

LAND AT BAGGANLEY LANE, CHORLEY DEVELOPMENT STATEMENT

April 2025

Land at Bagganley Lane
Chorley

U R B A N
G R E E N



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INTRODUCTION

01

Figure 01: View from Kittiwake Road

1.0 INTRODUCTION

PURPOSE OF DOCUMENT

THIS DEVELOPMENT STATEMENT HAS BEEN PREPARED BY URBAN GREEN TO SUPPORT ROWLAND HOMES WITH THE PROMOTION OF LAND FOR DEVELOPMENT THROUGH THE DRAFT CENTRAL LANCASHIRE LOCAL PLAN REGULATION 19 CONSULTATION AT BAGGANLEY LANE, CHORLEY.

This Development Statement supports the principle of residential development at Bagganley Lane, Chorley by setting out the site in its 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.

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- Access, Highways and Active Travel - SCP
- Masterplanning - Urban Green
- Ecology - Ascerta
- Biodiversity Net Gain - Urban Green
- Arboriculture - Ascerta
- Flood Modelling - Betts Hydro



Figure 02: Site Location (source Google Earth)

1.1

INTRODUCTION ABOUT ROWLAND HOMES

Rowland Homes is a family owned business whose philosophy is focussed on building new homes and creating new communities where they would be proud to live. That means taking a careful and considered approach to every aspect of their role – choosing the right land, designing and building a collection of stylish homes that their customers will feel at home in, but also complying with all the latest regulations to meet building standards and environmental considerations.

Careful consideration and planning goes into the design and layout of every Rowland Homes development to create neighbourhoods that integrate with areas of public open space and enhance the natural environment, in a complimentary and sustainable way.

DEVELOPMENT VISION

“The vision for Bagganley Lane is to create a well-planned and distinctive neighbourhood that fully acknowledges its landscape context and creates a sustainable community of the highest quality, providing an exceptional place for people to live.”





SITE CONTEXT

02

Figure 03: Terraced properties along Heapey Road, overlooking the site's northern boundary

2.0 SITE CONTEXT THE SITE

THE SITE AT BAGGANLEY LANE IS LOCATED TO THE NORTH EAST OF CHORLEY, BEYOND THE M61 MOTORWAY. IT IS CHARACTERISED BY A SERIES OF AGRICULTURAL FIELDS, BLACK BROOK AND GROUPS OF WOODLAND.

The proposal site is approximately 19.8 ha in size and has an irregular shape. It extends from Heapey Road to the north to the M61 motorway in the south. The Leeds and Liverpool Canal navigates beyond the southern boundary.

A row of red-bricked terraced residential properties mark the sites northern boundary along Heapey Road. Within the site, yet outside the site boundary, are the residential properties at Bagganley Lane Farm and Primrose Cottage.

A swathe of woodland follows the alignment of Black Brook and the site also includes several groups of woodland and mature hedgerow field boundaries.

The site's topographical profile varies significantly with areas of generally flat plateaus alongside sloping land falling towards the Black Brook corridor.

The site's landform and other constraints are explored in further detail in Chapter 04.

KEY

-  RED LINE BOUNDARY
-  SITE PHOTOGRAPHS

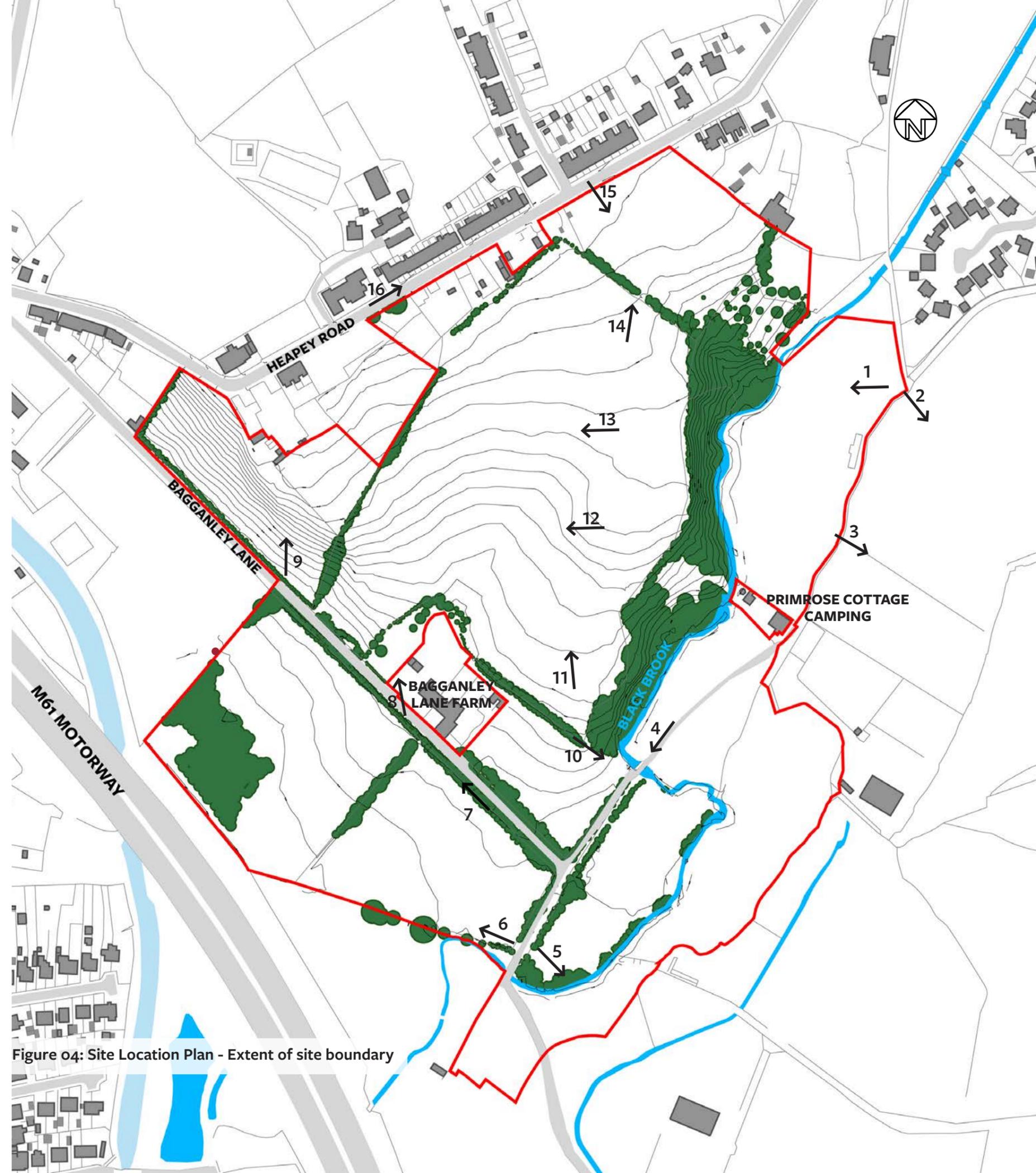


Figure 04: Site Location Plan - Extent of site boundary



Figure 11: View from public right of way looking west



Figure 12: View from public right of way to Healey Nab



Figure 13: View from public right of way to east



Figure 05: View over ford crossing Black Brook



Figure 06: View into field to south of the site



Figure 07: View along Black Brook to the south of the site



Figure 08: View north west up Bagganley Lane



Figure 09: View north from Bagganley Lane

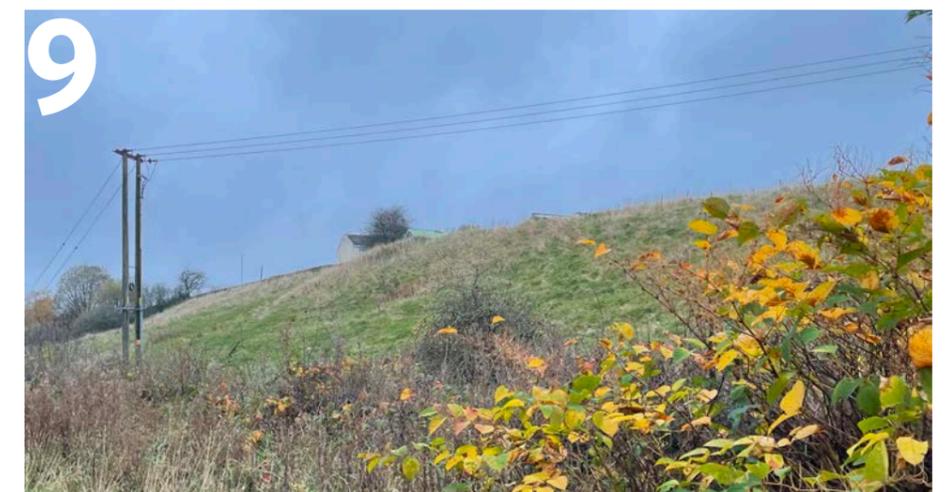


Figure 10: View north from Bagganley Lane

10



Figure 14: View towards Healey Nab from south of the site

11



Figure 15: View towards terraces on Heapey Road from the site

12



Figure 16: View west from the site

13



Figure 17: View west from the site

14



Figure 18: View towards Heapey Road from the site

15



Figure 19: View from Heapey Road towards Healey Nab

16



Figure 20: View along Heapey Road

2.1 INTRODUCTION LOCAL CONTEXT

THE SITE IS CONSIDERED TO BE IN A SUSTAINABLE LOCATION DUE TO ITS PROXIMITY TO A RANGE OF SHOPS AND SERVICES.

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

As illustrated in Figure 21, the site is within easy walking distance to Chorley town centre. Within a 15 minute walk catchment, a variety of shops and services are available including a Tesco Express, St Peter's Primary School, several pubs and allotments.

The Leeds and Liverpool Canal is accessible from the site's southern boundary and easily accessible by pedestrians by utilising the public right of way alongside the motorway. The tow path along the canal provides a long distance, traffic free recreational route to the north and south of Chorley. The major employment developments at Botany Bay are also accessible on foot or bike via the canal.

A short distance to the east and south of the site are Heapey Reservoir, Anglezark Reservoir, Rivington Country Park and Healey Nab where recreational activities including mountain biking, water sports, fishing, and hiking are accessible.

KEY

- | | | | |
|---|---------------------|---|-------------|
|  | SITE BOUNDARY |  | SHOP |
|  | 15 MIN WALK |  | PUB / HOTEL |
|  | PARK |  | BUS STOPS |
|  | EDUCATION | | |
|  | PUBLIC RIGHT OF WAY | | |

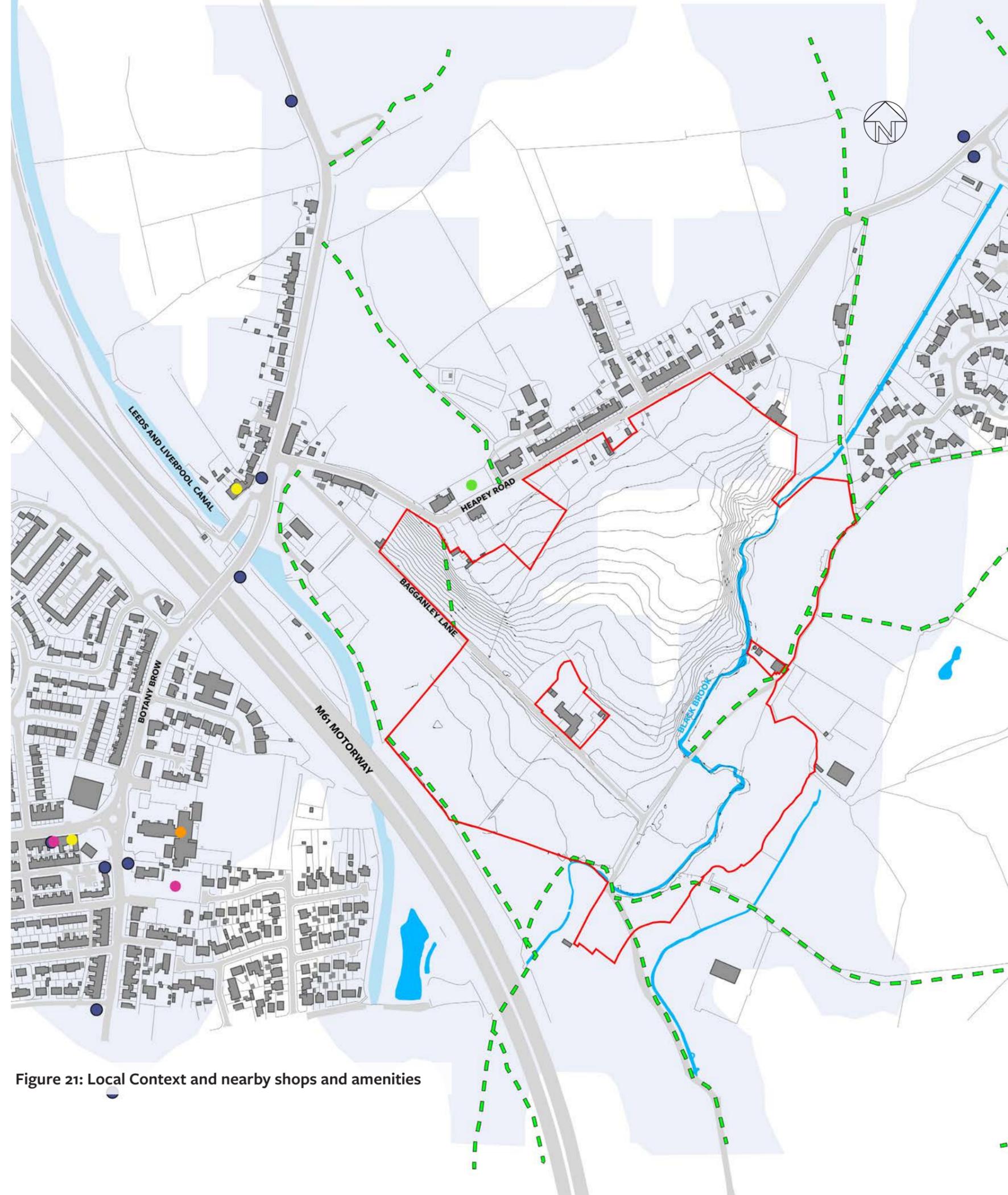


Figure 21: Local Context and nearby shops and amenities

2.2 INTRODUCTION REGIONAL CONTEXT

THE SITE BENEFITS FROM ITS PROXIMITY TO THE STRATEGIC ROAD NETWORK.

The site is located within Chorley's Local Planning Authority administrative boundary. It is well situated to benefit from its proximity to the wider road and rail network.

By car junction 8 of the M61 motorway is approximately a 4 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).

Junction 2 of the M65 motorway is approximately a 8 minute drive from the centre of the site, providing east-west connectivity across the region.

Chorley 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 22: Botany Bay and the Leeds and Liverpool Canal, Chorley Station and M61



POLICY CONTEXT

03

Figure 23: View south east of Bagganley Lane

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 Bagganley Lane, Chorley comprises the following policy guidance:

- National Planning Policy Framework (2024)
- Central Lancashire Core Strategy (2012)
- Chorley Local Plan (2015)
- Adopted Policies Map

POLICY DESIGNATIONS

Illustrated in Figure 24 is a snapshot of Chorley's Policy Mapping. The following policy designations of importance to the site are annotated on the adjacent plan:

- BNE2 Other Open Countryside
- V2 Settlement Areas
- BNE3 Safeguarded Land
- EP1/HS1 Mixed Use Allocations
- HW4 Leeds Liverpool Canal
- EP1 Employment Allocation

KEY

	SITE BOUNDARY		MIXED USE ALLOCATION
	SETTLEMENT AREAS		LEEDS LIVERPOOL CANAL
	OTHER OPEN COUNTRYSIDE		EMPLOYMENT ALLOCATION
	SAFEGUARDED LAND		

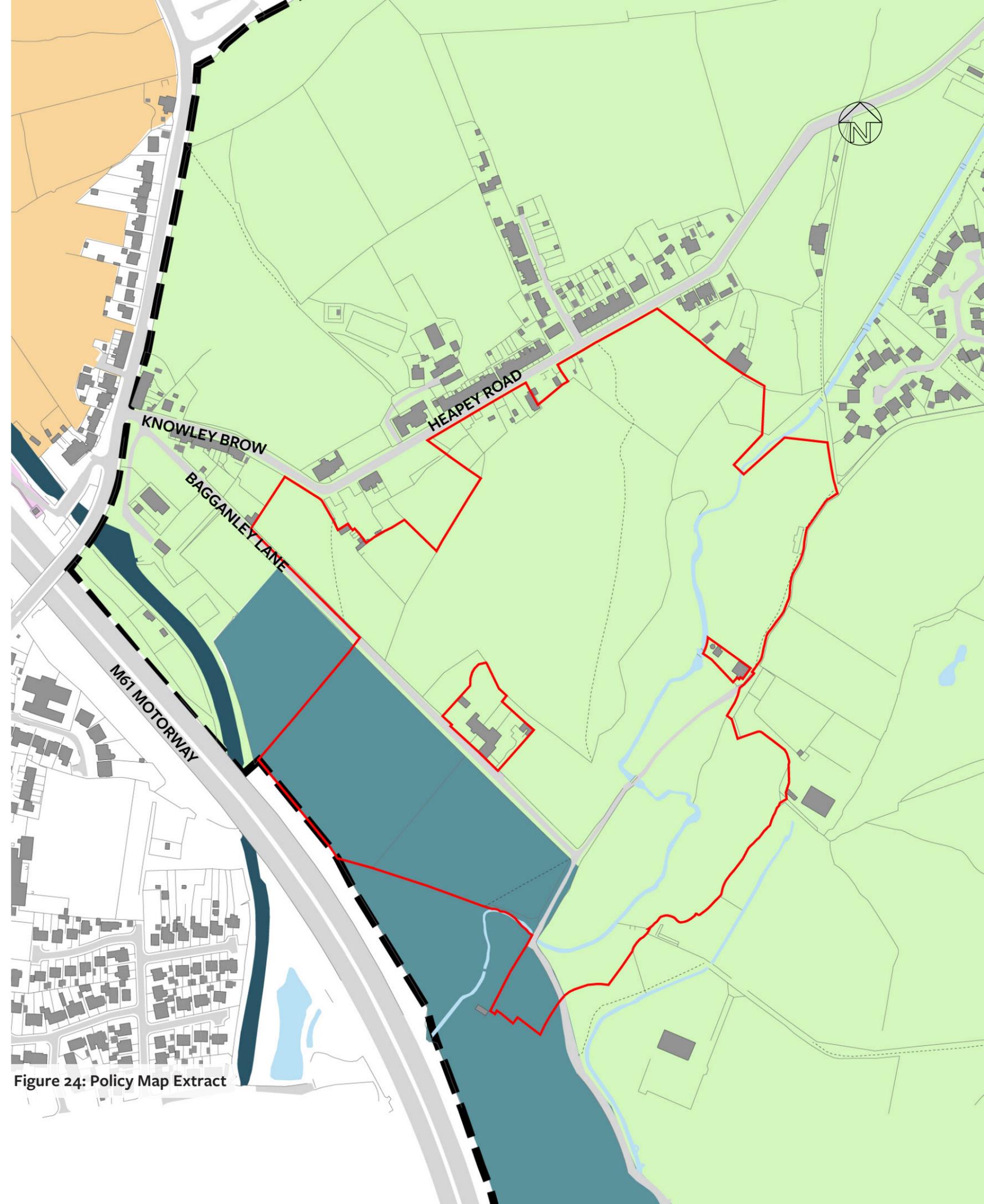


Figure 24: Policy Map Extract

3.1 POLICY CONTEXT

NATIONAL POLICY AND GUIDANCE

THIS SECTION IS AN OVERVIEW OF THE PLANNING POLICY CONTEXT.

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, 2024)

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 a 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.

DRAFT CENTRAL LANCASHIRE LOCAL PLAN (2025)

A Regulation 19 Consultation is running on the draft Central Lancashire Local Plan [CLLP] on behalf of the three Central Lancashire authorities of Preston, South Ribble and Chorley between 24th February 2025 – 14th April 2025. The plan seeks to enable continued sustainable growth in Central Lancashire to generate new jobs and homes whilst protecting and enhancing the character of the area and the natural environment.

The draft CLLP identifies the site for mixed use development under draft allocation EC5.3 for 200 dwellings and 2.65ha of employment land (Use Class E(g)/B2/ B8). The site is proposed to be included within the settlement boundary of Chorley.

3.2 POLICY CONTEXT LOCAL POLICY AND GUIDANCE

CENTRAL LANCASHIRE ADOPTED CORE STRATEGY (2012)

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.'

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
- BNE2 Development in the Area of Other Open Countryside
- BNE3 Areas of Land Safeguarded for Future Development Needs
- BNE9 Biodiversity and Nature Conservation 54
- BNE10 Trees

CENTRAL LANCASHIRE DESIGN GUIDE SPD 2012

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).

BIODIVERSITY AND NATURE CONSERVATION SPD (2015)

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



TECHNICAL
CONTEXT

04

Figure 25: Bagganley Lane

4.0 TECHNICAL CONTEXT INTRODUCTION

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

The 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 articulates the parameters for development. These studies include:

- Ecology
- Biodiversity Net Gain
- Arboriculture
- Landscape and Visual
- Transport
- Local Character

KEY

-  SITE BOUNDARY
-  CANAL / WATERCOURSE

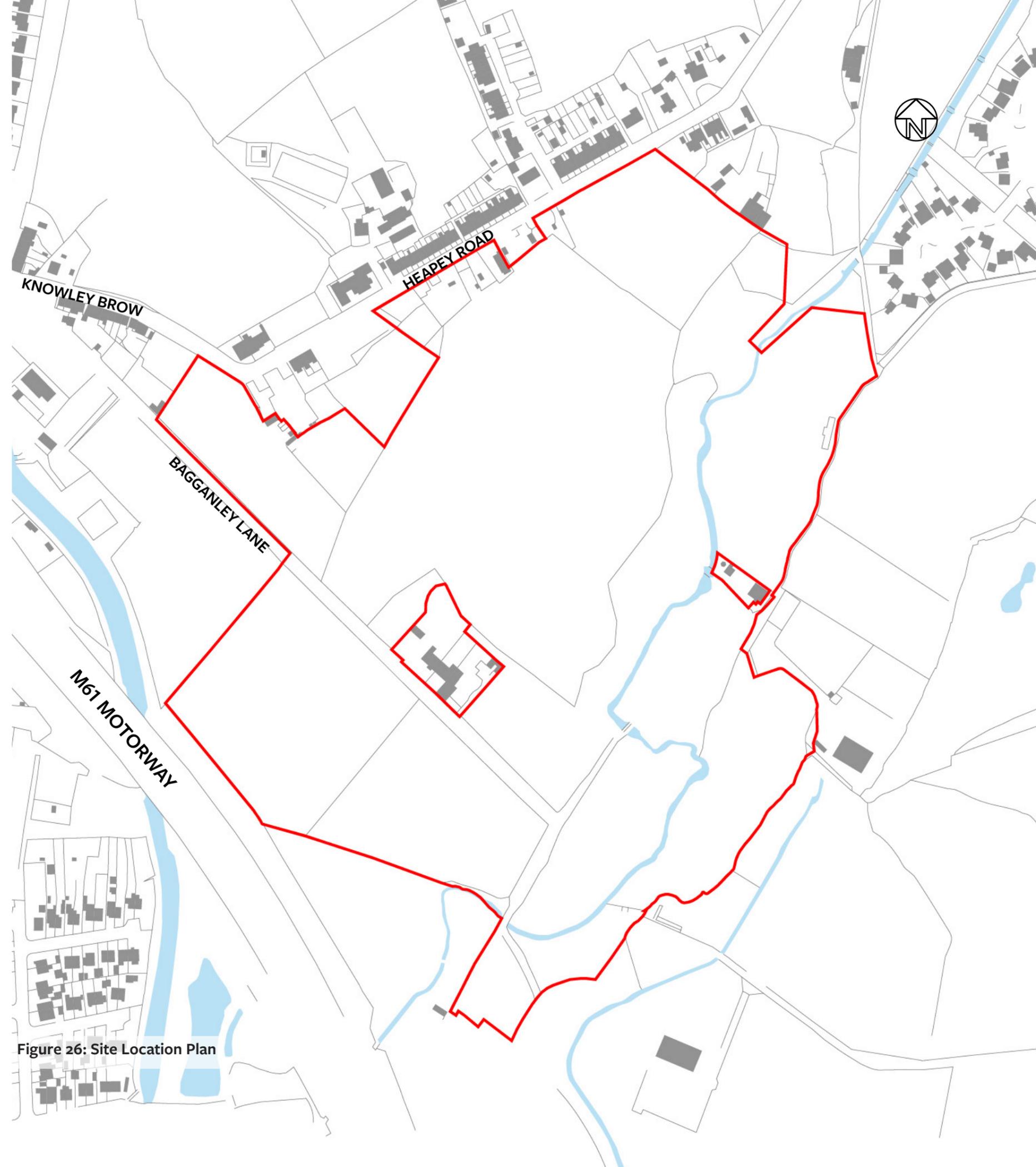


Figure 26: Site Location Plan

4.1 TECHNICAL CONTEXT TOPOGRAPHY

SITE TOPOGRAPHY

Illustrated on the adjacent plan is the sites topography comprising 1m contours.

The topography varies significantly across the site. It is comprised of gently sloping terrain that is approximately a 1:25 gradient as well as a much steeper part of the site that falls towards Bagganley Lane and Black Brook.

The terrain gradually rises from the site's south eastern boundary (90m at its lowest surveyed point) to its eastern boundary (112m at its highest).

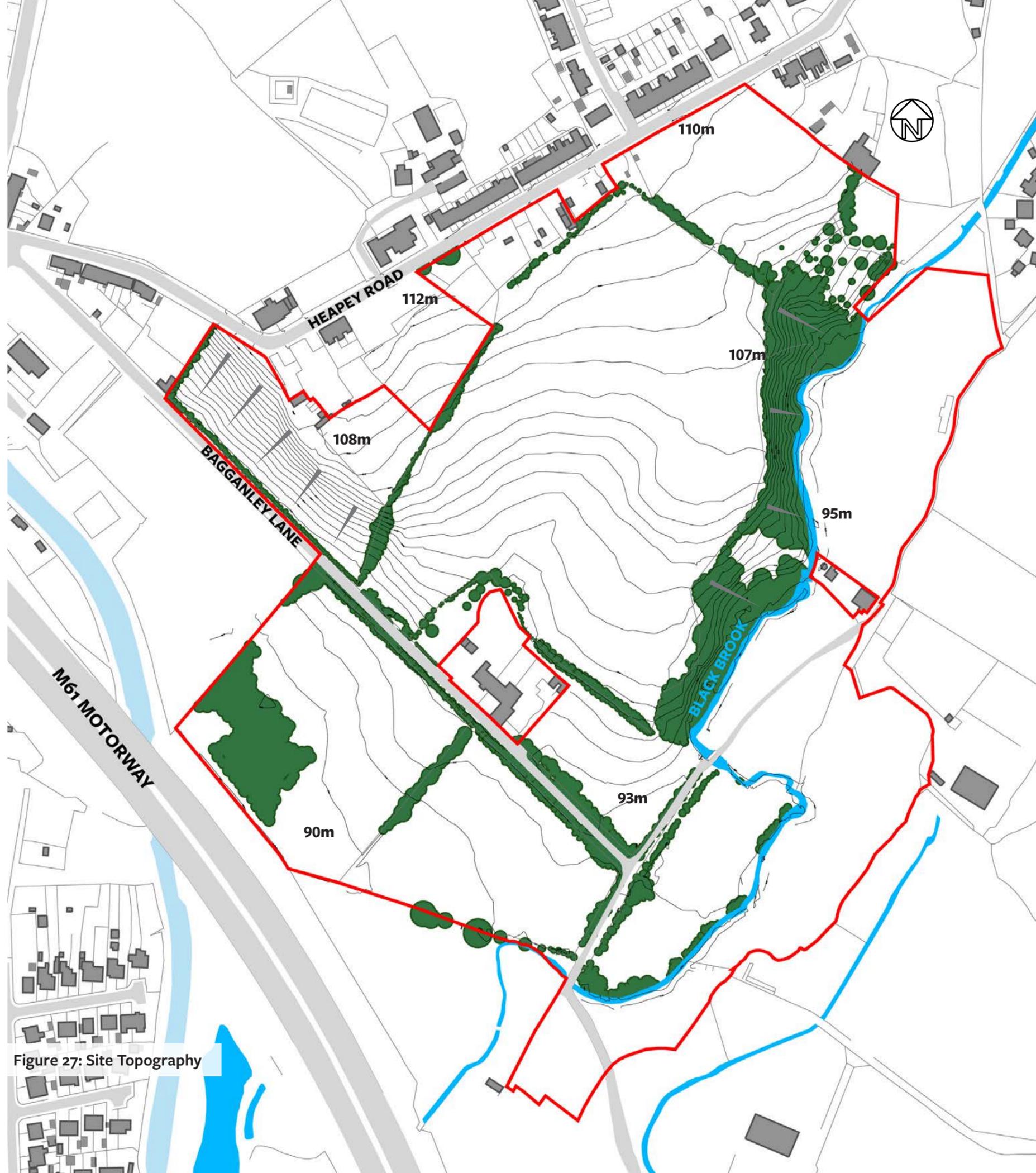


Figure 27: Site Topography

4.2 TECHNICAL CONTEXT ARBORICULTURE

ASCERTA CONDUCTED AN ARBORICULTURAL APPRAISAL OF THE CONDITION OF ON-SITE TREES IN NOVEMBER 2023. THEIR SUMMARY IS PROVIDED BELOW.

There are a significant number of trees spread throughout the site. As illustrated in Figure 28, the site contains:

- Numerous trees with associated root protection areas to be retained.
- Species including: Hawthorn, Cherry, Oak, Hazel, Sycamore, Alder, Ash, Holly, Elder, Field Maple, Beech, and Goat Willow.
- An Ash Tree to the north of the site to be removed with signs of dieback.

KEY

-  EXISTING TREES TO BE RETAINED
-  EXISTING TREES TO BE REMOVED
-  EXTENT OF ROOT PROTECTION AREA FOR RETAINED TREES IN ACCORDANCE WITH BS5837: 2012 TREES IN RELATION TO DESIGN, DEMOLITION AND CONSTRUCTION - RECOMMENDATIONS



Figure 28: Ascerta Tree Survey (ref: P.1926.23)

4.3 TECHNICAL CONTEXT ECOLOGY

ASCERTA CONDUCTED A PRELIMINARY ECOLOGICAL APPRAISAL IN NOVEMBER 2023. THEIR SUMMARY IS PROVIDED BELOW AND OVERLEAF.

The site comprises a number of habitats that could provide suitable conditions for a range of species. Habitats present include semi-natural broadleaved woodland, neutral grassland, and modified grassland.

Both wet and dry ponds, located both on site and within 250 metres, could potentially provide suitable habitat for great crested newt, and as such, a Habitat Suitability Index assessment should be completed on all ponds.

Non-native species Himalayan balsam and Japanese knotweed were present in abundance throughout the site. As such, it is recommended that an Invasive Species Method Statement is produced prior to any potential development on site.

On-site trees provide suitable bat roosting potential. A full Preliminary Roost Assessment of all buildings and trees is recommended prior to development to understand the full potential for bat roosting on site.

- | | |
|--|---|
|  Site boundary |  Allotments (c) |
|  Semi natural broadleaved woodland (w1) |  Running water (r2b) |
|  Neutral grassland (g3c) |  Hedgerow (h2) |
|  Modified grassland (g4) |  Scattered trees |
|  Tall ruderal vegetation (g) |  Target notes |
|  Scrub (h3) | TN1 - Japanese knotweed |
|  Hardstanding (u1b) | TN2 - Himalayan balsam |
| | TN3 - Horsetail |
| | TN4 - Ephemeral pond |
| | TN5 - Deer droppings |
| | TN6 - Bank vole burrows |

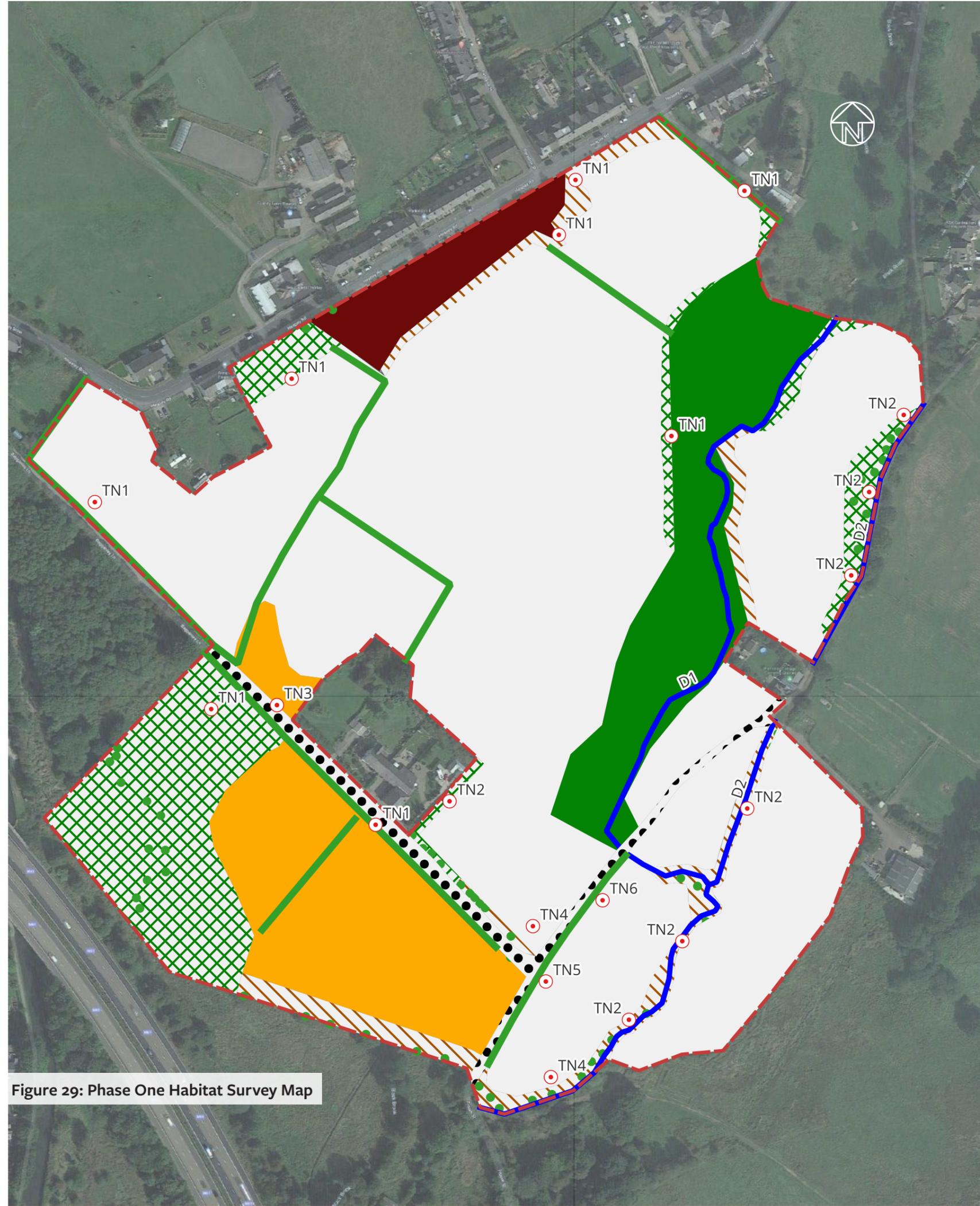


Figure 29: Phase One Habitat Survey Map



Figure 30: Black Brook



Figure 31: Ephemeral pool of water



Figure 32: Himalayan Balsam adjacent to Black Brook



Figure 33: Japanese Knotweed along eastern site boundary



Figure 34: Japanese Knotweed along north site boundary



Figure 35: Mixed scrub with Japanese Knotweed



Figure 36: Modified Grassland



Figure 37: Species poor hedgerow



Figure 38: Tributary that partially borders the eastern site boundary and connects to Black Brook

4.3 TECHNICAL CONTEXT BIODIVERSITY NET GAIN

URBAN GREEN CONDUCTED A UKHAB HABITAT SURVEY IN NOVEMBER 2024, WHICH WAS USED TO PRODUCE A HIGH-LEVEL BIODIVERSITY NET GAIN (BNG) APPRAISAL.

The site is mostly comprised of multiple parcels of poor condition low distinctiveness modified grassland; Other low distinctiveness habitats on site include built-up areas and gardens, lines of trees, non-native and ornamental hedgerow, and developed land. Development should be prioritised around these areas as they hold the lowest value within BNG guidance.

Habitats of the highest value within BNG guidance are considered to be either medium or high distinctiveness. High distinctiveness habitats include scattered areas of wetland habitats including flood plain mosaic and the main watercourses on site, Black Brook (excluding ditches). The remaining habitats such as the woodland (priority habitat), individual trees, traditional orchid (priority habitat), scrub, ditches, and hedgerows are considered to be medium distinctiveness. Some areas of on-site habitat have been identified in the Lancashire Ecological Network as part of the Woodland and Grassland Ecological Network and recognised as core stepping stone areas with high nature conservation values. Therefore, the woodland or grassland habitats created within these areas will be allocated high strategic significance.

There is also opportunity to enhance any retained habitats to create additional BNG units. For example, Invasive species Himalayan balsam and Japanese knotweed are prevalent across the site within areas of woodland, grassland and along lengths of the hedgerows and watercourses. Eradicating these invasive species and diversifying retained habitats would change the condition of these habitats.

Following the Biodiversity Gain Hierarchy, proposals should aim to retain as much of each habitat as possible. If any of these habitats are lost, they must be replaced by the same habitat type (e.g., wetland, floodplain mosaic, scrub, hedgerows, ditches etc) to satisfy the trading rules. Additionally, where habitats are lost to make way for the development there is opportunity for some of these habitats to be recreated on-site. Development will avoid the Priority Habitat on site and provide an appropriate buffer.

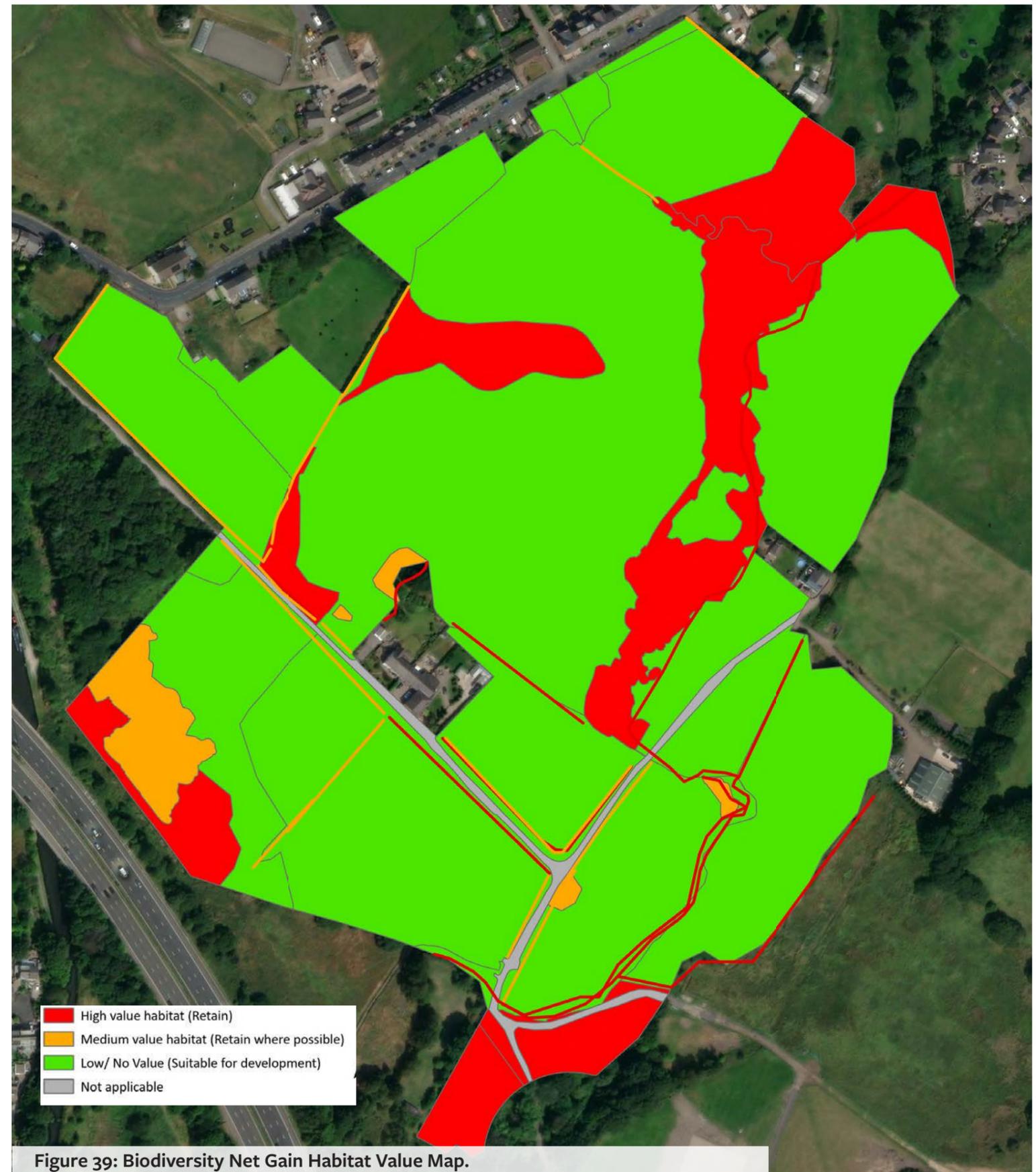


Figure 39: Biodiversity Net Gain Habitat Value Map.

4.4 TECHNICAL CONTEXT LANDSCAPE AND VISUAL

The existing landscape of the site is typical of the surrounding landscape character type in which it sits to the east and north and also has a strong relationship with the existing residential edges to the north and north west. The existing vegetation, water course and field boundaries within the site are a constraint to be considered but offers an opportunity to sit development into an existing mature landscape framework.

The northern west portion of the site, near Heapey Road, and the more open field parcels to the east of Black Brook are the most visually prominent parts of the site in views from the local landscape context to the north west and the rising land to the east. The remainder of the site is generally visually well contained due to the intervening layers of existing mature vegetation within and adjacent to the site, landform and the surrounding built form. Views into the site from within the existing settlement area are limited to those areas immediately adjacent to the site due to the intervening landform and built form of the residential areas to the north west. Where views of the site are available, they often contain elements of the existing built form of the residential areas adjacent to the site and the development parcels are located such that the new built form, where visible, will sit below the existing roof line of dwellings to the north of the site.

With the development of any greenfield site, landscape and visual impacts will occur. However, it is anticipated that these will be limited to the site level and local landscape context only and will maintain the wider landscape setting to the settlement. The proposed development of the site will contribute to the expansion of Chorley, but will not extend development beyond the existing eastern extremities associated with the developed edge of the settlement.

It is considered that the site has an existing relationship with the developed edge of Chorley and the residential areas surrounding the site to the north. On balance the proposed development will, whilst wholly replacing portions of the landscape character at the site level, sit within the existing retained landscape character elements at the site level and the landscape character at the regional and district level. The proposed development of this land forms a logical expansion to the settlement and is generally visually well contained.



Figure 40: View looking north east across the northern portion of the site from within the site.



Figure 41: View looking south west across the northern portion of the site from within the site.



Figure 42: View looking north east across the central portion of the site from within the site



Figure 43: View looking north east across the central portion of the site from within the site.



Figure 44: View looking south west across the southern portion of the site from within the site.



Figure 45: View looking north east across the eastern portion of the site from within the site.

4.5 TECHNICAL CONTEXT ACCESS AND MOVEMENT

ACTIVE TRAVEL

Overall, the site benefits from good levels of accessibility by foot and by bike, with Chorley town centre, Knowley and Whittle Springs, as well as other shops and amenities being within a short distance from the site, allowing for viable alternatives to the private car for prospective residents.

A range of shops and services are located within an easy walking distance from the site. These include a bus stop, primary school, convenience store, post office, GP surgery, pharmacy, supermarket, nursery and dentist.

The site is within close proximity to National Cycle Route (NCR) 55. NCR 55 locally connects the site to Whittle-le-Woods and Worden to the north-west, as well as Cowling, Heath Charnock and Adlington in the south. There is also a National Cycle Network Link Route along the Leeds and Liverpool Canal.

PUBLIC TRANSPORT

The closest bus stops are located on Blackburn Brow approximately 550m to the west of the site, which are within an acceptable walk distance. Chorley Station is located approximately 2.4km (9 minute cycle) south-west of the application site and is therefore within an acceptable cycling distance.

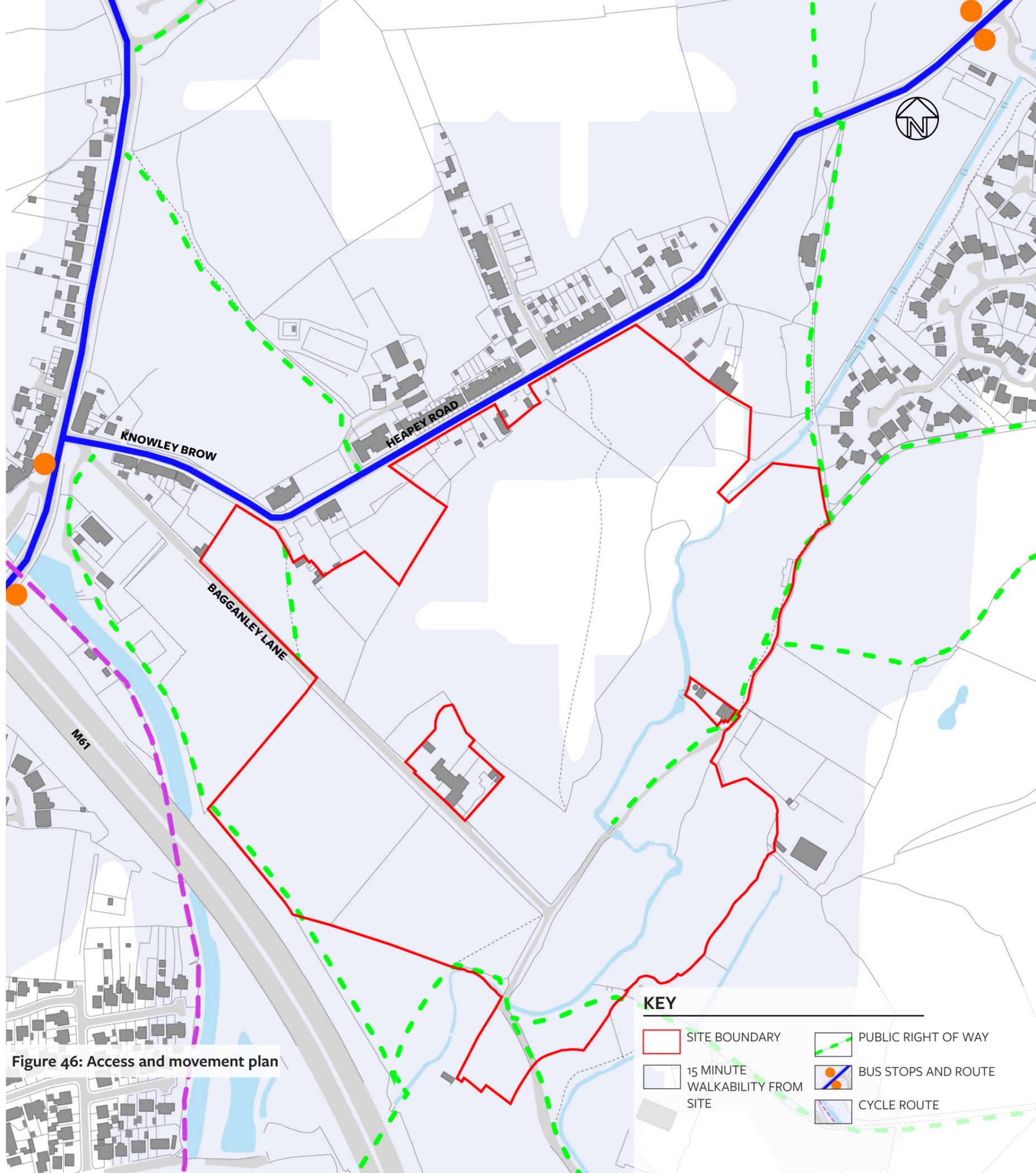


Figure 46: Access and movement plan

KEY

- SITE BOUNDARY
- PUBLIC RIGHT OF WAY
- 15 MINUTE WALKABILITY FROM SITE
- BUS STOPS AND ROUTE
- CYCLE ROUTE

4.5 TECHNICAL CONTEXT ACCESS AND MOVEMENT

SITE ACCESS

Vehicular access to the development will be provided from Heapey Road, the proposed access will take the form of a priority-controlled junction designed to accommodate both residential and commercial traffic with a 7.5m wide carriageway, 2m footways and 6m junction radii.

The existing footway along the site frontage will also need to be widened to 2m wide which will connect into the existing footway provision either side of the site.

The site access will have visibility splays that have an 'x' (minor arm setback distance) of 2.4m and a 'y' (major road visibility) distance of 43m in both directions, which is commensurate with the visibility requirements for a 30mph road.

Terraced housing is situated on the northern side of Heapey Road, the majority of which does not benefit from any off-road parking. As a result, on-road parking takes place on the northern side of Heapey Road. However, in the vicinity of the access even with this parking in place there is sufficient carriageway width to allow two cars to pass. The site access will not therefore impact on the existing parking or the operation of this section of Heapey Road. In addition, a refuse vehicle can safely enter and leave the site with the on road parking in place.

The development will provide a main internal spine road with a 7.5m wide carriageway (to accommodate both residential and commercial traffic) and 2m wide footways, with a small number of private drives provided.

The internal road network has been designed to ensure the movements of service and refuse vehicles can be accommodated without allowing their requirements to dominate the layout.



Figure 47: Bagganley Lane



Figure 49: Heapey Road



Figure 48: Leeds and Liverpool Canal



Figure 50: Proposed site vehicular access point

4.6 TECHNICAL CONTEXT FLOOD RISK AND DRAINAGE

FLOOD RISK

As illustrated in the flood modelling conducted by Betts Hydro (figure 51) there is some risk from flooding with the site falling within flood zones 2 and 3. However the residential development of the site will avoid these areas of risk.

It is considered that post-development on site surface water flooding can be appropriately mitigated via a comprehensive drainage strategy. The site has a good gradient falling from Heapey Road towards Black Brook and should shed water well into the local catchment. Aside from this, the remainder of the site is clear from risk.

The risk of reservoir flooding will be fully considered in a future application and appropriate consultees will be contacted to ascertain reservoir flood risk in accordance with the Central Lancashire Level 2 Strategic Flood Risk Assessment.

WATERCOURSES

An existing watercourse (Black Brook) 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 river banks and groups of woodland.

KEY

-  100 YEAR EXTENT (FLOOD ZONE 3)
-  1000 YEAR EXTENT (FLOOD ZONE 2)

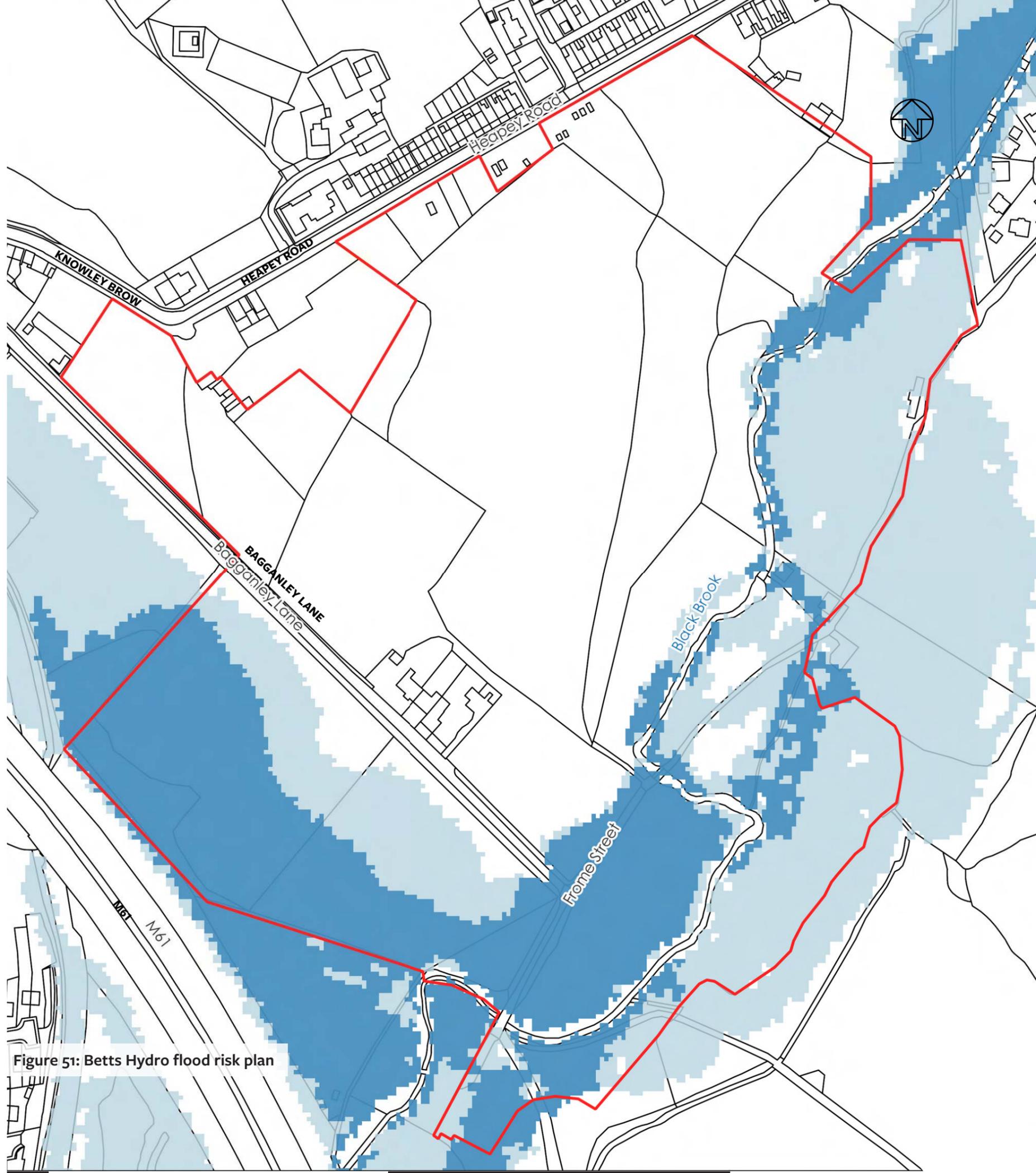


Figure 51: Betts Hydro flood risk plan

4.7 TECHNICAL CONTEXT LOCAL CHARACTER

HEAPEY ROAD

Development along Heapey Road is comprised of narrow, terraced dwellings providing a strong building line to Heapey Road. Development occupies the northern side of the road and overlooks the site.

The siting of these houses protrudes the crest of the hill and is extensively visible from the surrounding landscape, as discussed in the Landscape and Visual section of this report, and further explored in the supporting Landscape and Visual Statement.

Dwellings are typically constructed of red brick and have natural slate roofs in a traditional pitch. Stone detailing on cills, lintels and storey delineation provides some variety on the building elevations.

The terraced dwellings are typically setback behind a short front garden with a variety of front boundary treatments including stone and brick walls, railings and hedgerows.

Parking along Heapey Road is not typically provided on plot which has resulted in the majority of cars being parking along the street as illustrated on the adjacent imagery.

Informal use of land for parking and/or private gardens has occurred across the road from some dwellings along Heapey Road.

This area includes a small equipped play area as well as a building used as a youth club.

MATERIALS / DETAILING



ROOFSCAPE



BOUNDARIES



4.7 TECHNICAL CONTEXT LOCAL CHARACTER

KITTIWAKE ROAD

Kittiwake Road is located to the north east of the site and occupies the site of a former bleach works. It is a good example of a large, modern housing estate comprised of predominantly 2 storey detached dwellings.

The estate has an informal street layout which includes a series of residential cul-de-sac lanes. Streets are curvilinear and are often bounded by trees and hedgerow that define residential curtilages. Variety in street surfacing help distinguish between primary roads and residential streets, aiding in vehicle and pedestrian legibility.

Development blocks are mainly irregular perimeter blocks. The building line is often irregular, ensuring that plots are not commensurate with one another.

The character area is verdant in character with generous areas of landscaping, grass verges and trees weaved into the design. There is an attractive gateway entrance to the site defined by a large landscaped area and mature trees. The scheme is also well screened by mature trees bounding the site.

Building materials are generally red brick with elements and features rendered. Stone detailing on window surrounds (cills and lintels) and decorative features provide variety to the streetscape. Some properties have timber detailing, adding further variety to the estate.

Parking is provided on plot for all dwellings within the estate and many dwellings have integrated garages. As illustrated on the adjacent imagery, this ensures that the streetscape is not dominated by parked cars.

MATERIALS / DETAILING



ROOFSCAPE



BOUNDARIES



URBAN FORM



4.8 TECHNICAL CONTEXT OPPORTUNITY AND CONSTRAINTS

FIGURE 52 (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 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.
- Black Brook naturally splits the site into two.
- The river corridor and its associated flood zones inhibit the possibility to develop a large portion of the site. This area must be retained for green infrastructure and biodiversity net gain enhancements 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.
- The sloping topography of the site currently comprises a gradient of approximately 1:25. This is an acceptable gradient for pedestrian, and vehicular movement around the site and also presents the opportunity for views across the surrounding landscape from many of the properties.
- Existing utilities that traverse the site will likely require grounding to avoid any conflict with the development.
- The existing footpath which connects Heapey Road to the public rights of way at Black Brook could be retained in the form of a woodland fronting street with a generous setback and verge to create a recreational route through the site.
- An area of on site attenuation could be provided outside of the area of flood zone on the land to the south of Bagganley Lane.
- Access will be achieved via Heapey 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 Chorley to the west, and the wider countryside to the south and east.
- Careful consideration of existing properties that lie outside or within the site boundary.
- Setting development back from Heapey Road and setting it within a screened buffer of landscaping will reduce the visual impact of the development on existing properties along this edge of the site.

4.8 TECHNICAL CONTEXT OPPORTUNITY AND CONSTRAINTS

KEY

-  SITE BOUNDARY
-  1M CONTOURS
-  HEIGHTS
-  SLOPES
-  TREES AND HEDGEROWS
-  EXISTING BUILDINGS
-  OVERHEAD CABLE
-  BUS ROUTE
-  ACOUSTIC AND VISUAL IMPACT FROM M61
-  PUBLIC RIGHT OF WAY
-  NEW CYCLE ROUTE / CANAL PATH
-  POTENTIAL VEHICLE ACCESS
-  FLOOD ZONE 3
-  FLOOD ZONE 2
-  BLACK BROOK

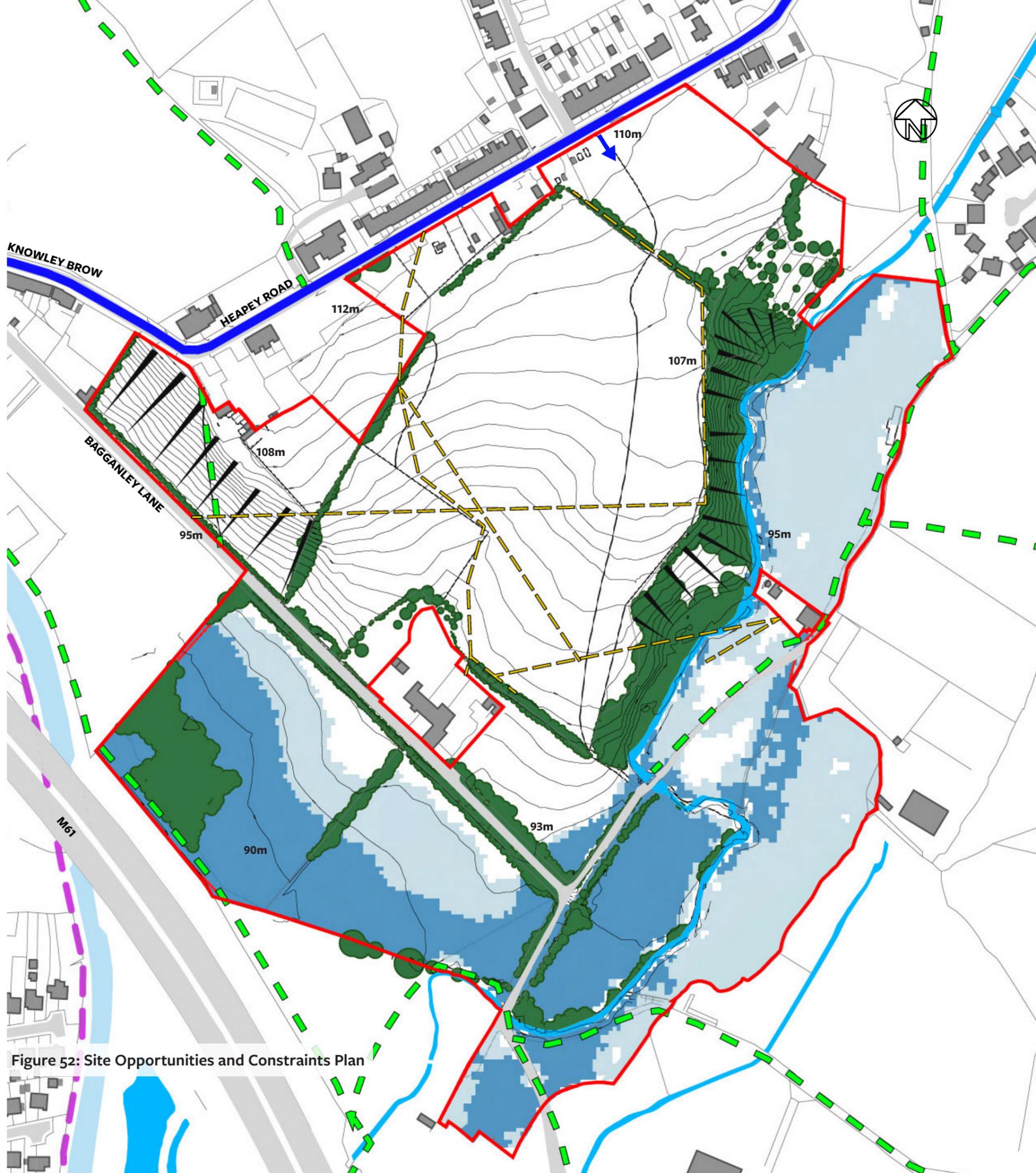


Figure 52: Site Opportunities and Constraints Plan

DEVELOPMENT
FRAMEWORK AND
DESIGN PRINCIPLES

05

Figure 53: View towards M61 from Knowley Brow

5.0 DEVELOPMENT FRAMEWORK AND DESIGN PRINCIPLES INTRODUCTION

THE POTENTIAL LAYOUT AT BAGGANLEY LANE HAS BEEN DEVELOPED HAVING REGARD TO THE TECHNICAL AND ENVIRONMENTAL CONSTRAINTS (OUTLINED IN FIGURE 52) AND DEVELOPMENT CONSIDERATIONS PROVIDED AT APPENDIX 6 OF THE DRAFT CLLP. 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.

DEVELOPMENT PARAMETERS

Key development parameters include:

- Approximately 5.7 ha of residential development, that could deliver up to 175 new homes subject to density.
- 2.65ha of employment development.
- 12 ha of green infrastructure comprising public open space, retained and improved woodland, blue infrastructure, areas of play and landscape buffering.
- Setting back development from the woodland and Black Brook to create an attractive green infrastructure corridor through the site.
- Primary site access to be gained off Heapey Road and a potential emergency access off Bagganley Lane.
- Extensive retention of existing landscape assets including mature trees and hedgerow. Woodland and corridors of high quality trees (category A and B) form the basis of the layout.
- Incorporate existing footpath links and connect to public rights of way into the proposal.
- Recreation of habitats (identified in section 4.3) on site to compensate for any loss within the developable area.



Figure 54: Development Parameters Plan

KEY	
	SITE BOUNDARY
	RESIDENTIAL DEVELOPMENT
	EMPLOYMENT DEVELOPMENT
	GREEN INFRASTRUCTURE / POS
	RETAINED TREES AND HEDGES
	ATTENUATION
	SITE ACCESS
	RECREATED HABITAT

5.1 DEVELOPMENT FRAMEWORK AND DESIGN PRINCIPLES

DEVELOPMENT FRAMEWORK

KEY

-  SITE BOUNDARY
-  RESIDENTIAL PARCEL
-  SPINE ROAD (PRIMARY)
-  POS
-  RESIDENTIAL SECONDARY STREETS
-  PUBLIC RIGHT OF WAY
-  WOODLAND AND HEDGEROWS
-  SITE ACCESS
-  ATTENUATION
-  EMPLOYMENT USE
-  RECREATED HABITAT



Figure 56: Development Framework

5.2 DEVELOPMENT FRAMEWORK AND DESIGN PRINCIPLES

GREEN AND BLUE INFRASTRUCTURE

Green and blue infrastructure is a strong element of the masterplan and it provides an overarching framework for the proposed layout. The green and blue infrastructure strategy comprises:

- 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, specifically along the Black Brook corridor.
- 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.

KEY

	SITE BOUNDARY		RIVER CORRIDOR
	EXISTING PUBLIC RIGHT OF WAY ROUTES		
	NEW GREEN ROUTES		



Figure 57: Green Infrastructure Parameters Plan

**BLACK BROOK EMBANKMENT AND
ECOLOGICAL ENHANCEMENTS**



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



Figure 58: Primary street

The primary street will comprise a spine road which will navigate through the development and will be able to accommodate a swale to mitigate surface water runoff and potentially a cycleway. The spine road will be enclosed by street trees that connect to the wider green infrastructure network.

**SECONDARY ROADS:
RESIDENTIAL STREETS**

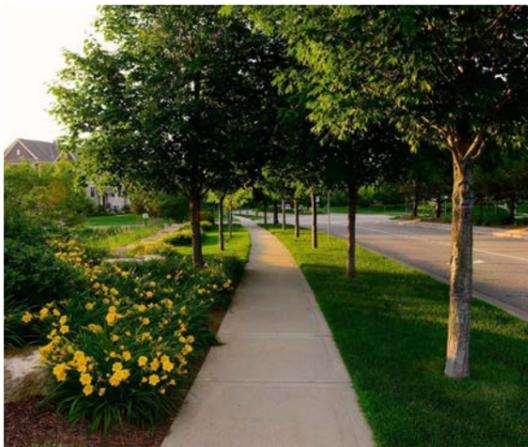


Figure 59: Secondary Street

Secondary roads (residential streets) will radiate from the main spine road connecting to the majority of the site's residential properties.

**TERTIARY STREETS:
PRIVATE DRIVEWAYS**

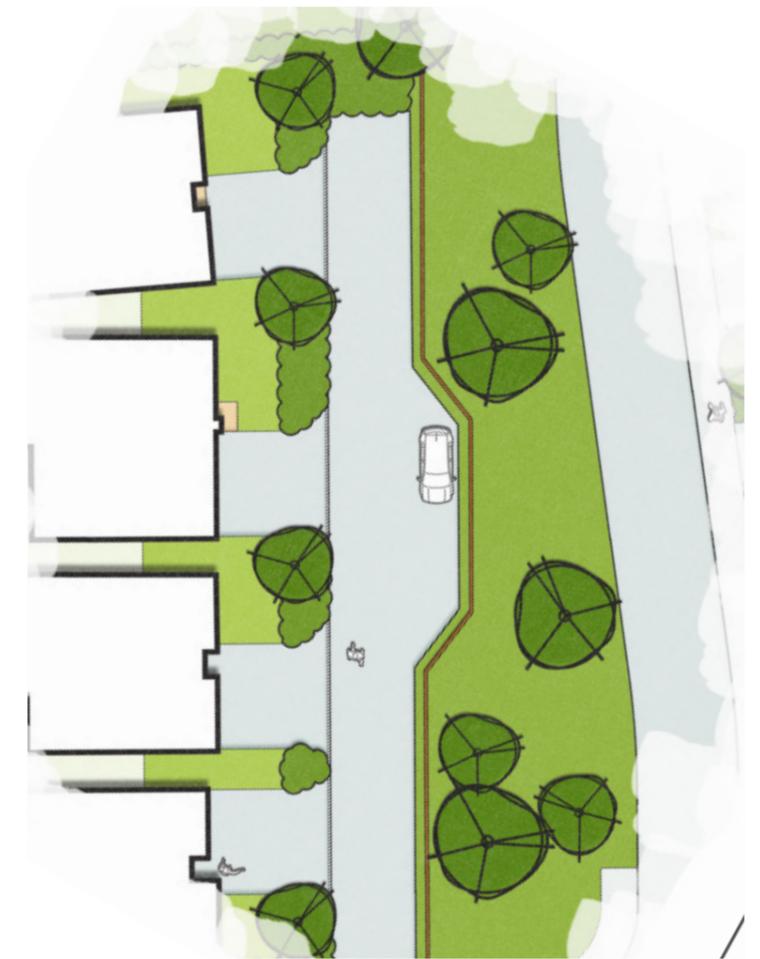


Figure 60: Private drive

Tertiary roads (driveways that serve a small number of properties) 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.

5.4 RESIDENTIAL DEVELOPMENT 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 Chorley to meet basic needs.
- The site is within close proximity to public transport with footpaths connecting residential parcels to the bus stops on Heapey 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 Chorley 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 shortened pedestrian movement through the development.
- Additional pedestrian links are suggested along the woodland and brook corridors 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.

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 Chorley.

The character of adjacent neighbourhoods are set out in section 4.8 and should help influence the appearance and character of the promoted site.

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

BOUNDARY TREATMENTS

Boundaries on the proposed development will reflect those on adjacent streets. Therefore, front boundaries will typically comprise a mix of boundary walls and 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.





DEVELOPMENT
BENEFITS

06

Figure 61: View from the site looking east

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 Borough 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 proposed to be included within the settlement boundary of Chorley, a Tier 2 settlement, as illustrated on the draft policies map for the CLLP. The site is under control of Rowland Homes 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.

- Rowland has a positive track record of delivering sustainable residential development across the North West and is fully committed to the delivery of development at the site at Bagganley Lane.

SUITABLE

The site is suitable to accommodate residential development because it:

- Offers a sustainable location for development and can be developed immediately following permission.
- 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 to 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 Chorley 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. Rowland Homes has considered the level of market demand and consider the site economically viable and therefore achievable in accordance with the NPPF

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