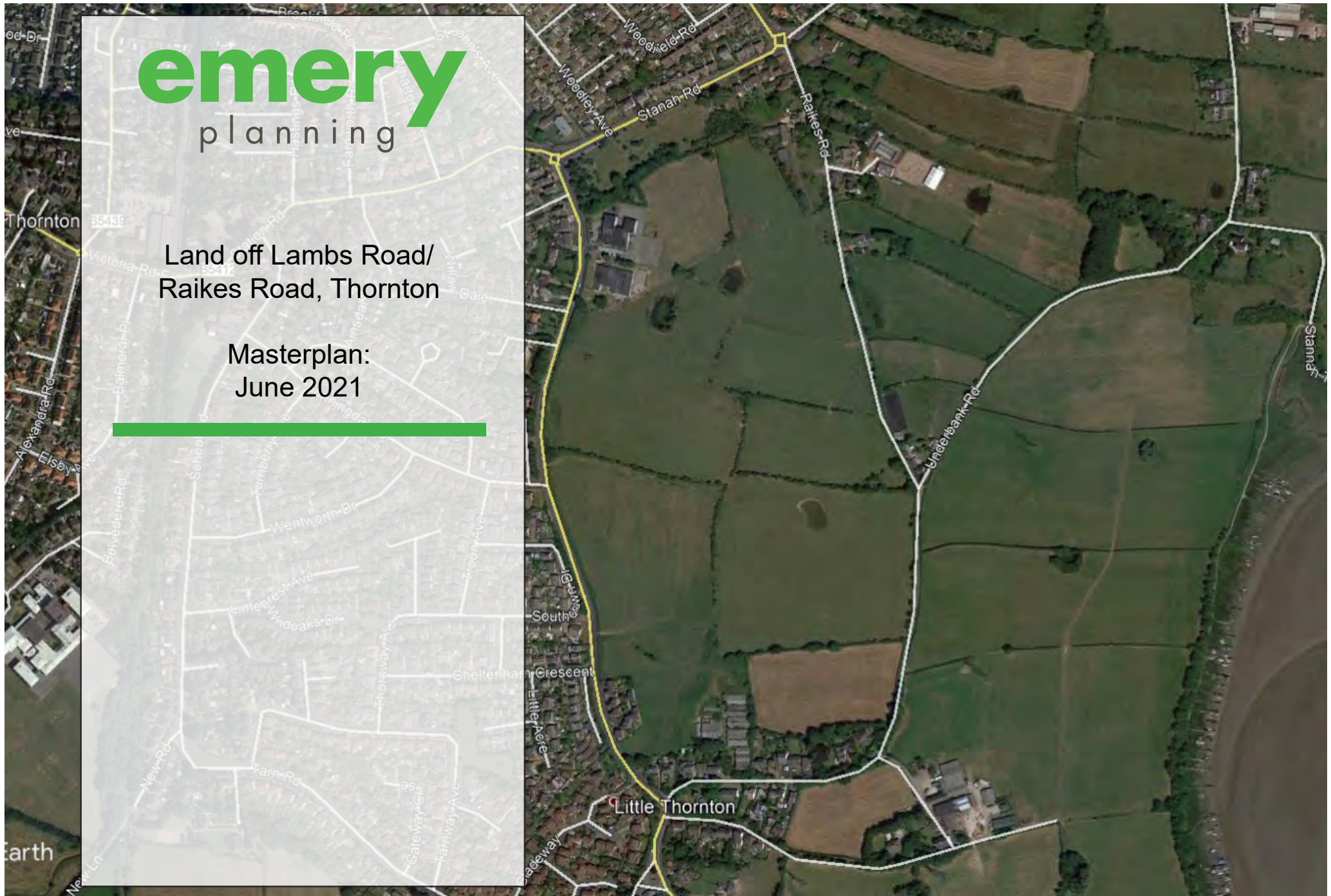




Land off Lambs Road/
Raikes Road, Thornton

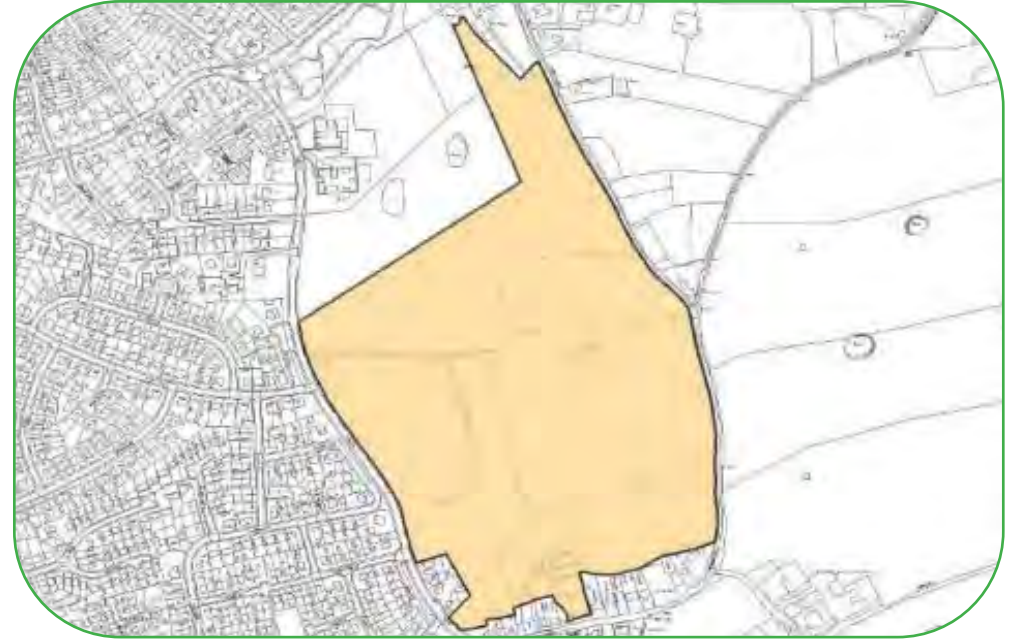
Masterplan:
June 2021



INTRODUCTION

The site allocation

Policy SA1/2 of the Wyre Local Plan allocates land at Lambs Road/Raikes Road, Thornton for 400 dwellings. The allocation extends to 19.67 ha of open land on the eastern edge of Thornton. As part of the residential development, the allocation also requires the provision of land to enable the delivery of a small-scale convenience store and supporting infrastructure such as education provision and highway works to meet the needs generated by new developments in the Thornton area.



Site SA1/2 - Lambs Road/Raikes Road,

The adopted local plan requires the allocation site to be brought forward in line with a Masterplan, which covers the whole of the allocation. The Masterplan will determine key aspects of the future development such as the:

- Distribution and interrelationship of activities/uses.
- Relationship between spaces and buildings (existing and new).
- Degree of 'permeability' – visual and physical.
- Best location of different type of uses.
- Movement networks within and out with the site.
- Provision of infrastructure.

The agreed Masterplan will be a material consideration in deciding subsequent planning applications relating to the site.

This Masterplan has been produced through a collaboration between the landowners, developers Wainhomes (NW) Ltd and Baxter Homes both of whom hold a legal interest within part of the allocation, key stakeholders, and Wyre Council. Wainhomes (NW) Ltd are currently on-site implementing the approved scheme for 'Phase 1' (157 new houses).

The remainder of the allocation site (outside of Phase 1) could accommodate at least 243 dwellings; the precise number to be determined through detailed planning applications. It is this remaining area that is the main focus of this Masterplan.

SITE CONTEXT

Site Context and Analysis

The final Masterplan has been informed by the production of technical and survey work that describes the physical characteristics of the site and its context, and identifies key constraints and considerations that should be taken into account in developing the site.

The site can be split into various parcels of land as described below:

Phase 1

This land has the benefit of detailed planning consent for 157 dwellings with associated works and Wainhomes are currently on-site implementing this approved scheme.

Phase 2

This land is in private ownership and is in the control of Wainhomes (NW) Ltd. It has been used for agricultural purposes and there is some hedgerow to the site boundaries.

Image showing Phases 1,2,3A,3B and 3C



Phase 3A

This land is in the same land ownership as Phase 2 and is also in the control of Wainhomes (NW) Ltd. It comprises agricultural land. There is some hedgerow within the site and to the boundaries, together with a small group of trees and a pond. The land has been used for agricultural purposes.

Phase 3B

This land is in the same land ownership as Phase 2. This small parcel of land has been used for agricultural purposes.

Phase 3C

This land is in separate land ownership and is under the control of Baxter Homes. It has been used for agricultural purposes. There is hedgerow to the boundaries and a ditch to the south.

SITE CONTEXT

Site Context and Analysis

The site has been subject to detailed surveys and technical work for the site allocation area and we summarise the key findings below:

- The site is not subject to any statutory or non-statutory designations in relation to nature conservation.
- The site is located at least 425m away from the boundary of the Wyre Estuary Site of Special Scientific Interest (SSSI) of and Morecambe Bay Ramsar Site, and it is 6.2km to the south the Morecambe Bay Special Area for Conservation (SAC).
- There is one non-statutory conservation site within a 1km of the site and this is the Skippool Marsh and Thornton Bank Biological Heritage Site (BHS).
- The site has been subject to detailed ecology surveys undertaken by ERAP to include badgers, bats, bird species and great crested newts.
- There are 12 individual trees, 15 groups of trees and 14 sections of hedgerow within the site. None of the trees and hedgerow assessed by Iain Tavendale Arboricultural Consultants comprise high quality (Category A) specimens.
- The site is predominantly within a Flood Zone 1 (i.e. at low risk of flooding), although a small part of the northern part of the site within 'Phase 3b' is identified as falling within a Flood Zone 3.
- There are public foul water sewers within Lambs Road to the west and Raikes Road to the south.
- A new surface water sewer is being provided by Wainhomes (NW) Ltd as part of Phase 1 construction works and this will discharge directly to the River Wyre.
- Lambs Road is a distributor road with a 30mph speed limit, and there are a number of bus services along this route. The A585/ A588 junction is approximately 1.2km to the south.

HIGHWAYS

Highways and accessibility

Lambs Road is a classified distributor road which runs in a north-south alignment along the site's western boundary. The road is subject to a 30mph speed limit and forms a major arm of a number of priority junctions along its length before forming a compact roundabout junction with Stanah Road and Station Road located approximately 400m to the north of the site. To the south, the road becomes Skippool Road and runs for approximately 1.2km before terminating at the junction with the A585 and A588 Breck Road.

Post-mounted signs indicating 'unsuitable for HGVs' are erected at the Skippool Road exit of the Skippool Road/A585 junction and at the approach to Lambs Road near Stanah School to discourage HGVs using Skippool Road.

The A585 is a Trunk road managed by Highways England (HE), and it provides the key connection to the strategic highway network at Junction 3 of the M55 motorway. The M55 motorway connects Blackpool and the Fylde coast with the M6 motorway.

The A585 extends from Fleetwood in the north, through Thornton and Cleveleys before bearing south east and extending through Skippool and Little Singleton.

The local highway network will benefit significantly from the approved A585 Windy Harbour to Skippool road scheme, currently under construction at the time of writing. This major highway scheme is designed to provide significant additional highway capacity on the A585 trunk road to accommodate the Local Plan allocated development.

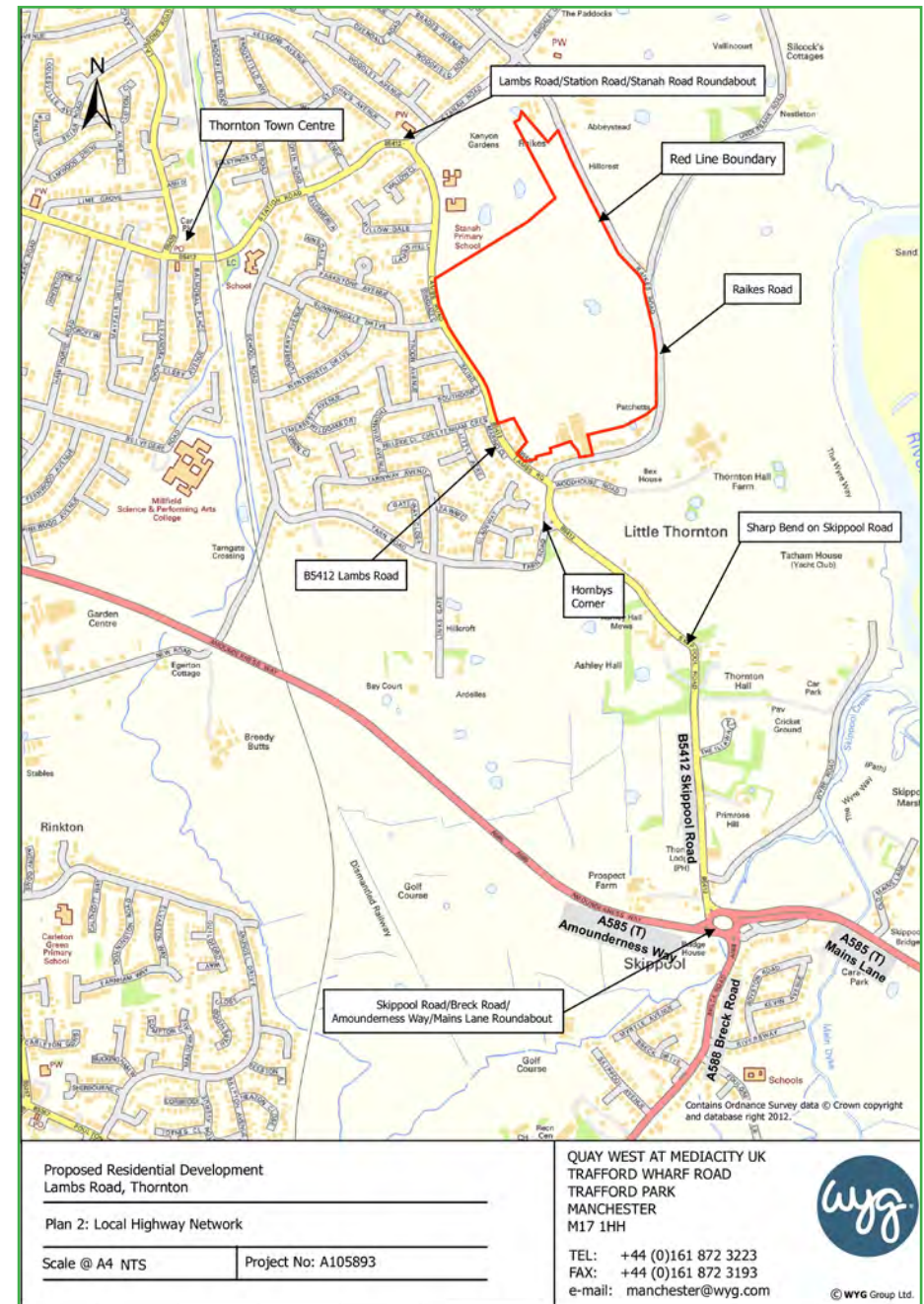
HIGHWAYS

Highways

As part of the consented Phase 1 scheme, being implemented on-site by Wainhomes (NW) Ltd, improvements to the Skippool Road bend were secured by the council. These mitigation works are committed and will be delivered within the highway network as part of the delivery of this approved scheme.

There are bus stops on Lambs Road, Stanah Road and Tarn Road. These services provide regular connections to destinations such as Cleveleys, Thornton and Poulton. As part of the consented development, Wainhomes (NW) will make a £600,000 financial contribution, spread over 5 years, to increase the frequency of bus services and allow for the diversion of existing services along Lambs Road. There will also be new bus stops provided along Lambs Road as part of this consented scheme. A pelican crossing on Lambs Road will also be provided as part of the consented scheme.

The Local Highway Network



ECOLOGY

Ecology and Trees

The site is not subject to any statutory or non-statutory designations for nature conservation, although the site is located approximately 425m from the boundary of the Wyre Estuary Site of Special Scientific Interest (SSSI) and Morecambe Bay and Duddon Estuary Special Protection Area (SPA) and Ramsar site. The site lies within a SSSI Impact Risk Zone (IRZ).

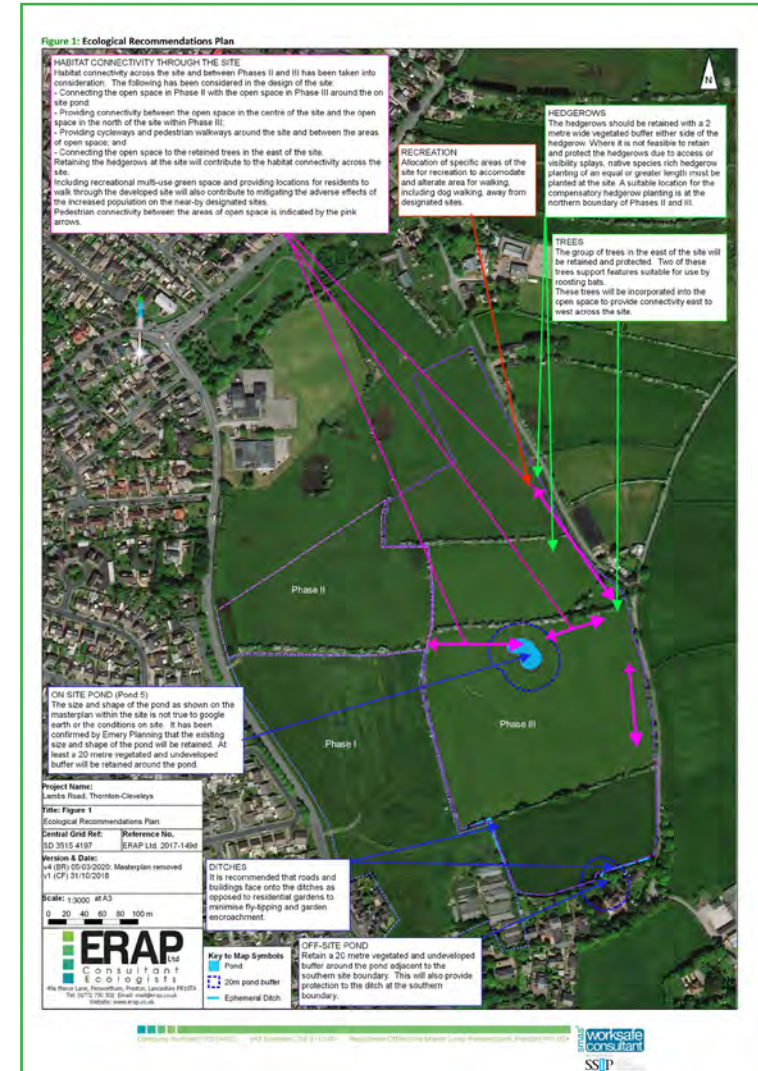
The site comprises improved grassland with boundary hedgerows, trees and a pond. Consultant ecologists ERAP have surveyed the site for relevant protected species and this has included great crested newt and breeding and wintering bird surveys. A summary of the advice issued by ERAP is provided below:

- Maximise green infrastructure and green corridors through the site by retaining the existing mature trees and hedgerows, where possible and by native planting. Where trees or hedgerow are to be lost then suitable replacements should be provided.
- Retain and protect the existing pond to the centre of the site through the provision of an undeveloped buffer area.
- Provision of pedestrian and cycle links between the open spaces to encourage residents to use the site for recreational purposes rather than the nearby estuarine habitats.
- Encourage habitat connectivity through the site by landscape planting, creation of contiguous gardens and by the creation of gaps beneath boundary fencing to encourage wildlife to pass through the site.



- Planting of wildflower grassland and suitable species known to attract wildlife through the landscaping scheme.
- Installation of bat and bird boxes where appropriate.
- Secure the long-term management of the retained and new habitats in accordance with nature conservation objectives.

The recommendations made by ERAP have been incorporated into the Masterplan process.



HERITAGE

Heritage

Raikes Farmhouse, a Grade II listed building, is located to the north-east of the site subject to Policy SA1/2. This building was listed in August 1983 and the listing description states the following:

“Farmhouse, dated 1692, with C19 rear extension. Probably brick, now pebbledashed, with stone cornice gutter and graded slate roof. Stone coping on left gable. 3-unit baffle-entry plan, one axial chimney stack and one gable chimney-stack. 2 storeys, asymmetrical; plain doorway, door recessed; one 2-light casement window on each floor on the left, two 3-light casement windows on each floor on the right (those on ground floor having keystones) all with stone sills and wooden frames. Each gable wall has small sashed window on ground floor; right gable has inset square sandstone tablet lettered in relief: B T S 1692 Interior had a staircase, now removed, in right bay which was previously kitchen; rush ceilings in upper floor and in outshut at rear of right bay.”

The image to the right shows the listed building circled in red. It is well enclosed from the land subject to Policy SA1/2 by virtue of the numerous ancillary two-storey outbuildings within the grounds of Raikes Farmhouse and the planted treebelt to the south.

Lancashire County Council (LCC) Historic Environment Team has confirmed that the value of archaeological remains on the site does not represent a constraint to development of the site allocation. Nevertheless, a programme of archaeological work including a Desk Based Assessment (DBA) should be secured and implemented by way of planning condition for any planning permission.

Position of Raikes farmhouse (circled red)



TOPOGRAPHY

Topography and ground conditions

The topography of the site varies but generally dips towards the north east in an approximate gradient of 1:100 and with no significant topographical features. The site does contain local variations in level but these variations are not considered to have any significant effect upon the development proposals although there are ditches to the boundary of the southern extent of the site allocation.

Phases 2 and 3 have been in agricultural use. There is no evidence to suggest that the site has been subject to any ground disturbance or filling operations. Based upon the current information it is anticipated that natural strata will immediately underlie the surface topsoil layer.

A Geo-Technical Assessment has been carried out by REFA, consulting engineers, of the land subject to the site allocation. This recommends that intrusive ground investigations are carried out to be secured by way of planning condition as part of any planning application.

Please refer to Appendix 2 for the topographical survey for part of the site allocation.

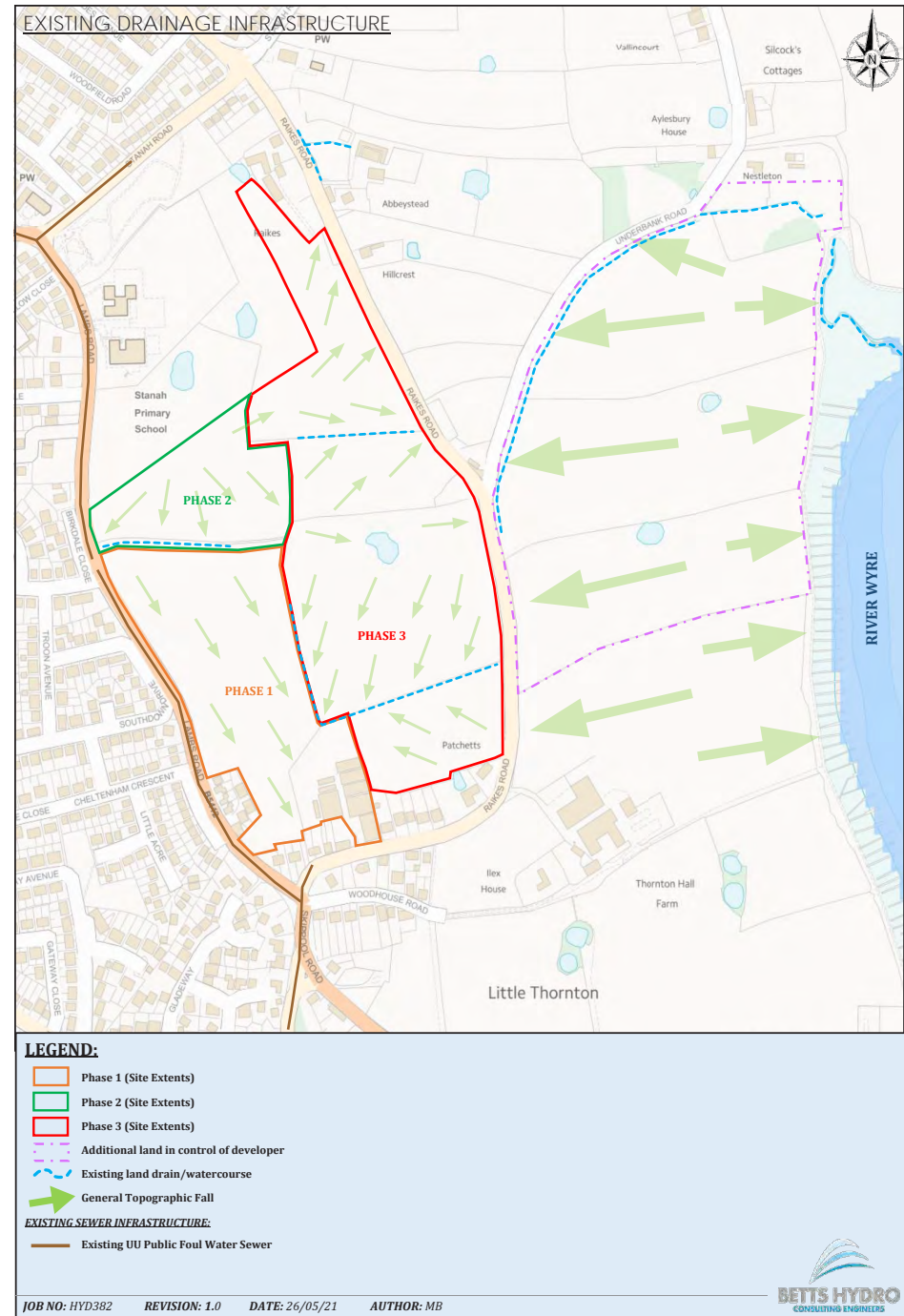
FLOOD RISK

Flood risk and drainage

The Strategic Flood Risk Assessment Addendum (August 2017), prepared by the council to support the local plan process provided an assessment of the land at Lambs Road/Raikes Road (Ref: SFRA_18_02). This assessment found that the site did not need to pass through the sequential test and that a new surface water drain connecting to the River Wyre would be required. The report recognises that the site is essentially located within a Flood Zone 1 (Low Risk of flooding).

Betts Associates have advised on the most appropriate drainage strategy for the purposes of delivering Policy SA1/2 and the constraints are summarised below:

- The nearest rivers to the site allocation are the River Wyre (circa. 500m to the east) and Hillylaid Pool (circa. 450m to the east).
- The approved strategy for Phase 1 was for surface water to discharge to the River Wyre mimicking pre-development greenfield rates. A new surface water sewer is now under construction to outfall direct to the River Wyre.
- The approved strategy for Phase 1 was for foul water run-off to connect to the public water sewer within Lambs Road.
- There is a very small area of the site allocation to the northern edge that is identified as within a Flood Risk Zone 3. Otherwise, the site is identified as being at low risk of flooding.
- Consultation with Wyre council has revealed some historic flooding to neighbouring highways due to a lack of capacity in both the surface water sewers and Hillylaid Pool to which they drain.



LANDSCAPE

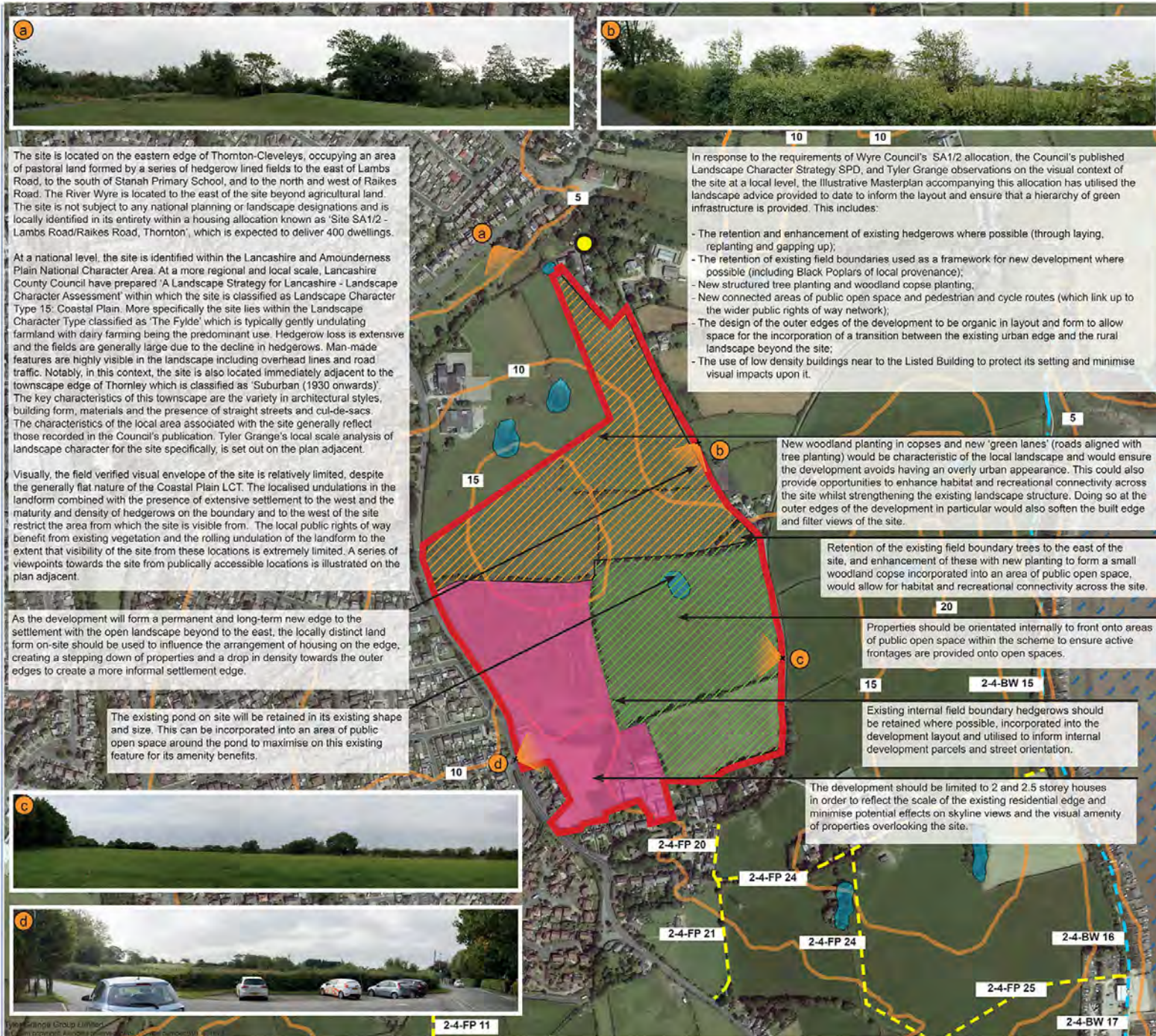
Landscape and visual analysis

The site is undulating in places with no public rights of way extending through or adjacent to it. There is existing hedgerow to the site perimeters and within the site itself, although there are very few trees. The northern boundary of the site allocation to the Joseph Kenyon Trust land is open.

The western part of the site is influenced by surrounding urban features with the existing built-up area of Thornton-Cleveleys beyond Lambs Road to the western boundary and Stanah Primary School approximately 100m beyond the northern boundary of the site. The eastern part of the site is undeveloped, although Raikes Road provides a definitive boundary to the wider countryside. The implementation of the approved scheme for 157 dwellings ('Phase 1') will further change and urbanise the character of the area.

The provision of a secondary access point off Lambs Road would not necessitate the loss of any trees with limited intervention necessary to the existing hedgerow. There is scope to replace the existing boundary hedgerows extending through the existing site with better provision in qualitative and quantitative terms (i.e. more hedgerow and enhanced condition).

In terms of the Wyre Estuary and the Wyre Way Public Right of Way alongside it, the site is approximately 400m away at the nearest point. However, there is no inter-visibility due to the land level changes. The land beyond Raikes Road rises significantly towards the estuary before dropping down to the riverside. There is a difference of approximately 3-4m between Raikes Road and the riverside path in terms of levels.



The site is located on the eastern edge of Thornton-Cleveleys, occupying an area of pastoral land formed by a series of hedgerow lined fields to the east of Lambs Road, to the south of Stanah Primary School, and to the north and west of Raikes Road. The River Wyre is located to the east of the site beyond agricultural land. The site is not subject to any national planning or landscape designations and is locally identified in its entirety within a housing allocation known as 'Site SA1/2 - Lambs Road/Raikes Road, Thornton', which is expected to deliver 400 dwellings.

At a national level, the site is identified within the Lancashire and Amounderness Plain National Character Area. At a more regional and local scale, Lancashire County Council have prepared 'A Landscape Strategy for Lancashire - Landscape Character Assessment' within which the site is classified as Landscape Character Type 15: Coastal Plain. More specifically the site lies within the Landscape Character Type classified as 'The Fylde' which is typically gently undulating farmland with dairy farming being the predominant use. Hedgerow loss is extensive and the fields are generally large due to the decline in hedgerows. Man-made features are highly visible in the landscape including overhead lines and road traffic. Notably, in this context, the site is also located immediately adjacent to the townscape edge of Thornley which is classified as 'Suburban (1930 onwards)'. The key characteristics of this townscape are the variety in architectural styles, building form, materials and the presence of straight streets and cul-de-sacs. The characteristics of the local area associated with the site generally reflect those recorded in the Council's publication. Tyler Grange's local scale analysis of landscape character for the site specifically, is set out on the plan adjacent.

Visually, the field verified visual envelope of the site is relatively limited, despite the generally flat nature of the Coastal Plain LCT. The localised undulations in the landform combined with the presence of extensive settlement to the west and the maturity and density of hedgerows on the boundary and to the west of the site restrict the area from which the site is visible from. The local public rights of way benefit from existing vegetation and the rolling undulation of the landform to the extent that visibility of the site from these locations is extremely limited. A series of viewpoints towards the site from publically accessible locations is illustrated on the plan adjacent.

As the development will form a permanent and long-term new edge to the settlement with the open landscape beyond to the east, the locally distinct land form on-site should be used to influence the arrangement of housing on the edge, creating a stepping down of properties and a drop in density towards the outer edges to create a more informal settlement edge.

The existing pond on site will be retained in its existing shape and size. This can be incorporated into an area of public open space around the pond to maximise on this existing feature for its amenity benefits.



In response to the requirements of Wyre Council's SA1/2 allocation, the Council's published Landscape Character Strategy SPD, and Tyler Grange observations on the visual context of the site at a local level, the Illustrative Masterplan accompanying this allocation has utilised the landscape advice provided to date to inform the layout and ensure that a hierarchy of green infrastructure is provided. This includes:

- The retention and enhancement of existing hedgerows where possible (through laying, replanting and gapping up);
- The retention of existing field boundaries used as a framework for new development where possible (including Black Poplars of local provenance);
- New structured tree planting and woodland copse planting;
- New connected areas of public open space and pedestrian and cycle routes (which link up to the wider public rights of way network);
- The design of the outer edges of the development to be organic in layout and form to allow space for the incorporation of a transition between the existing urban edge and the rural landscape beyond the site;
- The use of low density buildings near to the Listed Building to protect its setting and minimise visual impacts upon it.

New woodland planting in copses and new 'green lanes' (roads aligned with tree planting) would be characteristic of the local landscape and would ensure the development avoids having an overly urban appearance. This could also provide opportunities to enhance habitat and recreational connectivity across the site whilst strengthening the existing landscape structure. Doing so at the outer edges of the development in particular would also soften the built edge and filter views of the site.

Retention of the existing field boundary trees to the east of the site, and enhancement of these with new planting to form a small woodland copse incorporated into an area of public open space, would allow for habitat and recreational connectivity across the site.

Properties should be orientated internally to front onto areas of public open space within the scheme to ensure active frontages are provided onto open spaces.

Existing internal field boundary hedgerows should be retained where possible, incorporated into the development layout and utilised to inform internal development parcels and street orientation.

The development should be limited to 2 and 2.5 storey houses in order to reflect the scale of the existing residential edge and minimise potential effects on skyline views and the visual amenity of properties overlooking the site.

- Site Boundary
- PRoW (Footpath)
- PRoW (Bridleway)
- Grade II Listed Buildings
- Water bodies
- River Wyre
- Photo-viewpoint locations
- Topography contour lines
- Phase 1 (Consented) - This part of the site already has detailed planning consent and is under construction

- TG Local Landscape Characterisation Areas:
- Relatively Enclosed Pasture – More typical of the wider landscape there are limited areas where the hedgerows remain intact and create a greater sense of enclosure, with a clear field pattern. The presence of a stronger network of field boundaries limits views within this localised area. The field size tends to indicate use as grazing pasture.
 - Open Rough Pasture – An area of undulating landform which is used for grazing. The field size is relatively large due to the lack of hedgerows or the degraded nature of the hedgelines which remain. Access is restricted.

Please note: Photo-viewpoints taken in 2015



Project	Lambs Road, Thornton-Cleveleys
Drawing Title	Landscape Context Plan
Scale	Not to scale
Drawing No.	12105/P01
Date	March 2020
Checked	TW/AL



TOWNSCAPE

There is a wide range of house types, sizes and layouts within the surrounding area. There is no sense of uniformity in terms of the character and appearance of the built form.



Raikes Road



Raikes Farmhouse



Stanah Road



Lambs Road



Furlong Green

The Design & Access Statement for any planning application will provide a more detailed analysis and rationale for the house types and design concept for the proposed development. However, it is unlikely that any building would be higher than 2.5 storeys and the external materials are likely to include red brick and tiled roofs.

MASTERPLAN FRAMEWORK

Masterplan vision

To create an 'organic' extension to Thornton-Cleveleys that is a sustainable development integrated into the existing landscape and local community in terms of its design and layout, including pedestrian and cycle accessibility. The development will have a strong local identity that responds positively to the local context. It will incorporate a range of integrated green spaces that will provide formal and informal recreation opportunities accessible to new and existing residents whilst creating a soft transition between the newly built development and the open land beyond the eastern boundary of the site.

Objectives

The aim of the masterplan is to provide a framework for the delivery of a high quality and sustainable development that responds positively to the local context. In so doing, the development should positively respond to the following objectives:

1. Create a new sustainable neighbourhood which is integrated socially and physically with Thornton-Cleveleys and promotes healthy and active communities, maximising opportunities to enhance the quality of life for future and existing residents.
2. Create a development that respects and responds to its location with particular attention paid to the relationship to the existing built form and wider landscape, which includes the Grade II Listed Raikes Farmhouse, views into and out of the site, and the nature and quality of boundary treatments.
3. Use the existing site characteristics, retaining any important ecological and landscape features, with the aim of establishing and preserving functional ecological habitats and networks which facilitate the movement of species and wildlife populations and protect the Borough's biodiversity, having particular regard to ensuring no unacceptable impacts on the Morecambe Bay and Wyre Estuary statutory ecology sites.
4. Build a range of appropriately located homes of different types, sizes and tenures in order to meet the needs of different sections of the community and create a varied, well designed and attractive physical and green environment.
5. Produce a high quality and safe public realm that includes landscaping and Green Infrastructure.
6. Deliver an appropriate amount and type of Green Infrastructure in a manner that contributes to a well designed and healthy living and working environment, including physical and functional connections with neighbouring Green Infrastructure.
7. Create a movement network for pedestrians and cyclists that secures a safe, desirable, healthy and inclusive place to live through the provision of accessible streets and open spaces.
8. Provide land for a new primary school to meet the needs of the Local Education Authority as required.

MASTERPLAN FRAMEWORK

Objectives

9. Ensure that flood risk, drainage and the provision of water infrastructure is appropriately managed throughout the lifetime of the development including having regard to the local plan surface water drainage hierarchy, Key Development Consideration 9 of Policy SA1/2, and appropriate mitigation.
10. Encourage measures to address any relevant issues arising from climate change and to minimise the use of resources, including energy consumption.
11. Avoid unacceptable adverse impacts on the amenity of occupants and users of surrounding or nearby properties, whilst securing a good standard of amenity for the occupants and users of the proposed development, including ensuring that any non-residential components are appropriately located taking into account operational requirements and the need to maximise accessibility and encourage sustainable travel movements by existing and new residents.
12. Consider the potential impact of the proposed development on the setting of Raikes Farmhouse, which is located to the north- east of the site allocation is a Grade II listed building with appropriate mitigation if necessary.
13. Create a development that enables people to lead active lifestyles, including connected walking & cycling routes, a network of multifunctional open space and high-quality streets & spaces.

The masterplan framework describes the spatial arrangement of uses within the masterplan area and establishes a set of design principles that should be used to inform future planning applications and decisions within the site. within the site.

DESIGN PRINCIPLES

1. Development should deliver an organic integrated extension to Thornton that achieves a high-quality environment taking advantage of and integrating with existing topography, views, landscape features and habitats.
2. The development should retain and enhance existing landscape features of value where possible, using planting to shape the location and character of the built form, street and open spaces, and to soften new development in relation to views of the site.
3. There should be a highly legible structure of streets and where residents and visitors can intuitively find their way around the development with good connectivity onto surrounding roads and streets.
4. The structure of the development should utilise key views into and out of the site together with the orientation and design of streets, green spaces, houses and other development types, to create a rural transition zone, paying particular regard to the boundary of the site along Raikes Road.
5. Trees and structural landscaping should be used to break up the street scene, utilising existing hedgerows where possible. Where existing tree and hedgerow loss is necessary, at least an equivalent amount of new mitigation planting of suitable UK provenance native species should be provided.
6. The design and layout of the development should support healthy living, including the provision of accessible high-quality green infrastructure together with cycle and pedestrian.
7. Residential development should be of a density suitable to the character of the surrounding area including adjacent countryside having regard to the most appropriate location of different dwelling types across the site.
8. Dwellings for older people/mobility impaired should be appropriately located in terms of access to services, facilities and key access routes.
9. An appropriate level of car parking will need to be provided in line with planning policy, but this should be sufficiently well-integrated so as to not dominate the street and building frontages.
10. There should be clear demarcation between the public and private land.
11. Building orientation and layout, including corner-turning and dual aspect houses at key intersections, should be used throughout the site to create active frontages and natural surveillance/security over the public spaces, streets and footpaths/cycle routes.
12. Place making will be further reinforced through the design of hard and soft landscaping for individual plots and the creation of incidental green spaces/landscaping to break up the built form.
13. Whilst it is important that the neighbourhood has continuity and a definable sense of place, it is also important for there to be a complementary and, where appropriate, contrasting palette of building elements and architectural details to achieve variety in appearance across the Masterplan area.

DESIGN PRINCIPLES

14. Through the provision of interface distances and building orientation, together with landscape screening, in line with policy requirements the development should ensure adequate privacy and amenities for the residents of new and existing housing. Careful attention should be given to the design of the interface between residential and non-residential uses within the Masterplan area.
15. Development should be located and designed so as not to adversely affect the significance of local heritage assets.
16. The design and layout of the convenience store and school, including parking and servicing, should respect the largely residential nature of the area.
17. Residual surface water should drain directly into the River Wyre at a controlled rate via a surface water pipe.
18. Any sustainable drainage systems developed as part of the scheme should be incorporated into the development as part of a high-quality green and blue infrastructure with multi- functional benefits. Sustainable drainage and flood risk management where required should be seen as an inherent part of the landscape design process and intrinsically linked to the landscape proposals.
19. Principal access into the site should be via Phase 1 of the development from Lambs Road. Access into Phase 2 from Lambs Road must be designed to be secondary to the principal access into the site allocation.

USES

Residential development

As described above, the site outside of the existing planning permission for 157 dwellings is required to deliver:

- Residential development on some 12.24ha with a minimum 243 dwellings.
- Land for new a new 1-form entry primary school and nursery on Phase 3, if required on-site (total land requirement some 1.38ha).
- Small convenience store of 280sqm net sales area to be located on Phase 2.

In addition, the Masterplan also needs to set out the approach to:

- Access and movement.
- Sustainable drainage.
- Green infrastructure, landscaping and biodiversity.

The local plan policy identifies an approximate capacity of 400 dwellings across the whole allocation area with a minimum of 360 dwellings to be delivered over the plan-period.

The starting position with regard to new housing has been the existing site constraints and the outcome of surveys carried out by technical consultants. In particular, ERAP identified constraints and opportunities and Tyler Grange provided a series of recommendations in relation to landscape and visual impacts e.g. new woodland copses, green lanes and a landscaped buffer alongside the eastern boundary.

Taking into account constraints and opportunities identified by technical consultants, Tyler Grange produced a landscape framework plan and this informed the siting and density of housing as shown

The mix, type and size of houses to be delivered will be secured at the planning application stage. However, the adopted local plan requires a suitable mix of housing to be delivered in accordance with needs, at least 20% of new housing to be suitable or adaptable for older people with restricted mobility in accordance with Policy HP2 and 30% of new housing to take the form of affordable homes in accordance with Policy HP3 (inc. starter homes, discounted market housing, affordable housing for rent and shared ownership).

Higher density housing will be more appropriate in proximity to existing development, which includes the consented Phase 1 scheme with lower density on the periphery and towards Raikes Road in particular as part of defining a rural transition zone.

USES

Primary school and convenience store

The local plan requires the site to provide land for a new primary school and/or a contribution to be made towards the expansion of an existing school(s). Discussion with the Local Education Authority has indicated that there is an option of extending the existing Stanah County Primary School, which lies close proximity to the site on Lambs Road. However, for the purposes of the Masterplan it is considered necessary to identify an appropriate site for a one-form entry school of 1.36 hectares within the allocated boundary on Phase 3 to be made available to the LEA as part of the education financial contribution should the expansion of Stanah County Primary not be possible. In response to the consultation on the draft Masterplan the LEA has indicated that the primary school should include nursery provision of some 156sq. m. This indicates that the total land take for the school will be some 1.38ha. In addition, a financial contribution would be made where required to address any shortfalls in secondary school place provision as a result of the proposed development, although this has no impact on the design of the masterplan itself.

The primary school land is shown on Phase 3 away from the Lambs Road frontage to reduce any pollutant impact, albeit still with a convenient access point from the main road. The active travel plan image further below shows the likely routes future residents of the allocated site would take to access the school on foot and by cycle.

The great majority of external school trips will be via Phase 1 access (primary access) given its central location on the site frontage, generous carriageway width of the spine road and generally linear arrangements.

In this location, the school would be within walking distance of the services and bus stops along Lambs Road and would benefit from safe walking and cycling routes. There would be no vehicular or pedestrian access between Raikes Road and the new school site. The school site should include appropriate car parking and “drop-off” provision.

There are no landscape features in this location nor are there any identified risks in terms of adverse ground chemistry, landslides or fault lines. There are no records of past industry or mining on the land, which has historically always been used for agricultural purposes. As such, there are no associated contamination risks with providing the school in this location. Furthermore, the land is reasonably flat in this part of the site allocation land as shown on the topographical survey undertaken.

USES

Primary school and convenience store

The shape of the school land shown is logical and allows for options in terms of configuration. Furthermore, there will be opportunity for the carrying out of landscaping as part of the detailed design stage (e.g. creation of small wooded area within the grounds) and this would be consistent with the objectives set out within this Masterplan of a Rural Transition Zone towards Raikes Road.. The school land has not been sited further southwards given the desirability of retaining the existing central pond feature for ecology reasons, and this pond would frame a new area of public open space.

A detailed assessment of the impact of the development on school place provision will be carried out at the detailed application stage, once the number of bedrooms being created is known, and this will inform whether new school land within the site allocation is necessary. If a new school is deemed to be unnecessary or alternative school provision is put in place by the Local Education Authority, as it is part of a residential allocation the land set aside for this use could be utilised for residential development subject to appropriate assessment of infrastructure impacts and requirements such as a Rural Transition Zone towards Raikes Road.

USES

Convenience store

Land for a small-scale 280sqm (net sales) convenience store approximately 0.125ha in area would be reserved as part of the proposed development in accordance with Policy SA1/2. The proposed convenience store would meet the 'everyday' 'top-up' shopping needs of residents in a sustainable manner. It would be located to the north-western part of the site allocation where it is accessible for future occupiers of the proposed development as well as existing residents within this part of Thornton-Cleveleys. The design of the convenience store should allow for appropriate car and cycle parking.

Sustainable Drainage

Managing Surface Water

Proposals must follow the surface water management hierarchy established by Local Plan Policy CDMP2 and in doing so should incorporate as many SuDS proposals as is appropriate and viable.

Betts Associates have advised that ground conditions (i.e. clay-like materials) mean that it is unlikely that infiltration will prove to be a viable drainage solution for all the site allocation, albeit there may be scope to utilise infiltration in parts to assist with dealing with the first 5mm of run-off generated by the site. Further soakaway testing at the planning application stage will determine the extent of infiltration and SuDS that can be accommodated and permeable paving and bio-filtration will also be considered to ensure that surface water run-off is dealt with at source insofar as possible.

Key Development Consideration No. 9 of the Policy SA1/2 of the Wyre Local Plan requires residual surface water to drain into the River Wyre at Ramper Pot via Underbank Road. In accordance with this requirement a new surface water sewer has been constructed to outfall directly into the River Wyre with all the relevant consents having been obtained.

Easement agreements have been secured with all relevant landowners so that improvements to the pipe can be made in the future should this prove necessary.

Residual surface water run-off generated within the site allocation would be discharged to the River Wyre at not greater than pre-development greenfield rates.

Foul Water

Two new connections to the public sewer within Lambs Road will be required in order to manage foul water flows.

The following image shows an illustrative drainage strategy for the site allocation and the route of the new surface water run-off to discharge to the River Wyre.

Given the historical and existing flood issues within the neighbouring surface water networks, there are no proposals to connect surface water run-off generated by the development into the public sewer network. The new surface water sewer pipe currently under construction to outfall directly to the River Wyre will help to alleviate pressures on the drainage system through reducing the amount of surface water currently reaching the downstream sewers via overland run-off.

USES

Sustainable Drainage



USES

Green infrastructure, landscape and biodiversity strategy

The vision for this masterplan is to create a development with green infrastructure fully integrated into the overall design. A greener environment can create important environmental, social, health and economic benefits, particularly in relation to physical and mental health and the need to mitigate climate change impacts. A key function of the Green Infrastructure (GI) strategy is to encourage recreational use within the site itself and so to reduce disturbance around the Estuary. As such there is a particular focus on providing amenity and play space within the new development. In addition, the approach to GI is closely related to the movement network with the aim to create attractive, well-designed cycleways and footpaths fully integrated into the GI and local landscape.

The strategy of this Masterplan is also to ensure that full regard is had to the integration and improvement of existing ecological systems and natural habitats found within the site, including trees, hedgerows and water features. GI should also be fully integrated with and support features developed as part of the development of Sustainable Drainage Systems (SuDS). The local landscape can also play a key role in setting the context for the development and in particular the identification and protection of key views into and out of the site. The masterplan plan shows how these three elements – GI, ecology and landscape can work together to inform and be a part of the overall development.

The public consultation on the draft Masterplan has highlighted the local importance of Raikes Road as a rural route popular with walkers, horse riders and cyclists. It is an important part of the local identity.

The Masterplan identifies the site boundary along Raikes Road as requiring sensitive treatment consistent with the local plan's requirement for a rural transition zone between the development and the wider countryside and coastline. The Masterplan achieves this through:

- The designation of a “low density housing zone” along the line of Raikes Road in which the design, density, orientation and height of housing must respect the visual context of Raikes Road and the countryside beyond; and
- The designation of a landscaped green corridor along the eastern edge of the allocation designed to respect the visual context of Raikes Road and provide a “soft” green landscaped edge to the development. The landscaped corridor will include woodland copse, new hedgerow planting and gapping up the existing hedgerow, tree planting and wildflower areas. The landscaped green corridor must have a depth of approximately 10 metres and be integrated into the wider green infrastructure network to create a broader depth at key points. The landscaped corridor must not contain buildings, road/access ways or other “hard” development.

Any future development of the site will need to provide green infrastructure in line with Local Plan Policy HP9. For instance, based on an indicative dwelling capacity of 243 dwellings and an average household size for the borough of 2.24 persons, the total GI requirement (TGIR) would be approximately 2.14 ha. The final GI requirement will depend on the total number of dwellings and dwelling mix (by number of bedrooms) to be determined at the planning application stage. Policy HP9 defines GI according to one or more of the following types:

- Parks and gardens
- Amenity open space
- Natural/semi natural green space
- Children & young people
- Allotments

USES

Green infrastructure, landscape and biodiversity strategy

Consultation with Wyre council has indicated that the need for Green Infrastructure within the site is focused on three elements:

- Amenity open space
- Play space for children and young people
- Natural and semi-natural space

The amount of green infrastructure being provided through this Masterplan equates to approximately 2.3ha of land. This will include the following:

- Creating a series of linked green spaces providing off-road opportunities for walking and cycling, whilst enhancing permeability through the site and connectivity with the surrounding area where appropriate
- Providing areas of amenity green space which create an attractive setting for the development as well as functional areas of open space for people to socialise and enjoy.
- Developing appropriate children's play facilities which are suitably located and of a type and size appropriate to the scale of the development. The exact location design and type of children's play provision will be determined at planning application stage. However, it is expected that children's play facilities will be commensurate with the scale of development proposed and not necessarily confined to a single location.
- Children's play facilities should be designed to be suitable for a range of age groups and may be based on, but not confined to, standard definitions of play space such as a Local Area for Play (LAP) and a Local Equipped Area for Play (LEAP).

- Creating areas of open space throughout the development which enhances the setting and provides an attractive outlook.
- Using strategic landscaping which softens the development edges and provides a successful transition between the built form and adjacent countryside, provides biodiversity enhancement and creates an attractive setting for the development.

USES

Green infrastructure, landscape and biodiversity strategy

The siting of the proposed open spaces has been informed by the ecological constraints and recommendations identified by ERAP. The retention and enhancement of the existing central pond, which would be safely integrated into the development, allows frames a new area of public open space accessible to all future residents, and linked to other parts of the site allocation land by virtue of green links and corridors. A landscaped green buffer would also be provided alongside the eastern boundary of the site in order to provide a transition towards Raikes Road and the countryside beyond. The approach to biodiversity is to retain existing ponds, trees and hedgerows insofar as possible and where appropriate replace lost habitat features. In addition, biodiversity enhancement will be provided through the incorporation of measures such as:

- Species rich hedgerow planting
- Bolstering existing hedgerows within the development
- Wildflower grasslands in open spaces and roadside verges
- Additional tree and shrub planting around the existing pond on the site
- Erection of bat boxes
- Erection of bird boxes for species such as house sparrow and swift
- The preparation of a comprehensive Landscape and Habitat Creation and Management Plan

Green Infrastructure Plan



ACCESS

Site Access

The Masterplan has been designed such that the access off Lambs Road secured as part of the consented Phase 1 scheme will act as the primary/principal access point into the site allocation.

Phase 2 will be accessed from a secondary access junction off Lambs Road, the principle of which has been accepted by the local highways authority.

In order to emphasise the Phase 1 access point as the primary/principal access point into the site allocation, the design of the route through Phase 2 from Lambs Road will be based on a more convoluted road layout which will also have the advantage of calming traffic speeds.

Both vehicular access points into the site allocation land off Lambs Road have been designed such that they can each accommodate the quantum of development required through Site Allocation SA1/2 to include any new primary school.

Street Hierarchy and Movement

Although the development of SA1/2 is likely to come forward as separate phases, partly a reflection of different land ownerships, the overall street hierarchy will be designed to ensure connectivity and permeability through the site and with the surrounding street/road network.

The Masterplan hierarchy will broadly be on the following basis:

- Primary spine route will be 6.5m wide carriageway with a 2m footway on either side, which will be suitable for buses to penetrate the site, if required.
- Secondary access routes will be 5.5m wide with a 2m footway on either side,
- Minor access routes will be 4.8m wide with a 2m service strip on either side.
- Private shared access driveways will typically around 4.1m wide.

- Street design that allows for safe and convenient on-street cycle routes.

The movement network as a whole has been designed to recognise the importance of encouraging active travel within the site and between the site and local neighbourhood

ACCESS

Site Access



To this end, the Masterplan shows a number of pedestrian and cycling linkages across the site in order to provide permeability between all phases of development, including between Phase 1 and Phase 2 where appropriate. An active travel network for accessing the school site from the various parts of the wider site is shown on the active travel plan further below. Detailed proposals should show how this active network provides linkages to the external road network.

This masterplan requires vehicular, pedestrian and cycle connectivity between all the phases in the Masterplan area as indicated on the Masterplan drawing. Any planning application where the key Masterplan objective of delivering good connectivity and permeability through the Masterplan area would be prejudiced will not be supported. As shown on the Masterplan drawing, this includes vehicular, pedestrian and cycle connectivity between Phase 3C northwards to the Phase 3A land so as to enable movement towards the siting of the proposed new primary school, to Stanah Primary School, to the convenience store and onward towards Thornton Village.

Any new footpath and cycle linkages between the site allocation and Raikes Road would need to be resolved at the detailed planning application stage. It would need to be demonstrated that any such links would be acceptable in terms of highways safety for all road users.

Parking

All phases should provide a range of on-plot parking solutions including frontage, side of parking and integral garages. Landscaping should be used to soften the impact of areas of parking including any associated with the convenience store and school.

ACCESS

Site Access

The Wider Road Network

A package of multi-nodal improvement works for Lambs Road and Skippool Road were agreed as part of the consented Phase 1 development, and these are being implemented as Wainhomes (NW) progress the construction of this phase of development. These improvements will also directly benefit the remainder of the site (Phase 2 and 3). The improvements include:

- Puffin crossing on Lambs Road, just south of Suningdale Drive.
- Uncontrolled pedestrian crossings with central refuge on Lambs Road, located immediately north and south of the approved access.
- Two bus stops (quality bus corridor standard) on Lambs Road
- 3m wide combined footway/cycleway along the site frontage on Lambs Road, north of approved site access.

Additionally, as part of Phases 2 and 3 an uncontrolled pedestrian crossing will be provided immediately south of the proposed secondary site access to integrate the site with the existing residential area on the west side of Lambs Road, opposite the Phase 2 access.

Site Access

Technical assessments carried out by WYG highway consultants have concluded that no improvements to the highway network are considered necessary to support Phase 2 development coming forwards. However, it has been agreed with the local highway authority that it would be beneficial for additional off-site improvements at the bend on Skippool Road at Thornton Hall Mews to be carried out as part of the Phase 2 development. These improvements would be within the existing adopted highway and they have been agreed with the local highway authority. The delivery of Phase 3 would benefit from a traffic calming safety scheme on Skippool Road, immediately north

of the bend at Thornton Hall Mews, where the carriageway is narrow. Given that Phase 3 would be supported by a safety scheme, it is agreed with the local highway authority that the delivery of Phase 3 will not require a new road, from Skippool Road to Raikes Road, as originally envisaged in the adopted Local Plan.

The safety scheme for Skippool Road would be located entirely within the adopted highway and it is envisaged that it would encompass the following, which have been agreed with the local highway authority:

- (a) Road markings scheme
 - Slow markings and or full width bar marking.
 - Ribbed edge of carriageway marking and increased centreline width (northbound approach to Thornton Hall bend) solid “ribbed” edge of carriageway road markings to within 30m of residential properties (where within 30m no “ribbing”) from 80m before bend, increase centreline width to 150mm.
 - Reposition edge of carriageway line to achieve uniform road width (as best as possible) and give greater separation between northbound lane and wall / hedge where there is no verge.
- (b) Speed Indicator Display (SPID) for southbound traffic and “slow” road marking, could be permanent or mobile.
- (c) Review existing post signs and remove those that are unnecessary, additional post mounted safety sign.
- (d) Bends warning signs on approach Tarn Road with side road stub.
- (e) The narrows section of the road to have different colour aggregate linked to signing and changes to road marking (circa 400m) plane and resurface.
- (f) Review and upgrading of street lighting between Skippool Roundabout (A585) and Stanah Road.
- (g) Annual speed and traffic flow/composition surveys on corridor and to/from development (with outcomes linking back into the Travel Plan), over years.

The plan below shows a potential street hierarchy to be adopted, encompassing primary streets, secondary streets and shared streets.

Illustrative Street Hierarchy



DELIVERY

Infrastructure and Delivery

Due to the size of the site and the quantum of development that is envisaged, the development of the allocated land at Lambs Road is expected to be delivered over a time period in excess of five years. As the masterplan area is in multiple land ownerships it is recognised that separate planning applications will come forward for different areas of the site. As this development is expected to take place over a number of years, it is acknowledged that it is difficult to predict with a high degree of certainty how and when the development will come forward.

Planning applications will be expected to be supported in the usual way by appropriate documentation, such as Design and Access Statements, Transport Assessments, Ecological Surveys, Land Contamination Assessments, Flood Risk Assessments and Drainage Assessments. There should also be a statement setting out how the application accords with the vision, objectives, principles and detail of this Masterplan, including necessary infrastructure. The statement should demonstrate how the proposal will be integrated with the wider site and, in particular, how it will enable the specific requirements of the Masterplan to be met.

Given the importance of the co-ordination and integration of different development parcels, it is particularly important that applicants engage in appropriate discussions with the Council and other relevant organisations such as infrastructure providers prior to submitting a planning application for any part of the site.

To realise the vision for a high quality, sustainable organic addition to Thornton a range of physical and social infrastructure is required. Infrastructure is a term used to describe those services and systems required to enable a place to function effectively and efficiently. This Masterplan identifies a number of infrastructure requirements that

are integral to the creation of sustainable development, including the provision of a primary school (if required), internal new road infrastructure (and off-site works where required), the creation of areas of green infrastructure including play provision, the provision of SuDS and a range of utilities related infrastructure such as connections to the power, gas, water and foul drainage network. Infrastructure and its delivery must accord with the following infrastructure principles:

- Be appropriate and proportionate.
- Be delivered in a timely fashion that supports the new development at an appropriate stage.
- Be delivered in a co-ordinated fashion across separate development parcels to an agreed overarching strategy.
- Be capable of being appropriately funded such that risks to delivery are minimised.

Whilst infrastructure must be delivered in a timely and effective manner to mitigate the impacts of the development and to create a sustainable extension to Thornton, its delivery will be influenced by the timings of the submission and determination of planning applications for each phase. Where infrastructure is to be delivered by a provider following a S106 agreement, delivery will be subject to the receipt of an appropriate level of contributions.

To meet the objectives of this masterplan, applicants should demonstrate how proposals relate to the overall infrastructure strategy. Proposals should be informed by ongoing dialogue with appropriate infrastructure providers. Applicants should demonstrate a co-ordinated approach to the delivery of infrastructure between different phases of development within the allocation where this is appropriate. It is important that the deliverability of the whole allocation is protected through each planning application ensuring that there is appropriate vehicle, pedestrian and cycle connectivity between the various phases of the masterplan. Each application will be required to demonstrate that it accords with this principle.

DELIVERY

Infrastructure and Delivery

If delivered on-site, the delivery of the new primary school will be the responsibility of the Local Education Authority and financed under S106 agreements secured against residential development that comes forward within the Masterplan area.

The timing of the delivery of any new primary school will depend on the level of need requiring to be met and sufficient development coming forward to generate the funds for its construction. This will require ongoing discussions with the relevant parties.

Management and Maintenance

The new development will include areas of communal benefit such as green infrastructure and Sustainable Drainage Systems. The management and maintenance of such uses will be determined at planning application stage but it is usual for this to be secured via planning condition and/or legal agreement with a management company employed.

ILLUSTRATIVE MASTERPLAN DRAWING



- LEGEND**
- Site Allocation Boundary
 - Existing Ponds
 - Proposed Trees
 - Proposed School Development Land
 - play Area
 - Proposed POS areas
 - Proposed Convenience Store
 - New Wooded Copse
 - Landscaped and planted green corridors
 - Design, density and height of housing to respect visual context of Halkes Rd and countryside beyond
 - Rural Transition Zones

Highway to be formed



Brian Mackay-Horner
 Director
 10th Floor
 100, Market Street
 Leeds LS1 6DT

NO.	DATE	REVISIONS
1	10/01/2024	ISSUE FOR CONSULTATION
2	10/01/2024	ISSUE FOR CONSULTATION

LAMBS ROAD, THORNTON CLEVELEYS - ILLUSTRATIVE MASTERPLAN SA1/2

CONCLUSION

This Masterplan Framework has been prepared in response to Policy SA1/2 of the Wyre Local Plan (Lambs Road/Raikes Road, Thornton).

This content of this Framework has been developed in collaboration with stakeholders bodies and a development team including highways, drainage and landscape specialists. It identifies site constraints and it outlines a Vision alongside Key Objectives and Design Principles. It is intended to guide the future development of this site allocation.

APPENDIX 1

Local plan policy

Wyre local plan policy SA1/2 allocates land at Lambs Road/Raikes Road, Thornton for 400 dwellings. The policy identifies a number of Key Development Considerations that should be taken into account in developing the site and as such are relevant to the masterplan process.

1. This site is to be brought forward in line with a masterplan to be produced covering the whole of the site. The masterplan must be agreed by the local planning authority prior to the granting of planning permission for any part of the site.
2. Primary access into the site should be from a new road from Skippool Road to Raikes Road unless demonstrated that satisfactory access could be obtained from the existing road network. Other off site highway works may be required.
3. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on- site open space to include formal and informal play and pedestrian and cycle connectivity within and where possible outside the site and in particular Wyre Estuary Country Park.
4. The design of the development should provide an 'organic' extension to this part of Thornton. It should utilise important key vistas into the adjoining open countryside and estuary and provide a rural transition zone between the development and the wider countryside and coastline. Particular attention should be given to the nature and quality of boundary treatments. An appropriate buffer to the Estuary is required.
5. The site does not have any nature conservation designations but is located to the west of Wyre Estuary Site of Special Scientific Interest, Special Protection Area and Ramsar Site. The site also abuts a Biological Heritage Site (Skippool Marsh and Thornton Bank). Potential ecological impacts to the adjacent ecological

designations and on the site due to its greenfield nature and and features such as hedgerows, trees, ponds and water courses should be considered. Buildings and surrounding habitat should be surveyed for signs of use by bats, Barn Owls and nesting birds.

6. The development should make land available for a new primary school if required by the Local Planning Authority in consultation with the Local Education Authority which will form part of the financial contributions towards education. If land is not needed, a contribution should be made towards the expansion of the existing school(s).
7. The development of the site should include a small convenience store of 280 sqm net sales area.
8. Very small parts of the site on the northern periphery fall within Flood Zone 3 where housing will not be permitted.
9. Residual surface water should drain into the River Wyre at Ramper Pot via Underbank Road. Contributions towards the replacement of the tidal outfall will be required.
10. Raikes Farmhouse, a Grade II listed building located off Raikes Road adjacent to the site. To mitigate any impact on the setting of the listed building the current tree screening to the eastern edge of Raikes Road should be protected and strengthened. Further, the use of appropriate building mass within the setting of the listed building would further minimise any negative impact.
11. The site is located within 3.5km of Morecambe Bay European protected nature conservation site and home owner packs for future home owners highlighting the sensitivity of Morecambe Bay to recreational disturbance will be required.
12. The following should be taken into account in preparing the masterplan and planning application:
 - a) An area of unknown landfill within the site.
 - b) A telecommunications mast east of Raikes Road.

APPENDIX 2

TOPOGRAPHICAL SURVEY

