the single plot depth frontage and the individuality of building forms and styles.

However in reality this sleeves mid-late 20th century housing developments which have infilled between Croston Road and the River Lostock. These provide much more uniform and standardised housing character typical of volume house builder development.

### Employment development

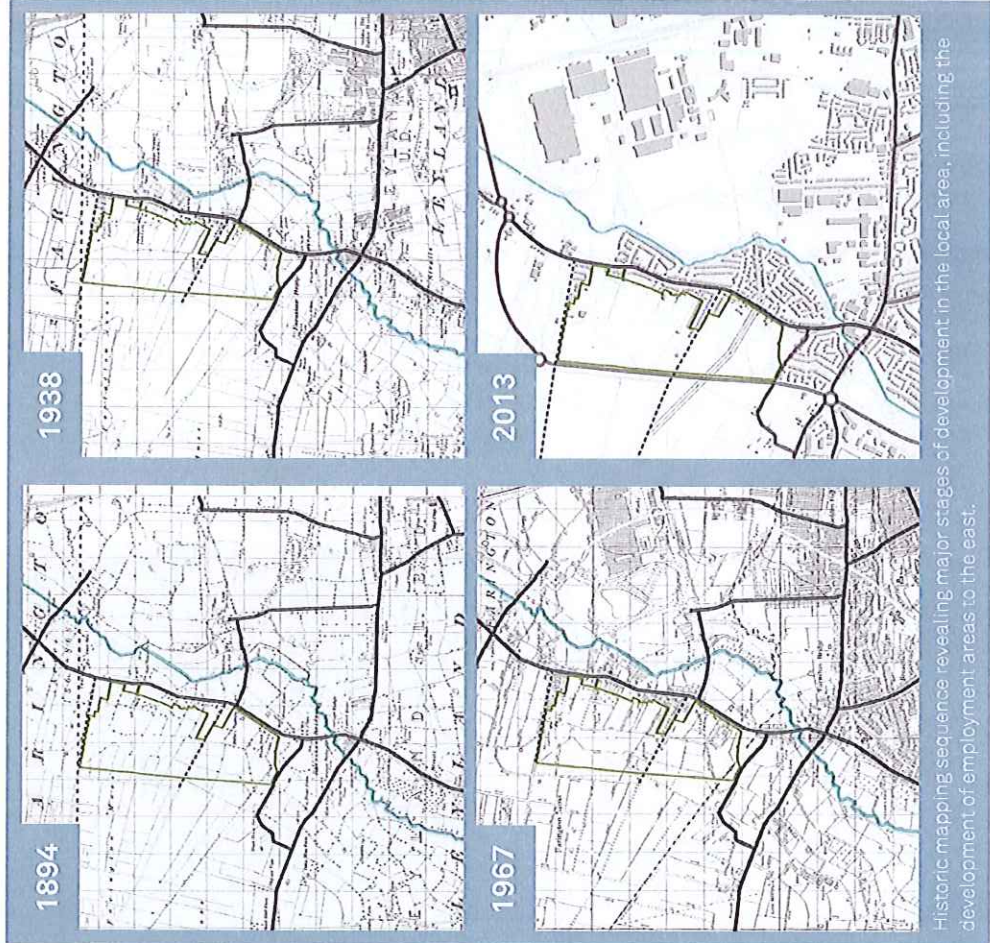
Farington is synonymous with employment development and has a strong employment offer.

Leyland trucks was a hugely significant site and employment generator in the area, and the legacy this leaves in the form of Lancashire Business Park is a significant and very positive asset. In combination with good transport connections to other major employment areas in the sub region, this has and will continue to instigate and support complimentary residential development.

This is an essential facet of sustainable growth in South Ribble.

### Highway network

Although Croston Road was historically a major north-south route, this has over time been supplemented and overtaken by the creation of major strategic highways in the form of Flensburg Way and Farington Road (South Ribble Western Distributor). This provides the area with exceptionally convenient connections to the local, regional and national transport network.



Historic mapping sequence revealing major stages of development in the local area, including the development of employment areas to the east.



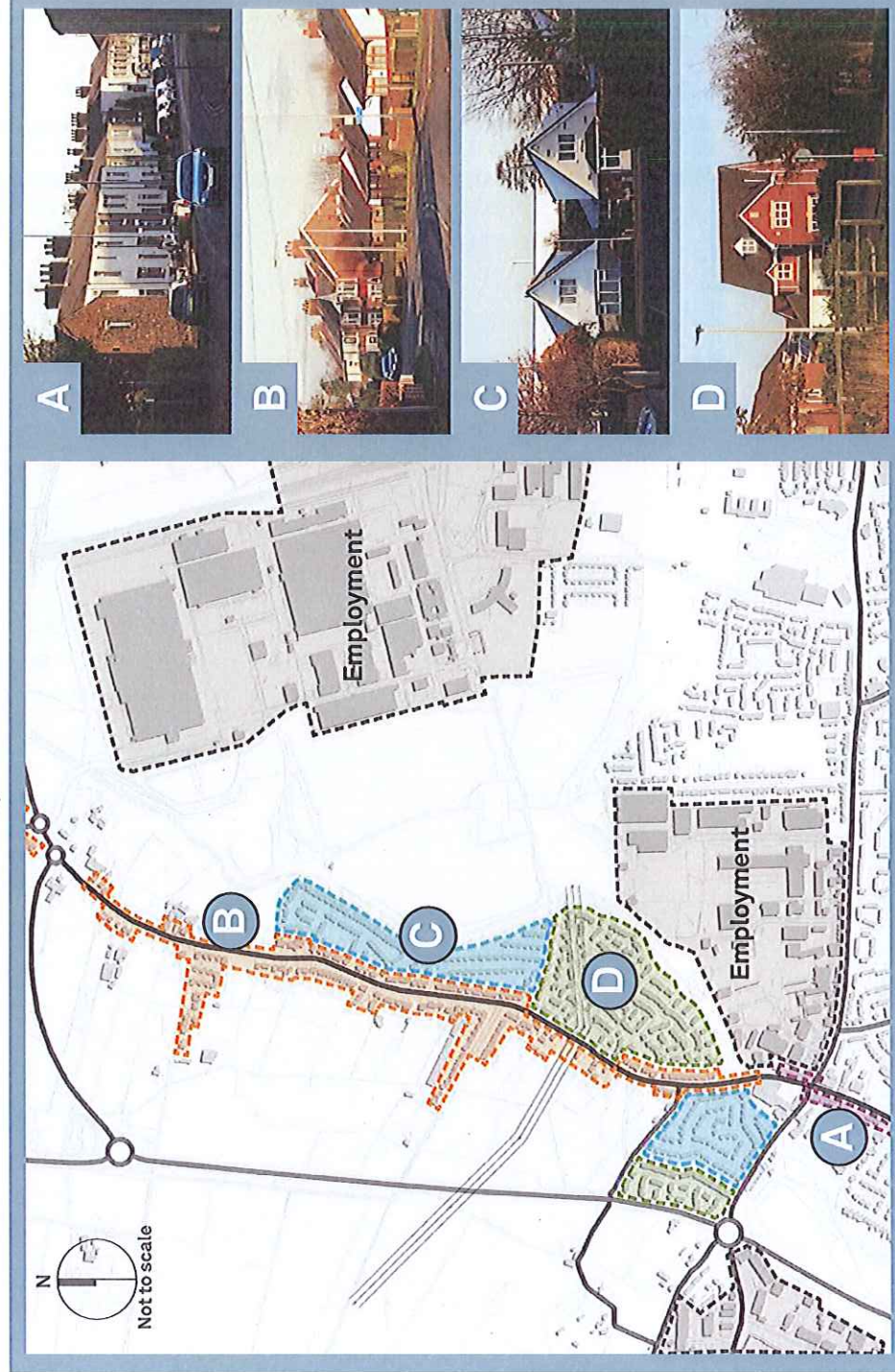
### 2.3.2 Character areas

The area displays a patchwork of characters.

The southern end of Croston Road, in closest proximity to the main built up areas of Leyland is characterised by traditional terraced housing and cottages with regular frontage (area A). There is a steady transition north to larger semi-detached and detached forms (area B). Houses retain individuality, which enhances the sense of place experienced along Croston Road, conveying a village-like character.

The late 20th century infill developments to the east are a mix of 1970's 'dormer bungalow' type housing to the North East (area C), and more conventional suburban housing typical of 1980's and 1990's volume house builder products (area D).

Notwithstanding, the traditional ribbon development along Croston Road remains the predominant character and defines Farlington Moss as a place.



Photographic record of townscape character in Farlington Moss.

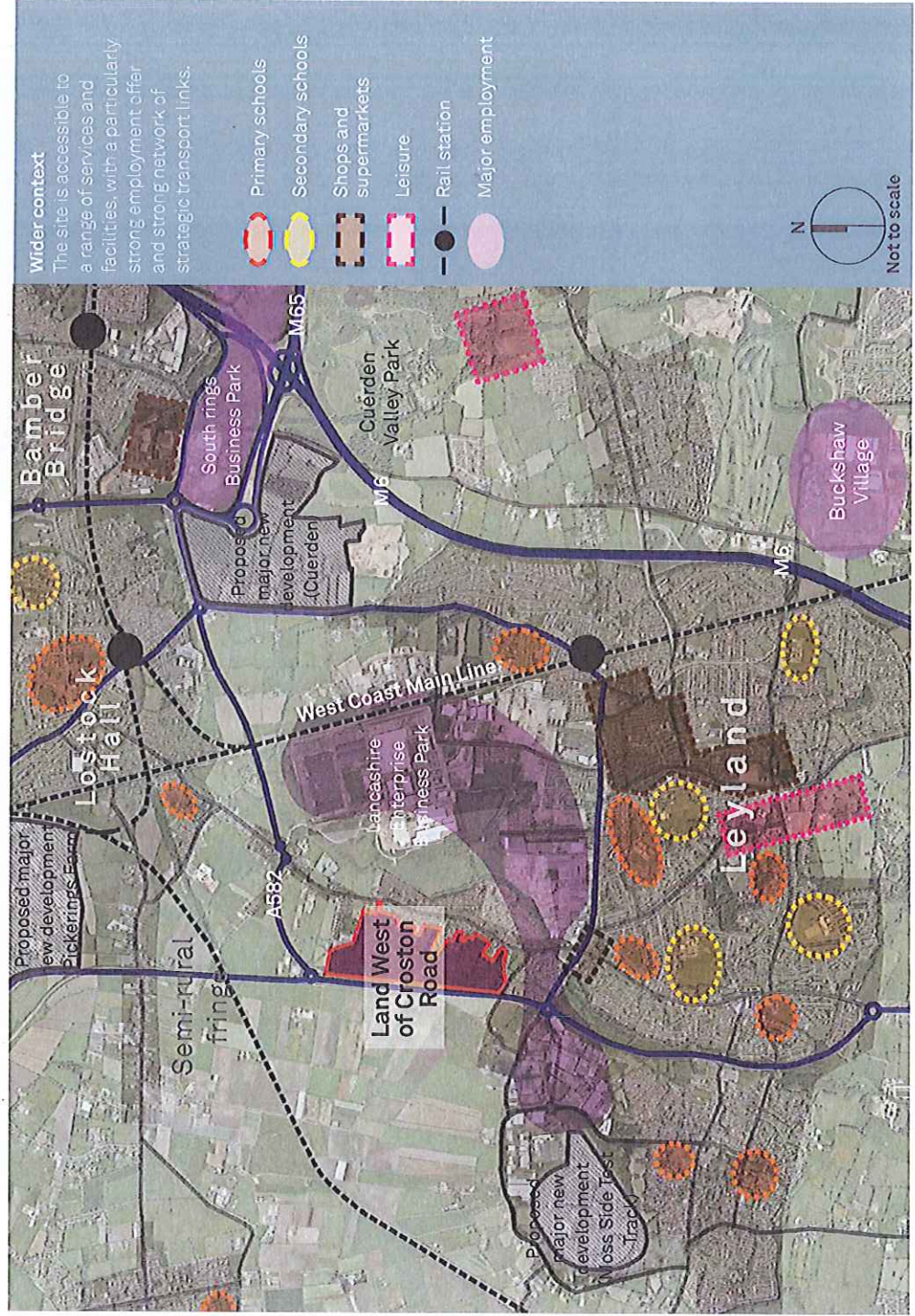
## 2.4 Access and movement

### 2.4.1 A changing context

The planning application is strongly linked by its allocation in the Site Allocations DPD and identification in the City Deal (see planning statement) to the Lancashire County Council Highways and Transport Masterplan.

This defines a series of potential major highway improvement works which link to the wider development pipeline and are intended to complement major development and change.

Preparation of this planning application has accordingly demonstrated a strong appreciation of LCC highway objectives and the potential impact of planned works on the character of the area and technical highway demands of development. By working with LCC and SRBC officers, the applicants have a firm appreciation of how the development of the site can be coordinated, complementary and mutually sustaining.



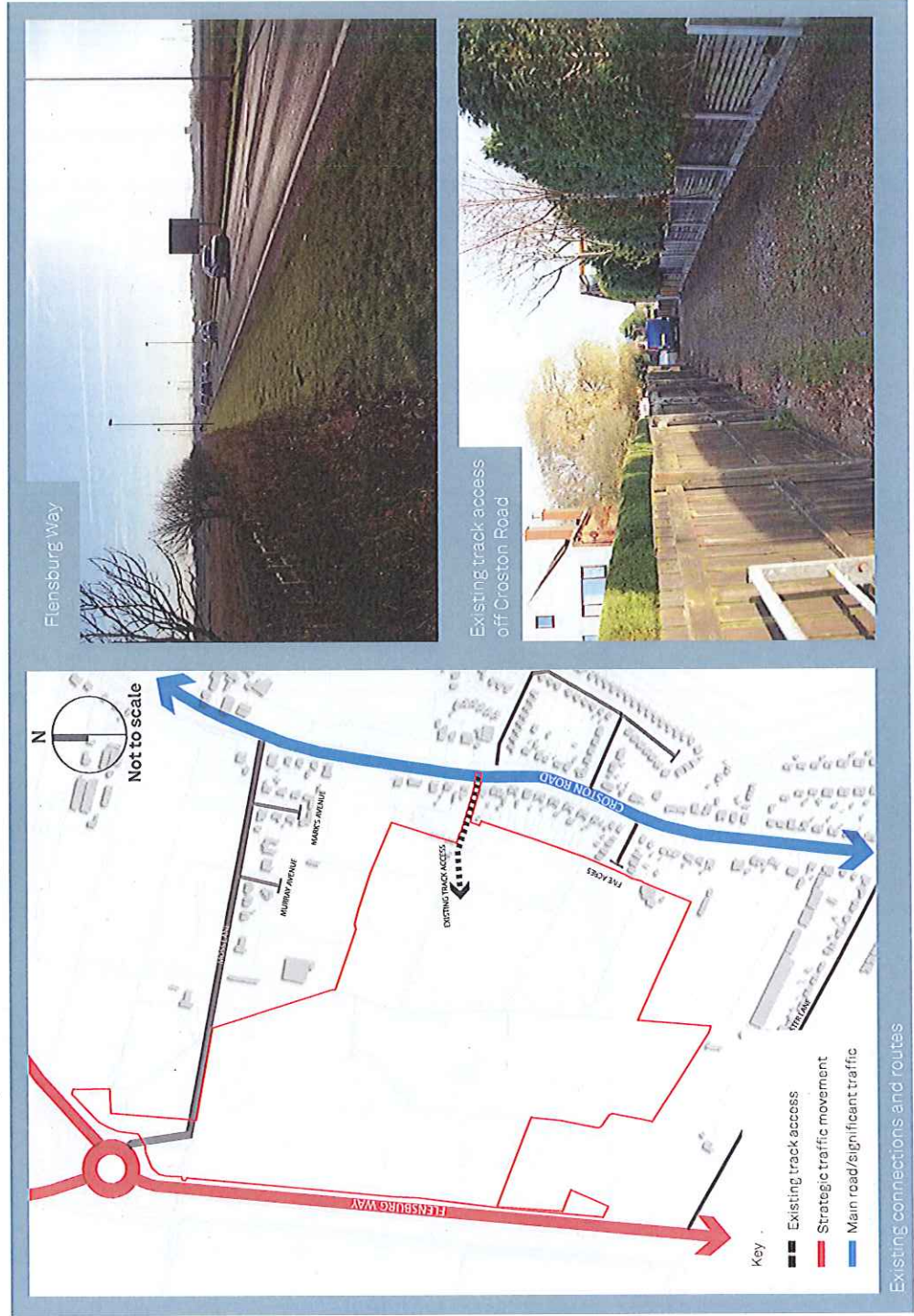
### 2.4.2 The site: issues and opportunities

As part of a wider development area extending to the south, it is important to approach this as an opportunity to make connections. For example, the fact that the southern site boundary is physically detached from Bannister Lane should not result in development 'turning its back' on that boundary and severing potential connections to the south.

The site is currently 'framed' to the east and west by major highways - Flensburg Way and Croston Road respectively. The site has a long, open frontage to Flensburg Way, and there is clear opportunity to establish a connection - especially with Moss Lane already taking access of the large roundabout to the north west.

Croston Road has a less direct relationship with the site, but nevertheless is the historic spine of Farington Moss and provides practical connections - to Leyland town centre in particular. Some form of connection to Croston Road would enable interaction and access to day to day amenities and services. For example, Five Acres and an existing track access present an opportunity for non-car access.

Bannister Lane and Moss Lane are both low key highway routes as present, and whilst development may present opportunities to improve them, these should not be regarded as significant points of vehicular access for this site.



## 2.5 Landscape and natural environment

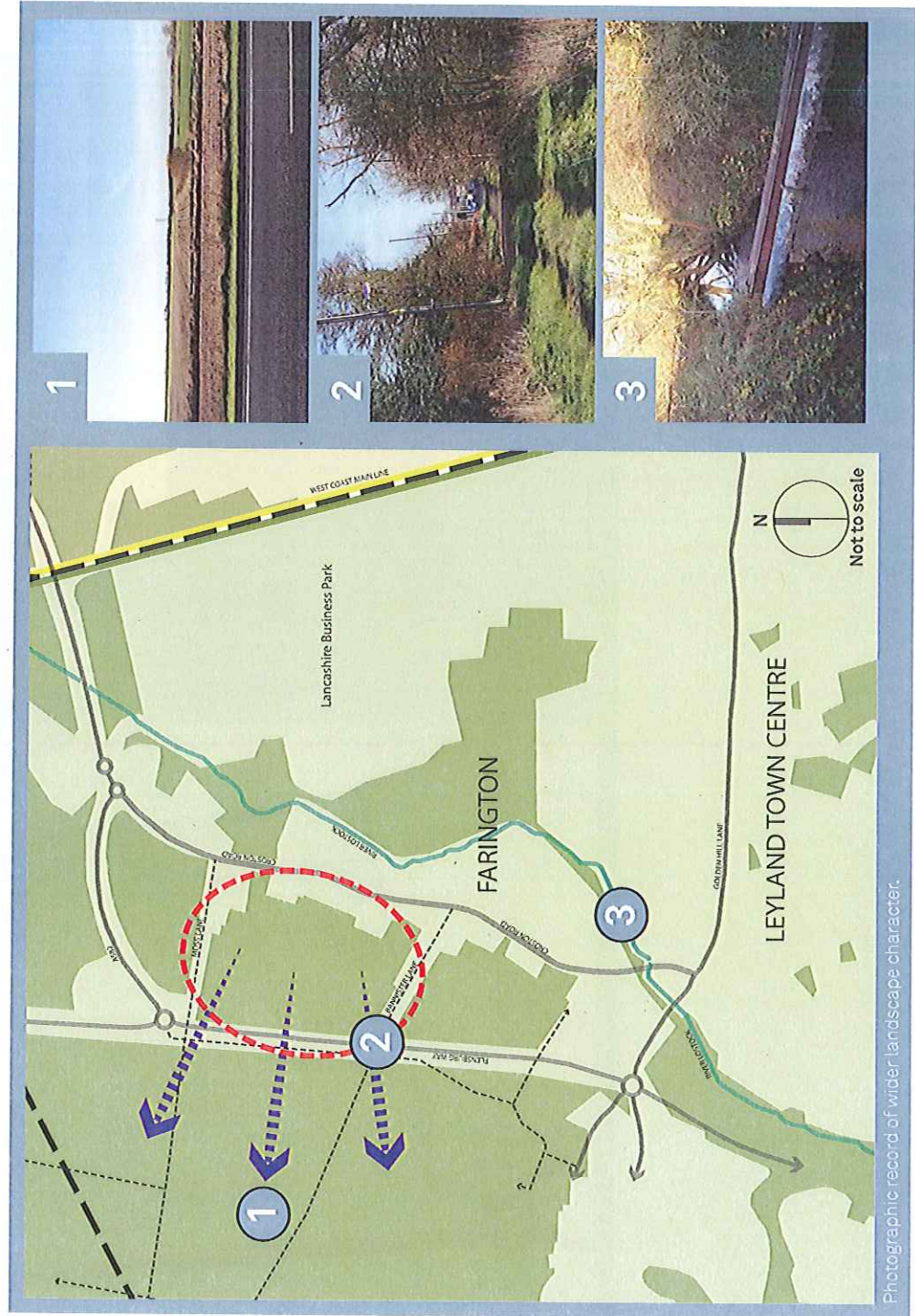
### 2.5.1 Wider landscape character

The site lies at the northern edge of the Leyland urban area at the edge of the 'Lancashire Plain' landscape character area.

The Lancashire Plain is defined as attractive, low-lying and accessible farmland, with large fields, open road verges and long views punctuated by small deciduous secondary woodlands. The site has generally open, unrestricted views out, to the west in particular, towards the Lancashire Plain and green belt countryside.

Nevertheless, this is a landscape heavily influenced by human activity and in places has 'harsh, irregular edges. This is an overtly urban edge, with engineered highway infrastructure in particular dominating the overarching character and sense of place.

A notable landscape feature within the immediate area is the River Lostock, which provides a green corridor along the eastern edge of Farington Moss separating residential areas to the west from large scale industrial areas to the East. There is an existing footpath across the river, connecting to Hall Lane and Leyland town centre.



Photographic record of wider landscape character.

### 2.5.2 Site features

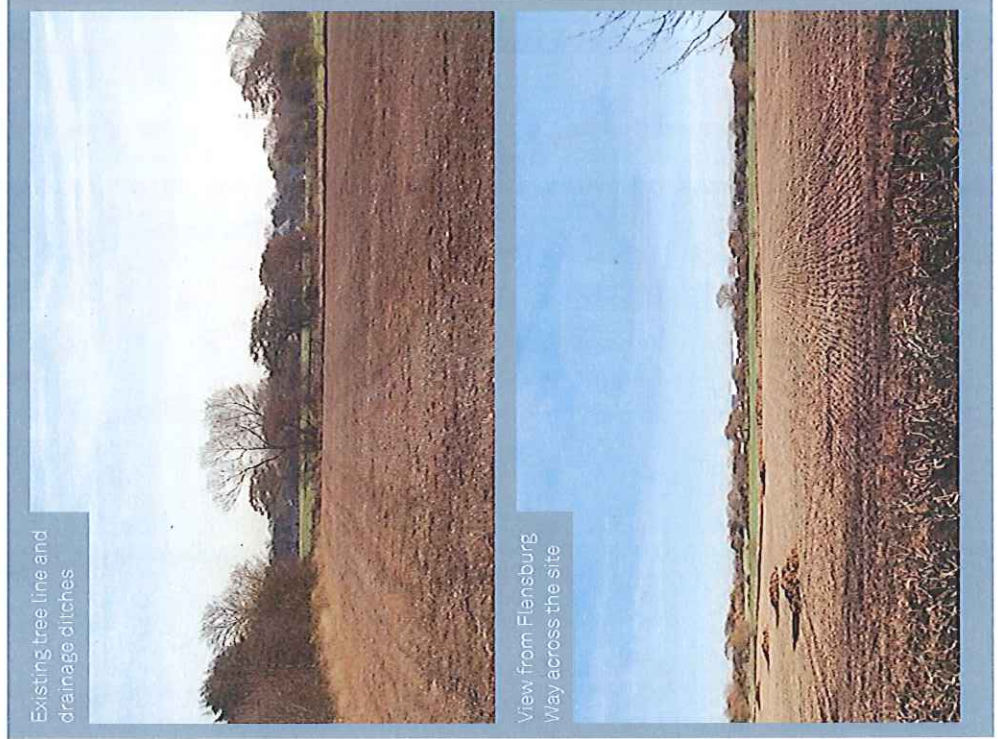
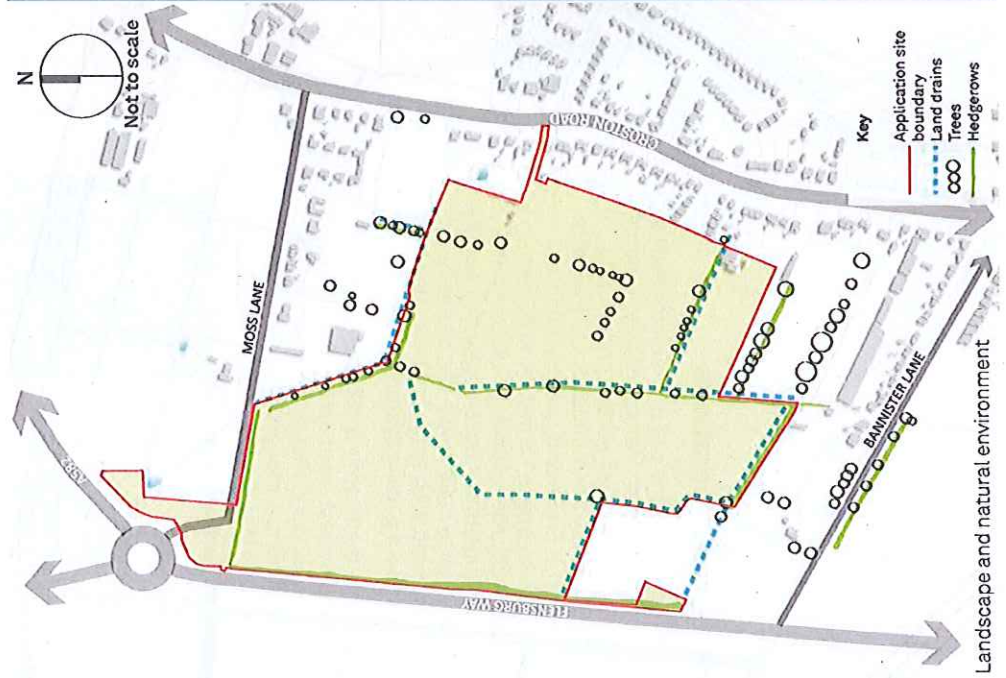
This is a relatively flat and largely unremarkable greenfield site in agricultural use.

Nevertheless, features and constraints of the site itself present clear opportunities to create a new built form underpinned by a network of green corridors and open spaces, determined by existing land drains, field boundaries, vegetation and tree groups.

Retaining existing features such as land drains, hedgerows and trees will help to preserve habitats / biodiversity, create an attractive place to live and contribute towards sustainable development. Landscape and visual impact are an important part of sustainable development and there is a need to design accordingly.

Field boundaries and tree groups are numerous and visually prominent, and have an inherent environmental value. That said, arboricultural assessment suggests that trees are not of exceptional quality.

Phase 1 habitat survey confirms that the habitat value of the site is currently relatively modest, with its loss to development not expected to result in the loss of or harm to protected species for example.



## 2.6 Edge conditions and other design considerations

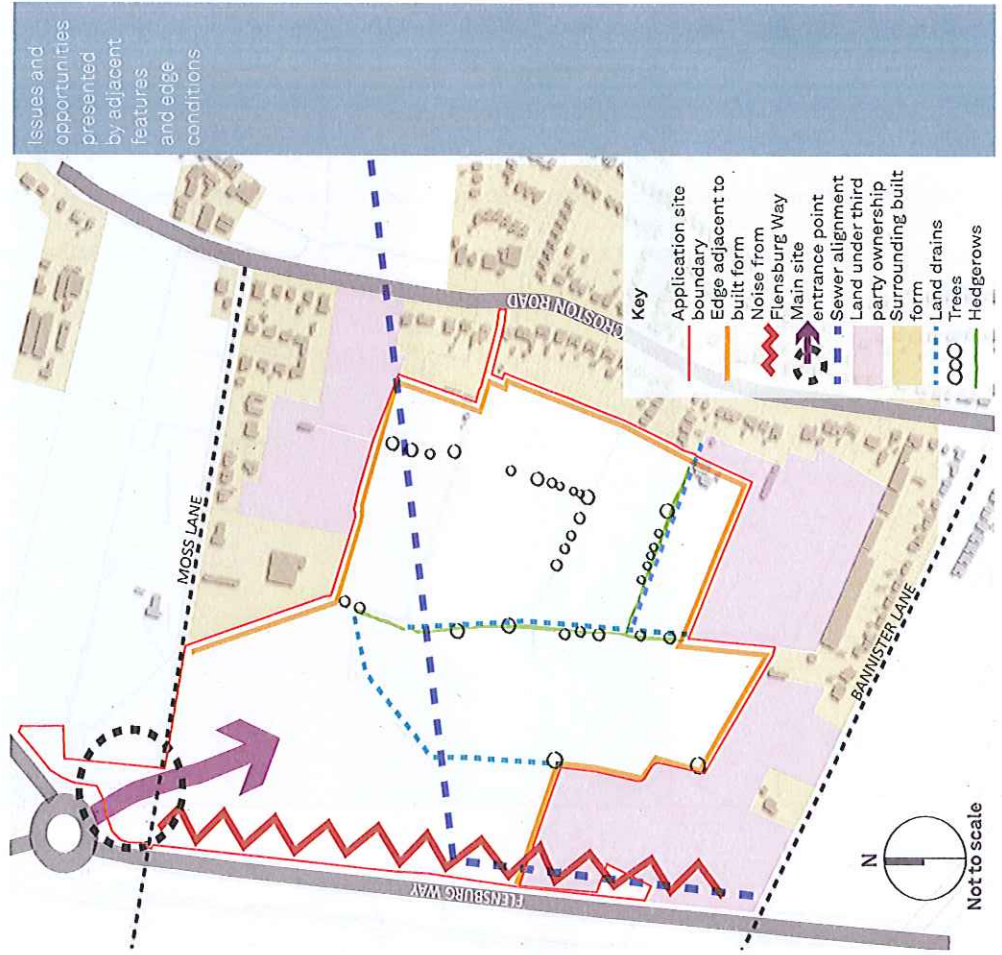
The planning application site is one of a number of plots within the wider allocated site under different ownerships.

This will continue to be a key influence over the physical masterplanning of development, and a key design challenge is to ensure that development layout can ultimately be fully integrated with other established and future development proposals on adjacent land.

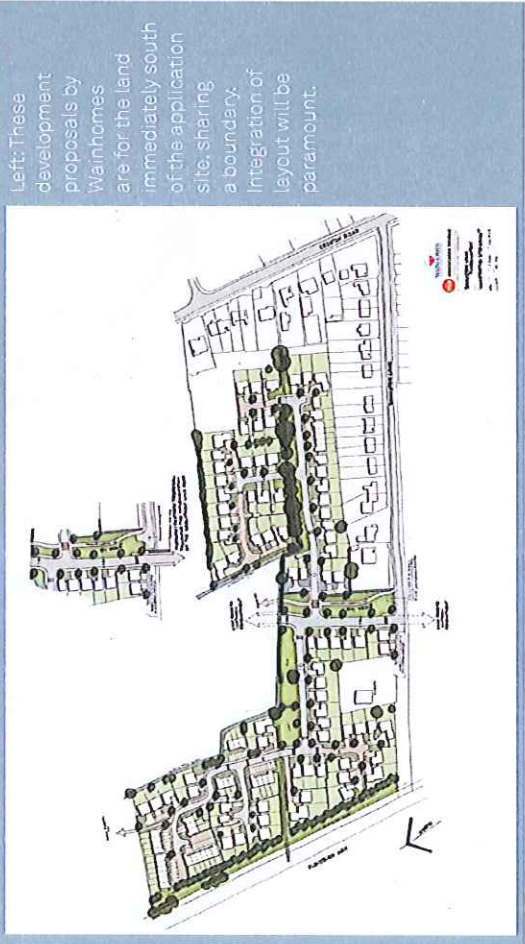
Similarly, significant lengths of the site boundary run along existing property boundaries - notably houses that front onto Croston Road to the east. Sensitive siting and orientation will be required.

The west of the site is characterised by its open aspect to Flensburg Way. Although this presents an access opportunity (especially the roundabout to the north west), it is currently a fairly 'hostile' highway space - a fast moving, high capacity road. Although assessments conclude that it does present air quality and noise risks, these can be easily mitigated with appropriate set backs and standard glazing systems.

There is currently a major sewer running broadly east-west across the site. It is understood that this carries an 8m easement, although this will need to be verified later in the development process.



Issues and opportunities presented by adjacent features and edge conditions



## 2.7 Summary / key conclusions

Responding to site features is critical if development is to integrate into the Farington Moss. This section of the DAS has identified features of the site and its context which if successfully integrated, could significantly enhance quality of place and quality of life for new and existing residents.

Consideration of context reveals a foundation for sustainable development. In summary, the site is characterised by:

- A semi-rural location on the edge of the urban area of Leyland and strong local connections to both the surrounding landscape areas and social infrastructure, with a significant employment offer;
- Excellent accessibility to the wider transport and highway network, forming part of a wider development pipeline within central Lancashire;
- A clear network of existing land drains, trees and hedgerows that could be retained, enhanced and fully integrated into a sustainable approach, which promotes health and well-being;
- An evolving context, which if approached in an holistic, well co-ordinated manner can create a well-connected desirable place to live which fits into the established urban grain.
- The overarching design and development objective must be to harness this opportunity to create a development which supports a sustainable community. This requires a holistic approach which thinks about how good design can maximise physical / environmental, social and economic aspects of place.



Key opportunities lie in the combination of strategic accessibility and positive landscape attributes

# 03

## Development proposals

### 3.1 Description of development

This is an application for outline planning permission for development within the site edged red on the plan to the right.

The description of development, as detailed on the submitted planning application forms, is:

#### Residential development of up to 400 dwellings.

The *Site Plan* shown opposite confirms the extents of the development area. This plan is submitted for approval at this outline stage.

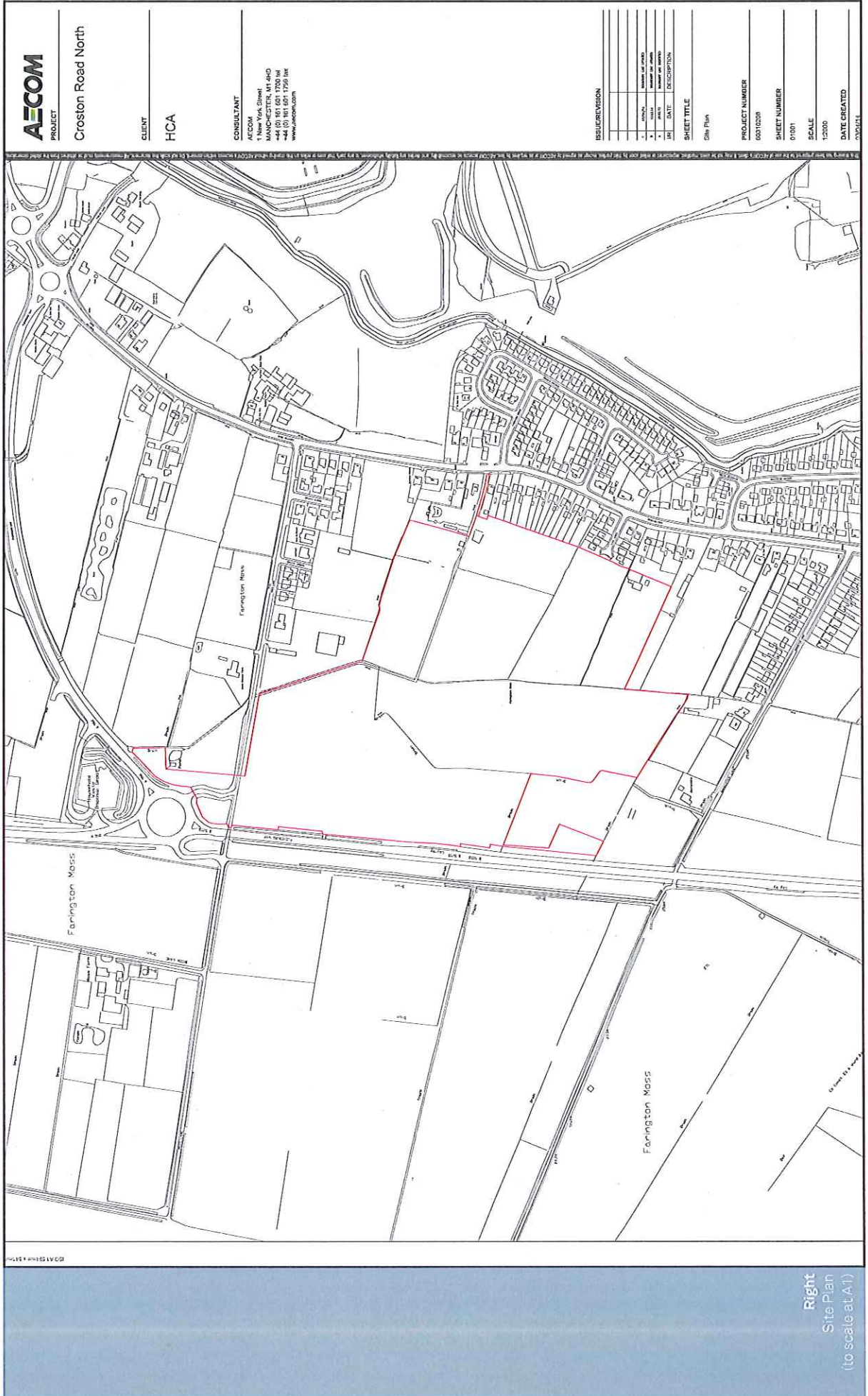
The submitted plans are supported by indicative plans contained within this DAS, principally:

1. The 'Development Parcel Plan' shown over page. This identifies the core development components and parameters at this outline stage.
2. An illustrative site layout drawing, which is described at section 5. This develops the illustrative spatial master plan being used by SRBC for development management purposes.

Although indicative, these plans are significant as they have helped in the assessment of development potential / capacity, environmental impacts and preliminary feasibility.

The plans indicate the potential extent of proposed development parcels and land use relative to potential access and movement arrangements within the site.





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REVISION

NO.	DATE	DESCRIPTION

SHEET TITLE  
Site Plan

PROJECT NUMBER  
00010208

SHEET NUMBER  
01/01

SCALE  
1:2000

DATE CREATED  
11/04/11

Right  
Site Plan  
(to scale at A1)



### 3.2 Use, amount and extents

The proposals are for residential development on land that has been allocated for residential use by SRBC. The *Development Parcel Plan* opposite complements the illustrative layout plan shown later in the DAS, and has been derived from the illustrative spatial masterplan currently being used by SRBC. This plan, and the illustrative layout provides the confidence that a development of up to **400 dwellings** could be accommodated in an appropriate and balanced way - in terms of access, movement, open space and density. The *Development Parcel Plan* illustrates an approximate net development area of about 13ha from the total site area of 17ha, taking into account open space provision and principal highway infrastructure. This demonstrates that the 400 dwellings proposed could be delivered at an average density of approximately 30 dwellings per hectare (dph).

#### Community / leisure facility

Although a community / leisure facility does not form part of this outline application, the *Development Parcel Plan* illustrates a potential location for it should the need ever materialise. It is understood at this stage that a community / leisure facility would if required be delivered at a single defined site. The potential scale and location of this site remains indicative at this stage, the aim being simply to illustrate a suitable general location. With this in mind the development proposals as a whole are based on the concept that 400 dwellings could be delivered on this site regardless of whether a community / leisure facility is delivered. This will ultimately depend on the scale and type of such a facility, which at this stage is yet to be specified by SRBC.

#### Building heights

The intention of this outline planning application is to provide the foundation for a range of housing types to come forward at reserved matters stage, including detached, semi-detached and townhouse properties which would encourage and support family-forming households. It is anticipated that development will be predominantly 2 storeys but with potential for some 2.5 and 3 storey dwellings. On this basis we would anticipate a maximum ridge height of between 9 -10m.

#### Phasing principles

Effective phasing is not only about ensuring that the physical form of development remains faithful to overarching masterplanning / design principles, but about building in a mechanism for monitoring and managing the impact of development over time. It is also about planning in advance for the provision of supporting infrastructure, as part of a place-making ethos.

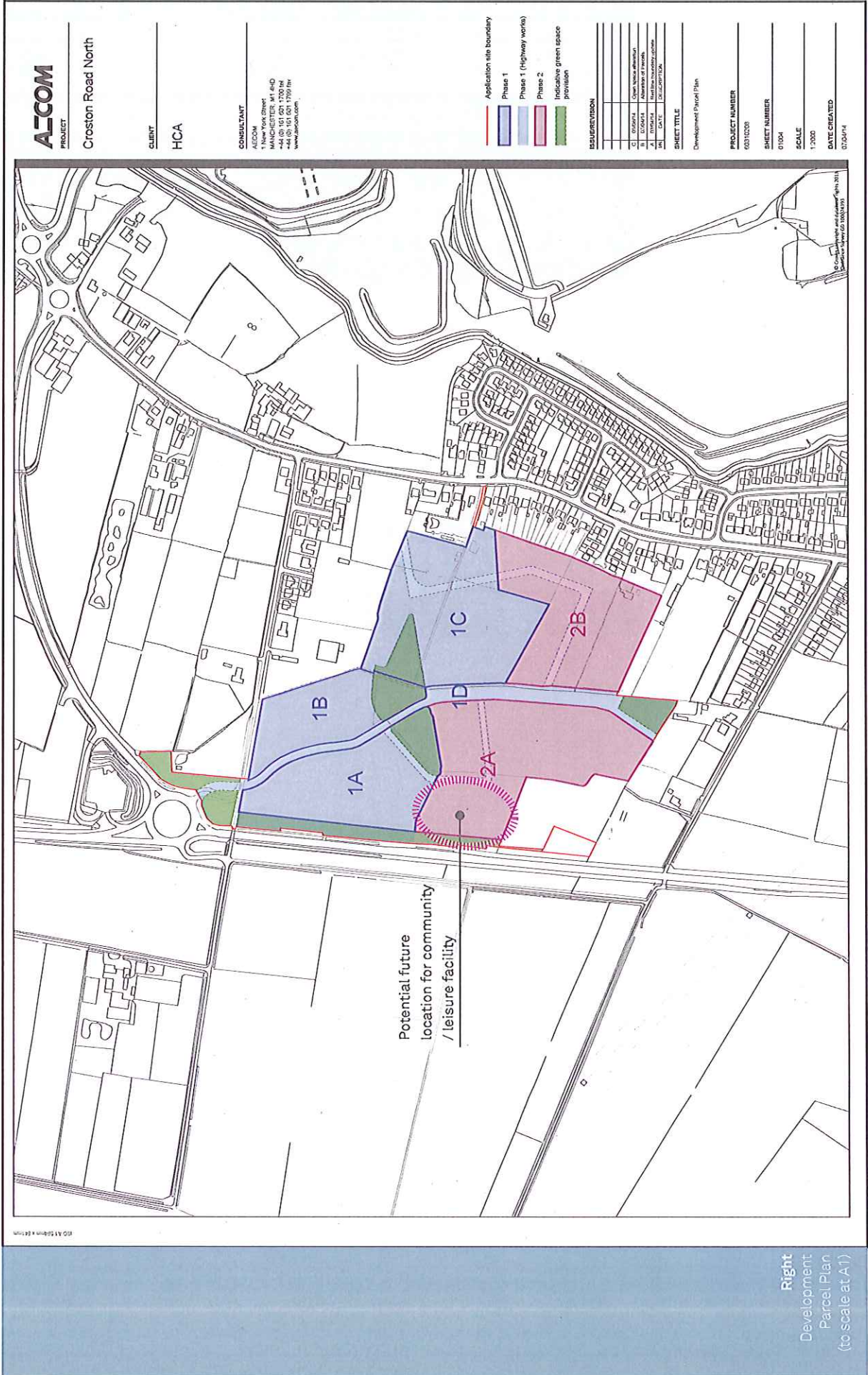
Phased delivery is at this stage anticipated to be a two stage process.

*Phase 1* would include development parcels to the north of the site (1A - 1C) with capacity for circa 200 dwellings. This would include all associated infrastructure needed to ensure this can function as a standalone development, including establishing the main point of vehicular access from Flensburg Way.

However it is also proposed for *Phase 1* to include the delivery of significant highway infrastructure through the body of the site (1D), connecting to development beyond the southern boundary and providing advance infrastructure for the later development of *Phase 2*.

*Phase 2* would then bring forward development between *Phase 1* and the adjacent development area at bannister Lane to the south. Parcels 2A and 2B shown right would have capacity for circa 200 dwellings.

The site of a potential community / leisure facility is intentionally positioned in this second phase to allow time for full analysis and decision making with regards to this requirement.



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- Application site boundary
- Phase 1
- Phase 1 (Highway works)
- Phase 2
- Indicative green space provision

ISSUES/REVISION

NO.	DESCRIPTION	DATE
1	Issue for HCA	12/01/2014
2	Issue for HCA	12/01/2014
3	Issue for HCA	12/01/2014
4	Issue for HCA	12/01/2014
5	Issue for HCA	12/01/2014
6	Issue for HCA	12/01/2014
7	Issue for HCA	12/01/2014
8	Issue for HCA	12/01/2014
9	Issue for HCA	12/01/2014
10	Issue for HCA	12/01/2014

SHEET TITLE  
Development Parcel Plan

PROJECT NUMBER  
60310200

SHEET NUMBER  
01/04

SCALE  
1:500

DATE CREATED  
07/04/14

Right  
Development  
Parcel Plan  
(to scale at A1)

# 04

## Design principles

### 4.1 Good design; good planning; good development

Although at outline stage this planning application has been driven by a belief in the central role that good design can play in helping the successful delivery of SRBC objectives.

We aim for development to take full advantage of the sustainable location and have significant, positive implications for Farington Moss. Considerable thought has been given to issues of design and access and HCA will endeavour to ensure that this is carried forward and developed further at detailed stage.

In many ways this DAS creates a framework around which detailed proposals will develop in the future. There is clear opportunity to create a distinctive place here, and this needs layered, rich and creative development.

As part of the iterative design process the voluntary design review held with *Places Matter!* provided great inspiration, and has informed many of the design decisions and outputs presented within this DAS.

A good example of this is the way the design approach hinges on the concept of a central main street, and how green spaces have been located and sealed to create welcoming, useable and meaningful spaces, not just space for space sake.

There is an opportunity for development (and the new community it supports) to not only make the most of the benefits already on offer in the local area (e.g. the strong employment offer), but itself bring benefits to the area and existing residents.

One way it can do this is to ensure that high quality, high profile open space and landscape become a key characteristic of the development, delivering a wide variety of spaces – play spaces, wildlife corridors, viewing corridors, shelter planting, amenity space, all of which can provide natural, sustainable drainage solutions and respond to the mossland character.

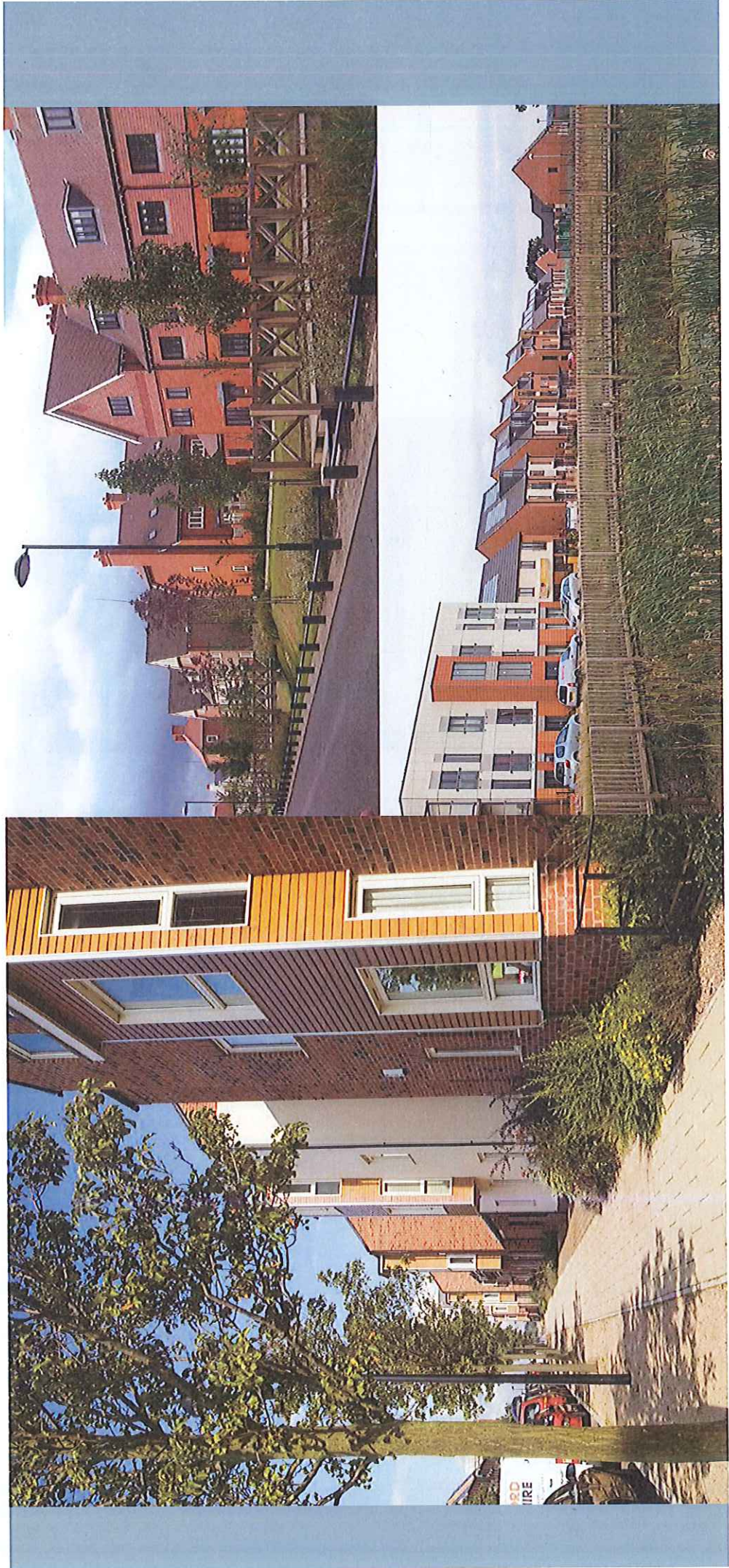
#### 4.1.2 Placemaking

The Site Allocations DPD has committed to a significant number of dwellings in this location. This needs to be managed in a way which not only delivers ‘units’, but results in the creation of an attractive, sustainable place. In this sense development should be multifaceted, creating a family friendly environment which supports a community that can evolve and strengthen over time.

The development approach needs to maximise ‘place-making’ objectives, helping to enhance the balance of the existing area and the quality of life it offers.

Good design lifts quality of place and sense of place – creating stronger, more appealing environments, enhanced integration, and more responsive, higher quality building forms.

Good design and environmental quality is central to sustainable places and sustainable communities.



## 4.2 Building a spatial framework

A coordinated masterplanning approach is as much about promoting the benefits of this development opportunity to a wide audience - a compelling vision of change - as it is about showing how development layout can respond to physical constraints or calculating capacity.

Masterplanning for the Croston Road site has considered a range of physical, environmental, social and economic development influences and proposals. These considerations will also form the foundations of a more detailed, future layout proposals.

We have developed the indicative spatial framework to illustrate the components of a holistic design approach that can help bind together the constituent areas of the wider development opportunity into a single whole.

The framework is represented in summary by the plan opposite. This expresses a potential 'bigger picture' vision of development - guided by context, constraints and opportunities.

The plan is layered as three key pillars of development and design, each of which is analysed over the subsequent pages:

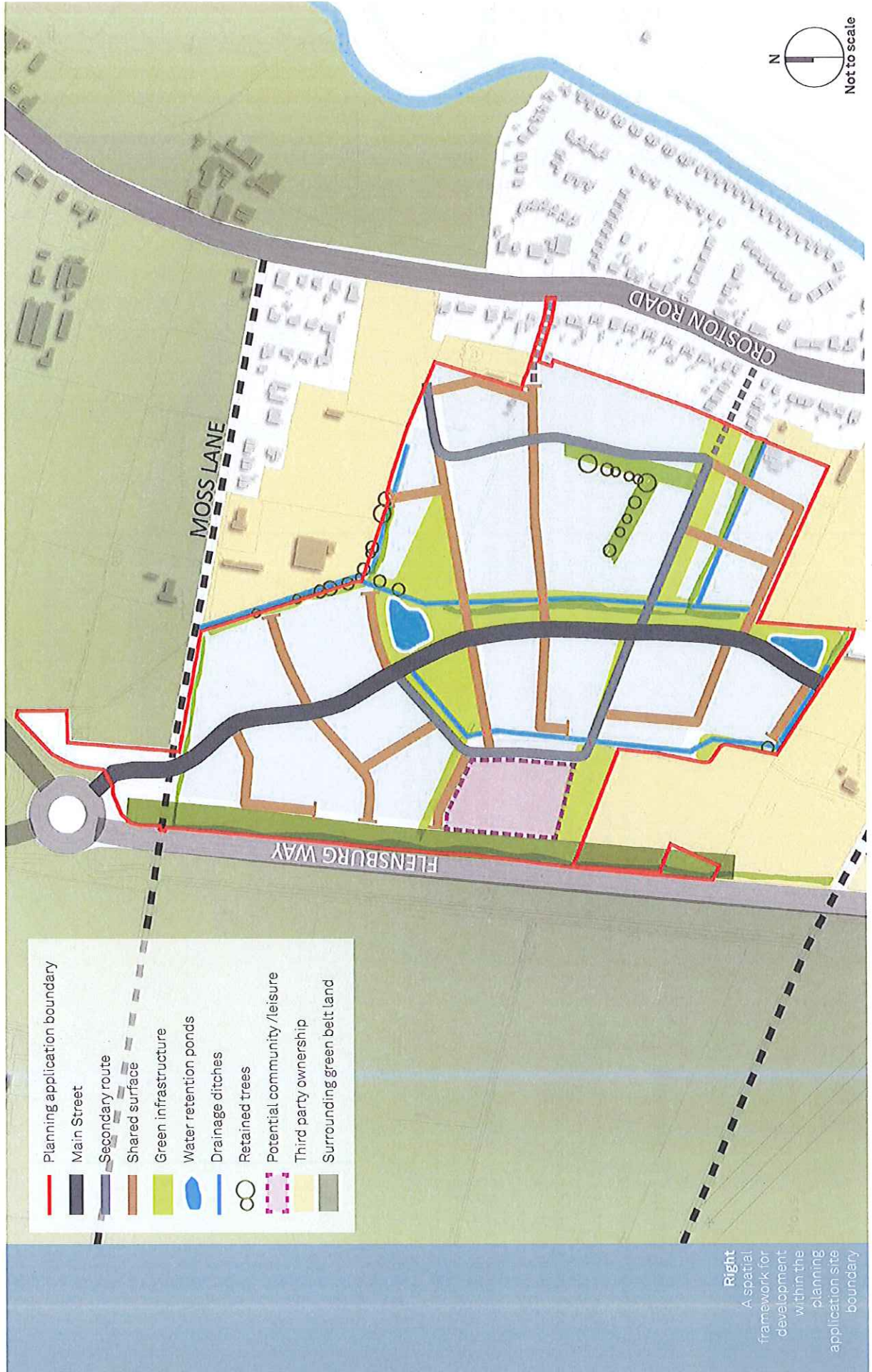
### 4.3 Access and movement

### 4.4 Open space

### 4.5 Built form character

The plan represents an evolution of the 2013 endorsed masterplan prepared by MCK associates. It retains and enhances most of the key features established by that plan, including:

- A **connected network** of pedestrian and cyclist-friendly routes which respond to site features such as a 'main street', promoting connections into both the local and wider area.
- A **prominent green infrastructure network** that defines development, by incorporating green corridors and 'green lanes' alongside multifunctional open green spaces. It also responds to the mossland character and retains existing land drains, trees and hedgerows.
- A **built form which creates distinctive 'main street' frontage** whilst responding to open space and Flensburg Way. The plot layout responds to the established urban grain, field boundaries, and specific edge conditions





### 4.3 Access and movement

#### Highway connections

A series of consultations combined with a rigorous technical assessment has confirmed that primary vehicular access should be via the Flensburg Way / Moss Lane roundabout

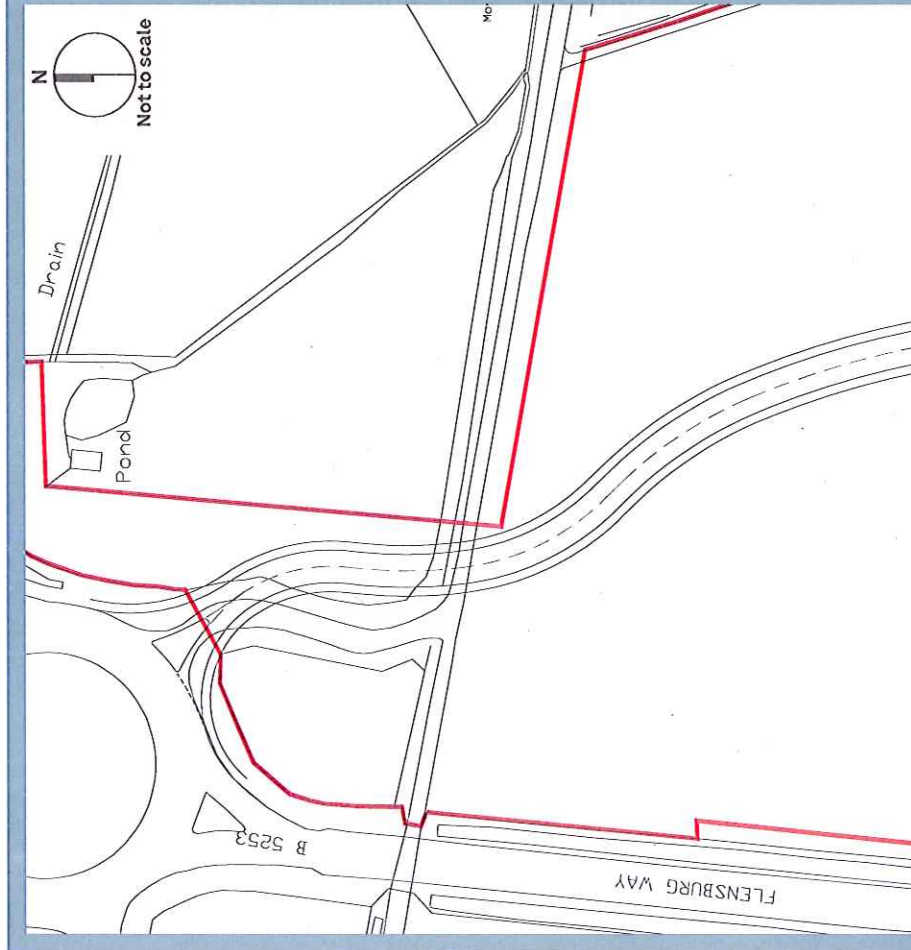
This will lead to a 'main street' acting as a spine to the development and ultimately leading through to development opportunities to the south. This concept has prompted a close working relationship with SRBC and LCC alike, to understand and agree the most appropriate and deliverable means of delivering this opportunity.

Secondary access could connect development to the local area via Croston Road and indeed attract people into the site and its focal points and amenities, such as open green spaces / play areas and - is applicable - the potential leisure / community facility.

Establishing a vehicular connection to Croston Road will however remain subject to further coordination with landowners to the north east - the site currently subject of option agreement by Hollinwood Homes.

Bannister Lane and Moss Lane are not suited to large volumes of vehicular traffic and the development proposals provide the opportunity to provide alternatives means of access. Moss Lane has the potential to become an attractive 'green lane' suited to pedestrians, cyclists and 'access only' vehicular movement.





Preliminary technical drawing of proposed road alignment at the Flensburg Way / Moss Lane entrance, testing geometry and forward visibility etc.



Extract from illustrative layout plan demonstrating how the access road shown to the left could be feasibly integrated into an attractive development proposition.

### Successful street design

Within the site movement and access could focus on promoting pedestrian and cyclist movement over vehicles. A network of attractive lanes, shared surfaces and paths could connect into the local urban area of Farington Moss, adjacent developments and surrounding landscape areas via existing paths.

Paths could be multifunctional, accessible to all - acting as footways, cycleways and if appropriate bridleways.

Together, routes will create an internal movement network that links dwellings and primary focal points within the development.

We would advocate street design adopting the principles established by Manual for Streets. A key design objective will be to maintain a legible movement network, and the indicative masterplan contained in this DAS demonstrates how a simple urban structure of regular development blocks can help aid permeability and orientation.

This can be enhanced by a simple street hierarchy that can be easily read and understood by road users. The central principle is to convey to users, as quickly as possible once they enter the site, the sense that street spaces within this development are social, public spaces, and that pedestrians and cyclists have priority.

Whilst the main access route leading from Flensburg Way roundabout will inevitably need to cater for a considerable number of vehicle movements, connecting streets should adopt design features that signalise that users are entering a pedestrian friendly environment – the general principle being that spaces become increasingly prioritised for pedestrians away from this main route through the site.

This can be achieved by unconventional geometries, creative use of surfacing materials and attractive landscape schemes. The potential to design for shared surface spaces is a particular opportunity.

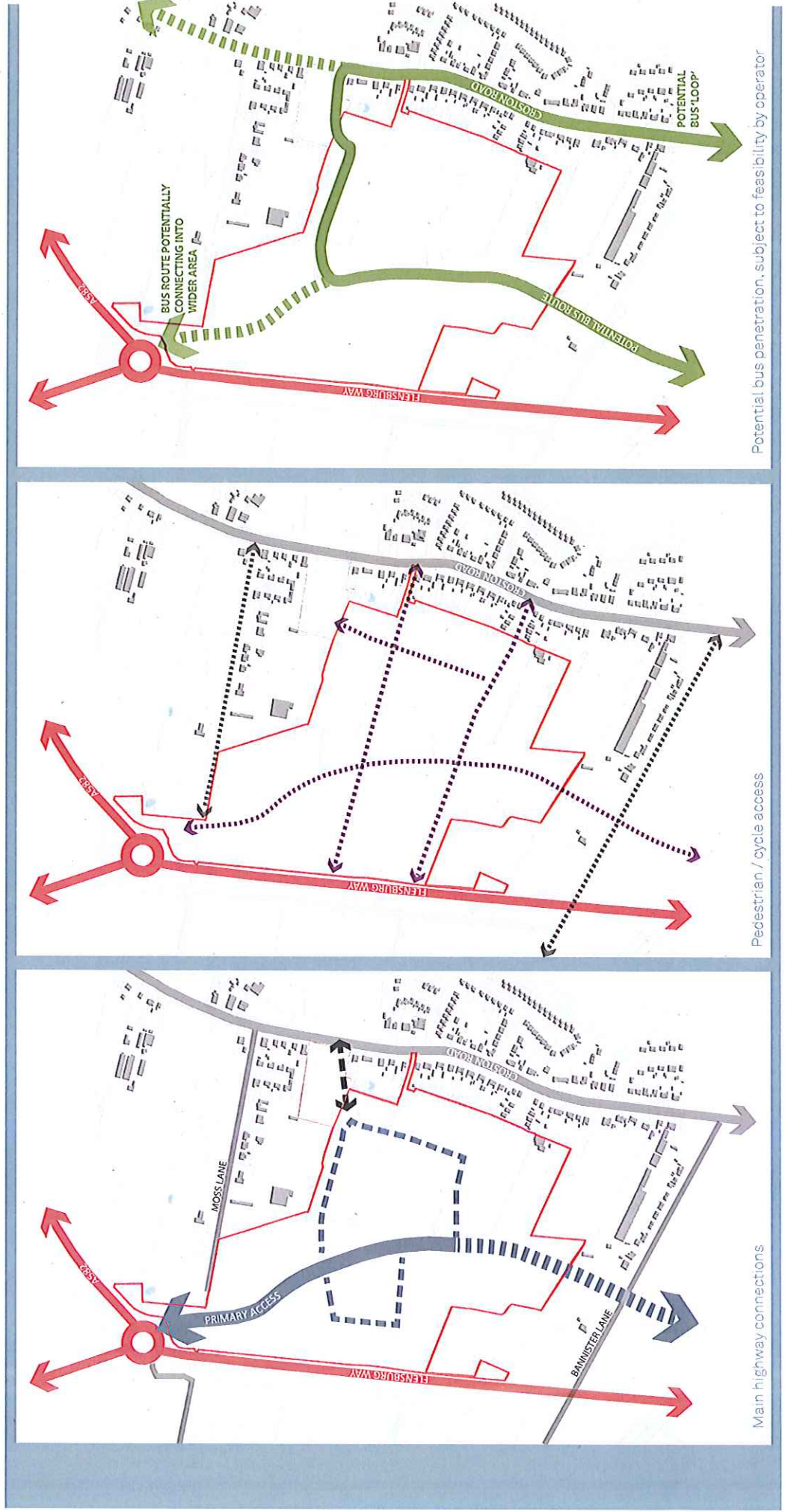
### Public transport

The strategic layout of routes through the site allows the possibility of connecting the site into both existing and potential future bus routes, creating access for all.

One possibility would be to create a bus 'loop' which not only connects the site and adjacent development to land to the South of Bannister but also into the local area of Leyland and wider transport network of Central Lancashire.

This step could be a key factor in fully integrating the site and the community here into its context for future generations.

Nevertheless, any future bus provision will be subject to further discussion with LCC as Highways Authority and potential service operators.



## 4.4 Open space

### Integrated green infrastructure

Open space and recreation is a key component of social infrastructure, and our proposal to bring forward a significant residential development on the allocated site will enhance opportunities to create an effective, comprehensive green space network.

The site has the potential to deliver much more than a 'typical' development. Local site characteristics provide the foundation of a green infrastructure network, whilst also stimulating the opportunity for a bespoke surface water drainage solution.

New open green space provision can create amenity space and play areas that help to sustain a family friendly place. However, as well as providing open green space for recreation, the opportunity arises for a development structured by more naturalistic / semi natural green corridors which provide more of a 'passive' type of amenity but incorporate a range of functions – land drainage / flood water storage, ecology / biodiversity, walking and cycling routes.

We understand that although the Open Space SPD sets out standards of provision, these are a starting point for discussion, and that SRBC appreciate that

a standards-based approach can only take the development process so far, in terms of its ability to deliver quality, integrated and usable spaces.

The 'design-led' solution pursued here demonstrates that standards can be delivered in quantitative terms, but that function and character of spaces can ultimately be fairly flexible and subject to definition at a later stage of design (and for agreement at Reserved Matters stage). Open space could be strategically distributed throughout the site, delivering a structured and legible network, as illustrated in the diagram opposite.

### Recreation open space

That said, we appreciate the need to ensure that recreation value is realised as well as simply loosely defined 'amenity'. This will need to include solutions for local and neighbourhood play, although further consideration will need to be given to the balance between on-site and off-site provisions.

Recreation open space can be designed as an integrated part of development, providing a superb amenity asset not only for new residents but for existing residents too. It is envisaged that development could be designed around a permeable, legible

and pedestrian friendly route network that encouraged ease of access to recreation open spaces.

This could potentially integrate SRBC's policy objectives to bring forward a potential community / leisure facility – that is, this facility could itself be recreation open space / sport provision.

### Landscape design

Landscape design should complement the open space principles by:

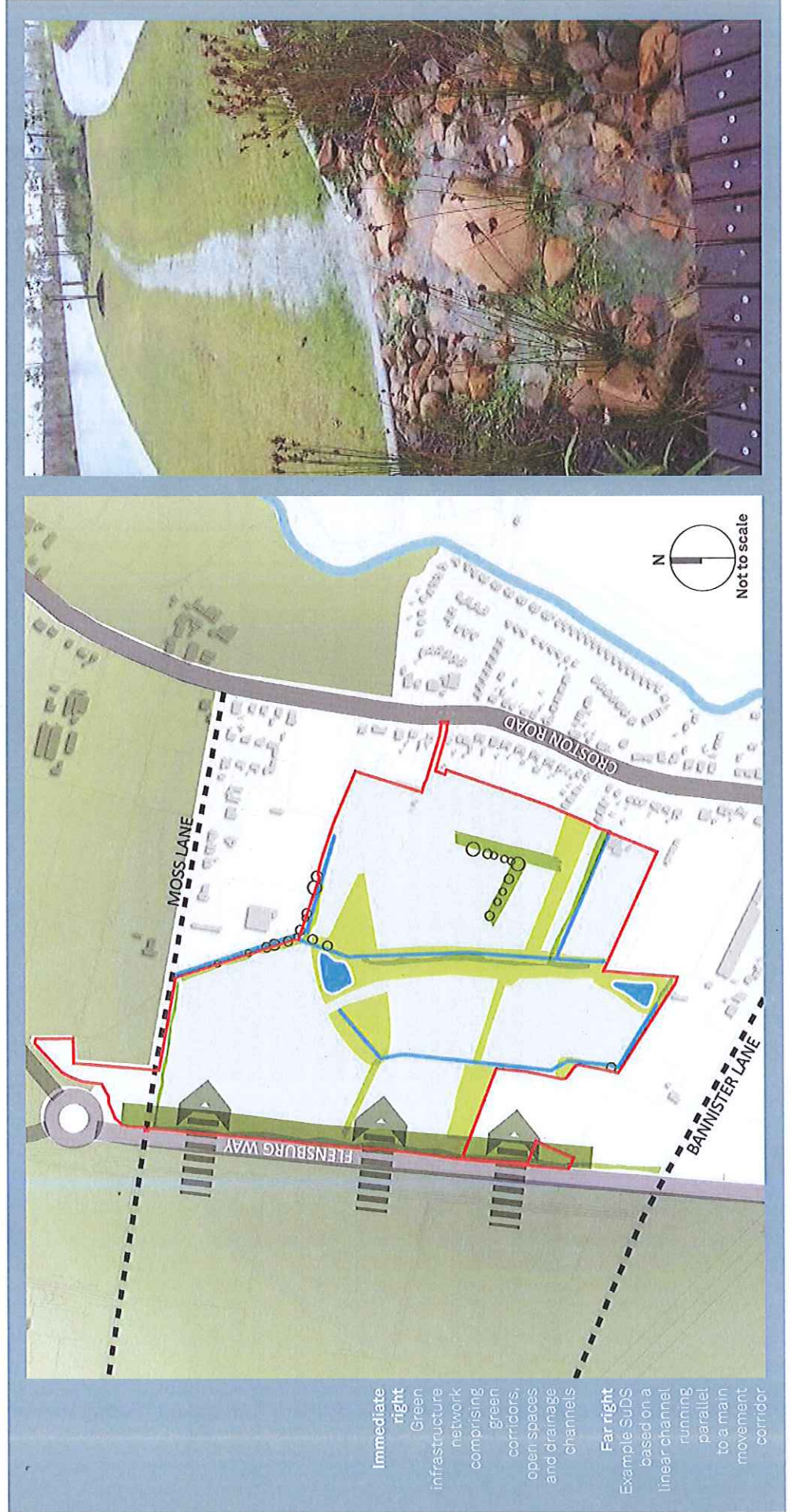
- Retaining existing field boundaries to use as a framework for new development.
- Encouraging the retention and enhancement of hedgerows and hedgerow trees.
- Conserving the network of drainage ditches and bank-side habitats and woodlands as semi-natural habitats.
- Tree planting using native species.
- Retention of field ponds and promoting their conservation as landscape features.
- Encouraging use of local materials.
- Restricting the rate of surface water run-off.

### Surface water drainage

At this stage we envisage that a key function of green infrastructure within the development will be to manage and provide appropriate drainage solutions, retaining and working with existing green infrastructure and in particular existing land drains.

Potential details of such drainage systems are yet to be understood, however we believe that in principle this site presents a clear opportunity to incorporate a Sustainable Drainage System (SuDS) based on open drainage channels and attenuation ponds.

Surface water drainage and water sensitive urban design should go hand in hand here, including incorporation of green roofs, technologies relating to permeable surfaces, and also promotion of efficient fixtures and fittings in homes.



**Immediate right**  
Green infrastructure network comprising green corridors, open spaces and drainage channels

**Far right**  
Example SUDS based on a linear channel running parallel to a main movement corridor

#### 4.5 Built form character

A traditional urban grain is envisaged in response to the character of adjacent and surrounding areas and with consideration to the likely property market.

At this outline stage development is anticipated to be largely defined by a mix of typologies of predominantly two-storey detached and semi-detached houses, but with the spatial definition of main streets and primary thresholds into the site potentially being defined by townhouses with distinctive, positive frontages. A more informal built form is envisaged in areas located away from the main streets with a gradual increase in detached and semi-detached properties.

The grain and definition of development parcels will be shaped by streets, drainage channels and both retained and new trees, hedgerows and vegetation. Existing field boundaries could be influential over built form character and urban structure.

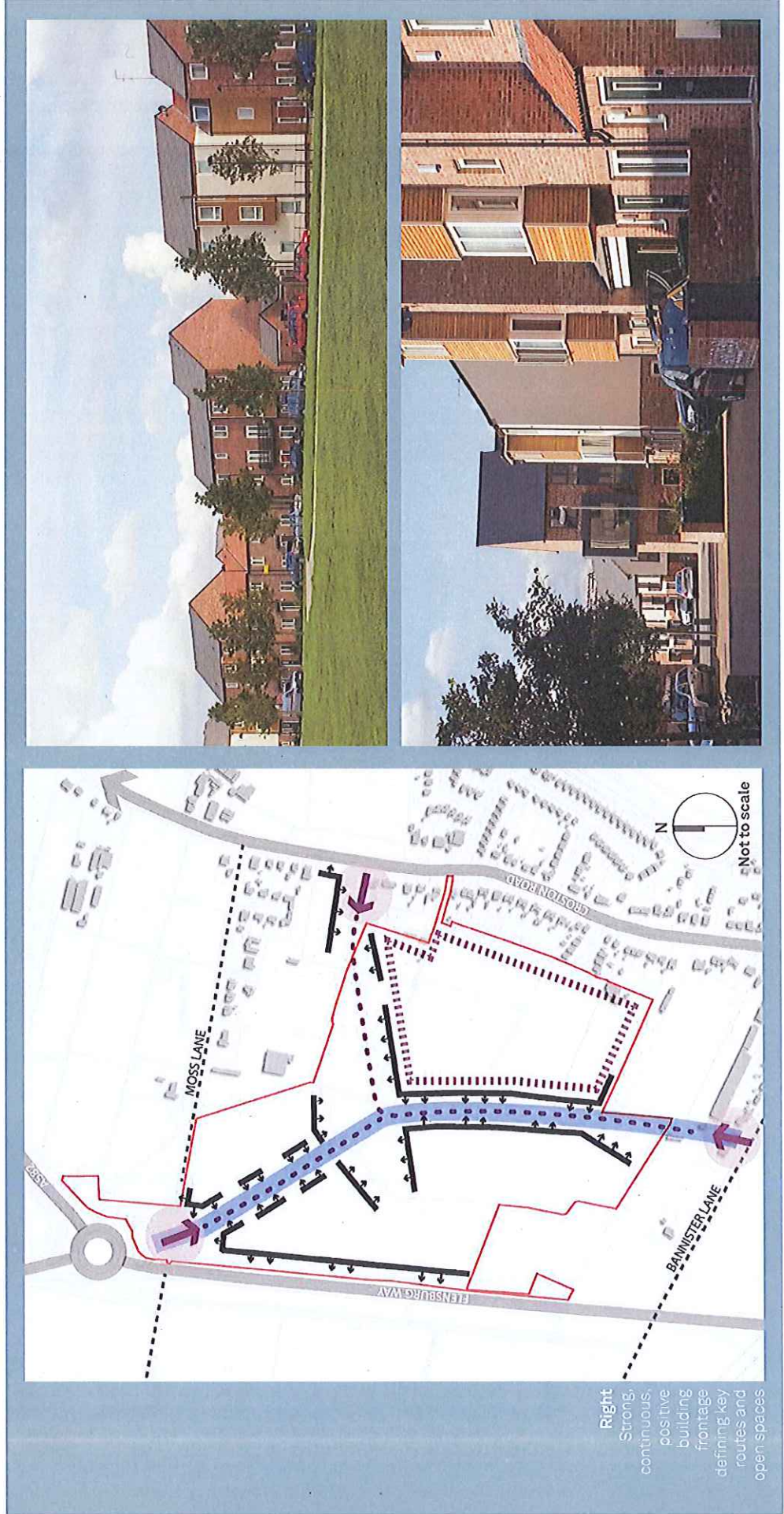
Development parcels and street network could take a relatively formal structure, responding to the existing linear / grid-like characteristics. The design and location of green corridors running through the development will help to structure - and provide transition between - different densities and typologies whilst at the same time providing a common element that binds them together.

This could be complemented by a characteristic, high profile 'set piece' green

space, which would become a positive, distinctive influence over urban form. Such a space would be an opportunity to provide active, usable open space that is overlooked by strong active frontages.

In creating parcels and plots, a key objective has been - and must continue to be - the principle that pedestrians and cyclists are at the top of the user hierarchy, i.e. streets designed as 'social spaces' rather than simply 'roads for cars' (picking up on Manual for Streets principles).

Residential development should be designed in a way that promotes walking and cycling, and therefore shared surfaces and low key, 'lower order' street spaces will continue to define built form character.

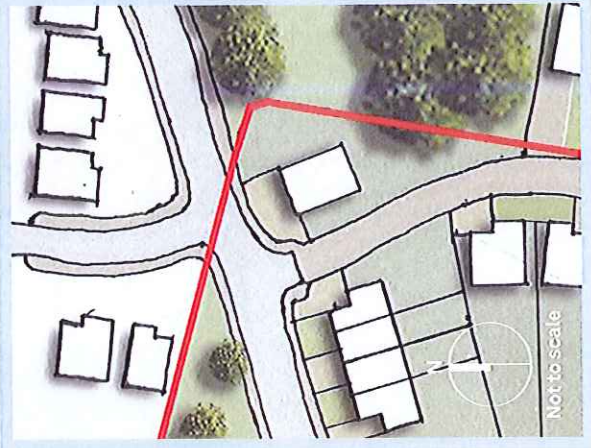


## 4.6 Illustrative layout

The illustrative layout opposite is the result of consultation with SRBC and third party land owners following the original OPA. Whilst the SRBC masterplan formed the foundation for the OPA, design development also identified that certain improvements could be made that will benefit the whole Croston Road area (inside and outside the OPA red line) thereby achieving a more responsive solution. We believe that the revised masterplan demonstrates that the approach we have taken is an improved solution which builds on the SRBC masterplan in a positive way whilst also incorporating all necessary sewer easements, connections into the adjacent site to the north and required open space provision.

The layout presented takes the spatial framework and its overarching design principles identified in this section and applies them to produce a potential development outcome for the site.

This could be an exciting prospect for the site - a layered, intelligent, comprehensive plan that responds to key issues and opportunities.



The illustrative plan incorporates a sketch plan prepared by Hollinwood Homes for the site to the North East (point 11 refers).

This plan has been prepared to demonstrate how development could come forward within the Hollinwood Homes site on a standalone basis.

The alternative sketch to the left shows how this layout could be very easily modified to create a literally seamless transition between the Hollinwood Homes site, in terms of housing layout, access and open space.

This shows the potential for development within the HCA site to take secondary access from Croston Road in the future, in line with SRBC masterplan principles.

## Key

1. Principal vehicular access linking to/ from Flensburg Way
2. Main street creating a legible spine to development and enabling connectivity to the south.
3. Potential to create multifunctional greenspace to provide a focal point to development, responding to the alignment of drainage ditches and key routes.
4. The layout responds to the SRBC masterplan in relation to creation of a central village greenspace. At the same time consideration has been given to requirements for sewer easements and natural surveillance of open space.
5. New housing located on the northern edge of the central village greenspace will help to close off an unprotected edge to the adjacent development through new development that will back onto the boundary.
6. Potential pedestrian and cyclist connection to adjacent approved residential development.
7. Potential pedestrian and cyclist connection to Croston Road (existing track).
8. Existing field boundary features, hedges and trees maintained and used to define urban structure.
9. Potential for a positive landscape edge to Flensburg Way.
10. Potential emergency access and pedestrian / cyclist connections onto Moss Lane.
11. Existing nursery subject to current planning application for residential development by Wainhomes.
12. Approved residential development - land off Murray Avenue (illustrative layout submitted for full planning permission by Wainhomes).
13. Land subject to previous planning application by Hollinwood Homes, with potential to provide a secondary vehicular access into the site.
14. Land outside the planning application site boundary but within the area allocated for residential development by SRBC - potential for future layout to be coordinated.
15. Opportunity to establish a coordinated link road through adjacent development areas.
16. Illustrative layout submitted for outline planning permission by Wainhomes, for land immediately to the south.
17. Land to the south with outline planning permission for residential development (Croston road South).





Not to scale



# 05

## Conclusion

Located on a Greenfield site on the edge of an urban area the opportunity presents itself to seamlessly integrate new development into the local and wider context. In design terms this could be achieved through three main opportunities:

- Respond to the access, movement and transport requirements of the site, local and wider context;
- Integrate the existing landscape and ecology of the site into any development proposals and minimising impact to existing habitats;
- Utilise existing features of the site and context to create a built form and character which responds to the surrounding urban fringe.

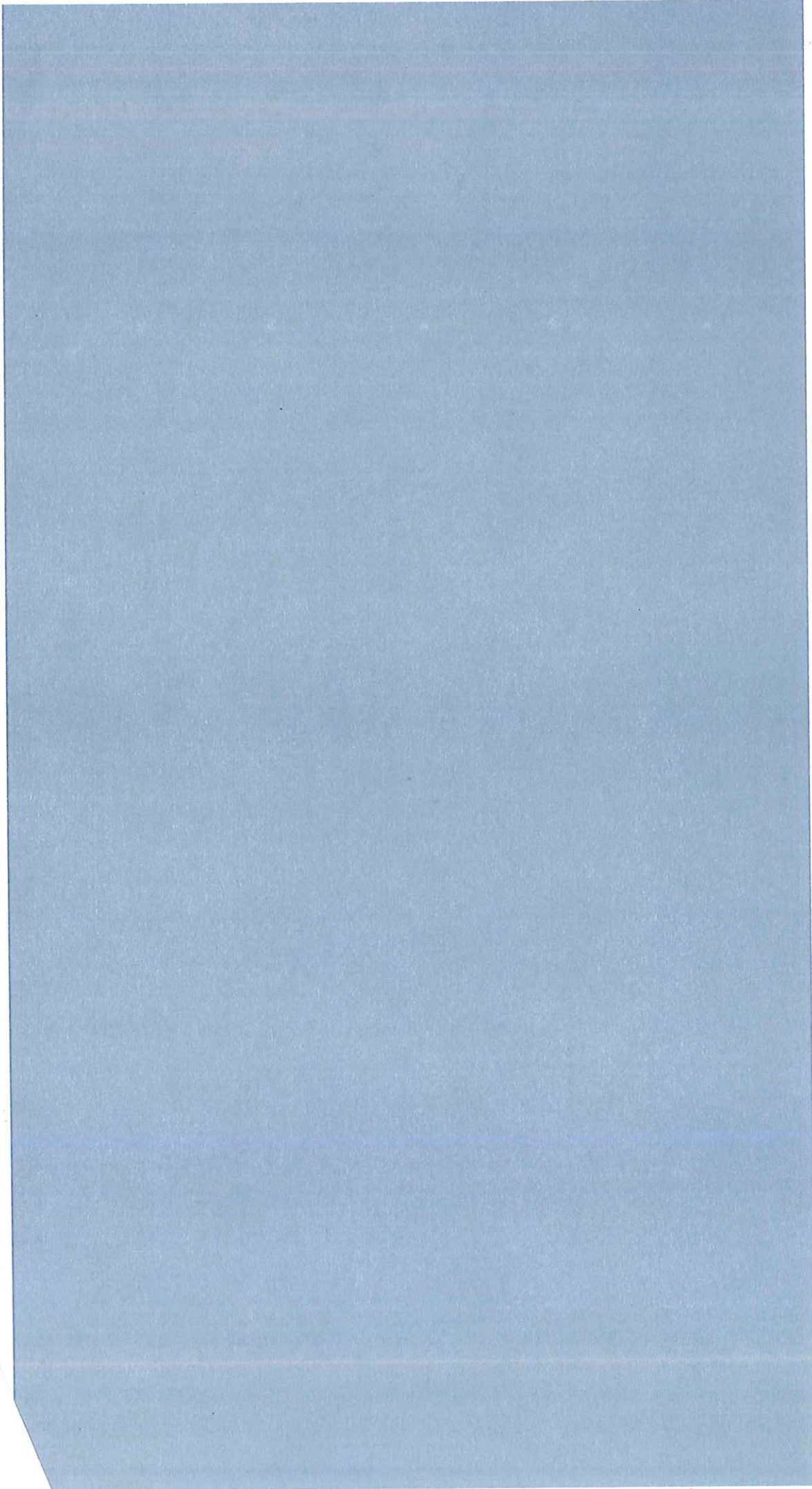
This DAS has established a robust and compelling representation of how the site could successfully come forward for significant high quality development, one that:

- Delivers high quality open spaces within a coherent green infrastructure network, including creation of attractive green corridors picking up the geometry of the existing field system, existing land drains, hedgerows and trees
- Delivers an optimum site access solution, which also helps to maximise benefits for the wider local and strategic networks
- Successfully addresses practical and technical constraints, including for example integration of sewer easement and ecological features
- Provides a coordinated approach to delivery of physical infrastructure and in particular creates a feasible sustainable drainage system
- Maximises opportunities for a distinctive, consistent development with an overarching, coordinated design ethos
- Helps to coordinate constituent land owners and resist disjointed development

These opportunities have been strengthened by working in collaboration with SRBC and LCC and by undertaking extensive public consultation on the development over a number of years.

This has helped shape a responsive development proposal which fully accord with the illustrative masterplan developed by SRBC.





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