

Masterplan

For Land West of the A6, **Garstang**
to support the
Outline Planning Application
for proposed mixed development



for J. Chippendale Limited



MCK Associates Limited
48 Watling Street Road
Fulwood
Preston
PR2 8BP
01772 774510

Contents

1.0	INTRODUCTION	3
2.0	SITE CONTEXT	4
3.0	CONSTRAINTS & OPPORTUNITIES	6
4.0	PLANNING POLICIES	10
5.0	VISION AND AIMS	12
6.0	MASTERPLAN	13
7.0	DESIGN PRINCIPLES	16
8.0	CONCLUSIONS	19
9.0	APPENDIX A – CONSTRAINTS PLAN	
10.0	APPENDIX B – MASTERPLAN	
11.0	APPENDIX C – ALTERNATIVE MASTERPLAN	
12.0	APPENDIX D – STAKEHOLDER CONSULTATION	



*Fig.1 (Right) - A6 - Preston / Lancaster new road looking south
Fig.2 (Bottom) - A6 - Looking north from the old railway crossing point (Road summit on the A6)*



Introduction

- 1.1 This masterplan has been produced to provide a development framework for the site known as Land West of the A6, Garstang, which is allocated in the Wyre Local Plan under policy SA3/5 for mixed use development (housing and employment).
- 1.2 The Local Plan policy for the site states that the site should be brought forward in line with a masterplan covering the whole site and that the masterplan must be agreed by the local planning authority prior to any permission being granted.
- 1.3 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 a particular site is on the edge of a settlement, on a whole it relates and integrates with the existing settlement and provides an organic extension.
- 1.4 The scope and context of this document has been informed by Guidance on the Preparation of Masterplans, approved by the council on 5th September 2018.

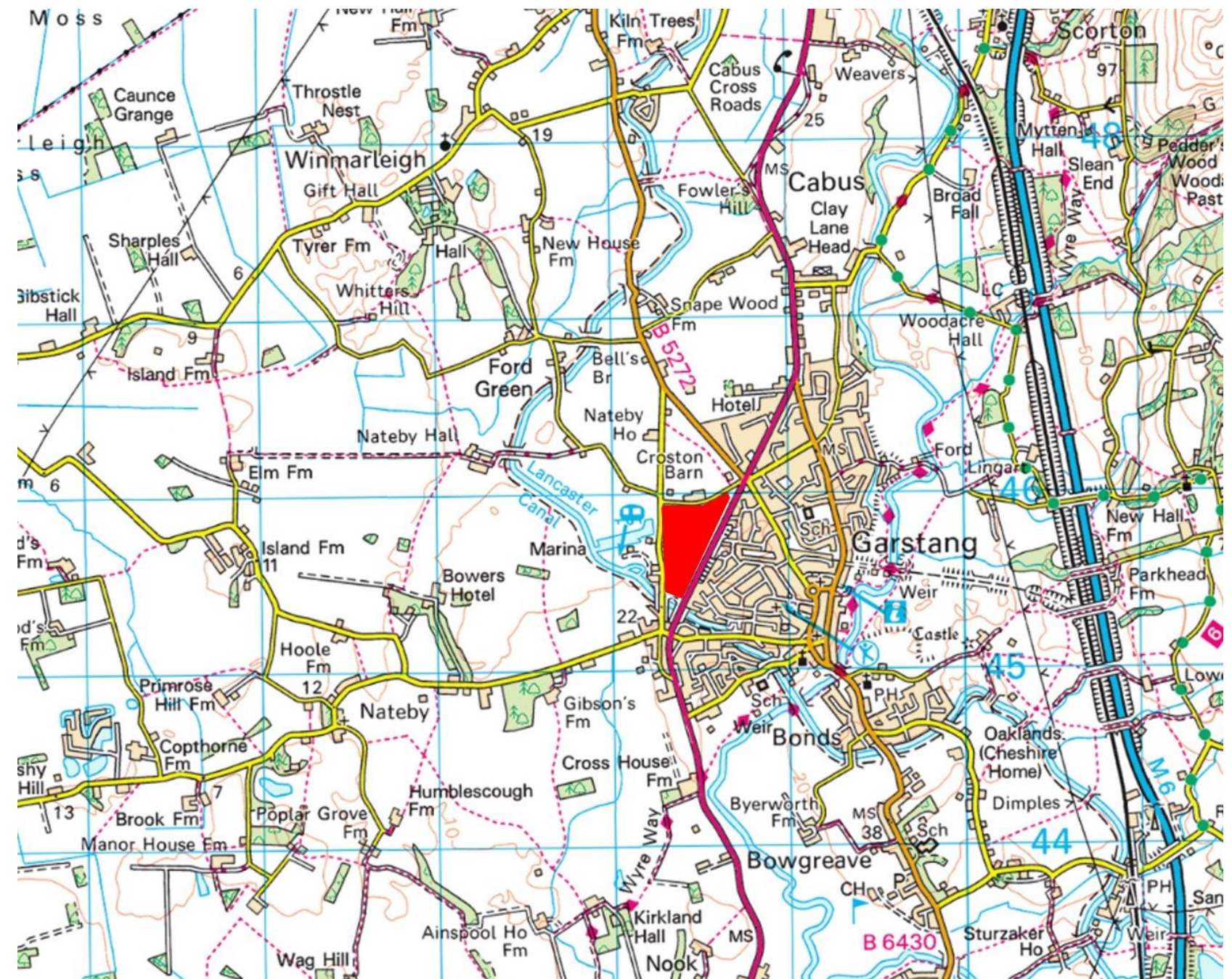


Fig.3 – Wider Context Plan

Site Context

2.1 LOCAL CONTEXT

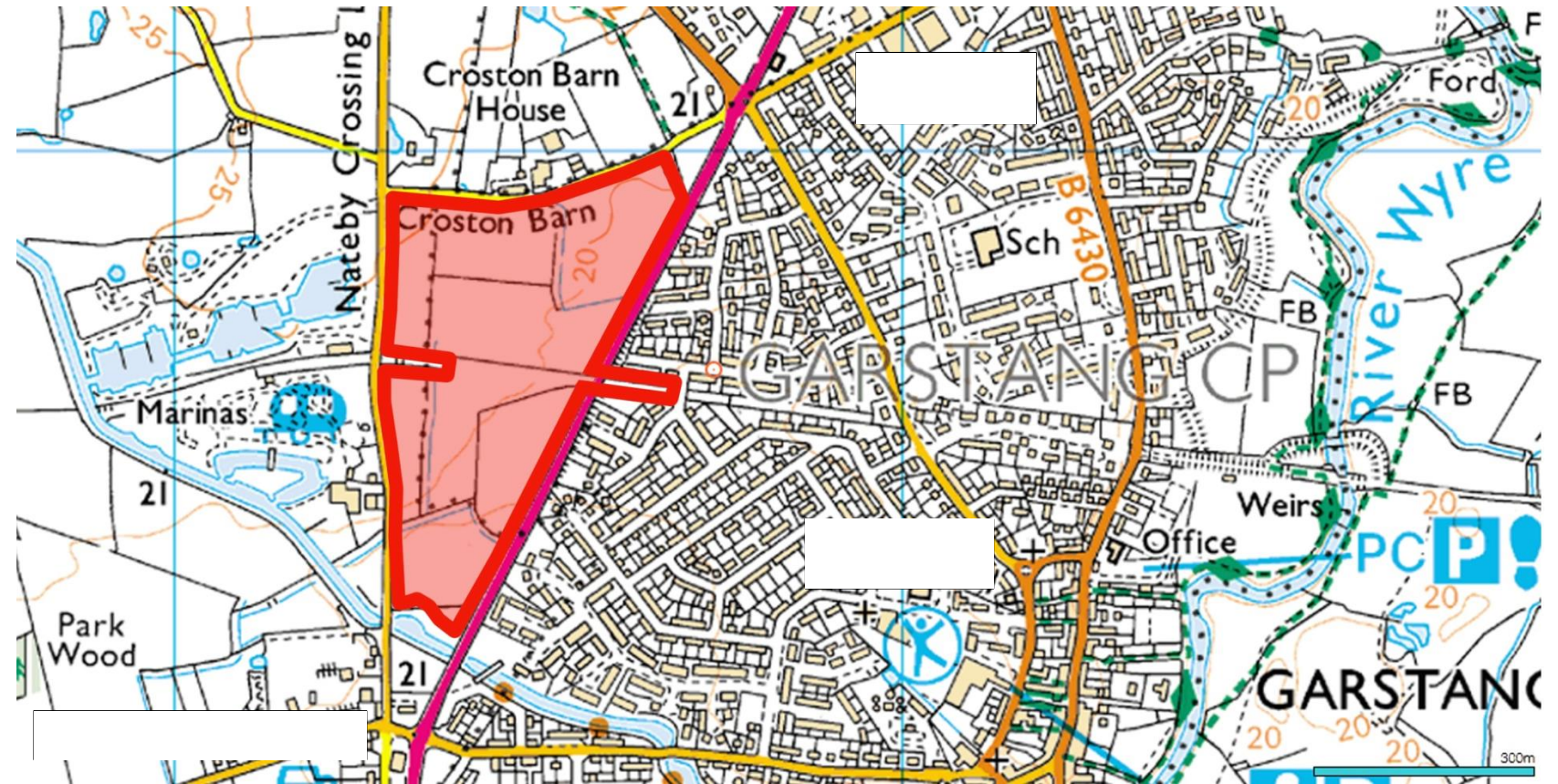
The site occupies a total of 16.64 hectares (41.12 acres).

The site sits west of the main A6 Preston / Lancaster New Road and is bound by Croston Barn Lane to the north, the Lancaster Canal to the south and Nateby Crossing Lane to the west. It is currently used as low quality agricultural land, being fragmented and crossed by numerous hedges and ditches, as well as being bisected by the former railway line / embankment.

The comprehensive highway network which serves Garstang 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.

2.2 EXISTING TOWNSCAPE

Outside the site boundary, there are several traditional rural dwellings houses and farm buildings located on the perimeter of the site. Garstang Marina sits to the west of the site on the Lancaster Canal, and is accessed by vehicular traffic via Nateby Crossing Lane. A further marina sits immediately to the south of Garstang Marina, being the Bridge House Complex, and which also offers facilities for holiday homes and touring caravans.



Site Context continued...

To the east of the site is the main A6 Preston / Lancaster New Road and the land beyond is occupied by family housing, which has slowly expanded from the town centre to this natural boundary, the ground levels here being lower than the main road. Properties range from single storey and dormer bungalows to two storey mews and semi-detached houses constructed of mainly brick and render.

To the south of the site is the Lancaster Canal, and immediately opposite lies a recent residential development, Nateby Court. These new dwellings comprise predominantly detached dwellings, of 2 and 2.5 storeys, with private driveways.

The north of the site is bounded by Croston Barn Lane, a country lane, serving a number of existing commercial uses as well as a small number of traditional dwelling houses. This lane connects to Nateby Crossing Lane to the west and the traffic light-controlled junction on the A6 / B5272 Cockerham Road. The parcel of open land on this northern area is allocated under the local policy, referenced as SA1/14, to deliver 260 units and a primary school.

To the north-east, there is a triangle of land that is bounded by the A6 and Croston Barn Lane but falls outside of the site and is operated as a logging processing business.

2.3 VIEWS IN / OUT OF THE SITE

The site is bound by the A6 to the east with the main body of Garstang beyond. Nateby Crossing Lane is bound to the west with the existing marina complex and a caravan park further beyond. Some limited development to the south and a large area immediately to the north is currently largely open but allocated for residential development and a new primary school in the Local Plan. The site is considered to be relatively contained.

It is acknowledged that the development proposed is of a major scale that would undoubtedly change the character of the immediate area, but viewed against this backdrop of the surrounding land uses, road network, and its location within the settlement boundary, as such, the development is considered to represent less of a clear intrusion into the wider views of the open countryside. Appropriate design of the scheme at the detailed application stage can assist and mitigate.

The site is screened to a degree by existing hedgerow and trees along the site's boundary. There are key views into the site, with viewpoints at the north and south extent of the A6; from Cathouse Bridge travelling along Nateby Crossing Lane; and at the junction of Nateby Crossing Lane and Croston Barn Lane. There are also views and glimpses into the site through existing hedgerows and trees.

The site has attractive views looking outwards towards the countryside on the far West and North too.

2.4 LOCAL CHARACTER / VERNACULAR

Garstang has grown organically over time with existing housing displaying a broad mix of architectural styles and ages. The local architectural style varies from single storey bungalows to dormer bungalows and semi-detached two storey properties. These properties are constructed mainly from a mixture of red or buff brick with white or pebble-dashed render and grey roof tiles.

More recent developments have provided two and two and a half storey detached units also constructed from red brick and grey and red roof tiles.

Residential developments typically include small front gardens with off road car parking. There is a mixture of boundary treatments which includes walls, fencing, hedgerows and soft landscaping.



Fig.6 (Left) - Recent adjacent development at Nateby Court.



Fig.7 (Right) - Croston Barn Lane.

Constraints & Opportunities

3.1 Figure 8 (page 9) 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 pending outline application. This analysis has informed the masterplan framework.

The site benefits from access to public transport links, as well as local services. The plans will also provide an opportunity to deliver benefits for the wider community, as new homes will bring more trade for local businesses and could also act as a catalyst for further investment. The employment zone will create a number of employment opportunities for the region.

The proposals have evolved through a detailed analysis of the site opportunities and constraints. Some of these topics include:

3.2 SITE ACCESS & MOVEMENT

Transport & Highways Report

This Transport Assessment presents the existing traffic characteristics and infrastructure in the surrounding area of the development. The development, infrastructure improvements and measures are then presented. The traffic impact of the development has been assessed and it was found that the proposals and the additional traffic movements generated on to roads and junctions in the area would not cause any capacity or road safety problems and can be mitigated.

This report concludes that the development is considered acceptable in terms of traffic impact and accessibility provision, and that there are no highway safety or capacity reasons why planning consent for the proposed development should not be granted.

The main site access junction onto the A6 includes two options: a signalised junction or a roundabout access with the realignment of the A6. The two proposed main site access options have been agreed 'in principle' with

Lancashire County Council Highway Authority subject to detailed design and layout.

A number of other highway improvement works and sustainability/accessibility improvements are also proposed and will require detailed design/ layout and approval of measures which should be addressed at the detailed design stage.

Pedestrian & Cycle Links

There are currently no public right of ways running through the site although there is an existing public right of way to the North of the site on the East of Croston Barn House linking onto Croston Barn Lane.

The design will propose new pedestrian/cycle links around the site and connect to this public right of way where possible. This will also create easy accessibility into and out of the site. The provision of a wide underpass of the realigned section of the A6 on the south west of the new roundabout (option 2) would also facilitate pedestrian and cycle movements between the site and Garstang.

The proposed roundabout access option has been subject to a Stage 1 Road Safety Audit and all issues identified have been acknowledged and are to be addressed as part of the detailed design.

3.3 TOPOGRAPHY / GROUND CONDITIONS

Topography

The existing ground levels across the site generally fall from north-west to south-east to the centre of the site, with levels around 26.0m above ordnance datum (AOD) in the north-west corner of the site and reducing to 19.0m AOD at Nateby Bridge on the eastern boundary, on the line of the disused railway. To the south of the old railway line and on the western boundary of the site ground levels are around 22.5mAOD and similarly fall south-east to 19.0m AOD in the south-east corner of the site. There is also banking along the A6 where it bridges over the former railway line that bisects the site east-west.

The proposed residential units and employment area will take into account the existing topography and build coherently with the ground gradient where possible.

Ground Conditions

A technical assessment was carried out to investigate the ground conditions and topography of Land West of A6, Garstang.

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

Constraints & Opportunities (cont'd).....

The assessment indicates that there should be no particular difficulties in excavating the strata indicated in the exploratory holes utilising an appropriate and suitable sized mechanical excavator.

It is recommended that all ground excavations to greater than 1.20m depth, or for shallower excavations where groundwater is encountered above this level, are closely supported, especially where man entry is required. Alternatively, where space permits, the excavations might be battered back to an appropriate angle.

Further detailed assessment, including a preliminary risk assessment and site investigation scheme will be required and considered as part of the site's detailed design.

3.4 ECOLOGY

Tree Survey

The findings of this survey identify locations of high-quality trees within the site, including sixteen trees on site covered by Tree Preservation Orders (TPO). High quality trees and vegetations will be maintained wherever possible and incorporated into the scheme where appropriate. All hedges on site are currently low quality (category C) but will be retained where possible and enhanced to form part of the green network.

During the design process, any removal of trees within the site will be compensated through planting new trees across the site.

Further detailed assessment, including Tree Protection Plan, Arboricultural Impact Assessment and Arboricultural Method Statement would be required along with details of mitigation and new tree planning to be agreed at detailed design stage.

Ecology Report

In terms of Ecology, through the retention and protection of Biodiversity Action Plan (BAP) habitats present within the site, in conjunction with ecological enhancement opportunities, it is envisaged that there will be an overall net increase in the nature conservation value of the site post development.

The masterplan will incorporate the retention of UK BAP habitats (hedgerows, trees and new SuDs), with opportunities to enhance ecological connectivity and notable habitats through additional planting of trees and hedgerows and the creation of ponds and greenspaces.

A biodiversity enhancement scheme will be required as part of the detailed design stage.

3.5 FLOOD RISK & DRAINAGE

The site is 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.

The site is located in Flood Zone 1 and has been shown to be at low risk of flooding from rivers, groundwater and sewers. Therefore, flood mitigation measures are not considered necessary for the proposed development.

Some areas to the west of either side of the former railway line are identified as being susceptible to surface water flooding.

The surface water management strategy provided for the outline scheme includes site drainage via SuDS and to existing watercourses, that will allow discharge to be restricted to current greenfield runoff rates. The surface water management and drainage strategy will need to be revisited as required once development proposals are presented in more detail and should accord with the drainage hierarchy set out in the Local Plan Policy CDMP2.

3.6 HERITAGE & ARCHAEOLOGY

Archaeology and Heritage Assessments

The Heritage Assessment concludes that the proximity of the application site to the Lancaster Canal and the listed Cathouse Bridge does not raise any concerns that the principle of development applied for would have a harmful impact on heritage considerations.

Whilst the planning application deals with the principle of development the proximity of the designated and non-designated heritage assets will require particular consideration in the design of the development within its sphere of influence.

Constraints & Opportunities (cont'd)....

3.7 NOISE & AIR QUALITY

Air Quality Assessment

The assessment has been undertaken for submission as part of the outline planning application. The result of the assessment has shown that the development will result in a negligible impact of identified worse-case receptors and will not result in a breach of the national objective values for the identified pollutant.

Noise

A noise assessment was carried out with readings taken from the A6 bridge over the canal and at the south west side of the site. The overall average LAeq levels were about 63dB and 52dB respectively.

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 6/20/6mm thermal units for a few locations but it is not a serious issue.

However, the measured levels do indicate that some form of solid noise mitigation barrier will probably be required alongside the A6 to protect the amenity spaces of some dwellings. The degree of protection (ie.: barrier height) can only be determined when the exact positions of houses are known. A 2m high noise barrier is likely to be adequate. It may also be that the commercial buildings will provide protection in many cases. A detailed assessment of the plans and a new specific noise survey will be necessary at the detailed design stage. However, there are no major factors that would preclude a solution that would bring traffic noise levels inside dwellings or in gardens down to an acceptable value in accordance with current guidelines.

3.8 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. The updated technical assessments will also need to have regard to any additional consented/allocated development within the area not considered at the time of the original assessment.

Further technical assessments may also be required as part of the detailed design of the masterplan site.

3.9 Below lists a series of opportunities following from the findings and constraints identified in the reports/assessments. (Refer to Constraints Plan – Figure 8)

1. Potential access point served off the A6 Preston Lancaster New Road, allowing direct access to the wider road network.
2. Specified Employment Sector located at the north east of the site with road frontage along the A6, helps create an attractive and obvious viewpoint into the site from the A6. This will also attract more visitors into Garstang and improve the amenity features located here for both new and existing residents.
3. Low density residential area situated adjacent to Nateby Crossing Lane to correlate with the rural fringe and agricultural fields. Potential for key views here to look out onto the countryside.
4. Existing hedgerows and good quality landscaping will be retained and enhanced wherever possible to create green corridors to improve biodiversity and wildlife benefits.
5. Existing water sources such as ditches will be retained wherever possible and enhanced to form part of the drainage strategy for the development.
6. Existing high-quality trees (including TPOs) will be retained and used for landscaping within the development where possible.
7. Potential views looking out towards the canal and the Cathouse Bridge Grade II listed structure.

Constraints & Opportunities

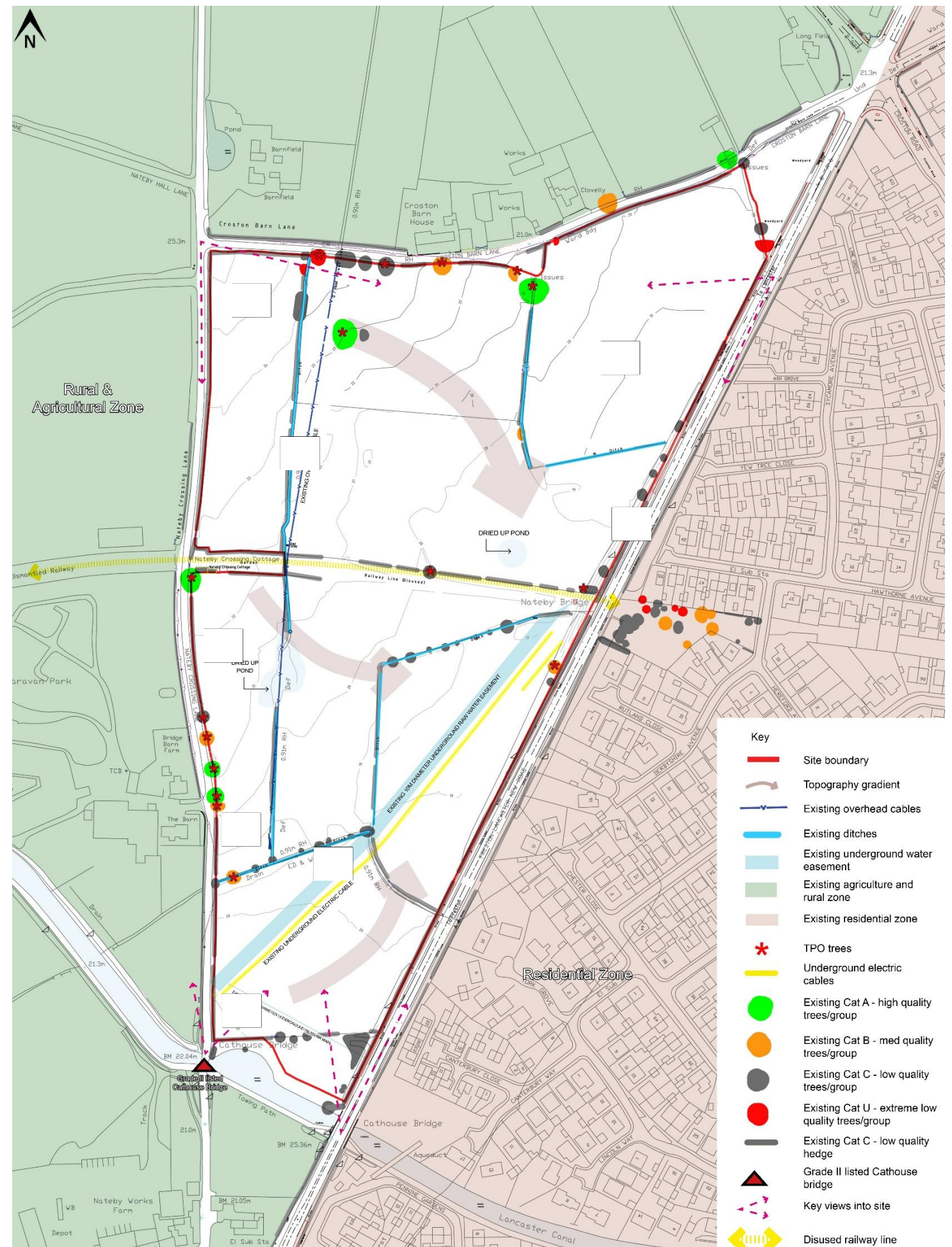


Fig.8 – Constraints Plan (refer full plan to Appendix A)

Planning Policies

4.1 LOCAL PLANNING POLICY

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.

The Wyre Local Plan site allocation policy SA3/5 allocates the site for mixed use development that includes the delivery of a minimum of 270 dwellings and 4.68 hectares of employment land (for B use classes). Policy SA3/5 sets out a number of key development considerations that should be taken into account in any proposals for the site. These include the need to:

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. 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. A green link between the site and the town under the A6 should be provided.

The provision of 270 dwellings in accordance with Local Plan policy HP9 Green Infrastructure in New Residential Developments requires the provision of 2.4 hectares of green infrastructure to be provide on site.

3. The design of the development should provide an 'organic' extension to the village. 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. The development should include a small convenience store of 280 sq.m net sales area.
5. Residual surface water should drain to the River Wyre via Ains Pool and the private culvert to the south east and the canal.
6. 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.
7. The site does not have any nature conservation designations, but Lancaster Canal Biological Heritage Site forms the southern boundary of the site. Potential ecological impacts should be considered due to the greenfield nature of the site and features such as hedgerows, trees, ponds and field drains. An appropriate landscape buffer will be required along the canal.
8. Completion of appropriate ground investigation work to establish the extent of any ground contamination including the presence of landfill gas and whether any mitigation measures are required due to the presence of historic landfill (railway embankment and filled ponds). A watching brief during development of the site may be necessary.
9. An overhead cable runs north/south towards the eastern boundary and two large diameter drains and a water main cross the site. Access strips will be required.
10. The following should be taken into account in preparing the masterplan and planning application:
 - a) A Public Right of Way (2-8-FP 10) runs northward from Croston Barn Lane at the north-eastern corner of the site.
 - b) The site is located on principal and secondary aquifers within Source Protection Zone 3.
 - c) Cathouse Bridge adjacent to the southern end of the site is a Grade II listed structure.
 - d) Part of the site falls within designated Mineral Safeguarding Area within the Joint Lancashire Minerals and Waste Local Plan.
 - e) A number of trees along Nateby Crossing Lane boundary and within the site are the subject of a Tree Preservation Order.

Planning Policies continued...

- 4.2 Other pertinent policies within the Local Plan include Policy HP2 Housing Mix, which requires the residential development to provide an appropriate housing mix in terms of size, type and tenure to meet identified housing need and local market demand.

Under HP2, at least 20% of the dwellings should be of a design suitable or adaptable for older people and people with restricted mobility.

In accordance with Local Plan policy HP3 Affordable Housing, the residential development should also provide a minimum 30% on-site affordable housing.

- 4.3 These considerations will frame the design and masterplan framework to allow the development to meet the policy requirements set in the Local Plan. The extent of the Local Plan site allocation is illustrated in Figure 9.

4.4 PLANNING HISTORY

The Local Plan expects the site to be fully delivered within the plan period.

The whole site has outline planning permission for housing and employment with an approved Illustrative Masterplan under the application reference: 14/00458/OULMAJ which was approved prior to the adoption of the Wyre Local Plan 2011-2031. The outline application approved a scheme for the residential development of up to 270 dwellings, 4.68ha of land for employment (B1 and B8) uses, convenience store (up to 375m² sales area) and coffee shop (up to 235m² sales area) The main vehicular access point to the site would be via a signalised junction from the A6.

Currently, an alternative planning application is pending under the application reference: 16/00241/OULMAJ. This application proposes an alternative vehicular access to the site taken from the A6 via a four arm roundabout formed as part of a reconfiguration of the road. The northern and southern arm would be the northern and southern branches of the reconfigured A6 and it is envisaged that the north western arm would serve the employment area and western arm serve the residential areas.

This pending application cannot be granted permission until a masterplan produced in accordance with the Wyre Local Plan 2011-2031 requirements has been produced which covers the whole site and has been agreed within the local planning authority.

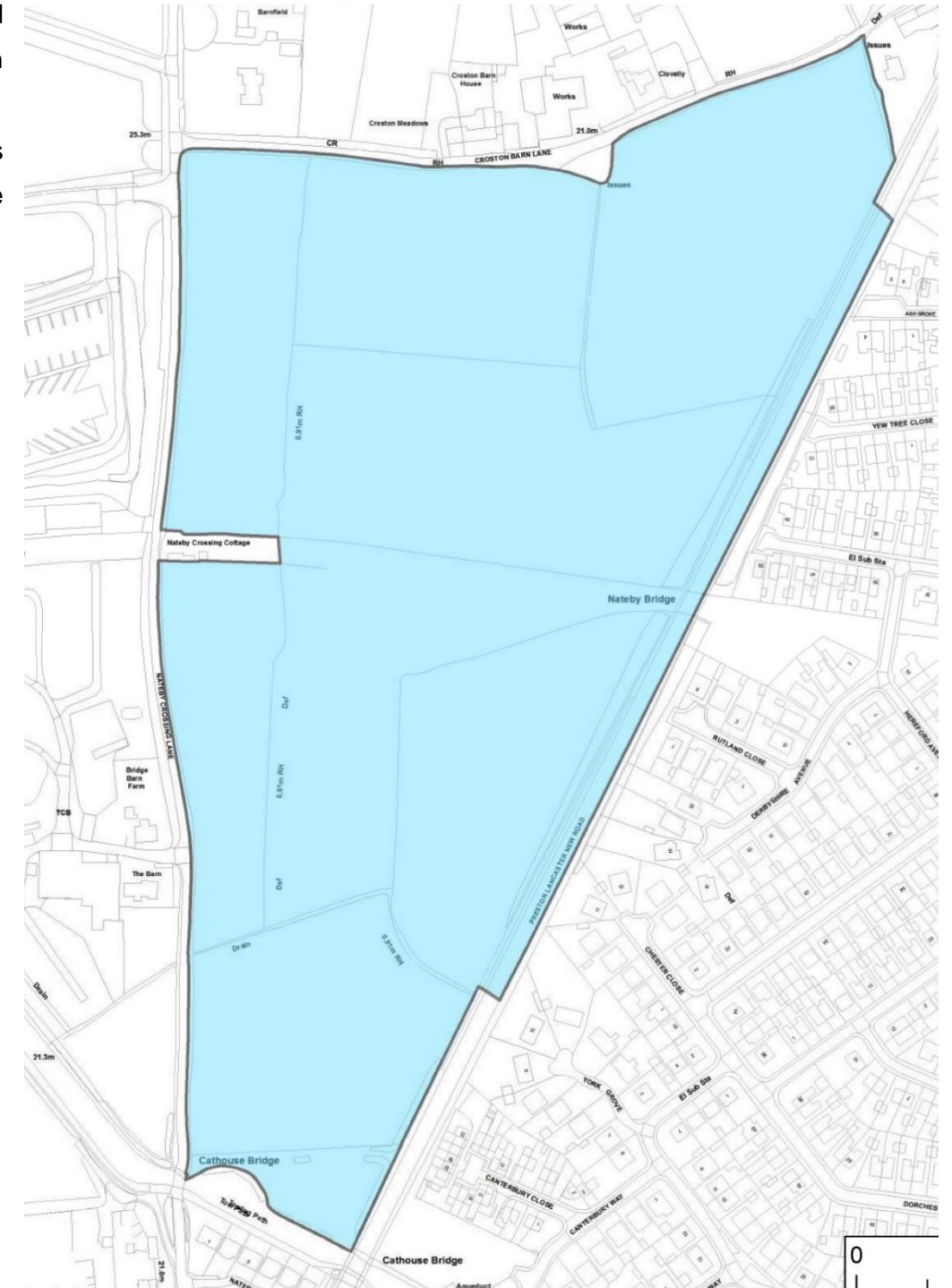


Fig.9 – Wyre Local Plan (2011-2031) Land West of A6, Garstang

Visions and Aims...

5.1 Masterplan Vision

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 and cycle connectivity to key local facilities. The development will have a strong identity that responds positively to the local context. It will be a “green” place, that incorporates a range of integrated landscaped and green spaces that will provide formal and informal recreation opportunities accessible to new and existing local residents.

5.2 Masterplan 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 the existing town and promotes safe, healthy and active communities, maximising opportunities to enhance the quality of life for future and existing occupants.
2. Create a development that respects and responds to its location with particular attention paid to the relationship to the existing built form, views through and over the site, the proximity with the Grade II listed Cathouse Bridge and the nature and quality of boundary treatments.
3. Use the existing site characteristics, retaining important ecological and 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. To provide a net biodiversity gain.

4. 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.
5. Deliver employment land (B Use Classes) that can accommodate the needs of different businesses to support the economy and facilitate job creation.
6. Produce a high quality and safe public realm that includes landscaping and green infrastructure serving both the new residents and wider town. Delivering green infrastructure in a manner that it 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 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 and cyclists.
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 5 of policy SA3/5 and appropriate mitigation.
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. Deliver a small convenience store in order to provide for the ‘everyday’ shopping requirements of future and existing occupants.
12. Encourage measures to address relevant issues arising from climate change and to minimise the use of resources, including energy consumption.

Masterplan

6.1 MASTERPLAN FRAMEWORK

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

The masterplan framework includes two alternative masterplan options which are based upon alternative access arrangements that have taken into account the current outline planning permission and the pending outline scheme.

Figures 10A and 10B show the geographical representations of the two alternative masterplan framework options. The two options include two alternative proposed access arrangements, and both include:

- a residential zone to deliver 270 units and 2.4 hectares of green infrastructure which is proposed on the western sector to provide key vistas looking in and out of the site and will also enable natural surveillance throughout the development along the rural roads.
- an employment zone to deliver 4.68 hectares of employment land (B use classes) is proposed in the north-east and will create a focal point from the A6 and make the new development easy to identify from afar, aiding with road navigation and attracting new visitors.
- a convenience store located within but on the edge of the employment zone to provide convenient access for residents and employees.

- To accommodate roundabout access and A6 realignment proposed under option two. An ecological enhanced zone is proposed on the east of the site, this will also merge the development harmoniously with its surroundings with a green fringe which promotes pedestrian access.

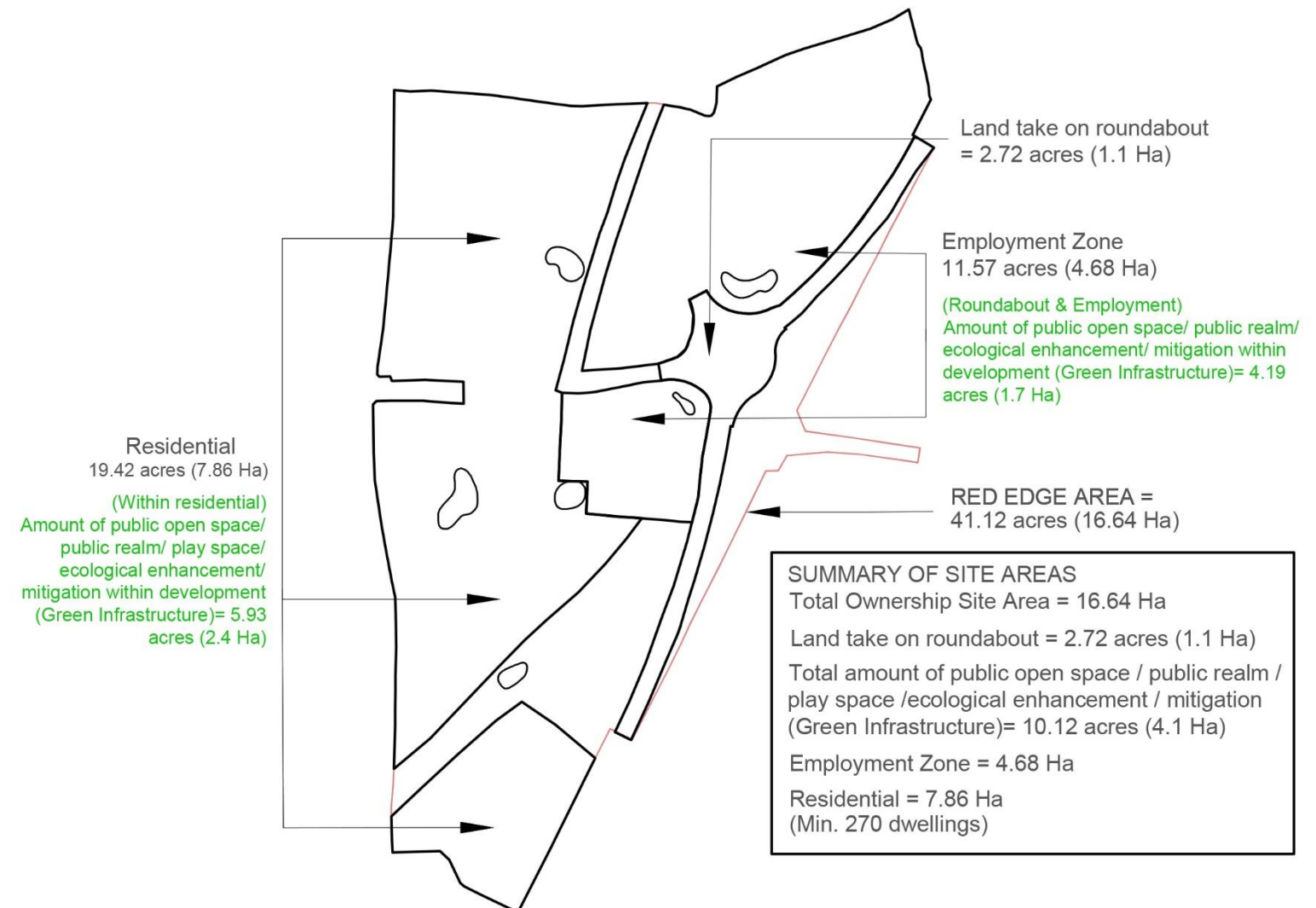
6.2 Key design considerations have also been considered to respond to the Local Plan policy and site constraints and opportunities. This includes:-

- Conducting several assessments and surveys such as ground investigations to redeem existing features and constraints of the site. These findings have formed the base framework for the approved outline plan and currently developed masterplan. (KDC 1 & 8)
- The masterplan proposes direct access from Preston Lancaster New Road A6 with pedestrian and cycle connectivity links throughout the site leading to north, east and western boundaries of the site creating easy accessibility. This will provide links to formal and informal green spaces around the development for existing and new residents and also provide connectivity onto the existing public right of way (2-8-FP 10) to the east of Croston Barn House and provide a green link between the site and the town under the A6. (KDC 2 & 10A)
- In terms of ecology and existing vegetation, high quality trees (include trees under the Tree Preservation Order) and vegetation plus key hedgerow lines will be maintained and incorporated into the green network for the development. SuDs features will replace ditches and form part of the amenity green spaces to create new wildlife habitats and aid with surface run-off from excess ground water. This will be further emphasized with the new ecologically enhanced zone aligned on the eastern boundary as proposed as part of the roundabout access option. (KDC 2, 7 & 10E)

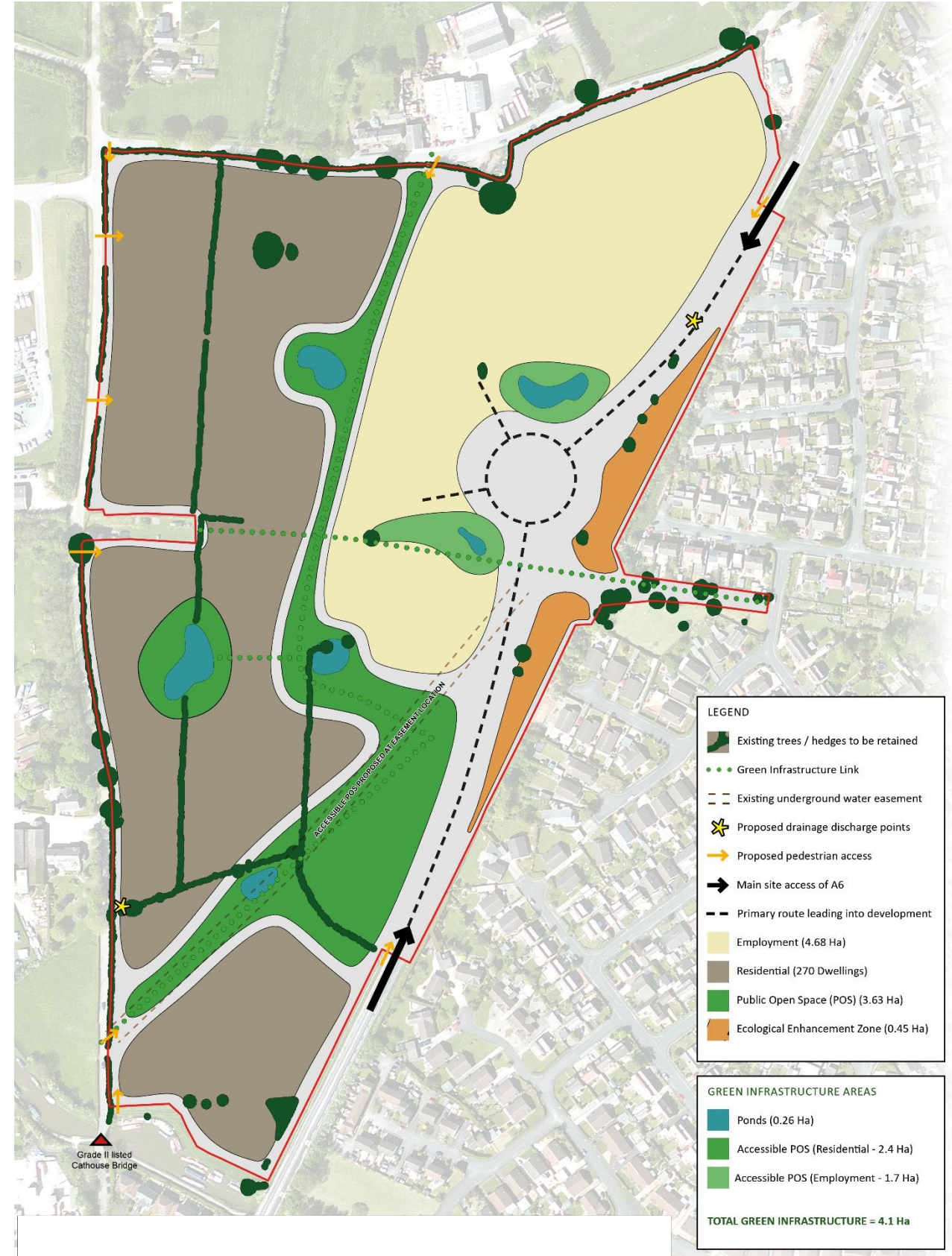
Masterplan continued...

- This will also help create the sense of an organic extension to merge with the existing vernacular and provide attractive views around the new development looking out of the site over the countryside and townscape and for vehicles driving by the site too as focal units will be placed and orientated at key locations. (KDC 3)
- As part of the employment zone, a new small convenience store (not exceeding 280 square metres net sales area) will be proposed with pedestrian access links through to the residential area for accessibility. This will encourage residents to walk and reduce the use of vehicles. (KDC 4)
- Units proposed at the southern end will respect the Grade II Cathouse Bridge with an appropriate design and separation distance. The units should be orientated to overlook the structure and the Lancaster Canal where possible with an appropriate landscape buffer required along the canal. (KDC 7 & 10C)
- The proposed scheme will take into consideration existing overhead cables and provide access strips as required which are incorporated into the development's design. The existing underground raw water easement and electricity cable will be proposed as accessible amenity green space and the trunk main access strips will be incorporated into the development's design to allow access when necessary. This will create minimal impact to any units proposed nearby. (KDC 9)

These key design drivers should be taken into account in the detailed design and layout of the future development.



Masterplan continued



LEGEND

- Existing trees / hedges to be retained
- Green Infrastructure Link
- Existing underground water easement
- Proposed drainage discharge points
- Proposed pedestrian access
- Main site access of A6
- Primary route leading into development
- Employment (4.68 Ha)
- Residential (270 Dwellings)
- Public Open Space (POS) (3.63 Ha)
- Ecological Enhancement Zone (0.45 Ha)

GREEN INFRASTRUCTURE AREAS

- Ponds (0.26 Ha)
- Accessible POS (Residential - 2.4 Ha)
- Accessible POS (Employment - 1.7 Ha)

TOTAL GREEN INFRASTRUCTURE = 4.1 Ha

Design principles

7.1 The proposed scheme will be designed to comply with specific criteria's depending on the proposed zones and nearby features.

7.2 GENERAL PRINCIPLES

Key design principles to be taken into account in the layout and detailed design of any future proposals include:

7.3 ACCESS CONSIDERATIONS

The main access road into the development will enter the site from the A6. The main access could then branch into two secondary access roads, the first serving employment zone and the second serving the residential zone.

A range of vehicular, pedestrian and cycle routes to be provided in key access points to provide links going into and out of the development where possible.

Pedestrian/cycle routes should provide direct links to amenity green spaces and meet with existing public footpaths where possible

7.4 MOVEMENT HIERACHY

The street pattern should have an organic form with gently curving streets reflecting the landscape setting and character of the surrounding area.

A range of road widths varying from primary to tertiary access roads to private drives with appropriate pedestrian footpaths should be used where applicable. These routes should be overlooked and should provide pedestrian crossings at safe key locations.

7.5 PARKING CONSIDERATIONS

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 side of properties and some integral.

All parking should be provided close to, and visible from people's homes or employment, offering security and convenience. Long rows of parking bays along residential street should be avoided and landscaping should be used to soften areas of parking and provide screening to parked vehicles.

Where garages are provided as part of residential developments, these should form part of the street scene and maintain visual interest. Cycle storage shall be required and be provided for all new homes.

7.6 DENSITY CONSIDERATIONS

The gross site area is 16.64 hectares, and this includes a gross employment area of 4.68 hectares. The net developable area for the residential development (excluding land for the potential roundabout access option and Green Infrastructure) is 7.86 hectares. It is considered that the lowest density housing should be concentrated along the site's frontage with Nateby Crossing Lane to provide a rural transition zone and reflect the rural characteristic of the existing lane. It is suggested that the density should increase within the site to provide an appropriate dwelling mix that makes best use of the site.

7.7 HOUSING MIX

In accordance with Local Plan Policy HP2 Housing Mix, the residential development should provide an appropriate mix in terms of size, type and tenure to meet identified housing need and local market demand that accords with the most up-to-date Strategic Housing Market Assessment (SHMA) and Rural Affordable Housing Needs Survey. The Fylde Coast SHMA – Wyre Addendum 3 Supplementary Note prepared by Turley in May 2018 concludes a general need for the following housing mix in the borough i.e. 7% 1 bedroom; 31% 2 bedroom; 43% 3 bedroom and 18% 4 bedroom properties. The note states the "individual mix of housing provided on a site by site basis will need to take account of local market evidence recognising different local market characteristics in different parts of the borough – and viability considerations, which will have an important influence on the appropriate mix.

The future development of the site should also be in accordance with Local Plan Policy HP2 to provide at least 20% of the dwellings to be of a design suitable or adaptable living for older people and people with restricted mobility.

Design principles continued...

The tenure mix in accordance with Local Plan Policy HP3 Affordable Housing should also provide a minimum 30% on-site affordable housing. Dwellings proposed on the site will range from detached or semi-detached units, mews or apartments. The scheme mix will be established at the planning application stage.

7.8 SCALE & MASSING

Dwellings proposed will range from single to three storeys detached or semi-detached units, mews or apartments and should reflect the predominant scale of existing properties within the area.

A mix of house types along the site's frontage with Nateby Crossing Lane should be provided to help create a more natural edge to the development and avoid uniformity in the size and spacing of dwellings.

7.9 DESIGN

Details of the proposed house types and elevations will be a matter for any future planning application. The design proposal will aim to provide a safe layout with a mix of house types to create an interesting street scene, similar of that to 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. The development should preserve key views into the site and views out of the site towards the surrounding countryside. Key vistas and focal points should be utilised in the structure of the development, utilising opportunities provided by the orientation and design of streets, public realm, green spaces, houses and other development types. Dwellings adjacent to the existing property/proposed highways will face onto the highway. Dwellings around the edge of the site will be outward facing.

Similarly, where there is development overlooking the countryside, at key views into/out of the site or provided along the site's frontage, units will be orientated to look across these landscapes and views to create a more natural edge to the development with appropriate landscaping provided.

The proposed building materials and colour palette should be carefully selected to respond to the local vernacular whilst providing appropriate variety across the development to add diversity and visual interest.

7.10 LANDSCAPE & GREEN INFRASTRUCTURE

2.4 Ha of green infrastructure will be provided for the provision of 270 units. This will include accessible amenity green spaces, the appropriate provision of children and young people play space, the planting of new vegetation and trees to increase coverage over the whole site, along with the enhancement of existing trees and new SuDs features. The green infrastructure will also include the retention of existing high-quality trees/vegetation and hedgerows where possible. Existing easements will be located under amenity green spaces to provide easy access and less disruption to dwellings where there are works to be carried out in the future. Units surrounding these spaces will be orientated to overlook these areas and provide natural surveillance to ensure a safe environment. There will also be appropriate boundary treatments to surround SuDs to support the site's integration into the countryside and existing townscape, and to provide protection against main roads where appropriate.

7.11 EMPLOYMENT

The development will provide 4.68 Ha of employment land to generate jobs and invite people into Garstang.

This could include a range of units to meet different employment demands (B Use Classes and should not include external open storage). These units should look out onto the main routes and become focal points where possible to create key vistas. Adequate car parking and cycle provision will be provided plus a convenience store with pedestrian routes linking throughout to encourage walking.

7.12 DRAINAGE

The surface water management strategy provided for the outline scheme includes site drainage via SuDS and to existing watercourses via on site water discharge locations, that will allow discharge to be restricted to current greenfield run-off rates.

The surface water management and drainage strategy will need to be revisited as required once development proposals are presented in more detail and should accord with the drainage hierarchy set out in the Local Plan Policy CDMP2.

Design principles continued...

7.13 DELIVERY AND PHASING

The site is expected to be delivered via different construction phases and be fully delivered within the current Local Plan period (by 2031).

If the site will be developed via individual development plots and/or over separate phases, unfettered access will be required and an infrastructure phasing strategy for the site will be required to ensure a co-ordinated approach to infrastructure delivery. Early engagement with relevant infrastructure providers will also be necessary.

If the residential aspect of the scheme will be developed via individual development plots and/or over separate phases, each development plot will be required to provide adequate green infrastructure to meet its own development requirements. The green infrastructure provided should form part of the wider Green Infrastructure network for the whole site and should consider its integration with the individual development plots and/phases for the overall scheme as part of its design.

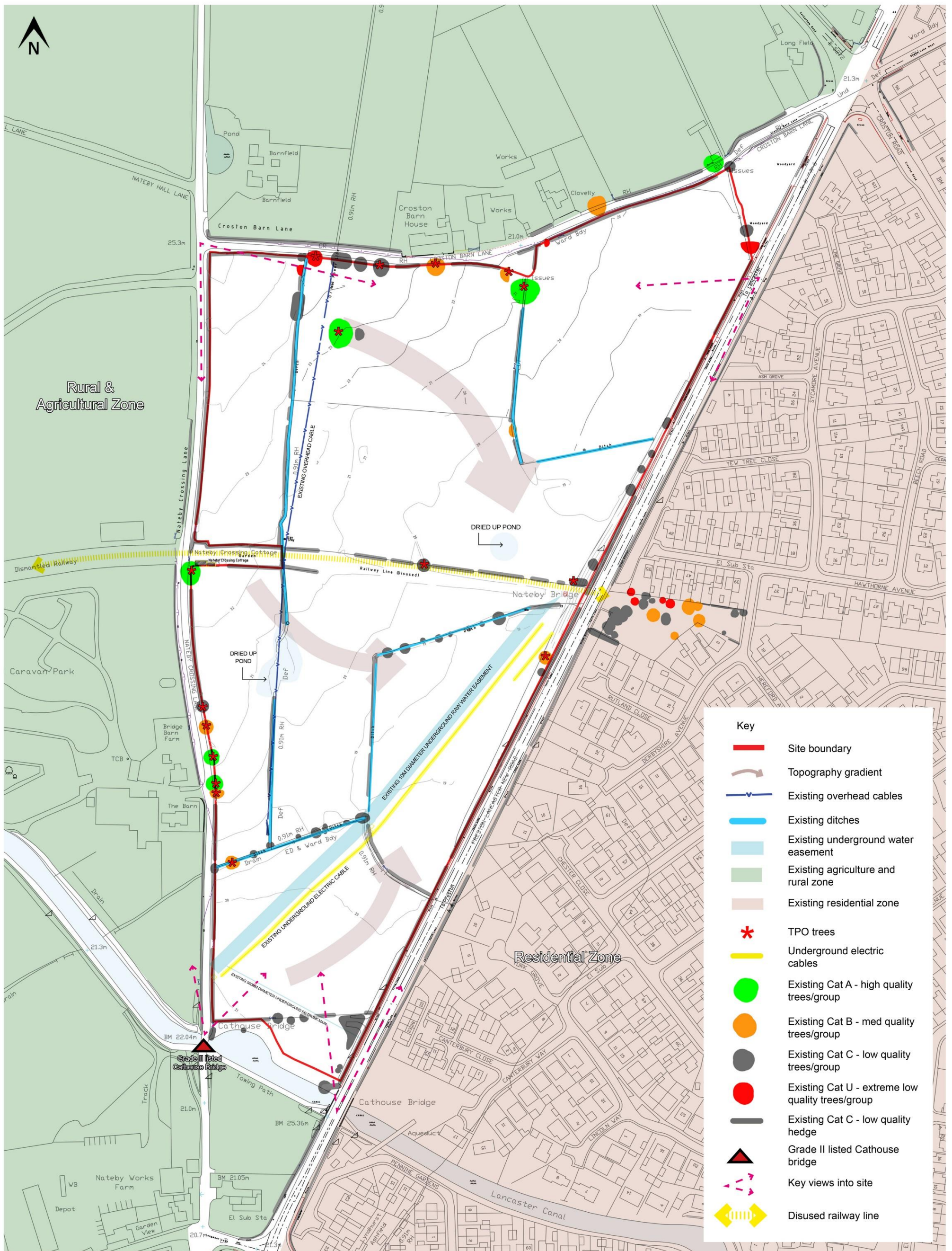
The implementation of the housing and retail element of the scheme should contribute towards the overall viability of the site and provide any necessary cross funding required to deliver the employment aspect of the scheme.

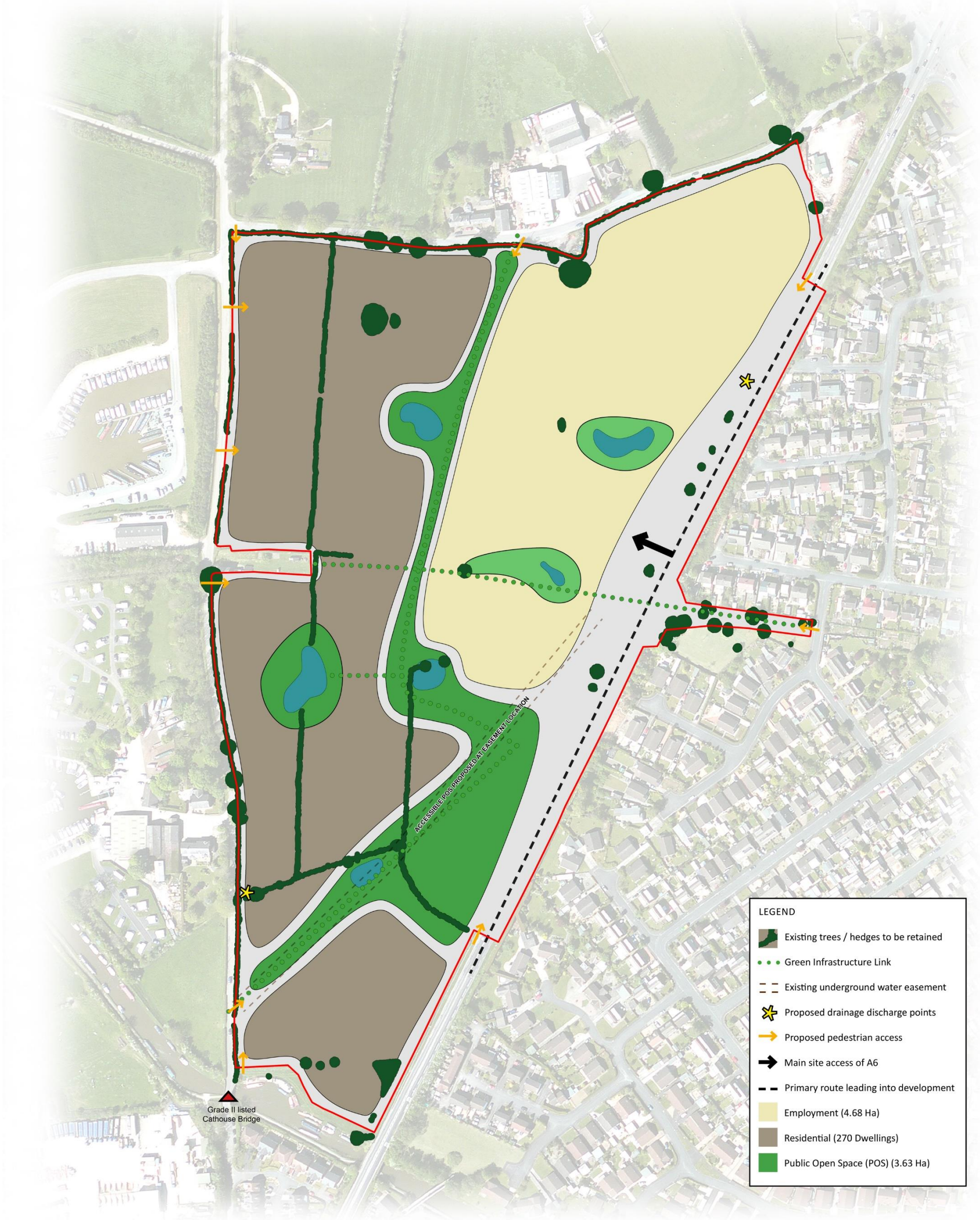
Conclusions

- 8.1 The masterplan sets a vision for the site along with an appropriate design framework which respects and take into consideration all existing features from the report findings and the local context surrounding the site.
- 8.2 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 SA3/5 - Land West of the A6, Garstang.
- 8.3 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 and the provision of new job opportunities. 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.

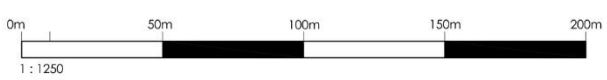


Fig.11 - Visualization of pedestrian walkway under Nateby Bridge





LEGEND	
	Existing trees / hedges to be retained
	Green Infrastructure Link
	Existing underground water easement
	Proposed drainage discharge points
	Proposed pedestrian access
	Main site access of A6
	Primary route leading into development
	Employment (4.68 Ha)
	Residential (270 Dwellings)
	Public Open Space (POS) (3.63 Ha)





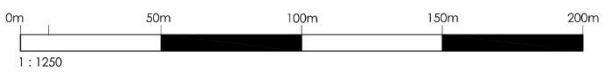
LEGEND

- Existing trees / hedges to be retained
- Green Infrastructure Link
- Existing underground water easement
- Proposed drainage discharge points
- Proposed pedestrian access
- Main site access of A6
- Primary route leading into development
- Employment (4.68 Ha)
- Residential (270 Dwellings)
- Public Open Space (POS) (3.63 Ha)
- Ecological Enhancement Zone (0.45 Ha)

GREEN INFRASTRUCTURE AREAS

- Ponds (0.26 Ha)
- Accessible POS (Residential - 2.4 Ha)
- Accessible POS (Employment - 1.7 Ha)

TOTAL GREEN INFRASTRUCTURE = 4.1 Ha



APPENDIX D

Stakeholder Consultation Feedback

A two week stakeholder consultation on the draft masterplan was held between 11 and 25 October 2019, where the draft masterplan was considered by key stakeholders, including appropriate infrastructure providers and Garstang Town Council.

7 responses were received from: Environment Agency; Environmental Protection; Garstang Town Council; Historic England; Natural England; Parks & Open Space; and United Utilities. A summary of the responses received have been summarised in this Appendix, together with a summary of how this feedback has been considered and where it has influenced the final masterplan.

Wider public consultation on the draft masterplan was not undertaken as part of this process as consultation comments received through formal submission of comments on the planning application 14/00458 and 16/00241 have been reflected in the masterplan.

Table 1: Summary of Consultation Comments and Response

Organisations	Summary of Consultation Comments	Response	Modification to Masterplan
Environment Agency	<p>Provides commentary in relation to the key environmental issues and constraints on site that the developer will need to complete prior to the submission of a planning application.</p> <p>Former railway land bisects the site and potential for high polluting potential. Planning application to include contaminated land assessment demonstrating risk posed by controlled waters by any contamination understood and can be remediated/managed by the development.</p> <p>Site located on principle aquifer and source protection zone 3. Where necessary, planning application to include hydrogeological risk assessment to assess impact of proposed development on groundwater.</p> <p>SuD's to manage surface water management recommended. Should establish if SuD's feasible, can be adopted and properly maintained without leading to other environmental problems. Watercourses within site designated as 'ordinary watercourses' and consent from Lead Local Flood Authority may be required.</p> <p>Site in area served by public sewer, developer expected to connect all foul drainage to existing sewer network.</p> <p>Recommend biodiversity opportunities in and around development. Encourage culverts to be opened and improve/naturalisation/creation of new and existing watercourse. Generally opposed to culverting other than for access purposes.</p> <p>Included reference to formal consultation comments submitted to previous planning application 14/00458 and 16/00241 – no objection subject to conditions.</p>	<p>Masterplan includes references to environmental constraints on the site.</p> <p>The constraints and opportunities section refers to contamination assessment undertaken. Text to be inserted in masterplan (following Environmental Protection recommendation) that refers to the potential need to update technical assessments to support future planning applications or updates to the masterplan. Additional technical assessments may also be required.</p> <p>The masterplan refers to the surface water management strategy provided for the outline scheme which includes site drainage via SuD's. The drainage strategy will need to be revisited once the detailed development proposal for the site are known.</p> <p>Reference to foul drainage and biodiversity is noted. The masterplan refers to the biodiversity benefit of SuD's features.</p>	n/a

Environmental Protection	Previously reviewed and commented on both a noise and air quality assessment submitted in respects to existing planning permissions on this site, however it is likely that any future planning application within the master plan area will need to be supported by updated technical assessments that have regard to any additional consented / allocated development within the area not considered at the time of the original assessments.	Any updates to the masterplan or future planning applications within the masterplan area may need to be supported by updated technical assessments. This would include having regard to any additional consented/allocated development within the area not considered at the time of the original assessment.	Commentary to be provided in constraints and opportunities section 3 to refer to potential need for updated technical assessments to support updates to the masterplan or future planning application.
Garstang Town Council	Figure 1&2 - Pictures mislead the reader by failing to demonstrate the severity of the blind submit on the A6 just yards from the application site entrance/exit	The pictures provide contextual viewpoint looking into the site from the A6. The constraint plan demonstrates the topographical gradient characteristics of the site. Text to be added to figure to provide further clarity.	Add text to figure 2 to explain view taken from Old railway crossing point summit on the A6.
	Para 1.3 masterplan fails to meet requirement to integrate development with existing settlement and provide organic extension.	Comment noted. It is a Local Plan requirement that development provides an organic extension and the masterplan provides a framework, including key design principles to be considered for the detailed design.	
	<p>Para 2.1 should refer to SA1/14 to the north of site and SA3/5 provide 600 dwellings west of the “natural boundary” of the A6. It is a matter of debate where the new school should be located to serve these new developments. Garstang is not served by comprehensive highway network. Misleading to suggest good public transport links close to site – have to cross A6. A6 is at capacity and up to date traffic assessment should be undertaken to take account of the recent development and possible M6 Jct 33 relocation.</p> <p>Para 2.2 refers to traditional dwelling include Crossing Keepers Cottage. Nateby Crossing Lane has the hallmarks of a Quiet lane and is a natural and valuable resource and should not be disturbed. Note density along Lane is intended to mitigate.</p> <p>Para 2.3 - Difficult to compare site is located “within the settlement boundary” and any intrusions can be mitigated with from existing hedge rows.</p> <p>Para 2.4 – welcomes ambition to avoid car parking on pavements.</p>	<p>The site is allocated in the Local Plan.</p> <p>Para 2.2 includes reference to the site’s immediate context, including reference to SA1/14 housing led allocation with provision of a new primary school. There is no opportunity to relocate the school which is allocated in the Local Plan.</p> <p>The capacity of the A6 has been considered. Financial contributions towards primary sustainable transport as part of the A6 Corridor Highway Mitigation Strategy will be required. The site is located off the A6 with access to higher order settlements and access into Garstang. Garstang is a sustainable settlement, the site is located in the settlement boundary. The site has access to public transport links and local services and the masterplan provides opportunities for improved connectivity.</p> <p>Masterplan at 2.2 refers to the several rural dwellings houses and farm buildings on the perimeter of the site. The characteristics of Nateby Crossing Lane is noted in the masterplan, the general design principles require development along the land to create a nature edge.</p> <p>2.3 refers to the existing sites is screened to a degree from existing hedgerows. The design principles refer to further landscape/mitigation requirements.</p>	

	<p>Para 3.2 – disingenuous to suggest traffic movements would not cause capacity problems. Construction will impact on businesses and amenity. Pedestrian tunnel unlikely to be used by car owners.</p> <p>Para 3.5 – Ains Pool that arises on the site has caused significant flooding at Churchtown.</p> <p>Para 3.6 – Development will overwhelm vernacular on Croston Barn Lane and Nateby Crossing lane regardless of mitigation measures.</p> <p>Para 3.7 - Solid noise baffle along the A6 is not compatible with the developer’s “Green” approach.</p> <p>Constraints and opportunities plan: (1) Potential access point off A6 is not understood (2) No evidence to support “Employment section helps and creates an attractive and obvious viewpoint which will attract more visitors to Garstang and improve amenity features” (4) Hedgerows should also be replaced and enhanced</p>	<p>Site is allocated in the Local Plan and highway capacity has been considered.</p> <p>Masterplan refers to surface water management strategy which will allow discharge to be restricted to current greenfield runoff rates.</p> <p>Masterplan refers to mitigation measures, including general design principle to require developer to create a natural edge. The masterplan refers to particular consideration will be required at the detailed design stage.</p> <p>Constraints and opportunities plan provides a diagrammatic illustration of the findings of the evidence. (1) Indicates the primary site access opportunity. The provision of employment as part of the mixed-use development will provide employment opportunities. The design principles expand upon the opportunities section and refer to planting of new vegetation. It is proposed to expand this section (Parks and Open Space recommendation) to refer to increased tree coverage over the whole site.</p>	
	<p>4.1 Local Planning Policy/ Vision and aims Developer should explain how the plan provides an organic extension. It is a sweeping statement of ambition and no discussions have been taken place with town council.</p>	<p>It is a Local Plan requirement that development provides an organic extension and the masterplan provides a framework, including key design principles to be considered for the detailed design.</p>	
	<p>7.5 - Individual dwellings and street scene should avoid parking on the roadside and allow for parking within the curtilage of dwellings.</p> <p>7.12 - More technical evidence is required about the disposal of surface water. SuDs must have long term ownership and responsibility clauses to be viable.</p>	<p>The design principles refer to providing on-plot parking. The masterplan provides a framework. The design principles require the surface water management and drainage strategy to be revisited at detailed design stage.</p>	
Historic England	No comments	Noted	
Natural England	No comments	Noted	
Parks and Open Space (WBC)	<p>Structured tree planting - the retention of existing trees is welcomed, and it would be good if the framework also noted increasing tree coverage via planting across the development.</p> <p>Formal and informal play – reference should be added to provision of facilities.</p> <p>Pedestrian and cycle connectivity - Green link between the development and the town is welcomed.</p>	<p>Comments noted.</p> <p>Expand landscape and green infrastructure paragraph within the design principle section to refer to new tree planting to increase coverage across the whole site; include reference to the provision of children and young people play space; expand reference to utilising key vista in the layout of the development and public realms; and expand the existing reference to boundary</p>	<p>Commentary to be provided in section 7 design principles to include reference to new tree planning to increase coverage over the whole site; provision of appropriate children and young people play space; expand reference to utilising key vista in the layout of the development and public realm; and wider reference to</p>

	<p>Utilising important key vistas - I can't see specific reference in the framework in way of aims for public realm and layout of the development area.</p> <p>Nature and quality of boundary treatments: there is reference to an 'ecologically enhanced zone' on the eastern boundary but there doesn't appear to be principles relating to the boundary of the whole development.</p>	<p>treatment to refer to appropriate treatment along all boundaries.</p>	<p>boundary treatment principles for the whole site.</p>
<p>United Utilities</p>	<p>Site is located on the fringe of the existing water supply and sewerage network which is of a size that reflects greenfield location. Delivery of the site over numerous phases, different landowners and different years is an additional challenge. Early engagement and a co-ordinated approach in collaboration with United Utilities is required to support the planned growth. Recommend infrastructure phasing strategy to be produced that proposes a holistic approach to new drainage infrastructure which ensures development is delivered in the most sustainable way. Recommend text to be inserted at para 7.12 to ensure co-ordinated infrastructure approach.</p> <p>Support network of on-site green infrastructure (to include SuDs) together with new pedestrian/cycle links round the site. SuDs is requirement of national and local policy and could be expanded further in masterplan. Important unfettered access between phases ensure each phase has access to a sustainable drainage option.</p> <p>Opportunities should be explored to utilise the road network for sustainable discharge of surface water and if properly planned, could be used for each phase. Percolation testing to determine likelihood of infiltration to ensure SuDs can be delivered is key.</p> <p>Applicant should agree foul discharge rates with United Utilities. Recommend text to be inserted to ensure communication.</p> <p>Constraint plan refers to presence of existing sewer easement on site. The easement is connected to a raw water distribution and not a sewer. Pressurised treated water distribution main and easement also exists. Both pipelines require unrestricted access and United Utilities do not permit development over or in close proximity.</p> <p>United Utilities encourage the use of permeable paving to reduce surface water runoff.</p>	<p>Comments noted.</p> <p>Comments on infrastructure and phasing are noted. Text at 7.13 delivery and phasing to be updated to refer to need for infrastructure phasing strategy where the site is developed via individual development plot or phases. Reference to be included to early engagement with infrastructure providers.</p> <p>The masterplan establishes a framework for the site and the internal road network will be determined at the detailed design stage.</p> <p>Comment related to raw water distribution and pressurised water main noted and constraints plan and commentary in masterplan to be updated to provide clarity. Masterplan identifies raw water easement for green infrastructure and water main to be incorporated into development design layout.</p>	<p>Commentary to be provided in section 7 design principles to include reference to the need for infrastructure phasing strategy to provide co-ordinated approach and ensure unfettered access if the site will be developed via individual development plots and/or over separate phases. Include reference to early engagement with infrastructure providers.</p> <p>Update constraints plan and supporting text to correctly refer to raw water pipeline and not sewer. Provide clarity on easement for green infrastructure or incorporated into development design.</p>