



DEVELOPMENT
FRAMEWORK

APRIL
2025

Land North of Cottage Lane Bamber Bridge, South Ribble



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About Story Homes

A strong commitment to design, placemaking, and customer experience will be instrumental in delivering an exemplary new development, making Story Homes the perfect choice.

Story Homes is a privately owned housebuilder. Founded by Fred Story in 1987, it has a long and successful reputation of building high quality, high specification homes across the North of England.

The family owned business has grown in size and status over the years but remains grounded, built on its original ethos of 'doing the right thing' and creating a brand synonymous with quality.

For nearly 40 years Story Homes has been the name most often associated with aspirational new homes throughout Cumbria, the North East and Lancashire. A passion for quality and excellence has seen Story Homes become a multi-award winning UK property developer; with modern and attractive homes that inspire buyers.

Story Homes' success is underpinned by a determination to understand the needs of communities in which it builds, and a goal to deliver carefully designed homes that stand the test of time.

Story Homes' goes the extra mile by:

- Employing local people;
- Supporting local trades and supply chains;
- Using local materials where possible;
- Supporting local communities and being a good neighbour in the areas in which it builds;
- Acting as a responsible housebuilder, placing sustainability at the heart of its homes and developments;
- Building high-quality homes that continue to look beautiful in years to come and can be enjoyed by future generations;
- Building homes that it is proud to put its name to and that customers are proud to call home;
- Providing 'affordable' homes for local people; and
- Collecting detailed feedback from customers and identifying areas for improvement.



Executive Summary

Story Homes is promoting land North of Cottage Lane, Bamber Bridge as a residential development site. The purpose of this document is to demonstrate the suitability and sustainability of the Site as a preferred housing location within the emerging South Ribble Local Plan.

This document has been prepared by Stantec on behalf of Story Homes. It follows a full assessment and evaluation of the Site’s development potential.

The Site is sustainably located, to the north east of Bamber Bridge, which is part of the main built up area in South Ribble. It is enclosed by existing development to the west and the M6 motorway to the east.

The Site is accessible via Cottage Lane. To the east, Cottage Lane becomes Kittingborne Brow, connecting Bamber Bridge with Higher Walton. To the west, Cottage Lane becomes School Lane and connects to the B6258 and Station Road which form the main high street at Bamber Bridge.

The Site is well related to existing facilities. The popular Walton-le-Dale High School is located opposite the Site and a full range of local services are within walking distance of the Site. Existing employment can be found in industrial estates to the north and south of School Lane and at Charnley Fold Lane. The character of the area is defined by existing residential estates, developed over recent decades and older housing stock.

The Site itself is devoid of any specific landscape features and is within arable use. A public footpath lies beyond the edge of the Site boundary to the west of Charnley Court, which is an elderly persons home/NHS facility. The Site is contained by mature and existing trees to the northern, eastern and western boundaries. A stone wall, derelict in places, defines the boundary to Cottage Lane, which has pedestrian footways.

This Development Framework demonstrates how the Site can contribute towards a sustainable extension to Bamber Bridge, supporting housing delivery within South Ribble in response to local and wider needs. It sets out how the Site occupies a very accessible location with the potential for development without encroachment on the wider Green Belt.

Following an initial assessment of the Site, including its highway and drainage capacity, we demonstrate the ability of the Site to accommodate up to 105 dwellings alongside improved pedestrian and cycle links, and the provision of accessible public open space.

PRESTON



RIVER DARWEN

M6

B6258

School Lane

Station Road

M6

M61

BAMBER BRIDGE

LOSTOCK HALL

— Site Boundary

🚉 Railway Station

Figure 1: Sub-region Location

Vision

Story Homes' overarching vision is to design and build quality homes that people aspire to live in, and it is proud to build high-quality homes that bring something different to the areas in which it operates. For this Site, the goal is to create a residential development which provides much-needed new housing and excellent standards of urban design, whilst making a valuable contribution to the existing and future community.





Site Location & Description

SITE LOCATION

The Site is located approximately 600 metres east of the B6258 and Station Road that makes up Bamber Bridge's centre and main high street.

Station Road itself comprises a linear commercial and retail area with a good range of shops and local services that you would typically find in a town centre.

To the south of Cottage Lane, immediately opposite the Site, lies Walton-le-Dale Arts College and High School.

The eastern boundary of the Site comprises a mature tree belt and the M6 motorway which is located below the ground level of the existing Site in a cutting.

The northern boundary is defined by a substantial mature tree belt with the River Darwen located further to the north.

The western boundary is defined by a mature hedgerow, beyond which lies mature woodland and an access road through to Nook Farm. The former lodge house and stone gateway pillars mark the entrance to the access road. Beyond this lies Charnley Fold Elderly Persons Care and the Central Lancashire Memory Assessment Service, governed by Lancashire Care NHS Foundation Trust. In addition, existing residential development surrounds Nook Farm to the west of the Site.

Several small but new bungalows front Cottage Lane, opposite Charnley Court. Beyond this lies Charney Fold Industrial Estate, including Hansen Concrete Patch Mixing Plant. To the north of the Industrial Estate lies the existing Holland House Road estate and Nook Farm. This estate contains a range of housing types developed over several years, including detached, semi detached and terraced housing. Some housing at Abbots Close fronts on to a well-used public footpath connecting Cottage Lane through to the Holland House Road Estate.

SITE DESCRIPTION

The Site extends to approximately 4.48 Hectares.

The Site is gently undulating and used for arable purposes. A large mobile telecommunications tower is located to the south east corner of the Site, close to where Cottage Lane provides the overpass to the M6. An existing access point is located on Cottage Lane, including an established gate, set back off Cottage Lane to provide off road parking for several vehicles.

The Site is contained by existing urbanising features on two sides with woodland providing a strong enclosed defensible boundary to the north.



HIGHER WALTON

River Darwen

Nook Farm

c.4.48 Hectares

M6

Cottage Lane

Charney Fold Industrial Estate

Walton-Le-Dale Arts College & High School

— Site Boundary

Figure 2: Site Location

M61

Neighbourhood Assessment

The Site is in a highly accessible and sustainable location with access to a full range of local facilities and public transport opportunities. This provides the opportunity for people to choose alternate modes of transport to the private car in accessing every day services and employment.

The Site is within walking distance to a full range of local facilities associated with Bamber Bridge, which is a town centre in the Council's hierarchy. This also includes access to a range of employment uses within CIHT guidelines of acceptable walking and cycling distances.

Facilities within a 10 minutes walking distance (shown in figure 3.) include:

- Walton-le-Dale High School;
- Brown Edge St. Mary's Catholic High School;
- Bamber Bridge St Aiden's C of E school;
- Bamber Bridge Leisure Centre; and
- Walton-le-Dale Youth and Community Centre; and
- Bamber Bridge High Street including Morrisons/other convenience shops, chemist, public houses, Post Office, a range of food outlets, places of worship, nursery schools and hair/beauty salons.

The Roslea Surgery and Ryan Medical Centre are also within walking distance at Station Road.

EMPLOYMENT

Two large industrial estates are located to the west of the Site, within the Bamber Bridge built up area. These include the business development at Charnley Fold Industrial Estate and to the south of School Lane at the Old Mill Industrial Estate.

PUBLIC TRANSPORT

Bamber Bridge benefits from an existing railway station, which provides services, hourly to the North West's major conurbations, including Preston (a 10 minute journey, Blackburn (a 15 minute journey) and further afield.

The nearest bus stop is located immediately opposite the Site, south of Cottage Lane where there is an existing drop off area associated with Walton-le-Dale High School.

Other bus services are located approximately 400 metres from the Site, at Brindle Road and School Lane. Services from that location include routes to Walton Le Dale, Hutton Grammar School, Penwortham and Brownedge St Marys.

Additional bus services are located 700m west of the Site along the B6258 including a regular service to Preston City Centre and Bolton.

WALKING AND CYCLING

There are no public rights of way immediately adjacent to or crossing the Site. A public footpath is located approximately 100 metres to the west. Cottage Lane benefits from having existing footpaths on both sides of its carriageway.

- Site Boundary
-  Secondary School
-  Primary School
-  Sports Facilities
-  Supermarket
-  Listed Building
-  Local Facilities
-  cycle
-  PRoW
-  Railway Line
-  Bus Stop
-  Primary Road
-  Secondary Road
-  Motorways
-  Woodland
-  Built Form
-  Parks
-  Urban



Figure 3: Sustainability Plan

LOCAL CHARACTER

The settlement of Bamber Bridge has grown significantly during the 19th and 20th Century into a large, mixed-use employment and residential neighbourhood.

Today, Bamber Bridge exhibits a varied residential character with several new housing estates providing significant growth of the area over recent years.

Whilst it is often difficult to distinguish the historic core from more recent urban extensions, traditional post-war terracing can be found along Station Road. These are characterised by traditional red brick construction and car parking on the main highway (image 1). Back to back terraces can be found at Brandleforth Street and School Street to the north of School Lane (image 2). To the west of this lies a new housing estate recently constructed by Persimmon Homes, comprising modern 2, 3 and 4 bedroom detached and semi-detached housing including culs-de-sac (image 3).

The Holland House Road estate to the north and west of the Site comprises a mix of detached, semi detached and flatted buildings including several culs-de-sac. It is mainly brick built and includes several shared surface areas, built in the 1980s and 1990s (image 4). Many of these properties have conservatories and various home improvements. Development along Brindle Road includes a number of 1930s and 1940s semi-detached and detached properties (image 5). Cottage Lane itself includes a mix of properties including further semi detached and terraced housing built along the road (image 6).

A newer housing estate at Charnely Court comprises a mix of detached and flatted dwellings (image 7). A small scheme of five new bungalows is located to the north of Cottage Lane and to the west of the Site (image 8). A single lodge house building, rendered white, is located to the south western corner of the Site and is fronted by two stone gateposts (image 9).

As proposals for the Site progress, Story Homes is committed to undertaking a more detailed review of the surrounding urban area to gain a detailed understanding of the predominate urban characteristics to guide future development.



Figure 4: Character Assessment



Green Belt Assessment

GREEN BELT ASSESSMENT

The Site lies within the Green Belt. It is suggested that the Site is released from the Green Belt as part of the emerging Local Plan process, given the need to identify additional development land within South Ribble. We have, therefore, undertaken an assessment of the Green Belt in accordance with the five purposes of the Green Belt as defined by the NPPF.

Purpose of the Green Belt	Assessment
1. Check the unrestricted sprawl of large built-up areas	The Site is entirely contained by existing landscape features and the existing M6 motorway. To the south of the Site lies Walton-le-Dale High School and its playing fields. The Site, therefore, lends itself to a localised Green Belt release and would not lead to any further encroachment in to the open countryside or enable urban sprawl to continue.
2. Prevent neighbouring towns from merging	The Site does not provide a physical or visual gap between settlements. The M6 motorway provides a defensible boundary to the growth of Bamber Bridge to the east. The Site is not identified within a strategic gap or area of separation.
3. Assist in safeguarding the countryside from encroachment	The land is already, in part, urbanised by virtue of the School, NHS facility, Charnley Court and the M6 motorway on its boundaries. The wider countryside, beyond the Site, is protected by the M6 motorway which is the dominant feature. Given the lack of available Brownfield land, development on Greenfield sites are necessary to meet housing need.
4. Preserve the setting and special character of historic towns	The criterion is not relevant as Bamber Bridge is not a historic town and development of the Site would not adversely the town's setting.
5. Assist in urban regeneration, by encouraging the recycling or urban / derelict land	The Site comprises one of the remaining greenfields to the north east of Bamber Bridge. Development would effectively round off the settlement to the north and east. Development would not lead to any further encroachment given the strongly defined boundaries to the Site, comprising woodland to the north and the M6 motorway to the east.

Table 1 : Green Belt Assessment



OVERALL CONCLUSIONS FROM THE GREEN BELT ASSESSMENT

National planning policy acknowledges that to fulfil housing requirements, a localised review of the Green Belt may be necessary. In the case of South Ribble, there is an evident shortfall between the non-Green Belt capacity of the Borough (including brownfield land and identified housing need) and overall housing requirements. In this context, Story Homes considers that release of the land from the Green Belt is necessary to ensure that future housing is delivered to meet the Council's housing requirements.

Bamber Bridge represents one of the most sustainable settlements within South Ribble's settlement hierarchy. It has a full range of services and is, therefore, a focus for future housing growth. Due to the constrained nature of the settlement there will be the need to release additional land from the Green Belt to respond to this context.

Land north of Cottage Lane represents the most suitable location for development. It is a well contained greenfield site, which would not lead to any further encroachment. Recent changes to the NPPF and planning practice guidance, have indicated that Councils should review the inclusion of land in the Green Belt where it does not fulfil a strong contribution to the wider Green Belt, as in this case. The Government is clear that the review of the Green Belt is needed to meet the overall housing needs of any borough.

The assessment shows that the Site does not fulfill the role of the Green Belt. The conclusion is reached by the Site's location near to urban influencing features and being entirely contained by existing man-made and natural defensible boundaries.

Site Assessment

This section provides a summary of the initial observations and the findings of preliminary assessment work.

This assessment has been informed by a Highways Appraisal (Croft), an Acoustic Appraisal (RS Acoustic Engineering Ltd) and a landscape and engineering constraints plan which assesses the Site's drainage and utilities requirements.

LANDSCAPE FEATURES

The Site consists of one field which is currently arable farmland and devoid from significant landscape features. However, the Site boundaries are defined by hedgerows and significant mature trees.

The northern boundary is defined by a substantial mature tree belt with the River Darwen located further to the north. To the east, the site boundary is defined by a mature belt of woodland, beyond which is the M6 motorway.

The western Site boundary is defined by a mature hedgerow and the southern Site boundary is defined by a stone wall and individual mature trees.

Where possible, all existing landscape features of merit will be retained as part of the proposed development. The Site is not recognised as having a special landscape quality and is not the subject of any landscape designations.

ACCESS

Vehicle access to the Site can be provided via Cottage Lane to the south of the Site. Detailed access drawings are provided within Appendix A.

FLOOD RISK

According to the Environment Agency maps, the Site is in Flood Zone 1 which is defined as land assessed as having a less than 1 in 1,000 years annual probability of flooding and is suitable for residential development.

TOPOGRAPHY AND DRAINAGE

A steep embankment falls from the eastern Site boundary towards the cutting of the M6 motorway.

The Site gently slopes down towards its north-western corner, where the proposed development could provide a drainage attenuation pond.

ARCHAEOLOGY AND HERITAGE

There are no Listed Buildings, Conservation Areas, Scheduled Monuments, Registered Parks and Gardens or Registered Battlefields within or immediately adjacent to the Site.

NOISE

The main source of existing noise is the M6 motorway located to the east of the Site. A noise assessment has been undertaken by RS Acoustic Engineering to assess the noise exposure at the Site from the M6. This document is provided within Appendix B.

The M6 is significantly lower than the Site and the nearside carriage way edge is estimated to be c.28m from the Site's eastern boundary. Notwithstanding this, acoustic mitigation measures could be incorporated, including appropriate noise attenuation (e.g. an earth bund and/or an acoustic fence) along the eastern Site boundary and part of the southern and northern boundary lines. In addition, no houses have been proposed within 40m of the eastern boundary of the Site as recommended by the noise assessment.

ECOLOGY

The Site is not subject to any local, regional or international statutory or non-statutory ecology designations. As noted, the Site includes hedgerow planting, woodland along the northern and eastern Site boundary edge and the occasional mature tree along the southern Site boundary edge. Where possible, these would be retained as part of the development alongside additional planting to enhance the character of the new development.

UTILITIES & INFRASTRUCTURE

There are no utilities within the Site boundary. All supporting infrastructure such as gas, electricity, broadband and water are within the direct vicinity of the Site and are easily accessible. Overall, there are no utilities or infrastructure constraints that would prevent the development of the Site. A large mobile telecommunications tower is located to the south east corner of the Site.



N

- Site Boundary
- Trees
- Hedgerow
- Site Contours
- Potential Drainage Pond
- Potential Water Pump
- Potential Primary Vehicle Access
- Bus Stops
- Potential Earth Mound/ Acoustic Fence
- c.40m Stand-off from the M6
- High chance surface water flooding (>3.33% annually)
- Medium chance surface water flooding (1%- 3.33% annually)
- Low chance surface water flooding (0.1%-1% annually)

M61

Cottage Lane

Figure 5: Site Assessment Plan

Design Opportunity

Taking into account the location of the Site and the density of existing residential development, an average density of 30 dwellings per net hectare has initially been applied. This provides the potential to deliver up to 105 dwellings.

The proposed density allows for the creation of a sustainable and balanced residential development, comprising a mix of housing types, sizes and tenures.

DESIGN PRINCIPLES

- 01 Primary vehicle access to the development can be provided via a priority junction from Cottage Lane.
- 02 Provision of a landscaped corridor and buffer planting to separate the proposed development from the boundary of the M6 motorway.
- 03 Provision of an acoustic fence and land mound between the proposed development and the motorway to provide noise attenuation.
- 04 Provision of an attenuation pond in the north west corner of the Site in response to site levels.
- 05 A series of focal point spaces are dispersed within the Illustrative Masterplan. These spaces are designed to be distinctive and legible, assisting navigation from one area of the development to another.
- 06 New pedestrian footpaths are proposed to join with the surrounding residential area.
- 07 Use of best practice design principles, will provide outward facing housing frontages which securely enclose rear garden spaces and achieve natural surveillance of streets and public green space.
- 08 The Illustrative Masterplan makes provision for children's play.
- 09 Landscape themes will define character areas and routes within the development including retained landscape features street trees, grassed verges and hedgerows.

- Site Boundary
- Potential Pedestrian/ Cycle Routes
- ➔ Potential Vehicle Access (see Appendix A)
- ✳ Potential SuDS
- ✳ Potential Play Area
- ▨ Potential Noise Attenuation Area

Figure 6: Illustrative Masterplan



M6 Motorway

Cottage Lane

Development Area: c.3.37ha
Dwelling: c.105
Development Density: c.30dph

Summary

Land north of Cottage Lane represents an available, suitable and sustainable Site to be released from the Green Belt for development of up to c.105 new homes. It is one of the most sustainable locations for development in the borough given the strong access to local services.

Development will bring the following benefits:

- Increased expenditure in the local economy which will further support to the continued vitality and vibrancy of Bamber Bridge;
- Job creation and additional monies to the Local Authority by virtue of the New Homes Bonus;
- Attract and retain economically active residence who will further contribute to the local economy;
- Story Homes will employ local people and create apprenticeships, therefore, generating new jobs in the construction and local supply chain;
- The Site has the potential to deliver high quality residential development including both market and affordable houses. These homes will make a valuable contribution to meeting the Objectively Assessed Housing Needs in South Ribble, including homes for local people;
- The Site is in an inheritably sustainable location with access to a full range of local services and facilities, including education and health facilities;
- There is an opportunity to create pedestrian cycle linkages into the wider area which will further enhance the ability for new residents who use alternate modes of transport to the private car, thereby contributing towards a low carbon economy;
- The Site has the potential to improve access to countryside, woodland walks and the wider landscape;
- Whilst the Site is well-contained, a high quality design scheme will improve the opportunity to access open space and develop a strong landscape framework including providing improved connectivity and public access to the land for the first time; and
- The illustrative masterplan takes into account of the local landscape and nature conservation interests.



CONCLUSION

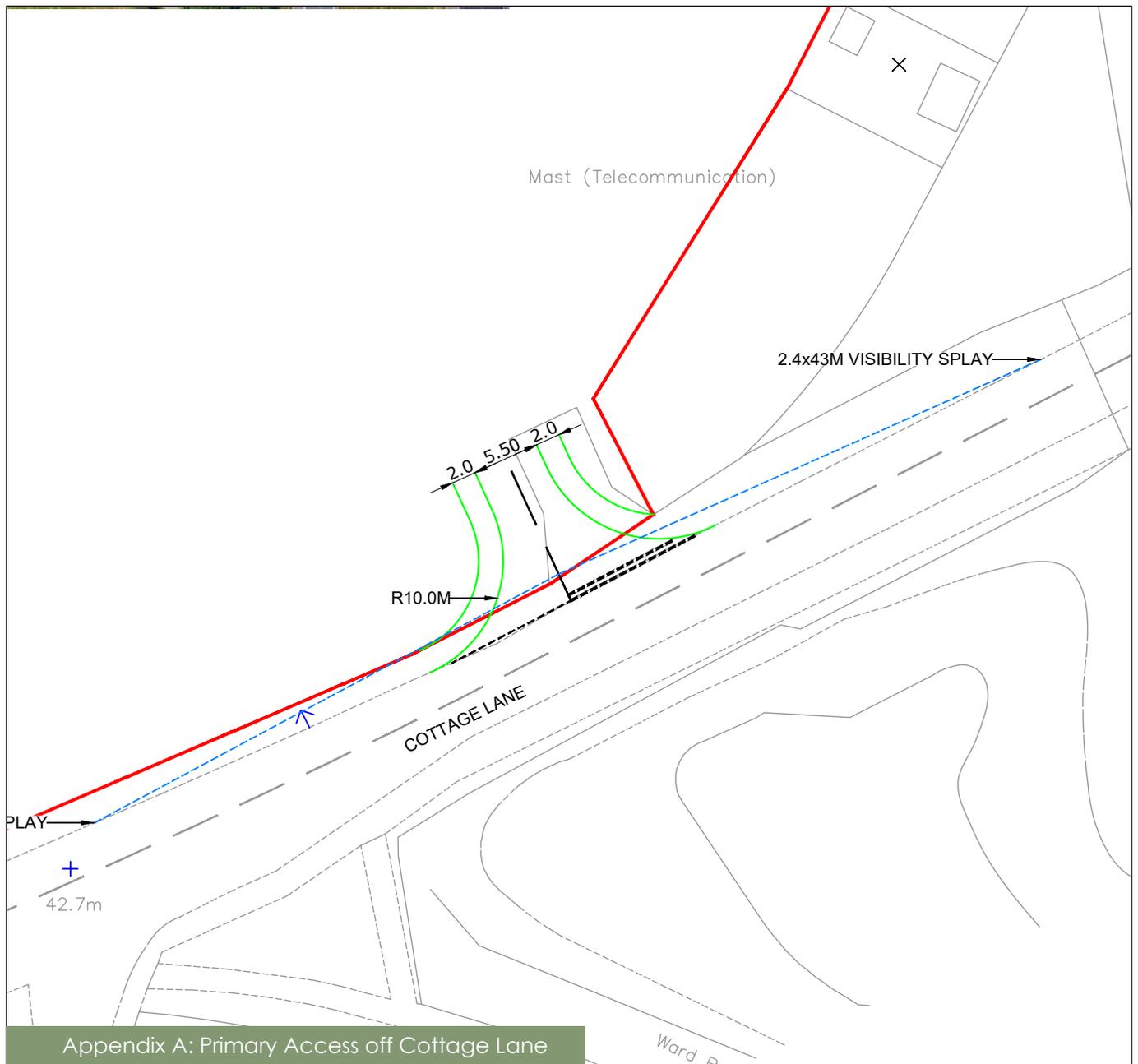
This Development Framework has been prepared on behalf of Story Homes to set out the context, assessment and development opportunity at land at Cottage Lane, Bamber Bridge. It has been demonstrated that there are sound reasons for the Site to be allocated for housing as part of the emerging South Ribble Local Development Plan.

The Illustrative Masterplan included within this document has been informed by our initial assessment of the Site, which has included site visits, a highways access study and a landscape and engineering constraints plan which assesses the Site's drainage and utilities requirements.

The Site is in the control of a well-known quality housebuilder (Story Homes), and is considered deliverable in the next five years.

Story Homes is committed to this project and look forward to working with South Ribble Borough Council as part of its evolution.

Appendix A - Site Access Plan





Appendix B - Noise Assessment

M6 traffic noise levels

The dominant noise source at the site is the M6 to the east. The site boundary is estimated to be approximately 28 metres from the nearside carriage way edge of the M6 and therefore the site is subjected to very high levels of traffic noise.

Sample noise measurements undertaken at the eastern site boundary indicate an equivalent continuous noise level of 79 dB L_{Aeq} . Averaged over a 16-hour daytime period, we would expect this noise level to reduce to approximately 75 to 76 dB $L_{Aeq,16hour}$, however, this noise level is still considerably high.

Noise barrier along site boundary

Consequently, significant acoustic mitigation is therefore required to reduce traffic noise levels impacting on the site.

In the first instance, the site will require an appropriate noise barrier (e.g. earth bund and/or acoustic fence) along the eastern site boundary line and also along part of the southern and northern boundary lines. It is anticipated that such a barrier would be in excess of 3 metres high to be truly effective.

As an estimate, such a barrier is likely to provide up to 15 dBA of noise attenuation, which would therefore result in traffic noise levels of around 60 – 61 dB $L_{Aeq,16hour}$ near to the site boundary line. The appropriate noise target for gardens is often taken as 50 – 55 dB $L_{Aeq,16hour}$ and therefore the resulting noise level would exceed this target.

With an appropriate noise barrier in place, it is anticipated that the target of 50 – 55 dB $L_{Aeq,16hour}$ would be achieved at approximately 40 metres from the eastern boundary line. Therefore, a strip of land running parallel with the site boundary line would potentially be unsuitable for residential gardens and amenity areas.

Mechanical ventilation systems to dwellings

With regard to dwellings and ventilation, it is anticipated that it will be unsuitable for habitable rooms with a direct line-of-sight to the M6 (i.e. bedrooms) to be naturally ventilated via opening windows. Consequently, dwellings will require an alternative method of providing appropriate ventilation and cooling to habitable rooms. This could be in the form of mechanical ventilation systems such as PIV units or heat recovery systems.

It should be noted that acoustically rated trickle vents to bedrooms would only provide appropriate background ventilation rates and would not provide purge ventilation or rapid summer cooling.



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