

# LAND AT BOLTON ROAD, ADLINGTON DEVELOPMENT STATEMENT

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NOVEMBER 2024

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U R B A N  
G R E E N

# QUALITY MANAGEMENT

|                         |                                     |                               |                  |                 |
|-------------------------|-------------------------------------|-------------------------------|------------------|-----------------|
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INTRODUCTION

01

Figure 01: Drone image of adjacent residential dwellings

# 1.0 INTRODUCTION

## PURPOSE OF DOCUMENT

THIS DEVELOPMENT STATEMENT HAS BEEN PREPARED BY URBAN GREEN ON BEHALF OF PERSIMMON HOMES IN RESPECT OF LAND AT BOLTON ROAD, ADLINGTON. PERSIMMON ARE PROMOTING THIS SITE TO THE LOCAL PLAN FOR RESIDENTIAL DEVELOPMENT.

This Development Statement supports the principle of residential development at Bolton Road, Adlington by setting out the site in context and providing an overview of several technical matters that informs the emerging Illustrative Masterplan for the site.

This document is structured as follows:

- Site Context
- Planning Context
- Technical Context
- Illustrative Masterplan and Design Principles
- Conclusions and Development Benefits.

### DOCUMENT CONTRIBUTORS

- Planning - Emery Planning
- Landscape and Visual - Urban Green
- Access, Highways and Active Travel - I-Transport
- Masterplanning - Urban Green
- Ecology, including Biodiversity Net Gain - Urban Green
- Arboriculture - Urban Green



Figure 02: Site Location (source Google Earth)

# 1.1

## INTRODUCTION ABOUT PERSIMMON HOMES

Persimmon Homes are one of the UK's most successful house builders. They are committed to the highest standards of design, construction and service and have a track record of delivering beautifully-designed new homes in prime locations across the country.

Their mission statement is to build homes that are affordable, high quality, and built in sustainable and inclusive communities. Their vision is to be Britain's leading homebuilder, building the best value homes on the market. Their priorities include:

- Sustainability
- Innovation and technology
- Talent and diversity
- Build quality and safety
- Reinforcing trust
- Disciplined growth
- Industry-leading financial performance
- Supporting sustainable communities

This is reflected in their approach towards promoting, and in the future, delivering, new homes at Bolton Road, Adlington.

### DEVELOPMENT VISION

*"The vision for Bolton Road is to create a well-planned and distinctive neighbourhood that fully acknowledges its townscape and landscape context and for the creation of a sustainable community of the highest quality that provides an exceptional place for people to live."*



# 1.2 INTRODUCTION PERSIMMON'S COMMITMENT TO ENERGY TRANSITION

## NET ZERO, ENERGY EFFICIENCY AND FUTURE HOMES STANDARD IS AT THE FOREFRONT OF PERSIMMON HOMES SUSTAINABILITY AGENDA AND WE ARE POSITIVELY CONTRIBUTING TOWARDS THE GOVERNMENT'S 2050 NET ZERO TARGETS.

As part of Persimmon's Road Map to Net Zero, they have committed to:

- Net Zero in their business operations (scope 1 and 2) by 2040
- Their homes will be net zero in use by 2030.
- Increasing their commitment to sustainable construction and MMC.
- Smart homes is another area where Persimmon are focusing its attention, so that their customers will be able to select smart enabled products to be built into the home from day one to include smart sockets and light switches, smart heating/ventilation controls and smart appliances.

### BUILDING REGULATIONS PART L 2021 UPLIFT

As a stepping stone to the Future Homes Standard the Government is implementing an interim uplift of energy performance requirements in Part L of Building Regulations.

The Government has committed to 31% reduction in CO2 emissions compared to current standards. This applies to new homes commenced from June 2022 (subject to transitional arrangements.)

Persimmon's homes commenced from this time (subject to transitional arrangements) will be built with additional thermal efficiency to the fabric of the building including the walls, floor, roof, windows and doors. They will be designed to have increased air tightness but also fitted with a System 3 ventilation system to ensure a pleasant internal environment is maintained.

New homes will also be fitted with a range of energy saving/producing devices which may include- Solar PV, Flue gas heat recovery and waste water heat recovery.

### THE FUTURE HOMES STANDARD

In 2019 the Government set out its plans for the 'Future Homes Standard' from 2025. The standard will require new build homes to be future proofed with low carbon heating and world leading levels of energy efficiency.

Persimmon is currently developing its Future Homes Standard specification which will incorporate additional energy saving elements including for example replacing gas boilers with electric heating via Air Source Heat Pumps, advanced glazing and increased building fabric efficiencies. The specification may also include other technologies such as mechanical ventilation with heat recovery.

This diagram shows some of the proposed measures to ensure their homes will achieve 31% reduction (Part L 2021), moving to 80% reduction (Future Homes Standard), and ultimately Persimmon's aim of 100% reduction to achieve net zero carbon homes in use by 2030:

### THE PATH TO NET ZERO CARBON HOMES IN USE

**31% REDUCTION**  
**PART L | 2021**

- ✓ Energy Efficient Boiler | Controls
- ✓ More Thermally Efficient Walls | Floors
- ✓ Solar PV

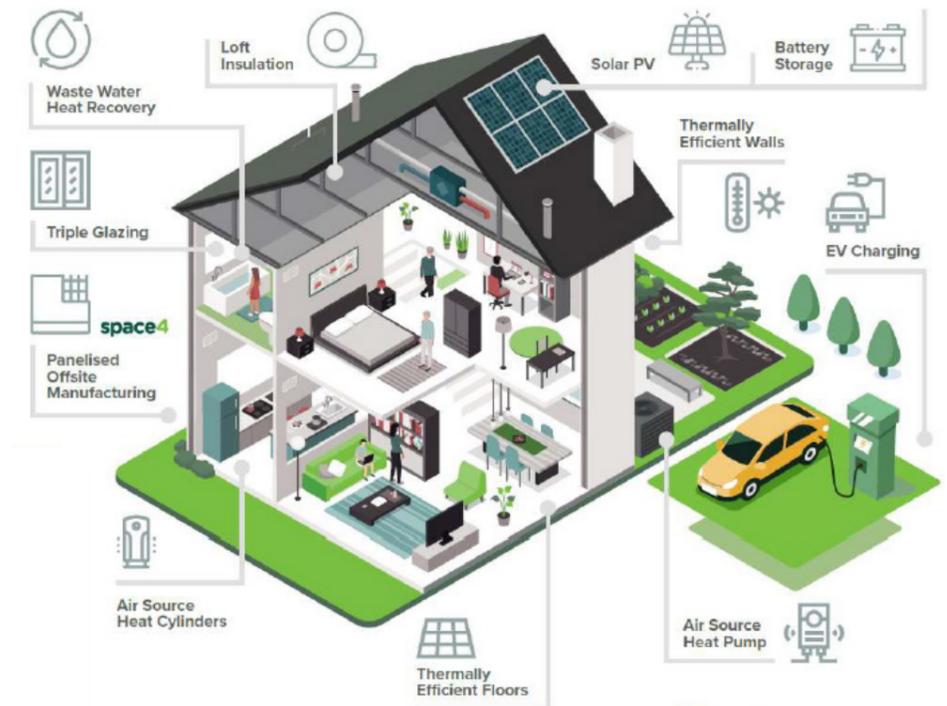
**80% REDUCTION**  
**Future home standard | 2025**

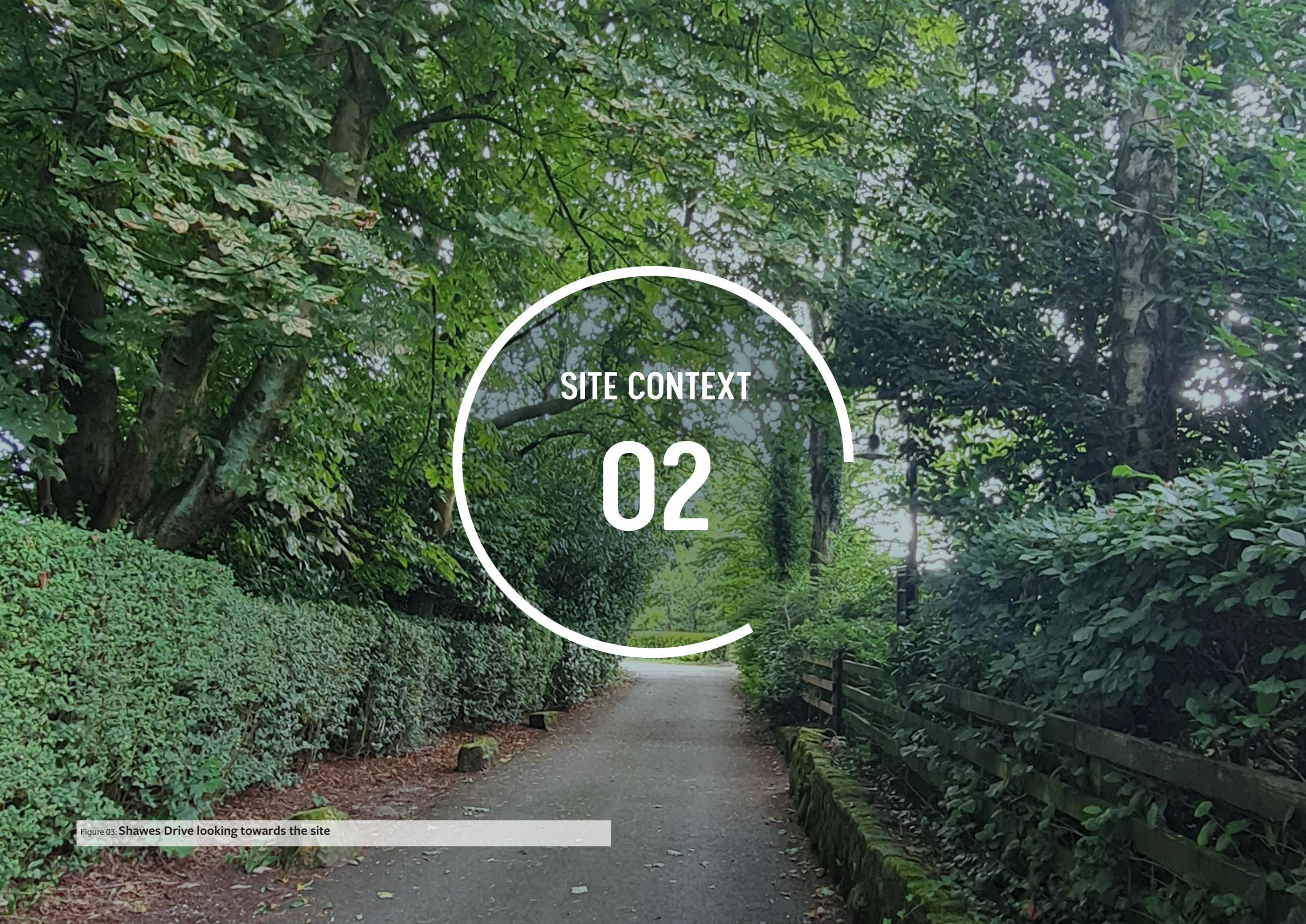
- ✓ Additional Loft Insulation
- ✓ Solar PV (if required)
- ✓ Air Source Heat Pump
- ✓ Triple Glazing
- ✓ EV Charging
- ✓ More Thermally Efficient Walls

**100% REDUCTION**  
**Items to achieve net zero carbon homes in use | 2030**

To include a combination of:

- ✓ Additional Loft Insulation
- ✓ Solar PV
- ✓ Air Source Heat Pump
- ✓ More Thermally Efficient Floors
- ✓ Battery Storage  
Storing excess energy from the Solar PV
- ✓ Waste Water Heat Recovery
- ✓ Potential move to Panelised Offsite Manufacturing
- ✓ Green Energy Electrical Traffic
- ✓ Product Development
  - Infra Red Panel Heaters
  - Air Source Heat Cylinders
  - Hydrogen
  - Smart Homes
  - MVHR





SITE CONTEXT

02

Figure 03: Shawes Drive looking towards the site

# 2.0 INTRODUCTION SITE DESCRIPTION

THE SITE AT BOLTON ROAD IS LOCATED TO THE EAST OF ADLINGTON AND CONSTITUTES A LOGICAL EXTENSION TO THE EXISTING BUILT FORM OF THE TOWN.

The proposal site is 28 ha in size and has an irregular shape. It extends from Bolton Road in the south to Greenhalgh Lane in the north with the M61 motorway bounding its eastern boundary. The development on the site would form a logical extension to Adlington and Anderton's urban area, as (mainly) residential development bounds the site's southern and western boundaries.

The site's topographical profile varies significantly with areas of generally flat plateau's alongside undulating terrain. There are many corridors and copses of woodlands throughout the site, several ponds and a small brook. These are all explored in further detail in Chapter 04.

The brook and areas of woodland naturally splits the site into two broad parcels:

**Parcel 1** Southern parcel to be accessed off Bolton Road. It has a generally flat topography, which slopes significantly towards the stream in the north. It includes existing structures and hardstanding and several ponds. It is bounded by the motorway to the east, and residential to the south.

**Parcel 2** Northern parcel to be accessed off Brentwood Road. It varies in topography with both generally flat plateaus and steep terrain. A pond is located near the northern boundary, adjacent to Greenhalgh Farmhouse and Washacre Farm. Greenhalgh farmhouse is a 17th Century Listed Farmhouse comprised of coursed sandstone rubble and squared stone, with quoins, slate roof with stone gable copings and gable chimneys.

### KEY

-  RED LINE BOUNDARY
-  HEDGEROW AND TREES
-  SITE PHOTOGRAPHS



Figure 04: Site Location Plan - Extent of site boundary



Figure 05: Site access location off Bolton Road



Figure 06: Access off Bolton Road, M61 motorway, existing structures and hardstanding



Figure 09: Shaws Drive en-route to the site (Public Right of Way)



Figure 07: Areas of woodland and existing properties within a narrow valley



Figure 08: Existing residential properties at Brentwood Road, Willow Close and Beech Avenue. Potential access point to the left of the image off Brentwood Road



Figure 10: North Well (off-site)



Figure 11: Relationship between the site and the M61 motorway



Figure 12: Mature hedgerow and trees

# 2.1 INTRODUCTION LOCAL CONTEXT

THE SITE IS CONSIDERED TO BE IN A HIGHLY SUSTAINABLE LOCATION FOR PEDESTRIANS AND CYCLISTS DUE TO ITS PROXIMITY TO ANDERTON'S AND ADLINGTON'S TOWN CENTRE.

The site lies within walking distance (within 400m) of a wide range of local facilities including local shops, primary schools, bus routes, employment areas, public footpaths and sports facilities.

As illustrated in Figure 13, the site is within easy walking distance to the Town Centre. Within a 15minute walk catchment, a variety of shops and services are available including the Coop, schools, bars and restaurants.

Lower and Upper Rivington Reservoir is located adjacent the site's eastern boundary and easily accessible by pedestrians by utilising the footbridge over the motorway. This provides access to a range of recreational activities such as Nature trails, Liverpool Castle, Go Ape, caravan parks, the Adlington Centre among others.

### KEY

- |   |               |   |             |
|---|---------------|---|-------------|
|  | SITE BOUNDARY |  | HEALTH      |
|  | 15 MIN WALK   |  | SHOP        |
|  | PLAY          |  | PUB / HOTEL |
|  | EDUCATION     |  | CHURCH      |

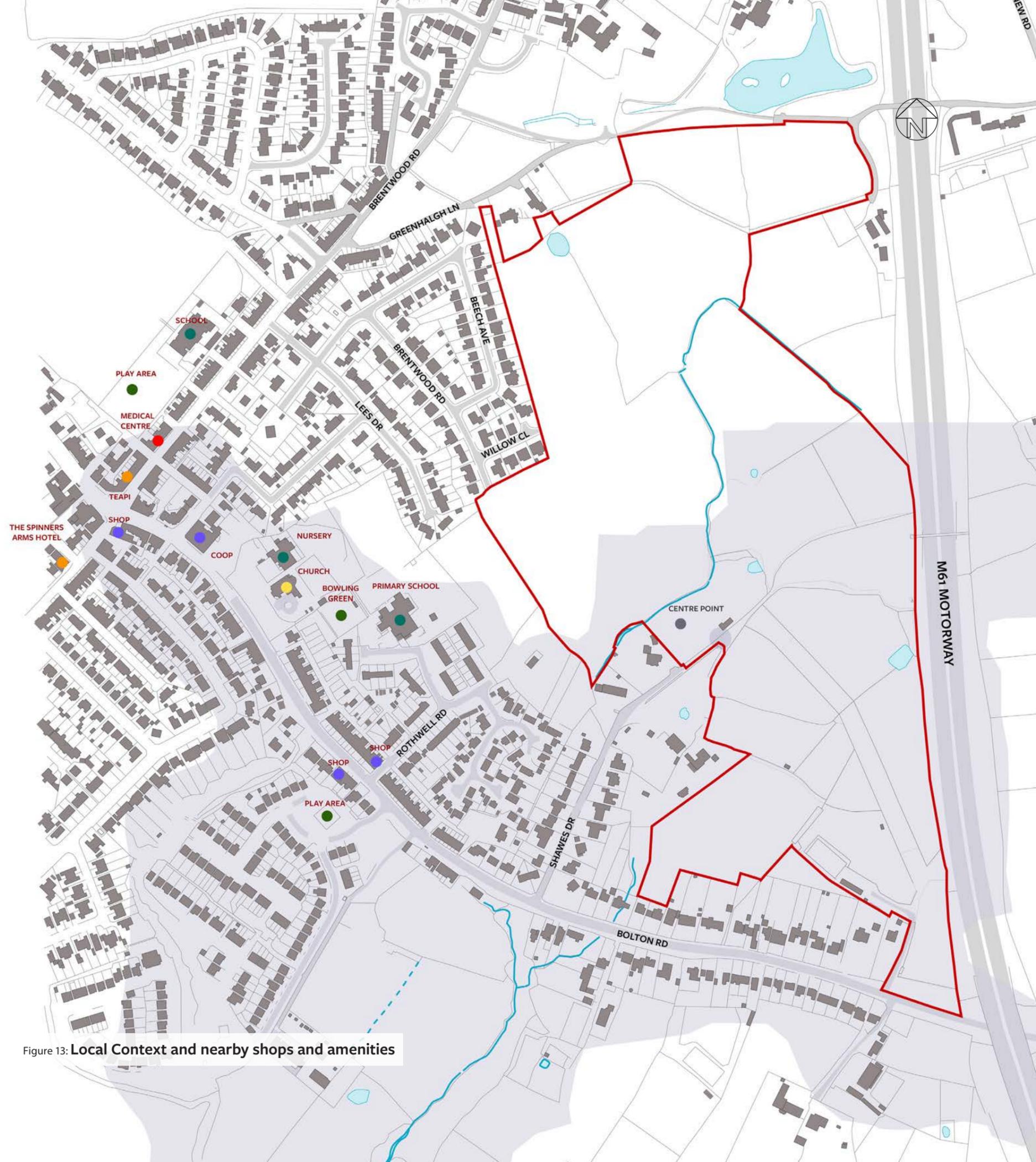


Figure 13: Local Context and nearby shops and amenities

## 2.2 INTRODUCTION REGIONAL CONTEXT

THE SITE IS CONSIDERED TO BE IN A HIGHLY SUSTAINABLE LOCATION AS IT BENEFITS FROM ITS PROXIMITY TO THE STRATEGIC ROAD NETWORK AS ILLUSTRATED ON THE ADJACENT PLAN (FIGURE 14).

The site is located to the south of Chorley's Local Planning Authority administrative boundary and, as illustrated, is well situated to benefit from its proximity to the wider road and rail network.

Travelling westwards, Bolton Road becomes Chorley Road and provides direct access to the larger settlement of Chorley including its many shops and services. Travelling eastwards, Bolton Road provides access to Horwich and Bolton.

By car, junction 6 of the M61 motorway is approximately a 7 minute drive from the centre of the site, providing access to the wider road network. The M61 is a direct route to the Greater Manchester conurbation (to the south) and Preston (to the north). Alternatively, junction 27 of the M6 motorway is approximately a 19 minute drive from the centre of the site.

Adlington railway station is on the Manchester to Preston line. It is within easy walking distance with it being only approximately 1 mile from the centre of the site.

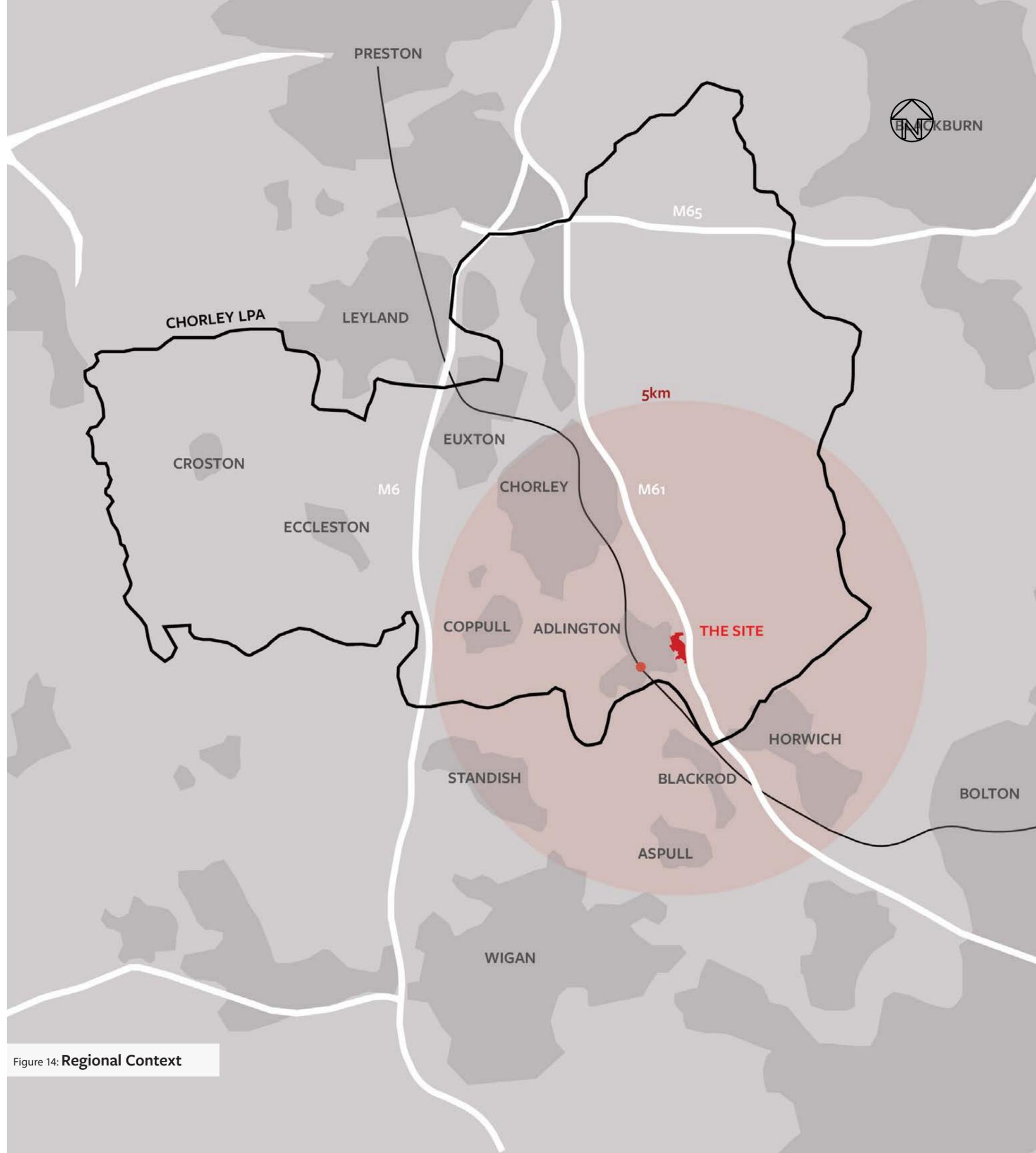


Figure 14: Regional Context



POLICY CONTEXT

03

Figure 15: Footbridge over the M61 motorway

# 3.0 POLICY CONTEXT INTRODUCTION

THIS SECTION OUTLINES THE RELEVANT NATIONAL AND LOCAL PLANNING POLICY WHICH HAVE BEEN CONSIDERED IN THE PREPARATION OF THIS DEVELOPMENT STATEMENT.

The Development Plan for the site at Bolton Road, Adlington comprises the following policy guidance:

- Central Lancashire Core Strategy (2012)
- Chorley Local Plan (2015)
- Adopted Policies Map

## POLICY DESIGNATIONS

Illustrated in Figure 17 (right) is a snapshot of Chorley's Policy Mapping. The following policy designations are annotated on the adjacent plan:

- Green Belt
- Settlement Area (Settlement Boundary)

### KEY

|   |  |
|---|--|
|  | SITE BOUNDARY                              |
|  | GREEN BELT                                 |
|  | SETTLEMENT BOUNDARY                        |
|  | DISTRICT AND LOCAL CENTRE                  |
|  | EXISTING OPEN SPACE                        |
|  | EXISTING SPORT AND RECREATIONAL FACILITIES |
|  | HOUSING ALLOCATIONS                        |



Figure 17: Illustration of Chorley's Policy Map

# 3.1 POLICY CONTEXT

## NATIONAL POLICY AND GUIDANCE

**AT THE NATIONAL LEVEL, POLICY IS PROVIDED BY THE NATIONAL PLANNING POLICY FRAMEWORK (NPPF), SUPPLEMENTED BY PLANNING PRACTICE GUIDANCE AND THE NATIONAL DESIGN GUIDE. THESE DOCUMENTS HIGHLIGHT THE REQUIREMENT FOR GOOD, LOCALLY RESPONSIVE DESIGN.**

### **NATIONAL PLANNING POLICY (NPPF, 2023)**

The NPPF is a material consideration in the determination of planning applications. It introduces a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up-to-date Development Plan.

Sustainable development is about positive growth which supports economic, environmental and social progress for existing and future generations.

### **NATIONAL PLANNING PRACTICE GUIDANCE (NPPG)**

The National Planning Practice Guidance (NPPG) provides further advice on securing high standards of design in new development. It emphasises the importance of successfully integrating new development with its surrounding context and encourages new development to be distinctive.

It needs to respond to natural features and locally distinctive patterns of development, incorporate attractive and well-connected permeable street networks and integrate a system of easily accessible open and green spaces.

The NPPG also recognises that masterplans can be important tools for achieving good design. It notes that masterplan can set out a strategy for a few developments including its general layout and scale and can be used to set the most important parameters for an area such as mix of uses, requirements for open space or transport infrastructure, the amount and scale of buildings and the quality of buildings.

### **BUILDINGS FOR A HEALTHY LIFE - HOMES ENGLAND (2020)**

The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

### **MANUAL FOR STREETS (2007)**

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts and promotes active travel.

### **NATIONAL DESIGN GUIDE (2019)**

The National Design Guide (Department for Levelling Up, Housing and Communities, 2021) illustrates how well-designed places that are enduring and successful can be achieved in practice.

The National Design Guide (NDG) includes 10 characteristics of well-designed places, and other important guidance documents including the Manual for Streets (MfS), Building for a Healthy Life, Green Infrastructure Framework and Building with Nature. Its production has been informed by the National Model Design Code (NMDC).

### **NATIONAL MODEL DESIGN CODE (2021)**

The National Model Design Code (NMDC) sets a baseline standard of quality and practice. The NMDC provides detailed guidance on the production of design codes, guides, and policies to promote successful design. It expands on 10 characteristics of good design set out in the NDG.

## 3.2 POLICY CONTEXT LOCAL POLICY AND GUIDANCE

### CENTRAL LANCASHIRE ADOPTED CORE STRATEGY

The Central Lancashire Core Strategy has been produced by the Central Lancashire authorities of Preston, South Ribble and Chorley, with assistance from Lancashire County Council.

The Core Strategy is a key document in Central Lancashire's Local Development Framework. Its purpose is to help co-ordinate development in the area and contribute to boosting investment and employment. Above all it is a strategic policy document and will encourage sustainable managed growth, whilst protecting and enhancing green spaces and access to open countryside, enhancing Central Lancashire's character as a place with 'room to breathe'.

Core Strategy policies that are relevant to the proposals comprise:

- Policy 1 Locating Growth
- Policy 5 Housing Density
- Policy 6 Housing Quality
- Policy 7 Affordable and Special Needs Housing
- Policy 17 Design of New Buildings
- Policy 18 Green Infrastructure
- Policy 21: Landscape Character Areas

### CHORLEY LOCAL PLAN (2015)

'The Chorley Local Plan (adopted 2015) identifies the scale of development in each settlement and allocates sites to meet the development needs of Chorley up to the period 2026 in order to achieve the vision for growth as outlined in the Core Strategy. The Local Plan identifies key local issues and provides a set of policies to manage change which will be used by the Council to determine planning applications. The Local Plan is in general conformity with the strategic objectives of the adopted core strategy.'

Adlington is identified as an Urban Local Service Centre. These centres benefit from short transport connections with services in the nearby towns. The Core Strategy directs some growth and investment to the following Urban Local Service Centres in the borough to help meet housing and employment needs:

Chorley Local Plan policies that are relevant to the proposals comprise:

- ST1 Provision or Improvement of Footpaths, Cycleways, Bridleways and their Associated Facilities in Existing Networks and New Development
- ST4 Parking Standards
- HS4A Open Space Requirements in New Housing Developments
- BNE1 Design Criteria for New Development
- BNE9 Biodiversity and Nature Conservation 54 BNE10 Trees

### DESIGN GUIDE SPD

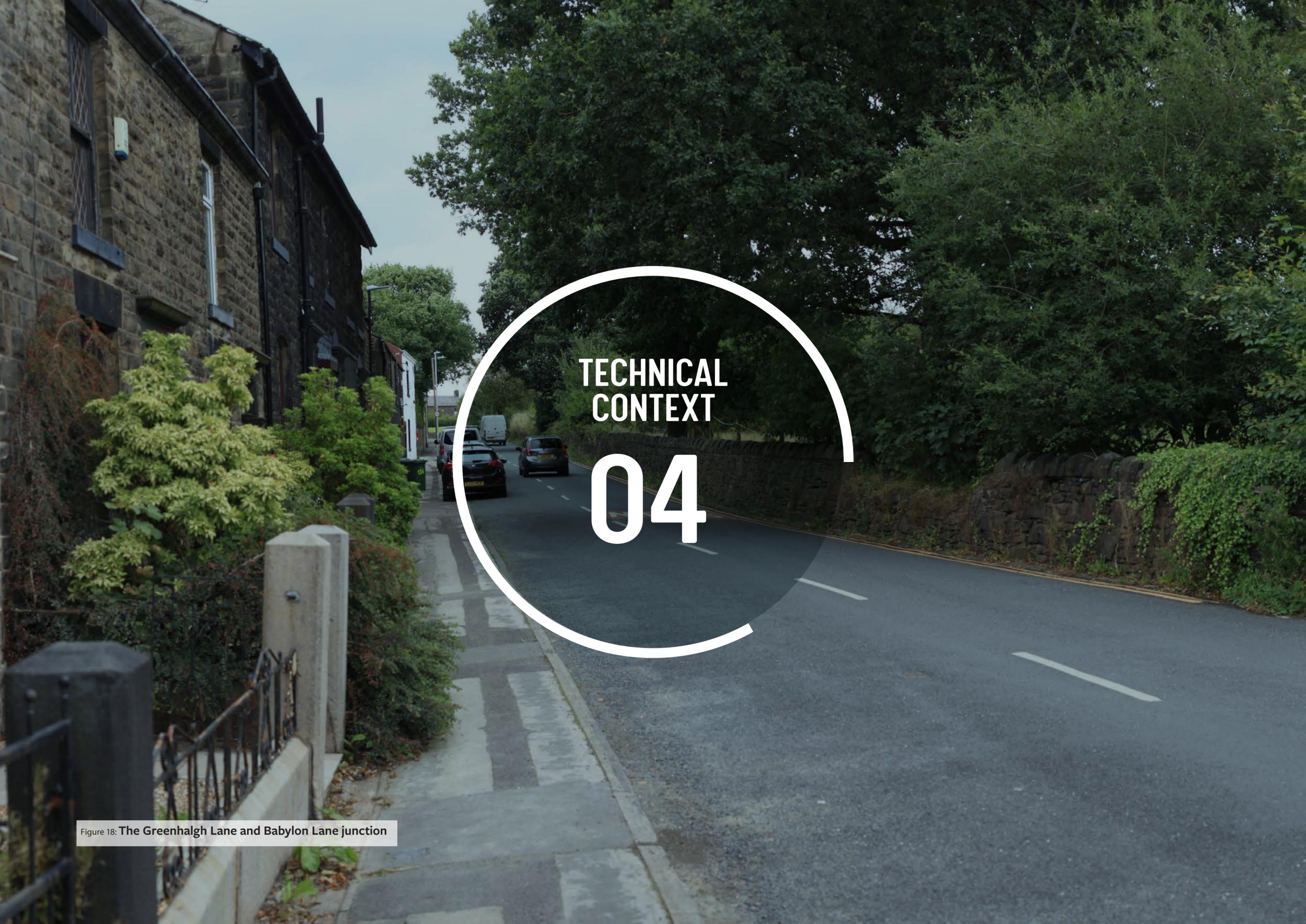
A key objective of this document is to raise the level and quality of design of new buildings in the built environment and in doing so reinforce its unique character. This provides an overview of the design principles the Councils' will employ when considering planning proposals. It covers residential, commercial, public realm and shop-front developments as well as proposals for new infrastructure. The particular Core Strategy policies which relate to design are Policies 16 (Heritage Assets), 17 (Design of New Buildings), 18 (Green Infrastructure) and 27 (Sustainable Resources and New Developments)

The Design Guide describes Adlington as:

*"The central area including Chorley town itself, Adlington and Coppull is characterised by more industrial development, a legacy of the textile industry that expanded rapidly during the nineteenth century, with mill buildings and their associated grid pattern of terraced housing. Few mill buildings remain, however Coppull Ring Mill is a substantial red brick with faience detailed monolith that still proudly dominates that particular settlement."*

### BIODIVERSITY AND NATURE CONSERVATION SPD

This relates to Core Strategy Policy 22 (Biodiversity and Geodiversity). This explains the Councils' approach towards conserving, protecting and enhancing biodiversity and geodiversity.



TECHNICAL  
CONTEXT

04

Figure 18: The Greenhalgh Lane and Babylon Lane junction

# 4.0 TECHNICAL CONTEXT INTRODUCTION

SEVERAL ENVIRONMENTAL AND TECHNICAL ASSESSMENTS HAVE BEEN UNDERTAKEN TO SUPPORT THE PROMOTION OF THIS SITE AND TO INFORM THE ILLUSTRATIVE MASTERPLAN.

The Illustrative Masterplan is informed by a series of detailed technical studies. These include surveys and reports to examine specific features of the site and to assess the potential impacts of development in this location. They culminate in an Opportunities and Constraints Plan which clearly articulate the parameters for development. These studies include:

- Ecology - prepared by Urban Green
- Biodiversity Net Gain - prepared by Urban Green
- Arboriculture - prepared by Urban Green
- Landscape and Visual - prepared by Urban Green
- Local Character - prepared by Urban Green

## SITE FEATURES

The site is naturally split into two parcels by a stream and its embankment, as indicated by the slopes on the adjacent plan (Figure 19). Large groups and corridors of mature woodland are spread throughout the site with many defining field boundaries.

Overhead cables navigate the site in a predominantly north / south direction across the site. The motorway bounds the site's eastern boundary. A setback to mitigate potential noise and air constraints will be required.

### KEY

|   |   |
|---|---|
|  SITE BOUNDARY |  BROOK / WATERCOURSE |
|  SLOPES        |  OVERHEAD CABLE      |
|  TREES         |  PONDS               |



Figure 19: Site Features Plan

# 4.1 TECHNICAL CONTEXT TOPOGRAPHY

## SITE TOPOGRAPHY

Illustrated on the adjacent plan (Figure 20) is the sites topography comprised of 0.5m contours.

The topography varies significantly across the site. It is comprised of plateaus, slopes and a watercourse embankment.

As referenced earlier in this document, the site's topography naturally splits the site into two distinct parcels. Landscape assets such as hedgerows, trees and field boundaries further define the site into smaller parcels.

The terrain gradually rises from the site's western boundary (116m at its lowest point) to its eastern boundary (146m at its highest).



Figure 20: Site Topography

## 4.2 TECHNICAL CONTEXT ARBORICULTURE

URBAN GREEN CONDUCTED AN ARBORICULTURAL APPRAISAL OF THE CONDITION OF ON-SITE TREES IN AUGUST 2024. THEIR SUMMARY IS PROVIDED BELOW.

There are a significant number of high quality trees spread throughout the site. As illustrated in Figure 21, the site contains:

- Two groups of TPO woodland, defined as a hatch on the adjacent plan. These areas of woodland will be retained and form part of the green infrastructure network. The central group will be set within an area of Public Open Space.
- Individual Category A Trees that are sporadically spread throughout the site. They will be retained.
- Corridors of Category B Trees. These trees form the majority of the site's tree cover and will be used to define the edges of residential development.
- Individual and small corridors of Category C trees. These trees will be retained as much as possible. New roads will puncture through field boundaries where category C trees are present to avoid the loss of higher quality trees.
- Category U trees (defined by a red edge) will be removed due to their potential danger.

### KEY

|   |                          |   |                          |
|---|--------------------------|---|--------------------------|
|  | SITE BOUNDARY            |  | CATEGORY B TREES (BLUE)  |
|  | TPO WOODLAND             |  | CATEGORY C TREES (BLACK) |
|  | CATEGORY A TREES (GREEN) |  | CATEGORY U TREES (RED)   |



Figure 21: Tree Constraints Plan



## 4.4 TECHNICAL CONTEXT BIODIVERSITY NET-GAIN

The northern and southern extents of the site are dominated by modified grassland. The modified grassland to the north appears to have been recently sown on land which has previously been used for crops or hay making. This grassland is also expected to be in poor condition within BNG due to a low species richness. The grassland to the south is heavily grazed by horses and is likely to be in poor condition within BNG. There is also an adjacent area of artificial surfacing which has no value within BNG. Overall, any proposed development should be focused around these areas as they hold the lowest value within BNG, indicated by being green on the adjacent plan (Figure 23).

The habitats of highest value are the woodland, ditches, other neutral grassland, individual trees and ponds, which are predominantly focussed within a band to the centre of the site and along the river. These habitats are all considered to be medium distinctiveness within BNG and, following the Biodiversity Gain Hierarchy, future proposals should aim to retain as much of each habitat as possible (indicated as orange on the adjacent plan). In addition, the woodland onsite is identified within the UK Priority Habitat Inventory; therefore, its retention is the highest priority for the site (red on adjacent plan). If any of these habitats are lost, they must be replaced by the same habitat type (e.g., woodland, ditches, ponds, etc) to satisfy the trading rules.

Where habitats are retained, there may also be potential to enhance their condition to create additional BNG units. For example, the woodland to the centre of the site is predominantly one age class and structure, and contains Himalayan balsam. The woodland is likely in poor condition within the BNG metric; however, it could be enhanced to moderate condition by diversifying the structural complexity of the woodland through thinning and supplementary planting. Eradicating the Himalayan balsam across the site will also enhance the condition of multiple habitats.

### KEY

|   |   |   |   |
|---|---|---|---|
|  | SITE BOUNDARY   |  | MEDIUM VALUE HABITAT<br>(RETAIN WHERE POSSIBLE) |
|  | LOW / NO VALUE<br>HABITAT (SUITABLE FOR<br>DEVELOPMENT) |  | HIGH VALUE HABITAT (RETAIN)                     |



Figure 23: Habitat Value Map

# 4.5 TECHNICAL CONTEXT LANDSCAPE AND VISUAL

**URBAN GREEN CONDUCTED A SITE WALKOVER IN AUGUST 2024 TO PREPARE A HIGH-LEVEL LANDSCAPE AND VISUAL APPRAISAL TO HELP INFORM THE DEVELOPING MASTERPLAN. THEIR SUMMARY IS PROVIDED BELOW.**

## LANDSCAPE CONTEXT

The site consists of a range of established landscape including pasture, semi natural broad-leaved woodland, dry and wet ponds and dry ditches throughout the site. Built form is present in the form of equestrian buildings are present specifically to the south, as well as standalone timber outbuildings. Timber post and rail and well as timber post and wire boundaries and metal gates can be seen through the site. Telecommunications overhead cables and posts can be seen within the site boundaries. There is a presence of standing water internally to the north west of the site. There are further ponds present centrally as well as to the south east of the site. A watercourse transverses the site centrally passing from the north east to the north west. This watercourse forms a small tree lined valley before joining the River Douglas externally to the south of the site. Landform falls from the east of the site at approximately 140m AOD to 116m AOD to the south west. There is a distant high point at Rivington Pike to the far east of the site. There are a significant number of high quality trees throughout the site, including two groups of TPO woodland.

There are a number of Public Rights of Way traversing the site. Footpath LA|9-4|4 exists to the north of the site transversing from west to east at Babylon Lane / Greenhalgh Lane crossing the M61 via the footbridge linking to Horrobin Lane to the east. Footpath LA|9-4|5 dissects the site centrally from the west at Bolton Road, along Shawes Drive linking to Footpath LA|9-4|7 and LA|9-4|5 adjacent the M61. Footpath LA|9-4|7 flanks the Site and the M61 to the central east and links to Bolton Road to the south. Footpath LA|9-4|6 dissects the southern portion of land adjacent the stables and paddock, again linking to Bolton Road to the south.

There are no Listed Buildings within the site. There are a number of Listed Buildings adjacent to the site, the closest being Greenhalgh Farmhouse (Grade II Listed Building) approximately 10m from the site boundary adjacent Greenhalgh Lane to the north of the site. Brown Low / The Coach House (Grade II Listed Building) exists approximately 140m to the north west of the site. Norris Fold Farmhouse and Cottage, with Garden Wall exists 60m to the south west of the site. A Scheduled Ancient Monument (Bretters Farm moated site and two fish ponds) exists 1000m to the north west of the site. Registered Park and Gardens (Grade II Listed) Lever Park and Rivington Gardens exist 1150m to the east of the Site.

There are no Landscape Designations within the site. There are no ecological designations within the site. The West Pennine Moors SSSI exists approximately 1075m to the north east of the site.

## KEY VIEWS: RESIDENTS OF NEARBY DWELLINGS

There are anticipated open and partial views looking north towards the site from the rear upper portions of dwellings accessed from the eastern end to the north of Bolton Road. There are also partial glimpsed views of the site from dwellings to the south of this section of Bolton Road.

Further west there are open and partial views of the access road and potential partial glimpsed views to the upper portions of mature vegetation within the site for residents of dwellings at the junction of Shawes Drive / Bolton Road and along Shawes Drive, looking north east towards the site.

There are also anticipated open and partial views of the site for residents of dwellings accessed from Shawes Drive, Epsom Croft, Rothwell Road, Lees Road, Willow Close, Greenhalgh Lane, and Beech Avenue where the upper portions of dwellings may have clear views across the site due to their close proximity to the site boundary. Views are dependent on the orientation of the dwelling to the site and the degree of intervening mature vegetation.

## KEY VIEWS: ROAD USERS

There are open and partial views for transient road users from the eastern end of Bolton Road. Further west, travelling west along Bolton Road, views of the site are truncated due to intervening built form and mature vegetation. There are also potential open and partial views of vegetation within the site and in close proximity to the site, whilst travelling along the M61 Motorway, however this is a transient, fast paced view.

## KEY VIEWS: PUBLIC RIGHTS OF WAY

There are open views of the site from Footpath LA|9-4|4 to the northern portion of the site. There are also open and partial views of the site from Footpath LA|9-4|5 located centrally within the site boundary, transversing west to east.



Figure 24: View of Shawes Drive PROW from Bolton Road



Figure 25: Site access from Bolton Road



Figure 26: Footbridge towards TPO woodland



Figure 27: Footbridge over the M61 motorway



Figure 28: Looking southwards towards the site along Babylon Lane



Figure 29: Access from Babylon Lane to Greenhalgh Lane

# 4.6 TECHNICAL CONTEXT ACCESS AND MOVEMENT

## ACTIVE TRAVEL

As illustrated on the adjacent plan, the site contains a number of public footpaths (PRoW's). They cross the site in an east / west direction connecting Bolton Road.

FP0904006 navigates between two existing properties on Bolton Road (Greenhill and Suncot) and crosses the southern parcel of the site diagonally before crossing the M61 motorway via a pedestrian bridge.

FP0904005 follows Shaves Drive from Bolton Road before entering the site. Shaves Drive is a small residential street that is enclosed by mature trees. Once it enters the site, the footpath navigates along the crest of the valley and enters an area of woodland before joining FP0904006 to cross the M61 motorway.

FP0904004 crosses the northern parcel of the site connecting Babylon Lane to Horrobin Lane.

National Cycle Route 55 (annotated off plan) follows the Leeds and Liverpool Canal. The route is approximately an 11 minute cycle from the centre of the site. A new cycle path is proposed at Babylon Lane and Chorley Road within close proximity to the site's northern boundary.

## PUBLIC TRANSPORT

There are several bus stops within close proximity to the site's southern boundary providing access to the wider region. Bus services include 125 gold, 125R and 811 providing access to Preston, Bolton, Chorley and Manchester.

Adlington railway station is within 1 mile from the centre of the site.

## KEY

|   |                    |   |                         |
|---|--------------------|---|-------------------------|
|  | SITE BOUNDARY      |  | PUBLIC RIGHT OF WAY     |
|  | VEHICLE ACCESS     |  | BUS STOPS AND ROUTE     |
|  | ACTIVE TRAVEL LINK |  | PROPOSED NEW CYCLE PATH |



Figure 30: Access and movement plan

# 4.6 TECHNICAL CONTEXT ACCESS AND MOVEMENT

## SITE ACCESS

I-Transport conducted a preliminary capacity assessment which showed that up to 700 dwelling could be served from the Bolton Road access, from a capacity perspective.

This is based on an estimate of the trip generation from the site and existing baseline traffic flows along Bolton Road which has been taken from a nearby planning application for 143 dwellings at Rosendale Drive (Ref: 22/00631/FULMAJ), to the south of Bolton Road and south-west of the promoted site. However, two points of access may be required to serve the proposed scale of development. This will give a degree of comfort that the proposed access will have sufficient capacity to accommodate the necessary traffic flows.

Based on this initial assessment, a simple T-junction access onto Bolton Road has been proposed. This access is positioned to the east of the existing high pressure gas main. Given the available land, the drawing shows a very wide access road at this stage (6.75m) but this could likely be reduced to 5.5m – 6.0m as the design progresses.

The access is located within the existing 40mph speed limit area along Bolton Road – this reduces to 30mph to the west of the access. I-Transport recommend the existing speed limit is relocated to the east of the access to achieve the necessary visibility splays, and at this stage they have shown the revised location to the east of the motorway bridge.

The plans show footway connections to / from the site – connecting to the adjacent footway / PROW to the west of the site and crossing to the existing footway on the southern side of Bolton Road to the east of the site.

Further work will be required to determine the suitability of potential vehicle and pedestrian accesses from Brentwood Road and Willow Close.

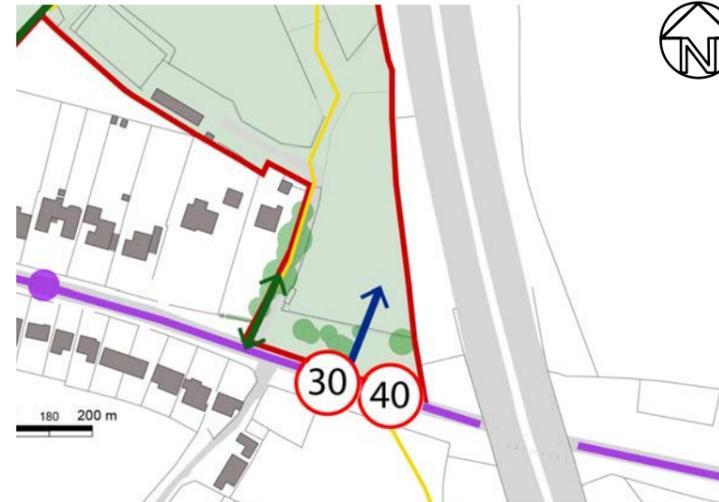


Figure 31: Vehicle and pedestrian access at Bolton Road



Figure 32: Active Travel link behind Bolton Road and at Shawes Drive



Figure 33: Potential vehicle access point Brentwood Road



Figure 34: Vehicle Access and pedestrian access off Greenhalgh Lane

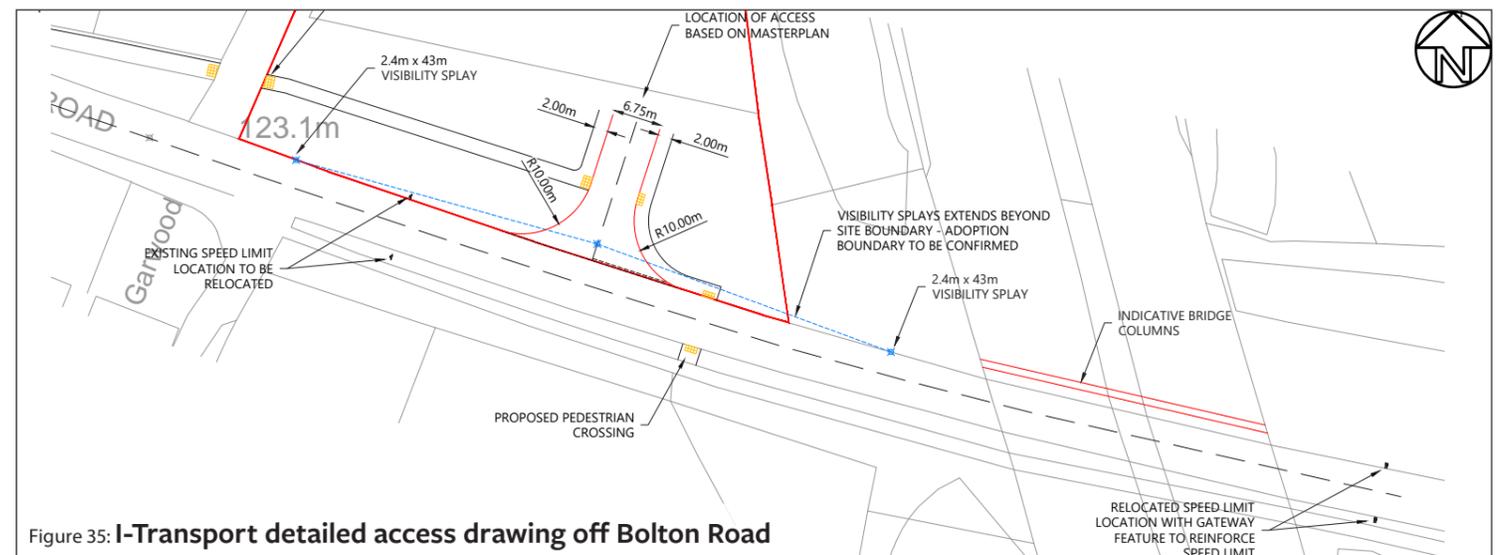


Figure 35: I-Transport detailed access drawing off Bolton Road

# 4.7 TECHNICAL CONTEXT FLOOD RISK AND DRAINAGE

## FLOOD RISK

There is no immediate risk of flooding from rivers and sea. As illustrated in Figure 36 there is some risk from surface water flooding however, it is considered that this can be appropriately mitigated via a comprehensive drainage strategy. The site has a good gradient in all directions and should shed water well into the local catchment. Aside from this, the remainder of the site is clear from risk.

## WATERCOURSES

An existing watercourse flows through the centre of the site, navigating in a south-west / north-east direction.

For the majority of its course, it is bounded by steep banks and groups of woodland.

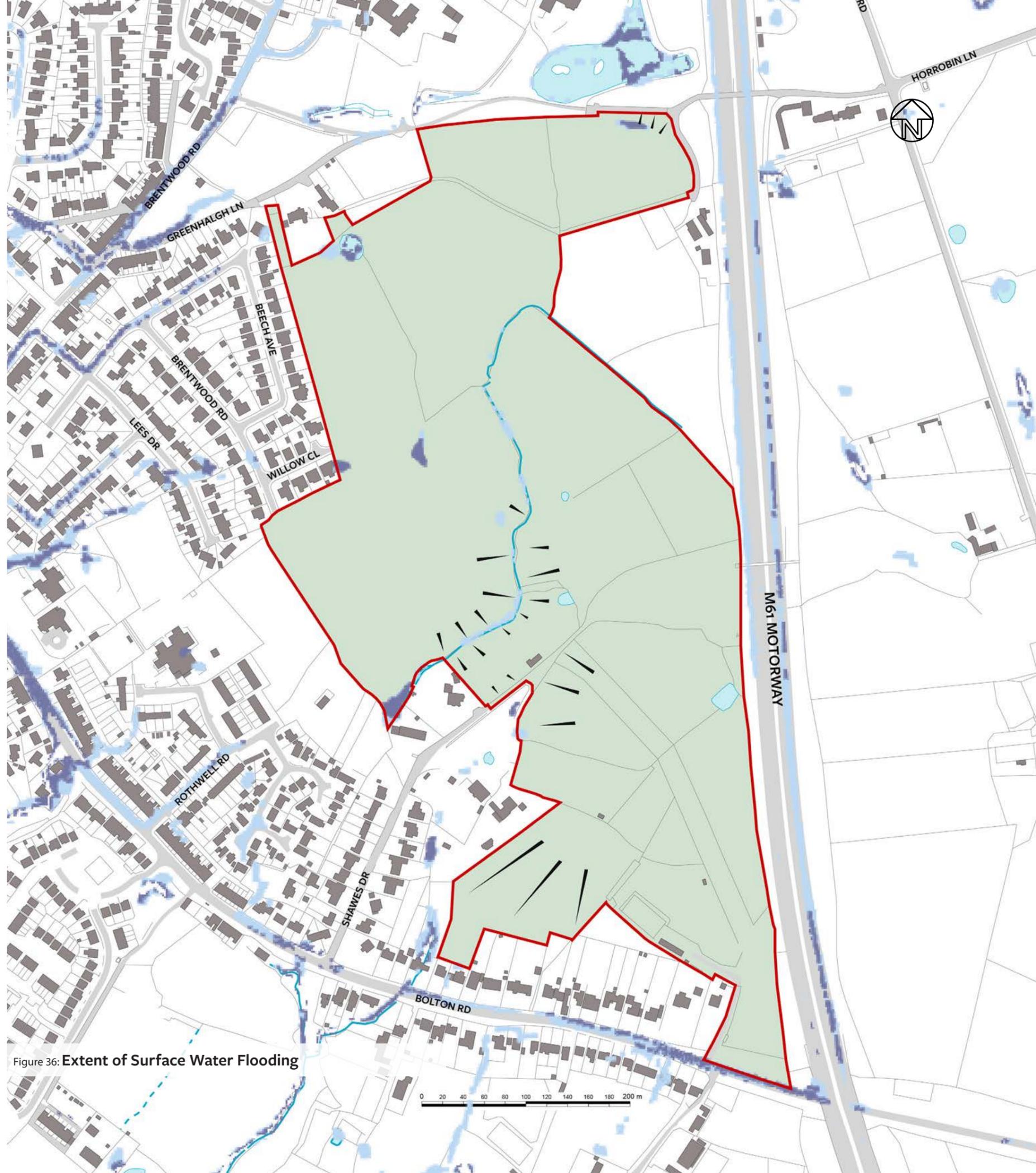


Figure 36: Extent of Surface Water Flooding

# 4.8 TECHNICAL CONTEXT LOCAL CHARACTER

## BOLTON ROAD

Bolton Road is a linear character area that extends along Bolton Road in an east west direction. The town centre and the M61 motorway bookend the character area.

Bolton Road is characterised by medium density, two storey properties that reside within generally commensurate plots.

Elevation material varies significantly to include red brick, render, brown brick and stone, creating a diverse material and colour palette.

Roof profiles also vary and comprise traditional pitches, hipped roofs, open gables to the street. Roof materials include blue / grey roof tiling and concrete roof tiling. This creates variety to the roofscape.

Buildings are generally setback from the road (between 5 and 10m) behind strong front boundary features such as brick or stone walls, or hedgerow. Parking is provided on-plot, either to the side, or to the front of properties with some cases of integral garages.

There are no street trees along Bolton Road however, boundary planting including mature hedgerow within residential curtilages provide visual relief along the streets.

Bolton Road is an important local road which accommodates a bus route. It therefore manages a high volume of local traffic.

### MATERIALS / DETAILING



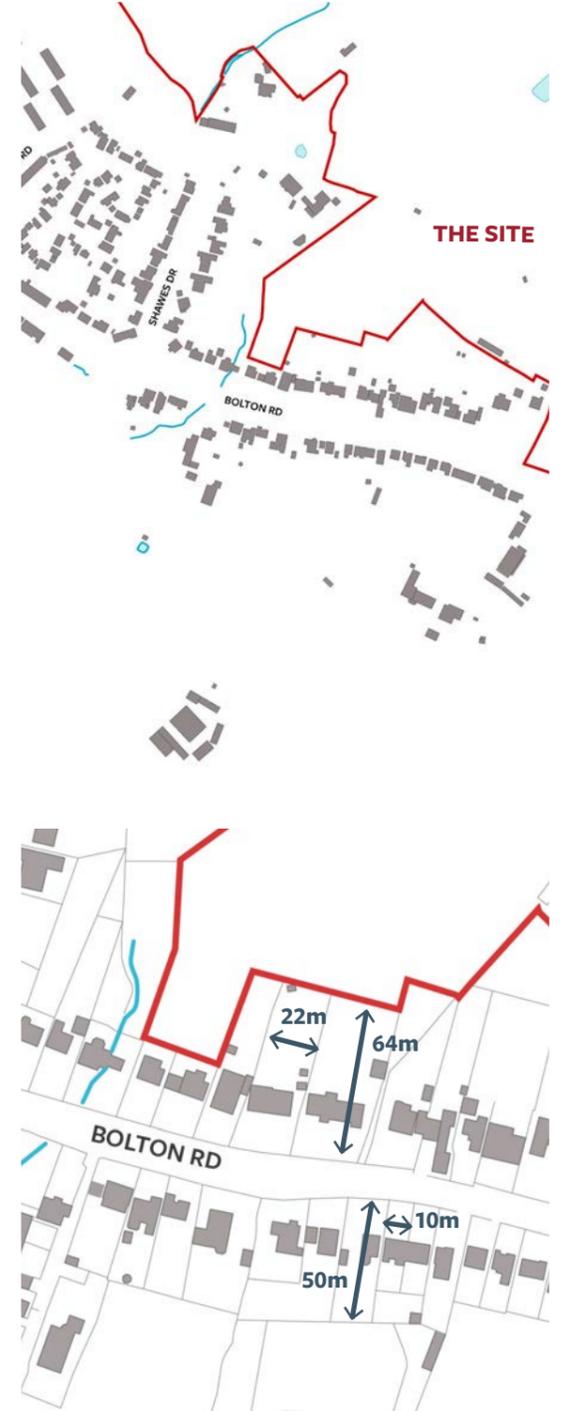
### ROOFSCAPE



### BOUNDARIES



### URBAN FORM



# 4.8 TECHNICAL CONTEXT LOCAL CHARACTER

## BRENTWOOD ROAD

Brentwood Road is located at the site's north-western boundary and is characterised by regular perimeter blocks with a mix of detached and semi-detached properties occupying small plots. It is a medium density neighbourhood with minimal gaps between properties.

Properties are a mix of single storey bungalows, dormer bungalows and 2 storey houses, providing diversity to the roofscape and adding to the mix of housetypes.

The dominant elevation treatment is red brick with some articulation provided by stone, buff brick or render.

Openings are typically surrounded by uPVC however there are several cases of stone sills and lintels articulating the building frontage. Further articulation is provided by porches.

Roof profiles typically comprise traditional pitches with open gables to the street and blue / grey roof tiling.

Parking is provided on-plot, either to the side, or to the front of properties with some cases of integral garages.

There are no street trees in the streetscape. However, boundary planting and trees within residential curtilages provide visual relief along the streets.

Boundaries therefore typically comprise boundary planting or are low stone or brick walls, promoting a positive relationship with the street.

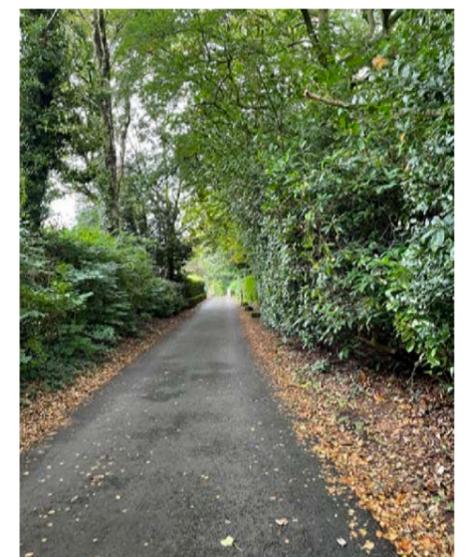
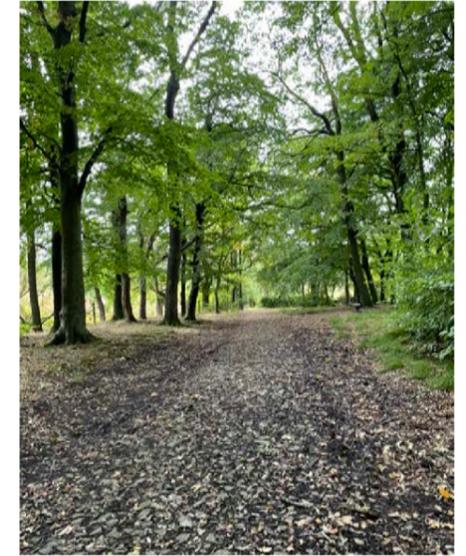
MATERIALS / DETAILING    ROOFSCAPE    BOUNDARIES    URBAN FORM



# 4.9 TECHNICAL CONTEXT OPPORTUNITY AND CONSTRAINTS

FIGURE 37 (OVERLEAF) ILLUSTRATES THE SITE'S TECHNICAL CONSTRAINTS AND OPPORTUNITIES. THIS PLAN WILL HELP INFORM THE PRINCIPLES AND PROPOSALS ON THE MASTERPLAN.

- There are significant areas of mature vegetation and trees across the site. The aim will be to retain as many existing landscape features as possible to create a coherent network of landscape assets.
- A small stream naturally splits the site into two parcels.
- The stream through the centre of the site mitigates the possibility of connecting the northern and southern parcels with a road and the potential to locate development in this area. This area must be retained as a green infrastructure corridor due to topographical, and biodiversity constraints.
- Careful consideration when regrading site levels to create development platforms to frame notable views across the landscape and townscape and mitigate the loss of extensive hedgerows.
- Additional surveys will be required when considering the existing ponds on-site as well as those located just off-site.
- Two easements have been identified. They navigate through the site which will inform the layout of the masterplan.
- Access will be achieved via Bolton Road and Brentwood Road.
- There are several PRoW's that cross the site. They will be retained and incorporated into the active travel network.
- Promotion of active travel throughout the site by connecting to the wider footpath and cycle network and proposing new routes to promote pedestrian and cycle access to both Adlington in the west, and the wider countryside to the east.
- Careful consideration of existing properties that lie outside, yet adjacent to, the site boundary.



# 4.9 TECHNICAL CONTEXT OPPORTUNITY AND CONSTRAINTS

## KEY

-  SITE BOUNDARY
-  CONTOURS
-  SPOT HEIGHTS
-  SLOPES
-  TREES
-  GREEN INFRASTRUCTURE LINK
-  OVERHEAD CABLE
-  BUS ROUTE AND STOP
-  MOTORWAY SETBACK
-  SETBACK FROM LISTED BUILDING
-  PUBLIC RIGHT OF WAY
-  NEW CYCLE PATH / ROUTE
-  VEHICLE ACCESS
-  ACTIVE TRAVEL LINK
-  THIRLMERE AQUEDUCT WITH 5M AND 10M STANDOFF
-  WATER TRUNK PIPE WITH 5M STANDOFF



Figure 37: Site Opportunities and Constraints Plan

A photograph of a stone archway over a stream. The arch is constructed from rough-hewn stones and bricks. The stream flows through the arch, and the water reflects the surrounding greenery. Large green leaves are visible in the foreground on the left. The background shows a wooden fence and more vegetation.

DEVELOPMENT  
FRAMEWORK AND  
DESIGN PRINCIPLES

05

Figure 38: A small stream adjacent to the site boundary

# 5.0 DEVELOPMENT FRAMEWORK AND DESIGN PRINCIPLES INTRODUCTION

THE POTENTIAL LAYOUT AT BOLTON ROAD HAS BEEN DEVELOPED HAVING REGARD TO THE TECHNICAL AND ENVIRONMENTAL CONSTRAINTS (OUTLINED IN FIGURE 39). THESE HAVE INFORMED THE ADJACENT MASTERPLAN.

This chapter sets out how residential development can be delivered in a sensitive manner that is contextually responsive with respect to the site's landscape and townscape context and the aforementioned technical constraints.

### KEY

-  SITE BOUNDARY
-  RESIDENTIAL PARCEL
-  DEVELOPMENT FRONTAGE
-  SPINE ROAD (PRIMARY)
-  FOCAL POINT
-  AREAS OF PLAY
-  STREET TREES
-  SITE ACCESS
-  CYCLE PATH
-  ACTIVE TRAVEL LINK
-  PUBLIC RIGHT OF WAY
-  SLOPE



Figure 39: Illustrative Masterplan

# 5.1 DEVELOPMENT FRAMEWORK AND DESIGN PRINCIPLES

## DEVELOPMENT PARAMETERS

THE EXTENT OF THE SITE'S DEVELOPABLE AREA IS BASED UPON EXISTING LANDSCAPE ASSETS AND TOPOGRAPHY.

Key development parameters include

- A total of 14.86 ha of residential development, that could deliver between 400 - 600 new homes subject to density.
- 13.14 ha of green infrastructure comprising public open space, retained and improved woodland, water features, areas of play and landscape buffering.
- Setting back development from the river corridor to create an attractive green infrastructure corridor through the site.
- Primary site access to be gained off Bolton Road and Brentwood Road, and a potential emergency access off Greenhalgh Lane.
- Extensive retention of existing landscape assets including mature trees and hedgerow. TPO woodland, and corridors of high quality trees (category A and B) form the basis of the layout.
- Incorporate existing active travel links and public rights of way into the proposal.

### KEY

|  |  |
|--|--|
|  SITE BOUNDARY                |  PUBLIC RIGHTS OF WAY |
|  RESIDENTIAL DEVELOPMENT      |  SITE ACCESS          |
|  GREEN INFRASTRUCTURE / POS   |  ACTIVE TRAVEL LINKS  |
|  RETAINED TREES AND HEDGES    |  PRIMARY ROADS        |
|  SETBACK FROM LISTED BUILDING |  |



Figure 40: Parameters Plan

## 5.2 DEVELOPMENT FRAMEWORK AND DESIGN PRINCIPLES

### GREEN AND BLUE INFRASTRUCTURE

Green and blue infrastructure is a strong element of the masterplan. It provides an overarching framework for new development. They include:

- In line with the recommendations set out in chapter 04, specifically those identified in the Habitat Value Map, the retention of high value habitat areas comprise the baseline of the sites green and blue infrastructure network.
- Extensive areas of woodland will be retained. Corridors of trees help frame the proposed road layout and the location of public open space (POS) and areas of play.
- Edge of site development will be of low density and screened by existing vegetation to create a softer edge that is dominated by landscape features rather than buildings.
- Public Rights of Way will be retained and incorporated into the wider green and open space network, acting as green links across the site.
- Areas of POS are spread throughout the site area, at site edges and along the spine road. This would give residents and visitors easy access to green space and play areas.
- The stream and its embankment will act as a large green and blue corridor running through the site with a substantial landscape buffer to ensure tree and hedgerow retention. This corridor will act an extensive area of POS that will include nature trails, footpaths and areas of play.
- Significant tree planting (alongside the retention of existing) both within the site and to the boundaries will soften the transition from open land to built form and will also help to create a more visually attractive development.
- Existing ponds will be retained to provide ecological benefits and improved wildlife links. The areas of soft landscaping and SuDS will also assist in minimising surface water run-off as well as provide spaces for outdoor recreation.

#### KEY

|   |   |
|---|---|
|  SITE BOUNDARY         |  PUBLIC RIGHT OF WAY |
|  RESIDENTIAL PARCEL    |  RETAINED TREES      |
|  RIVER CORRIDOR        |  AREAS OF PLAY       |
|  GREEN LINK / CORRIDOR |   |



Figure 41: Green Infrastructure Parameters Plan

**STREAM / WATERCOURSE AND ITS EMBANKMENT**



**NEW PEDESTRIAN AND CYCLE LINKS**



**NATURE TRAILS AND WOODLAND PATHS**



**A PLACE TO REST AND PLAY**



# 5.3 DEVELOPMENT FRAMEWORK AND DESIGN PRINCIPLES

## ACCESS AND HIGHWAYS

### MOVEMENT AND STREET HIERARCHY

- Legibility is promoted via the road/footway network hierarchy. A primary movement route will run through the site, secondary and tertiary routes will branch off into housing areas.
- Street hierarchy will be created based on streets, lanes and private drives and avoiding cul-de-sacs, where possible. A thoroughly considered layout will provide a clear definition between public and private space.
- A spine road will navigate both parcels and will be able to accommodate a cycleway and potentially a swale to mitigate surface water runoff. The spine road will be enclosed by street trees that connect to the wider green infrastructure network.
- A series of easily identifiable areas act as nodal and focal points within the development. This will include prominent buildings, header buildings, focal features, corner-turning and articulated corner buildings to improve site legibility.
- Secondary roads (residential streets) will radiate from the main spine road connecting to the majority of the site's residential properties.
- Tertiary roads (private driveways) will then serve a small number of properties and will be located at the site edges. They will adopt a change in materiality and colour to denote its edge of site location - softening the impact from road infrastructure on the wider landscape.

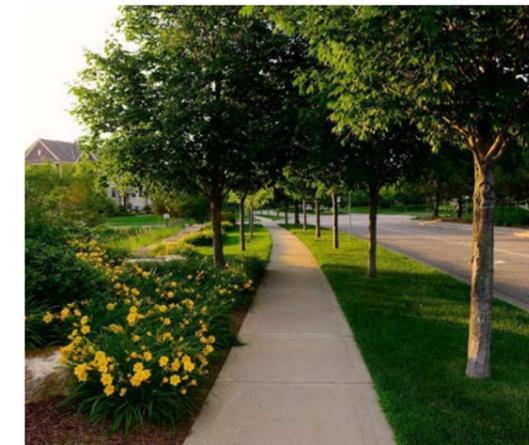
### PRIMARY ROADS:

#### SPINE ROADS



### SECONDARY ROADS:

#### RESIDENTIAL STREETS



### TERTIARY STREETS:

#### PRIVATE DRIVEWAYS



# 5.4 RESIDENTIAL DEVELOPMENT ACTIVE TRAVEL

## ACTIVE TRAVEL

Key Active Travel principles include:

- The ability to access the site by car, foot and cycle to a range of local services and facilities in Adlington and Anderton to meet basic needs
- The site is within close proximity to public transport with footpaths connecting residential parcels to the bus stops on Bolton Road.
- The road network hierarchy designed to encourage low speeds and social interaction. This will promote and facilitate walking and cycling journeys through the site to Adlington and Anderton and beyond to notable locations such as Rivington reservoir, Lever Country Park, and Rivington Pike .
- The road network has been designed to accommodate a segregated cycleway, principally along the spine road. Secondary and Tertiary streets will be able to accommodate on-road cycle journeys.
- The site will be very well connected. A network of footpaths will provide shorten pedestrian movement through the development.
- Additional pedestrian links are suggested along the brook corridor and to the Public Rights of Way.



# 5.5 RESIDENTIAL DEVELOPMENT PLACEMAKING

## LAYOUT AND DENSITY

To create a vibrant and attractive neighbourhood, variation to character and densities are encouraged. The site will mainly be low density, typically at 30 dph. However, to vary the character of the site, higher density properties (at 40dph) could be located at focal points, or centre points, of the proposed residential parcels.

Parcel 3 should be at a very low density (between 10-20 dph) to mitigate the change in levels and avoid extensive use of retaining structures.

Legibility and permeability will be achieved by providing articulated features, landmark and header buildings at key focal points and prominent locations which will also add interest to the built form.

New properties will be orientated to face streets and spaces to enhance natural surveillance and to avoid rear boundaries abutting the site edge.

## APPEARANCE

The appearance, scale and materiality, among other design features, will reflect the prevailing local character of Adlington.

The character of adjacent neighbourhoods are set out in chapter 4.0 and should help influence the appearance and character of the promotes site.

The general character of adjacent neighborhoods is red bricked 2 storey detached and semi-detached properties. Variety to building facades are provided by buff brick and rendered properties.

## BOUNDARY TREATMENTS

Boundaries on the proposed development will reflect those on adjacent streets. Therefore, front boundaries will typically comprise open boundaries with low boundary planting to facilitate a positive relationship to the street and hedgerow planting to contribute to the wider green infrastructure network.



## 5.6 RESIDENTIAL DEVELOPMENT SUMMARY

The proposed masterplan has been subject to an iterative design process and has considered the physical site constraints and opportunities; the landscape and visual sensitivities; the retention of the inherent local landscape characteristics; and compliance with local planning policy and guidance. The proposed development has been laid out to largely retain the existing landscape features including existing TPO woodlands, high quality mature trees, ponds, ditches, shrubs and hedgerows assessed as valuable within the site.

The proposed development framework plan sets out how the proposed residential development can be sensitively developed, taking into account the local and technical constraints of the site. The proposed site seeks to retain all Public Rights of Way, avoiding redirection where possible, and promotes sustainable and active travel. Public Open Space will be incorporated into the site at strategic points, centrally and to the north and south. A focal point is proposed to the southern entrance point. The development seeks to establish the principle of residential development and will incorporate blue and green infrastructure links into the surrounding landscape, including the existing river corridor, therefore promoting local biodiversity.

In summary, it is considered that the site has an existing relationship with the Adlington settlement to the west, and the existing road infrastructure of the M61 motorway to the east. The proposed development sits wholly within the planning designation of Green Belt, exists within an area of land currently fragmented by the M61 motorway to the east.

The proposed development will, whilst wholly replacing portions of the landscape character at the site level, sit within existing retained landscape features and topography at the site level.

Whilst some adverse landscape and visual effects are anticipated to arise from the proposed development as it emerges, the development forms a discrete expansion to the existing settlement of Adlington, where the existing built

infrastructure of the M61 motorway forms a logical halt to development of further Green Belt to the east.

Landscape and visual effects are anticipated to be limited to the site and local level receptors only, immediately adjacent to the site. A new green and blue infrastructure strategy is to be proposed for the long-term replacement and reinforcement of existing site features. Further, as proposed planting within the site matures, any adverse landscape and visual effects will consequently reduce.



DEVELOPMENT  
BENEFITS

06

Figure 42: Woodland corridor through the centre of the site

# 6.0 A DELIVERABLE DEVELOPMENT DELIVERABILITY

## DELIVERABILITY OF DEVELOPMENT

The NPPF and the Governments growth agenda seek to ensure that sufficient land is available in appropriate locations to increase housing supply and support economic growth. This section of the Development Statement demonstrates that the site is available, suitable and achievable and is therefore well positioned to meet the growth needs of the District in accordance with the NPPF.

To be considered as deliverable, sites should:

- **Be Available:** A site should be considered available where there is confidence that there are no legal or ownership problems
- **Be Suitable:** A site is considered suitable for development if it offers a suitable location for development and would lead to the creation of mixed, sustainable communities.
- **Be Achievable:** A site is considered achievable for development where there is a reasonable prospect that it will be developed on the site within five years. This is judgement about the economic viability of a site and the capacity of the development to complete and sell housing over a certain period taking into account market factors and delivery factors

## AVAILABLE

- The site is currently located adjacent to, but outside of the settlement of Adlington and Anderton. The site is under control of Persimmon and could be developed immediately. This would provide a valuable contribution towards the Districts five-year housing land supply and deliver anticipated new homes early in the Plan Period.
- Persimmon has a positive track record of delivering sustainable residential development across the UK and is fully committed to the delivery of development at the site at Bolton Road.

## SUITABLE

The site is suitable to accommodate residential development because it:

- Offers a sustainable location for development and can be developed immediately following permission.
- Would form a natural extension to the Anderton settlement.
- Could utilise existing infrastructure within and around the site and there are likely to be no significant utilities or drainage constraints preventing the site coming forward for development.
- Based on the site assessment, there are no identified technical or environmental constraints which would prevent or delay the development of the site.
- Can deliver satisfactory vehicular access.
- Is situated within a local highway network that can accommodate the development.
- Has good access employment opportunities and public transport options.
- Is located in close proximity to a number of footpaths.
- Has good access to community facilities and amenities  
The site could be developed to meet local housing needs on a sustainable site that sits on the edge of Anderton and is therefore suitable in accordance with the requirements set out in the NPPF.

## ACHIEVABLE

- The illustrative masterplan presented in this Development Statement demonstrates that the site is capable of delivering a sustainable residential-led development. The assessment of the site within this Development Statement indicates that the site has no technical constraints that would prevent development coming forward. A planning application would be supported by studies and assessment, which identifies necessary mitigation measures required to overcome any limited deliverability barriers.
- This Development Statement has also highlighted that there are many facilities local to the site, including community services and amenities, leisure activities and employment opportunities, which would attract home buyers. Persimmon has considered the level of market demand and consider the site economically viable and therefore achievable in accordance with the NPPF

# GET IN TOUCH

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