



Design Code

August 2020



Kingsfold

Penwortham Way

Moss Lane

Bee Lane

Leyland Road

Lord's Lane

Nib Lane

Flag Lane

The Site

**West Coast
Railway Line**

Chain House Lane

Design Code Role and Status

This Design Code for The Lanes forms part of the suite of three Masterplan documents: Masterplan, Design Code and Infrastructure Delivery Schedule. The Design Code presents a series of site wide and neighbourhood design principles which future development at the site will be required to adhere to. Once approved, the Design Code will become a material consideration in the determination of all future planning applications within the Masterplan area.

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1.0 Introduction

1.0 Introduction

These Design Codes have been prepared by Taylor Wimpey and Homes England ("the Developers") to guide the future development of one of the largest allocated sites in South Ribble known as The Lanes, Penwortham "the site". A separate Masterplan Document and Infrastructure Delivery Schedule have also been prepared by the Developers.

"A design code is a set of illustrated design rules and requirements which instruct and may advise on the physical development of a site or area. The graphic and written components of the code are detailed and precise, and build upon a design vision such as a masterplan or a design and development framework for a site or area."

(From Department for Communities and Local Government: London, 'Preparing design codes: a practice manual', RIBA Publishing, 2006)

This document sets out the Design Codes for the site in order to allow a consistent quality and tone of development to be brought forward as different parcels of development are established.

In accordance with the South Ribble Local Plan (adopted in July 2015), the majority of the site is allocated as a Major Site for Development (under Policy C1) with the remainder of the site designated as Safeguarded Land for Future Development (under Policy G3).

Design Codes are a distinct form of detailed design guidance, often in a set of written and graphical rules. The aim is to provide clarity over what is acceptable for a particular location or site and thereby provide a level of certainty for developers and the local community alike. They set out design principles aimed at delivering better quality buildings and places, such as the requirements for roads, massing and architectural design. The guidance illustrated in these chapters are local in their scope and technical in their aspirations. These types of guidance are about achieving minimum requirements across the Masterplan area.

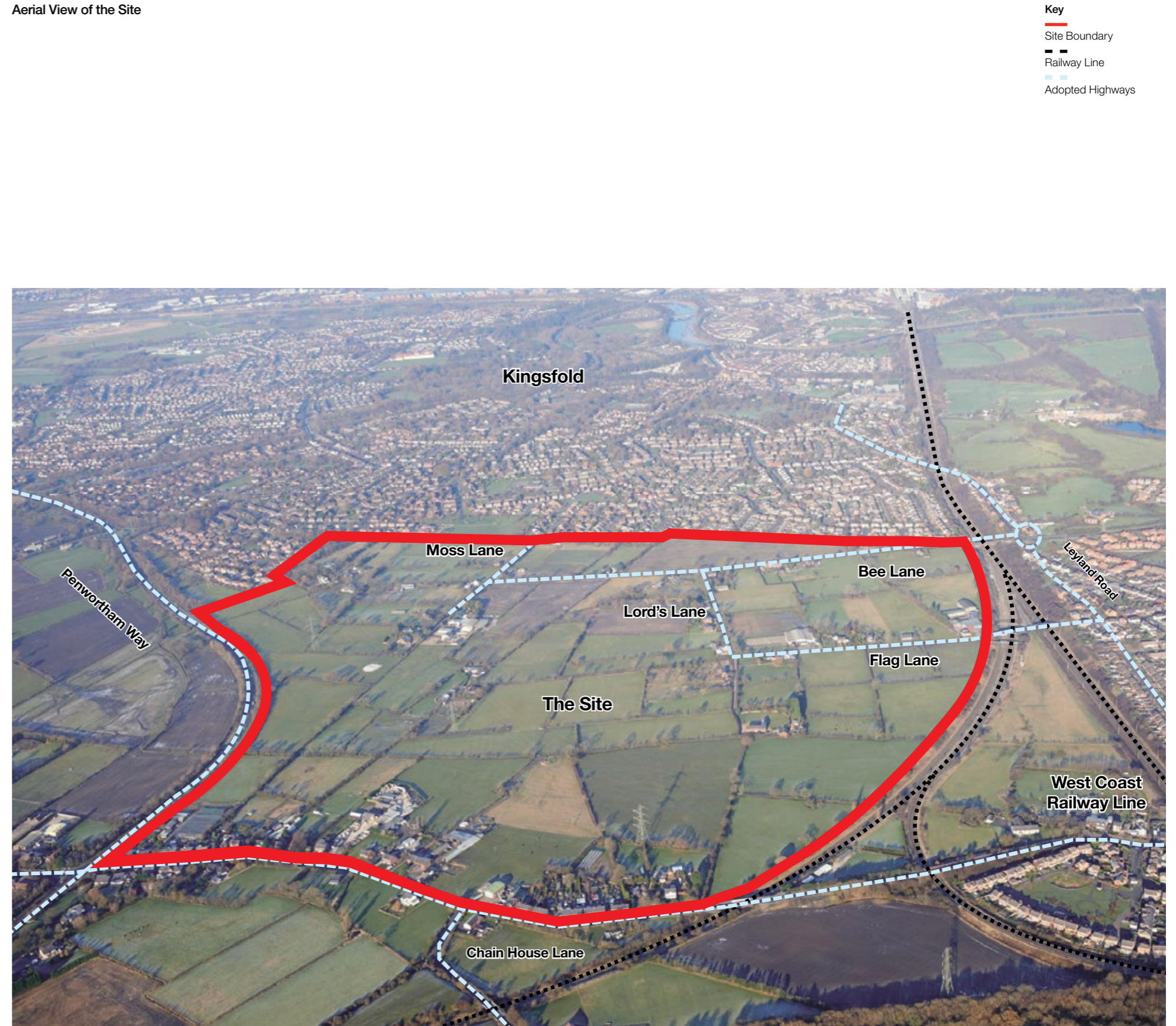
These codes are broken down into two sections:

- Site Wide Design Principles
- Character Area Design Principles.

Design Codes have considerable potential in order to assist in overcoming problems helping to deliver a high quality masterplan and building design. Some of the benefits of establishing a Design Code include:

- A higher quality building and landscape design.
- Enriched public and community spaces.
- Enhanced social and economic value, bringing a positive sense of place.
- A more certain planning process and with it a more certain climate for investment.
- A more streamlined development control that in turn saves time and money for developers and local authorities alike.
- A more coordinated and coherent development process which is built on consensus.

Aerial View of the Site



1.1 The Joint Applicants

The Developers

**Taylor
Wimpey**

Taylor Wimpey is a national developer operating at a local level from 24 regional businesses across the UK and building around 15,000 new high quality homes per year; we have two businesses in the North West of England who build around 1,300 new homes per year.

We are a responsible community developer, committed to working with local people, community groups and local authorities and keeping them informed about our work, both before we build and throughout the life of the development. We focus on getting the basics of homebuilding right first time, such as quality, customer service and health and safety, and we aim to continually improve all parts of our business.

We do much more than build homes – we add social, economic and environmental value to the wider communities in which we operate. We are first and foremost a local business and an important contributor to the local communities in which we build and to the sustainability of those communities and areas.

Every year we create vibrant communities where people want to live and many of our homes are built in areas where there is an under-supply of housing. We also create jobs, deliver improvements to local environments and infrastructure, contribute to community facilities and support local projects and initiatives.

 Homes
England

Homes England is the Ministry of Housing, Communities & Local Government's non-departmental public body and brings together land, money, expertise, planning and compulsory purchase powers, with a clear remit to facilitate delivery of sufficient new homes, where they are most needed, to deliver a sustained improvement in affordability. Homes England works locally in individual communities to help meet local priorities. Homes England invest mostly in building new homes, but also in creating employment floorspace and other community facilities, in cities, towns and villages across the country. The homes funded by Homes England include affordable homes for rent and sale, and homes for rent or sale at market prices. Homes England's investment helps build around half of all new homes built in England each year. This investment also helps increase local growth by creating jobs and supporting businesses.



2.0 Masterplan Context

2.0 The Masterplan

A separate Masterplan Document and Infrastructure Delivery Schedule have also been prepared by the Developers.

The Site

The Masterplan area extends to 99.78 hectares and in accordance with Policy C1 of the South Ribble Local Plan comprises land bounded by Chain House Lane / Coot Lane to the south and Penwortham Way to the west. Immediately to the north of the site lies the community of Kingsfold and to the east lies Lostock Hall. The site is currently occupied by a number of individual properties in private ownership, the majority of which are accessed via Bee Lane, Flag Lane, Lords Lane, Moss Lane and Nib Lane which bisect the site.

Planning Policy

The principle of a residential led mixed use development at the site has been established by South Ribble Borough Council ("SRBC") through the adoption of the South Ribble Local Plan in July 2015. In accordance with the South Ribble Local Plan the majority of the site is allocated as a Major Site for Development (under Policy C1) with the remainder of the site designated as Safeguarded Land for Future Development (under Policy G3). The Masterplan area adjoins additional Safeguarded Land to the south and the Masterplan will not preclude the future development of this land at the appropriate time.

Community Consultation

As part of the preparation of this Masterplan, the Developers have carried out extensive consultation. The Masterplan has been prepared following these initial consultations with property owners and landowners within the site, the local community, Members and Officers at SRBC and Lancashire County Council ("LCC"), statutory organisations, Penwortham Town Council and other stakeholders. This took place between June and September 2018 and sought views on the overall content and vision for the Masterplan.

Taylor Wimpey and Homes England ("The Developers") in consultation with SRBC and LCC prepared a Draft Masterplan document which was submitted to SRBC on 28 September 2018. SRBC's Planning Committee endorsed the Draft Masterplan document for consultation at its meeting on 7 November 2018. The consultation on the Draft Masterplan took place between 9th November 2018 and 4th January 2019.

The Masterplan will be used to guide and co-ordinate on-going development within the site. Once approved the Masterplan will become a material consideration in the determination of all future planning applications relevant to the site.

Environmental Considerations

A comprehensive range of environmental considerations have been taken into account in preparing the Masterplan. Technical assessments of the site have been undertaken by an experienced technical team commissioned by Taylor Wimpey and Homes England. A summary of the findings of the specialist technical assessments covering highways, landscape, ecology, flood risk, noise, air quality, ground conditions, utilities and heritage and archaeology is presented within this document. The technical assessments conclude that once conventional mitigation is implemented no constraints have been identified which preclude the future development of the site.

A New Residential Led Mixed-Use Neighbourhood

The Masterplan fully meets the requirements of Policy C1 of the South Ribble Local Plan. It proposes the comprehensive redevelopment of the site and includes the land allocated for Major Development and the land Safeguarded for Future Development at Coot Lane.

The Masterplan proposes a residential led mixed use development which will deliver in the region of 2,000 new homes. The Masterplan also makes provision for a range of other accompanying uses required by Policy C1 of the Local Plan.

To ensure best practice place-making is achieved throughout the site, a wide range of social and physical infrastructure will be delivered to support the new and existing population.

Once planning permission is granted and development commences on site, there could be between one and four house builder outlets on the site delivering between 30 and 150 dwellings per year.

In accordance with Policy C1 of the South Ribble Local Plan, the proposed uses illustrated on the Masterplan comprise:

- **Residential** – comprising a mix of detached, semi-detached, mews and apartment properties ranging from 1 - 5 bedrooomed dwellings in size.
- **A new Local Centre** – which will contain a range of services and facilities and could include a new foodstore, offices, community uses as well as a range of other services and facilities, for example a pharmacy, gym, veterinary surgery, dry cleaners and hairdressers.

- **Employment Development** – The Masterplan will make provision for the inclusion of office development to be located within the new local centre.

- **Education Facilities** - A new two form entry primary school is proposed as part of the Masterplan.

- **A New Apprenticeship and Skills Centre / potential Community Centre** - A new Apprenticeship and Skills Programme and Centre is proposed throughout the build phase of the development. Open to all, the Skills Training Scheme will be designed to help provide people with the skills needed to those wanting to pursue a career in construction. The building will be transferred to the community after the construction phase and could be used as a community building or other appropriate use.

- **Green Infrastructure** - A strong green infrastructure network will be provided across the site. The green infrastructure will have differing forms, functions and uses and will be connected by the extensive network of green links across the site. On site green infrastructure provision could include amenity green space, equipped play areas, natural / semi natural open space, playing fields and allotment provision.

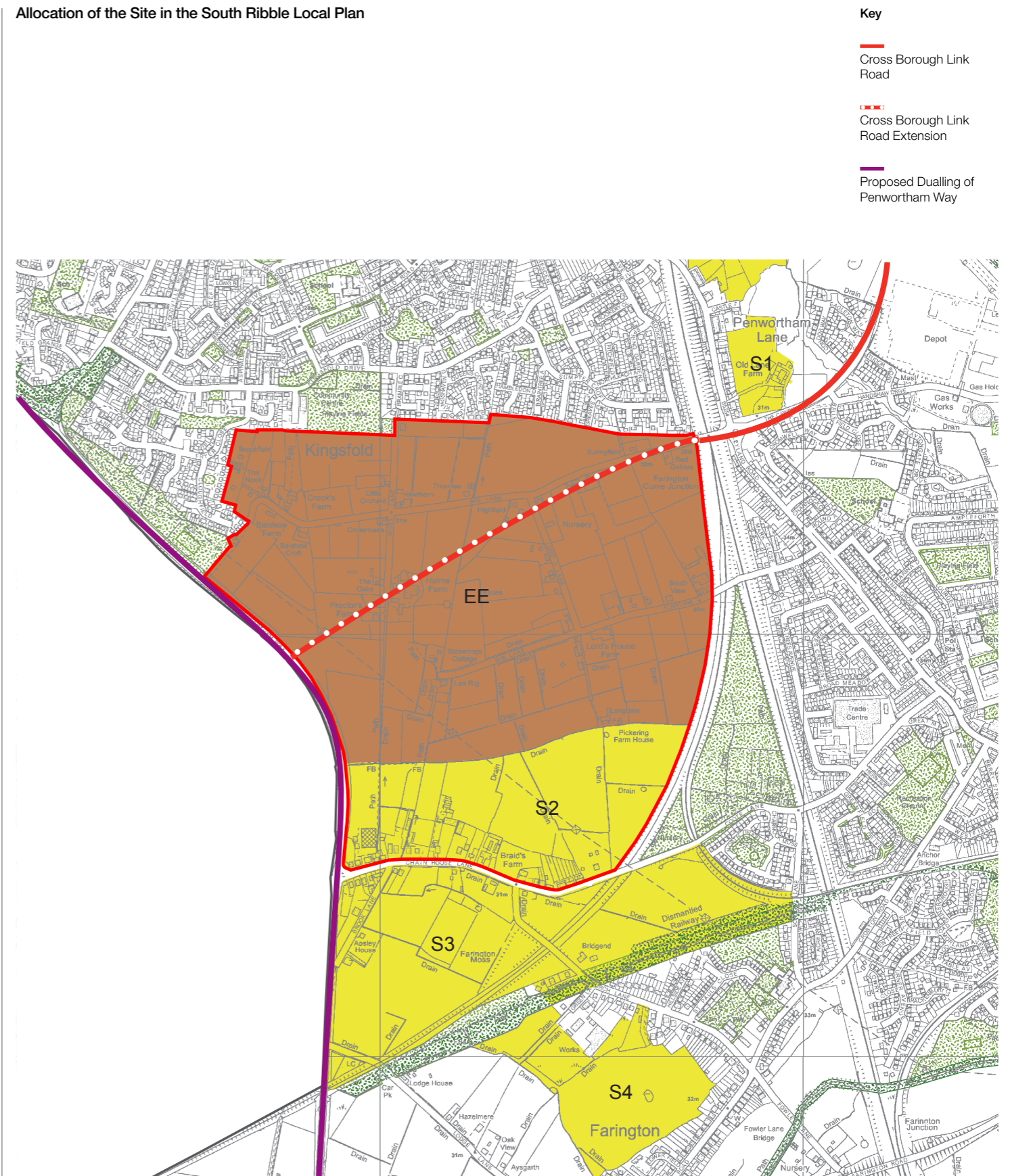
- **Cross Borough Link Road** - In accordance with Policy A2 of the South Ribble Local Plan, the Masterplan also proposes the Cross Borough Link Road extension linking Penwortham Way with Leyland Road

- **Site Access** - The primary vehicular access to the site will be via a signal controlled junction from Penwortham Way. Secondary vehicular access to the site will be provided via a connection towards the north-eastern corner of the site, from Flag Lane to the east of the site and Chain House Lane to the south.

A series of Development Parameters have been designed to establish a framework for the future redevelopment of the site. The Development Parameters are reflected in the Masterplan and include:

- A residential led development supported by a mix of uses;
- Scale of development;
- Design;
- Site access and road hierarchy;
- Landscaping planting; and
- Green Infrastructure.

Allocation of the Site in the South Ribble Local Plan



2.0 The Masterplan

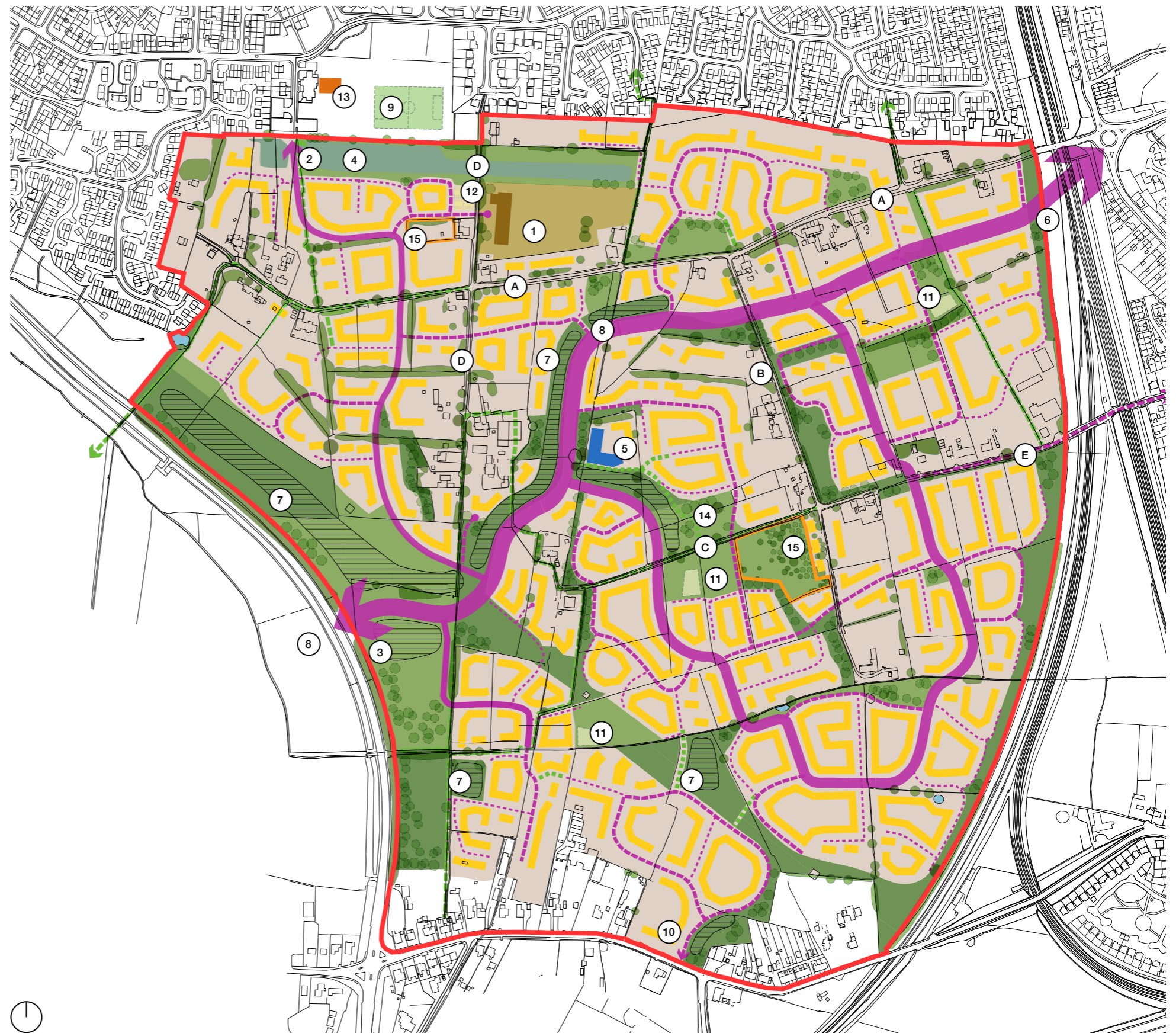
Illustrative Masterplan

1. New Primary School
2. Public Transport, Pedestrian and Cycle Link to Kingsfold
3. Entrance Gateway – A new route from Penwortham Way direct to the heart of the new community.
4. Area to manage and contain existing surface water.
5. New local facilities including, employment and community uses
6. New Cross Borough Link Road Bridge.
7. Sustainable Urban Drainage
8. Cross Borough Link Road (CBLR)
9. 3G Pitch
10. Limited highways access onto Chainhouse Lane
11. Children's Play Areas
12. Parking and drop off for school
13. Extension to existing Community Centre
14. The Village Green
15. Retention of Orchard and / or land for future residential development if the Orchard (or part thereof) is replaced within the Masterplan

- A. Bee Lane
- B. Lord's Lane
- C. Nib Lane
- D. Moss Lane
- E. Flag Lane

Key

- | | |
|---|---|
|  Application Red Line |  Secondary Road Network |
|  Internal Greenspace |  Residential Frontages |
|  New Formal Amenity Space |  Community Use |
|  Existing Lanes |  Education |
|  Public Rights of Way |  Local Centre and Employment uses |
|  Primary Road Network |  Orchard and / or future residential |



3.0 Site Wide Design Principles

3.1 Site Wide Design Principles

Road Hierarchy and Circulation

The masterplan layout has been developed based on well understood urban design principles.

The principles of the masterplan help achieve sustainable movement systems - the roads, streets, footpaths, public transport routes, green corridors, and systems for providing service utilities, all of which improve urban life.

The development will act to connect the new neighbourhoods we have designed through a rich network of spaces and places.

A Neighbourhood Scale

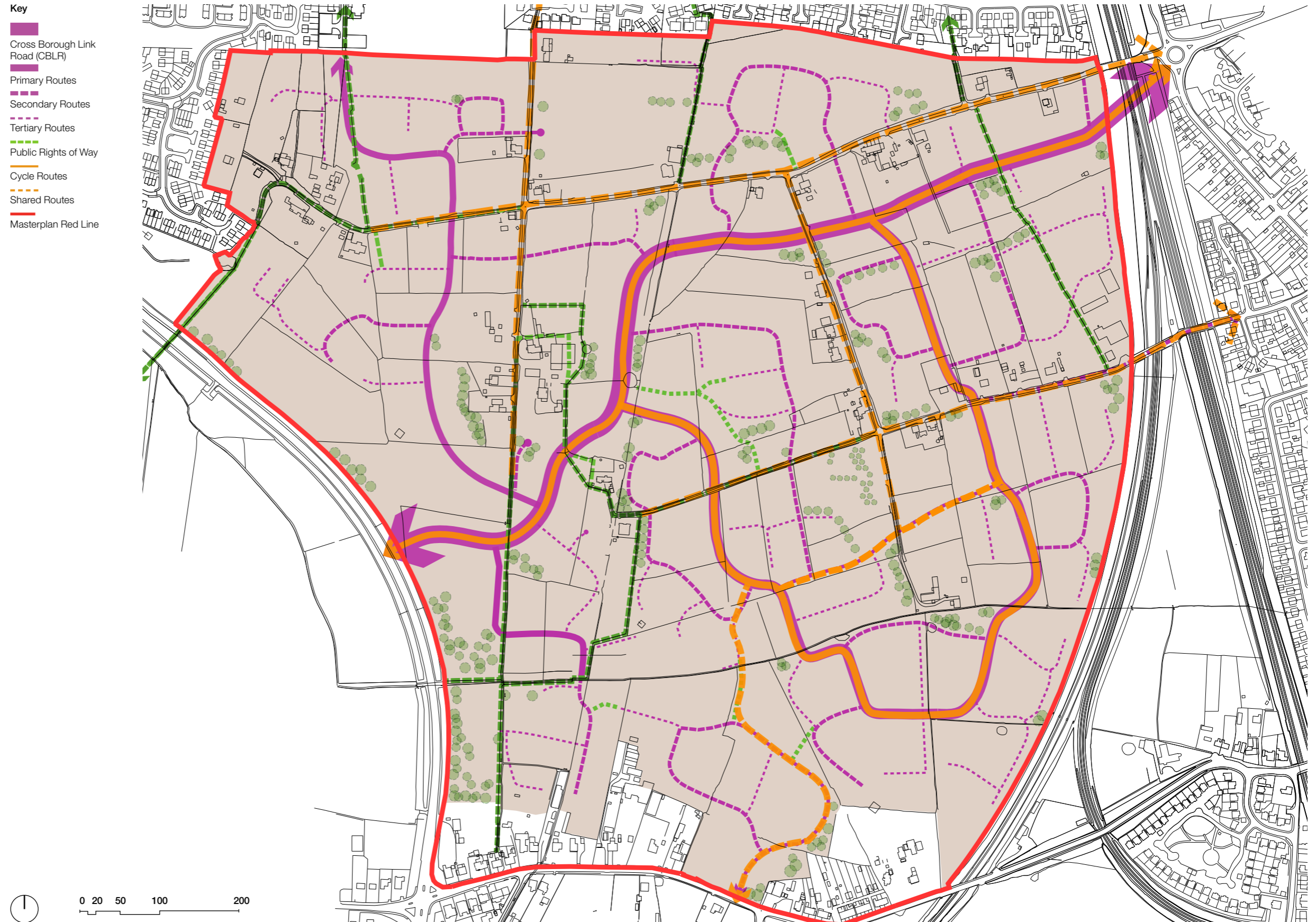
The urban block forms the basic DNA of any new residential development. The block should be defensible, create enclosure and activity to the adjacent street and be of sufficient size and scale to accommodate both public and private amenity space.

Streets and squares are designed to be accessible and to feel safe and secure.

A distinct hierarchy of public and private spaces is required and this dialogue is continued with the use of residential blocks and secondary layers within the development. Feature buildings and focal points have been considered where appropriate and layouts that encourage interaction, pedestrian and cycle movements and clear observation of public spaces will be provided.

The masterplan and Design Codes will facilitate the right quality of development but not be so prescriptive as to restrict future flexibility. This section of the document therefore sets out the 4 principles upon which the development can be further developed namely:

- Road Hierarchy and Circulation
- Urban Form and Massing
- Hierarchy of Green Spaces
- Sustainability, Health and Well-being and Community

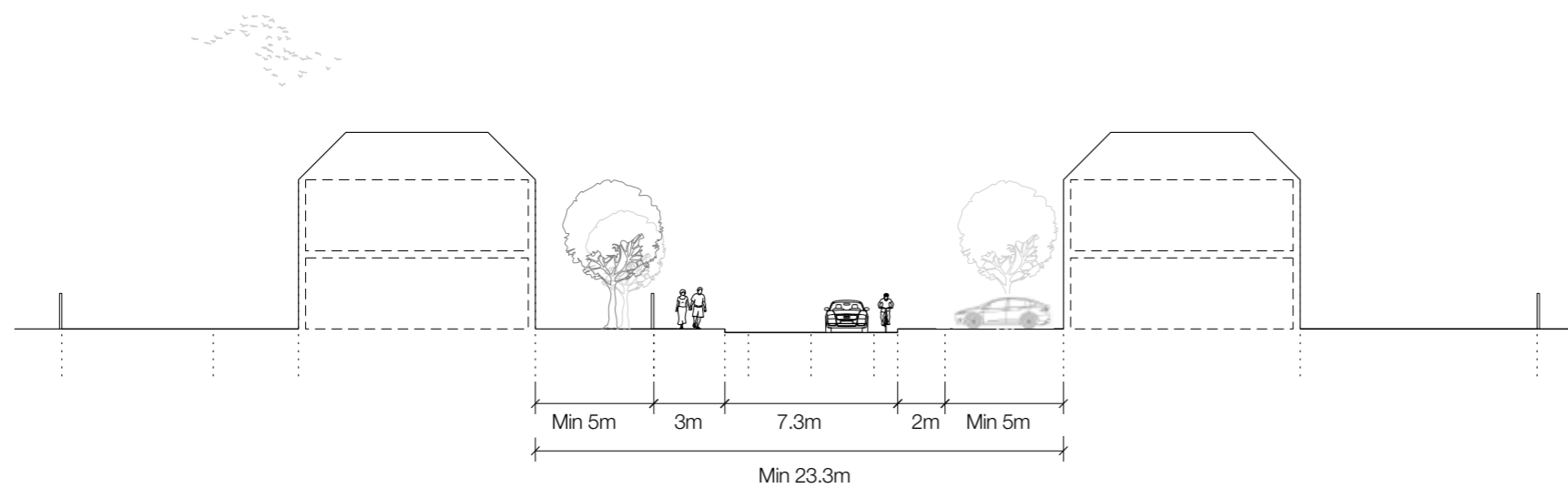


3.1 Site Wide Design Principles

Road Hierarchy and Circulation

Cross Borough Link Road (CBLR) Extension

Illustrative / typical arrangement for the proposed east/west route when fronted with two storey dwellings.



Within the Masterplan there shall be a strong hierarchy within the road network:

Cross Borough Link Road (CBLR)

This CBLR extension is a connecting route linking the existing infrastructure between the Cawsey and Penwortham Way. It establishes the spine from which additional roads branch.

This section of road is the widest within the masterplan, set at 7.3m allowing for vehicles and cyclists to be segregated. The footpaths either side are set at 2m and 3m. The 3m wide pavement will include for the segregated cycleway on the northern side.

As the illustrative diagram adjacent, this equates to having a 23.3m distance from face of dwelling to face of dwelling.

It is anticipated that this road will be tree lined, with the trees located in the public highway and / or the private garden areas where appropriate.

Primary Roads

Primary roads will be accessed from the CBLR. These roads will be 6.5m wide and weave through the landscape to create clear circulation loops. These sections of road narrow slightly slowing the traffic flow but remaining accessible for vehicles and cyclists alike. Along these roads there shall be a footpath set at 2m either side. This relates to a face of dwelling to face of dwelling at a minimum of 21m when the dwellings are two storey. Where dwellings are taller, this will need to be increased.

Secondary Roads:

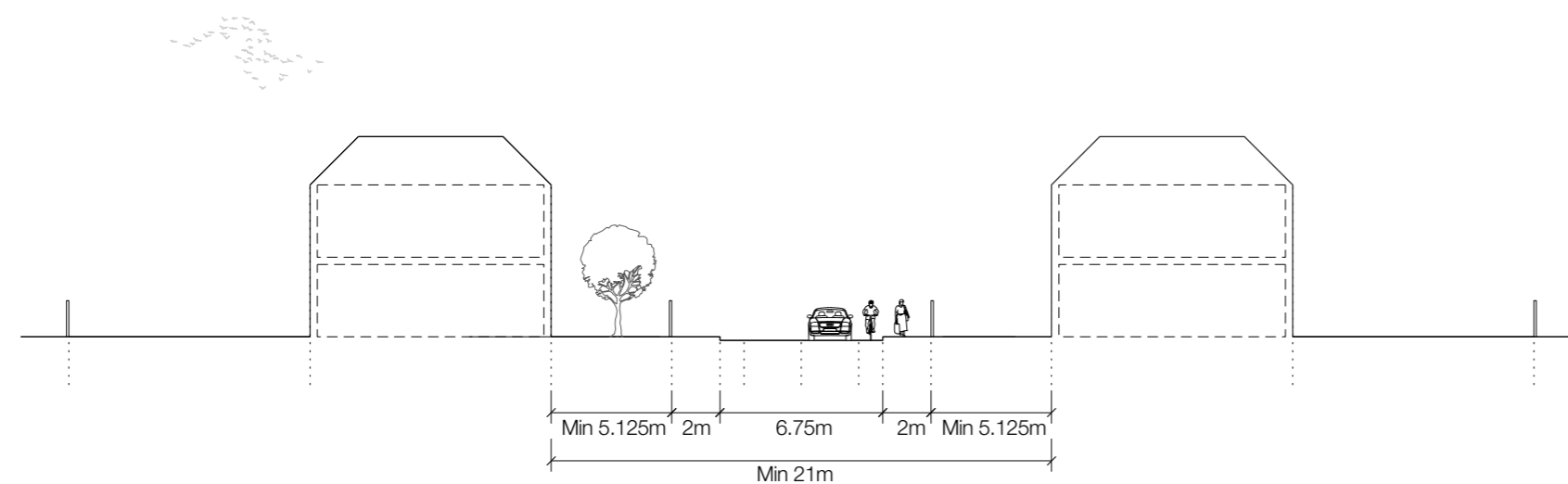
These roads narrow to a width of 5.5m to assist with traffic calming; they also deal with a lower volume of traffic. They have a footpath either side. Due to the narrower road, wider verges or gardens will ensure the face to face distance is to be kept to minimum width of 21m face to face and 13m face to side elevation. This relates to two storey dwellings. Where dwellings are taller, this will need to be increased.

Tertiary Roads:

The tertiary circulation network is to be a shared surface treatment found in very local situations creating small communities. Here the shared surface combines the road, footpath and cycle path with no kerb.

Primary Circulation

Illustrative / Typical arrangement for the primary roads when fronted with two storey dwellings.



3.2 Site Wide Design Principles

Urban Form and Massing

This section illustrates the general design codes for the massing and streetscape for the Masterplan.

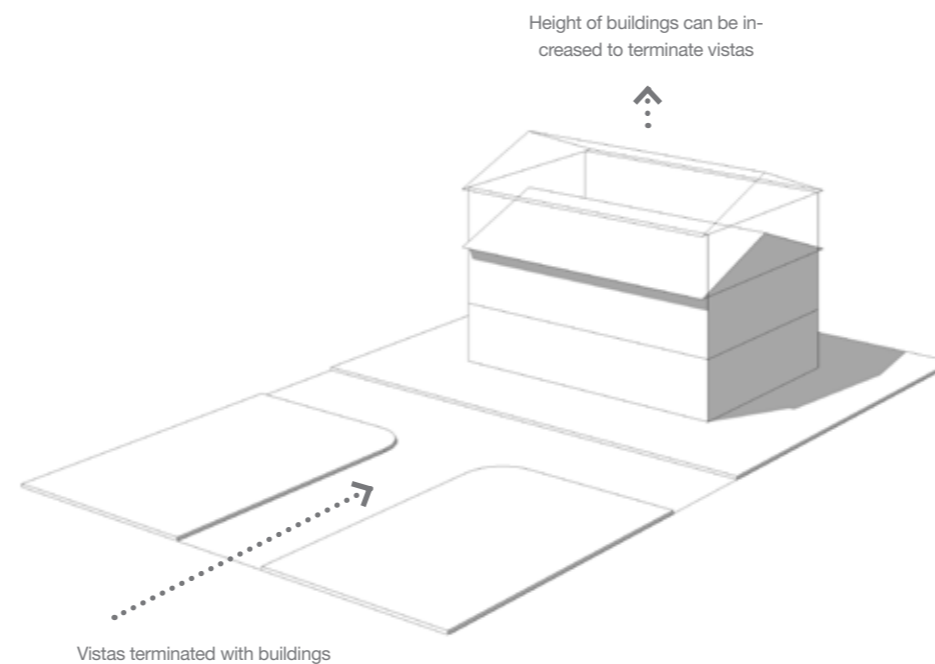
Throughout the Masterplan it is important to animate the street level. To achieve this, the creation of framed vistas by positioning dwellings adjacent to junctions helps to enliven the street scene and to create communities.

To further create interest within the Masterplan, there can be an allowance for an increased massing, either in height or by footprint, to animate the building design, at ends of block or terraces and potentially to the centre. This enables mini focal points within the Masterplan to form part of the wayfinding and give a sense of place and destination.

These elements need to work together to ensure a coherent and vitalized street profile, as the negative affect of this would be to have detached suburban homes. The front face of individual buildings is to be flush with one another and appear continuous as opposed to a broken linear form, with the front door remaining the most important element and should form the basis of the pattern.

Street Vistas

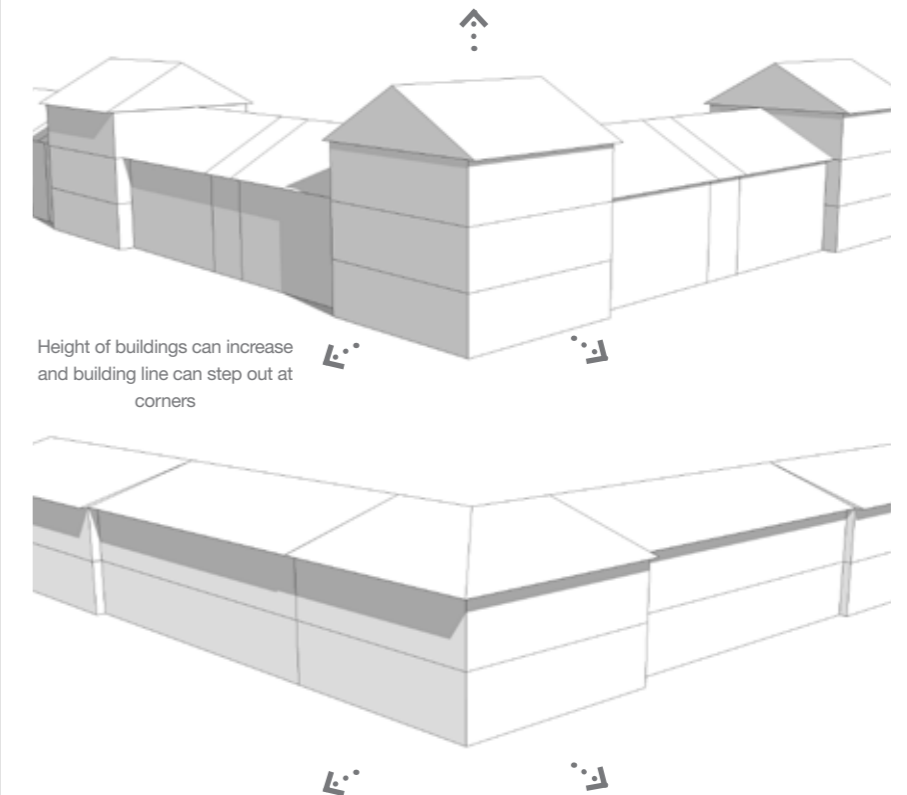
In order to animate the street scene, vistas from adjoining roads should be considered. Vistas should be clearly terminated with distinct buildings. Buildings in these locations could be taller. This helps to frame the view, and creates well considered vistas throughout the Masterplan.



Turning Corners

To create interest and to further animate the building design towards end or centre of housing, an allowance can be made to increase the massing, either in height, or footprint.

This enables intermittent landmarks to be created within the Masterplan to form part of the way-finding and gives a sense of place and destination.



3.2 Site Wide Design Principles

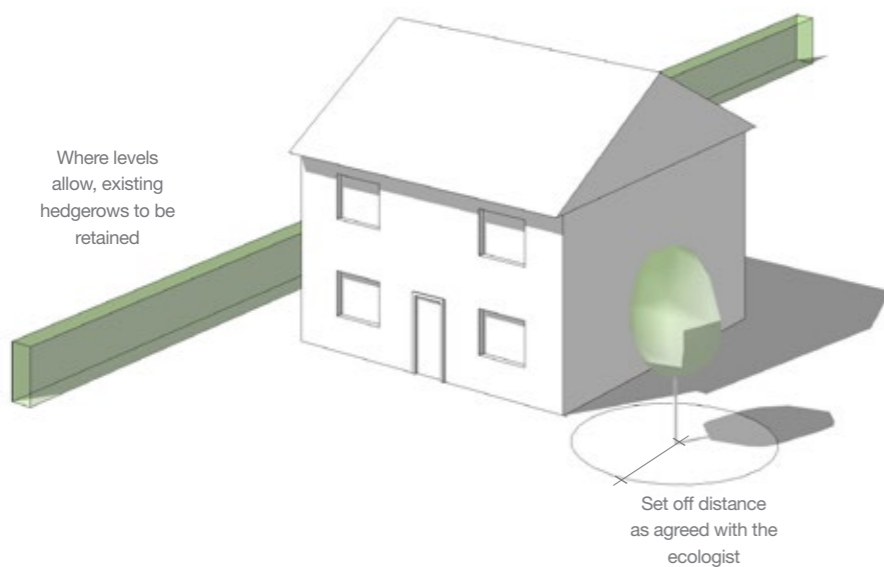
Urban Form and Massing

Positioning of Dwellings

All Category A quality trees are to be retained through the development. Category B trees, hedgerows on field boundaries should be sought to be retained where possible and where level changes / design allows.

All proposed trees and planting are to be low maintenance broad leafed natives.

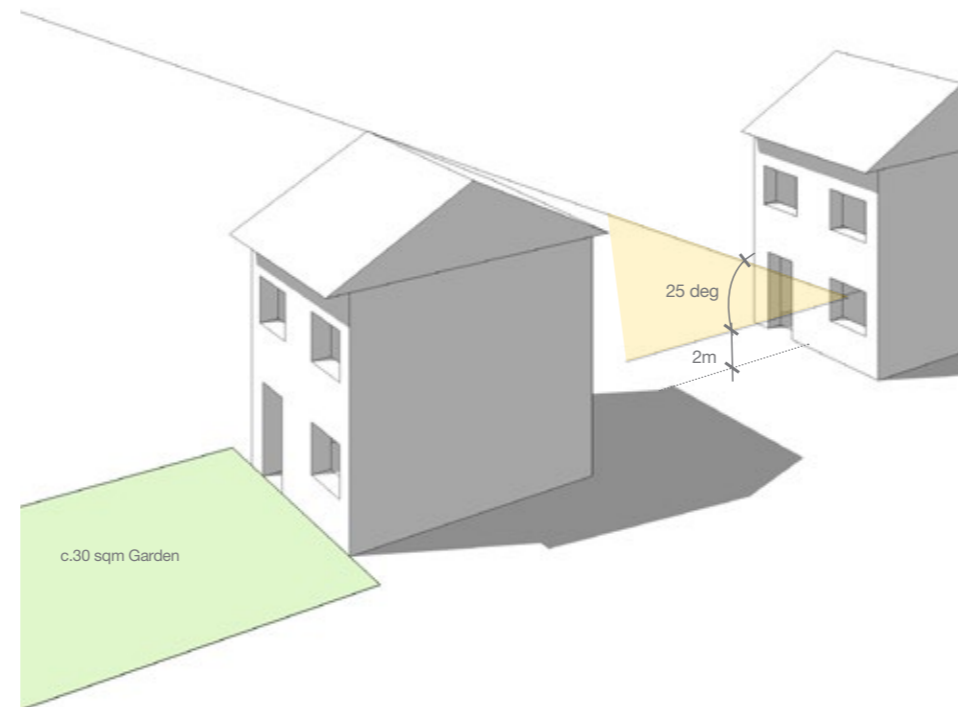
For every tree removed, a minimum two trees shall be planted to replace it elsewhere on the development.



Light and Private Space

Each house should have access to either an approximately 50 sq.m. private garden or a communal garden area.

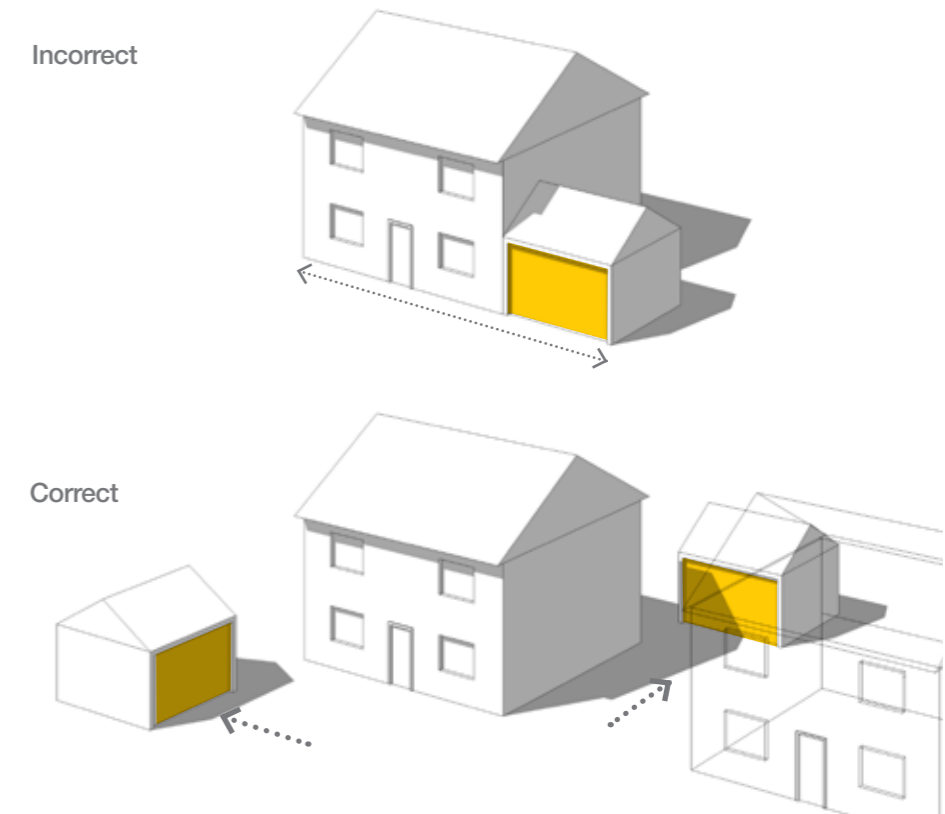
Furthermore, the position of the individual dwellings should not block light from one to another. To determine this, the pitch of the adjacent dwelling should not block a 25 deg reference line, from 2m above the ground line. In any case there should be a minimum of 13m from habitable window to gable in accordance with SRBC Residential Design Guide.



Garage Locations

Non integral garages, with their doors aligning with the front door of the dwelling are a feature of poor visual quality and downgrading of the townscape. This arrangement should be avoided.

Animating the road should be a preferable solution by either setting the garage back away from the road, with an additional parking space set within a carriageway or a well-designed outer building would be an acceptable solution.



3.2 Site Wide Design Principles

Urban Form and Massing

The setting out of the dwellings relative to open spaces and parking is also of great importance to encourage good passive surveillance.

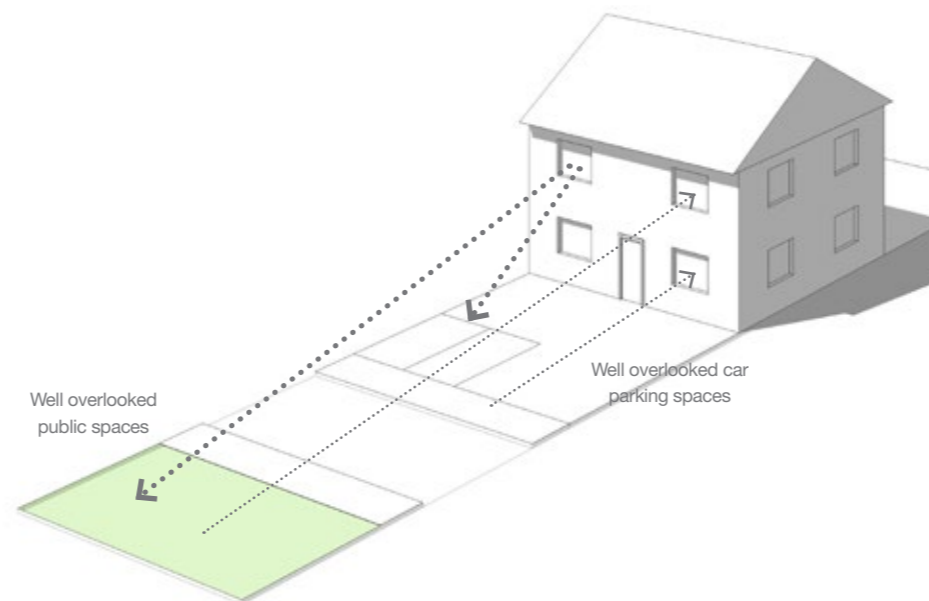
The setting out and positioning of public spaces in relation to roads and routes also needs to be carefully considered. Public open spaces should always be well overlooked for natural surveillance.

Ideally all main roads should be positioned to the south and west of open spaces where possible. This allows best use of the spaces for sunlight. It enables the northern and eastern edges to be used for non-vehicular routes, resulting in brighter, quieter and safer spaces which enrich any communal space for social interaction.

Good Passive Surveillance

Green and public open spaces should be accessible to all and overlooked for natural surveillance in order to reduce crime and the fear of crime. Public space should have positive front doors looking onto the space, not back gardens.

Similarly car parking spaces should be located so that they are well overlooked.

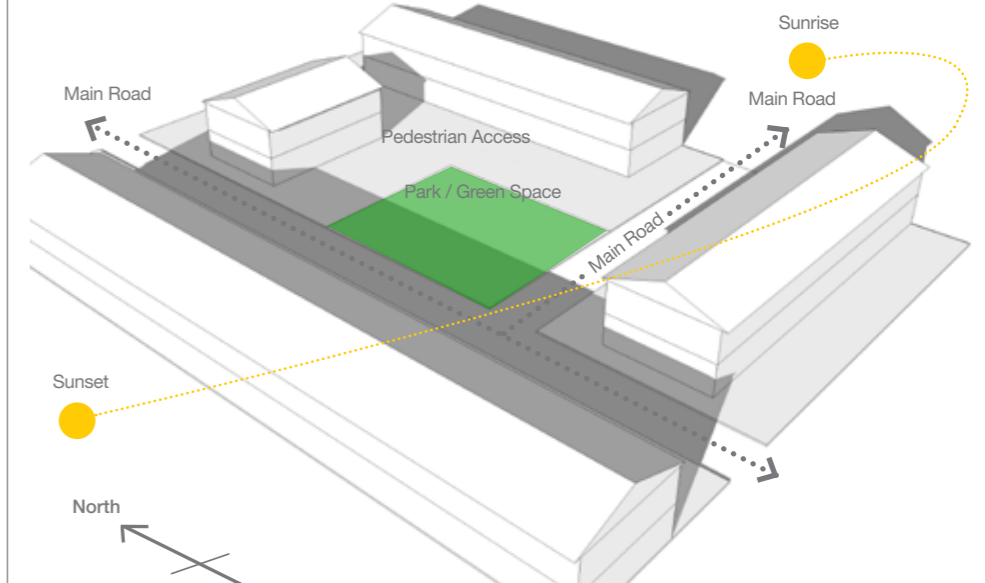


Parks and Roads

The southern and western edges of public spaces tend to be the spaces most in shade when the spaces are most in use.

The main areas of the open spaces should therefore be located to the north and east of the space. Buildings can positively engage with these spaces with pedestrian access.

Accessible roads should ideally be positioned to the south, and west of parks and green spaces. This enables the eastern edges of the green spaces to be away from noises and congestion from the roads and enables a space for a richer community space for social interaction.



3.2 Site Wide Design Principles

Urban Form and Massing

Variety of massing and housing types.

Each area should have a variety of house types and house sizes. They should all adhere to a similar palette as set out in the character areas section of this document. Heights should be in accordance with the Height Parameters set out in the Masterplan Document.

It is anticipated that each neighbourhood will have a full range of dwelling sizes from 2 bedroom to 5 bedroom homes. As a guide, areas of up to 60 homes should have around 8 different types.

It is anticipated that there would also be a variety of detached, semi-detached and terraced dwellings intermixed within a neighbourhood.



Strong vehicular hierarchy.

The vehicular road hierarchy should generally follow the principles of the masterplan. In most cases a tertiary road should only be accessed from a secondary road.

A variety of parking solutions should be provided, including garaging that is integral or set away from the dwelling. Driveways and some off street visitor parking should be included. Visitor parking should be provided in groups no more than 5 cars.



The adjacent diagrams illustrate some of the concepts already discussed as a neighbourhood study with aerial views.

The aerial views highlight the variety in the road hierarchy, established earlier in this section, with properties adjacent to the CBLR set back further in order to reduce the vehicular acoustics. Illustrated between the main CBLR and the properties are shared side roads where owners can turn off into a slower road before entering their own property. This would enable a cleaner and more richly vegetated tree lined approach, plus creating a community around a shared access.

Properties off primary and secondary roads could either have parking directly in front or have stand-alone structures, both strategies form a different character and create different points of interest within the streetscape.

The shared surface road structure can be applied to create mews-like communities, with potential parking running in parallel as illustrated. These roads could be part of a wider pedestrian network with rights of way through them, enriching local communities and creating green garden community. All shared surface roads, as well as walkways and cycle storage needs to be designed to the latest Secure By Design standards (Secure By Design New Homes 2019).

The visuals also highlight the variety of the massing to the properties. The heights will predominately be two and a half storeys, with three and four stories in key locations to add design interest. To create variety housing types along the streets, end of terraces and blocks are to have an increased presence.

3.3 Site Wide Design Principles

Green Movement and Spaces

The transformation of the area within the Masterplan boundary will provide a range of Character Areas, connected by a new network of well-defined streets and public spaces.

These areas of formal and informal greenspaces can be located to ensure clear biodiversity corridors as well as pedestrian and cycle routes.

Extending the existing green space adjacent to Kingsfold Community Centre and linking this through green corridors to new public green spaces across the site could help provide intuitive linkages through the Masterplan.

Using the existing landscape framework, the Masterplan could deliver a variety of open spaces providing a broad range of uses for existing and future residents.

Formal amenity space could be sited to provide a positive setting to community facilities and at key gateways to the scheme. As such a key community 'village green' could be delivered in the heart of the site accessed from a primary road. To ensure easy access to local provision further amenity green spaces could be provided at locations within the Masterplan; linking to wider semi-natural green space associated with the sustainable drainage network and key sustainable links across Penwortham Way to the wider landscape.

Equipped play provision could be provided in association with these amenity green spaces to ensure accessibility and walk distance standards are met.

Locations are also identified for allotments, which could provide provision for existing residents of the Kingsfold and Chainhouse Lane area to provide new provision within the core of the new neighbourhood.

Additional 'connective' internal greenspace will be provided within the Masterplan area, associated with the key amenity spaces and principal movement corridors as well as Public Rights of Way and hedgerows, with the express intention of delivering a continuous, coherent, green and mature landscape setting for development at the earliest opportunity.

User provision within these greenspaces may include informal uses such as natural play, dog walking, nature watching, community woodland and off-road cycling. These greenspaces could also naturally align with the sustainable drainage vision for the site, to create the opportunity for the delivery of ecological features including swales, wetlands and ponds.

All internal green and amenity space could be located to be easily accessible through the sustainable movement network. Biocorridors, largely consistent with the green space provision, could also be integrated into the Masterplan. This is so that existing biodiversity can be maintained and enhanced with opportunities for movement of species within and through the site.

Retaining as much of the existing vegetation as reasonably possible is encouraged. This includes, existing mature trees, hedges, and even previous field boundaries. All proposed trees, whether tree lined roads or new community planting should be upright and broad leaved natives species. If an existing tree is to be removed, two trees are required, as a minimum to replace it.

In addition, all lighting to highways must consider the local ecology and incorporate environmentally friendly light sources.

The relationship and setting out of vegetation to buildings should also be considered.

The existing hedgerows can be utilised to form natural boundaries to properties, however they can also create barriers which need to be carefully designed out. Public spaces should be open and accessible to all, and overlooked to encourage natural surveillance in order to reduce crime and also the fear of crime.

All walkways and Public Rights of Way are to be wide, illuminated spaces with good natural surveillance and attractive spaces. There should be safe and accessible walkways to all bus stops. A distance of around 400m is seen to be a reasonable distance to walk to the nearest bus stop. Around the school there should be an inclusion for safe drop off zones, promoting safer routes to schools and community services.

A circular walking route should be developed as indicated on the adjacent plan.



3.3 Site Wide Design Principles Green Movement and Spaces

Green Infrastructure and Public Open Space

The public open space ("POS") proposed in the Masterplan have been developed in consultation with SRBC to meet the POS standards for each landscape typology as set out in Central Lancashire Open Space and Playing Pitch Supplementary Planning Document (Adopted in May 2014). The table below indicates the policy target for 2,000 dwellings or 4,640 people (based on household occupancy of 2.32 persons (in line with the Central Lancashire PPG17 Open Space Study 2012) and the actual provision delivered through the Masterplan.

POS Typology	Contribution Required	Amount Proposed by the Masterplan
Amenity Green Space	6.39ha	14.2ha, including: <ul style="list-style-type: none"> · 0.5ha in Pylon Corridor; · 1.41ha in flood management area · 1.61ha is SUDS; and · 0.2ha is allotment
Natural & Semi-natural	9.19ha	16.1ha, including: <ul style="list-style-type: none"> · 1.48ha in Pylon Corridor; and · 2.92ha is SUDS
Total	16.36ha	30.92ha

The table proposes that in all cases, the POS typology requirement is met or is significantly exceeded. It has been agreed with SRBC, that given the provision of Parks and Gardens in the vicinity of the site, that Parks and Gardens provision is not required on the site. The POS provided underneath the pylons and the lanes are not required to meet the POS policy requirements.

An integrated approach to the provision of POS has been undertaken for the Masterplan area. With reference to quantum and accessibility standards set out in the Central Lancashire PPG17 Open Space Study (2012) the extent of each 'type' is indicated on the adjacent plan, namely amenity greenspace, provision for children, natural green space and allotments. This builds on the contribution being sought by SRBC to include:

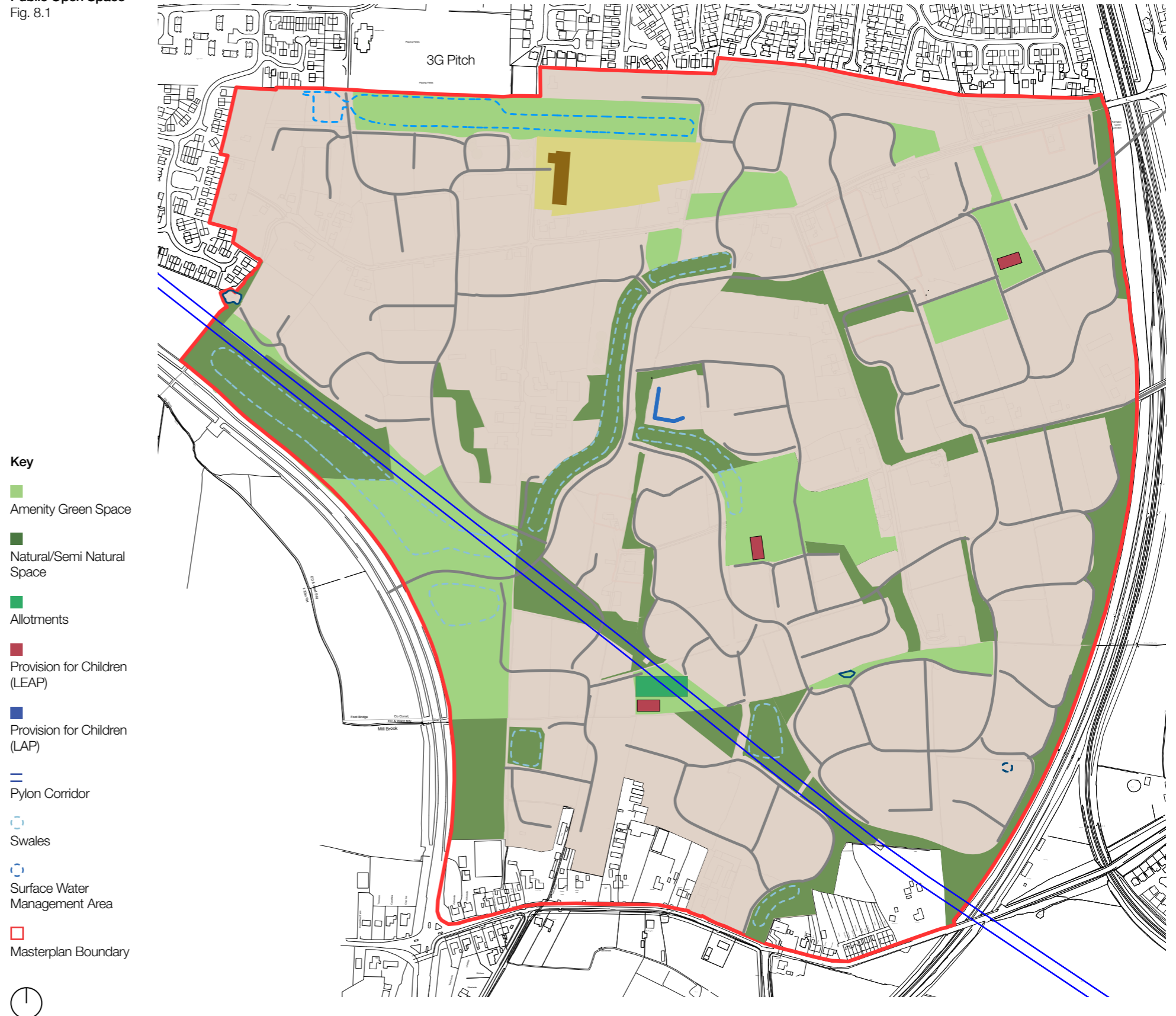
- a generous provision of amenity green space including amenity space for community events at the centre of the site in the vicinity of Nibb Lane;
- substantial expansion of natural green space linking with key existing green infrastructure resource, namely Golden Way Local Nature Reserve and the Mill Brook, closely aligned with the sustainable movement corridors of the Lanes and Public Rights of Way, are proposed to create a robust network;
- investment in sport and young person provision will be focused at the existing Kingsfold play and community area in

consultation with SRBC and Penwortham Town Council;

- The introduction of a new 3G pitch on land adjacent to the existing Community Centre located to the north of the site which will be delivered via CIL;
- all green spaces will be designed with play opportunities in mind so that it is an integrated offer accessible to all. This will include natural play and more formal, equipped play provision. Three key Local Equipped Areas of Play ("LEAP") associated with key amenity spaces are proposed. Children's play provision will be delivered in line with planning policy requirements;
- in support of the garden community vision, spaces for an allotment has been identified on the Masterplan. Designed to be integrated within the wider green infrastructure offer and to include orchard tree planting these spaces will also be located near to play areas and amenity space to support community cohesion and functionality;
- The existing orchard on the site will either be retained in situ or replaced on a single site of the same size elsewhere within the Masterplan area; and
- The site will also achieve 10% biodiversity net gain.

Public Open Space

Fig. 8.1



3.3 Site Wide Design Principles

Green Movement and Spaces

The masterplan sets out a number of different types of Public Open Space.

- Amenity Green Space
- Natural/Semi Natural Space
- Allotments
- Provision for Children (LEAP)
- Swales

This section shows how each of these types of spaces could come forward:

Amenity Green Space: Pocket Park Locations

The masterplan provides locations for a number of pocket parks. These provide a smaller collection of landscaped areas with opportunity for mown grass and informal play areas within a landscape setting.



3.3 Site Wide Design Principles

Green Movement and Spaces

Allotment / Communal Garden Spaces

There has been an upsurge of interest in food growing in recent years, in response to concerns about food prices, food miles and the environment. People want better access to good, healthy and affordable food, and to enjoy cultivating beautiful green spaces and meeting local people.

A central location for a Local Allotment has been indicated on the Masterplan and will need to be well managed. An open natured design will encourage a pride in maintaining the areas.

Through gardening education, training and therapy, there can also be opportunities and support for members of the local community, including vulnerable and disabled adults, those who've suffered traumatic experiences, and unemployed people looking to improve their professional skills and qualifications.



Children's Play Areas

The opportunity to play creatively in high-quality environments is essential to the development of children. The quality of what is provided affects the quality of what children learn. The greater the complexity of that environment the greater the quality of learning.

Equipment should be appropriate for the age group and match their developmental needs - as well as being fun to play on. Younger children like sand-play, swinging, climbing and sliding - but they are small and items should be scaled accordingly. Older children like more exciting equipment - large group swings, cable runways, roundabouts etc. They want places where they can sit and talk - that is one of the most popular playground activities. They like planting and trees; places for skateboards and bicycles; flat areas for ball games. Care should be taken to differential LAPs and LEAPs.

Hard surfaces are not recommended on playgrounds other than for the areas between equipment. If only minimal maintenance is available a loose-fill material such as bark or sand may not be suitable. In general firm surfaces are required with moving items.



Swales: Adjacent to the CBLR Extension

The CBLR corridor has been designed to safeguard the provision of important highways infrastructure linking the Cawsey to Penwortham Way. The road will have the benefit of adjacent land for swales and surface water drainage attenuation along with opportunities for more intensive planting.

Swales are shallow, broad and vegetated channels designed to store and/or convey runoff and remove pollutants. The swales should be integrated into the surrounding land use, for example public open space or road verges. Local wild grass and flower species should be introduced for visual interest and to provide a wildlife habitat.



3.4 Site Wide Design Principles

Sustainability, Health and Well-being & Community

This double page spread focuses on the three overarching and interlocking themes of

- Sustainability,
- Health and Well-being and
- Community.

All three strongly overlap one another. These themes have many different aspects from renewable energy and environmentally sensitive technologies, to the promotion of green spaces and wildlife, which also links to Community and Health and Well Being as the benefits of flora and fauna enhances the community and mental health.

Sustainability

Sustainability is wide ranging; the mantra 'Reduce, Re-use, Recycle'. The context of a residentially led masterplan this starts with a fabric first approach.

Reduce

The starting point must be a reduction in the material and packaging used to create new homes. House-builders should demonstrate energy reduction, reductions in material wastage and reduction in packaging and single use plastics.

Smart controls and energy efficient lighting solutions should be encouraged to reduce the reliance on electricity.

All these elements are increasingly more cost effective solutions in which to reduce our carbon footprint and to utilise the natural elements more efficiently. Each phase of the masterplan should be reviewed to ascertain the most appropriate technology prior to construction.

Re-use

The re-use of existing buildings, infrastructure and boundary treatments is an important way to ensure a sustainable approach.

In the majority of cases, existing dwellings across the site have been retained by the masterplan. Re-use and improvement of the existing Community Centre would be more sustainable than demolition and new build. Continued use of the Holme Farm Dairy buildings to provide produce to the local residents should be encouraged.

The existing lane infrastructure and public walking routes will be retained and improved, with a transformation to Quiet Lanes.

The well established hedges and field boundaries are retained where possible in an effort to re-use.

Recycle

The recycling process must start within the home, with appropriate segregated bin storage space with the kitchen and house.

Segregated bin collections for Penwortham is currently based on a Grey, Blue and Brown bin. Developments should be designed to allow sufficient space for the variety of bins both in storage and on collection days.

Rainwater harvesting is the very simple but affective accumulation of rainwater in which is reused on-site. This water can then be used for watering of the private gardens.

Health and Well-Being

A healthy and active lifestyle should be encouraged in the way in which the new development is planned.

Every element of the development should be scrutinised to ensure that walking and cycling are the encouraged modes of transport. Cycle parking should be made easier than car parking. Walking to the local centre should be easier than driving.

Street-side seating and benches should be introduced at regular intervals to encourage the more elderly to walk with frequent rest stops.

The masterplan has been well considered to provide clear pedestrian and sustainable links between the key nodes. These should be clearly defined in the detailed proposals.

The proposals should encourage active lifestyles.

Biodiversity should be encouraged in the detailed proposals. Bee-keeping and bug hotels are two examples of sustaining and maintaining a rich and varied flora and fauna. These also engage the community and develop the environment.

Community

It is harder to foster a sense of community through bricks and mortar in isolation. This aspect of the development will grow over time. However some of the basic framework for a community to flourish should be included in the development.

Areas should be set aside to allow the community to engage with each other and establish relationships. These spaces should include:

- Community Gardening areas and Allotments
- Enhanced green and public open spaces for activities such as Yoga and Outdoor Fitness
- Outdoor Gym areas
- Play Spaces
- Community Centre
- A Local Centre
- A Primary School

This makes the local environment significantly more attractive but also engages the community and gives a sense of belonging.

The developer should demonstrate how they will help to accelerate the creation of communities for the development.

New home owners value feeling part of a community on new build developments and the developer should explore how they can help these new communities thrive.

Through community programmes, the developer could provide opportunities for residents to come together, form connections and start traditions that will live on well into the future of these communities.

Community Champions could facilitate events to introduce new homeowners to their neighbours, giving people more information about the local businesses, clubs and services in their area, and offering community space for local residents who want to run and participate in classes from toddler story-telling to evening yoga classes.



Fabric improvements and appropriate insulation



Heat retaining glazing solutions with double glazing as a minimum



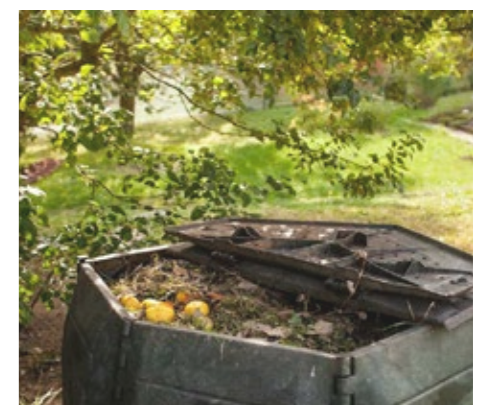
Recycling points within the home



Smart Controls for heating and lighting



Energy Efficient Lighting



Compositing facilities for food and garden waste

3.4 Site Wide Design Principles

Sustainability, Health and Well-being & Community



Encourage cycling to work with good cycle routes and secure cycle storage



Community engagement to encourage bee habitats



Community Gardening Schemes encouraged at allotments



Outdoor Gym Equipment in larger play areas



Community spaces for Yoga and similar activities



Infrastructure to allow future connection of Electric Charging Points



Design for diverse Flora and Fauna



Spaces to facilitate organised Community days

4.0 Character Area Design Principles

4.0 The Character Areas

The Masterplan has been divided into character zones that have been established based on their context and individual boundary conditions. There are to be five Character Areas, of which four wrap around the perimeter with one towards the centre. This is graphically illustrated opposite. Within each of these areas the look and feel will vary subtly to reflect the existing landscape and buildings. Creating this subdivision creates interest and will ensure a positive contribution to the local area, and prevent a copy-paste style landscape and architecture.

The five areas are named as follows:

- Bee Lane East
- Bee Lane West
- The Heart of The Lanes
- The Urban Edge
- The Penwortham Edge

Bee Lane East and West:

To the north of the new proposed link road running east to west are the new smaller areas, The Bee Lane West and Bee Lane East. These two character areas also border existing settlements, and are more traditional in character; these are more in keeping with the existing urban typologies in the area.

The Heart of the Lanes:

Towards the centre and between these two zones is the Heart of The Lanes. In this area, due to its geography is where the majority of the community infrastructure will be located. This will form the centre of The Lanes; a vibrant new community.

The Urban Edge:

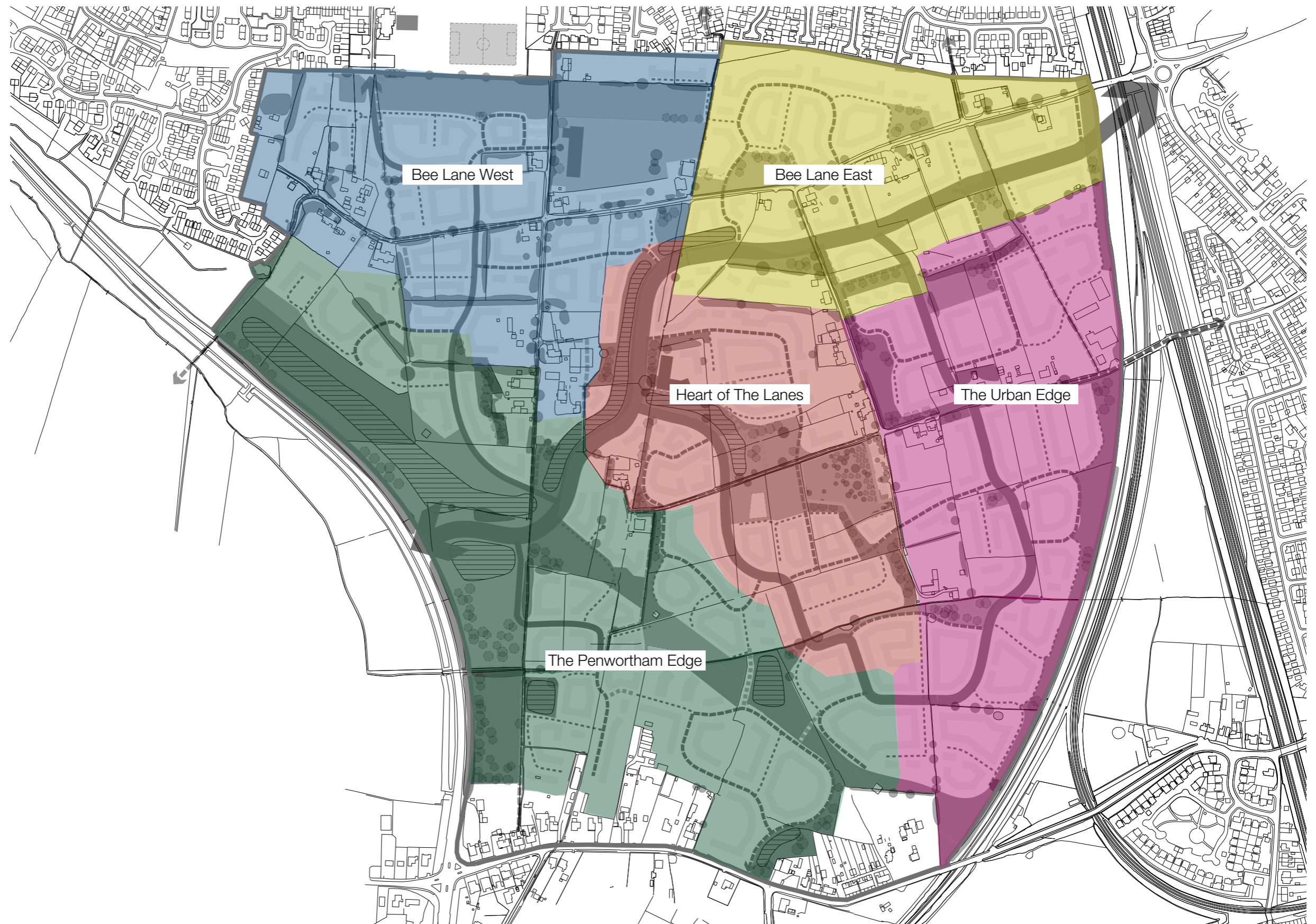
The Urban Edge mirrors The Penwortham Edge and covers the majority of the easterly perimeter. More distinctively it runs parallel with the existing railway line, forming the new urban edge. This area has the least existing residential context and a strong rectilinear field boundary pattern,

Penwortham Edge:

The Penwortham Edge is one of the largest zones within the Masterplan and covers the complete westerly edge, from the North West to South West corners. This area will predominately be green open public spaces positively responding to the Green Belt beyond Penwortham Way, with a more rural character.



4.0 The Character Areas



4.1 Bee Lane East

Located in the north east of the site adjacent to Bee Lane, this flat expanse of housing will realise the opportunity to knit together degraded and fragmented existing landscape elements which includes high value native hedgerows and mature trees.

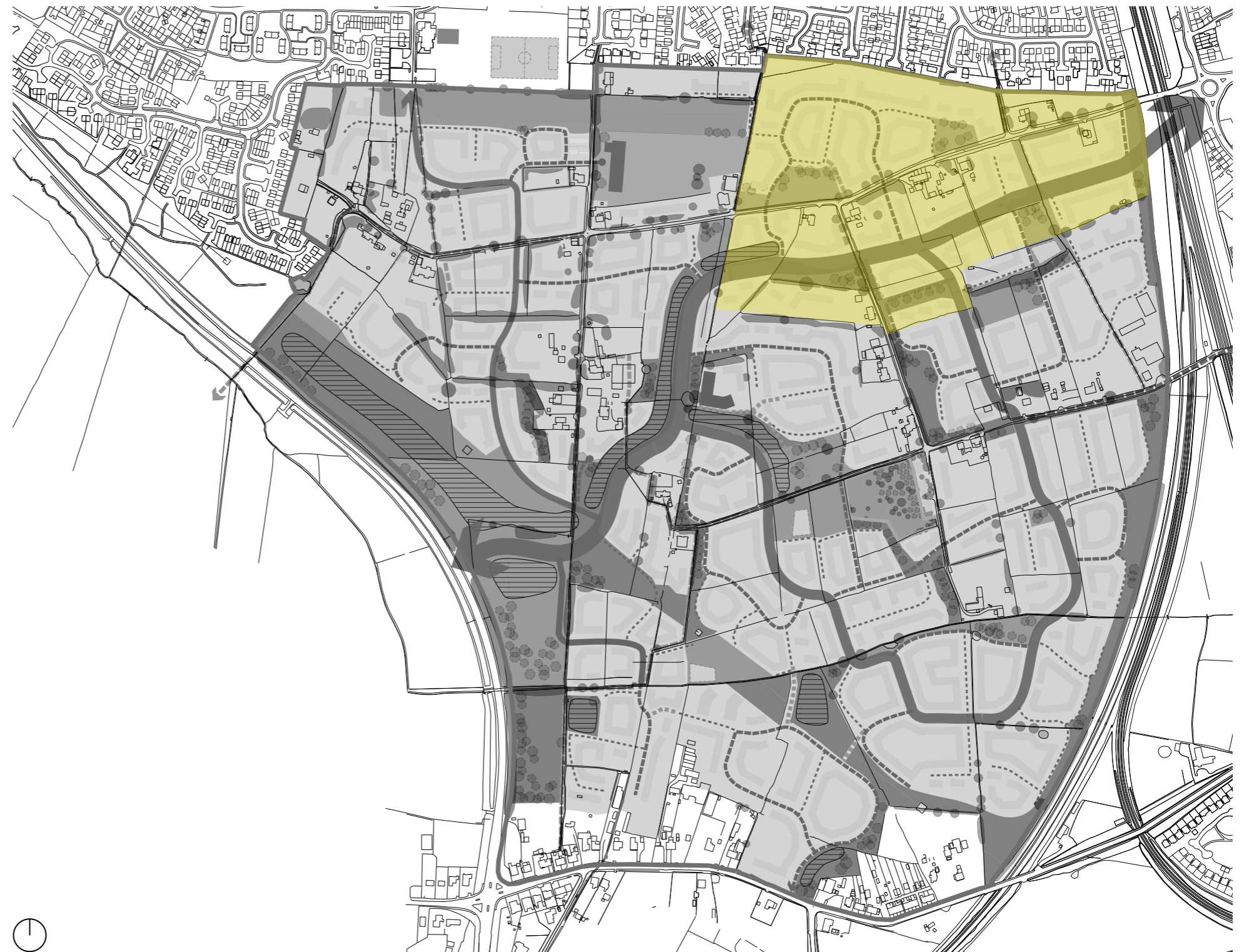
This area will take its character reference from the existing dwellings from within the site perimeter. Bee Lane is in places fronted by linear terraces facing directly onto the road. The red brick properties give a distinct and traditional character to the area that is to be preserved.

The typology is predominately 2 storey with some 2.5 storey terrace dwellings; the urban form sets the buildings close to the road and parallel to the road.

Parking is generally on driveways at the front and to the side of the properties with boundary treatments of native hedge species to reflect the existing typology.

The hard material palette will comprise of natural tones, reds and brindle to match the existing fabric and landscape character.

The extent of the Bee Lane East character area.



Existing Area Character with terraced red brick and brindle housing along Bee Lane



Existing mature hedgerows and the use of marker trees.



4.1 Bee Lane East

Landscaping and Paving

Located in the north east of the site adjacent to Bee Lane, this flat expanse of housing will build on established character of Bee Lane including retention of existing landscape elements; that is the landscape structure of native species rich hedgerows and mature albeit isolated, trees which line the lane and associated grassy margins, as well as existing Public Rights of Way. New roadways to the new housing area will have grass verges.

The character area will predominately include new amenity green space, ordered along Bee Lane, incorporating SUDs as well as provision for children. Semi-natural space will be delivered along the interface of the development with the railway (eastern boundary).

Materials

The hard material palette will comprise of gentle greys, reds and brindle tones to reference the strongly red palette of existing fabric.

- High quality hard landscape materials using a range of man-made surface materials to articulate street hierarchy and movement patterns to adoptable standards, including tarmacadam and some feature block paving
- Colour palette of reds and brindle tones with a range of unit sizes / orientation to differentiate car parking and pedestrian only areas);
- Flush/low kerbs and edges (in matching materials) and careful positioning of street trees to emphasise pedestrian and cycle priority and reduce vehicle speeds;

Hierarchy of highway material selection

- Primary Streets macadam carriageways;
- Secondary Streets macadam carriageways;
- Tertiary Streets / Private Shared Driveways macadam / Tegular paving at focal points (subject to South Ribble Council adoption)
- Pavements macadam;

Vegetation/Biodiversity Enhancements

- Existing landscape structure to be retained and enhanced where possible;
- New native species rich hedging and amenity grass banks to new green garden boundaries defined by mixed hedgerows, mirroring existing character on site.
- New tree cover along the link road to include Oak and Maple cultivars to create strong seasonal interests in red tones.
- Marker trees within streetscenes to be Maple cultivars.
- Use of trees and vegetation to help determine/establish street hierarchy from Primary to Tertiary.
- Inclusion of nest boxes in gardens.

Key

1. Tarmacadam for all road areas with white and beige coloured aggregates in feature areas.
2. A variety of paving and grassy edges
3. Keyblock brindle paving for feature areas (subject to adoption)
4. Tegular heather paving for feature areas (subject to adoption)
5. Grassy margins to edges of streets
6. Opportunities for wildflower planting marking road side verges and edges of amenity spaces



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4.1 Bee Lane East

The material palette for this area takes its references from the existing buildings at the eastern end of Bee Lane. In particular the red brick terraces with dark roofs and some chimneys to ends of rows and terraces.

Bee Lane East materials palette

Brick Selection

A selection of tradition red brick, generally smooth faced with both stretcher bond and Flemish bond to match the existing terraced housing on Bee Lane. Sand and Cement type mortar with weather struck pointing.

Roofing

A selection of dark and grey roof tiles, both plain and roman style

Windows and doors

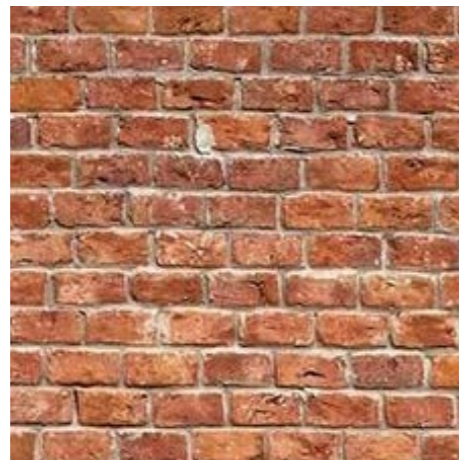
Timber and U-PVC white windows in a casement style emulating more traditional sash windows



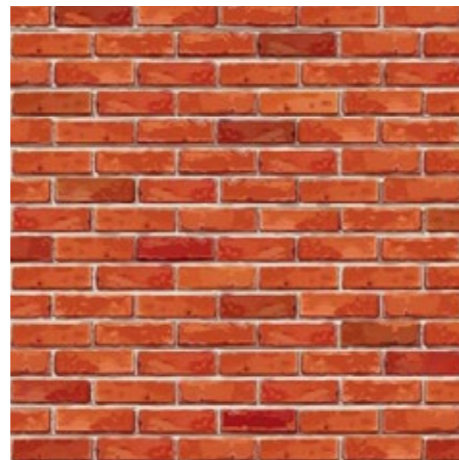
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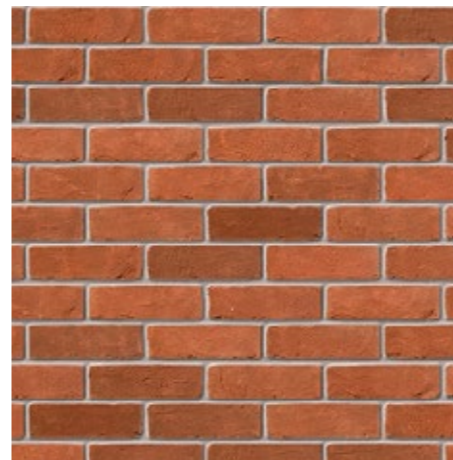
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Key

1. Terraced housing in predominantly red brick, parallel to the back of pavement.
2. Some wider frontage homes in red brick with chimneys to some locations
3. Red brick with sand cement mortar with the appearance of reclaimed brick.
4. Traditional red brick with sand cement mortar
5. Modern red brick or red engineering brick with sand cement mortar
6. Grey cement plain tiles
7. Grey Roman and other profiled tiles

4.1 Bee Lane East

Sketch Plan of Bee Lane East Character Area

- A Generous Landscaped Margins
- B Bee Lane as the focus of the Character Area
- C Numerous existing properties to reference for palette and character clues

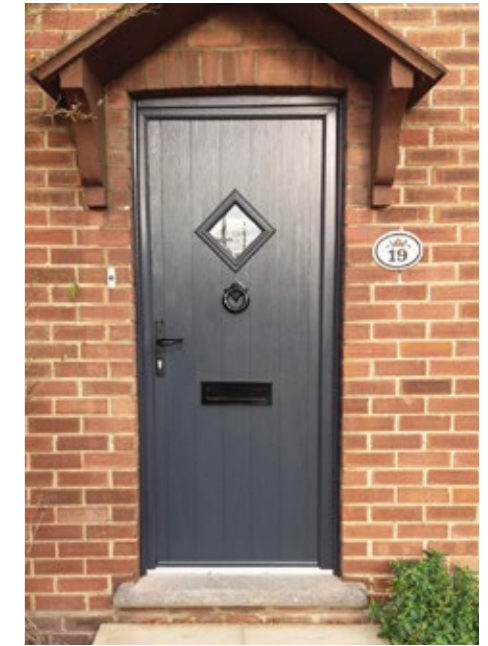


Key

1. White timber windows emulating traditional sash windows
2. Composite front doors with porches in a range of darker colours
3. U-PVC white casement windows emulating smaller pane sizes.
4. Timber front doors in a range of darker colours



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4.2 Bee Lane West

In the north west corner of the site adjacent to Bee Lane and Lower Penwortham, there will be housing with a more mature character to tie into the existing mature vegetation within the landscape character area.

This part of the site is characterised by native, species rich hedge and mature tree boundaries

The area will include the primary school and the residential form should take a lead from the design of these; i.e. a more open pattern language with more honest and authentic detailing.

This area takes its character reference from the existing dwellings within the sites perimeter. Bee Lane west is a private road that has detached and semi detached properties facing both onto and at ninety degrees to the road. There is no formal building line, with properties set forward and back as the plots dictate.

The typology is a mixture of 2 and 3 storey, predominantly red brick dwellings, giving the distinct and traditional character that should be preserved.

Parking is generally on driveways to the side of the properties with boundary treatments of native hedge species to reflect the existing typology.

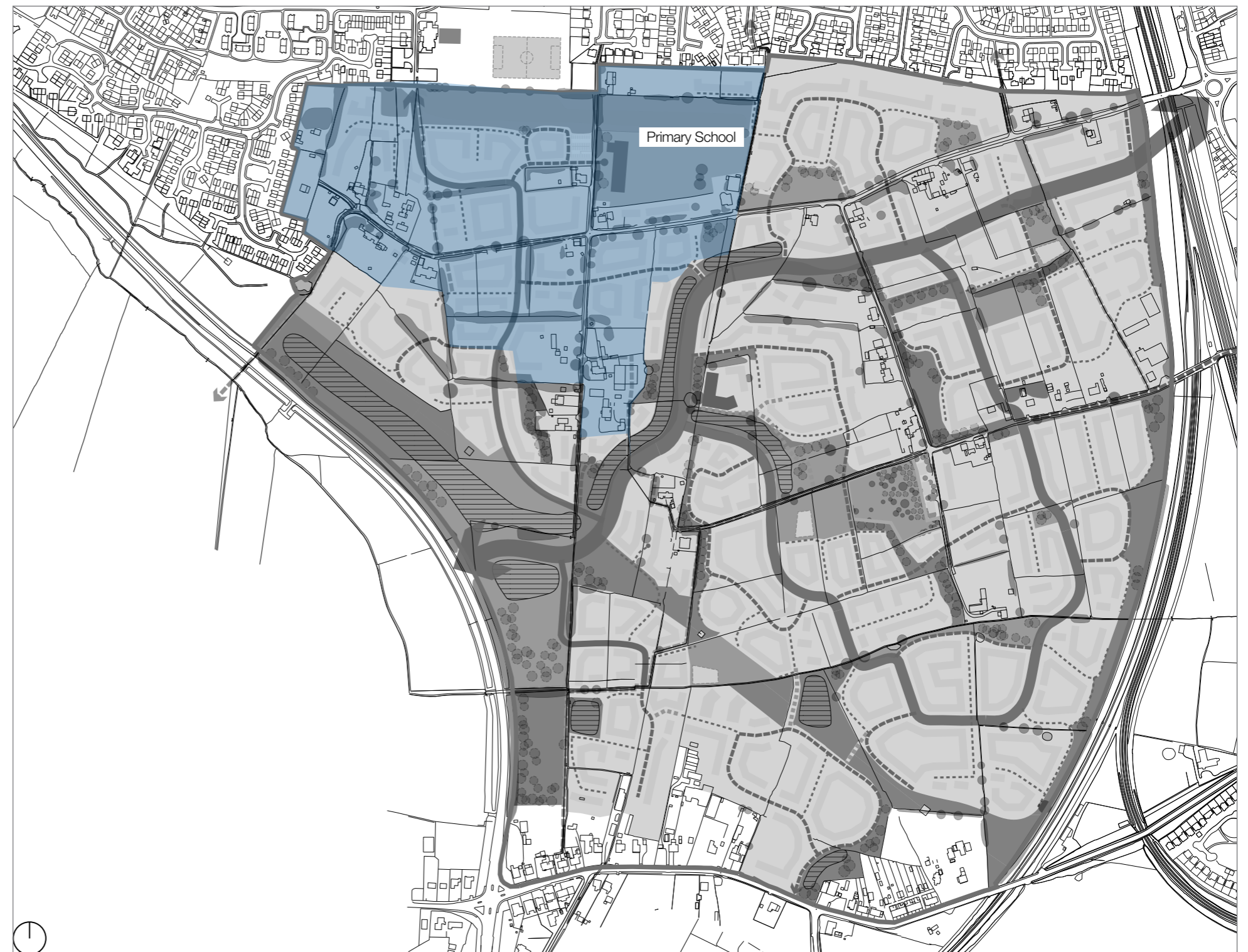
The hard material palette will comprise of natural tones, render, buffs and greys which knit with the existing architectural fabric on site.

Existing Area Character

Mature and rich hedgerows along Bee Lane, a housing sample on Bee Lane plus, an existing mature feature Oak Tree.



The extent of the Bee Lane West character area.



4.2 Bee Lane West

Landscaping and Paving

In the north west corner of the site adjacent to Bee Lane and Lower Penwortham, there will be housing in a more organic style to tie into the existing character of the area. This part of the site is characterised by native species, rich hedge and mature tree rectilinear boundaries, much of which are intact and will be retained to provide a mature setting for new as well as existing development. The existing lanes will be retained and enhanced for sustainable movement purposes and new routeways will be predominately small scale and respond to this existing character of the residential area with greened residential boundaries of naturalistic species. Existing Public Rights of Way will be retained and integrated within the existing green infrastructure framework.

The northern extent of the character area (adjacent to Kingsfold Playing Fields) will be designed for surface water storage purposes. The character area will predominately include retention of existing green infrastructure features as well as the flood management area to the north, which will be framed by informal public open space to provide a naturalistic boundary to Kingsfold playing fields and new residential areas as well as play provision.

Materials

The hard material palette will comprise of natural tones, buffs and greys which will draw together the range of existing architectural fabric in the locality, their rustic qualities, and be appropriate with the mature wooded nature of the landscape setting.

- High quality hard landscape materials, a combination of manmade surface materials;
- Small, domestic, pedestrian and cycle friendly streets;
- Colour palette in natural buff - red tones which aligns with existing architecture on site along Bee Lane;

Hierarchy of highway material selection

- Primary Streets macadam carriageways;
- Secondary Streets macadam carriageways;
- Tertiary Streets / Private Shared Driveways macadam / Tegular paving at focal points (subject to adoption)
- Pavements macadam;

Vegetation/Biodiversity enhancements

- Concentration of 'important' species-rich hedgerows located in the north west corner of the site to be retained
- Feature trees to mirror existing Ash trees along Bee Lane and Oak trees along the northern boundary of the site;
- Seminaturl space to include wildflower meadow planting with pockets of bluebells which are currently found on site.

Key

1. Tarmacadam for all road areas with white and beige coloured aggregates in feature areas.
2. Keyblock vintage bracken paving for focal points (subject to adoption)
3. Keyblock cedar paving for feature areas (subject to adoption)
4. Hazel to be used in hedgerows
5. Blackthorn to be used in hedgerows
6. Hawthorn to be used in hedgerows
7. Existing pockets of bluebells are to be replicated in amenity green space



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4.2 Bee Lane West

The material palette for this area takes its references from the some of the existing buildings at the cross roads of Bee Lane and Moss Lane. In particular the plain roofs with elements of render and some chimneys to ends of rows and terraces.

Bee Lane West materials palette

Brick Selection

A selection of red and multi brindle brick, both smooth faced and textured with both stretcher bond and Flemish bond. Some small areas of render interspersed. Sand and Cement type mortar with bucket handle mortar pointing.

Roofing

A selection of red and grey roof tiles, generally plain style.

Windows and doors

Timber and U-PVC white and darker colourer windows in a more modern casement style



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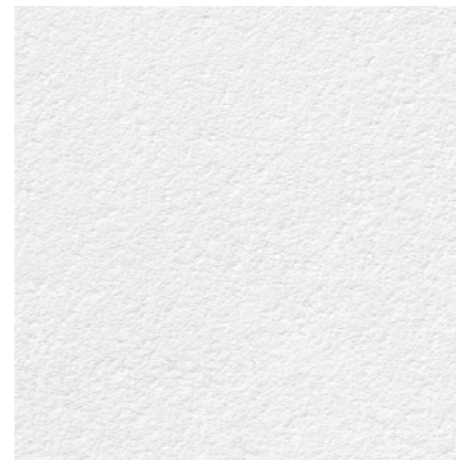
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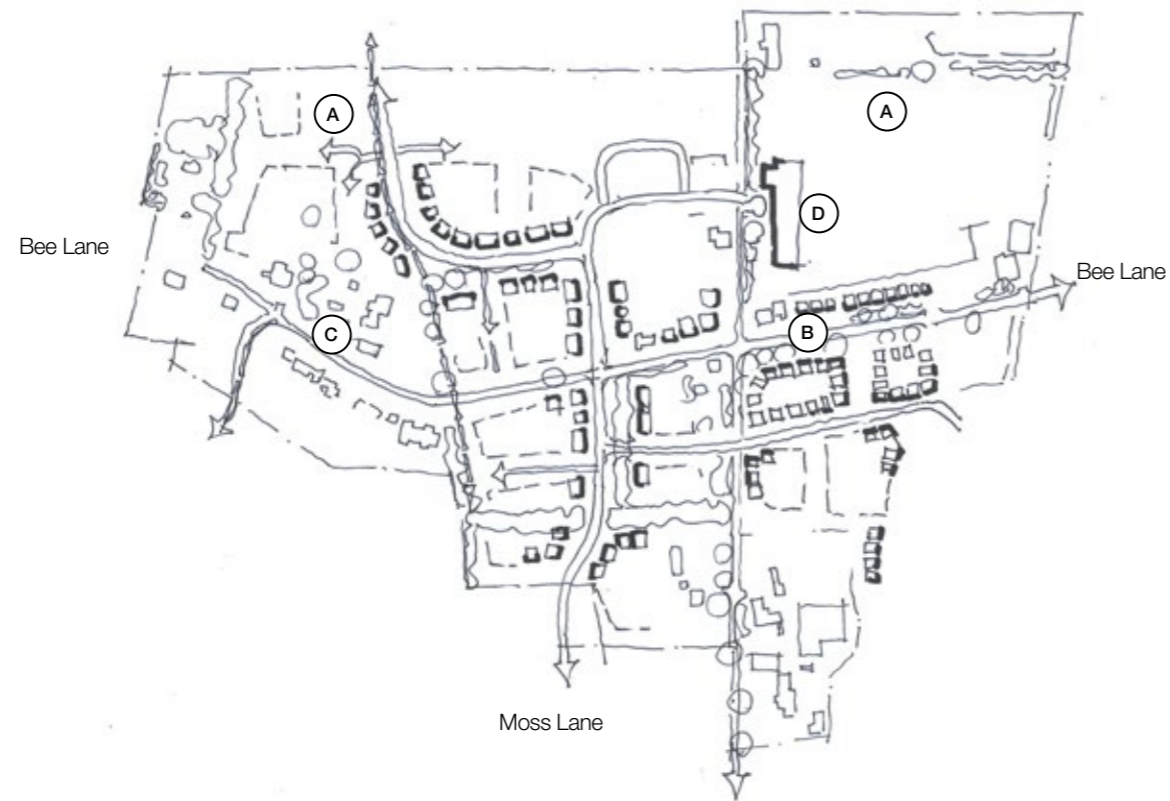
Key

1. Detached and semi detached homes in predominantly red brick, set back from pavement and both parallel and perpendicular to the road.
2. Some wider frontage homes with feature render with chimneys to some locations
3. Red / Brindle multi brick with sand cement mortar
4. Buff / Brindle multi brick with sand and cement mortar
5. Small feature areas of white render
6. Grey cement plain tiles
7. Red clay cement plain tiles

4.2 Bee Lane West

Sketch Plan of Bee Lane West Character Area

- A Generous Landscaped Margins
- B Bee Lane as the focus of the Character Area
- C Numerous existing properties to reference for palette and character clues
- D Primary School focus



Key

1. White and grey casement windows in U-PVC and Timber
2. Composite front doors with porches in a range of darker colours
3. White and grey casement windows in U-PVC and Timber
4. Timber front doors in a range of darker colours



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4.3 Heart of The Lanes

The central area of the site will be made up of housing centred on a village green and Local Centre. This will form the heart and identity of the Lanes development.

The Village Centre will have good frontage on to the CBLR and good visibility from the entrance to the site. It will also relate well to the pedestrian movement from Kingsfold to the village green.

The area will have a suburban feel with a mature character due to retained trees, hedges and amenity green space verges along Flag Lane and Lord's Lane ensuring the existing landscape pattern is retained.

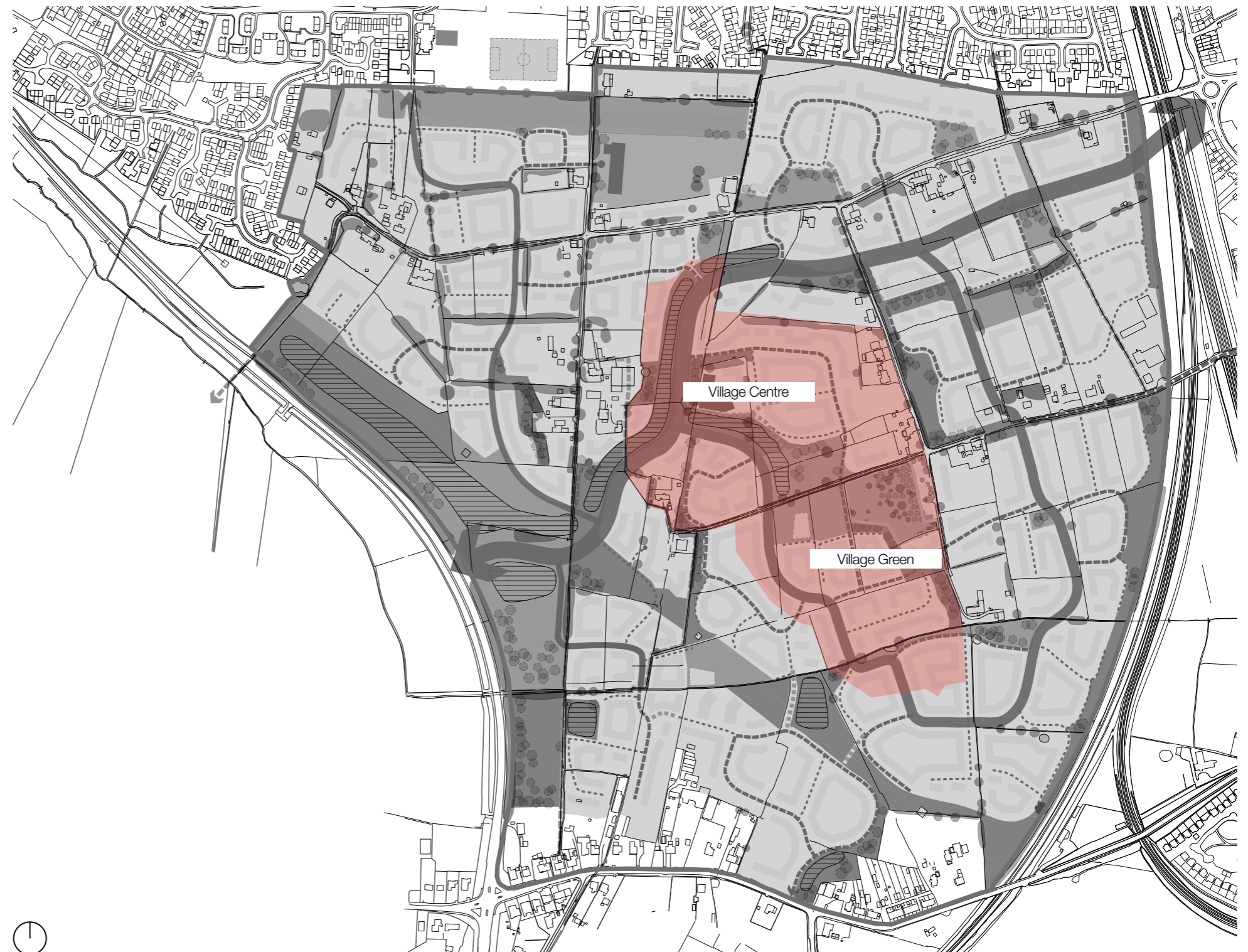
The area is well connected by pedestrian and cycle routes as well as being predominate on the CBLR extension.

The remaining green space will have an open, flexible feel with open amenity space receding into meadow / wild grassland boundaries, encouraging natural play. Existing vegetation will be developed for the creation of an edible landscape to encourage sustainable food production.

The area contains a mixture of use classes, including residential, retail, commercial, employment, leisure and community. The buildings are modern in character, with a height up to 4 storeys.

The hard material palette will comprise of red and brindle tones to replicate a semi-urban feel, with high quality materials used in the central communal areas.

The extent of the Heart of The Lanes character area.



Existing Area Character

Existing red brick terraced housing on Lords Lane and mature hedgerows along Lord's Lane.



4.3 Heart of The Lanes

Landscaping and Paving

The central area of the site will be made up of modern housing centred on a village green and community events space with a Local Equipped Area Play provision for children. Some areas will have a mature character due to retained trees, hedges and amenity green space verges associated with Nib Lane and Lord's Lane where the existing landscape pattern and sustainable movement corridors are retained. New landscape infrastructure will also be delivered in this character area; semi-natural space with swales associated with new road infrastructure and amenity green space at the village green which will include productive landscape (an Orchard) and be open for flexible use with meadow grassland and woodland edge boundaries, encouraging natural play.

Materials

The hard material palette will comprise of crisp red and brindle tones to create a semi-urban feel.

High quality hard landscape materials, a combination of man-made surface materials to differentiate spaces and intended use;

Hierarchy of highway material selection

- Primary Streets macadam carriageways;
- Secondary Streets macadam carriageways;
- Tertiary Streets / Private Shared Driveways macadam / Tegular paving at focal points (subject to adoption)
- Pavements macadam;

Vegetation/Biodiversity enhancements

- Existing biodiversity to be retained and enhanced where possible;
- Clipped hedgerow garden and field boundaries, retaining mature planting where possible;
- Village green amenity and green space to include communal planting (Orchard);
- Mosaic of habitats in green space to filter into residential streets (via hedges, street trees, gardens);
- Use of trees and vegetation to help determine/establish street hierarchy with use of oaks, ash and alder trees building on the existing species found on site;
- Swales integrated into open space
- Removal of invasive species (Japanese Knotweed).

Key

1. Tarmacadam for all road areas with red and white coloured aggregates in feature areas.
2. Keyblock brindle paving for feature areas (subject to adoption)
3. Keyblock cedar paving for feature areas (subject to adoption)
4. Orchard Tree planting
5. Woodland Edge Planting
6. Meadow Boundaries
7. Opportunities for wildflower planting marking road side verges and edges of amenity spaces



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4.3 Heart of The Lanes

The material palette for this area takes its references from the some of the existing buildings on Lords Lane. In particular the variety of sizes and roof lines with elements of render and some chimneys to ends of rows and terraces.

The Heart of the Lanes materials palette

Brick Selection

A variety of more modern plain smooth red and multi buff brick, both smooth faced and textured with both stretcher bond. Some small areas of render interspersed. Sand and Cement type mortar with bucket handle mortar and recessed pointing.

Roofing

A selection of red and grey roof tiles, both plain and roman tile style.

Windows and doors

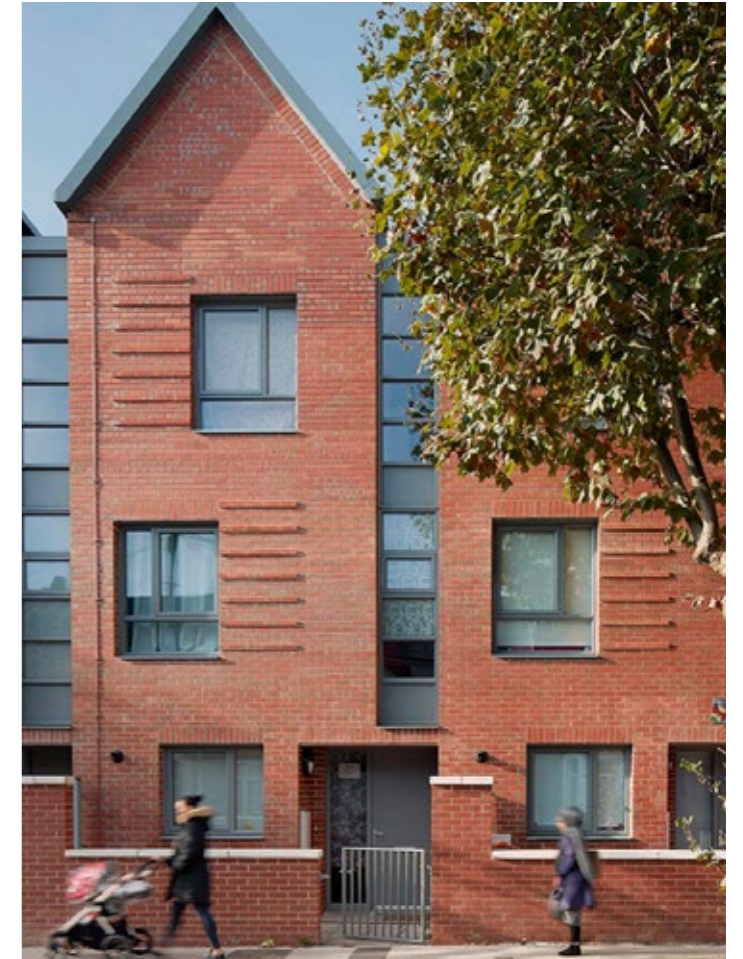
Timber and U-PVC in darker colourer windows in a more modern casement style



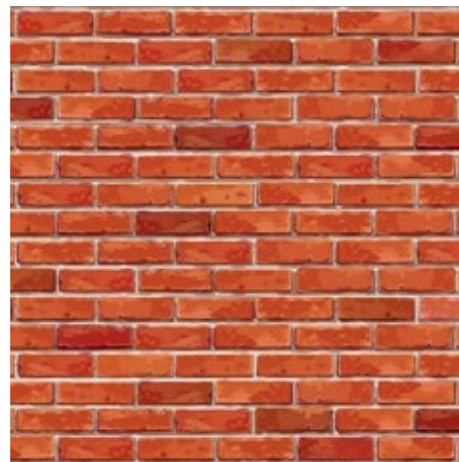
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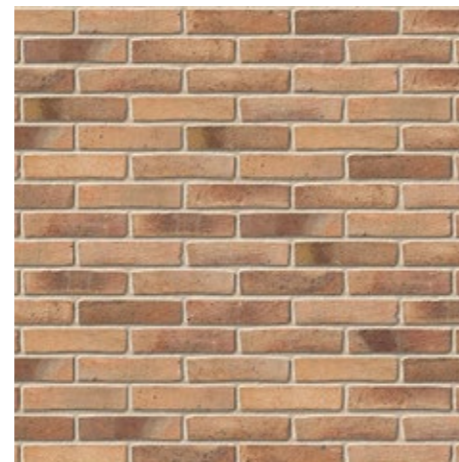
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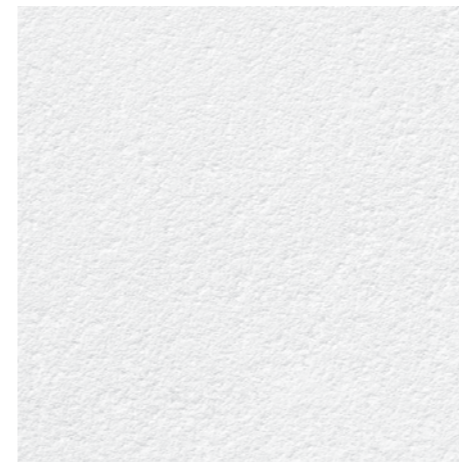
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Key

1. A variety of red and buff brick with predominately grey roofing. Variety of roofing angles and heights.
2. Closely spaced homes in red brick and render with chimneys to some locations
3. Example of up to 4 Storey homes
4. Traditional red brick with sand cement mortar
5. Buff multi brick with sand cement mortar
6. Small feature areas of white render
7. Grey cement plain tiles
8. Grey Roman and other profiled tiles

4.3 Heart of The Lanes

Sketch Plan of The Heart of the Lanes Character Area

- A Local Centre
- B The Village Green
- C Swale and SUD systems along CBLR



Key

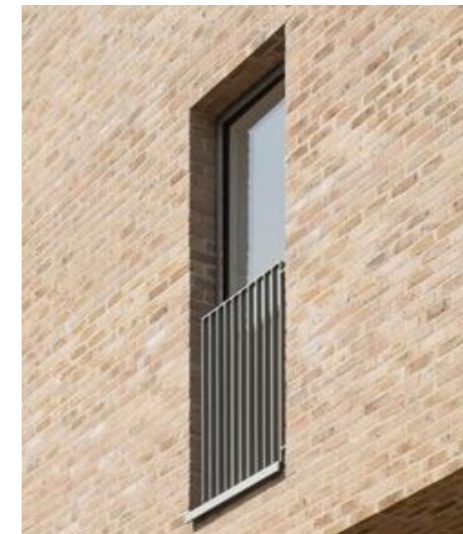
1. White and grey casement windows in U-PVC and Timber
2. Composite front doors with porches in a range of darker colours
3. Larger glazed openings with Juliet balconies to some dwellings
4. Timber front doors in a range of darker colours



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4.4 Urban Edge

The eastern extent of the site adjacent to the railway line will have a tighter grain, linear and urban feel with a natural/grey colour palette.

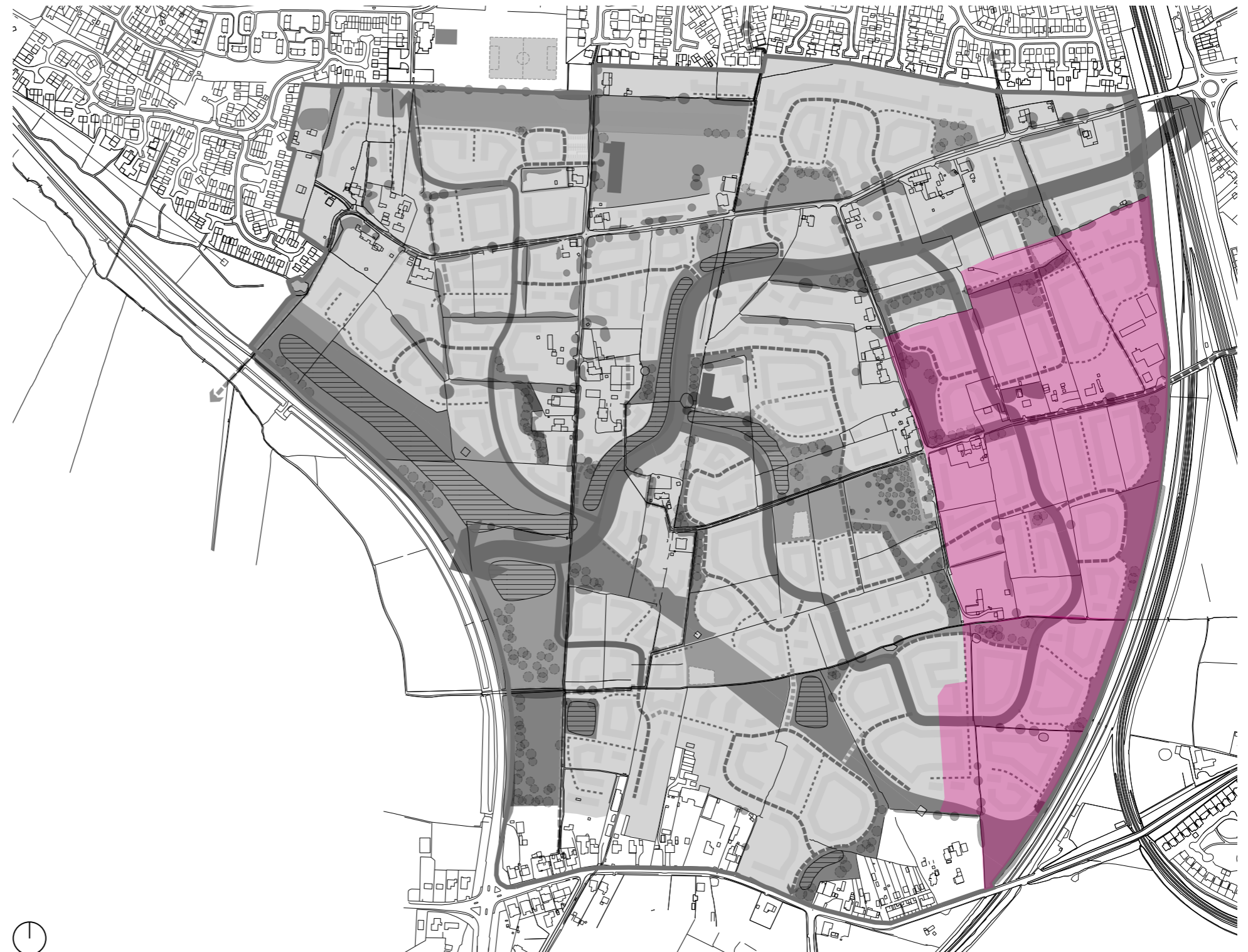
The area will have a contemporary suburban feel with modern and elegant materials forming rich and characterful architecture. The massing within this area is to be up to a height of 4 storeys.

In comparison to the rest of the site, there is minimal mature vegetation, with the predominant tree species being Ash. There will be a substantial amenity and natural green space provision, with a planted margin providing a buffer against the railway boundary.

The historic field patterns give an orthogonal, more gridded approach to the urban layout.

Macadam will be used for the primary streets whilst grey key block and Tegula setts can be used for some feature areas of the secondary/tertiary streets subject to LCC adoption criteria.

The extent of the Urban Edge character area.



Existing Area Character

Rectilinear and formal hedgerows with existing clipped and unclipped mature hedgerows.



4.4 Urban Edge

Landscaping and Paving

The eastern extent of the site adjacent to the railway line will have a tighter grain. The general absence of mature landscape features provides the opportunity for character creation and as such a muted palette of grey-blue colours are proposed to offer a crisp setting to the proposed modern architectural building façades. Semi-natural green space is proposed along the interface with the railway line with east-west provision to provide green infrastructure to connectivity. To the northern amenity green space is orientated alongside road infrastructure and includes swales, a LEAP and Public Right of Way connecting Kingsfold with Lostock Hall. Given the opportunity for character creation, there is a particular opportunity to create public greening with fruiting/productive species.

Generally

High quality hard landscape materials, a combination of manmade surface materials; Colour palette in greys and natural tones to emphasise semi-urban feel with a range of unit sizes/orientation to differentiate street uses (car parking, highway, pedestrian only);

Hierarchy of highway material selection

- Primary Streets
macadam carriageways;
- Secondary Streets
macadam carriageways;
- Tertiary Streets / Private Shared Driveways
macadam / Tegular paving at focal points (subject to adoption)
- Pavements
macadam;

Vegetation

- Existing biodiversity to be retained and enhanced where possible;
- Regular street trees of Ash, Pear and Apple with a single species hedging to form a simple vegetation palette for streetscenes. Single species hedges to be hawthorn, hornbeam and hazel.
- Removal of invasive species (Japanese Knotweed).
- Inclusion of nest boxes in gardens.

Key

1. Tarmacadam for all road areas with white and grey coloured aggregates in feature areas.
2. Tegular Slate paving for feature areas (subject to adoption)
3. Grey Lotis paving paving for driveways and feature areas (subject to adoption)
4. Blacthorn to be used in hedgerows
5. Rosehip to be used in hedgerows
6. Acai tree planting
7. Hawthorn to be used in hedgerows



1



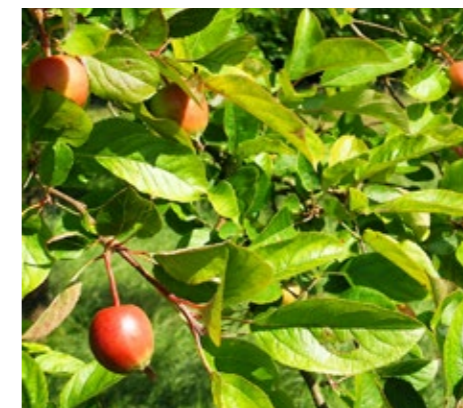
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4.4 Urban Edge

The material palette for this area takes its references from a more urban environment. There is little residential context in this area and a very formal pattern of hedgerows. This allows this areas to be very different to the context and other character areas.

Urban Edge materials palette

Brick Selection

A variety of more modern london yellow and multi buff brick, both smooth faced and textured with both stretcher bond. Coloured mortar with bucket handle mortar and recessed pointing.

Roofing

A selection of red and grey roof tiles, plain tile style.

Windows and doors

Aluminium or U-PVC in darker colourer windows in a more modern casement style



1



2



3

Key

1. Taller, more modern terraced housing in predominantly buff and yellow brick, parallel to the back of pavement.
2. More modern style porches and small urdan front gardens. Minimal boundary treatment.
3. Some wider frontage homes in orange and multi brick
4. Orange / Brindle multi with coloured mortar
5. London Yellow brick with light coloured mortar
6. Pale brick with ironspots with coloured mortar.
7. Grey cement plain tiles
8. Red Clay cement plain tiles



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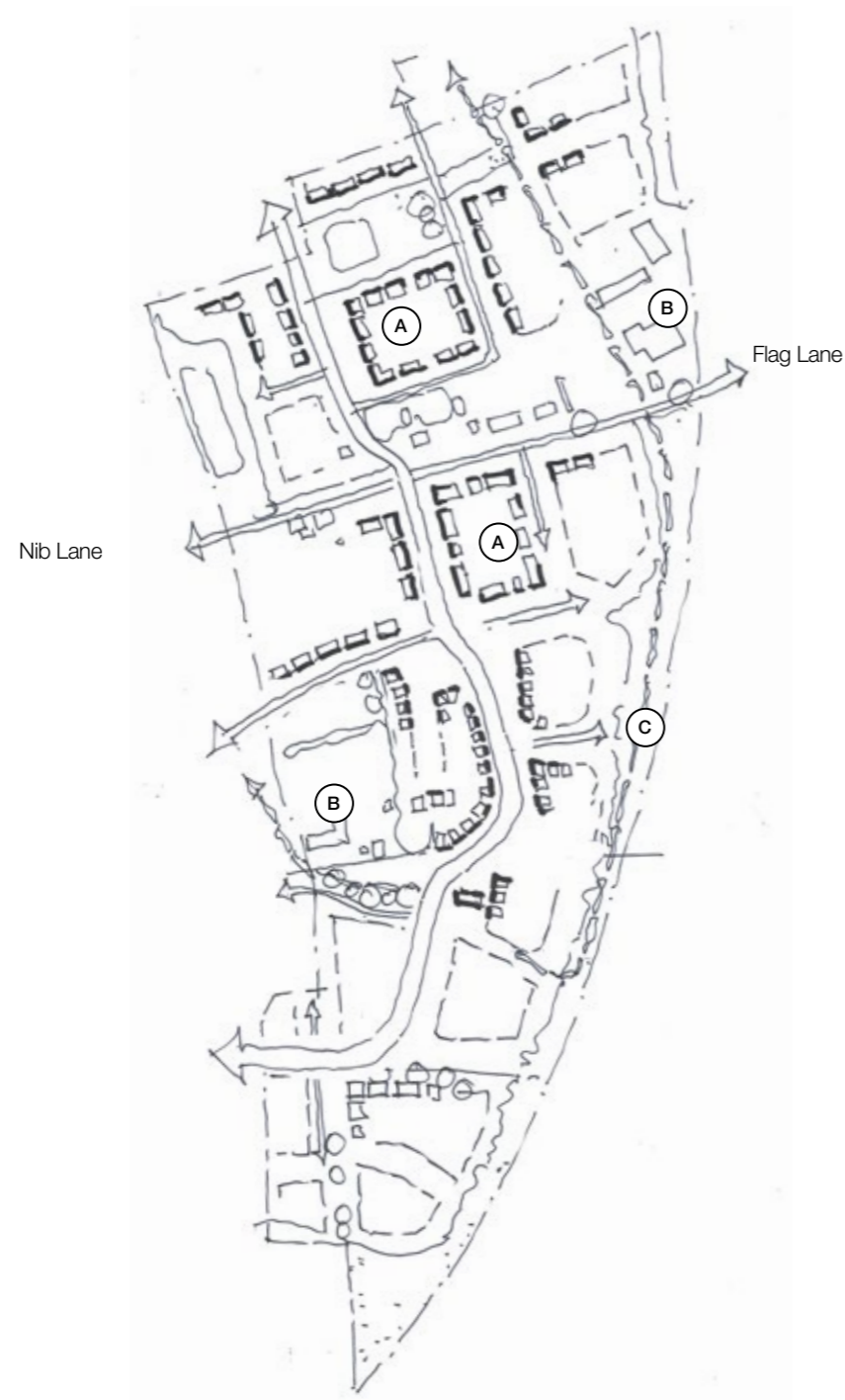


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4.4 Urban Edge

Sketch Plan of the Urban Edge Character Area

- A Rectilinear housing development
- B Existing properties
- C Circular Walkway along railway edge



Key

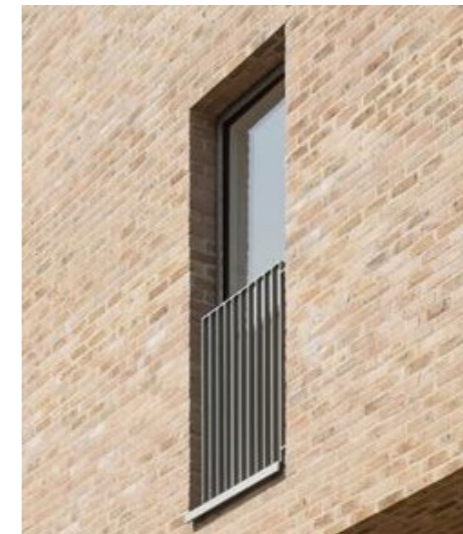
1. White and grey casement windows in U-PVC or Timber
2. Composite front doors with porches in a range of darker colours
3. Larger glazed openings in metal frames with Juliet balconies to some openings
4. Timber front doors in a range of darker colours



1



2



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4.5 Penwortham Edge

The south western extent of the site will have a very rural feel with a significant buffer of natural green space referencing the neighbouring green belt beyond Penwortham Way.

Within this zone, there can be a mixture of architectural styles and materials that form the gateway, with a strong landscape entrance as a visual marker for the whole development.

The character area will comprise of housing, of 2 to 2.5 storeys and set out around a network of amenity green space. A significant portion of natural green space will include swale and wetland areas.

There will be a selection of resilient materials and techniques which will incorporate the use of sustainable drainage design with a diversity of plant species that tolerate climatic extremes.

Tree planting within the natural green space provision will include oak, elm, lime, poplar, ash, hawthorn and cherry, which can already be found along the Penwortham Way boundary.

The extent of The Penwortham Edge character area.



Existing Area Character

Characterful red brick architecture along Chain House Lane, mature vegetation along Penwortham Way and existing clipped hedge garden boundaries on Chain House Lane.



4.5 Penwortham Edge

Landscaping and Paving

The south western extent of the site will have a transitional character as the interface between the settlement and wider rural landscape west of Penwortham Way. This green corridor extends the full length of the site and connects the north west corner of the site with the south west at Coote Lane. Residential neighbourhoods will define the eastern side of the character area and the corridor itself will comprise of a patchwork of semi-natural space, amenity open space and allotments, and incorporate play provision. A significant portion of natural green space will include swale area for surface water attenuation.

Tree planting within naturalistic space will include oak, elm, lime, poplar, ash, hawthorn and cherry, which can already be found along the Penwortham Way boundary. Feature trees within residential areas will take reference from these established, largely native species, but using street tree cultivars. There will be a creation of new grassland and shrub habitats to improve biodiversity and increase the robustness of the existing ecological network.

The hard material palette will be consistent with those used in adjacent character areas to provide a cohesive transition.

Materials

- Colour palette in brindle and red tones referencing adjacent character areas and existing development on Chain House Lane.
- Natural surfaces to semi-natural routes eg Hoggin or site worn material.

Hierarchy of highway material selection

- Primary Streets
macadam carriageways;
- Secondary Streets
macadam carriageways;
- Tertiary Streets / Private Shared Driveways
macadam / Tegular paving at focal points (subject to adoption)
- Pavements
macadam;

Vegetation

- Existing biodiversity to be retained and enhanced where possible;
- Neat, clipped hedgerow garden and field boundaries as found on Chain House Lane;
- Amenity green space to include swale planting

Key

1. Tarmacadam for all road areas with white and beige coloured aggregates in feature areas.
2. Keyblock burnt ocre paving for feature areas (subject to adoption)
3. Tegular heather paving for feature areas (subject to adoption)
4. Semi Natural Grassland landscape
5. Naturalistic grassy margins to edges
6. Homes with good outlook over more natural and planted landscaping



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4.5 Penwortham Edge

The material palette for this area takes its references in the wider Penwortham area. In particular this area should integrate with the forms and typologies to the south-west of the site.

Penwortham Edge materials palette

Wall Material Selection

An eclectic mix of brick, render, timber and stone cladding. This character area has the most variety and the largest component of more natural materials.

Roofing

A selection of red and grey roof tiles, in more textured and roman tile style.

Windows and doors

More traditional timber or UPVC windows with the effect of smaller panes of glass.



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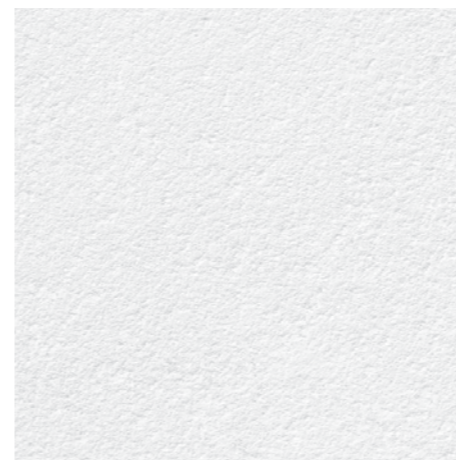
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Key

1. Collection of brick and render homes set back from the road.
2. Collection of brick and render homes set back from the road.
3. Collection of brick and render homes set back from the road.
4. Orange / Brindle multi with coloured mortar
5. Red / Brindle Multi brick with coloured mortar.
6. Small feature areas of white render
7. Red profiled roof tile
8. Grey Roman and other profiled tiles

4.5 Penwortham Edge

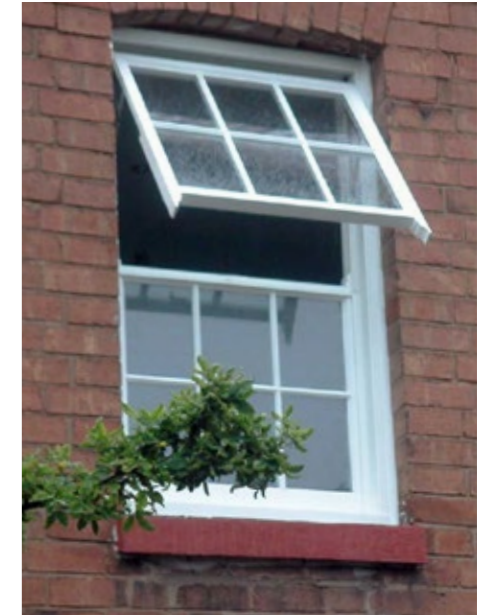
Sketch Plan of the Penwortham Edge Character Area

- A Clear visual overlooking of green spaces
- B Areas of Sustainable Urban Drainage
- C Area allocated for intensive tree planting
- D No vehicular connection between CBLR and Chain House Lane



Key

1. White and grey casement windows in U-PVC or Timber emulating sash windows
2. White and grey casement windows in U-PVC or Timber emulating smaller panes



1



3



THE
LANES
PENWORTHAM