

Land East of Hollins Lane, Hollins Lane, near Forton Masterplan

July 2019

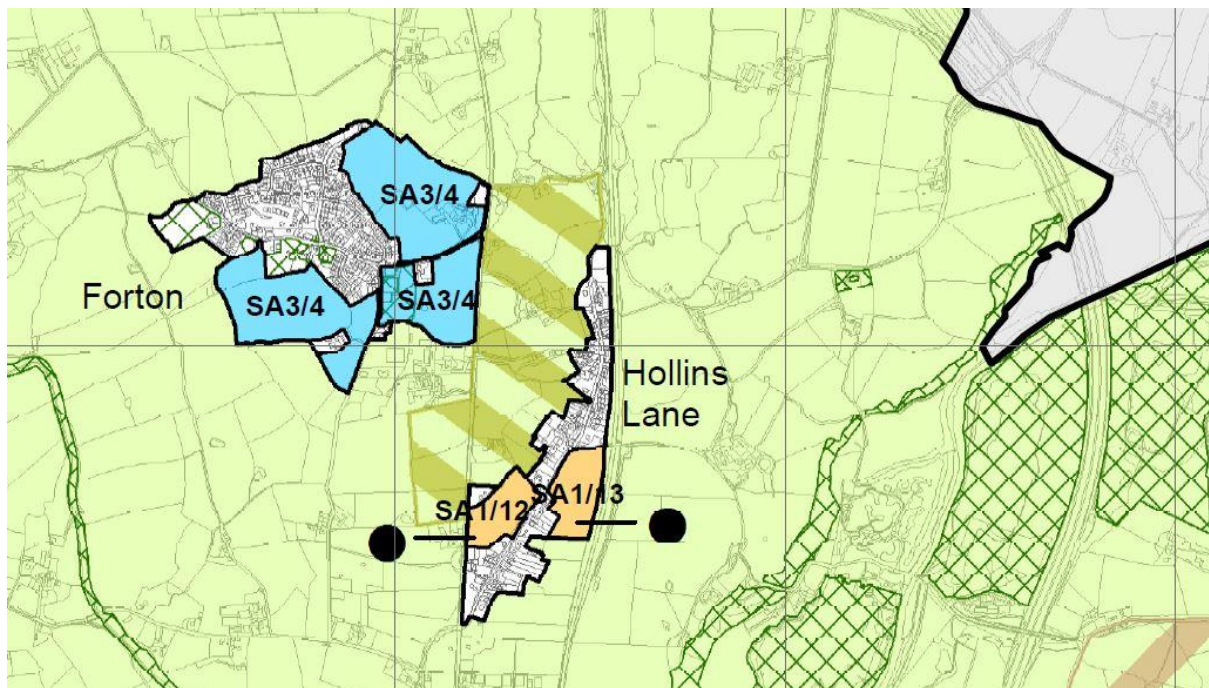


1. Introduction

This Masterplan has been produced to provide a development framework for the site known as Land East of Hollins Lane in the village of Hollins Lane in the Parish of Forton, Wyre.

The site extends to 2.43ha and has the benefit of two extant outline planning permissions for a combined total of 51 dwellings (Wyre Borough Council planning permission references: 17/00233/OUTMAJ for 43 dwellings and 15/00968/OUT for 8 dwellings). The site is allocated for a minimum of 51 dwellings (allocation reference SA1/13) in the recently adopted Wyre Local Plan (See below Wyre Local Plan extract plan Figure 1). The allocation 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 (see Appendix 1). This masterplan document has been completed to meet this policy requirement. It considers the planning and physical context, describes identified constraints and opportunities, and, from this analysis describes a development framework for the site incorporating a vision, development principles and masterplan.

Figure 1



Purpose of Masterplan

This document has been produced in accordance with the newly adopted Wyre Local Plan (2011-2031) which requires masterplans to be produced in regards Policies SA1, and SA3 where 50 dwellings or more are proposed. (Paragraph 9.1.5).

The purpose of producing a Masterplan is put in place a development framework that will be used as a material consideration in determining any future planning applications on a site. It should ensure that the land is comprehensively developed and where a particular site is on the edge of a settlement, as a whole it relates and integrates with the existing settlement.

The scope and content of this document has been informed by the Guidance on the Preparation of Masterplans, approved by the Council on 5th September 2018 together with paragraph 9.1.6 of the Local Plan which states “In relation to allocations with an extant planning permission on part of the allocation, a master plan over the entire allocation will be required.”

This document also has regard to the Key Development Considerations associated with the site allocation (Site SA1/13 – Land East of Hollins Lane, Hollins Lane) which are set out on Page 110 and 111 of the Local Plan. (See Appendix 1).

Figure 2 : Site Allocation Aerial Photograph



Existing Site & Surroundings

The Allocation site is located to the east of the A6 in the rural village of Hollins Lane immediately south east of the village Forton, approximately 4.5km to the north of Garstang town centre. The site has an area of circa 2.43 hectares (6.00 acres).

The site is presently one large field that has been used until recently for cattle grazing and is laid to grass. There are gated access points to the site from Hollins Lane to the west and Cleveley Bank Lane to the north adjacent to the railway bridge. There is an existing mature hedge which runs along Hollins Lane and Cleveley Bank Lane.

Along the eastern boundary, the main West Coast railway line runs in cutting below the level of the site. Hollins Lane forms the western boundary, and to the south west the boundary is formed by the rear gardens of existing houses on Hollins Lane. The southern boundary is a hedge field boundary with paddocks and fields beyond. There are some mature trees (some of which are the subject of Tree Preservation Orders) within the hedges surrounding the site but the central area of the site is open with only grass cover. Cleveley Bank Lane forms the northern site boundary.

The remainder of this document is structured as follows:

Section 2: Sets out our analysis of the site and local context, including an assessment of constraints and opportunities presented by the site and a study of the local built form and vernacular;

Section 3: Describes our Strategic Vision for the site and presents the masterplan concept, identifying the key development principles.

2. Site Analysis

Local Context

The Local Plan states that the subject site should be developed as an organic extension to the existing village. It is therefore particularly important that the Masterplan proposals are informed by a thorough appreciation and understanding of the local context, including an assessment of the local built form and character, architectural styles and materials, townscape, boundary treatments, and landscape.

Local Vernacular

Hollins Lane has grown organically over time with existing housing displaying a broad mix of architectural styles and ages. The housing mix includes terraces, detached houses, cottages and bungalows.

The most common materials for external walls are stone, red brick and white render.

Simple, traditional roof styles predominate including low pitched and hipped roofs. L-shaped gable fronts are common on many of the newer properties. Variety to the roofscape is provided by varying ridge heights, chimneys and dormers.

Examples of typical architectural detailing on some of the older properties in the village include: stone casement windows and doors; terracotta finials and ridge tiles; stone quoins; front bay windows and stone porches.

There is a strong consistency in the height of buildings, with a predominance of 2 storey houses, although a small recent development north of Cleveleys Bank Lane is of two and a half storey construction (one storey in the roof space)

Please see photos below of properties in Hollins Lane



New houses approximately 50 metres north of site on eastern side of Hollins Lane.



Hollins Lane Methodist Church and two adjoining terraced cottages on Hollins Lane (approx. 280 m north of site)



Row of Terraced cottages south of Methodist Church on eastern side of Hollins Lane



Detached House on western side of Hollins Lane 40 m north of Methodist Church



Quail Cottage, 50 metres North of Methodist Church on eastern side of Hollins Lane



Terraced cottages 50 metres south of Methodist Church on eastern side of Hollins Lane



The Hollins, on western side of Hollins Lane (80 metres North of Site)



New Detached Houses on eastern side of Hollins Lane (approx. 60 metres south of site)



Bodkin Cottage, eastern side of Hollins Lane (approx. 100 m south of site)

Townscape

The local townscape demonstrates the following characteristics:

- The village takes strong linear form along Hollins Lane with some houses fronting onto the street.
- Strong sense of building containment/enclosure along Hollins Lane.
- Other houses are typically set close to road boundary behind small front gardens, whilst some are set back.
- Boundary treatments include a mix of low stone walls, hedgerows or soft landscaping. A few properties have open boundaries to the street or are set to the back of pavement.
- Streetscape has an informal character in sections with grassed verges, unmade edges and absence of pavements.
- No predominant architectural style is evident.
- Strong rural setting with backdrop of trees to houses and glimpsed views of surrounding countryside through breaks in built form.
- Predominantly two-storey housing with some single storey and dormer bungalows.
- Recent infill development has taken place on a number of sites, introducing greater variety to the mix of house styles and sizes.
- Long unfolding views through the village along Hollins Lane.

Surrounding Context

Figure 3 Design and Townscape Analysis (Please see Appendix 2 for larger version of this plan)



Figure 3 above presents a design and townscape analysis of the Hollins Lane area near to the site and shows the application site within the wider context of the Hollins Lane linear settlement.

The strong linear form of the existing section of the village is clearly evident with houses fronting onto Hollins Lane. Whilst variation exists in setback distances between properties and the road boundary, the general pattern is one of houses being set close to Hollins Lane (sometimes to the back of pavement) behind small front gardens. It is proposed that the form of development should respond to this context by ensuring an outward-facing development onto Hollins Lane with houses set back approximately 14m on average from the site boundary to allow for the provision of private drives and the retention of the existing hedge and mature trees, as per the layout submitted under the existing outline permission (15/00968/OUT).

The West Coast Mainline extends along the eastern edge of the village, constraining growth of the village in this direction.

Cleveley Bank Lane along the site's northern boundary forms part of the local strategic cycleway network which also extends northwards along Hollins Lane towards the village centre. Two existing Public Rights of Way can be accessed a short distance to the north of the application site, connecting Hollins Lane with the A6 and Forton Village to the west.

At various points along Hollins Lane, there are views towards the surrounding countryside, either across open fields abutting the road boundary or between breaks in the built form. These 'visual gaps' provide the village with a strong rural character and are important to the setting and appeal of the village. Some sections of Hollins Lane have an informal rural character with unmade edges and grassed verges bounded by low stone walls or hedges or with a footway along one side of the street only.

Constraints and Opportunities

Figure 4 illustrates the main physical characteristics of the application site and identifies the key development constraints and opportunities. It also examines the site's relationship with its immediate surroundings and adjacent land-uses and draws on the findings of a range of supporting surveys and studies submitted as part of the extant outline applications. This analysis has informed the Masterplan Framework for the site presented in the following Section.

Figure 4 Existing Physical Characteristics of the Site (Please see Appendix 3 for larger version of this plan)



Views Into and Out of the Site

Looking east, there are long distance views over surrounding countryside towards distant hills, particularly from higher ground at the northern end of the site. Cleveley Bridge features prominently in views looking north-east from this point.

Looking west from within the site, there are short range views towards existing houses along the west side of Hollins Lane, although views are partially screened by existing mature trees along the site boundary.

At the southern end of the site, there are short and mid-range views across agricultural land. The rear of existing houses along the east side of Hollins Lane are also clearly visible.

Views north are largely contained by built form and tree planting in the rear gardens of properties forming the existing boundary to Hollins Lane village.

The current views from Hollins Lane into the site are screened to a degree by the existing road side hedges and trees, however over the hedges and through the field gate can be seen the grass sward and beyond to the east, further fields of grass and trees beyond the main line railway line.



Looking into the site , there are only limited glimpsed views from publicly accessible land/highway to the North and East from Cleveley Bank Lane (See two photos below).

Photo below is from Railway bridge on Cleveley Bank Lane



Photo below is taken from over field gate adjacent Future Office complex near junction of Richmond Hill Lane and Cleveley Bank Lane. The intervening Land east of the site rises and obscures the views of the site.



Trees and Vegetation

The site is an agricultural pasture field which is grazed by cattle. The poor semi-improved grassland has a very low species diversity and ecological value.

Trees within the site are confined to the site boundaries and comprise ash, oak and sycamore within the hedge lines. Four mature trees located in the hedgerow along the site's frontage with Hollins Lane are covered by a Tree Preservation Order. The north and west boundaries are formed by a predominantly Hawthorn hedges containing a scattering of ash and oak trees. The south west boundary is marked by staggered hawthorn hedges which separate the site from adjacent dwellings. An existing hedgerow also extends along the southern boundary.

The intact hedges bounding the site are species poor and contain a low diversity of woody plant species.

Flooding & Drainage

The site is located in Flood Zone One (Low Probability) which is defined as having less than 1 in 1,000 (<0.1%) annual probability of river or sea flooding. There is no standing water on site, or within 250m of the site boundaries.

The nearest open watercourse is an unnamed watercourse, located some 300m to the south of the site. There is a small, culverted ordinary watercourse that runs through the site that commences at Hollins Lane and eventually discharges to the open watercourse described above.

An existing foul water drain enters the site from Cleveley Bank Lane, crossing the site along the western boundary, running parallel with Hollins Lane before heading east along the route of the proposed access road. The drain then turns southwest before exiting the site along the southern boundary.

Topography

There is significant variation in site levels with a general fall from west and east to the centre of the site as indicated in Figure 4 above. The site has a low "valley" running from north to south through the centre of the site. The highest point of the site is midway along the southern boundary where the level is 42.87m AOD. Through the centre of the site, the levels fall to a minimum of 35.48m AOD and the general fall of the site is from north to south. The north east corner of the site also occupies an elevated position relative to more central areas rising to approximately 42.00 AOD.

The future detailed planning applications will need to show how the site can be developed successfully via a 'cut and fill' exercise. Full details of slab heights and sections will need to be provided throughout the application process.

Railway Line

To the east is the West Coast Main Line which is an active railway line (BTN10), and which is flanked by tall ruderal and scrub vegetation. The railway line runs in a deep cutting well below the level of the site.

A noise assessment has been carried out to assess the impact of the railway line. The study recommended noise mitigation for habitable room windows directly or obliquely facing the railway line, where not screened by intervening buildings, comprising glazing with a performance specification of 32 dB RW + Ctr. The assessment concluded that other habitable room windows comprising standard thermal double-glazing units would provide sufficient protection from noise.

Network Rail has already been consulted and has confirmed that it has no objection in principle to the site being developed, subject to meeting standard requirements in relation safe construction, boundary treatments and set back distances to the new houses which can be provided in the final detailed scheme design.

Ecology

In June 2018 Envirotech NW Ltd were commissioned by M.C.I Developments Limited to provide an updated Ecological Appraisal of the subject site. A site investigation was undertaken and a report compiled which includes recommendations for any future actions and or mitigation required.

There was no evidence of any specifically protected species on the site or the surrounding areas which would be negatively affected by site development subject to the mitigation proposed.

The grass sward which would need to be removed has a low ecological significance in the local area.

The protection of trees on the site boundary and landscaping will promote structural diversity in both the canopy and at ground level and will encourage a wider variety of wildlife to use the site than already occurs.

There are no statutory designated sites within 2km, the nearest being the Bowland Fells Site of Special Scientific Interest (SSSI) and Special Protection Area (SPA), c.3200m to the East. The nearest non-statutory designated site is Cleveley Woods Biological Heritage Site (BHS) c.500m to the South-east of the site. This is isolated from the site by the West Coast railway line and open pasture fields.

The poor semi-improved grassland has a very low species diversity and ecological value. Whilst the assemblage of species within it is higher than improved pasture, the species are all indicative of regular grazing and disturbance; this habitat does not constitute a Biodiversity Action Plan habitat.

Residential Interface

The south west corner of the site is bounded by existing residential properties along the east side of Hollins Lane which back onto the site. A careful design response will be required to ensure that the amenity, privacy and outlook of these houses is preserved.

The northern part of the site is also partially overlooked by existing houses along the opposite (i.e. western) side of Hollins Lane which are set back from the road boundary on higher ground.

Access

There are gated access points to the site from Hollins Lane to the west and Cleveley Bank Lane to the north adjacent to the railway bridge.

Hollins Lane is a 'C' class road with the classification C447 and is categorised as a secondary distributor road with a 30 mph speed limit from its junction with the A6 Lancaster Road through the settlement. Hollins Lane has a carriageway width of 5.5 – 6.0 metres in the vicinity of the site and carries a relatively low volume of daily traffic as confirmed by a traffic survey that was carried out by Lancashire County Council in 2014 with a 2-way weekday traffic flow of approximately 1,200 vehicles.

Hollins Lane connects onto the A6 Lancaster New Road approximately 450 metres to the south west of the site at a crossroads junction with Ratcliffe Wharf Lane. Hollins Lane continues in a, generally, northerly direction from the A6 junction up to Bay Horse.

Cleveley Bank Lane is a narrow, single track road, measuring approximately 3 metres in width. It is subject to a 30-mph speed limit, although due to the width of the road, vehicle speeds will be considerably below this.

There are bus stops within a reasonable walking distance (400 metres), of the site on the A6. The 40 and 41 bus service runs, approximately, every 20 mins on Monday – Friday during the day transporting passengers between Morecambe and Preston (both ways).

Accessibility of the development by bicycle has been considered for a 5km cycle distance from the site. This shows that Forton, Cockerham, Dolphinholme, Winmarleigh and Scorton are all accessible within a 5km cycle distance from the development site. The proposed development site is also located on part of the National Cycle Route (NCR) 6 which passes the site along Hollins Lane. Residents could use the route to access Galgate and Lancaster to the north and Garstang and Preston to the south. The travel time by bicycle from the residential development to Garstang would take less than 25 minutes (a distance of 4.25 miles).

3. Masterplan Framework

Introduction

The Masterplan Framework establishes a vision for the site and a number of key design and layout principles that will inform the future site layout for the site. Figure 5 provides a graphical representation of the Masterplan Framework for the site which includes the proposed access arrangements, main housing area, location of the green infrastructure and approach to tree/hedgerow retention. This is expanded upon below.

SA1/13 and Key Development Considerations

Wyre Local Plan allocation policy SA1/13 identifies the subject site for residential development for a minimum of 51 dwellings based on the two extant residential outline planning permissions. However, the Plan makes it clear that the housing supply figures should be considered to be a minimum. For the purposes of this masterplan a site capacity of 60 dwellings is the assumed upper limit of residential development. Development greater than this figure may be appropriate subject to the submission of a revised masterplan that considers the implications in terms of local plan policy and impact on the local community.

Policy SA1/13 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:

- Bring the site forward in line with an agreed masterplan;
- Provide a landscape and green infrastructure framework incorporating tree planting, on-site open space (including formal and informal play) and pedestrian/cycle connectivity;
- Provide an 'organic' extension to the village, utilising key vistas into the adjoining countryside and providing a rural transition zone with the wider countryside, with particular attention given to boundary treatments;
- Provide a supporting drainage strategy for the whole allocation to meet the needs of the development;
- Provide highway improvements along Hollins Lane in the form of a new footpath along the east side of Hollins Lane;
- Consider the ecological impacts of the development;
- Have regard to the asset protection requirements of Network Rail, including the need for a Risk Assessment and Method Statement; and
- Take account of the existing Tree Preservation Order (ref: 003/2016) covering trees within boundary hedgerows of the development site.

Vision

The Masterplan Vision is:

To create an organic extension to Hollins Lane that is integrated into the existing village fabric. It will be a place with a variety of choices to live in terms of house types and tenures and will provide opportunities for social interaction for existing and new residents through the development of accessible green infrastructure. It will be a welcoming and sensitively designed environment with a strong sense of identity and rural character. It will be characterised by high quality, attractive homes set within an attractive landscape setting.

To achieve this Vision, future development should:

- Integrate new development with the existing settlement of Hollins Lane through sensitive design in the layout and design of new houses which takes into account the local character;
- Respond positively to the constraints and opportunities presented by the site;
- Respect the wider landscape character and setting of the site by considering views into and out of the site, including preserving views of the open countryside to the east along streets and from areas of public open space within the development;
- Retain an attractive green edge to Hollins Lane through the retention where possible of the existing boundary hedgerow and mature trees;
- Retain where possible existing landscape features including TPO'd trees and hedgerows;
- Provide a choice of housing to meet the needs of the local area; and
- Provide development with good connectivity to local services and facilities.

Masterplan Framework

The Masterplan Framework for the subject site is set out in Figure 5 below.

Figure 5. Masterplan Framework (Please see Appendix 4 for full scale plan)



The above plan has been prepared to show how the site can be developed and achieve the desired result. It takes into account the two extant outline planning permissions and the other supporting information which was submitted with the applications. Specifically it uses the extant permission access point on to Hollins Lane which has been accepted. It also shows the existing trees and hedgerows which should be retained. It also provides for the landscape buffer to the railway boundary and the amenity greenspace, including an appropriate sized and equipped children's play area, to be located at the Northern end of the site which will help provide the best views through the site from Hollins Lane. It also shows that this green space will be accessible to the rest of the village via a pedestrian link to Hollins Lane. It also demonstrates how by providing frontage development to Hollins Lane and the greenspace it will address and create a suitable extension to the existing settlement of Hollins Lane.

Design Drivers

Key design drivers that should be taken into account in the layout and detailed design of any future housing development include the need to:

- Take account of existing and proposed underground drains and sewers and their associated easements;
- Ensure an efficient layout of streets and houses which makes best and most efficient use of the site whilst providing an appropriate level of on-site open space;
- Respect and reinforce the existing character and townscape qualities of the village;
- Provide an appropriate level of on-site open space and play area for use by new and existing residents;
- Respond to the site's topography and changes in levels including any cut and fill exercise needed to create a suitable development platform and useable open space on the site,
- Retain, where possible, existing natural features including hedgerows and mature trees around the site's boundaries and integrate these into the development; and
- Respond appropriately to the presence of the railway line along the site's eastern boundary through the provision of appropriate boundary treatments, a buffer corridor and off-set distances to new houses;

The future scheme layout must ensure that it provided an outward-facing development with houses fronting onto Hollins Lane, reflecting the existing character of the village. Houses along the site's frontage should be set back from the road boundary to allow generous front gardens and the retention of existing mature trees, some of which are subject to Tree Preservation Orders.

The existing hedgerow along the Hollins Lane boundary should remain largely intact except where partial removal is required to provide the main access into the site and private drives to properties along the site's frontage. Where possible, houses along the site's frontage should be accessed from internal roads or from a shared access onto Hollins Lane in order to minimise the extent of hedgerow loss.

The future scheme layout should be carefully designed to protect the privacy and amenity of residents of existing properties along Hollins Lane. For example, in the south-west corner, this should be achieved by: limiting the height of new buildings to one or two storeys (including considering the development of bungalows); orientating houses with rear gardens against the boundary to provide security and physical separation; and maintaining views east along streets and between houses. Along Hollins Lane itself, new houses should be limited to two storeys in height and should be set back from the road boundary behind the retained hedgerow and mature trees to help preserve the outlook of existing properties on the opposite side of the street.

The built form should be pulled back from the northern end of the site where site levels are more challenging and the elevated position would make new development more visually sensitive. Instead, it is considered that this area should be used to provide the main area of

public open space at the northern end of the site which has the benefits of maximising its accessibility to new and existing residents; preserving the rural character of Cleveleys Bank Lane; and providing an elevated vantage point from which to enjoy views of the wider countryside. Surveillance can also be provided by new housing houses to the south within the development which can be positioned so as to directly overlook and front onto the open space.

Where possible, the proposed dwellings should be positioned so that front elevations look onto any corners of the road layout, which will minimise blank elevations on these prominent parts of the site and suitable use of a small number of dual aspect dwellings may be appropriate to provide a suitable street scene. Where blank gables do face corners soft landscaping and sensitive boundary treatment should be provided to enhance the visual aspect.

Layout Principles

Key design drivers that should be taken into account are as follows:

- An organic structure of discreet, human scale development parcels in an attractively landscaped and naturalistic setting;
- A block structure with houses facing onto the street providing natural surveillance and active frontages with private gardens located to the rear providing security and privacy;
- A suitable density development to reflect the rural setting and to allow views between properties to the surrounding landscape;
- A clear hierarchy of open spaces including: a large area of public open space located at the northern end of the site; a planted buffer along the eastern boundary; a strong green edge to Hollins Lane and series of shared surface lanes and other spaces designed as pieces of public realm rather than simply as vehicular routes;
- Careful positioning of buildings to maximise views and surveillance of public open spaces;
- A highly legible structure of streets and where residents and visitors can intuitively find their way around the development with good connectivity onto surrounding streets and a pedestrian/cycle link onto Cleveleys Bank Lane close to its junction with Hollins Lane;
- An efficient arrangement of streets and spaces which makes effective use of an irregular shaped site;
- Mid-range and long distance views into the site and views towards the surrounding countryside maintained along streets and between houses and from publicly accessible green spaces; and
- Use of corner-turning and dual aspect houses at key intersections to provide definition and surveillance to streets and spaces.

Access considerations

Future development will need to be served from a new highway access from Hollins Lane at a location deemed to provide the safest and most logical access into the development. The access will need to have a 5.5 metre carriageway, with 2 metre wide footways on both sides of the internal roads. The access will also need to have visibility splays of 2.4m x 59 metres in both directions along Hollins Lane.

The location of the site access should be mindful of the extant outline permission with access approved (ref: 15/00968/OUT) as it has been carefully located to avoid the root protection area of the existing protected tree to the north which is to be retained as part of the development proposals.

Any future detailed application must include the provision a new 2m wide adoptable footway along the frontage of the site on Hollins Lane which will extend north of the access road up to Cleveleys Bank Lane. This new section of footway will assist existing pedestrians who use Hollins Lane who are walking to, and from, the existing properties to the south-west of the future development and the Post Office and Methodist Church to the north. The new footway will also assist existing pedestrians who are walking to, and from, the bus stops etc. on the A6 Lancaster New Road and the properties to the north of the proposed development.

A small number of properties along the site's western boundary may have direct driveway access onto Hollins Lane as per the outline approval (Ref 15/00968/OUT). Where possible, houses along the site's frontage should be accessed from internal roads or from a shared access onto Hollins Lane in order to minimise the extent of hedgerow loss. Pedestrian access into the site from Hollins Lane should be provided along footways either side of the main access road which extend into the site along the primary spine road.

Lancashire County Council Highways have indicated a preference for a 3 metre wide Pedestrian/cycle access into the site to be provided through the proposed area of open space within the site from Cleveleys Bank Lane at the north west of the site which should then connect with the internal street network. Given the site topography detailed levels that will need to be provided to demonstrate this will be accessible to all users. The future detailed application should provide for this requirements at the developers cost.

Movement hierarchy

The hierarchy of routes through the site should be simple and easy to navigate. The arrangement of streets and other routes within the site should be designed to ensure good connectivity with the surrounding street/road network, provide logical and efficient routes through the development and ensure a layout which is clear and legible. The street pattern should have an organic form with gently curving streets reflecting the landscape setting and character of the surrounding village.

The main access road into the development will enter the site from Hollins Lane. Towards the centre of the site, the main access road could then branch into two secondary access roads serving houses to the north and south. This would be an appropriate location for

introducing a raised paved threshold to act as a traffic calming device, signalling to drivers that they are entering a slow speed residential environment.

The southern access road could also be traditional in form also, comprising a tarmac carriageway, but could have a more informal character with a 2m footway along one side only.

The northern access road could extend towards the main public open space where a turning head would be provided. The character of the street could be designed to provide for changes along its length, with 2m footways giving way to grass verges and a paved section of highway subject to LCC Highways approval.

A series of shared private drives could be used to provide access to small numbers of properties off the main streets. Typically, these routes would have a paved surface to reinforce their domestic character and distinguish them from primary routes. It is recommended that new houses located adjacent to the southern edge of the public open space should overlook the open space to provide natural surveillance and highway surfacing should be constructed from an appropriate material to provide a softer transition between the open space and adjacent built form.

A 3m wide footpath/cycleway as required by LCC Highways would provide a suitable connection between the development and the junction of Cleveleys Bank Lane / Hollins Lane to the north-west and would provide a route through the main open space to a proposed play area.

Parking Considerations

The site layout should provide for a balanced approach to parking which employs a range of parking solutions including on-street, on-plot (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 offering security and convenience.

Long rows of parking bays along the street should be avoided and landscaping should be used to soften areas of parking and provide screening to parked vehicles.

Where garages are provided these should form part of the street scene and maintain visual interest.

Cycle storage shall be required to be provided for all the new homes.

Density Considerations

The gross site area extends to 2.43 hectares. Net developable area (excluding planted buffers and public open space) extends to circa 1.87ha. It is considered that the lowest density housing should be concentrated along the site's frontage with Hollins Lane which is characterised by larger detached houses. This approach is a direct response to the site's context and reflects the existing pattern and form of development on the opposite side of Hollins Lane. It is suggested that the density should increase within the site which will help

provide the mix of units needed and which will be screened from principal views along Hollins Lane.

In accordance with the newly adopted Wyre Local Plan and the latest version of the National Planning Policy Framework, the final density of development on the site should take into account its locational context, dwelling mix and the need to make the best use of the site.

Scale and Massing

In order for this development to sit well within the context of the existing village, all the new houses should be a maximum of two storeys in height to reflect the predominant scale of existing housing. No three nor 2 and a half storey housing should be allowed.

Rows of townhouses should also be limited to a maximum of 3 houses in order to reduce the scale and massing of buildings within the site.

A minimum separation of 2m should be provided between adjacent houses, increasing to over 4m where side parking is provided. This approach will reduce the density and massing of the built form, providing visual relief and a sense of openness within the site and allowing views into and out of the site between houses.

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

Landscape and green infrastructure framework

Local Plan policy SA1/13 requires any future development to be supported by a landscape and green infrastructure framework.

A key principle underpinning the Landscape Strategy for the site is the retention of the site's existing natural assets. This includes existing hedgerows and where possible trees along the northern, western and southern boundaries. There are three trees which are subject to a Tree Preservation Order on the frontage to Hollins Lane and it should be a requirement that these are retained and suitably protected as part of any future development.

Any future development should be designed in such a way to provide an area of amenity open space, and a children play area in the northern part of the site, as this can be easily accessed by both future and existing residents of the Hollins Lane settlement.

Additionally a planted buffer should be provided along the railway line boundary to provide a wildlife corridor and to help soften the appearance of the development from the East.

Figure 6. Green Infrastructure Plan (Please see Appendix 5 for scale version of this plan)



The above Green infrastructure plan* provides for 0.53 ha of on-site Green Infrastructure of the following types:

Amenity green space

Natural and semi natural green space

Childrens Play Area in the form of a Locally Equipped Play Area (LEAP)

* The extent of Green Infrastructure shown in figure 6 is indicative only based on up to 60 dwellings with up to 134 occupiers (assuming full occupation of the dwellings). The actual amount of Green Infrastructure will depend on the total number of dwellings permitted and the dwelling mix.

The broad masterplan and green infrastructure plan above indicates a principal area of open space located at the northern end of the site as this part of the site is more elevated and to locate built development in this location would be less appropriate as it would be more

visually sensitive. The provision of Green Infrastructure should take in to account Local Plan Policy HP9. An equipped children's play area should be provided as part of any scheme and should be located centrally within the open space. Surveillance should be provided by adjacent houses to the south which directly overlook and front onto the open space. As mentioned previously detailed sections and levels plans will need to be submitted as part of any detailed planning application to demonstrate this area can be made suitable for open space accessibility.

The open space location above is suggested so as to maximise its accessibility by both existing Hollins Lane residents and new residents and is located on a key pedestrian route/desire line between the development and the village centre. The open space would provide an elevated vantage point from which to enjoy views of the wider countryside.

The Masterplan Framework proposes a green buffer along the site's boundary with Hollins Lane and the retention of the existing trees and hedgerow that will help to preserve the outlook and visual amenity of these houses. Thus it is proposed in the above framework that boundary hedgerows will remain largely intact although a short section along the site's frontage with Hollins Lane will need to be removed to create the main site access and in the limited instances where a small number of private drives are required to access any properties fronting on to Hollins Lane. Any loss will need to be suitably mitigated in line with local plan policy. In this regard the detail proposals have already been agreed under the extant planning permission (15/00968/OUT).

A planted buffer is proposed along the eastern boundary with the railway measuring some 3m in width along its length. New tree planting within the buffer will assist in filtering views of the development from the surrounding countryside; provide a soft transition between the development and the wider landscape. Suitable boundary treatment to rear gardens will also help to assist in providing an acoustic buffer to protect the amenity of new houses.

The detailed landscape and planting strategy for the site will need to be designed to ensure that the development has a strong 'rural' feel, reflecting its setting and wider context.

All the houses will benefit from having private rear gardens and a detailed landscape planting scheme will be need to be provided. Appropriate boundary treatments to all the properties will also need be provided.

Housing mix

The housing mix should take into account Local Plan Policy HP2 Housing Mix and the Fylde Coast SHMA –Wyre Addendum 3 Supplementary Note which was prepared by Turley in May 2018. This report concludes by setting out a general need for the following mix of housing in the borough i.e. 7% 1 bedroomed properties, 31% 2 bedroomed properties, 43% 3 bedroomed properties and 18% 4+ bedroomed properties. The document states in paragraph 26, "It is recommended that housing policies are not overly prescriptive in directly basing the requirements for the size of homes on individual sites on the illustrative mix presented above". It then goes on to state "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 scheme mix will be established at the planning application stage.

The dwelling mix should where possible include a range of housing typologies including, bungalows (subject to viability considerations), townhouses, semi-detached, and detached houses.

The tenure mix should also include for 30% affordable housing to be managed by a Registered Provider. This will provide accommodation for young couples, growing families, and the elderly. The tenure supports the existing mix of the area, allowing the families and couples to stay locally. The mix of accommodation will create a balanced mix of residents. The future development of the site should also reflect Policy HP2 in relation to the requirement for 20% of the site capacity to be of a design suitable or adaptable for older people and those with restricted mobility.

Appearance & detailing

Details of the proposed house types and elevations will be a matter for any future planning application. However, as a matter of principle, the proposed elevations for the development should draw on elements and characteristics from the surrounding area. Future development should pick 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 proposed building materials and colour palette should be carefully selected to respond to the local vernacular. For instance, the proposed dwellings could be constructed of brick external walls with feature soldier courses and grey concrete roof tiles. To provide variety in the street scene at least two types of facing brick should be used across the development as a whole to provide diversity and visual interest.

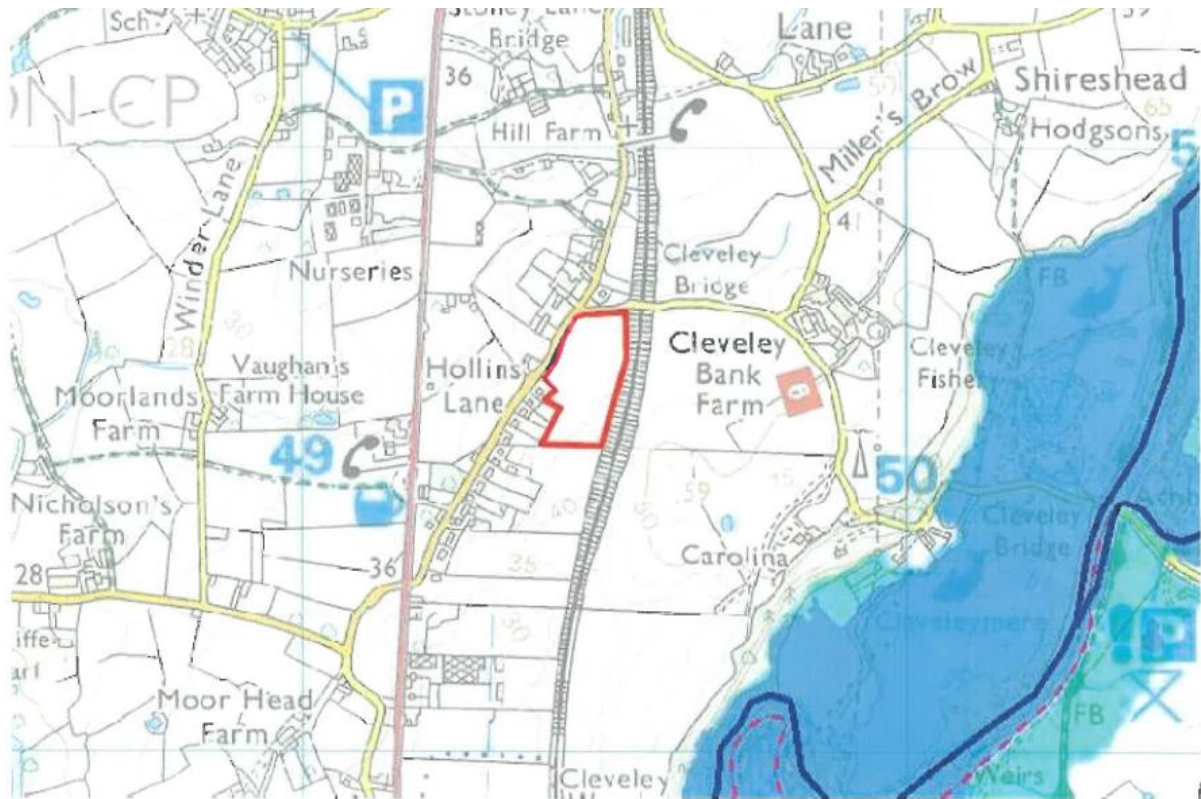
Drainage considerations

Policy SA1/13 requires development to be brought forward with a drainage strategy. Local Plan Policy CDMP2 Flood Risk and Surface Water Management establishes a detailed policy framework including a surface water management hierarchy.

A Sustainable Drainage report should be used to formulate the drainage solution for the development site in accordance with current best practice guidelines and Policy CDMP2. Site investigations should be carried out to determine the feasibility of using infiltration SuDS techniques. Anecdotal evidence however suggests the ground conditions will not be appropriate on the site for infiltration techniques as research has identified that the geology is likely to be relatively impermeable clays over mudstone, however an appropriate level of investigation should be undertaken to confirm or deny if SuDs can be used.

The site is located in Flood Zone 1 which is the lowest risk and is identified as land assessed as having a less than 1 in 1000 annual probability of river or sea flooding. An extract of the EA flood map is provided below in Figure 7.

Figure 7. Extract from Environment Agency Flood Map



It should be noted that there are no recorded instances of historic flooding on the site and that the Site was unaffected by the December 2015 storm flood event.

Surface water runoff from the existing site and local area discharges into a drainage culvert that leaves the site on its southern boundary. The culvert flows southwards and outfalls uncontrolled into a ditch that passes through Laburnum Nurseries Garden Centre before passing under the A6 to eventually outfall into the Park Lane Brook.

It is considered that surface water should be discharged into the existing private culvert/drain on site, however the final solution should be determined in conjunction with the EA, the LLFA, Wyre Borough Council and United Utilities. Overall surface water discharge rates should, if to be discharged into the existing private culvert/drain, be attenuated if required for example by means of oversized pipes and a controlled outlet (Hydrobrake arrangement).

The final details of the proposed drainage system will be developed and discussed with the LLFA, Wyre B.C. Drainage Section and United Utilities.

Responding to context and the application of design principles

The development must be carefully designed to ensure that it respects and reinforces the existing character of the village and wider landscape whilst providing an appropriate design

solution for the site. The design intent behind this Masterplan Framework has been to ensure that the development forms a natural and sympathetic extension to the village.

It has been demonstrated that this can be achieved by:

- Respecting and reinforcing local character.
- Providing significant on-site open space to provide visual relief to the built form;
- Limiting the height of new houses to two storeys;
- Retaining existing natural assets including hedgerows and mature trees along the site's frontage onto Hollins Lane;
- Preserving views of the wider countryside from within the site;
- Providing a high quality residential environment befitting the site's location on the edge of Hollins Lane with attractive streets, high quality landscaping, boundary treatments and open spaces;
- Providing convenient and direct pedestrian/cycle links between the development and the surrounding village;
- Ensuring the proposed houses are of an appropriate scale and appearance that is consistent with the existing character of the village; and
- Providing an appropriate interface/transition zone between the development and the wider landscape, including a planted buffer along the eastern boundary with the railway line.

It has been further demonstrated that an appropriately designed development can be achieved by adhering to the following design solutions:

- The site should be served by a single vehicular access from Hollins Lane as per the extant outline planning permission.
- Paved threshold at key junction should be provided to acts as traffic calming device.
- Existing mature trees along the site's frontage are to be retained wherever possible.
- The boundary hedgerow along the site's frontage with Hollins Lane should be retained largely intact as a key feature of the village character and any loss appropriately mitigated.
- Houses should where possible be set back from the road boundary to allow for generous front gardens, providing a strong green edge to the street.
- Any detailed proposal should ensure outward-facing development with houses fronting onto Hollins Lane to reflect the existing pattern of development.
- A Planted buffer including tree planting adjacent to the railway embankment should be provided to help to filter views of the new development from the wider countryside to the East of the site.

- Suitable provision of Public Open Space incorporating children's play facilities in accordance with Local Plan requirements should be concentrated on higher ground at northern end of the site, on key pedestrian route between the site and the village centre.
- Driveways provide a soft transition between houses and adjacent open space would be beneficial.
- Use of block paving and shared surfaces would help to provide diversity to the street hierarchy and reinforces the rural character of the development.
- Hedgerow boundaries and larger trees within front gardens would provide attractive green entrance into the development.

A detailed palette of materials will need to be agreed as part of any new planning application which should complement the surrounding houses and create variation in the facades of the newly created dwellings.

Summary

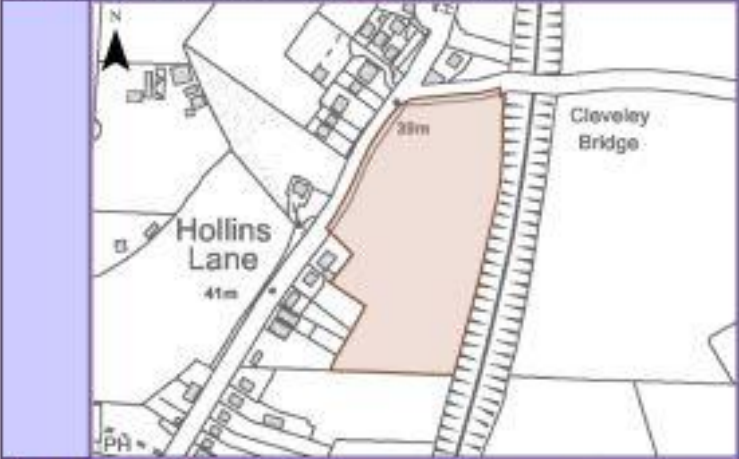
This Masterplan has been produced to satisfy the Local Plan allocation SA1/13 Land East of Hollins Lane with regard to the requirement for a masterplan that encompasses the whole site. The Masterplan Framework provides an appropriate design response to the site which seeks to protect and enhance the existing character of the village. It establishes a Vision for the site and includes a series of objectives and principles to give force to the local plan requirement that the development provides an organic extension to the existing village.

The objectives and principles demonstrate that future development will be able to respect and integrate well with the existing settlement being of an appropriate form, scale and design that is sensitive to the local context retaining key vistas, providing for improved pedestrian/cycle access between the site and the village and protecting where possible existing hedges and mature trees within the site. The Masterplan Framework provides for a significant amount of green infrastructure in accordance with the adopted Local Plan requirements for the enjoyment of new and existing residents.

Appendix 1 - Extract from Wyre Local Plan Allocation SA1/13 - Land East of Hollins Lane, Hollins Lane.

Wyre Local Plan (2011 – 2031)

Site SA1/13 – Land East of Hollins Lane, Hollins Lane



Site Area:	2.47 Hectares
Use:	Housing
Site Capacity:	51 dwellings
Site Delivery:	The site is expected to be fully delivered within the Plan period. The site has two outline planning permissions for 51 dwellings in total (15/00958 and 17/00233).
Site Description	
The site comprises undulating agricultural grazing land gently rising from Hollins Lane in the west towards the line of the railway to the east.	
Key Development Considerations	
<ol style="list-style-type: none"> 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. 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 be supported by a drainage strategy for the whole allocation to meet the needs of the development. Residual surface water should drain towards 	

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Laburnum nurseries and into Morecambe Bay via the River Cocker.

5. A contribution towards highway improvements along Hollins Lane is likely to be required.
6. The site is not covered by any nature conservation designations. Potential ecological impacts should be considered due to the greenfield nature of the site and important features such as hedgerows and trees.
7. The site lies adjacent to the West Coast Main Line which sits in a cutting forming the eastern boundary of the site. Regard should be had to the asset protection requirements of Network Rail, including the need for a Risk Assessment and Method Statement (RAMS) once any proposal has entered the development and construction phase for all works to be undertaken within 10m of the operational railway.
8. The presence of a Tree Preservation Order (reference 003/2016) covering trees within the boundary hedgerows must be taken into account in preparing a planning application

Appendix 2 ; Figure 3 Design and Townscape Analysis



Appendix 3 ;(Existing Physical Site Characteristics)



Appendix 5 (Green Infrastructure Plan)

