

Land South of Prospect Farm, West of the A6, Garstang.

Masterplan

Rowland Homes



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Revision d: 29-01-21

1.0 Introduction

- 1.1 This Masterplan has been prepared on behalf of Rowland Homes to provide a development framework for Wyre Local Plan residential allocation SA1/15 Land South of Prospect Farm, West of the A6, Garstang. The allocation is for 70 dwellings and identifies a number of Key Development Considerations (KDCs) that must be taken into consideration in developing the site (see section 3 below).
KDC1 requires the site to be brought forward for development in line with a masterplan covering the whole site. The council's Guidance on the Preparation of Masterplans (v1.2) allows for a proportionate approach to the level of detail required in a masterplan. It states that in simple cases such as where there is a single land ownership, a single use proposed and no supporting infrastructure (such as a new school) is required, the masterplan can be in the form of an enhanced Design and Access statement. Given that the allocation meets these requirements, this masterplan has been drafted with this guidance in mind and has been written to support a planning application for the residential development of the allocated site.
- 1.2 The purpose of producing a masterplan is to put in place a development framework that will be used as a material consideration in determining any future planning applications on the site. It will ensure that the land is comprehensively developed and where the site is on the edge of a settlement, how it relates and integrates with the existing settlement and provides an organic extension to the Garstang township.
- 1.3 In developing the masterplan, regard will be given to the KDCs including a consideration of green infrastructure, landscaping, surface water drainage and the utilisation of key vistas and the need to create a rural transition zone between the development and wider countryside.
- 1.4 Whilst the allocation extends to 2.66 hectares, the masterplan covers a wider area of 3.55 hectares by including additional land on the western boundary of the site. This additional area is designated as Countryside in the Wyre Local Plan. Residential development will remain located within the allocated area; however, the additional land will allow for a more appropriate green and blue infrastructure solution for the site (see Section 6.4 for further details).



Figure 1 – Site Location



2.0 Site Context

2.1 Local Context

2.1.1 The site is located on existing greenfield land, located adjacent to the A6 Preston Lancaster New Road, Garstang (OS grid reference SD 48383 44796).

2.1.2 The site comprises of a rectangular shaped parcel of undeveloped, open pastureland located to the west & adjacent to the A6 Preston Lancaster New Road, Garstang. The north, south & east boundaries are physically defined with the western edge being undefined. The site is located approximately opposite Kepple Lane, Garstang. The site within the allocation area is approximately 2.66 Hectares (6.57 acres), though there is no actual, physically defined boundary to the site. The site has currently no direct access off the A6 other than several field gates. The additional land subject to this Masterplan, beyond the allocation boundary, is 0.93 hectares (2.3 acres).

2.1.3 The site itself is located approximately 900m to the west of Garstang Town Centre a vibrant market town with all its associated amenities including shops, banks, local businesses and supermarkets. Access to the centre is via Kepple Lane located opposite the site. Situated along Kepple Lane is a local park, medical practice and primary school.

2.1.4 A comprehensive highway network serves Garstang and provides good access to and from the site from the surrounding wider area. The site is accessed off the A6 and located in a sustainable location with good public transport links close to the site to the nearby areas and local town centre. The proposed access off the site will be via the A6 Preston Lancaster New Road, a primary route between Preston and Lancaster and beyond that bypasses Garstang to the east.

2.1.5 There are no public rights of way across the site.

2.1.6 The northern boundary of the site is bounded by Bradshaw's Farm Shop & Garden Centre. Further north is existing residential development and local businesses including pubs and restaurants.

2.1.7 To the East lies the A6, and beyond a primarily residential area, Kepple Lane Park and Garstang Medical Practice. To the south east is a recently constructed residential development.

2.1.8 To the West lies open farmland dissected by Ains Pool which flows south into the River Wyre at Churchtown, with woodland further beyond. This western boundary of the site allocation is not physically defined. Neither does it align with the extent of development contained within the commercial site to the north of the site. The western allocation boundary is simply a notional boundary which corresponds with a farm track which cuts through the agricultural field to the south of the allocation.

2.1.9 To the south lies further open farmland and Cross House Farm and further south Dewlay Cheesemakers.

2.1.10 The topography of the site is relatively flat across the site, with a slight gradient towards the west.



Figure 2 – Site Boundary & Context

2.2 Photographs



Figure 3 – Location of Photographs



1. View looking South down the site



2. View looking North across the site



3. View Looking West across the site



4. Bradshaw's Farm Shop to the North of the site



5. Retail Unit to the North of the site



6. Bellflower Pub to the North of the site



7. Terraced housing to Green Lane



8. Suburban housing to East of the A6



9. Car Showroom to East of site on the A6



10. Existing garage to east of site on Kepple Lane



11. New residential development to east of site



12. View within new residential development



13. Two storey suburban housing to East of site



14. Feature housing to East of site



15. New 2.5 & 3 storey housing to the east of the site



16. Existing 2 storey housing on Kepple Lane



17. Existing red roof properties on Hazelhurst Drive



18. Scout Hut to Kepple Lane



19. Kepple Lane Medical Centre



20. Detached dwelling on Kepple Lane

2.3 Existing Townscape

2.3.1 There is a mix of traditional and modern dwellings and properties located within the vicinity of the site. As shown in the photographs, there is a mixture of styles, from rural brick fronted terraced housing on Green Lane, brick and render two storey suburban housing with hipped roofscapes to the A6 and Kepple Lane, gabled two storey properties to the new residential development to the south east of the site that comprises a mix of house styles and includes, 2, 2.5 & 3 storey properties to provide an interesting streetscape.

2.3.2 There is also a mixture of commercial properties to the east and north of the site including a car showroom, retail units, Farm Shop and public house. Each building is in a differing style and material.

2.4 Views In / Out of the Site

- 2.4.1 The site is bound by the A6, Preston Lancaster New Road to the east, the northern boundary of the site is bounded by Bradshaw's Farm Shop & Garden Centre. To the West lies open farmland and further beyond woodland and to the south lies further open farmland and Cross House Farm.
- 2.4.2 It is acknowledged that the development proposed is of a scale that would undoubtedly change the character of the immediate area, but viewed against the backdrop of the surrounding land uses, road network, and its location on the settlement boundary, the development can be considered to represent less of a clear intrusion into the wider views of the open countryside. The use of appropriate design can assist and mitigate this impact.
- 2.4.3 There is an existing hedgerow along the site's boundary with the A6 and this should be retained where possible. There are few key views into the site, the main view being from Kepple Lane when accessing the A6. There will also be views and glimpses into the site through any openings formed through the hedgerows. There is also a potential for views from the PRow (2-16-FP 5), located to the west of the site that runs in a north-south direction.
- 2.4.4 Within the site there are attractive views looking outwards towards the countryside to the west and south.

2.5 Local Character / Vernacular

- 2.5.1 Garstang has grown organically over time with existing housing displaying a broad mix of architectural styles, materials and ages. The local architectural style varies from single storey bungalows to dormer bungalows and detached and semi-detached two storey properties. Local properties are generally constructed from a mixture of red or buff brick with white or pebble-dashed render and red or grey roof tiles. There are also areas of traditional red brick terraced housing. The existing photographs within 2.2 show the various materials used within the vicinity of the site.
- 2.5.2 More recent developments have provided two, two and a half and three storey detached units also constructed from red brick and grey and red roof tiles.
- 2.5.3 Existing residential housing within the site vicinity are typically formed with front gardens with off road car parking on a driveway with rear gardens as per a typical suburban layout. There is a mixture of boundary treatments found within the surrounding area including walls, fencing, hedgerows and soft landscaping.

3.0 Planning Policies

3.1 Local Planning Policy

- 3.1.1 The Wyre Local Plan sets out the strategic framework for development in the Borough, the policies which will form the basis for determining planning applications and sets out how the borough will meet future housing and employment needs to 2031
- 3.1.2 The Wyre Local Plan Site Allocation policy SA1/15 – (Land South of Prospect Farm, West of the A6, Garstang) allocates the site for housing with a capacity of 70 dwellings.
- 3.1.3 The Key Development Considerations (figure 4) will frame the design and masterplan framework to allow the development to meet the policy requirements set in the Local Plan.
- 3.1.4 Future planning applications must also consider other relevant local plan policies, including:

- SP4 ‘Countryside Areas’
- SP2 ‘ Sustainable Development’
- SP7 ‘ Infrastructure Provision and Developer Contributions’
- SP8 ‘Health and Well Being’.
- CDMP1 ‘Environmental Protection’
- CDMP2 ‘Flood Risk and Surface Water Management’
- CDMP3 ‘Design’
- CDMP4 ‘Environmental Assets’
- CDMP5 ‘Historic Environment’
- CDMP6 ‘Accessibility and Transport’
- HP2 ‘Housing Mix’
- HP3 ‘Affordable Housing’
- HP9 ‘Green Infrastructure in New Residential Developments’

Figure 4 - Local Plan Proposal Map for the Site.

Site SA1/15 - Land South of Prospect Farm, West of the A6, Garstang	
Site Area:	2.66 Hectares
Use:	Housing
Site Capacity:	70 dwellings.
Site Delivery:	The site is expected to be fully delivered within the Plan period.
Site Description	
The site comprises open fields in a flat topography to the south west of Garstang off the A6.	
Key Development Considerations	
<ol style="list-style-type: none"> 1. The site should 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. The development should be supported by a landscape and green infrastructure framework incorporating structured tree planting, on-site open space, formal and informal play and pedestrian and cycle connectivity within and where possible outside the site. 3. The design of the development should provide an ‘organic’ extension to the town. It should utilise important key vistas into the adjoining open countryside and provide a rural transition zone between the development and the wider countryside. Particular attention should be given to the nature and quality of boundary treatments. 4. Residual surface water should drain into the River Wyre via Ains Pool. 5. The site does not have any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and the presence of trees and hedgerows. 6. Improving pedestrian/cycle access to Garstang town centre across the A6 will be required. 7. A financial contribution towards Primary Sustainable Transport which includes the improvement of specified junctions in the area and contributions to the A6 Barton to Garstang Sustainable Transport Strategy, and any future updates of the Strategy, will be required. 8. The inclusion of the site is within Source Protection Zone 3 of abstraction boreholes must be taken into account in preparing the masterplan or planning application. 	

4.0 Constraints & Opportunities

4.1 General

4.1.1 Figure 5 illustrates the main physical characteristics of the site and identifies the key development constraints and opportunities and the site's relationship with the immediate surrounding and adjacent land uses. The plan has drawn on the findings of supporting surveys and evidence that have been produced and submitted in support of the planning application. Given the relatively simple nature of the site which is formed by a relatively flat rectangular area of land with limited impact on adjacent uses, there is a particular focus on views into and out of the site and the relationship with site boundaries. The proximity to the A6 which forms the eastern boundary is also a key consideration. Further details on these and other considerations is provided below. This analysis has informed the masterplan framework.

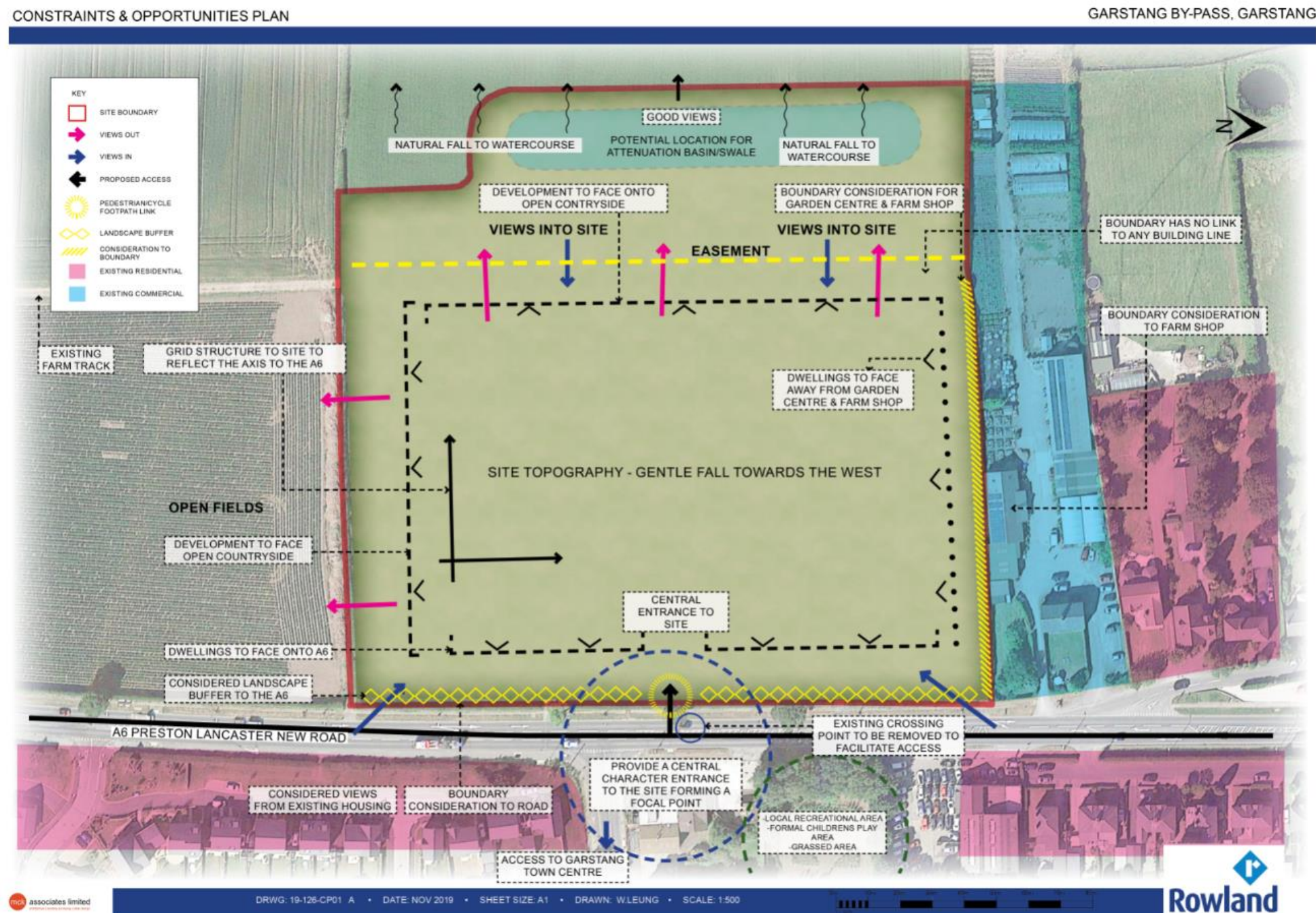


Figure 5 – Constraints & Opportunities Plan

4.2 Transport & Highways Report

- 4.2.1 A Transport Statement has been prepared to assess the development proposals and follows an assessment methodology specified by the latest Government guidance. The Transport Statement considers relevant local and national transport policy documents, existing traffic characteristics and infrastructure in the surrounding area, accessibility by sustainable modes of travel, expected traffic impact on the local highway network, servicing arrangements and on-site parking provision. The technical design and analysis of the access have been reviewed and supported by Lancashire County Council, as the Local Highway Authority.
- 4.2.2 The analysis in the report demonstrates that the site location enables access to a range of sustainable modes of travel, including public transport, cycling and walking, offering a usable and realistic alternative to single occupancy car journeys. The site benefits from regular bus services to Blackpool, Preston and Lancaster from existing bus stops on Park Hill Road, around a 13-minute walk from the site. A range of school bus services are also available from Moss Lane, around an 8-minute walk from the site. The site scores 20 using LCC's Residential Development Accessibility Score Calculator, which places it in the 'medium accessibility' category.
- 4.2.3 In terms of accessibility by sustainable modes of travel, the development proposals comply with national and local transport policy, including the National Planning Policy Framework (paragraph 108) which states that *'In assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location'*.
- 4.2.4 Access to the site is proposed from Preston Lancaster New Road (A6) via a new priority junction with a ghost island right-turn lane, which creates a right/left staggered junction arrangement with Kepple Lane. The geometric design and achievable visibility splays comply with current highway design standards set out in the Design Manual for Roads and Bridges (DMRB). The staggered junction arrangement has been designed in accordance with DMRB 'CD 123 – Geometric design of at-grade priority and signal-controlled junctions' which states that *'right/left staggers are preferred to left/right staggers because traffic turning between the minor roads is less likely to have to wait in the centre of the major road'*. Swept path analysis has been undertaken which demonstrates that a large refuse vehicle can safely enter and exit the development in a forward gear via the proposed junction and manoeuvre within the site.
- 4.2.4 Junction capacity assessments have been undertaken which confirm that the proposed staggered access junction on Preston Lancaster New Road (A6) will operate comfortably within theoretical capacity during the AM & PM peaks in the '2024 with development' future year scenario, and the traffic generated by the development will have a low residual cumulative impact on the operation of the Local Highway Network.

4.3 Pedestrian & Cycle Links

- 4.3.1 The development proposals include footway provision throughout the site, connecting with the existing footway along the eastern side of Preston Lancaster New Road, which will be widened to 2m.
- 4.3.2 To facilitate the new access junction, the existing pedestrian refuge island on Preston Lancaster New Road (A6) has been relocated to the north. The new crossing location will improve pedestrian safety as it will be positioned away from Kepple Lane and the site access, meaning pedestrians would only be required to look north and south when crossing, rather than also having to consider traffic emerging from the minor arms. Whilst it is acknowledged that for some residents the route straight across to Kepple Lane from the site access may be preferred, there are desire lines for residents which will be enhanced by relocating the crossing to the north, particularly for trips to the nearest bus stops to the north of the site, along with a number of local amenities. In addition to this, there is currently less development on the west side of the A6 to the south of the site; however, to the north of the site there are existing residential areas and businesses which would benefit from the relocated pedestrian crossing.
- 4.3.3 To aid residents of the proposed development in using the relocated pedestrian crossing to the north, the proposals include an additional footway connection to the north of the site through to Preston Lancaster New Road (A6), enabling residents to walk along a quieter route within the development.
- 4.3.4 The site benefits from convenient access to a wide range of national, regional and local cycle routes including the National Cycle Route 6 which provides a direct link between Garstang and Lockerbie. This Route is located circa 4km to the east of the site and can be accessed either via Preston Lancaster New Road or alongside the canal. Advisory cycle lanes are present on either side of Preston Lancaster New Road, circa 200 metres to the north of the site, encouraging cycle journeys to a range of service centres including Scorton, Forton and Lancaster. A number of local cycle routes also exist in the vicinity of the site for varying abilities and provide connections to Nateby, Stakepool, Great Ecclestone and the Trough of Bowland.

4.4 Topography / Ground Conditions

4.4.1 Topography

- 4.4.1.1 The existing ground levels across the site are relatively flat. The levels are as follows; north-east corner 21.92m AOD, north west corner 19.32m AOD, south east corner 21.1m AOD and south west corner 18.45m AOD. This identifies that the site falls at a slight gradient from the north east corner to the south west corner of the site.
- 4.4.1.2 The proposed residential units will consider the existing topography and build coherently with the ground gradient where possible.
- 4.4.1.3 The site levels provide the opportunity to drain surface water towards the attenuation basin / swale to the west.

4.4.2 Ground Conditions

4.4.2.1 A Phase 1 Geo-environmental Assessment has been carried out on the site.

4.4.2.2 This assessment has been undertaken to provide an initial risk assessment on the level of contamination present in accordance with the conceptual ground model.

4.4.2.3 Soakaway Testing has been carried out to BRE Digest 365 and found not to be feasible. The e3p ground investigation report (ref. 13-274-R2 Phase I and Phase II Geo-environmental Site Assessment) quotes: "Full BRE 365 testing has taken place and has shown both the underlying sands and clays to be unsuitable for soakaway drainage" (Soil infiltration was taken over the wetted area from between 75% and 25% of the effective depth. All tests showed granular drift deposits to have unsuitable soakage potential).

4.4.2.4 The assessment indicates underground services are likely to be present and possibly require an easement, which may reduce the developable area; British Geological Survey (BGS) records and historical mapping indicate that the glacial till is likely undisturbed through the site and therefore it is expected to provide a suitable founding strata.

4.5 Ecology

4.5.1 Tree Survey

4.5.1.1 The findings of this survey identify the site as agricultural grass pasture with hedge lined boundaries to all sides. There are a low number of individual trees to the eastern boundary onto the A6.

4.5.1.2 The trees are broadleaved, mature trees and include birch, horse chestnut and sycamore. The hedgerows are dominated by hawthorn with some blackthorn, hazel and elder. Two trees are assessed as category C and one as category U.

4.5.1.3 The trees are in a poor condition and due to the location and quality of the trees it is considered that they will have no significant constraints to any development. Therefore, it is proposed for the three trees to be removed and 10 No. new trees are planted along the site frontage.

4.5.1.4 The hedgerows are mature and well managed forming dense boundary barriers; the hedgerows should remain intact except where removal is required for access into the site and for any works to the northern boundary.

4.5.1.5 Additional tree and hedgerow planting will form part of any development proposals.

4.5.2 Ecology Report

4.5.2.1 In terms of Ecology, none of the hedgerows to the site perimeter were considered important under the Hedgerow Regulations (1997). Plant species found on the site are all common in the local area and considered of low ecological value with domestic gardens and landscaped open space considered to offer habitat equal or greater ecological value. If any hedgerows are removed, they should be replaced with new hedgerow to ensure there is no nett loss.

4.5.2.2 Birds are likely to utilise the hedgerow for nesting between March and September and any clearance should be undertaken outside of this period.

4.5.2.3 No other notable or protected species were recorded on the site.

4.6 Flood Risk & Drainage

4.6.1 Flood risk from all sources and its management is a main issue in Wyre. Accordingly, major development is expected to include proposals for, and implement SuDS, utilising lower lying land within the site, existing natural water features and other above ground measures for the management of surface water at source, unless demonstrated to be inappropriate.

4.6.2 Where possible all development will be expected to achieve greenfield run off rates and will need to follow the surface water drainage hierarchy.

4.6.3 The detailed drainage strategy ought to explore whether there is an opportunity to utilise Natural Flood Management techniques such as tree planting.

- 4.6.4 It is beneficial to implement wider green space/ public open space areas within development sites, where SUDS features can be implemented. By including such measures, surface-water run-off is being dealt with at source which will assist locally in surface water management. Even where infiltration is not feasible, the presence of permeable surfaces will still allow the first 5mm of rainfall to be dealt with at source as identified in the SuDS Manual.
- 4.6.5 For the subject site specifically, Policy SA1/15 imposes a requirement for residual surface water to drain into the River Wyre via Ains Pool.
- 4.6.6 Ains Pool drains to the River Wyre at Churchtown and this has been a cause of local concern due to relatively recent flood events at Churchtown and St Michaels. The eventual drainage proposals must therefore be designed in a manner which would not worsen the impact on the local sewage system or flood risk as a result of surface water discharge.
- 4.6.7 The site is located within Flood Zone 1, not within an area at risk of flooding, is not within 125 metres of a major watercourse and is not anticipated to increase the flood risk elsewhere. To observe a conservative approach however, flood mitigation measures will be proposed to safeguard the development with regards to other potential residual sources of flood risk. Such measures could include an attenuation swale, as identified on the Drainage Framework Plan at Appendix 1.
- 4.6.8 The nearest watercourse to the site is Ains Pool, located approximately 360m to the west with the risk of flooding considered to be “low” due to the difference in ground levels. The site naturally drains to Ains Pool via overland run-off.
- 4.6.9 As infiltration is not a viable option the next method is to discharge to a watercourse. As stated, Policy SA1/15 identifies Ains Pool as the appropriate watercourse to discharge surface water which would reflect the pre-development scenario. Detailed design will be required to confirm the feasibility of this strategy and whether a site wide gravity system is achievable.
- 4.6.10 Surface water run-off will be restricted to mimic a pre-development greenfield situation by providing water storage on site restricting the flow during extreme storm events. Given that the site has a gradual fall towards the west, in order to utilise lower lying land, it is envisaged that surface water attenuation ought to be located on the western edge of the development. The preferred approach is to implement SuDS features where at all feasible to aid in attenuation requirements and provide added benefits in terms of water quality improvements.
- 4.6.11 The surface water management and drainage strategy will accord with the drainage hierarchy set out in the Local Plan Policy CDMP2.

4.7 Noise Assessment

- 4.7.1 Attended source noise measurements have been undertaken for the commercial premises to the north of the site associated with Bradshaw’s Farm Shop. Furthermore, a road traffic sound measurement for Preston-Lancaster New Road has been undertaken.
- 4.7.2 A 3D noise model has been constructed to assess all sources of sound across the site, day and night.
- 4.7.3 Road traffic sound was assessed in accordance with BS 8233:2014. Commercial / industrial sound has been carried out as prescribed in BS 8233:2014.
- 4.7.4 These levels are not unusual for roadside developments and within the normal range for mitigation of internal noise levels by suitable glazing. The window glazing specification may need to vary a little from standard 4/20/4mm thermal units for a few locations, but it is not a serious issue.
- 4.7.5 The assessment has recommended various acoustic barriers in order to control road traffic and fixed plant sound. Higher specification glazing may also be required.
- 4.7.6 With mitigation measures in place, the assessment shows that no adverse impact is predicted day or night either by road traffic or commercial sound. As such, noise need not be a material consideration if the recommendations of the assessment are followed at the design stage.

4.8 Any updates to the masterplan or future planning application within the masterplan area may need to be supported by up to date technical assessments where relevant.

4.9 Below lists a series of opportunities following from the findings and constraints identified in the reports/assessments. *(Refer to Constraints & Opportunities Plan – Figure 5)*

- Access point served off the A6 Preston Lancaster New Road, allowing direct access to the wider road network.
- “Organic” residential development to correlate with the rural fringe and agricultural fields. Potential for key views to look out onto the countryside.
- Existing hedgerows supplemented with good quality landscaping and green infrastructure framework to retain and enhance and create green corridors to improve biodiversity and wildlife benefits.

- Residual surface water to naturally drain to Ains Pool watercourse forming part of the drainage strategy for the development. There is an opportunity to extend the site boundary to provide wider green space/ public open space areas within development sites and where SUDS features can be implemented
- Above-ground drainage features to be provided on land immediately abutting the western boundary of the site in order to deliver a sustainable drainage solution for the development.
- Existing hedgerows will be retained where possible and used for landscaping within the development where possible to ensure there is no nett loss.
- Development designed to be predominantly outward facing, utilising any key views and the opportunity to provide frontages onto the A6 and the open countryside where appropriate.
- Provide a landscape buffer between the A6 and the proposed development reflecting similar streetscenes elsewhere in the vicinity.
- Landscape buffer to be provided on the western edge to assist with the transition between the housing development and the countryside beyond.
- Dwellings on the northern boundary to be predominantly inward facing given farm shop use / built development beyond this boundary.

5.0 The Masterplan

5.1 Masterplan Vision

- 5.1.1 To create an “organic” extension to Garstang that is integrated into the existing fabric of the town and wider landscape in terms of its design and layout, including pedestrian connectivity to key local facilities. The development will have a strong identity that responds positively to the local context.
- 5.1.2 It will be a “green” place, that acknowledges the importance of using boundary and landscaping features to create a transition between the development and countryside beyond. It will be designed to provide recreational, ecological and sustainable drainage benefits through the integration of both green and blue infrastructure.

5.2 Masterplan Objectives

1. 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:
2. Create a new sustainable neighbourhood which is integrated socially and physically with the existing town and promotes safe, healthy and active communities, maximising opportunities to enhance the quality of life for future and existing occupants.
3. Create a development that respects and responds to its location with attention paid to the relationship to the existing built form and views through and out of the site and the nature and quality of boundary treatments.
4. Positively utilise the existing site characteristics, retaining important landscape features with the aim of establishing and preserving functional ecological habitats and networks which facilitate the movement of species and populations and protect the borough’s biodiversity.
5. Build a range of homes of different types, sizes and tenures to meet the needs of different sections of the borough’s communities in a varied, well designed and attractive environment.
6. Produce a high quality and safe public realm that includes landscaping and green/blue infrastructure. Delivering green infrastructure in a manner that it contributes to a well-designed and healthy living environment, including physical and functional connections with neighbouring green infrastructure and incorporating structured tree planting.
7. Create a movement network for pedestrians that promotes safe connectivity with the existing built and natural environment and creates appropriate linkages within the masterplan area and surrounding neighbourhoods.
8. Develop a highway infrastructure that is designed to ensure the safe movement of traffic and other road users, supports the A6 Corridor Highway Mitigation Strategy, and is fully integrated with the movement network for pedestrians.
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 surface water drainage hierarchy, Key Development Consideration 4 of policy SA1/15 and appropriate mitigation through the use of sustainable drainage techniques.
10. 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.
11. Take opportunities to address any relevant issues arising from climate change and to minimise the use of resources, including energy consumption.

5.3 Masterplan Framework

- 5.3.1 A masterplan framework has been established for the site, having been informed by considering the site constraints & opportunities and the vision. The masterplan framework is informed by the Vision and Objectives for the site and establishes a number of key design and layout principles that will inform any future proposal schemes.

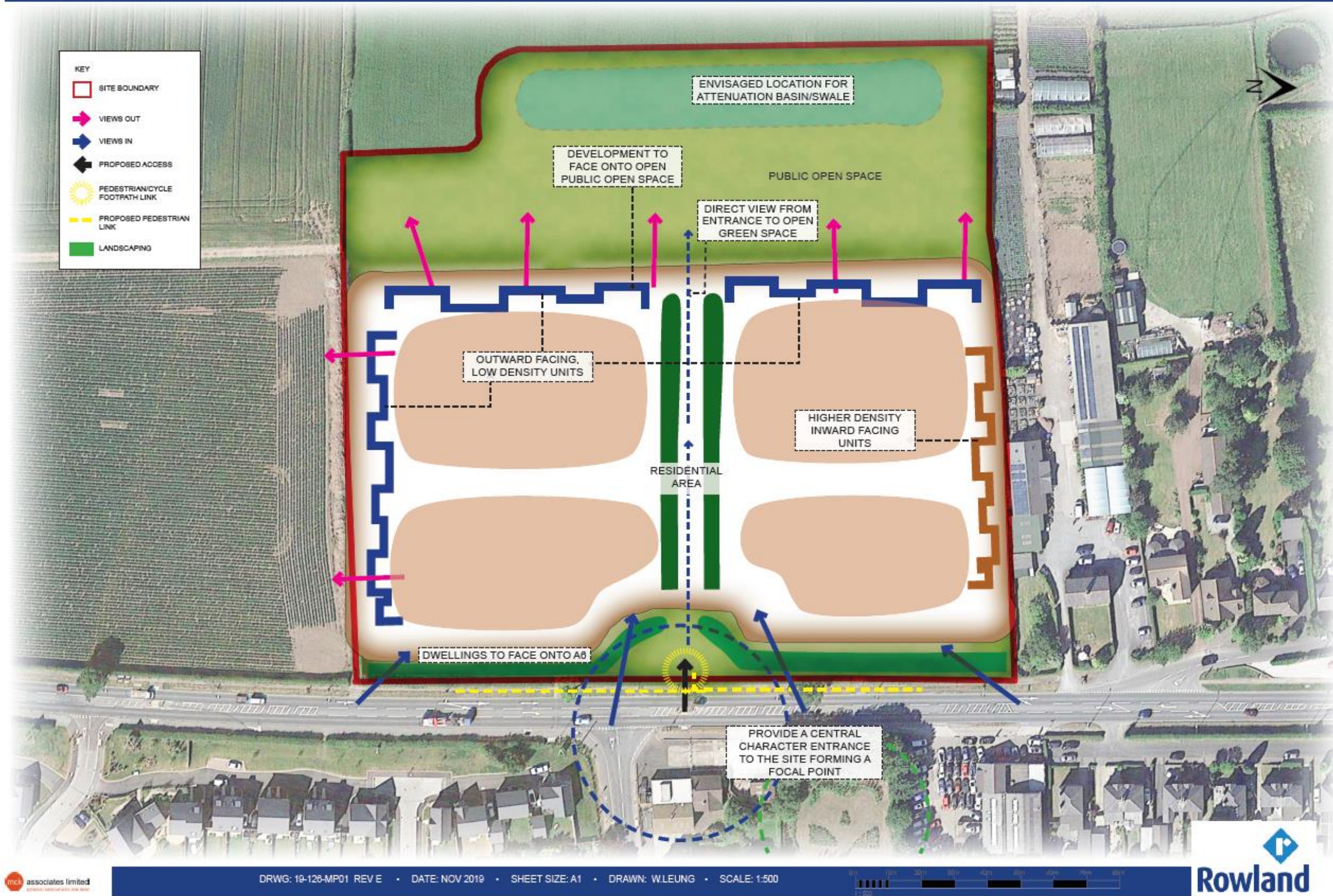


Figure 6 – Proposed Masterplan.

6.0 Design Principles

6.1 General Guiding Design Principles

6.1.1 Development will be expected to be consistent with the relevant local planning policies as well as reflecting the Vision and Objectives of this Masterplan and must follow these general design principles:

1. The site should be delivered in a manner that creates an organic structure of discreet, human scale development in an attractively landscaped and naturalistic setting.
2. The development should achieve a high-quality environment taking advantage of, and integrating with, the existing topography, views and landscape.
3. The design and layout should promote healthy living, including the provision of high-quality green infrastructure together with pedestrian routes and links between the site and Garstang.
4. Sustainable drainage systems which follow the surface water hierarchy 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 should be seen as an inherent part of the landscape design process and intrinsically linked to the landscape proposals
5. The development should retain existing landscape features of value such as the hedgerows where possible. The landscape should help to shape and character the built form, the streetscape and the open space within the site.
6. The structure of the development should preserve key views into the site and views out of the site towards the surrounding countryside utilising the opportunities provided by the orientation and design of the streets, green spaces and houses.
7. Within the development trees and structural landscaping should be used to break up the street scene and soften the impact of development in this rural setting, utilising any existing hedgerows where possible. Place making will be further reinforced through hard and soft landscaping for individual plots.
8. The residential development should be of a density suitable to the semi-rural and edge of settlement setting having regard to the most appropriate location of different dwelling types and densities across the site.
9. Dwellings to consist of a range of house types, sizes and tenures to meet the needs of different sections of the borough's communities in a varied, well designed and attractive environment.
10. Dwellings to be bungalows and two-storey houses predominantly within a mix of detached, semi-detached and mews style arrangements.
11. 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. A range of road widths varying from primary to tertiary access roads to private drives with appropriate pedestrian footways should be used where applicable.
12. The site layout should provide a balanced approach to parking which employs a range of on-plot parking solutions including some to frontage, some to the rear, some to the side of properties and some integral garaging. Parking should be sufficiently well-integrated so as not to dominate the street and building frontages.
13. There should be a clear demarcation between the public and private land.
14. Building orientation and layout, including corner turning and dual aspect dwellings at key intersections should be used to create active frontages and natural surveillance / security over the public spaces, streets and footways.
15. Properties at key focal points, including where there are important viewpoints, should be designed to give interest and a sense of place within the site.
16. Where tree and hedgerow loss are necessary, the equivalent amount of new mitigation planting should be proposed.
17. The development should have a definable sense of place, yet be complementary, with a mix of house types to create an interesting streetscene, similar to that of the local vernacular that picks up on key local details to tie the new development back to the existing community while still providing a distinctive development that makes best use of the site.

18. Through the provision of interface distances, orientation and landscape screening, adequate separation distances should be provided between dwellings.

6.2 Site Specific Design Features

6.2.1 Based on the consideration of constraints and opportunities and technical work summarised above, the following design features have been identified to develop the masterplan as shown on Figure 5:

1. Site access to be located off the A6 Garstang Road By-Pass in a relatively central location along the eastern boundary.
2. Site entrance to be used as a focal point for the site with feature landscaping to create a “gateway” feature.
3. Provide a “green zone” landscaped buffer between the A6 and residential properties.
4. Higher density, inward facing development, i.e. mews and semi-detached properties, to be located to the north / north-east of the site closest to the existing settlement.
5. Lower density, outward facing development to be sited on the western and southern boundaries to assist with the transition between the development and countryside beyond.
6. The retention and enhancement of the existing hedgerow on the southern boundary to create a softer landscaped edge to the development.
7. The retention of the existing grass along the western boundary and sensitive boundary treatments to allow for a natural transition between the development and the countryside beyond, whilst preserving open views.
8. Dwellings on the eastern and southern boundaries to be served by shared private driveways to reduce the amount of hardstanding and have a less engineered feel.
9. Dwellings on the eastern and southern boundaries which propose detached garages, should seek to site car parking to the side of properties where possible, to avoid a dominance of parking/hardstanding and allow for street scenes characterised by front gardens.
10. Use a grid style street pattern for the development, aligned to the A6 to give a simple, easy to navigate site layout.
11. The development at its northern boundary should be sensitively designed accounting for the proximity of the existing Farm Shop and Garden Centre. Housing to be set both side on and backing onto the northern boundary.
12. The structure of the development should preserve key views into the site and out of the site towards the adjacent countryside.
13. Green infrastructure in the form of usable amenity open space to be provided within the landscaped transition area on the western site edge between the development and the countryside beyond and integrated with above-ground sustainable drainage features and a wildflower meadow.

6.3 Infrastructure and Delivery

6.3.1 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. These are focused on the following:

- Highways and movement.
- Water including water supply and surface and foul drainage.
- Green Infrastructure and landscaping.

In addition, connection to the gas and electricity network will also be required.

6.3.2 Infrastructure and its delivery should 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.

6.4 Green and Blue Infrastructure

6.4.1 In order to follow best practice, an integrated approach has been taken to the provision of green and blue infrastructure. Green infrastructure has been designed to be multifunctional to enable the management of surface water at source, whilst also providing added amenity and biodiversity benefits. Green Infrastructure can also be used to assist in providing a rural transition between the proposed built development and the countryside beyond.

6.4.2 As previously identified, the site has a gentle fall towards the west and naturally drains to Ains Pool via overland run-off. The proposed drainage strategy seeks to mimic the site's current natural drainage process, with existing greenfield runoff rates maintained.

6.4.3 In accordance with the drainage hierarchy, residual surface water cannot be handled by infiltration. The proposed drainage strategy is therefore to handle the management of surface water through green engineering solutions, in the form of a swale, which will reduce flow rates to Ains Pool. In order to utilise lower lying areas of the site and mimic the natural drainage process of the existing site, the swale must be located on the western edge of the development. The SuDS feature has also been designed to provide added ecological benefit in the form of a wildflower meadow.

6.4.4 In order to comply with other policies within the Development Plan it is necessary to provide an extensive area of green space to cater for the future resident population of the development. This area of amenity grassland will therefore function alongside the swale, providing an extensive permeable surface that can handle rainfall at source.

6.4.5 The development itself will drain to the swale through underground pipes, with a direct connection to Ains Pool achieved in the same manner. As previously highlighted, the eventual drainage system will mimic existing greenfield run off rates and the proposed rate of discharge will be agreed with the LLFA. This will ensure that the development does not exacerbate any existing flood risk issues further downstream.

6.4.6 The indicative drainage strategy is considered to represent a realistic and deliverable strategy and will be subject to detailed design as part of obtaining relevant approvals with regulatory authorities.

6.4.7 A Green Infrastructure (GI) Framework Plan is appended to this document at Appendix 1. The eventual quantum of GI to be delivered will be determined by the proposed number of houses and the proposed bedroom mix. The GI Framework Plan provides an indicative proposal for the eventual scheme to deliver the following range of GI typologies:

- Amenity greenspace along the eastern boundary with the A6 in the form of grass retention and additional tree planting to create a sense of openness and reinforce the rural character of the area (0.373ha);
- The provision of a large area of open space on the western side of the development to provide a functional area of open space and to provide a rural transition between the proposed built-development and the open countryside beyond (0.439ha);
- The provision of natural/semi-natural greenspace in the form of an attenuation swale and wild flower planting (0.234ha).

In addition to the above quantum of GI, the proposals intend to incorporate soft landscaping along the main spine road into the site in the form of 'green' front gardens and trees, which seeks to provide a 'green corridor' between the amenity landscaping on the eastern boundary and the main area of public open space to the west. Further GI will be provided in the form of new native trees and shrubs across the site, the enhancement and filling in of existing hedgerows and the planting of new species rich, native hedgerows, as well as the turbing of private gardens.

6.4.8 The strategy of this Masterplan is also to ensure that full regard is had to the integration and improvement of existing ecological features found within the site, principally trees and hedgerows. 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. The Masterplan shows how these elements – GI, blue infrastructure, ecology and landscape - can work together to inform and be a part of the overall development.

6.5 Highways and Movement

- 6.5.1 In accordance with NPPF, the guiding design principles for Highways and Movement are based on providing safe and suitable access to the site for all users, but also giving priority first to pedestrian and cycle movements and second – so far as possible – facilitating access to public transport services.
- 6.5.2 This design approach is reflected to the proposed access arrangement at the site, which provides safe access for motorised and non-motorised road users. The proposed access junction and internal site layout provides a network of high-quality footways, connecting to existing footway provision on the local highway network. To further promote and encourage safe pedestrian movements at the site and local area, the development proposals also include footway widening along Preston Lancaster New Road (A6), relocated pedestrian refuge island and additional footway connection to the north of the site.
- 6.5.3 The design of the access junction on Preston Lancaster New Road (A6) is under-pinned by the standards set out in DMRB, particularly the staggered arrangement with Keppel Lane where the proposed right/left stagger is less likely to result in traffic turning between the minor roads having to wait in the centre of the major road. The major road will typically experience more traffic and higher speeds, and therefore this arrangement is intended to improve highway safety by reducing potential vehicle conflict.

6.6 Delivery

- 6.6.1 The Local Plan allocation is for a single use in the form of residential development of a relatively modest size. Delivery of the site is expected to be through a single developer. The development does not involve the delivery of supporting social infrastructure. The site does not involve the co-ordination of infrastructure delivery across land parcels in different ownerships. Nevertheless, to meet the objectives of this Masterplan, applicants should demonstrate how proposals relate to the overall infrastructure strategy, informed where possible 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. This necessary infrastructure must be delivered in a timely and effective manner in order to mitigate the impacts of the development and to create a sustainable extension to Garstang.

7.0 Conclusions

- 7.1 The masterplan sets a vision for the site along with an appropriate design framework which respects and takes into consideration all existing features from the report findings and the local context surrounding the site.
- 7.2 As described in the Masterplan chapter, the proposed Masterplan is designed to meet all the key development considerations and policy requirements to satisfy Local Plan Policy SA1/15 - Land South of Prospect Farm, West of the A6, Garstang.
- 7.3 This document fully demonstrates the evolution of the Masterplan, meeting all policy requirements and the potential to deliver a highly satisfactory and attractive environment for new residents providing an “organic” extension to Garstang that will integrate into the existing fabric of the town. This masterplan provides key design principles to influence subsequent detailed design and site layouts of any future proposals at the site to ensure the masterplan vision is delivered.

Appendix 1

Green Infrastructure Framework Plan

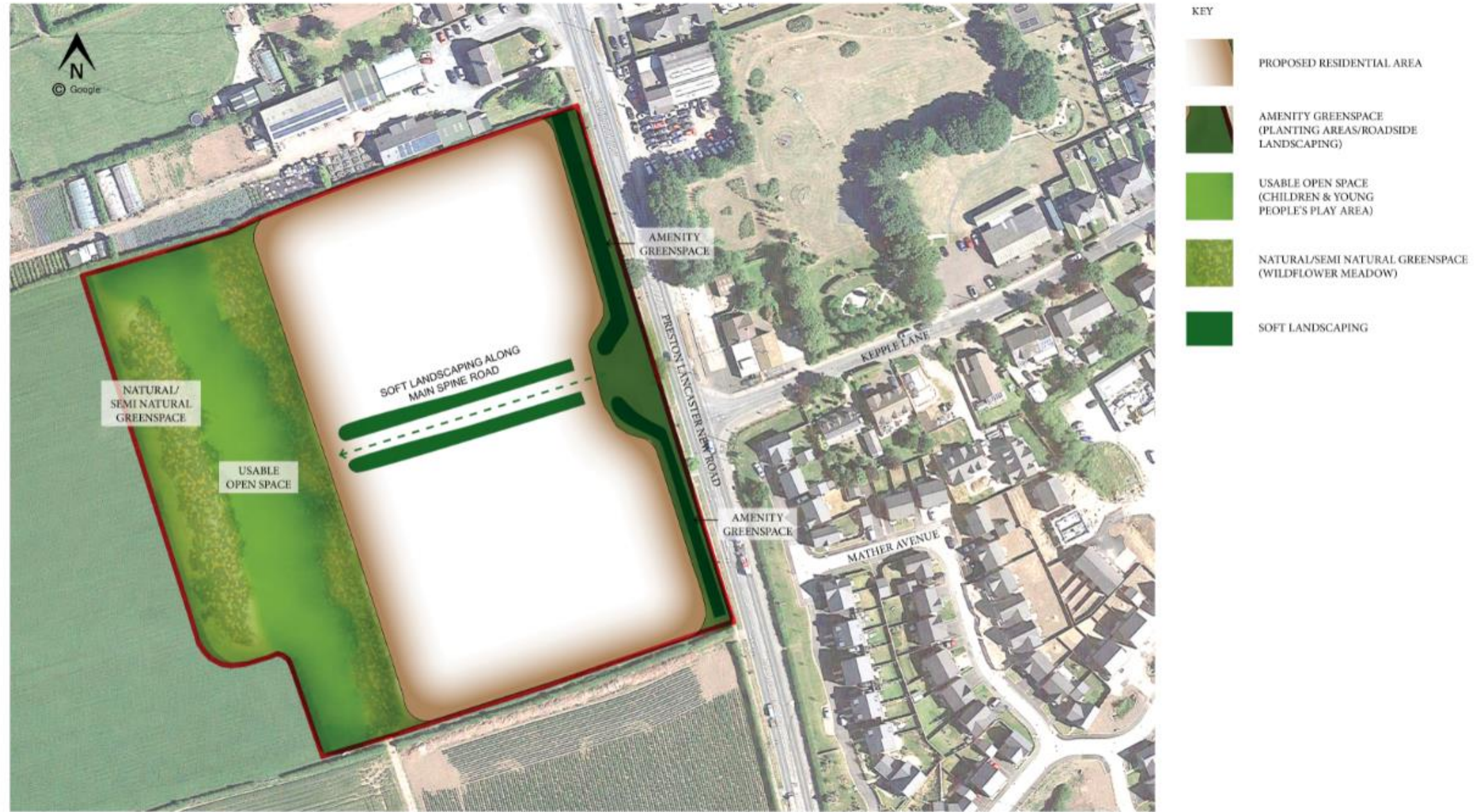


Figure 7 – Green Infrastructure Framework Plan.

Appendix 2

Drainage Framework Plan



Figure 8 – Drainage Framework Plan.

Land South of Prospect Farm,
West of the A6,
Garstang

