MAPLE GROVE DEVELOPMENTS
PART OF THE ERIC WRIGHT GROUP

Lancashire County Council

DESIGN CODE

21017 Lancashire Central

Prepared on behalf of Maple Grove
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fletcher|rae

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1.0 Introduction and Purpose of the Design Code

Introduction

The Lancashire Central (Cuerden Strategic) Site promises a once in a generation opportunity to deliver significant economic and employment benefits for South Ribble and the wider Lancashire area with potential to support around 1,900 new Full Time Equivalent (FTE) jobs. This Design Code accompanies an outline planning application that seeks the development of the first phase of the wider allocated site. It therefore needs to provide a degree of flexibility to support a range of development opportunities which are likely to come forward over the project life cycle and as the wider allocated site is developed, in line with market demands.

This document provides a set of illustrated design rules and requirements, which instruct and advise on the physical development of the Cuerden masterplan site in accordance with the requirements of Policy C4 below. The graphic and written components of the code build upon the design vision set out in the adopted masterplan and the Parameter Plans submitted in support of the application.

This is a technical delivery document which serves as a quality benchmark for the whole development but is purposefully not overly prescriptive. This document should be read in conjunction with other submitted documents, which set out a clear vision, principles, and character for the development, such as the Design & Access Statement.

The Design Code layout has been developed by a set of parameters in line with the 'Guidance Notes for Design Codes' document published by the Ministry of Housing, Communities and Local Government in January 2021.

The Site is allocated within the adopted South Ribble Local Plan (June 2015), under Policy C4 as a Strategic Employment Site.

Policy C4 and the Conceptual Masterplan adopted by South Ribble Council for Development Management Purposes in April 2015

Policy C4 of the South Ribble Local Plan identifies Cuerden as a sustainable and strategically significant site, capable of stimulating economic growth in Central Lancashire and the wider Lancashire sub region with the potential of attracting significant inward investment.

The evolution of Policy C4 initially required the preparation of a Masterplan for the comprehensive redevelopment of the site, to provide a strategic employment site to include employment, industrial and green infrastructure. The Policy also allows for alternative uses such as retail, leisure, and housing where they help to deliver employment uses on the Site.

The first requirement of Policy C4 was to establish an overall framework (or masterplan) for the site. Such a masterplan was prepared and submitted to South Ribble Borough Council, and was adopted by the Council on April 2015 for Development Management purposes going forwards.

It is important to make a distinction between the Masterplan produced to support the application of Policy C4, and any subsequent Masterplans or Parameter Plans which support this application.

For the avoidance of doubt, any masterplan produced in support of this planning application is referred to as a "Development Framework Masterplan".

Purpose of the Design Code

A design code is a tool for delivering high quality environments. It will help to proactively plan for better design, investing resources upfront to help streamline later processes.

A design code's aim is to provide clarity over what constitutes acceptable design quality for a particular site or area, and thereby provide a level of certainty for developers and the local community alike.

Codes are focussed around those design characteristics that are important to achieve and they establish and firmly fix the 'must have' design elements. In so doing, codes help to provide continuity in quality and consistency over time and across larger development sites (particularly those that may be delivered in phases).

To achieve this aim, this design code will build upon the Cuerden masterplan and is designed to reflect the particular requirements of the site and the proposed uses.

This code provides detailed design guidance intended to:

- Establish high quality design aspirations in a manner that allows their consistent application across the application site;
- Provide a flexible form of design guidance;
- Establish the key development-wide design parameters around which individual development phases can be creatively designed and delivered;
- Test, develop, and deliver a design vision for the site;
- Establish a more certain and efficient planning process;
- Create a level playing field for development interests, based on the aspiration to deliver high quality design.

1.1 Site Context

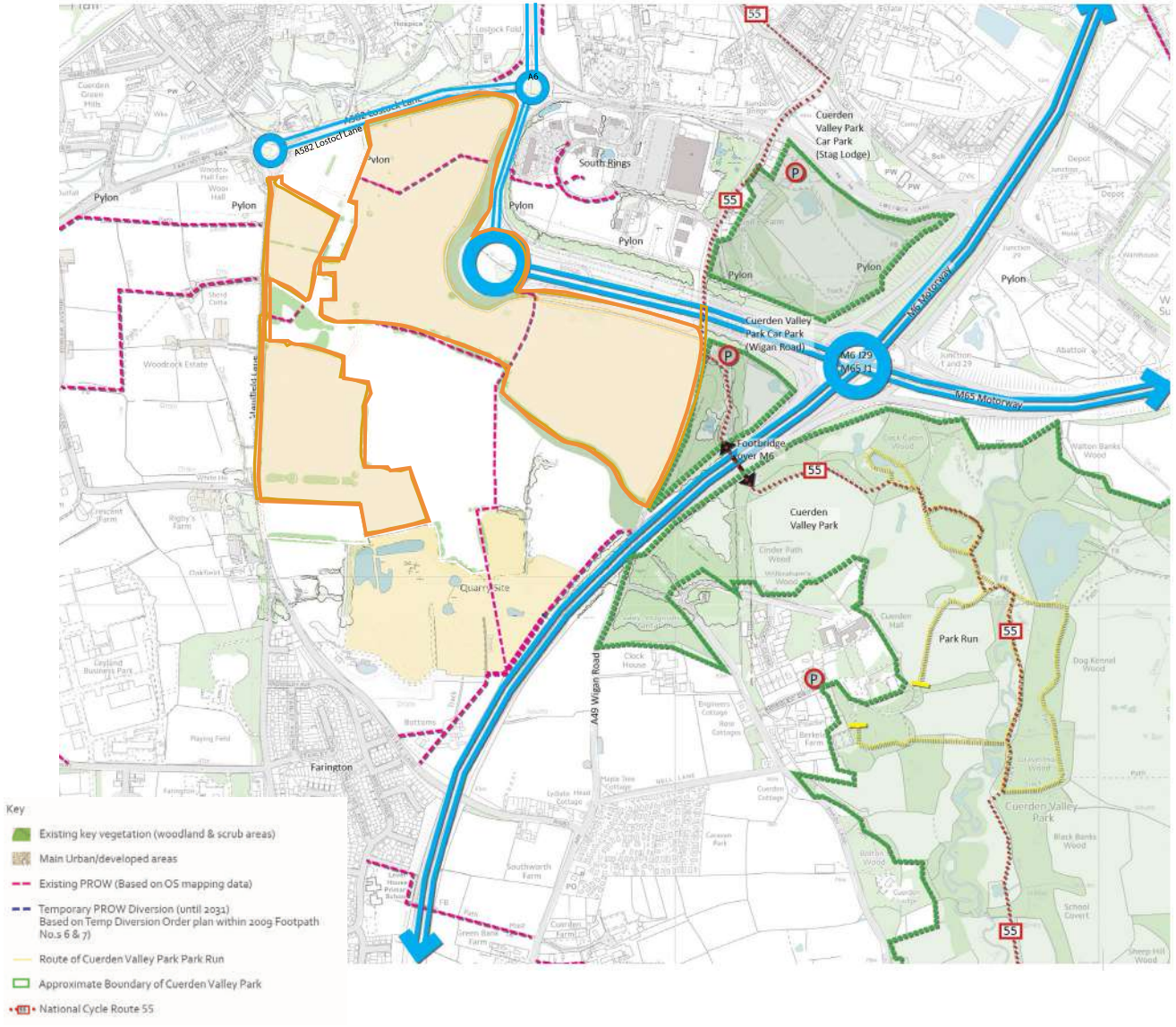
The Local Context

The site is strategically located at the western termination of the M65 with the M6 junction just half a mile to the East. The M65/M61 junction is approximately 2 miles to the East. More locally the site is bounded to the north by the M65 and A582 Lostock Lane, to the West by the A5083 Stanifield Lane and by the A49 Wigan Road to the East. To the South lies farmland and a quarry. Beyond this highway network lies Farington and Leyland to the South separated from the site by Green Belt. To the East lies Cuerden Valley Park.

To the north, across the M65, is the South Rings Business and Retail Park with the settlement of Bamber Bridge beyond. To the North of Lostock Lane lies Pearson's Farm, Lostock Fold Farm and Stone Bridge bisected by the river Lostock. As a result of historic development patterns, existing environmental characteristics and the current land use, the adjoining site edges have a variety of characteristics.

This plan illustrates existing green infrastructure and the primary urban development in close proximity to the application site. It also indicates existing Public Rights Of Way, the extent of the Cuerden Valley Park and National Cycle Route 55. These key contextual routes set the background for developing a well-connected development proposal.

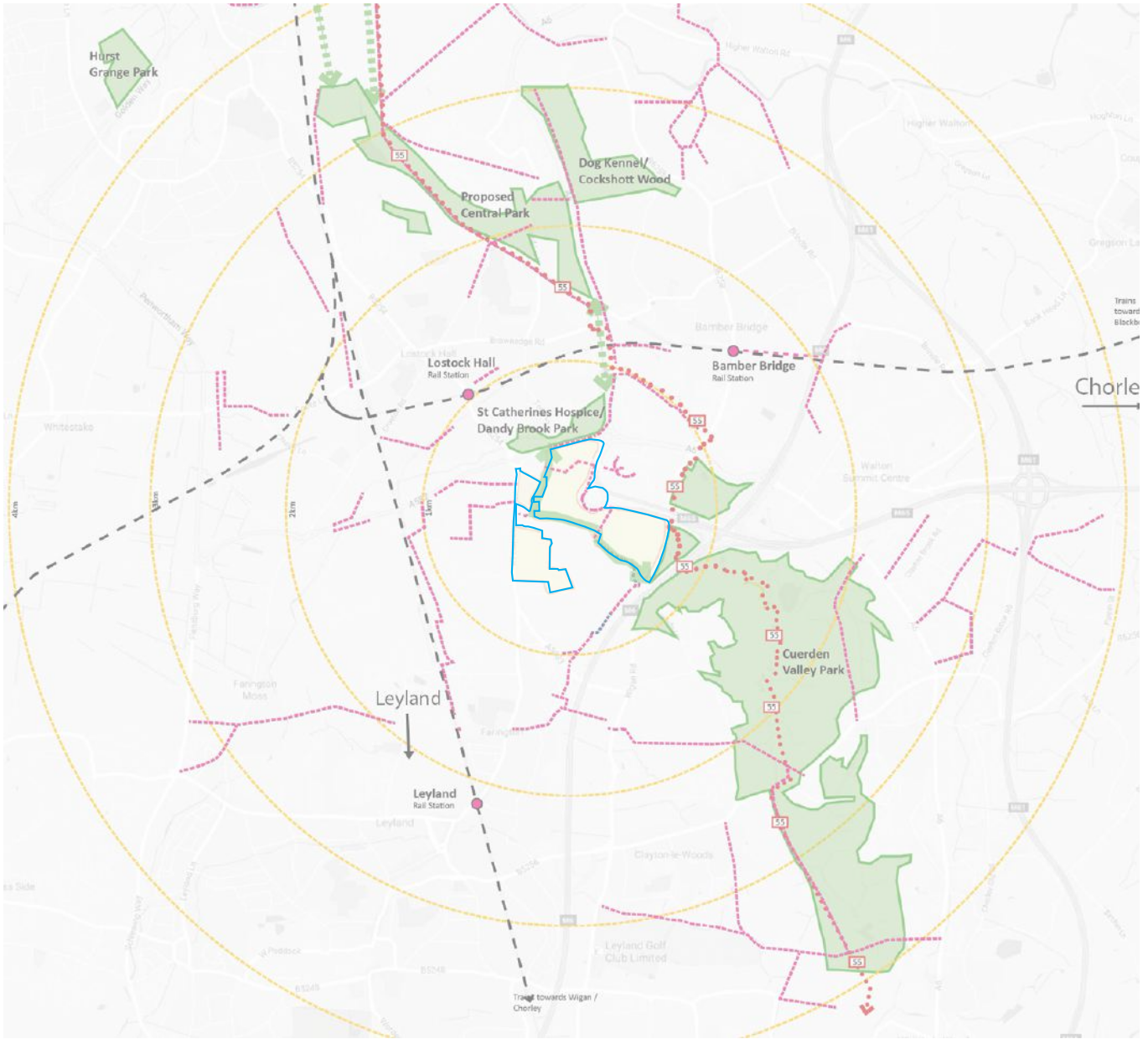
Existing Site photographs



Existing Site Location and Transport Connections

Regional green infrastructure Plan

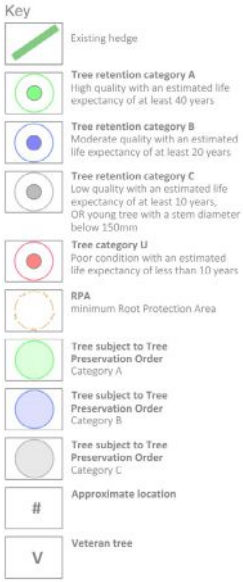
This regional green infrastructure plan illustrates the way in which the Cuerden Strategic Site can make a significant contribution to the regional green infrastructure by creating a new green linkage across the site. This linkage will tie the site into existing green infrastructure running in a North-South progression from Miller Park to the South of Preston through the proposed Central Park and Dandy Brook Park, finally linking through to the Cuerden Valley Park.



Existing Site photographs

Existing Site Opportunities

The primary focus of the site opportunities plan is based on the site topography and existing features including: buildings, trees, shrubs and hedges, site levels, water tables, existing wider site context and statutory services both above and below ground.

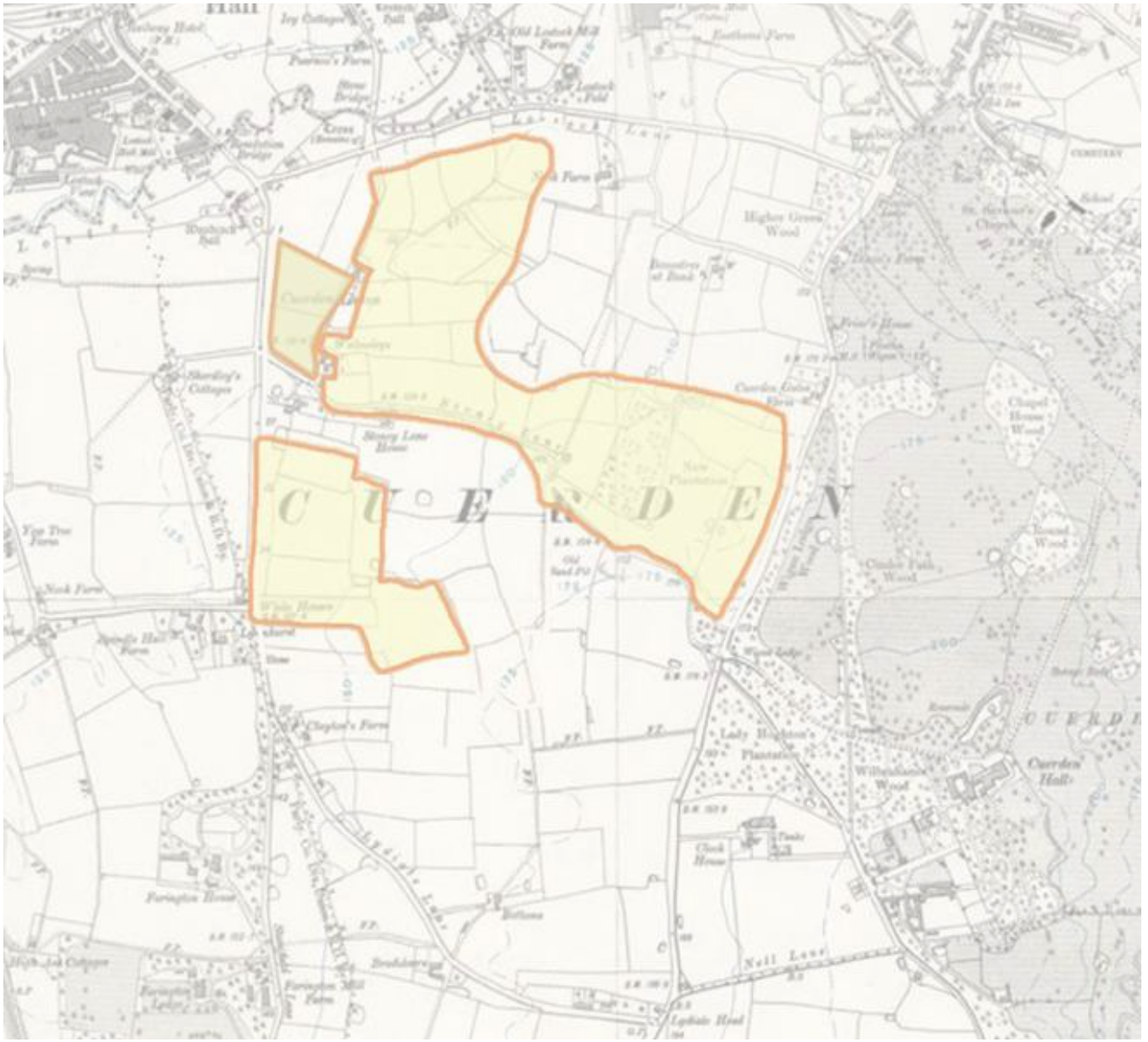


Existing Site Survey Information

Historic Context

The adjacent plan illustrates the proposed application boundary overlayed across a historic plan of the Cuerden area dating from 1888 to 1913. This shows the site and surrounding area to be largely unchanged from this date to the present day, with the notable exception of the new highway's infrastructure comprising the M65 and A6.

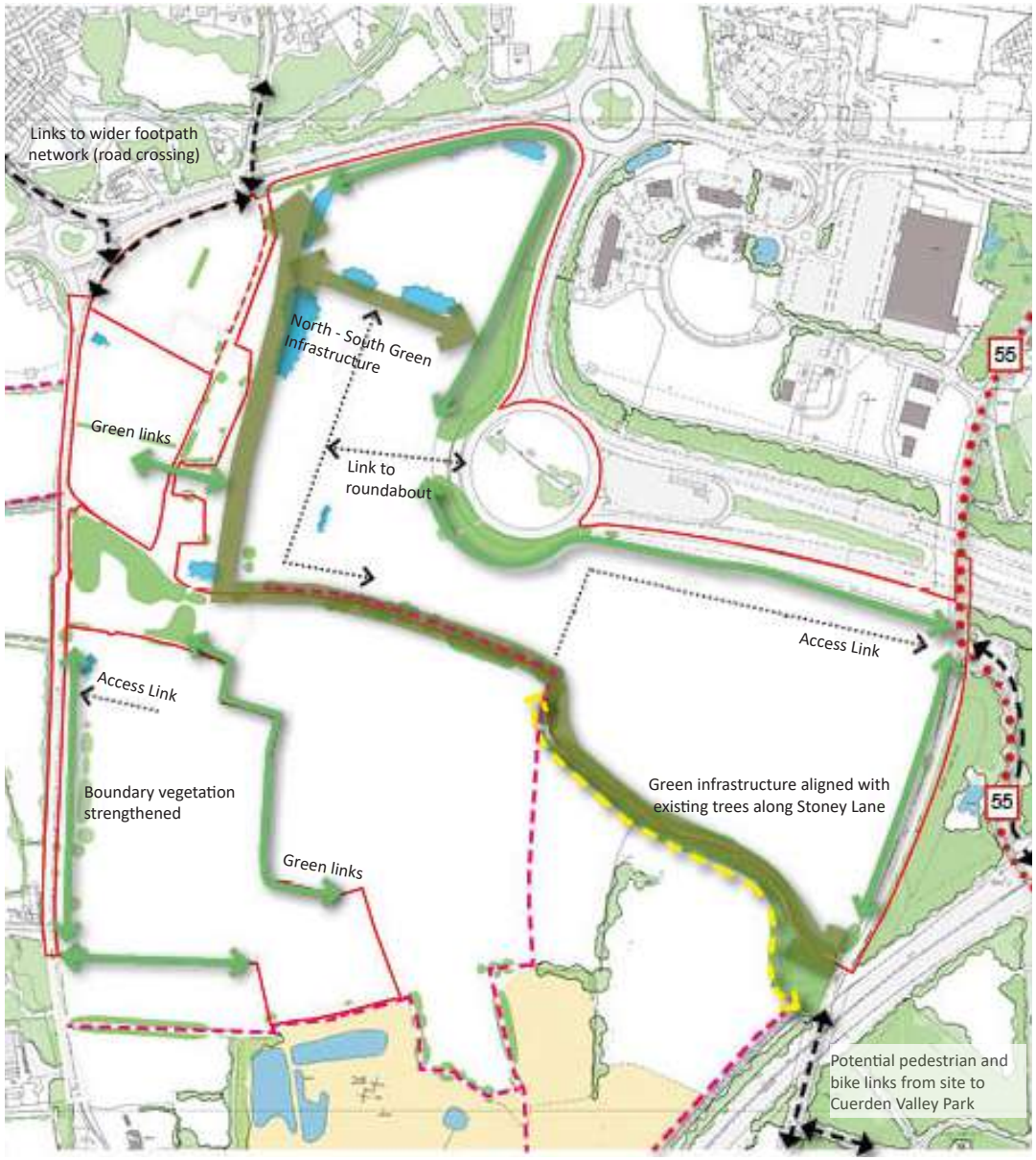
Existing Site photographs



Historical Map of Site

1.2 Site Opportunities and Constraints

The adjacent diagram describes the green infrastructure underpinning the framework to the development proposals for the site. This incorporates the existing landscape features where possible and provides mitigation for the features lost through the development process.



Illustrative Site Opportunities Plan

2.0 Using the Cuerden Design Code

2.1 Using the Cuerden Design Code

2.1 Using the Cuerden Design Code

Developers, occupiers, and their respective design teams are encouraged to respond creatively to the requirements of the design code to maximise the economic and employment opportunities for the site whilst securing good design outcomes.

Development proposals will be assessed by the Planning Authority against Local Plan Policy C4 and the adopted Masterplan (April 2015) and their success in achieving key design objectives, set out in Section 2 and according with the design aspirations set out in Section 4 of this design code.

Development proposals that depart from the requirements of the design code will be considered on their individual merits with particular regard to how they:

- satisfy the overarching aspirations of the adopted Masterplan;
- respond to commercial considerations;
- deliver economic benefits in the short term;
- add to the employment objectives of the wider site.

The Employment Land Market Commentary, to support this Planning Application makes it very clear the need to keep development options fluid and flexible to accommodate over-changing commercial market demand to maximise the prospects of the site coming forward for development and maximising the benefits of delivering the scheme.

Illustrative contextual 3D visual of overall site

3.0 Development Principles

3.1 Masterplan
3.2 Outline Planning
3.3 Design Principles
3.4 Green Infrastructure & Ecology
3.5 Accessibility
3.6 Health & Well-being
3.7 Legibility, Sense of Place & Urban Form
3.8 A Sustainable Approach
3.9 Development Framework

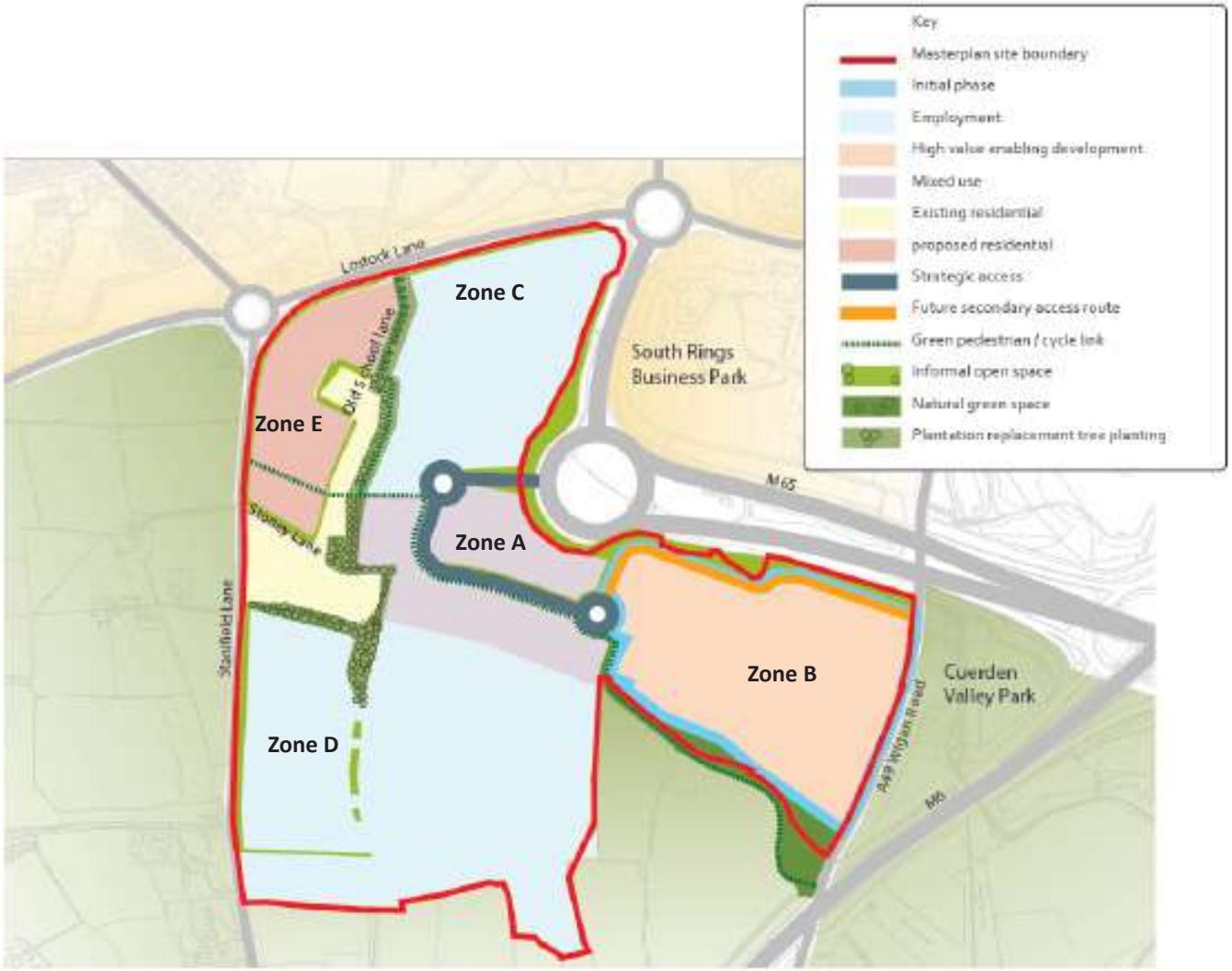
3.1 Masterplan

The Cuerden Strategic Site Masterplan Report produced by AECOM on behalf of Lancashire County Council (LCC) and adopted by South Ribble Borough Council (for development management purposes) in April 2015 underpins the principles of this document.

The masterplan describes three key character areas split into 5 zones defined by their proposed uses as follows:

- Mixed Use Area - Zone A;
- Residential Area - Zone E;
- Employment, Business & Leisure - Zones B, C & D.

The Cuerden Strategic Site Masterplan has now been further developed by the applicant through input on market demand, in accordance with Policy C4. As the applicant does not control all the land making up the strategic site, this application relates only to all of the land within their control and is envisaged to be delivered as the first phase of the overall comprehensive development of the site. The remaining areas of the allocated site should be brought forward via separate planning applications.
This application, as proposed, ensures that there are sufficient access points to link the remaining areas of allocated land.



Policy C4 Preferred Masterplan adopted by Development Management purposes by SRBC in 2015.

3.2 Outline Planning

This design code accompanies an Outline Planning Application that seeks the following:

Application for Outline Planning Permission for a mixed-use development including the provision of Employment use (Use Classes B2/B8/E(g)); health, fitness and leisure use (Class E(c)); creche/nursery (Class E(f)); retail, food and beverage use (Class E(a-b)); hotel (Class C1); car showrooms (Sui Generis); drive thru restaurant (Sui Generis); residential (Class C3) use and provision of associated car parking, access, public open space, landscaping and drainage.

The application for Outline Planning Permission includes a Parameters Plan which outlines the maximum quantum of development sought for each of the above uses. Also included within the outine application is provision of full detail for access and elements of infrastructure [refer to Parameters Plans].

Aerial view of existing site

3.3 Design Principles

As the development framework has evolved, a series of key design drivers have been established to guide the scheme design.

Several guiding principles were established including:

- Green Infrastructure & Ecology
- Accessibility
- Health & Well-being
- Legibility, Sense of Place & Urban Form
- Sustainable Approach
- Development Framework

3.4 Green Infrastructure & Ecology

To work with the sites existing assets (where possible) that provides a comprehensive framework which builds on the strategy outlined in the adopted masterplan.

The Green Infrastructure should aid in promoting strong recreational and wildlife links with the surrounding area, thus upholding excellent standards of ecological practice.

The adjacent plan provides an indicative green infrastructure framework which demonstrates further development of the adopted masterplan.

The Green Infrastructure provides an environment for people and nature; new and redefined pedestrian routes provide connectivity through areas of wildflower meadows, ponds, wet grasslands, and alongside ditches.

Extensive tree and woodland planting will help integrate the built form within the landscape and provide shelter and shade. A new East to West public right of way through the northern part of the area will connect the Cuerden Valley Park to the wider development area.

Wherever opportunities can be found, the landscape incorporates ‘break-out’ spaces for site users in commercial areas and a children’s play area in the mixed-use area. The green and blue infrastructure will incorporate native species suitable to the local area and provide habitat and food sources for a wide range of creatures.

Illustrative Green Infrastructure Plan

Application Boundary

Future Development Plot Boundary

3.0 Development Principles

3.5 Accessibility

The development aspires to create a proposal with cohesive and legible connectivity to the development's wider context, linking existing pedestrian, cycle and vehicular access routes in a legible access and movement strategy to benefit all occupants and users.

This can be achieved through the introduction of new access roads for vehicular connectivity complemented by new and existing footpaths, cycle paths and bridleways to enhance the pedestrian connectivity both into and within the site.

3.6 Health and Well-being

The new community aspires to have a well-designed environment placing walking, cycling, and running linkages at the heart of the proposals to encourage healthier lifestyles for all. The design can create areas of solitude and contemplation within the landscape through the use of public realm with seating at regular intervals that can also assist those requiring rest.

Illustrative Well-Being and Accessibilty Plan

3.7 Legibility, Sense of Place & Urban Form

The principal access and gateway entrance into the site, via the westerly spur off the existing M65/ A6 roundabout, should provide an attractive landscaped approach to create and define the arrival into the development.

The prominence of the new internal roundabouts provides the opportunity to create a focal point for the site helping to define a sense of place and a sense of identity for the whole development.

Strong attractive landscaping and street scenes aspire to provide a focal distribution point that offer clear legibility into the site. Strategically positioned building frontages assist in place making and wayfinding to help generate a coherent contemporary urban environment.

Illustrative Sense of Place and Urban Frontages Plan

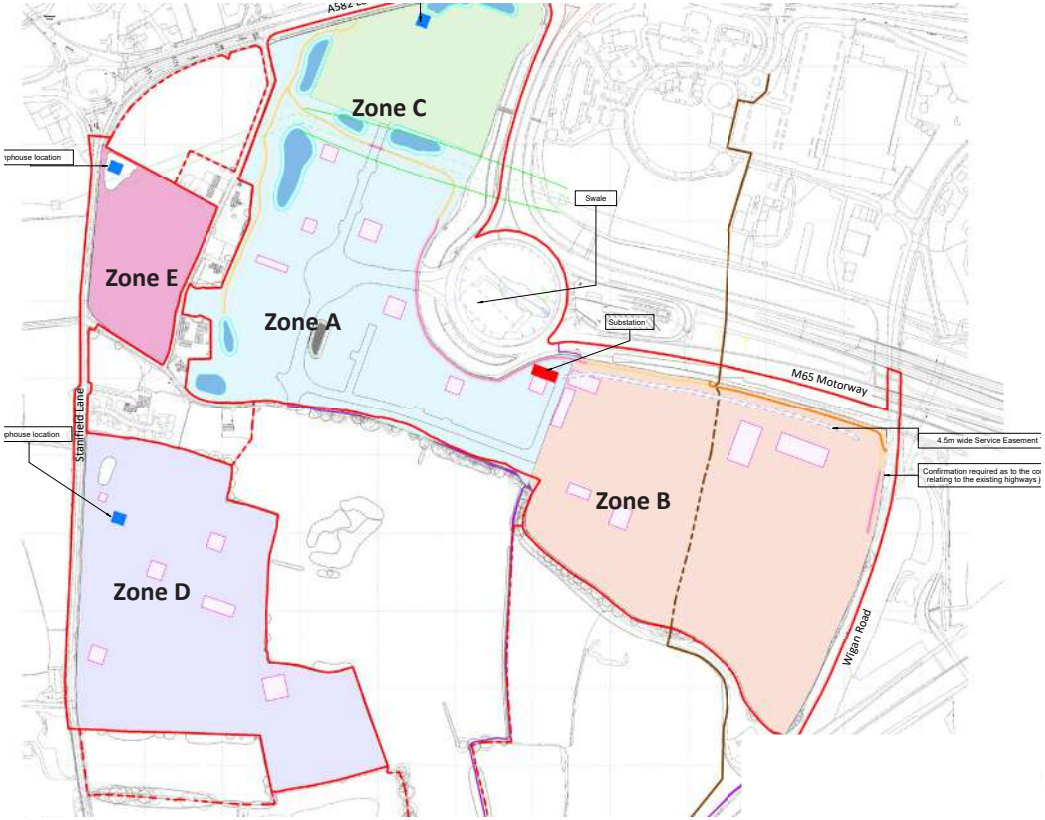
3.0 Development Principles

3.8 A Sustainable Approach

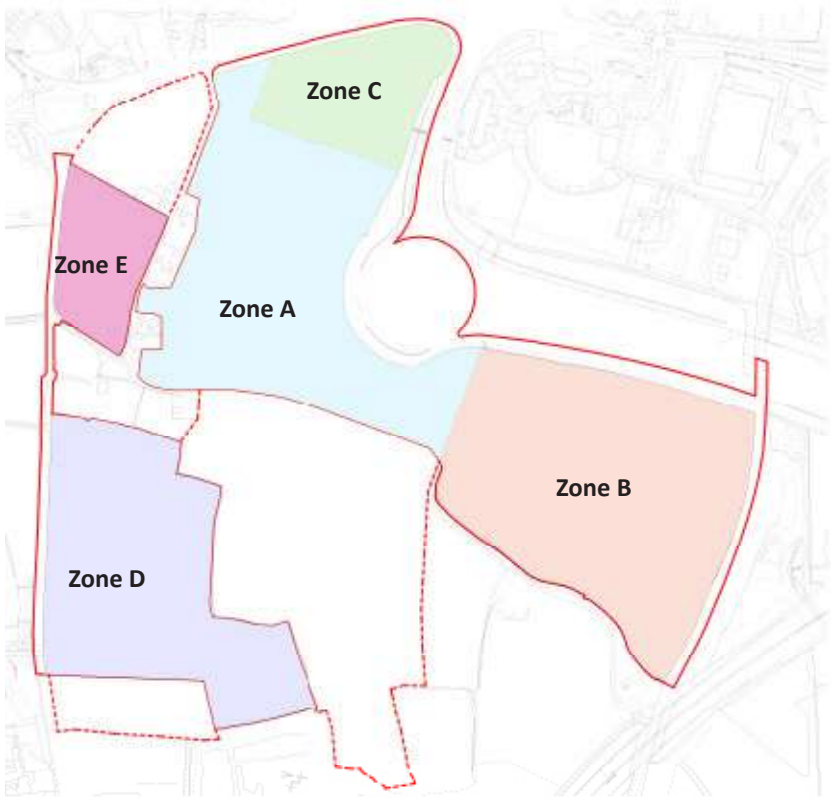
Part of the Sustainable Drainage Strategy on site which includes a series of attenuation ponds, help manage and drain surface water run-off, without impacting on existing utility drainage networks. Other benefits to the strategy include: enhanced water quality; attractive habitat for wildlife in watercourses and better places for work and play.

3.9 Development Framework

The development should comprise a series of considered zoned plot arrangements, that create a holistic site development acknowledging the key design objectives set out in this framework document.



Illustrative Drainage and Utilities Plan



Illustrative Development Zones Plan

4.0 Character Areas

4.1 General Introduction
4.2 Mixed Use Area
4.3 Employment Area
4.4 Residential Area
4.5 Environmental Standards (BREEAM & Energy Efficiency)

4.0 Character Areas

4.1 General Introduction

The adjacent Character Area Plan illustrates key character areas and zones that define uses in various site locations.

The purpose of this statement is to describe the evolving design process and key design and development principles leading to the preferred scheme for the application site.

Good urban design is essential for delivering places which are sustainable on all counts; places that can offer social, environmental, and economic value. The Development Framework sets out to create stimulating, enjoyable and convenient places that will meet a variety of demands from the widest possible range of users. Therefore, it seeks to weave together different building forms, uses, tenures and densities by identifying unifying characteristics.

The proposal should not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds, and watercourses. In some circumstances where it is considered acceptable to remove one or more of these features, mitigation measures to replace the feature/s will be required either on or off-site.

Given the scale and mix of uses proposed at the site, as well as the infrastructure requirements, there will be significant construction employment and supply chain opportunities arising throughout the site's development phases. A range of jobs will be created and will include entry level positions in the retail and food and drink sectors that could be valuable in providing highly localised employment for all ages but particularly young people, and good quality positions in both the office, industrial and logistics sectors.

Existing residential properties lie along Old School Lane. These are not due to be impacted by the development. The only structures affected by the development are the farm buildings at Stoney Lane Farm. These will be demolished but none were found to contain any bat roosting potential.

Character Areas Plan

4.2 Mixed Use Infrastructure (Zone A)

The entire Lancashire Central development proposals are arguably defined by the area designated, in the overall development plan as Zone A - mixed use. This important arrival point not only acts as the terminus for the M65 Motorway. It creates a visual connection for visitors and users approaching the strategically well-located site, and provides the 'first glimpse' of what the new development has to offer and creates a sense of arrival and opens up the wider development site.

A strong and dynamic gateway entrance to the site is provided by carefully considered, well designed and a technically strong and robust landscaped highway infrastructure corridor.

The principal access and gateway entrance to the development is provided by a westerly spur off the existing M65/ A6 roundabout. This spur (which is currently in existence) will be upgraded to meet appropriate Highway's Standards. From this new access point, an attractive landscaped link road connects with a new internal roundabout that acts as a focal distribution point providing access to the wider site in multiple directions. It also incorporates access for pedestrians and cyclists by way of dedicated footpaths and cycle ways.

Illustrative Zone A Plan

4.2 Mixed Use Infrastructure (Zone A)

a. Street Types (hierarchy, footpaths, bridleways, cycleways)

As outlined above Zone A provides the primary 'sense of arrival' for the development and consequently the mix of uses in this area are high quality retail, leisure, healthcare, and other amenity facilities. A combination of well-defined infrastructure, landscaping, permeability and accessibility for pedestrians, cyclists, vehicular movements, and an array of well-designed and contextually appropriate buildings all go to create 'the heart' of the development. Connectivity and safety for pedestrians, cyclist and all other users of the site have been paramount in determining road locations and routes, new footpath, and cycle way routes together with enhanced / adaptations of existing routes, where necessary, around the site and particularly east / west connections with the existing Public Right of Way.

Stoney Lane, which sits outside of this application, will remain as an existing bridleway. Further pedestrian links will provide attractive and safe routes to individual buildings and access to the wider Lancashire Central (Strategic Development) Site.

Indicative Access Diagram

Illustrative Imagery- Street Scene

Illustrative Imagery- Landscaping

b. Block Principles (access, frontages, car parking, refuse/servicing)

Zone A (The Heart) of the development has been configured in a manner that maximises the visitors experience of using the site or passing through to other areas of the development. Contemporary buildings are arranged to display active frontages that present themselves to the new estate spine road, new roundabout and are prominently visible from the M65 terminus roundabout, all of which further enhance this gateway entrance to the development.

Service yards are positioned away from public areas and screened by extensive good quality landscaping. The site topography also provides natural screening to the south of the M65 roundabout.

c. Plot Form (plot size, width, adaptability, building envelopes)

The Zone A plot areas have been determined by establishing an appropriate mix of possible uses that will serve the site and local area; these include: Retail, Hotel, Gym, Food, Drive-thru, Car Sales, Health Centre, Food & Beverage, Leisure and a range of Business / Employment facilities. To create a 'sense of space', especially close to the internal roundabout, buildings will be of an appropriate scale and massing relative to their individual specific use. Parking and servicing are provided for each building relative to specific use.

Illustrative 3D Aerial Perspective

Illustrative Site Plan of Zone A

d. Boundary Treatment/Landscaping / Drainage Open Spaces and Heritage Assets

The mixed-use nature of Zone A provides the opportunity to provide a range of different boundary treatments to create the 'gateway entrance' to the development, recognise the diversity of different uses within this area, define major infrastructure routes including footpaths, cycleways, PROW, bridleways and also provide security where necessary.

To the West of Zone A is a substantial landscaped area that provides extensive visual screening along Old School Lane while generating a green link between the north and south of the site. Intersected by a series of dedicated footpaths, jogging and cycle ways, new Public Right Of Way this green corridor will encourage sustainable travel and promote good health and wellbeing as well as creating a safe area for families. It will also act as a wildlife haven for a variety of native animal and plant species which are further enhanced by the insertion of a number of new ponds and ditches that help biodiversity. Linking the ponds and connecting to the wider site drainage system, are a network of sustainable drainage (SUDS) and attenuation ponds to the North and West of the site which lessen the impact of water run-off.

Stoney Lane will also be enhanced to create a high-quality landscaped feature.

The sustainable urban drainage strategy design comprises of drainage ponds to the west and north of the zone which lessens the impact of water run-off from the site.

Open spaces in this area are principally provided by the extensive landscape buffer to the West of this zone, as described above. This area also provides a new Public Right Of Way to Old School Lane, the surrounding site and the existing motorway infrastructure.

Illustrative Landscape Plan of Zone A

e. Building Types and Uses / Density and Building Height

The building types in this phase comprise of C1, E(a), E(b), E(d), E(e), E(f), E(g)(i-iii) B2, B8, and Sui Generis.

Because of the mixed-use nature of this part of the site buildings heights may range from single storey of circa 4m up to 20m. Also, to create a well-balanced scale of development each building will be designed to suit its specific use class and occupier requirements. The density of the proposals within this phase are illustrated in the adjacent image.

Land Use and Quantum:

Retail (E(a))	4,000
Hotel (C1)	2,500
Gym (E(d)	1,000
Food, Drink and Drive-thru restaurant use (Use Class E(b)/ Sui Generis Drive-Thru);	800
Car Sales (Sui Generis)	4,000
Creche (E(f))	500
Health Centre (E(e))	1,500
Employment (B2, B8, E(g)(i-iii))	25,000
Business (E(g)(i-iii))	4,000

Illustrative 3D Render Aerial Perspective

4.0 Character Areas - Mixed Use

f. Building Materials and Features (architectural detailing/ principles)

Zone A provides an exciting opportunity for a range of different building types, designs, and a variety of building materials. These should be high quality, contemporary and incorporate sustainable materials and technologists where possible or appropriate.

Uses include:

Retail- E(a)
Hotel- C1
Gym- E(d)
Food, Drink and Drive-thru Restaurant- E(b)/Sui Generis
Car Sales- Sui Generis
Creche- E(f)
Health Centre- E(e)
Employment- B2, B8
Business- E(g)(i-iii)

The mix and arrangement of building types will promote active frontages via glazed facades and contemporary designs. This will also provide permeability and visibility (into and across the site). A range building heights and scales will also enhance the feel of the development all of which contribute to the 'sense of place'.

As the development gains momentum and enquiries from potential occupiers grow this will provide a foundation for detailed discussions with the local authority to develop a design language and palette of materials for this area of the development. Ultimately, the final designs for each building will be borne out of number of criteria that are as yet unknown.











Illustrative Imagery of Mixed-Used Architecture

4.3 Employment, Business & Leisure Area (Zone B / Zone C / Zone D)

Zones B, C and D share the common ambition to generate high quality built environments suitable to promote Employment, Business and Leisure uses. Each zone shall aspire to subtly different identities helping to define each zone. Zone B can accommodate larger scale Employment and Business uses reflecting its location to the east of the development. Zone C and D offer themselves to smaller / medium scale built forms while present leisure opportunities to complement the Employment and Business uses.

Zone B Infrastructure has been designed to provide access to the East Employment area development. The two access points for Zone B are on the east and western boundaries. The eastern boundary access links to A49 Wigan Road while the western access is off the proposed estate road linking to the two internal roundabouts on the North which transect through the Zone A (mixed used area). The secondary roundabout leads to the M65 spur connecting to A6 and A582 roads.

Zone C Infrastructure should be designed to link the Zone A (mixed used area) infrastructure which links to the Western arm of the roundabout of M65. Cyclists and pedestrians will also benefit from the proposed tracks and Public Right of Way set within the landscape areas to the west and South with the premise to promote health and well-being.

The Business, Employment and Leisure area shall not only help form a local community but also enhance the local economy and bring employment to the area.

Zone D plot sits west of the site adjacent to Stanifield Lane which also serves as the main access into the site.

Along the road frontages there will be pavements and cycleways with green edging. Off the main road should be side roads that will go to each plot. Parking and service yards shall be available depending on specific end user requirements.

As illustrated in the adjacent diagram, the South Employment Area is independent from the other Employment Zones.

Illustrative Employment Area Plan

4.0 Character Areas - Employment Zone B

Zone B Infrastructure (Business and Employment)

a. Street Types (hierarchy, footpaths, bridleways, cycleways)

Within Zone B there is an existing footpath that borders the site. A new service road can be built within this area and be accessed from the West of the site.

Along the road there should be pavements and cycleways with green edging. Off the main road should be side roads that will provide access to each plot. Parking and service yards will be available depending on specific end user requirements.

b. Block Principles (access, frontages, car parking, refuse/ servicing)

The units should be designed to front the primary roads in accordance with vehicle and pedestrian movement into the site. There are two access routes: one branching off the internal highway's infrastructure from the West and one off the eastern access off Wigan Road junction.

The buildings can be separated from the access road by designated landscape strips. Provision for car parking for staff and visitors has been located adjacent to the main estate road with service yards located away from public view. Some of the existing mature trees to the south are to be retained as they provide natural screening, in addition to the sloping topography.

Indicative Access Diagram

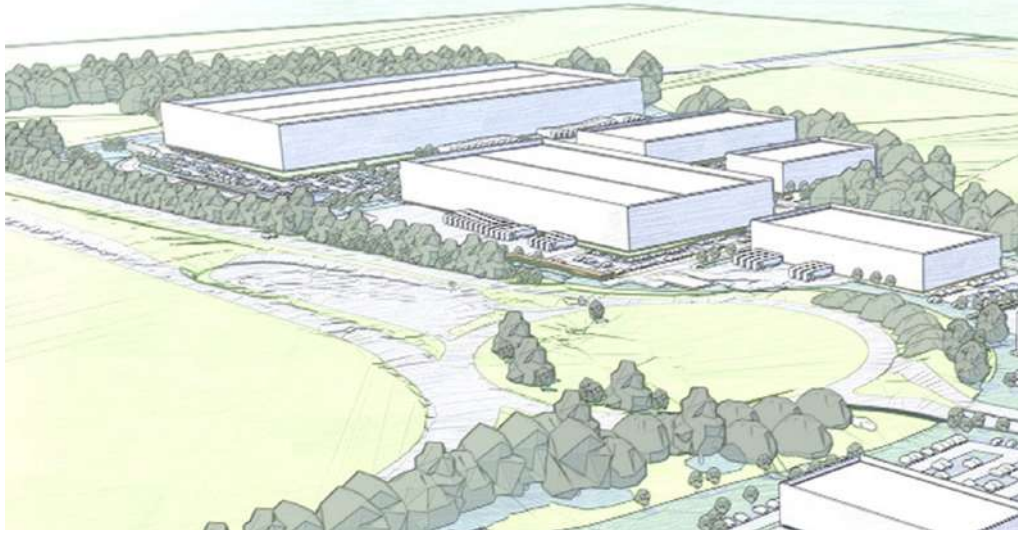
Illustrative 3D Render Street View

Illustrative Imagery- Landscaping

4.0 Character Areas - Employment Zone B

c. Plot Form (plot size, width, adaptability, building envelopes)

The plot size has been designed to suit a range of tenants/ occupiers for the E(g), B2/B8 use classes. There can be a variety of unit sizes with floor areas up to 65,000sqm. The eastern most unit currently shown as the largest unit benefits from its physical proximity to the adjacent Wigan Road A49.



Illustrative 3D Render Aerial Perspective

Illustrative Site Plan of Zone B

d. Boundary Treatment/Landscaping / Drainage Open Spaces and Heritage Assets

The plot area has a relatively open aspect to the north to promote visibility from the M65.

To the south a substantial landscape belt with existing mature trees provides a screen to the service yards (secure boundary fencing will be required to the rear of the buildings to serve the service yards). This landscape screen extends north to partly help contain the south-western boundary.

The plot benefits from the substantial landscaped screening running north-south along Wigan Road which lessens the visual impact. New native tree and hedge planting is proposed along this boundary.

The development plot is lower lying to that of Wigan Road sitting up to 3m below the line of the adjacent highway further reducing the visual impact.

The development is bound to the south by an existing quarry and to the north the existing motorway spur with green buffers separating the site.

The visual impact of the development is lessened by the following:

- Sloping topography falling from east to west
- Extensive existing tree belt to the south
- New mounding/ditch and landscape incorporating path to the north
- Existing eastern embankment with additional new planting

Illustrative Landscape Plan of Zone B

e. Building Types and Uses / Density and Building Height

The building types in this phase comprise of B2, B8 and E(g).

The density of the proposals within this zone are illustrated in the adjacent image. The buildings in Zone B (East Employment Area) are larger than that of Zone A (Mixed-Use Area) reflecting the aspiration for employment and business uses.

This zone looks to establish building heights up to 25m high with access yards and associated car parking servicing each plot.

Land Use and Quantum

Employment (B2, B8, E(g)(i-iii))	65,000sqm
Business (E(g)(i-iii))	5,000sqm

Illustrative 3D Render Aerial Perspective

4.0 Character Areas - Employment Zone B

f. Building Materials, Features and Design Principles

A palette of contemporary cladding systems combined with glazed curtain walling and feature design details are envisaged to create an overarching modern high-tech visual aesthetic for the zone.

It is important to ensure clear connectivity to the wider development transitions smoothly through the different building uses (via Zone A) with the introduction of a strong streetscape visual markers and choice of building materials

This zone consists of employment and business uses, and it is therefore expected that the buildings should be designed to promote natural daylight (via glazing) to the office areas. This will allow users to benefit from views out towards the surrounding green infrastructure with the opportunity for new landscape enhancement to each plot, all of which will promote healthy and good places to work.

Ultimately, the final designs for each building will be borne out of number of criteria that are as yet unknown and will be market led and driven by the requirements of the Occupiers and funders.







Illustrative Imagery of ‘Business and Employment’

4.0 Character Areas - Employment Zone C

Zone C Infrastructure (Business, Employment & Leisure)

a. Street Types (hierarchy, footpaths, bridleways, cycleways)

Zone C Infrastructure stems off Zone A (mixed-use area). The zone benefits from the access road running through its centre to form a boulevard of connectivity. This strong linkage provides the opportunity to promote a continuation of pedestrian access and cycleways with enhanced green infrastructure to link into the wider landscaped buffers.

Secondary access provides routes into the individual plots where parking and service yards are located, specific to end user requirements.

b. Block Principles (access, frontages, car parking, refuse/ servicing)

Zone C is located to the north of the site adjacent to the A582 Lockstock Lane adjacent to a landscape buffer.
The units should be designed in accordance with vehicular and pedestrian movements established by the main access road running north-south.

Car parking spaces are located adjacent to the main access road for ease of access, with the introduction of landscape strips to soften visual aesthetic of the zone. Service yards face away from the mixed-use plot to the south and the central access road. Substantial landscaping separates the two character areas

Indicative Access Diagram

4.0 Character Areas - Employment Zone C

c. Plot Form (plot size, width, adaptability, building envelopes)

The plot sizes have been designed to suit a range of Occupiers for the B2/B8 and E(g)(i-iii), E(d), F1(e), F2(b) use classes.

The zone should accommodate a variety of units with a maximum of 18,000sqm for B2,B8; a maximum of 13,000sqm for E(d),F1(e), F2(b); and a maximum of 5,000sqm for E(g)(i-iii) use.

The buildings should be predominantly mid-scale in size with the building proportions designed for typical market demands.

Illustrative 3D Render Aerial Perspective

Illustrative Site Plan of Zone C

d. Boundary Treatment/Landscaping / Drainage Open Spaces and Heritage Assets

Zone C has a substantial landscape buffer to its entire perimeter with drainage attenuation ponds located to the north, west and south as part of the site Sustainable Drainage Strategy to lessen the impact of water run-off from the site.

The primary western landscape buffer runs north to south along Zone C. In addition, smaller landscaped strips bound the zone to the north and west. The larger east-west landscape buffer sits to the south of the zone and collectively promote provision for health and well-being. Strong pedestrian linkages provide access from Zone C to Lostock Road to the north, the landscape buffer to the west and the mixed-use zone to the south.

It is the aspiration for the zone to act as a wildlife haven for a variety of native animal and plant species which are further enhanced by the insertion of a number of new ponds that enhanced biodiversity.

Illustrative Landscape Plan of Zone C

e. Building Types and Uses / Density and Building Height

The building types in this phase comprise of B2/B8 and E(d), E(g)(i-iii), E(d), F1(e), F2(b).

The density of the proposals within this phase are illustrated in the image below.

This north Employment Area should aim for building heights up to 22.15m to accommodate the use of employment and business.

There is sufficient space to allow for car parking and service yards reducing the density from plot to plot.

Land Use and Quantum

Employment (B2, B8, E(g)(i-iii))	18,000sqm
Business (E(g)(i-iii))	5,000sqm
Leisure Centre E(d), F1(e), F2(b)	13,000sqm

Illustrative 3D Aerial Perspective

4.0 Character Areas - Employment Zone C

f. Building Materials, Features and Design Principles

A palette of contemporary cladding systems comprising a range of materials to include metal cladding systems, ceramic rainscreens and timber cladding combined with glazed curtain walling and feature design details are envisaged to create a modern tactile, high-tech visual aesthetic for the zone. It is important that the materials chosen provide a coherent architectural response to the site and its surrounding context.

The importance of clear connectivity to Zone A, located to the immediate south of Zone C, is paramount as the highway's infrastructure cuts through the east west landscaping buffer. This zone comprises employment, business and leisure uses. Therefore it is expected that the buildings should be designed to promote accessibility, pedestrian permeability, and exploit the natural daylight by introducing generous glazed areas for spaces of high prominence.

This should be an invitation for all users to benefit from views out towards the surrounding green infrastructure.

Ultimately, the final designs for each building will be market led by Occupiers and Funders.

Illustrative Imagery of 'Business /Employment & Leisure

4.0 Character Areas - Employment Zone D

Zone D Infrastructure (Business, Employment & Leisure)

a. Street Types (hierarchy, footpaths, bridleways, cycleways)

The Zone D infrastructure has been designed not only to provide access to the Employment, Business and Leisure site, but also provide access to the adjacent future development plot located to the east of the zone.

The benefits to cyclists and pedestrians can be promoted with enhanced connectivity along Stanifield Lane into the zone with linkages into the individual plots from a central vehicular access route. The car parking can be located facing the access road with service yards located to the rear of the individual buildings.

The creation of the Business, Employment and Leisure area will not only help encourage the creation of a local community but also develop the local economy and bring employment to the area.

b. Block Principles (access, frontages, car parking, refuse/ servicing)

The main site access to Zone D is via Stanifield Lane located to the west of the site. A central access road provides access into the zone. Vehicular and pedestrian access is provided to open up access to all of the future development plots.

All the units can be designed to promote vehicular and pedestrian movements through the site. Car parking spaces are likely to be located adjacent to the main road for easy access with foot/cycle paths, and a landscape strip with trees to soften the hard landscaping.

Car parking spaces should be located adjacent to the building entrance with introduction of landscape strips to soften the visual aesthetic of the zone. Service yards should be located to the rear of future buildings to help control the landscaped character of the area.

Indicative Access Diagram

Illustrative 3D Render Street View

4.0 Character Areas- Zone D

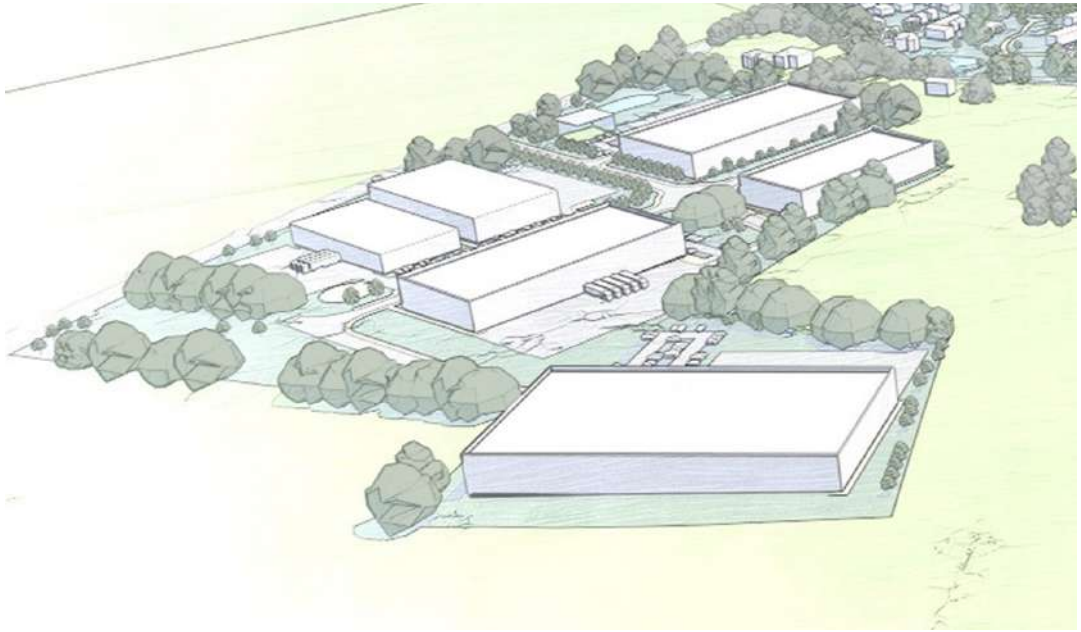
c. Plot Form (plot size, width, adaptability, building envelopes)

The plot sizes have been designed to suit a range of tenants / occupiers for the B2/B8, E(d), E(g) use classes.

The plots should accommodate a variety of units with a maximum of:

Employment	(B2,B8) 47,000sqm
Business	(E(g) 5,000 sqm
Leisure	(E(d), F1(e), F2(b) 13,000 sqm

The buildings will be large scale in size with the building proportions designed for typical market demands.



Illustrative 3D Aerial Perspective

Illustrative Site Plan of Zone D

d. Boundary Treatment/Landscaping / Drainage Open Spaces and Heritage Assets

The zone benefits from existing trees and planting to a large extent of its perimeter. To the west the promotion of a strong landscape frontage running parallel to Stanifield Lane becomes a prerequisite in limiting the visual impact along the western boundary of development. Lower-level development in this area further assists in controlling these views.

An existing landscape belt to the south of the zone is further enhanced with new planting providing natural screening for the development. To the north and east a continued landscaped buffer links the full periphery of the zone with a combination of new and existing planting promoting the essential linkages across the site to the adjacent areas.

The building types in this phase comprise of B2, B8, E(d) and E(g).

Illustrative Landscape Plan of Zone D

e. Building Types and Uses / Density and Building Height

The building types in this zone comprise of B2, B8, E(d) and E(g). The density of the proposals within this zone are illustrated in the image below. The Southern Employment Area should aim for buildings up to 24.7m high. Development located along the eastern boundary will be restricted to building heights up to 18.6m as illustrated in Parameters Plan 1.

Any proposed development located in close proximity to the northern boundary will be further restricted to limit the impact on the consented residential dwellings located to north of the zone. Larger buildings up to the maximum 18.6m will be positioned eastwards along the northern boundary away from the residential dwellings.

The siting, layout and detailed design of any buildings being located adjacent the northern boundary should respect the amenity of neighbouring dwellings and, where appropriate, incorporate additional mitigation through design (such as variation in building height, building form or further landscaping, in addition to the strategic landscaping) to ensure harmony between the two land uses.

Illustrative 3D Aerial Perspective

f. Building Materials, Features and Design Principles

The architectural aesthetic along Stanifield Lane should reflect the lower scale of development that runs parallel to the existing highway. Therefore, a palette of contemporary cladding systems comprising a range of materials as metal cladding systems, ceramic rainscreens and timber cladding combined with glazed curtain walling and feature design details are envisaged to create a modern tactile high-tech visual aesthetic for the zone.

Vehicular access to the site sits independent of the wider development and as such offers the opportunity to create a separate sense of arrival to the zone through enhanced landscaping and streetscape to the primary access road.

The zone comprises employment, business and leisure uses with a definitive lower scale development running parallel to Stanifield Road. It is therefore envisaged that the buildings should be designed to reflect this change in scale through the appropriate use and combination of materials pallet and form. As mentioned in Zone C (an area envisaged to comprise a similar character to Zone D), the main focus should be promoting good accessibility, pedestrian permeability and exploitation of natural daylight for spaces of high importance.

Ultimately, the final designs for each building will be market led similar to Zone C.

Illustrative Imagery of ‘Business /Employment & Leisure’

4.4 Residential Development (Zone E)

It is envisaged that the residential area should provide a high quality and safe residential neighbourhood for families to apreciate and enjoy. The formation of landscaped road linkages providing strong green connectivity to the wider development, help promote a sustainable environment with the creation of a linear park and coherent wayfinding.

It is envisaged that the residential area should be suitable for C3 residential use.

It is acknowledged that a degree of flexibility should be required in interpreting the Zone character to respond to market requirements. It might be the case, that other uses come forward and are considered acceptable by the Local Planning Authority in conforming with Policy C4 and achieving the aims set out in the adopted masterplan

Zone E is a residential development and therefore should have an attractive road system stemming from Stanfield Lane. There will be pavements and green landscaping either side of the roads making it pedestrian friendly. There should be adequate private parking provision for each plot.

The residential area should provide a safe and attractive place to live with a range of house types designed to suit the needs of potential occupiers and integrate with the wider development proposals to create a well-connected neighbourhood.

Illustrative Zone E Plan

Residential Infrastructure (Zone E)

a. Street Types (hierarchy, footpaths, bridleways, cycleways)

The development should promote accessibility by creating a legible network of connected routes that provide ease of movement for all users. The principal vehicular access to the site should be taken from Stanifield Lane and a connection provided between the site and Stoney Lane for residential and emergency use only, as advised by the Highways Authority. Street character types should be determined by the relative importance of their place and movement function and could include:

Site Entrance - Stanifield Lane is currently subject to the national speed limit, which means that a new access would require a large visibility splay to be provided. However, it is proposed to reduce the speed limit to 40mph as recommended by the Highways Authority.

A ghost right turn lane would be needed of sufficient length to allow cars to decelerate when pulling into it from the mainstream flow. The landscape to the site entrance should be designed to be open with clear sight lines with a replacement hedge line and hedgerow trees to provide a green frontage to the street scene.

The site entrance should incorporate a gateway feature to create a sense of territoriality and minimise the site being used as an overflow car park for the wider development. Any structures within the visibility splay should be restricted to a maximum height of 600mm.

The Access Avenue -The main access street should provide footways either side of the new carriage way and where possible run parallel to the existing hedgerow. Extensive tree planting should be incorporated into the proposals to provide an attractive 'green' access to the internal connecting avenue.

The Internal Avenue - Internal spine street should provide footways either side to access lower traffic areas and traffic management measures should be implemented to help reduce traffic speeds. The Avenue should run through the development providing pedestrian linkages to Stoney Lane, and Old School Lane. Tree planting should be provided along the Avenue to give a green character to the development.

Close - A shared surface street that promotes slow traffic speeds and create a pedestrian friendly environment. The absence of a formal carriageway is intended to encourage motorists to drive more cautiously and provide a more organic streetscape.

Lane - A private drive that provides access to a limited number of dwellings. Predominantly detached properties with the lane differentiated to the other highway areas with a colour contrasting surface. The Lanes should be typically outward facing towards the site's perimeter and enclosed by existing and proposed hedgerows and trees.

Cyclists should be accommodated on the carriageway, via cycle access links between street networks. There is an opportunity to create a Linear Park within the development to provide an attractive pedestrian link between Stanifield Lane and Old School Lane.

b. Block Principles (access, frontages, car parking, refuse/ servicing)

The housing layout should incorporate perimeter block principles, where practicable, to create an outward looking scheme and enhance permeability. Streets should have active frontages to provide lively and well supervised public spaces, while private space and gardens should be in a secure location facing other back gardens. The prevention of crime and enhancement of community safety should be a prime consideration in the preparation of the proposed housing layout.

The internal street network should allow frontage vehicle access to all dwellings to generate activity and a positive relationship with the street and its surroundings. Frontage access from the surrounding road network including Stoney lane and Old School Lane will not be permitted in order to maintain the existing hedgerows.

Allocated parking should be provided for all dwellings. A range of parking options should be considered including private driveways located at the side of properties or frontage parking spaces set with in a landscaped framework. Where apartments are proposed, communal parking areas in a landscaped courtyard may be appropriate. Large rear parking courts should be avoided as they can be both inconvenient and potentially unsafe due to the lack of natural surveillance.

Generally, parking provision should be provided at a minimum of two spaces per dwelling. In the case of smaller houses, a reduced provision of one space per dwelling plus an allowance for visitor parking may be appropriate.

All streets should be designed to accommodate emergency, service and waste collection vehicles. Tracking should be used to determine the space required for various vehicles to manoeuvre. Turning heads should be kept clear of parked vehicles.

c. Plot Form (plot size, width, adaptability, building envelopes)

The plot form for individual dwellings should aim to provide active frontages to the public realm. Large gaps between buildings and blank gable walls facing the street should be avoided. The size and configuration of each plot should be commensurate with the proposed dwelling type.

New dwellings should benefit from a satisfactory degree of privacy and daylight. To achieve this, an aspect distance of 21 metres should be maintained between windows to habitable rooms in back to back locations where direct overlooking is possible. Where a window in a habitable room faces a blank gable wall there should be a distance measuring a minimum of 12 metres between them.

d. Boundary Treatment/Landscaping / Drainage Open Spaces and Heritage Assets

The proposed layout should be guided and shaped by the existing landscape on the site retaining where practicable key landscape features. A network of green links is required to help knit the development into the wider area including the opportunity to create a linear park along the line of the existing hedgerow that runs from Stanifield Lane to Old School Lane, which should be retained if practicable.

The presence of overhead power cables running across the north side of the site provides the opportunity for a large area of public open space. Proposals should accord with design guidelines for development near high voltage overhead lines prepared by National Grid.

It is envisaged that the public open space within the Development will incorporate the provision of play facilities for younger children which could take the form of a Local Area

Illustrative Site Plan of Zone E

Play and / or a Local Equipped Area Play. The community play facilities should be located along the proposed pathways to create a destination as part of the recreation route and be overlooked by adjacent housing to provide a good degree of natural surveillance.

e. Building Types and Uses / Density and Building Height

The residential development should comprise mainly family housing of a type that would suit the needs of the wider area. It is envisaged that this should comprise of a range of 2 bed, 3 bed and 4 bed houses in mews, semi-detached and detached format. However, it is recognised that there is the opportunity for an apartment style development including extra care along the Lostock Lane frontage where they could provide a stronger urban form and also act as an acoustic screen for the family housing area.

Consideration should be given to the design of corner house types to ensure that they are well animated and provide active frontages to the street scene.

The density of development should be a product of the design response to the site constraints and opportunities. Therefore, the family housing element should be in the order of 30 units per hectare (UPH) net developable area to ensure the efficient use of available land.

It is envisaged the building height, within the southern portion of the site, should be predominantly 2 storey in keeping with the general scale of development in the area, with limited opportunity for 2½ storeys development in strategic locations and to create visual interest within the street scene.

f. Building Materials and Features (architectural detailing/principles)

Phase E should consist of residential units. It is expected that this will be similar to the existing residential buildings surrounding the site, therefore using brick and stone for the units. There is an opportunity to create a community here with landscaping both bordering within the site.







Illustrative Imagery of housing types

4.5 Environmental Standards (BREEAM and Energy Efficency)

The sustainability strategy for the site aims to:

• accommodate a changing world – climate, social demands, natural resources and inclusive for all; provide a holistic, multi-disciplinary team approach;

• provide simple solutions that have a natural longevity – improve environmental performance;

• minimise environmental impact throughout the building's life cycle (life cycle assessment);

• create spaces that promote a sense of well-being;

• think global - act local – a collaborative approach;

• a sustainable design that will be ultimately flexible and adaptable;

• promote community relations and the well-being of colleagues;

• Compliance with current Building Regulations

• target a BREEAM accredited development; and

• to deliver a quality landscaped setting for the proposals.

To achieve these aims a robust and systematic design approach should be adopted following an incremental three stage design process considering: passive, active and renewable measures, as follows:

Passive Measures

Air tightness, improved natural day-lighting, a well-insulated envelop and the promotion of natural ventilation.

Active Measures

Efficient plant, efficient controls, heat recovery, rainwater collection, a sustainable urban drainage strategy (SUDS).

Renewable measures

Renewable technologies should be determined at detailed design stage to provide a reduction in predicted CO2 emissions.
All reserved matters applications should demonstrate that best practice in respect of environmental standards has been adopted and applied to the detailed design.

Benchmarking

All elements of the development will be assessed under a 'Shell Only' BREEAM New Construction 2014 (Technical Manual: Version: SD5076 – Issue: 4.0) methodology to target a 'Very Good' rating.
Under this methodology all issues relating to the Shell Only specification is included, however all fit out issues are excluded and will be the responsibility of the incoming tenants.

The BREEAM method addresses impacts of a building on the global, local, and indoor environments across a range of issues, grouped under the headings of:

• Management;
• Health and Well-being;
• Energy;
• Transport;
• Water;
• Materials;
• Waste;
• Land Use & Ecology; and
• Pollution the future.

The commercial development shall target a BREEAM 'Very Good' Rating.

A sustainable development shall consider the balance between social, environmental, and economic objectives, making best use of today's resources, without compromising the future.

Holistic, sustainable design is at the heart of the design philosophy. The outline planning application is supported by a phase I and a phase II Sustainability Statement which provides a reference for further detailed design work.

Prior to the preparation of any proposals applicants should confirm with planning officers the specific BREEAM certification standard required at that time for any subsequent planning or reserved matters application, having regard to the adopted local plan policies.

5.0 Design Code Implementation

5.0 Design Code Implementation

This Design Code aims to strike a balance between flexibility, technical detail and a high-level description of what is required.

The Design Code seeks to capture the specific requirements of the place and encourage interested parties to think together about each development in its entirety as a unique place.

It is designed to promote speed of implementation, avoid stifling responsible innovation and provide future flexibility.

This Design Code is submitted as part of this planning application to help inform the design and development of Reserved Matters applications over the lifespan of the masterplan.

Development will take place over a period of years and consequently this Design Code should be reviewed regularly by the Local Authority and the applicants as the overall development progresses.

Illustrative 3D Aerial Perspective

6.0 Summary

6.0 Summary

This Design Code accompanies the outline planning application for the Lancashire Central Site and sets out a clear vision to describe the constraints and opportunities available for the site. It outlines ambitious aspirations for this exciting and important site, as a major employment led, mixed-use development that will benefit the local and wider economy, providing homes, jobs, and amenities for the community.

Through carefully considered design, the development will provide high quality facilities, a mix of complimentary uses, recreation and well-being opportunities that will all be serviced by a strong and clearly defined infrastructure that creates a long-term platform for true sustainable development and regeneration.

This document is not intended to be prescriptive in terms of individual building design, but it is intended to set the tone for how the site should be considered and developed in a holistic manner, thus ensuring that the overall development has a cohesive and integrated feel and character.

Green infra-structure, high quality landscaping and clear seamless connectivity between zones will be crucial to the success of the site and will provide true permeability and accessibility for everyone. The aspiration for the development is to provide opportunities for local-residents and businesses to take advantage of and flourish in a safe and comfortable environment for the years ahead.

Illustrative 3D Aerial Perspective