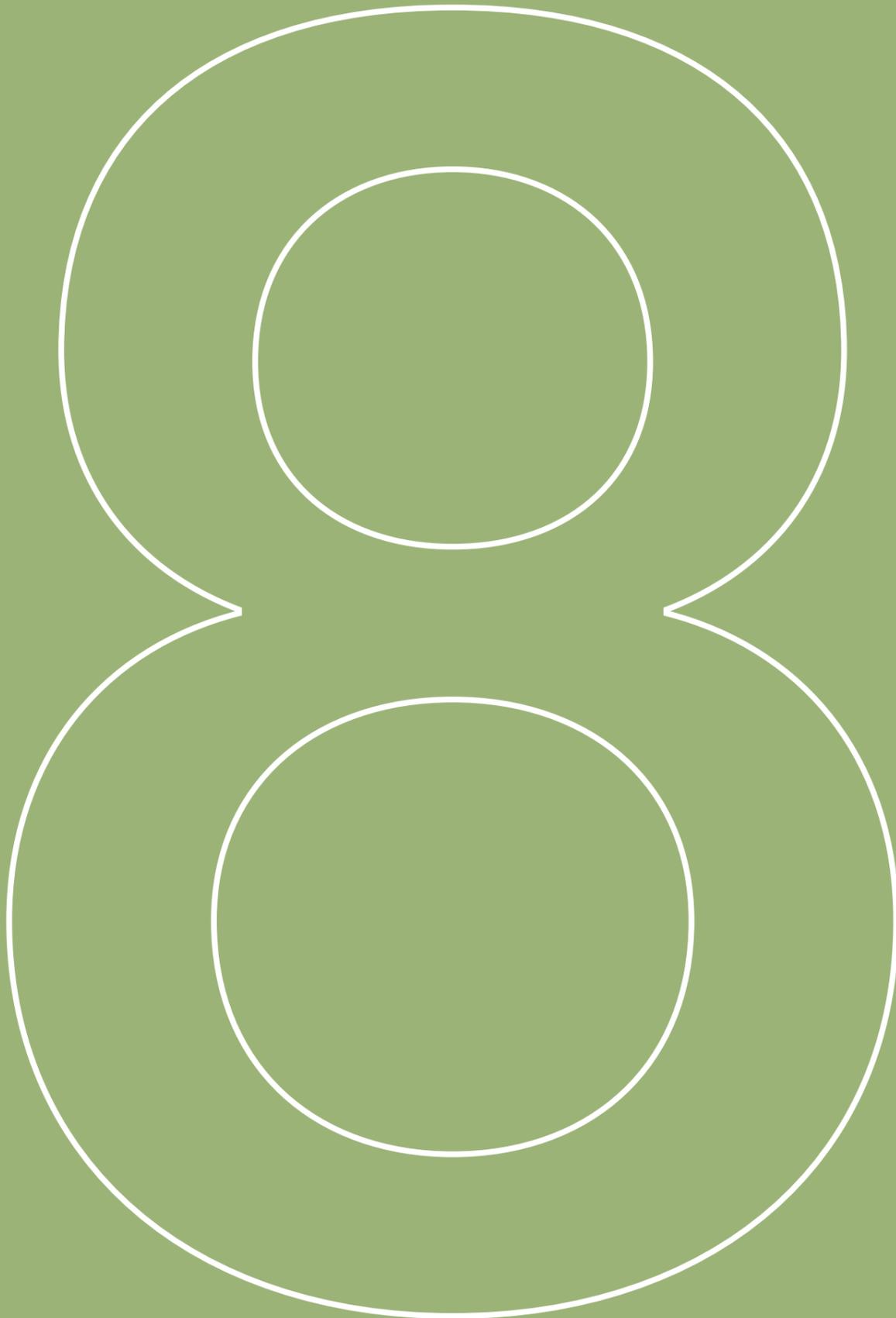


8.0 Design Codes: Site Wide



8.0 Design Codes: Site Wide Green Movement and Spaces

Green Movement and Spaces
Fig 8.0

The transformation of the area within the application boundaries will provide a range of Character Areas, connected by a new network of well-defined streets and public spaces.

These areas of formal and informal greenspaces can be located to ensure clear biodiversity corridors as well as pedestrian and cycle routes.

Extending the existing green space adjacent to Kingsfold Community Centre and linking this through green corridors to new public green spaces could help provide intuitive linkages through both sites.

Using the existing landscape framework, the sites could deliver a variety of open spaces providing a broad range of uses for existing and future residents.

Formal amenity space could be sited to provide a positive setting to community facilities and at key gateways to the scheme. As such a key community 'village green' could be delivered in the heart of the site accessed from a primary road. To ensure easy access to local provision further amenity green spaces could be provided at locations within the sites; linking to wider semi-natural green space associated with the sustainable drainage network and key sustainable links across Penwortham Way to the wider landscape.

Equipped play provision could be provided in association with these amenity green spaces to ensure accessibility and walk distance standards are met.

Locations are also identified for allotments, which could provide provision for existing residents of the Kingsfold and Chain House Lane area to provide new provision within the core of the new neighbourhood.

Additional 'connective' internal greenspaces will be provided within both sites, associated with the key amenity spaces and principal movement corridors as well as Public Rights of Way and hedgerows, with the express intention of delivering a continuous, coherent, green and mature landscape setting for development at the earliest opportunity.

User provision within these greenspaces may include informal uses such as natural play, dog walking, nature watching, community woodland and off-road cycling. These greenspaces could also naturally align with the sustainable drainage vision for the site, to create the opportunity for the delivery of ecological features including swales, wetlands and ponds.

All internal green and amenity space could be located to be easily accessible through the sustainable movement network. Biocorridors, largely consistent with the green space provision, could also be integrated into the sites. This is so that existing biodiversity can be maintained and enhanced with opportunities for movement of species within and through both sites.

Retaining as much of the existing vegetation as reasonably possible is encouraged. This includes, existing mature trees, hedges, and even previous field boundaries. All proposed trees, whether tree lined roads or new community planting should be upright and broad leaved natives species. If an existing tree is to be removed, two trees are required, as a minimum to replace it.

In addition, all lighting to highways must consider the local ecology and incorporate environmentally friendly light sources. The relationship and setting out of vegetation to buildings should also be considered.

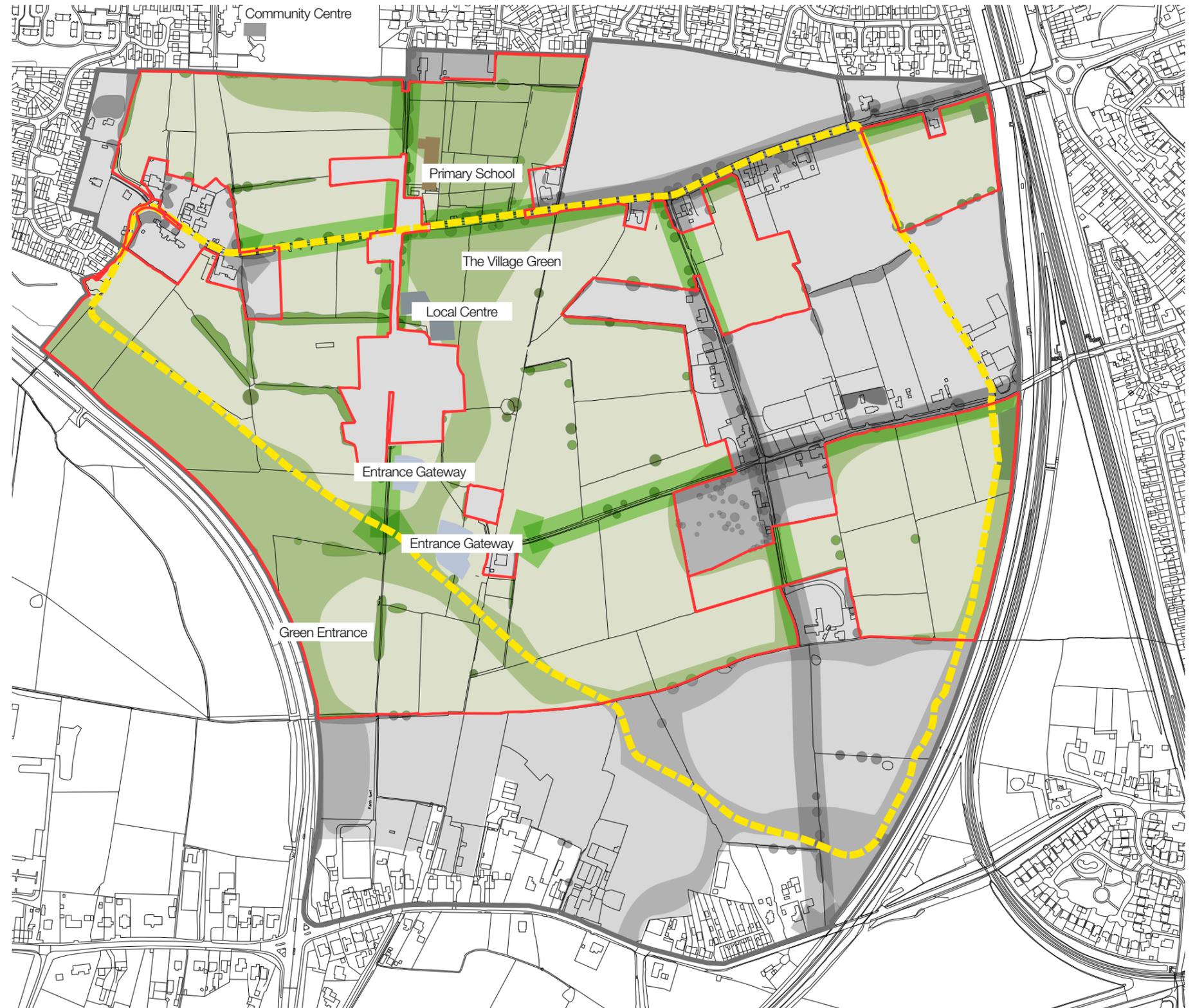
The existing hedgerows can be utilised to form natural boundaries to properties, however they can also create barriers which need to be carefully designed out. Public spaces should be open and accessible to all, and overlooked to encourage natural surveillance in order to reduce crime and also the fear of crime.

All walkways and Public Rights of Way are to be wide, illuminated spaces with good natural surveillance and attractive spaces. There should be safe and accessible walkways to all bus stops. A distance of around 400m is seen to be a reasonable distance to walk to the nearest bus stop. Around the school there should be an inclusion for safe drop off zones, promoting safer routes to schools and community services.

A circular walking route should be developed as indicated on the adjacent plan.

Key

- Allotments
- Exercise Track (using existing lanes and infrastructure where available)
- Green Lanes for biodiversity



Application Boundary A+B

8.0 Design Codes: Site Wide Character Areas & Design Coding

Healthy Streets

- Designing streets as places to live and dwell in, balancing transport needs with safe, green and walkable/cyclable environments;
- Community orchards and allotments, combining wellbeing benefits of gardening with local food production;
- Vehicle as guest approach: 20 mph speed designations, tight corner radii, pavements continuing across intersections;
- Spaces for dwelling, playing and socialising along the street;
- Local centres and services within walking distance.

1. Street seating & play
2. Community orchard
3. Slow streets



Green & Blue Streets

- The sites will deliver Biodiversity Net Gain which could include contributions as dictated by policy at the time of Reserved Matters
- Vegetated swales to absorb and filter surface runoff; planted with native forbs and grass species for additional habitat provision;
- Using the existing network of hedgerow-lined lanes as a framework for a series of biodiversity corridors connecting with semi natural open spaces;
- Use biodiversity corridors to create links with adjacent wildlife sites;
- Habitat infrastructure installed in gardens and POS: bird and bat boxes, bug hotels, hedgehog shelters;
- Preserve existing trees and plant new street trees for carbon capture, shade provision and nesting habitat.

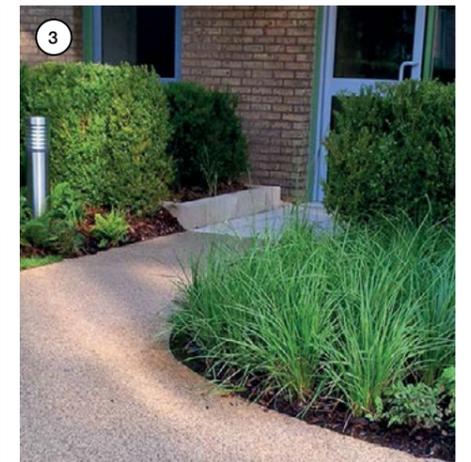
1. Hedgerow corridor
2. SUDs
3. Semi-natural open space
4. Solitary bee habitat



Carbon Reduction in the Public Realm

- Promote the use of materials with lower carbon footprints, as a primary driver in the project;
- Catalogue and protect what is on site as existing for both soft and hard landscape;
- Aim for majority soft landscape where feasible;
- Use of waste products, especially recycled and/ or recyclable products should be considered before newly created items, i.e wood pallets.
- Use of sustainably sourced, local materials, with minimal packaging;
- Use the correct ground conditions, untreated and recycled materials to allow landscaping to thrive for wildlife (example use remove top soil when planting wildflower to allow it to thrive);
- Shape landscaping design that caters to endangered invertebrates in the area and allows them to repopulate.

1. Incorporation of existing trees: sustainable timber furniture
2. Recycled rubber permeable aggregate
3. Recycled aluminium edging concrete-free



8.0 Design Codes: Site Wide Green Movement and Spaces



Allotment / Communal Garden Spaces

There has been an upsurge of interest in food growing in recent years, in response to concerns about food prices, food miles and the environment. People want better access to good, healthy and affordable food, and to enjoy cultivating beautiful green spaces and meeting local people.

Two locations for Local Allotments have been indicated on the sites and will need to be well managed. An open natured design will encourage a pride in maintaining the areas.

Through gardening education, training and therapy, there can also be opportunities and support for members of the local community, including vulnerable and disabled adults, those who've suffered traumatic experiences, and unemployed people looking to improve their professional skills and qualifications.



Children's Play Areas

The opportunity to play creatively in high-quality environments is essential to the development of children. The quality of what is provided affects the quality of what children learn. The greater the complexity of that environment the greater the quality of learning.

Equipment should be appropriate for the age group and match their developmental needs - as well as being fun to play on. Younger children like sand-play, swinging, climbing and sliding - but they are small and items should be scaled accordingly. Older children like more exciting equipment - large group swings, cable runways, roundabouts etc. They want places where they can sit and talk - that is one of the most popular playground activities. They like planting and trees; places for skateboards and bicycles; flat areas for ball games. Care should be taken to differential LAPs and LEAPs.

Hard surfaces are not recommended on playgrounds other than for the areas between equipment. If only minimal maintenance is available a loose-fill material such as bark or sand may not be suitable. In general firm surfaces are required with moving items.



Swales:

The spine road has been designed to safeguard the provision of important highways infrastructure. The road will have the benefit of adjacent land for swales and surface water drainage attenuation along with opportunities for more intensive planting.

Swales are shallow, broad and vegetated channels designed to store and/or convey runoff and remove pollutants. The swales should be integrated into the surrounding land use, for example public open space or road verges. Local wild grass and flower species should be introduced for visual interest and to provide a wildlife habitat.

8.0 Design Codes: Site Wide Sustainability, Health and Well-being & Community

This page, and the following, focus on the three overarching and interlocking themes of

- Sustainability,
- Health and Well-being and
- Community.

All three strongly overlap one another. These themes have many different aspects from renewable energy and environmentally sensitive technologies, to the promotion of green spaces and wildlife, which also links to Community and Health and Well Being as the benefits of flora and fauna enhances the community and mental health.

Sustainability

Sustainability is wide ranging; the mantra 'Reduce, Re-use, Recycle'. The context of a residentially led masterplan this starts with a fabric first approach.

Reduce

The starting point must be a reduction in the material and packaging used to create new homes. House-builders should demonstrate energy reduction, reductions in material wastage and reduction in packaging and single use plastics.

Smart controls and energy efficient lighting solutions should be encouraged to reduce the reliance on electricity.

All these elements are increasingly more cost effective solutions in which to reduce our carbon footprint and to utilise the natural elements more efficiently. Each phase of the applications should be reviewed to ascertain the most appropriate technology prior to construction.

Re-use

The re-use of existing buildings, infrastructure and boundary treatments is an important way to ensure a sustainable approach.

In the majority of cases, existing dwellings across both sites have been retained. Re-use and improvement of the existing Community Centre would be more sustainable than demolition and new build. Continued use of the Holme Farm Dairy buildings to provide produce to the local residents should be encouraged.

The existing lane infrastructure and public walking routes will be retained and improved, with a transformation to Quiet Lanes.

The well established hedges and field boundaries are retained where possible in an effort to re-use.

Recycle

The recycling process must start within the home, with appropriate segregated bin storage space with the kitchen and house.

Segregated bin collections for Penwortham is currently based on a Grey, Blue and Brown bin. Developments should be designed to allow sufficient space for the variety of bins both in storage and on collection days.

Rainwater harvesting is the very simple but affective accumulation of rainwater in which is reused on-site. This water can then be used for gardens, and some domestic use including toilets and with proper treatment can even be used for indoor heating systems.

Health and Well-Being

A healthy and active lifestyle should be encouraged in the way in which the new development is planned.

Every element of the development should be scrutinised to ensure that walking and cycling are the encouraged modes of transport. Cycle parking should be made easier than car parking. Walking to the local centre should be easier than driving.

Street-side seating and benches should be introduced at regular intervals to encourage the more elderly to walk with frequent rest stops.

The applications have been well considered to provide clear pedestrian and sustainable links between the key nodes. These should be clearly defined in the detailed proposals.

The proposals should encourage active lifestyles.

Biodiversity should be encouraged in the detailed proposals. Bee-keeping and bug hotels are two examples of sustaining and maintaining a rich and varied flora and fauna. These also engage the community and develop the environment.

Community

It is harder to foster a sense of community through bricks and mortar in isolation. This aspect of the development will grow over time. However some of the basic framework for a community to flourish should be included in the development.

Areas should be set aside to allow the community to engage with each other and establish relationships. These spaces should include:

- Community Gardening areas and Allotments
- Enhanced green and public open spaces for activities such as Yoga and Outdoor Fitness
- Outdoor Gym areas
- Play Spaces
- Community Centre
- A Local Centre
- A Primary School

This makes the local environment significantly more attractive but also engages the community and gives a sense of belonging.

The developer should demonstrate how they will help to accelerate the creation of communities for the development.

New home owners value feeling part of a community on new build developments and the developer should explore how they can help these new communities thrive.

Through community programmes, the developer could provide opportunities for residents to come together, form connections and start traditions that will live on well into the future of these communities.

Community Champions could facilitate events to introduce new homeowners to their neighbours, giving people more information about the local businesses, clubs and services in their area, and offering community space for local residents who want to run and participate in classes from toddler story-telling to evening yoga classes.



Fabric improvements and appropriate insulation



Heat retaining glazing solutions with double glazing as a minimum



Recycling points within the home



Smart Controls for heating and lighting



Energy Efficient Lighting



Compositing facilities for food and garden waste

8.0 Design Codes: Site Wide Sustainability, Health and Well-being & Community



Encourage cycling to work with good cycle routes and secure cycle storage



Community engagement to encourage bee habitats



Community Gardening Schemes encouraged at allotments



Outdoor Gym Equipment in larger play areas



Community spaces for Yoga and similar activities



Infrastructure to allow future connection of Electric Charging Points



Design for diverse Flora and Fauna



Spaces to facilitate organised Community days

8.0 Design Codes: Site Wide

Road Hierarchy and Circulation

The site layouts have been developed based on well understood urban design principles.

The principles of both sites help achieve sustainable movement systems - the roads, streets, footpaths, public transport routes, green corridors, and systems for providing service utilities, all of which improve urban life.

The development will act to connect the new neighbourhoods we have designed through a rich network of spaces and places.

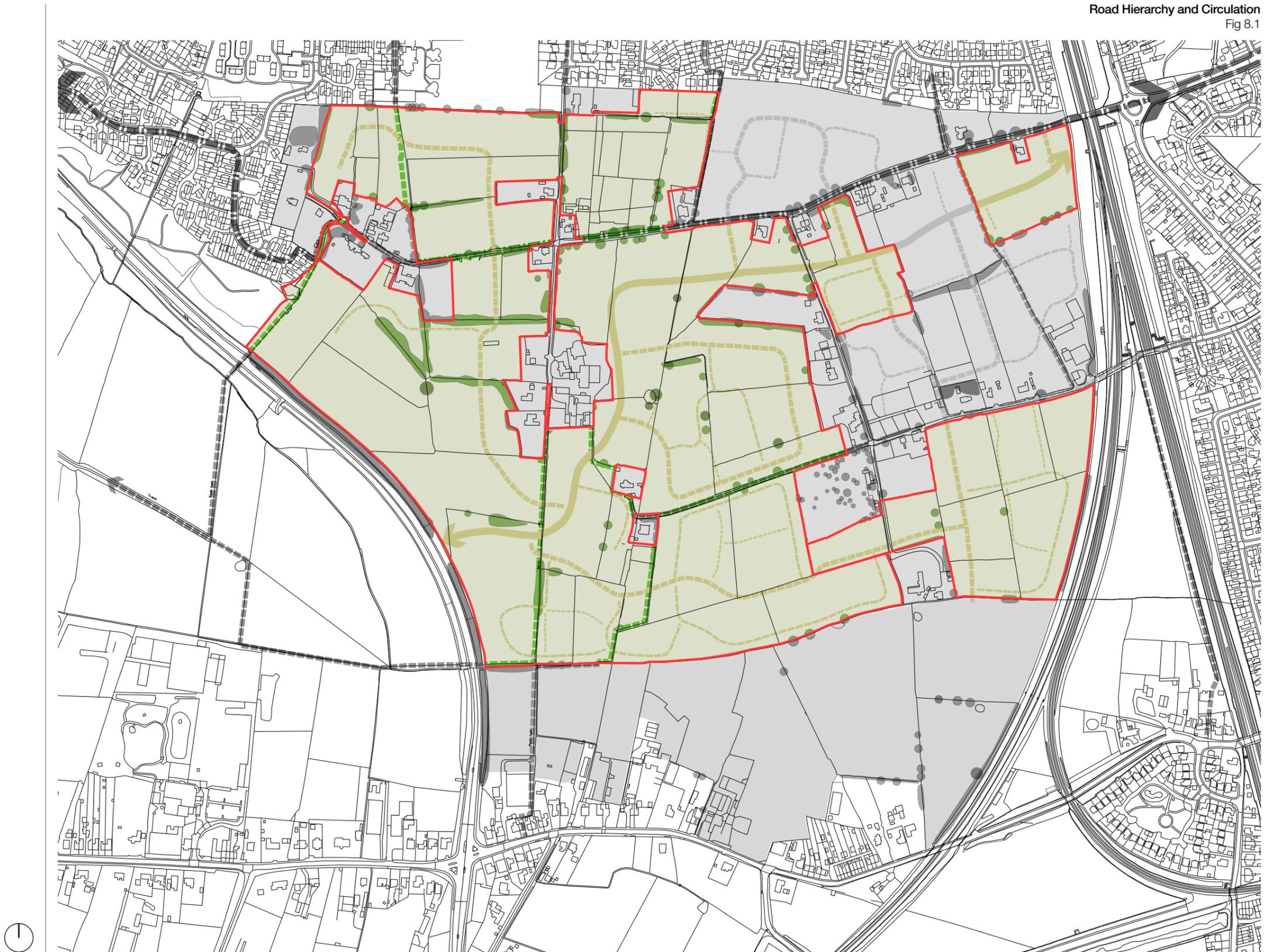
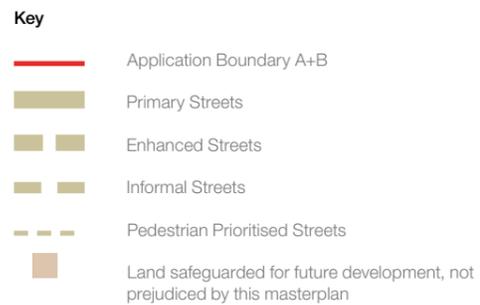
A Neighbourhood Scale

The urban block forms the basic DNA of any new residential development. The block should be defensible, create enclosure and activity to the adjacent street and be of sufficient size and scale to accommodate both public and private amenity space.

Streets and squares are designed to be accessible and to feel safe and secure. A distinct hierarchy of public and private spaces is required and this dialogue is continued with the use of residential blocks and secondary layers within the development. Feature buildings and focal points have been considered where appropriate and layouts that encourage interaction, pedestrian and cycle movements and clear observation of public spaces will be provided.

Road Hierarchy and Circulation

Fig 8.1



8.0 Design Codes: Site Wide Road Hierarchy and Circulation

Within both sites there shall be a strong hierarchy within the road network, which will comprise:

Spine Road (Primary)

This spine road is a connecting route linking the development with Penwortham Way. It establishes the spine from which additional roads branch. The spine road has been developed to retain the flexibility to become part of the Cross Borough Link Road should it come forward in due course.

This section of road is the widest in the masterplan at 6.5m wide. Along these roads there shall be a footpath set at 3m either side. As the illustrative diagram adjacent, this equates to having a 22.5m distance from face of dwelling to face of dwelling.

It is anticipated that this road will be tree lined, with the trees located in the public highway and/or the private garden areas where appropriate.

Enhanced Streets

These roads will be 5.5m wide and weave through the landscape to create clear circulation loops. These sections of road remain accessible for vehicles and cyclists alike. Along these roads there shall be a footpath set at 2m either side. This relates to a face of dwelling to face of dwelling at around 20m, as shown in the diagram on the right.

Informal Streets

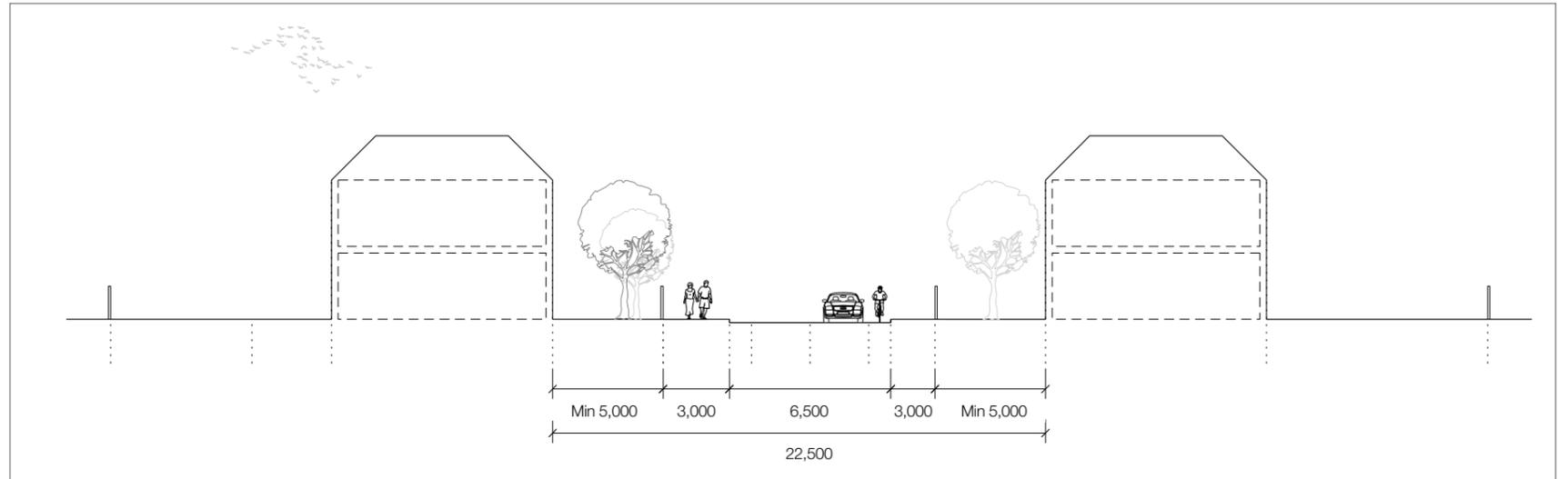
These roads deal with a lower volume of traffic and are increasingly pedestrian friendly. They have a footpath either side.

Pedestrian Prioritised Streets

The informal network is to be a shared surface treatment found in very local situations creating small communities. Here the shared surface combines the road, footpath and cycle path with no kerb.

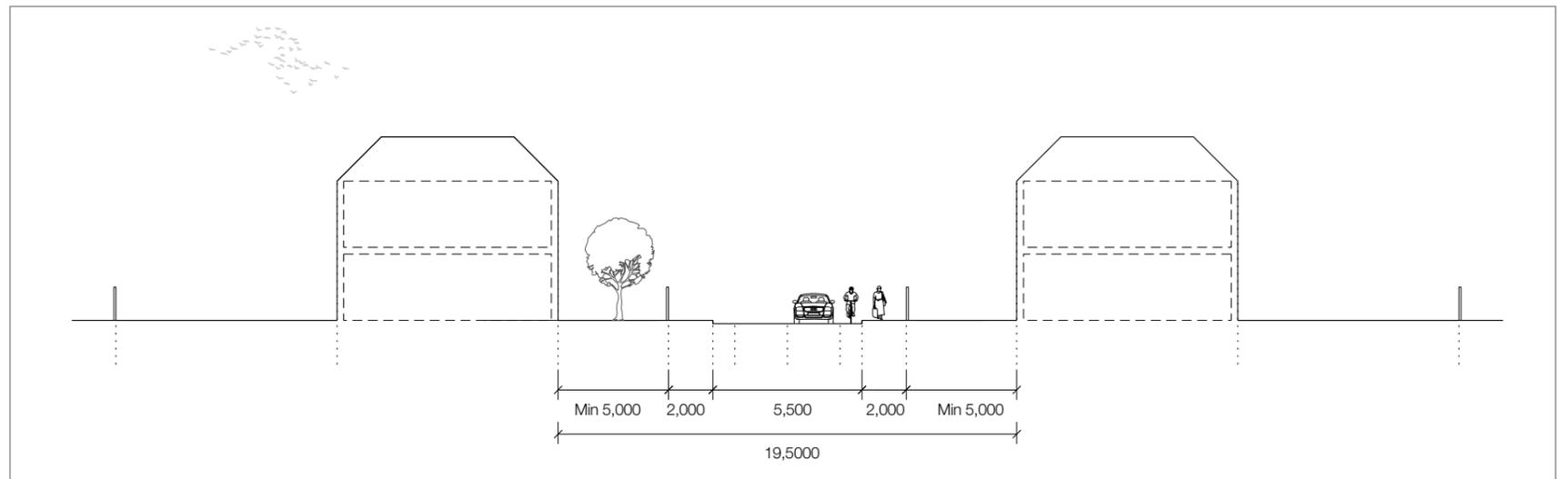
Spine Road

Illustrative / typical arrangement for the proposed east/west route



Enhanced Streets

Illustrative / Typical arrangement for the enhanced streets



8.0 Design Codes: Site Wide

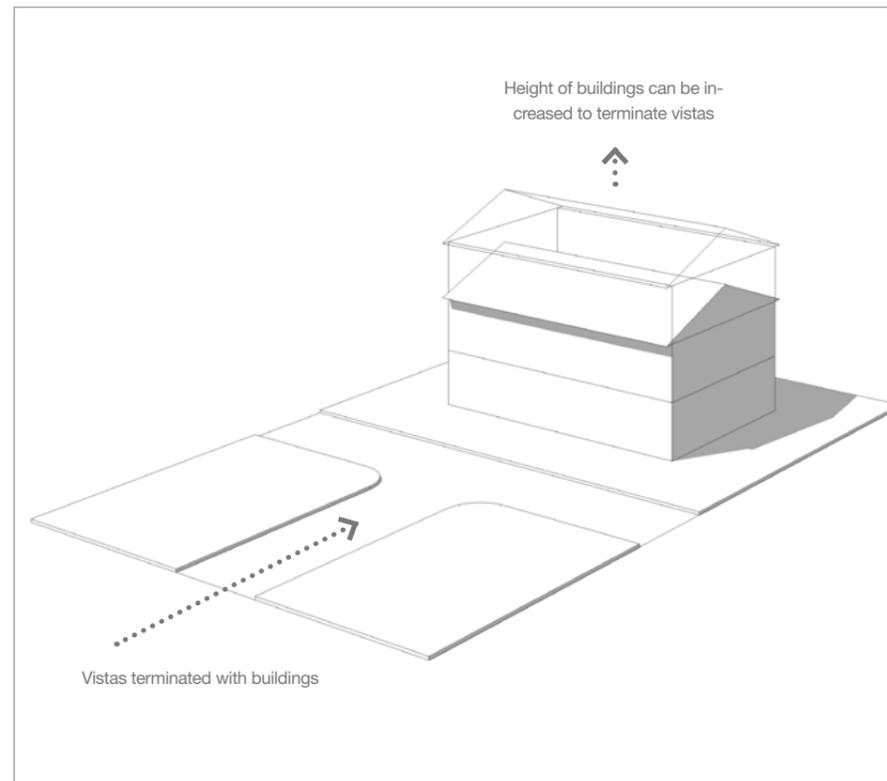
Urban Form & Massing

This section illustrates the general design codes for the massing and streetscape for both sites.

Throughout the sites it is important to animate the street level. To achieve this, the creation of framed vistas by positioning dwellings adjacent to junctions helps to enliven the street scene and to create communities.

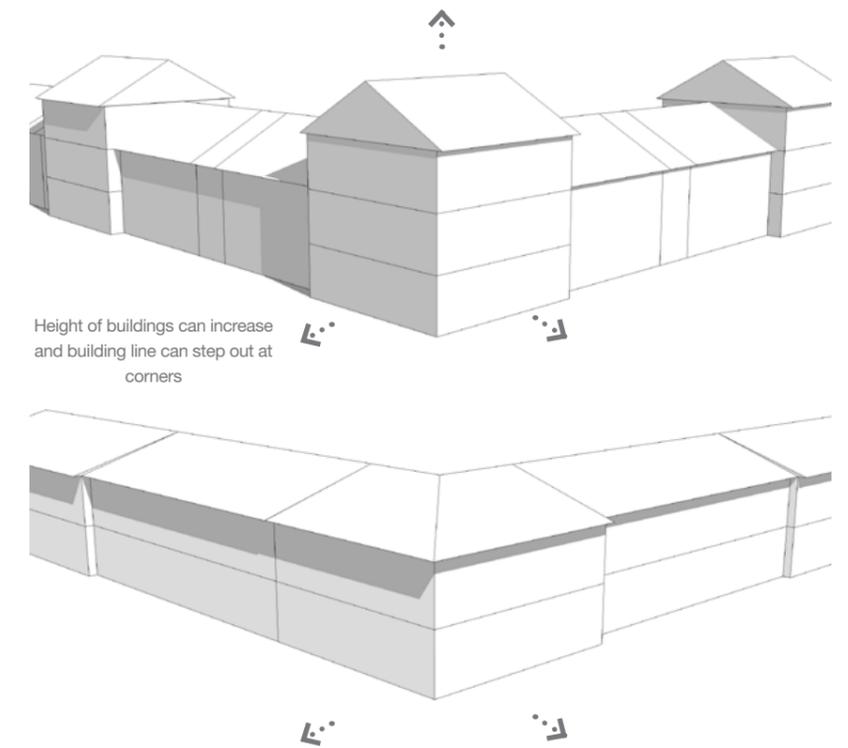
To further create interest within the sites, there needs to be an allowance for an increased massing, either in height or by footprint, to animate the building design, at ends of block or terraces and potentially to the centre. This enables mini focal points within both sites to form part of the wayfinding and give a sense of place and destination.

These elements need to work together to ensure a coherent and vitalized street profile, as the negative affect of this would be to have detached suburban homes. The front face of individual buildings is to be flush with one another and appear continuous as opposed to a broken linear form, with the front door remaining the most important element and should form the basis of the pattern.



Street Vistas

In order to animate the street scene, vistas from adjoining roads should be considered. Vistas should be clearly terminated with distinct buildings. Buildings in these locations should be taller. This helps to frame the view, and creates well considered vistas throughout both sites.

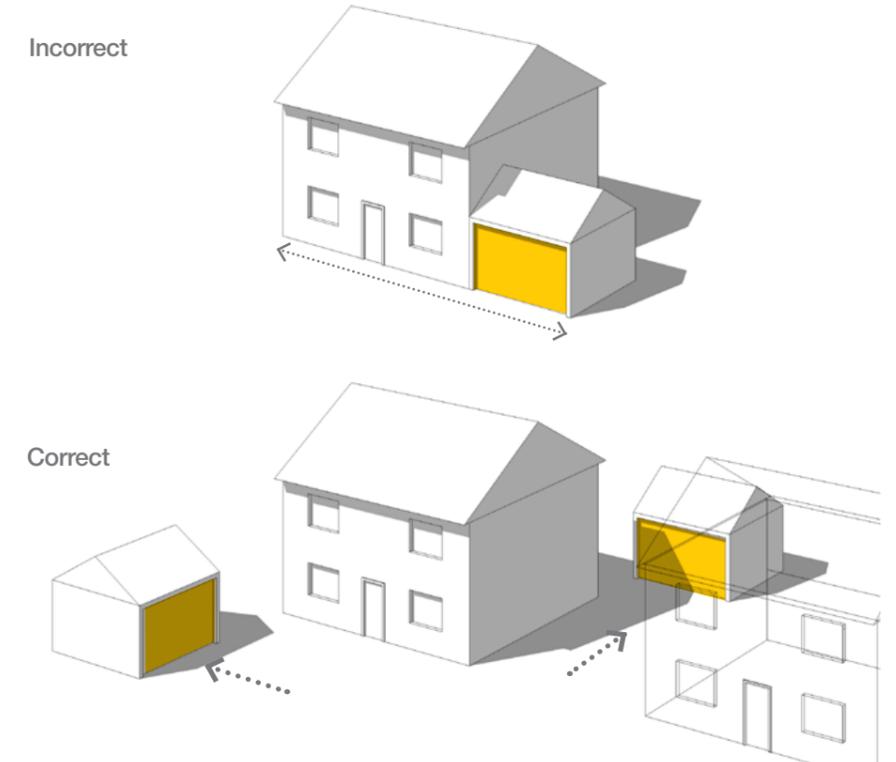
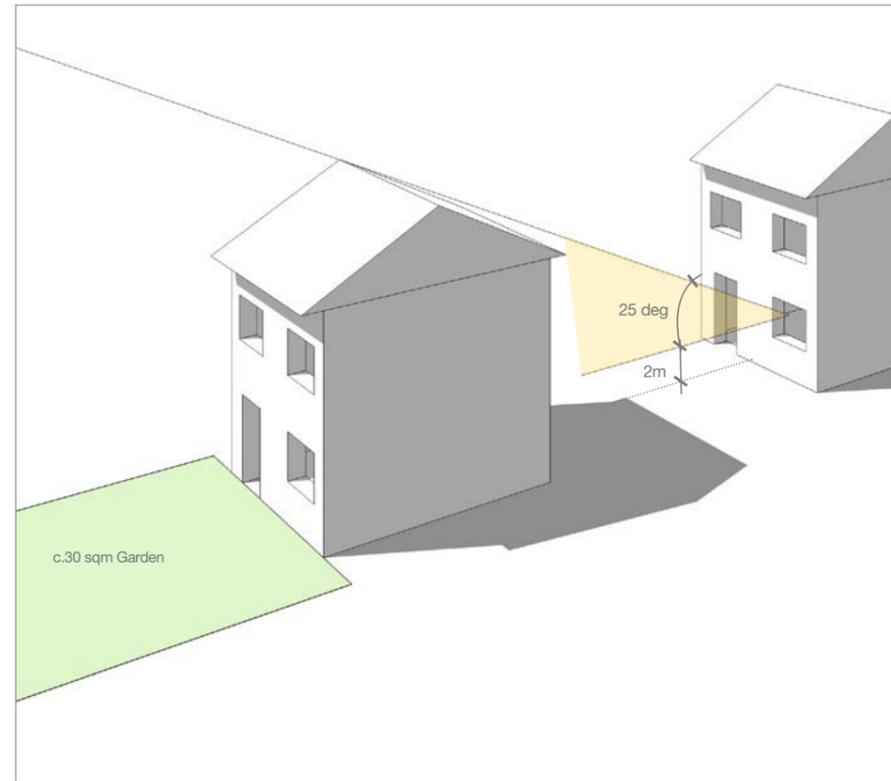
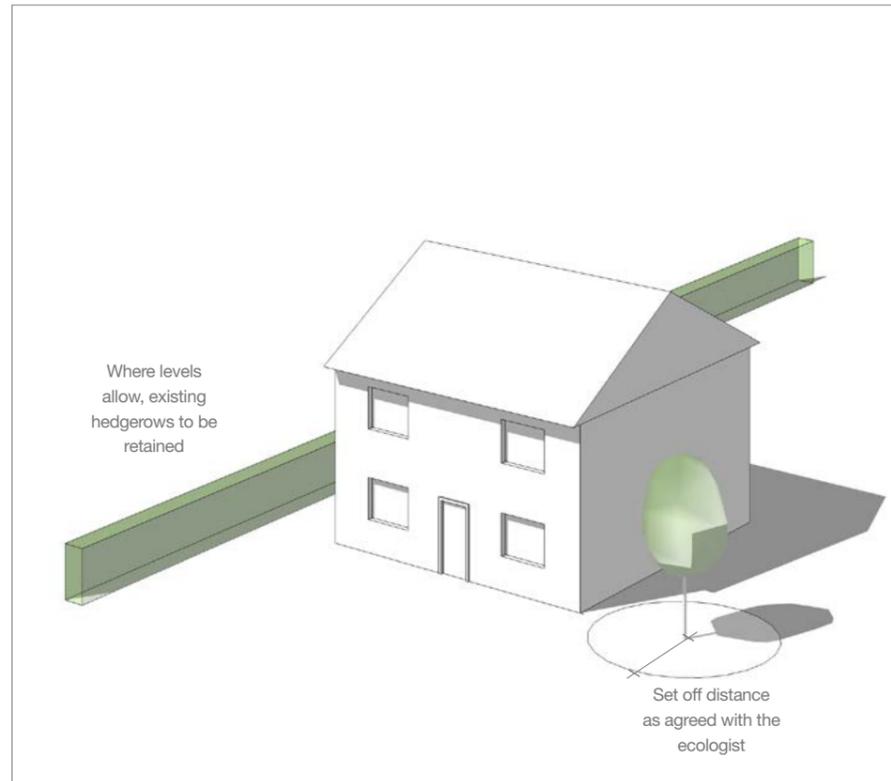


Turning Corners

To create interest and to further animate the building design towards end or centre of housing, an allowance needs to be made to increase the massing, either in height, or footprint.

This enables intermittent landmarks to be created to form part of the way-finding and gives a sense of place and destination.

8.0 Design Codes: Site Wide Urban Form & Massing



Positioning of Dwellings

The proposals indicate the removal of a small section of Category A trees directly east of Penwortham Way. Category B trees, hedgerows on field boundaries should be sought to be retained where possible and where level changes / design allows.

All proposed trees and planting are to be low maintenance broad leafed natives.

For every tree removed, a minimum two trees shall be planted to replace it elsewhere on the development.

Light and Private Space

Each house should have access to either an approximately 30 sq.m. private garden or a communal garden area.

Furthermore, the position of the individual dwellings should not block light from one to another. To determine this, the pitch of the adjacent dwelling should not block a 25 deg reference line, from 2m above the ground line.

Garage Locations

Non integral garages, with their doors aligning with the front door of the dwelling are a feature of poor visual quality and downgrading of the townscape. This arrangement should be avoided.

Animating the road should be a preferable solution by either setting the garage back away from the road, with an additional parking space set within a carriageway or a well-designed outer building would be an acceptable solution.

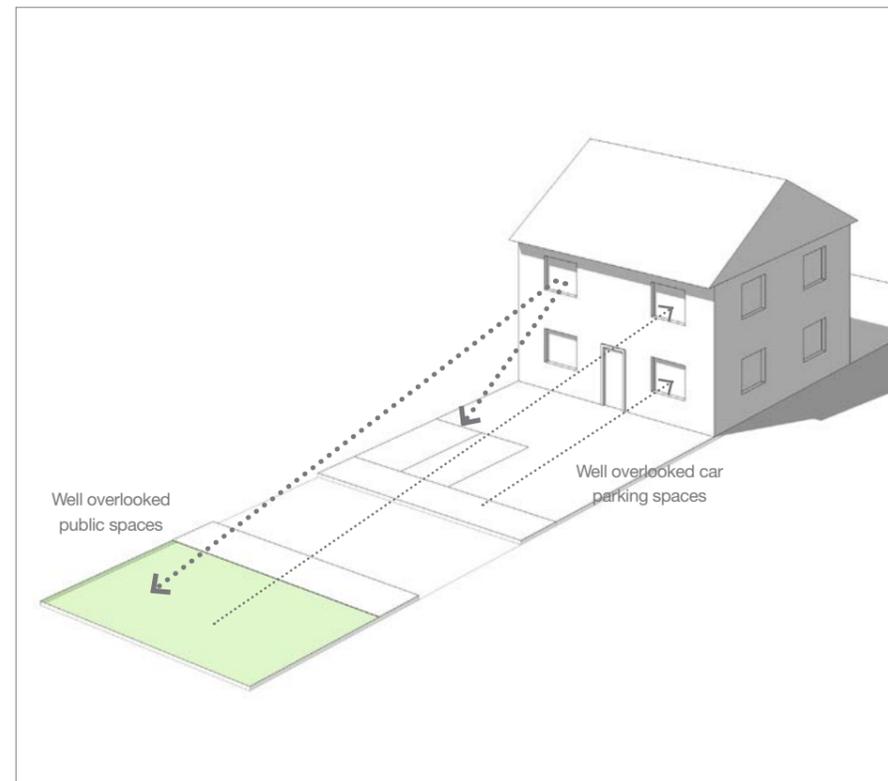
8.0 Design Codes: Site Wide

Urban Form & Massing

The setting out of the dwellings relative to open spaces and parking is also of great importance to encourage good passive surveillance.

The setting out and positioning of public spaces in relation to roads and routes also needs to be carefully considered. Public open spaces should always be well overlooked for natural surveillance.

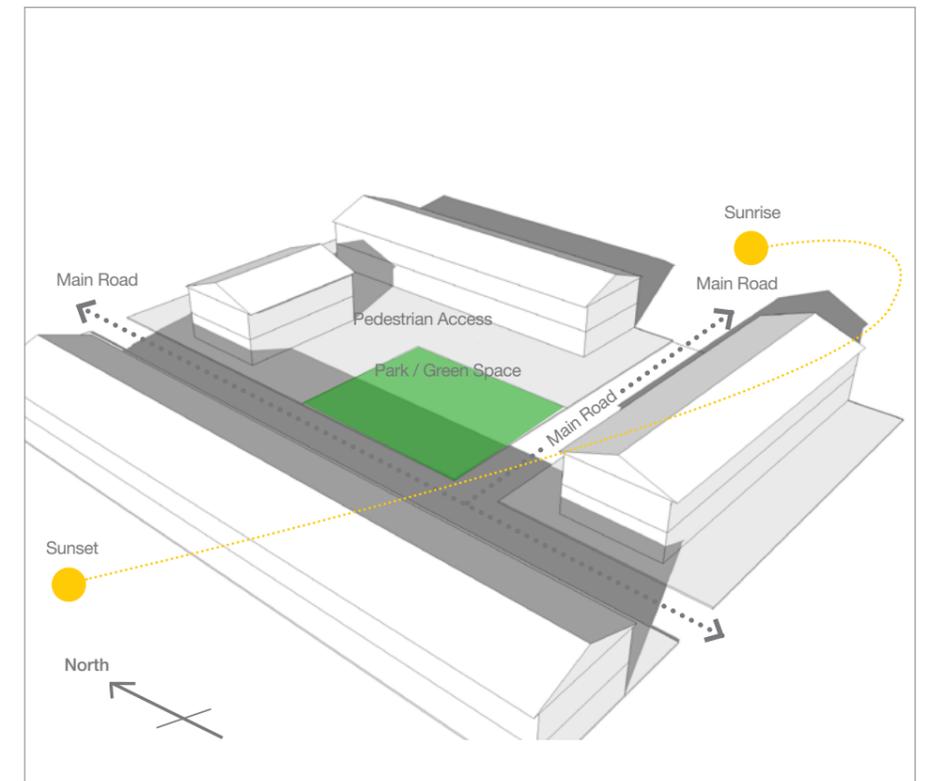
Ideally all main roads should be positioned to the south and west of open spaces where possible. This allows best use of the spaces for sunlight. It enables the northern and eastern edges to be used for non-vehicular routes, resulting in brighter, quieter and safer spaces which enrich any communal space for social interaction.



Good Passive Surveillance

Green and public open spaces should be accessible to all and overlooked for natural surveillance in order to reduce crime and the fear of crime. Public space should have positive front doors looking onto the space, not back gardens.

Similarly car parking spaces should be located so that they are well overlooked.



Parks and Roads

The southern and western edges of public spaces tend to be the spaces most in shade when the spaces are most in use.

The main areas of the open spaces should therefore be located to the north and east of the space. Buildings can positively engage with these spaces with pedestrian access.

Accessible roads should ideally be positioned to the south, and west of parks and green spaces. This enables the eastern edges of the green spaces to be away from noises and congestion from the roads and enables a space for a richer community space for social interaction.

8.0 Design Codes: Site Wide

Urban Form & Massing

The adjacent diagrams illustrate some of the concepts already discussed as a neighbourhood study with aerial views.

The aerial views highlight the variety in the road hierarchy, established earlier in this section, with properties adjacent to the spine road set back further in order to reduce the vehicular acoustics. Illustrated between the primary street and the properties are shared side roads where owners can turn off into a slower road before entering their own property. This would enable a cleaner and more richly vegetated tree lined approach, plus creating a community around a shared access.

Properties off the enhanced and informal streets could either have parking directly in front or have stand-alone structures, both strategies form a different character and create different points of interest within the streetscape.

The shared surface road structure, pedestrian prioritised streets, can be applied to create mews-like communities, with potential parking running in parallel as illustrated. These roads could be part of a wider pedestrian network with rights of way through them, enriching local communities and creating green garden community. All shared surface roads, as well as walkways and cycle storage needs to be designed to the latest Secure By Design standards (Secure By Design New Homes 2019).

The visuals also highlight the variety of the massing to the properties. The heights will predominately be up to three storeys, with two and a half stories in key locations to add design interest. To create variety housing types along the streets, end of terraces and blocks are to have an increased presence.



Variety of massing and housing types.

Each area should have a variety of house types and house sizes. They should all adhere to a similar palette as set out in the character areas section of this document.

It is anticipated that each neighbourhood will have a full range of dwelling sizes from 1 bedroom to 5 bedroom homes. As a guide, areas of up to 60 homes should have around 8 different types.

It is anticipated that there would also be a variety of detached, semi-detached and terraced dwellings intermixed within a neighbourhood.

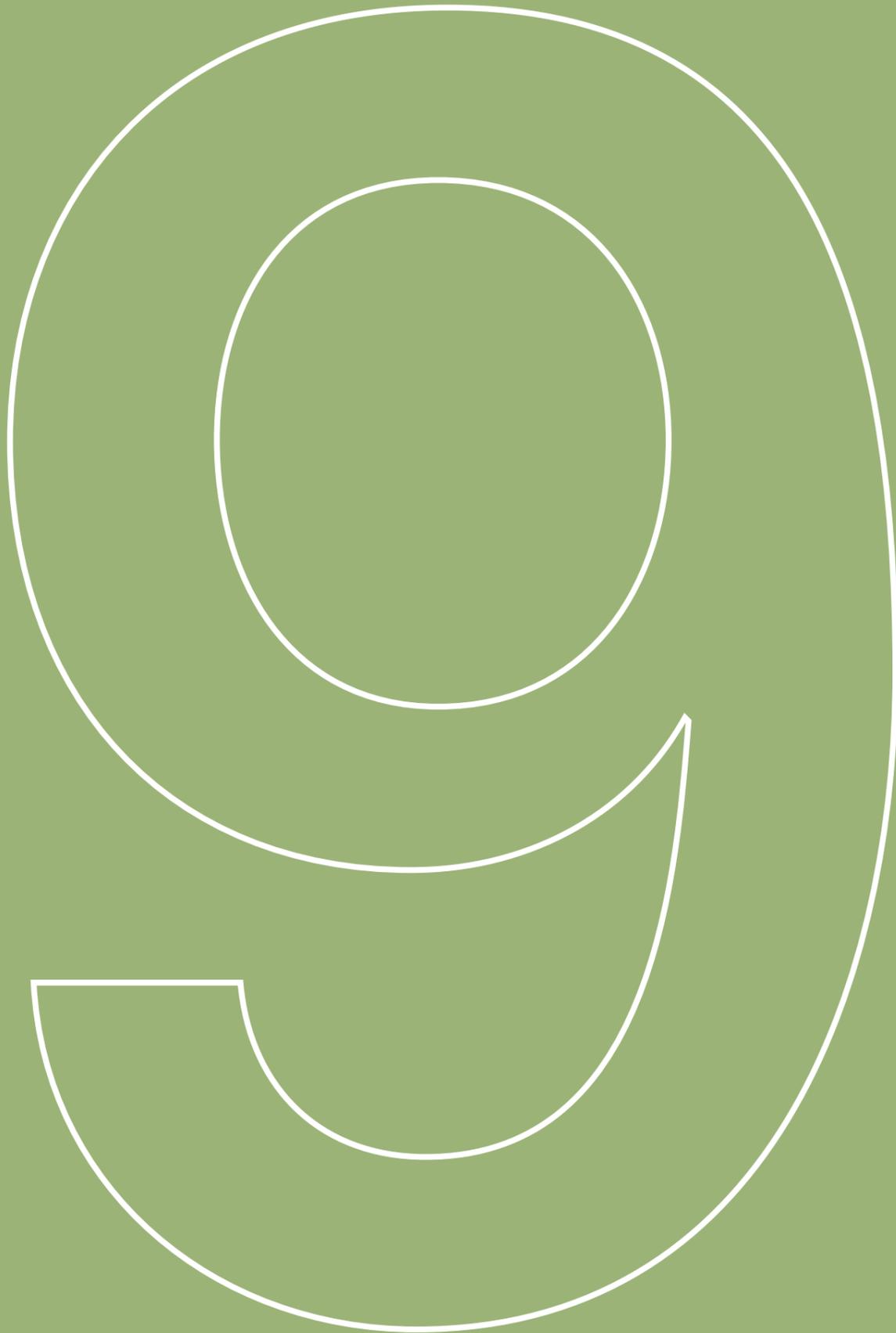


Strong vehicular hierarchy.

The vehicular road hierarchy should generally follow the principles of the masterplan. In most cases a tertiary road should only be accessed from a secondary road.

A variety of parking solutions should be provided, including garaging that is integral or set away from the dwelling. Driveways and some off street visitor parking should be included. Visitor parking should be provided in groups no more than 5 cars.

9.0 Design Codes: For Character Areas



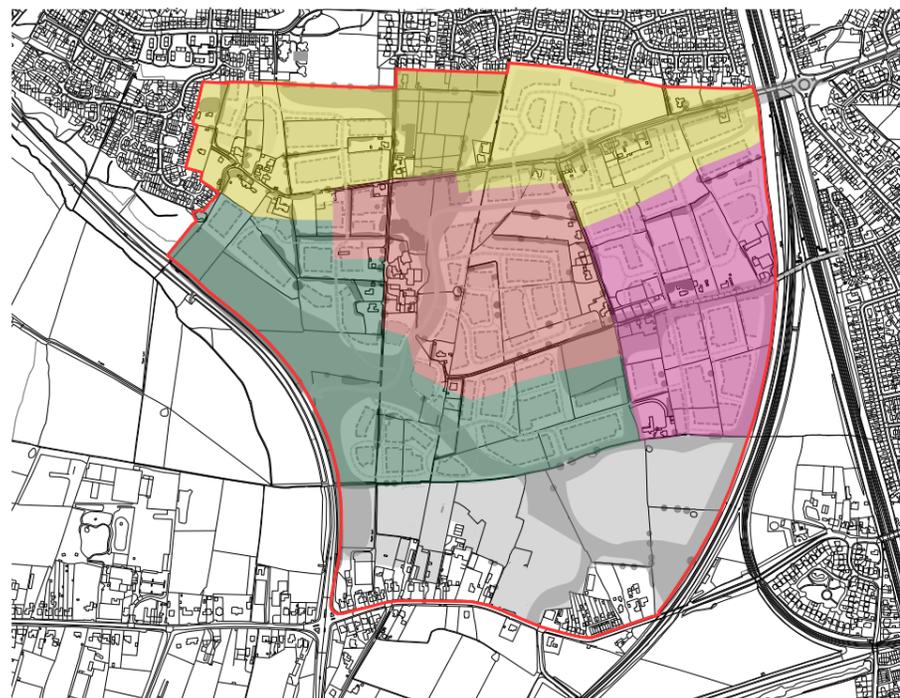
9.0 Design Codes: For Character Areas

Character Areas

The diagram to the right shows the overlay of the character areas from the Design Codes over the outline applications of both sites.

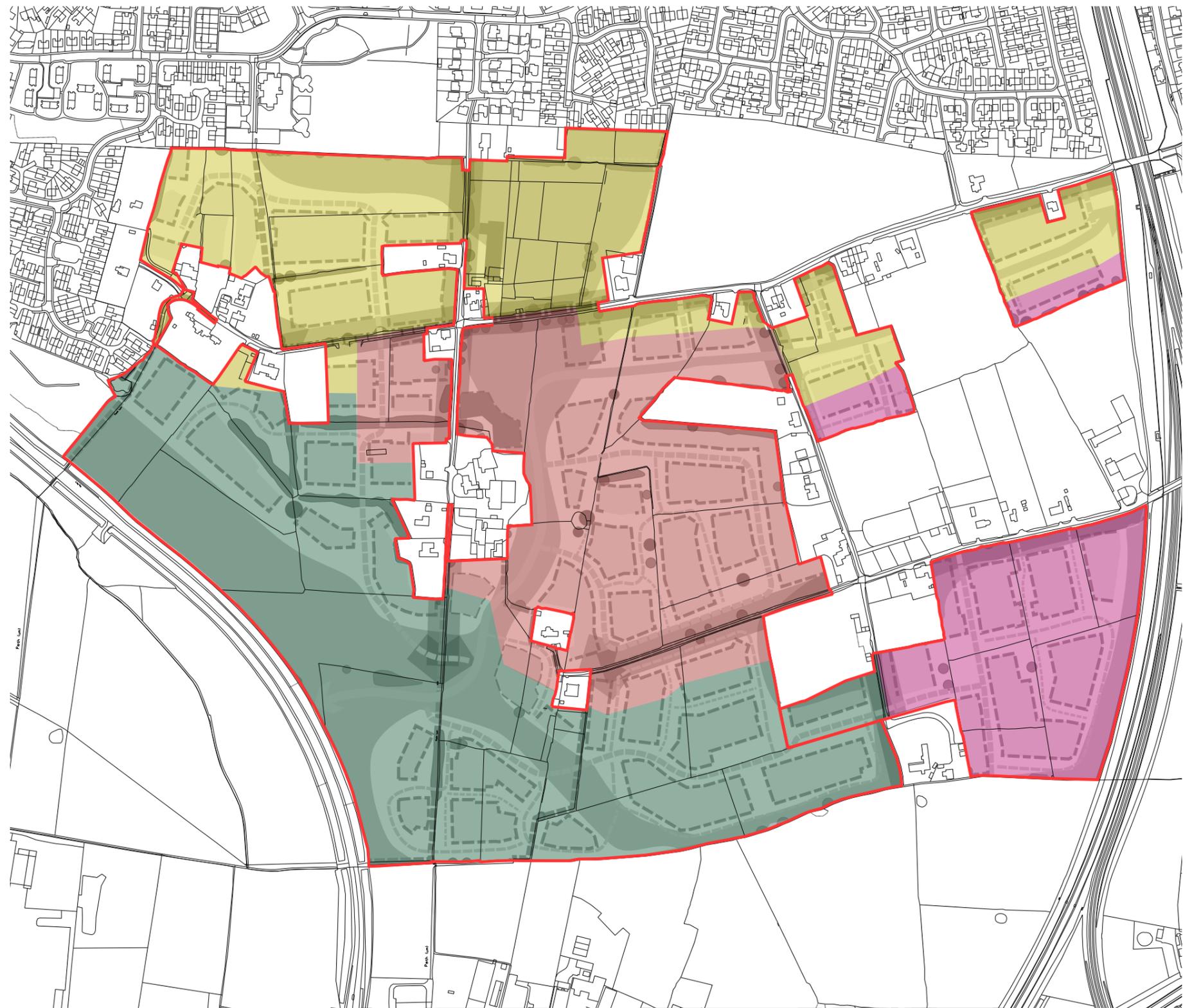
- Bee Lane
- The Heart of The Lanes
- The Urban Edge
- Penwortham Edge

Character Areas: Masterplan
Fig 9.1



Character Areas

Fig 9.0



9.1 Bee Lane

Located to the north of the Application A site, adjacent to Bee Lane, this flat expanse of low density housing will realise the opportunity to knit together degraded and fragmented existing landscape elements which includes high value native hedgerows and mature trees.

This area will take its character reference from the existing dwellings from within the site perimeter. Bee Lane is predominately fronted by linear terraces facing directly onto the road. The red brick properties give a distinct and traditional character to the area that is to be preserved.

The typology is predominately 2 and 2.5 storey terrace dwellings; the urban form sets the buildings close to the road and parallel to the road.

Parking is generally on driveways at the front and to the side of the properties with boundary treatments of native hedge species to reflect the existing typology.

The hard material palette will comprise of natural tones, reds and brindle to match the existing fabric and landscape character.



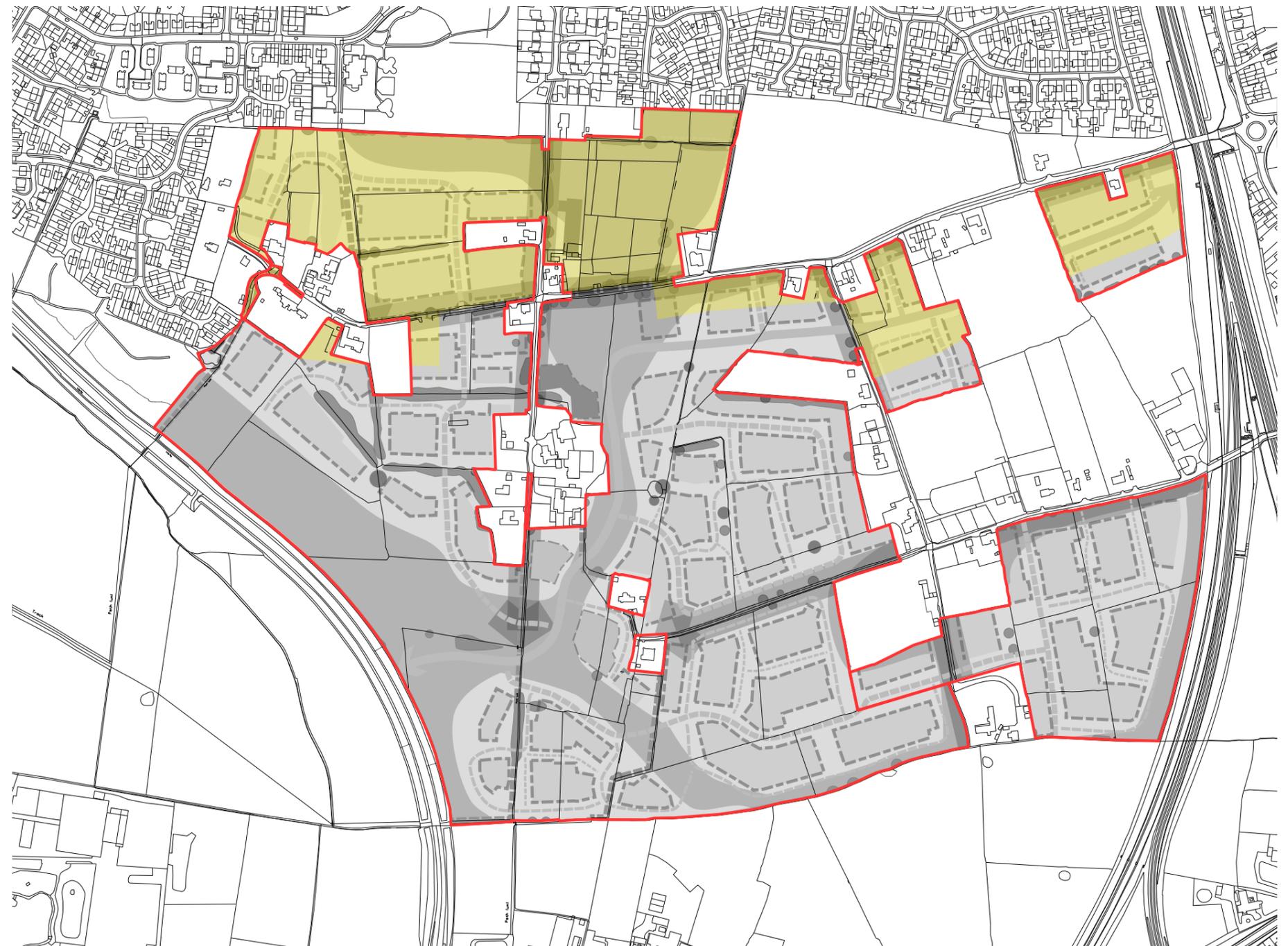
Existing Area Character with terraced red brick and brindle housing along Bee Lane



Existing mature hedgerows and the use of marker trees.

Character Areas: Bee Lane

Fig 9.2



The extent of the Bee Lane character area.



9.1 Bee Lane Landscape and Paving

Located in the north of the Application A site adjacent to Bee Lane, this flat expanse of low to medium density housing will build on established character of Bee Lane including retention of existing landscape elements; that is the landscape structure of native species rich hedgerows and mature albeit isolated, trees which line the lane and associated grassy margins, as well as existing Public Rights of Way. New roadways to the new housing area will have grass verges.

The character area will predominately include new amenity green space, ordered along Bee Lane, incorporating SUDs as well as provision for children. Semi-natural space will be delivered along the interface of the development with the railway (eastern boundary). The northern extent of the character area (adjacent to Kingsfold Playing Fields) will be designed for surface water storage purposes. The character area will predominately include retention of existing green infrastructure features as well as the flood management area to the north

Materials

The hard material palette will comprise of natural tones, buffs and greys which will draw together the range of existing architectural fabric in the locality, their qualities, and be appropriate with the mature wooded nature of the landscape setting.

- High quality hard landscape materials, a combination of man-made surface materials;
- Small, domestic, pedestrian and cycle friendly streets;
- Colour palette in natural buff - red tones which aligns with existing architecture on site along Bee Lane

Hierarchy of highway material selection

Primary Streets

Macadam carriageways;

Secondary Streets

Macadam carriageways;

Tertiary Streets / Private Shared Driveways

Macadam / Tegular paving at focal points (subject to adoption)

Pavements (with vehicle overrun)

Macadam or Tegula/ Keyblok (continuous footpaths/tables etc.)

Pavements (Pedestrian/Cycle Only)

Hoggin (Porous where possible) and/or Resin bound gravel

Vegetation/Biodiversity Enhancements

- Concentration of 'important' native hedgerows located in the north west corner of the site to be retained.
- Feature trees to mirror existing Ash trees along Bee Lane and Oak trees along the northern boundary of the site; New tree cover along the link road to include Oak and Maple cultivars to create strong seasonal interests in red tones.
- Semi-natural space to include wildflower meadow planting with pockets of bluebells which are currently found on site.



1



2



3



4



5



6



7

Key

1. Tarmacadam for all road areas with white and beige coloured aggregates in feature areas.
2. Marshalls Tegula Burnt Ochre paving for focal points (subject to adoption)
3. Marshalls Keyblock vintage bracken paving for focal points (subject to adoption)
4. Hazel to be used in hedgerows
5. Blackthorn to be used in hedgerows
6. Hawthorn to be used in hedgerows
7. Existing pockets of bluebells are to be replicated in amenity green space

9.1 Bee Lane Material Palette

The material palette for this area takes its references from the existing buildings on Bee Lane. In particular the red brick terraces with dark roofs and some chimneys to ends of rows and terraces.

Brick Selection

A selection of tradition red brick, generally smooth faced with both stretcher bond and Flemish bond to match the existing terraced housing on Bee Lane. Sand and Cement type mortar with weather struck pointing.

Roofing

A selection of dark and grey roof tiles, both plain and roman style

Windows and doors

Timber and U-PVC white windows in a casement style emulating more traditional sash windows



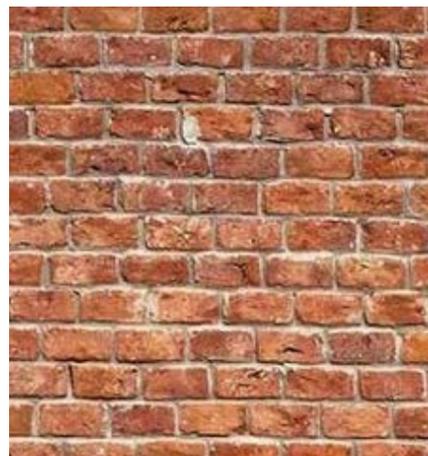
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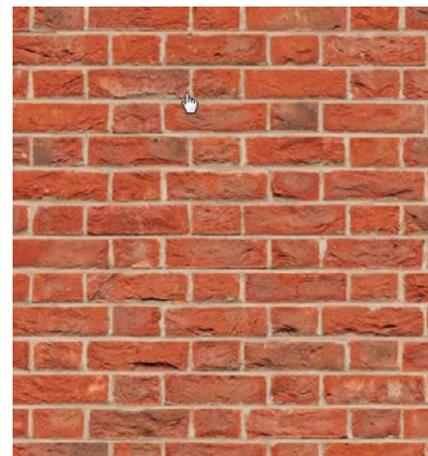
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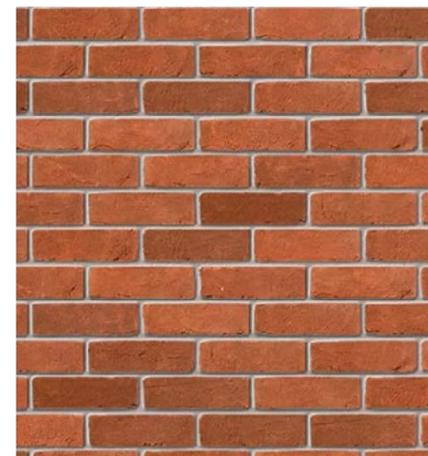
1. Terraced housing in predominantly red brick, parallel to the back of pavement.
2. Some wider frontage homes in red brick with chimneys to some locations
3. Traditional red brick with sand cement mortar
4. Reclaimed red brick with sand cement mortar in flemish bond
5. Modern red brick or red engineering brick with sand cement mortar
6. Grey cement plain tiles
7. Grey Roman and other profiled tiles



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9.1 Bee Lane



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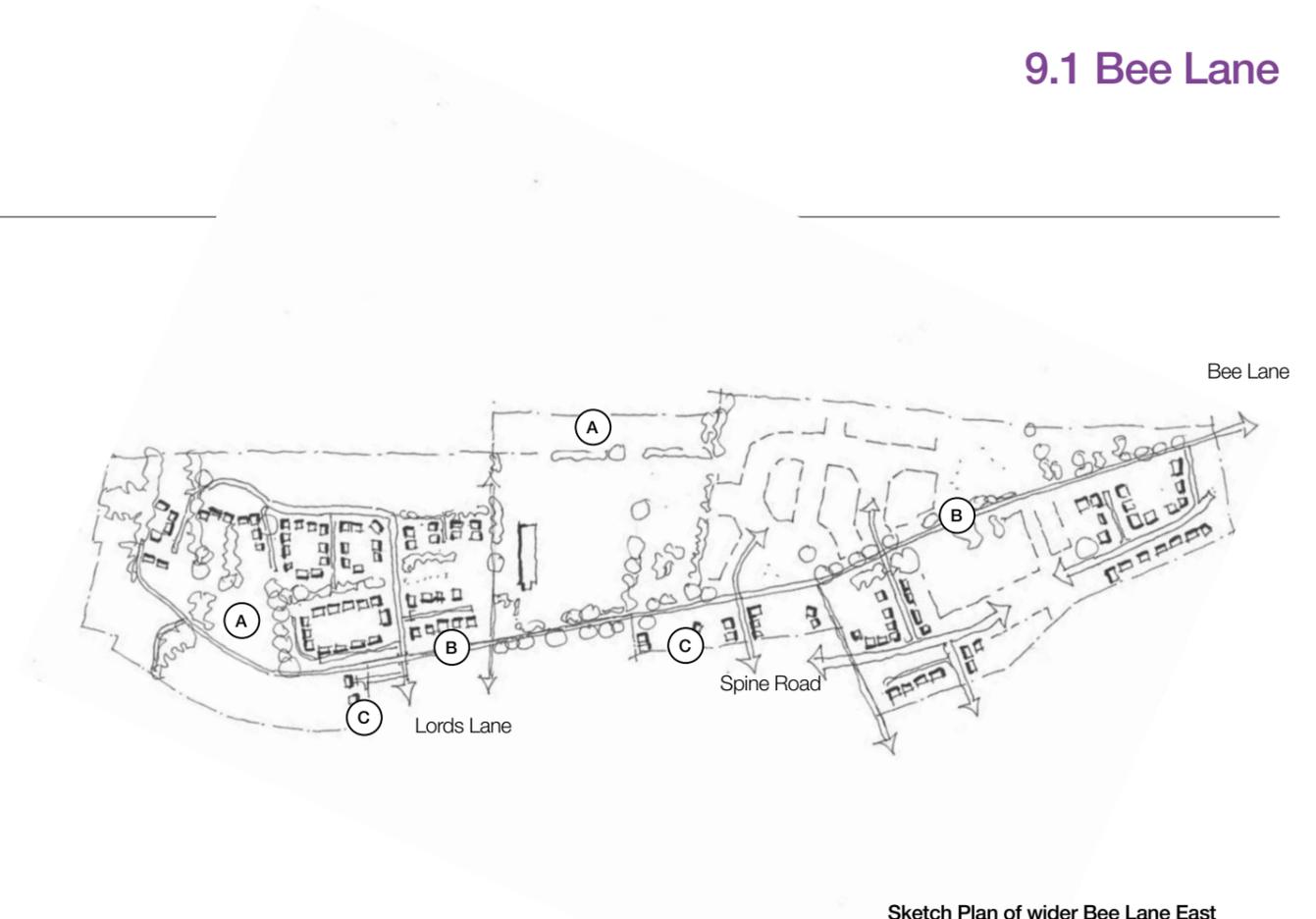
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Sketch Plan of wider Bee Lane East Character Area

- A Generous Landscaped Margins
- B Bee Lane as the focus of the Character Area
- C Numerous existing properties to reference for palette and character clues

Key

1. White timber windows emulating traditional sash windows
2. Composite front doors with porches in a range of darker colours
3. U-PVC white casement windows emulating smaller pane sizes.
4. Timber front doors in a range of darker colours

9.2 Heart of The Lanes

The central area of the Application A site will be made up of higher density housing centred on a village green and Local Centre. This will form the heart and identity of the Lanes development.

The Village Centre will have good frontage on to the spine road and good visibility from the entrance to the sites. It will also relate well to the pedestrian movement from Kingsfold to the village green.

The area will have a suburban feel with a mature character due to retained trees, hedges and amenity green space verges along Flag Lane and Lord's Lane ensuring the existing landscape pattern is retained. The area is well connected by pedestrian and cycle routes.

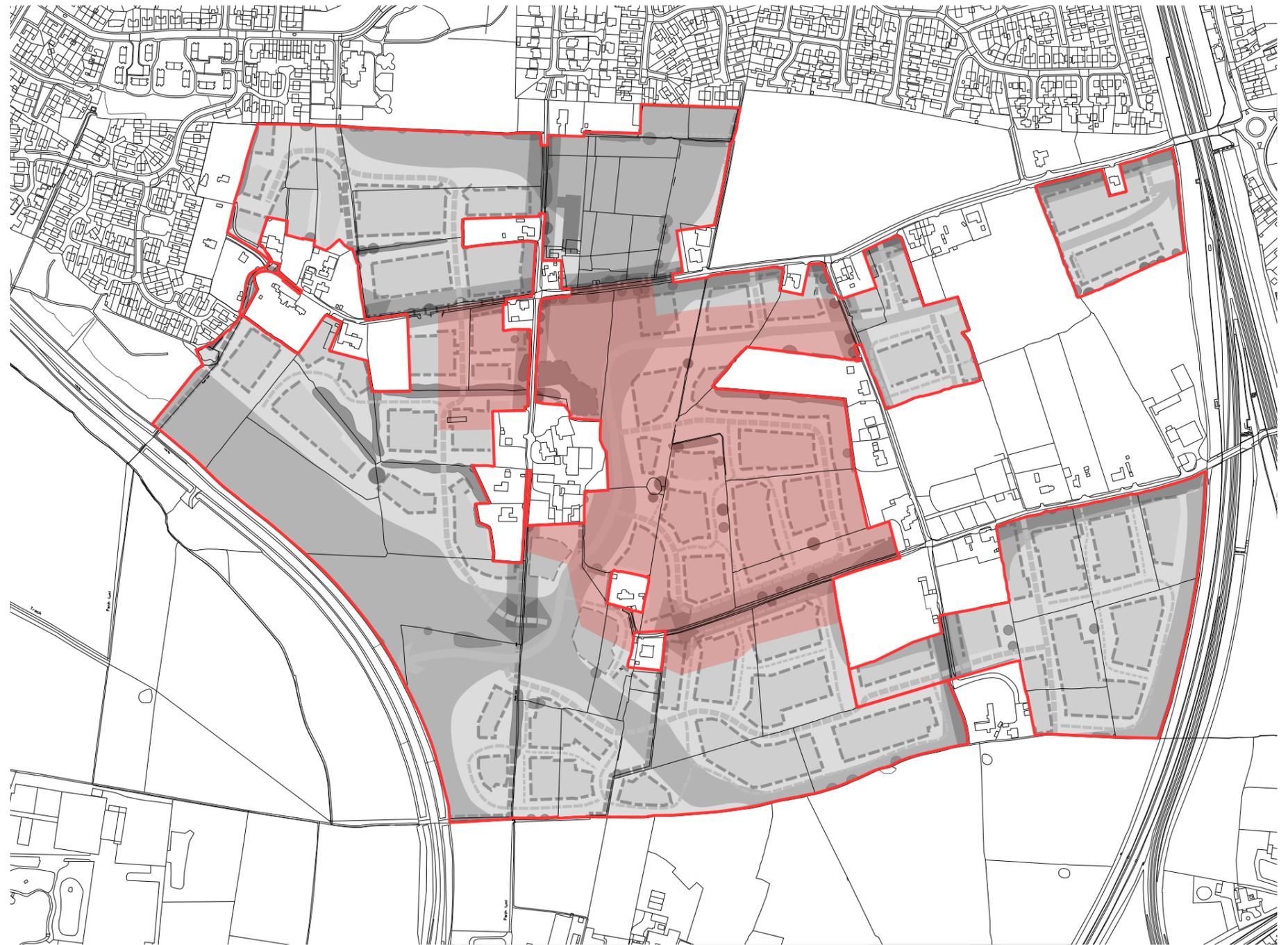
The remaining green space will have an open, flexible feel with open amenity space receding into meadow / wild grassland boundaries, encouraging natural play. Existing vegetation will be developed for the creation of an edible landscape to encourage sustainable food production.

The area contains a mixture of use classes, including residential, retail, commercial, employment, leisure and community. The buildings are modern in character, with a height up to 3 storeys.

The hard material palette will comprise of red and brindle tones to replicate a semi-urban feel, with high quality materials used in the central communal areas.

Character Areas: Heart of the Lanes

Fig 9.3



The extent of the Heart of The Lanes character area.



Existing Area Character
Existing red brick terraced housing on Lords Lane and mature hedgerows along Lord's Lane.



9.2 Heart of The Lanes Landscape and Paving

The central area of the Application A site will be made up of higher density housing centred on a village green and community events space with a Local Equipped Area Play provision for children. Some areas will have a mature character due to retained trees, hedges and amenity green space verges associated with Nib Lane and Lord's Lane where the existing landscape pattern and sustainable movement corridors are retained. New landscape infrastructure will also be delivered in this character area; semi-natural space with swales associated with new road infrastructure and amenity green space at the village green which will include productive landscape (an Orchard) and be open for flexible use with meadow grassland and woodland edge boundaries, encouraging natural play.

Materials

The hard material palette will comprise of crisp red and brindle tones to create a semi-urban feel.

High quality hard landscape materials, a combination of man-made surface materials to differentiate spaces and intended use;

Hierarchy of highway material selection

Primary Streets

macadam carriageways;

Secondary Streets

macadam carriageways;

Tertiary Streets / Private Shared Driveways

macadam / Tegular paving at focal points (subject to adoption)

Pavements

macadam;

Vegetation/Biodiversity enhancements

- Existing biodiversity to be retained and enhanced where possible;
- Clipped hedgerow garden and field boundaries, retaining mature planting where possible;
- Village green amenity and green space to include communal planting (Orchard);
- Mosaic of habitats in green space to filter into residential streets (via hedges, street trees, gardens);
- Use of trees and vegetation to help determine/establish street hierarchy with use of oaks, ash and alder trees building on the existing species found on site;
- Swales integrated into open space
- Removal of invasive species (Japanese Knotweed).



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Key

1. Tarmacadam for all road areas with red and white coloured aggregates in feature areas.
2. Keyblock brindle paving for feature areas (subject to adoption)
3. Keyblock cedar paving for feature areas (subject to adoption)
4. Orchard Tree planting
5. Woodland Edge Planting
6. Meadow Boundaries
7. Opportunities for wildflower planting marking road side verges and edges of amenity spaces

9.2 Heart of The Lanes Material Palette

The material palette for this area takes its references from some of the existing buildings on Lords Lane. In particular the variety of sizes and roof lines with elements of render and some chimneys to ends of rows and terraces.

Brick Selection

A variety of more modern plain smooth red and multi buff brick, both smooth faced and textured with both stretcher bond. Some small areas of render interspersed. Sand and Cement type mortar with bucket handle mortar and recessed pointing.

Roofing

A selection of red and grey roof tiles, both plain and roman tile style.

Windows and doors

Timber and U-PVC in darker colourer windows in a more modern casement style



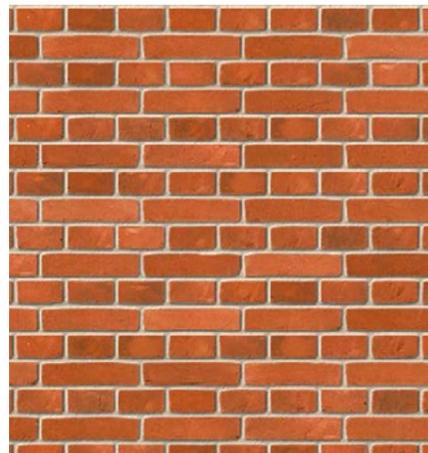
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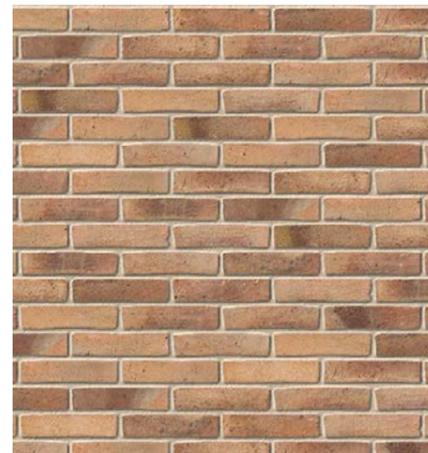
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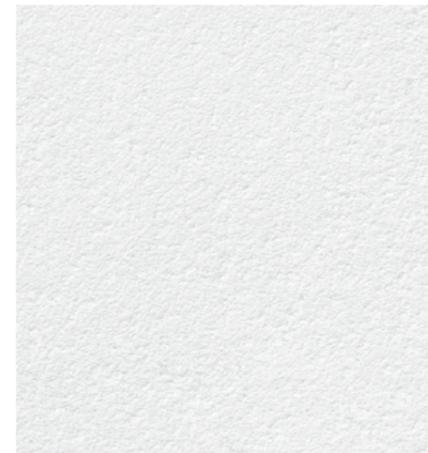
1. A variety of red and buff brick with predominately grey roofing. Variety of roofing angles and heights.
2. Closely spaced homes in red brick and render with chimneys to some locations
3. Traditional red brick with sand cement mortar
4. Buff multi brick with sand cement mortar
5. Small feature areas of white render
6. Grey cement plain tiles
7. Grey Roman and other profiled tiles



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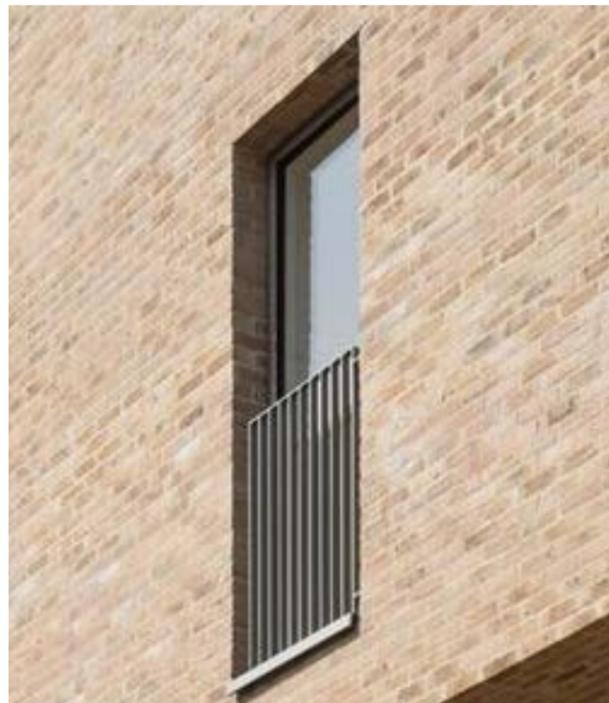
9.2 Heart of The Lanes



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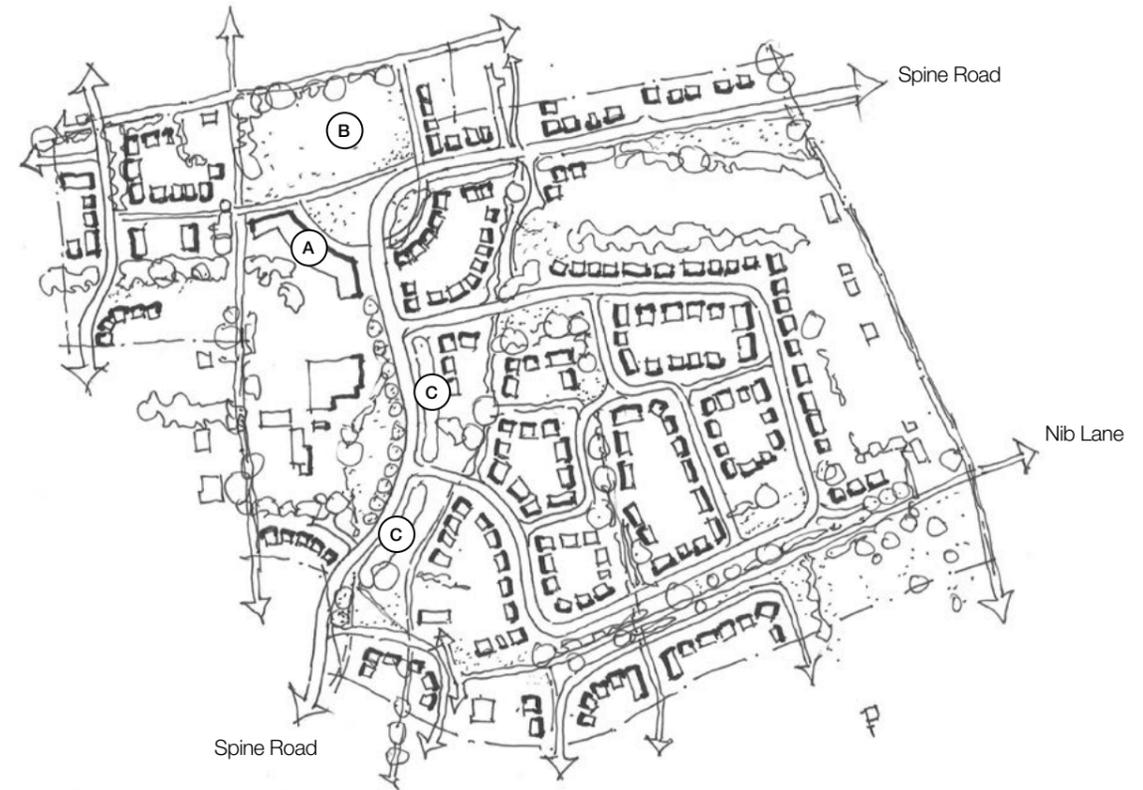
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Sketch Plan of the wider Heart of the Lanes Character Area

- A Local Centre
- B The Village Green
- C Swale and SUD systems along spine road

Key

1. White and grey casement windows in U-PVC and Timber
2. Composite front doors with porches in a range of darker colours
3. Larger glazed openings with Juliet balconies to some dwellings
4. Timber front doors in a range of darker colours

9.3 Urban Edge

The Urban Edge Character Area is evident within both Application A and B sites. The eastern extent of the sites, adjacent to the railway line, will have a tighter grain with a higher density, linear and urban feel with a natural/grey colour palette.

The areas will have a contemporary suburban feel with modern and elegant materials forming rich and characterful architecture. The massing within this area is to be up to a height of 3 storeys.

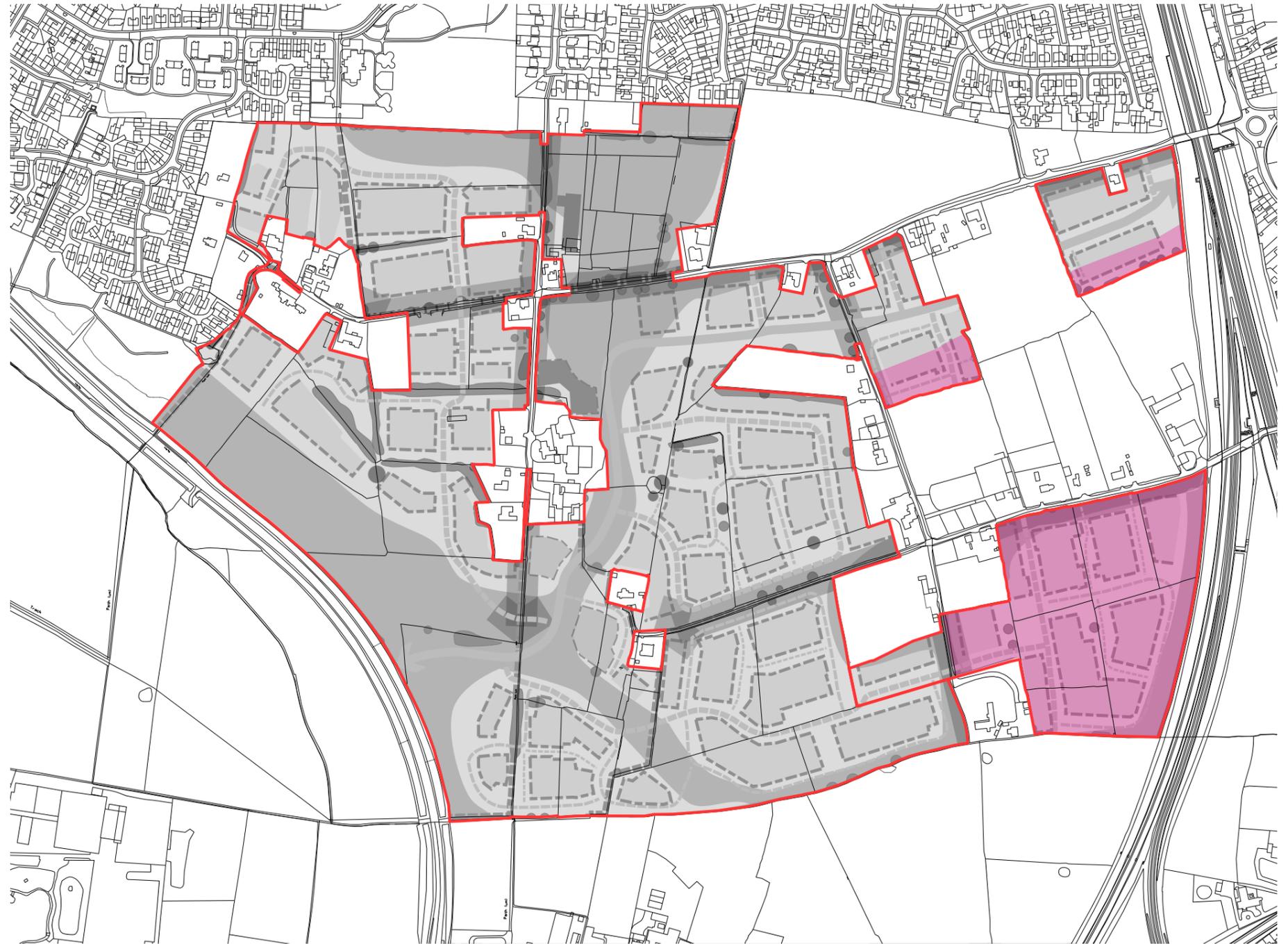
In comparison to the rest of both sites, there is minimal mature vegetation, with the predominant tree species being Ash. There will be a substantial amenity and natural green space provision, with a planted margin providing a buffer against the railway boundary.

The historic field patterns give an orthogonal, more gridded approach to the urban layout.

Macadam will be used for the enhanced streets whilst grey key block and Tegula setts can be used for some feature areas of the informal/pedestrian prioritised streets subject to LCC adoption criteria.

Character Areas: Urban Edge

Fig 9.4



The extent of the Urban Edge character area.



Existing Area Character
Rectilinear and formal hedgerows with existing clipped and unclipped mature hedgerows.



9.3 Urban Edge Landscape and Paving

The eastern extent of both sites adjacent to the railway line will have a tighter grain. The general absence of mature landscape features provides the opportunity for character creation and as such a muted palette of grey-blue colours are proposed to offer a crisp setting to the proposed modern architectural building façades. Semi-natural green space is proposed along the interface with the railway line with east-west provision to provide green infrastructure to connectivity. To the northern amenity green space is orientated alongside road infrastructure and includes swales, a LEAP and Public Right of Way connecting Kingsfold with Lostock Hall. Given the opportunity for character creation, there is a particular opportunity to create public greening with fruiting/productive species.

Materials

High quality hard landscape materials, a combination of manmade surface materials; Colour palette in greys and natural tones to emphasise semi-urban feel with a range of unit sizes/orientation to differentiate street uses (car parking, highway, pedestrian only);

Hierarchy of highway material selection

Enhanced Streets

macadam carriageways;

Informal Streets

macadam carriageways;

Pedestrian Prioritised Streets / Private Shared

Driveways

macadam / Tegular paving at focal points (subject to adoption)

Pavements

macadam;

Vegetation

- Existing biodiversity to be retained and enhanced where possible;
- Regular street trees of Ash, Pear and Apple with a single species hedging to form a simple vegetation palette for streetscenes. Single species hedges to be hawthorn, hornbeam and hazel.
- Removal of invasive species (Japanese Knotweed).
- Inclusion of nest boxes in gardens.



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Key

1. Tarmacadam for all road areas with white and grey coloured aggregates in feature areas.
2. Tegular Slate paving for feature areas (subject to adoption)
3. Grey Lotis paving paving for driveways and feature areas (subject to adoption)
4. Blackthorn to be used in hedgerows
5. Rosehip to be used in hedgerows
6. Acai tree planting
7. Hawthorn to be used in hedgerows

9.3 Urban Edge Material Palette

The material palette for this area takes its references from a more urban environment. There is little residential context in this area and a very formal pattern of hedgerows. This allows this area to be very different to the context and other character areas.

Brick Selection

A variety of more modern London yellow and multi buff brick, both smooth faced and textured with both stretcher bond. Coloured mortar with bucket handle mortar and recessed pointing.

Roofing

A selection of red and grey roof tiles, plain tile style.

Windows and doors

Aluminium or U-PVC in darker colourer windows in a more modern casement style



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Key

1. Taller, more modern terraced housing in predominantly buff and yellow brick, parallel to the back of pavement.
2. More modern style porches and small urban front gardens. Minimal boundary treatment.
3. Some wider frontage homes in orange and multi brick
4. Orange / Brindle multi with coloured mortar
5. London Yellow brick with light coloured mortar
6. Pale brick with ironspots with coloured mortar.
7. Grey cement plain tiles
8. Red Clay cement plain tiles



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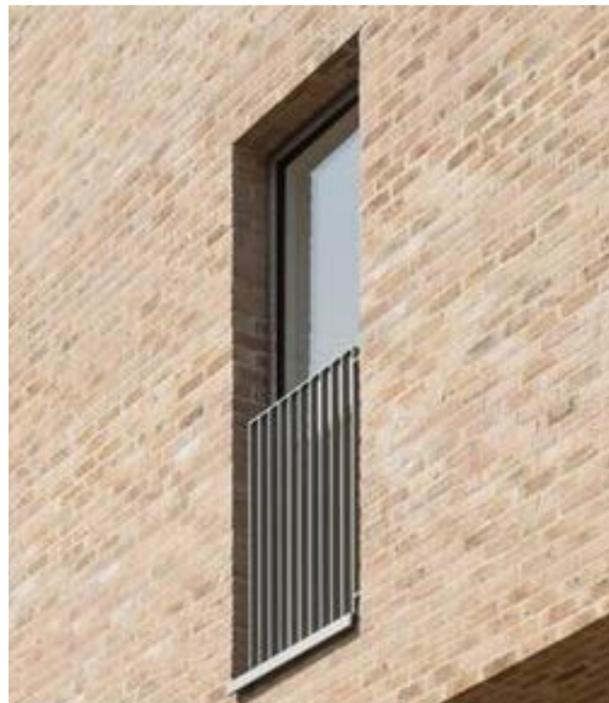
9.3 Urban Edge



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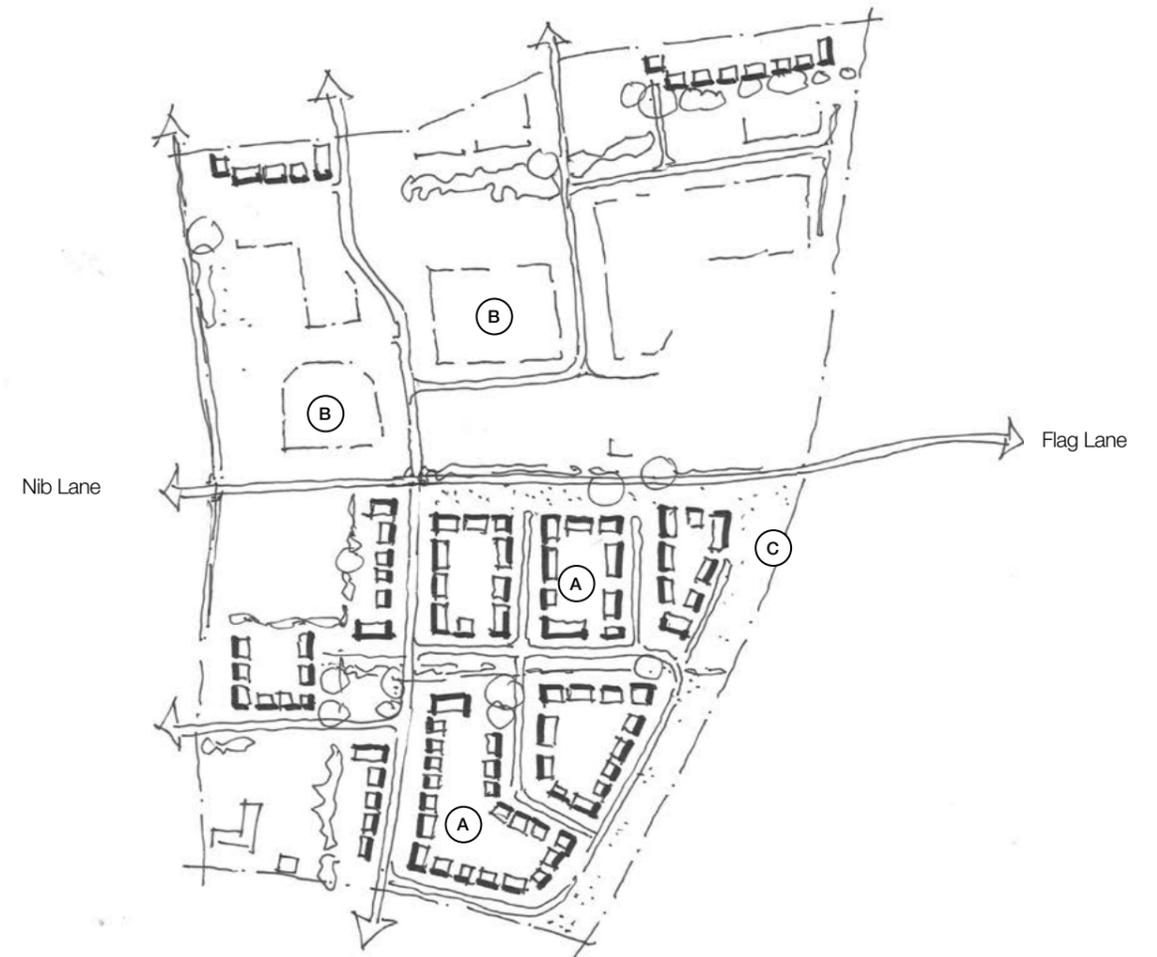
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Key

1. White and grey casement windows in U-PVC or Timber
2. Composite front doors with porches in a range of darker colours
3. Larger glazed openings in metal frames with Juliet balconies to some openings
4. Timber front doors in a range of darker colours



Sketch Plan of the wider Urban Edge Character Area

- A Housing development
- B Existing properties
- C Circular Walkway along railway edge

9.4 Penwortham Edge

The south western extent of both sites will have a very rural feel with a significant buffer of natural green space referencing the neighbouring green belt beyond Penwortham Way.

Within this zone, there can be a mixture of architectural styles and materials that form the gateway, with a strong landscape entrance as a visual marker for the whole development.

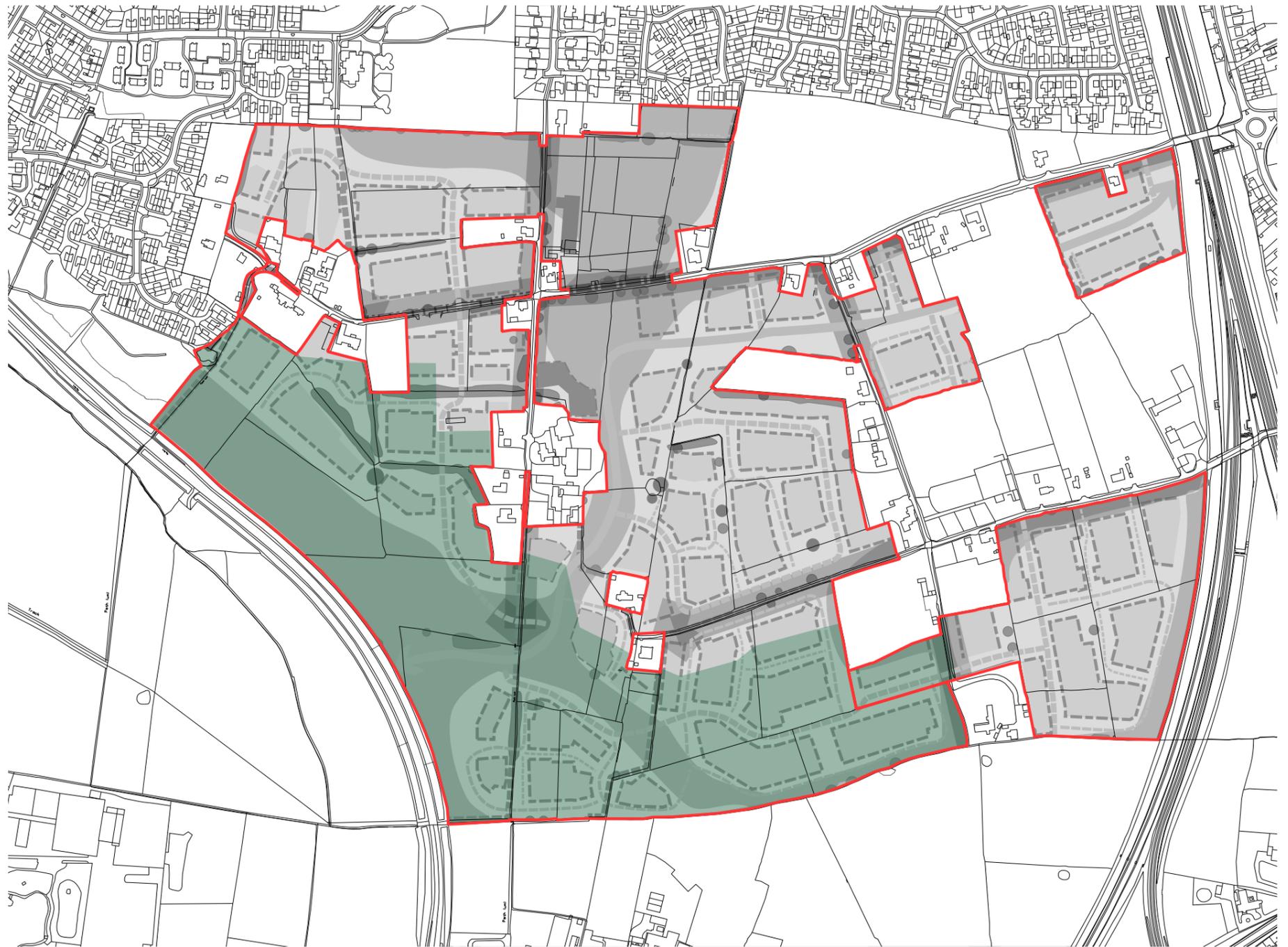
The character area will comprise of low density housing, up to 3 storeys, and set out around a network of amenity green space. A significant portion of natural green space will include swale and wetland areas.

There will be a selection of resilient materials and techniques which will incorporate the use of sustainable drainage design with a diversity of plant species that tolerate climatic extremes.

Tree planting within the natural green space provision will include oak, elm, lime, poplar, ash, hawthorn and cherry, which can already be found along the Penwortham Way boundary.

Character Areas: Penwortham Edge

Fig 9.5



The extent of The Penwortham Edge character area.



Existing Area Character
Characterful red brick architecture along Chain House Lane, mature vegetation along Penwortham Way and existing clipped hedge garden boundaries on Chain House Lane.



9.4 Penwortham Edge Landscape and Paving

The south western extent of both sites will have a transitional character as the interface between the settlement and wider rural landscape west of Penwortham Way. This green corridor extends the full length of the sites and connects the north west corner with the south west at Coote Lane. Residential neighbourhoods will define the eastern side of the character area and the corridor itself will comprise of a patchwork of semi-natural space, amenity open space and allotments, and incorporate play provision. A significant portion of natural green space will include swale area for surface water attenuation.

Tree planting within naturalistic space will include oak, elm, lime, poplar, ash, hawthorn and cherry, which can already be found along the Penwortham Way boundary. Feature trees within residential areas will take reference from these established, largely native species, but using street tree cultivators. There will be a creation of new grassland and shrub habitats to improve biodiversity and increase the robustness of the existing ecological network.

The hard material palette will be consistent with those used in adjacent character areas to provide a cohesive transition.

Materials

- Colour palette in brindle and red tones referencing adjacent character areas and existing development on Chain House Lane.
- Natural surfaces to semi-natural routes eg Hoggin or site worn material.

Hierarchy of highway material selection

Enhanced Streets

macadam carriageways;

Informal Streets

macadam carriageways;

Pedestrian Prioritised Streets / Private Shared Driveways

macadam / Tegular paving at focal points (subject to adoption)

Pavements

macadam;

Vegetation

- Existing biodiversity to be retained and enhanced where possible;
- Neat, clipped hedgerow garden and field boundaries as found on Chain House Lane;
- Amenity green space to include swale planting



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Key

1. Tarmacadam for all road areas with white and beige coloured aggregates in feature areas.
2. Keyblock burnt ocre paving for feature areas (subject to adoption)
3. Tegular heather paving for feature areas (subject to adoption)
4. Semi Natural Grassland landscape
5. Naturalistic grassy margins to edges
6. Homes with good outlook over more natural and planted landscaping



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9.4 Penwortham Edge Material Palette

The material palette for this area takes its references in the wider Penwortham area. In particular this area should integrate with the forms and typologies to the south-west of the site.

Wall Material Selection

An eclectic mix of brick, render, timber and stone cladding. This character area has the most variety and the largest component of more natural materials.

Roofing

A selection of red and grey roof tiles, in more textured and roman tile style.

Windows and doors

More traditional timber or UPVC windows with the effect of smaller panes of glass.



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Key

1. Collection of brick and render homes set back from the road.
2. Collection of brick and render homes set back from the road.
3. Collection of brick and render homes set back from the road.
4. Orange / Brindle multi with coloured mortar
5. Red / Brindle Multi brick with coloured mortar.
6. Small feature areas of white render
7. Red Clay Roman and other profiled tiles
8. Grey Roman and other profiled tiles



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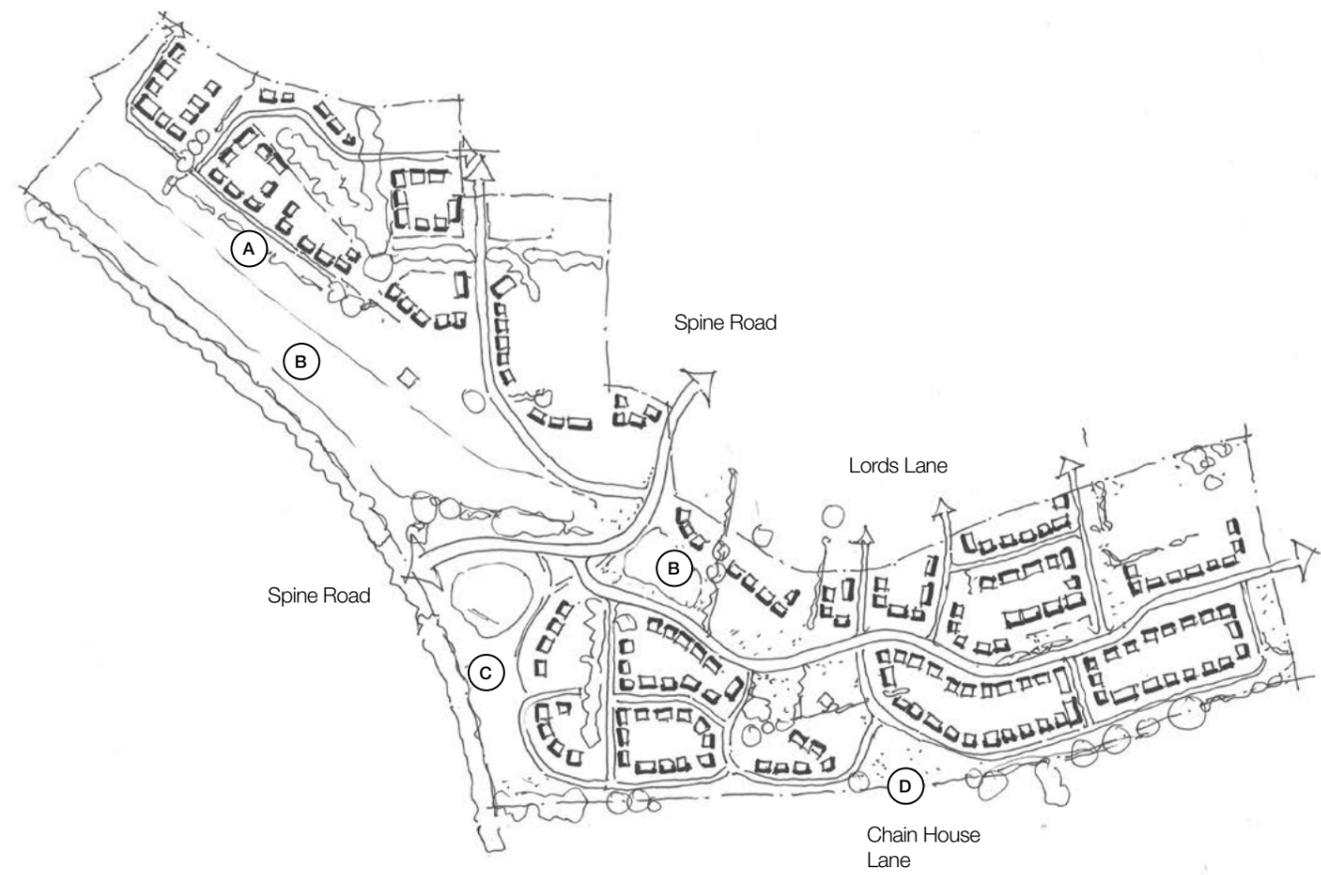


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9.4 Penwortham Edge



Key

- 1. White and grey casement windows in U-PVC or Timber emulating sash windows
- 2. White and grey casement windows in U-PVC or Timber emulating smaller panes

Sketch Plan of the wider Penwortham Edge Character Area

- A Clear visual overlooking of green spaces
- B Areas of Sustainable Urban Drainage
- C Area allocated for intensive tree planting
- D No vehicular connection between Spine Road and Chain House Lane

Appendix 5 – Policy SS6A Suggested Modifications (Clean and Tracked)

Policy	Detail
Well-designed places (EN1)	<p>The site is in multiple land ownership. To ensure good placemaking, and to deliver a comprehensive and integrated development, proposals for the Site must be brought forward generally in accordance with the Masterplan and Design Code approved under permissions 07/2021/00886/ORM and 07/2021/00887/ORM, or any amended version of these agreed with the Local Planning Authority.</p>
Planning Obligations (ID2)	<p>Planning obligations may be required to mitigate the impacts of development and secure affordable housing in line with Policy ID2. A suite of planning obligations are included in the S106 Agreement and Unilateral Undertaking attached to permissions 07/2021/00886/ORM and 07/2021/00887/ORM and it will be in the context of these, and any changes in circumstances locally, that any future requirements will be assessed if new applications for planning permission are made for land within Site SS6A.</p>
Sustainable Travel (ST2)	<p>A Cross Borough Link Road (CBLR), linking the A582 (Penwortham Way) with the B5254 (Leyland Road) at Bee Lane Bridge should be delivered in accordance with the approach and specification approved by planning permissions 07/2021/00886/ORM and 07/2021/00887/ORM. At reserved matters stage, developers of any phase containing an element of the CBLR should make direct or indirect provision for the delivery of the part of the CBLR that falls within their phase.</p> <p>The site should link to the wider highways network via access points to the east and west, including Penwortham Way, and should deliver active travel links to all site boundaries.</p> <p>Due to the scale of the site, contributions may also be sought for traffic management measures, cycling infrastructure and/or pedestrian improvements on existing roads penetrating the site and roads just outside the allocation boundary. A comprehensive package of such measures are provided for in the S106 Agreement and Unilateral Undertaking attached to permissions 07/2021/00886/ORM and 07/2021/00887/ORM and it will be in the context of these, and any changes in circumstances locally, that any future requirements will be assessed if new applications for planning permission are made for land within Site SS6A.</p> <p>Provision should be made for buses to penetrate the site.</p> <p>There are several Public Rights of Way (PROW), including complete North/South routes, linking Chain House Lane to Kingsfold Drive and Coote Lane to Sumpter Croft. New pedestrian routes should link to the site's existing PROW routes.</p>

Infrastructure Planning Principles (ID1)	An infrastructure delivery plan is required to be provided by planning permissions 07/2021/00886/ORM and 07/2021/00887/ORM. A similar plan will be required to be submitted with any future applications for planning permission for land within Site SS6A.
Trees, Woodland and Hedgerows (EN8) Ecology (EN9)	Historic agricultural use has embedded a field pattern often bounded by mature hedgerow and/or water courses. These features have been addressed in the masterplan and design code for the development approved under planning permissions 07/2021/00886/ORM and 07/2021/00887/ORM. Any future applications for planning permission will be required to take appropriate account of these features. Many of the mature hedgerows contain Tree Preservation Orders and so future planning applications will need to include a Tree Survey and Arboricultural Impact Assessment.
Designated Sites for Nature Conservation (EN7)	To provide certainty that the loss of functionally linked land within the site allocation will not adversely affect the integrity of SPA and Ramsar sites, a wintering bird survey will be required as part of any future planning application in accordance with Policy EN7.
Amenity (EN4)	The site is bounded by the West Coast main line railway to the east. The A582 (Penwortham Way) bounds the west of the site, and there is an aspiration to upgrade this road to a dual carriageway. The relationship between proposed new development and these existing features has been accounted for in the masterplan and design code for the development approved under planning permissions 07/2021/00886/ORM and 07/2021/00887/ORM. Any future planning applications made for land within Site SS6A will be expected to take a similar approach to that already approved by these permissions.
Flood Risk (EN10)	Parts of the Site are at risk of surface water flooding. This has been addressed by appropriate assessment and infrastructure design for the land benefitting from planning permissions 07/2021/00886/ORM and 07/2021/00887/ORM. Any future planning applications for land within Site SS6A will be required to include proportionate assessments of the residual risk posed in terms of surface water flooding and will be required to mitigate this through design and the provision of SUDS infrastructure.
Drainage (EN11) and Utilities	It is understood that the site has access to some utilities but not gas. The site is at risk of sewer flooding which will need to be given careful consideration in any subsequent applications. Any future applications for planning permission for land within Site SS6A will require consultation with United Utilities and appropriate assessments undertaken to determine whether additional infrastructure is required. Attention will be required to drainage within and from the site to ensure that there is no impact on surrounding watercourses.

Heritage assets and archaeology (EN13)	An Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation will be necessary for any parts of the site which do not already have planning permission. The development may require a level of archaeological mitigation, in the form of preservation in situ, or by record, depending on the significance of any features encountered.
Housing mix and density (HS6) and affordable housing (HS7)	Any future applications for planning permission for land within Site SS6A will be expected to propose development that accords with policies HS6 and HS7 of the Local Plan, thus delivering an appropriate mix and density of housing and the required percentage, tenure and mix of affordable housing. Early discussions with the Local Planning Authority on these matters are recommended.
Open Space and Playing Pitch requirements (HS5)	Any future applications for planning permission for land within Site SS6A will be expected to propose development that accords with Policy HS5, thus providing an appropriate level of open space to meet the recreational needs of future residents.

Policy	Detail
Well-designed places (EN1)	<p>The site is in multiple land ownership. To ensure good placemaking, <u>and to deliver a comprehensive and integrated development, proposals for the Site must be brought forward generally in accordance with the Masterplan and Design Code approved under permissions 07/2021/00886/ORM and 07/2021/00887/ORM, or any amended version of these agreed with the Local Planning Authority.</u> Landowners should work collaboratively to identify how the site will be brought forward in a comprehensive and integrated manner. This should be demonstrated in subsequent applications for planning permission and approvals of reserved matters. A Design Code should be provided as part of any submission. Buildings and spaces should be designed to be sufficiently flexible to respond to changing circumstances.</p>
Planning Obligations (ID2)	<p><u>Planning obligations</u> A <u>planning contribution</u> may be required to help mitigate the impacts of development and secure affordable housing in line with <u>Policy ID2</u>. <u>A suite of planning obligations are included in the S106 Agreement and Unilateral Undertaking attached to permissions 07/2021/00886/ORM and 07/2021/00887/ORM and it will be in the context of these, and any changes in circumstances locally, that any future requirements will be assessed if new applications for planning permission are made for land within Site SS6A.</u></p>
Sustainable Travel (ST2)	<p>A Cross Borough Link Road (CBLR), linking the A582 (Penwortham Way) with the B5254 (Leyland Road) at Bee Lane Bridge should be delivered in accordance with the <u>masterplan approach and specification</u> -approved <u>within by planning permissions 07/2021/00886/ORM and 07/2021/00887/ORM</u> -and <u>any subsequent master planning informed by it</u>. At reserved matters <u>stage</u>, developers of any phase containing <u>an element of the CBLR route</u> should make direct or indirect provision <u>(through S106) towards for the delivery of the part of the CBLR that falls within their phase, delivery of the CBLR.</u></p> <p>The site should link to the wider highways network via <u>multiple access points to the east and west</u>, including Penwortham Way, <u>and should deliver active travel links to all site boundaries.</u></p> <p>Due to the scale of the site, contributions may also be sought for traffic management measures, <u>cycling infrastructure</u> and/or pedestrian improvements on existing roads penetrating the site and roads just outside the allocation boundary. <u>A comprehensive package of such measures are provided for in the S106 Agreement and Unilateral Undertaking attached to permissions 07/2021/00886/ORM and 07/2021/00887/ORM and it will be in the context of these, and any changes in circumstances locally, that any future requirements will be</u></p>

	<p>assessed if new applications for planning permission are made for land within Site SS6A, such as:</p> <ul style="list-style-type: none"> • Railway crossings at Bee Lane and Flag Lane, and/or • Tardy Gate District Centre. <p>Provision should be made for buses to penetrate the site.</p> <p>There are several Public Rights of Way (PROW), including complete North/South routes, linking Chain House Lane to Kingsfold Drive and Coote Lane to Sumpter Croft. New pedestrian routes should link to the site’s existing PROW routes.</p>
Infrastructure Planning Principles (ID1)	<p>An infrastructure delivery schedule plan linked to the phases of development on the site is required to be provided by planning permissions 07/2021/00886/ORM and 07/2021/00887/ORM. A similar plan will be required to be submitted with any future applications for planning permission for land within Site SS6A. It is likely a new electricity substation will be necessary.</p>
Trees, Woodland and Hedgerows (EN8) Ecology (EN9)	<p>Historic agricultural use has embedded a field pattern often bounded by mature hedgerow and/or water courses. These features have been addressed in the masterplan and design code for the development approved under planning permissions 07/2021/00886/ORM and 07/2021/00887/ORM. Any future applications for planning permission will be required Development should, consequently, seek to take appropriate account of protect and adapt to these features. Many of the mature hedgerows contain Tree Preservation Orders and so future planning applications will need to include a, necessitating a Tree Survey and Arboricultural Impact Assessment.</p>
Designated Sites for Nature Conservation (EN7)	<p>To provide certainty that the loss of functionally linked land within the site allocation will not adversely affect the integrity of SPA and Ramsar sites, a wintering bird survey will be is required alongside as part of any future planning application in accordance with Policy EN7.</p>
Amenity (EN4)	<p>The site is bounded by the West Coast main line railway to the east. The A582 (Penwortham Way) bounds the west of the site, where and there is an aspiration to upgrade this road to a dual carriageway. The relationship between proposed new development and these existing features has been accounted for in the masterplan and design code for the development approved under planning permissions 07/2021/00886/ORM and 07/2021/00887/ORM. Any future planning applications made for land within Site SS6A will be expected to take a similar approach to that already approved by these permissions.</p> <p>To ensure acceptable level of amenity for housing near these routes, a buffer should be included. If necessary, the Council will also seek a Noise Impact Assessment, including mitigation secured by condition and/or obligation.</p> <p>The stability of operational railway land should also be protected.</p>

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Flood Risk (EN10)	Sporadic Parts of the Site are areas within the site are at low risk of surface water flooding. This has been addressed by appropriate assessment and infrastructure design for the land benefitting from planning permissions 07/2021/00886/ORM and 07/2021/00887/ORM. Any future planning applications for land within Site SS6A will be required to include proportionate assessments of the residual risk posed in terms of surface water flooding and will be required to mitigate this through design and the provision of SUDS infrastructure. The risk should be manageable through careful consideration of site layout.
Drainage (EN11) and Utilities	It is understood that the site has access to some utilities but not gas. The site is at risk of sewer flooding which will need to be given careful consideration in any subsequent applications. Any future applications for planning permission for land within Site SS6A will require consultation. Early dialogue with United Utilities is recommended prior to submission of development proposals and appropriate assessments undertaken to determine whether additional infrastructure is required. Attention will be required to drainage within and from the site to ensure that there is no impact on surrounding watercourses.
Heritage assets and archaeology (EN13)	An Archaeological Desk Based Assessment and/or the results of an archaeological field evaluation will be necessary for any parts of the site which do not already have planning permission. The development may require a level of archaeological mitigation, in the form of preservation in situ, or by record, depending on the significance of any features encountered.
Housing mix and density (HS6) and affordable housing (HS7)	Any future applications for planning permission for land within Site SS6A will be expected to propose development. Development of the site will be expected to that accords with policies HS6 and HS7 of the Local Plan, thus delivering an appropriate mix and density of housing and the required percentage, tenure and mix of affordable housing. Early discussions with the Local Planning Authority on these matters are recommended.
Open Space and Playing Pitch requirements (HS5)	Any future applications for planning permission for land within Site SS6A will be expected to propose development that accords. Development of the site will be expected to accord with Policy HS5, thus providing an appropriate level of open space to meet the recreational needs of the development future residents.
Agricultural land (EN16)	An Agricultural Land Classification report may be required as part of a planning application if the land is best and most versatile.