

Design Code

Findon, Dignumoor Sports Centre and Delf Clough

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WEST LANCASHIRE



LOCAL PLAN

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Findon, Digmoor Sport Centre and Delf Clough LOD – Design Code

This housing design code is a reference document for developers and their design teams which sets out our aspirations, values and design principles for housing design on the LDO sites, Findon, Digmoor Sport centre and Delf Clough. Any proposal for development on relevant sites submitted to West Lancashire Borough Council must demonstrate clearly how these have been adopted and applied as part of a responsive, high quality design process.

The content of the design code must also be regarded in partnership with the West Lancashire Local Plan 2012-2027, the West Lancashire Design Guide SPD and the LDO to which this Design Code relates. This will be used as a benchmark by which development proposals will be evaluated as part of the LDO process.

This code looks to focus on broader design ideas about place-making (an examination of wider design values and principles) rather than specific or detailed design proposals and, as such it does not seek to prescribe a fixed design or layout for the sites, or fix a programme for the architectural design and detail of individual buildings. This Design Code should be interpreted as guidance.

Key Influences

The Design Code has been influenced significantly by the objectives and content of other policies, strategies and guidance. The Design Code assimilates much of this existing guidance and standards and applies them to the design of having developments on the sites identified within the LDO.

However, it is nevertheless important for developers and their design teams to be familiar with their specific objectives and requirements.

Structure of the document

In producing this document we have sought to make sure that our ideas and messages are expressed in a way that is clear and understandable to developers and their professional advisors. To help make this design code as user friendly as possible, there are two parts to the document.

Part 1 – Vision

- Context
- Values
- Key Design Principles

Part 2 – Design Palette

- Site Frameworks and Character Areas

Part 1, will deal with the fundamentals of the design process setting out our vision for new housing development, putting this into context of the current characteristics of the area, expressing what we think peoples core values are when it comes to housing, and how these can be delivered by adopting just a few key design principles at the outset.

Part 2, will get to grips with the detail, setting out what we feel is the best design approach for each site. In part 2 we express a design palette comprising design ideas for different elements of the built environment, and site frameworks and character area to show which elements of the palette could be applied.

LDO Process

Local Development Orders (LDOs) provide planning permission for specific classes of development within a defined area, subject to certain conditions and limitations.

The purpose of a LDO is to simplify the planning process and provide certainty for potential investors, developers and businesses. This aims to reduce the costs and potential delays sometimes associated with the planning application process.

LDOs are an enabling and permissive planning tool. They create a permitted development framework for particular activities within a certain location. The classes of permitted development within a LDO are precise and apply to particular land uses and forms of development.

LDOs provide a further layer of permitted development rights in addition to those which are established by central government through the General Permitted Development Order 1995 (as amended) and the Town and Country Planning (Use Classes) Order 1987 (as amended).

Where an LDO is in place, planning permission can also be obtained by following the normal planning application process.

The delivery of good design is not something that can be left to chance. History has taught us that development that ignores principles of good design can place a great burden on their community. It is important that we accept that this is not only an issue of environmental quality, but that poor design can be the root cause of social and economic instability. The link between poor quality housing design and lack of social cohesion with a community is particularly strong.

Key issues include:

- The exclusion and division of communities.
- Environments being undervalued and abused.
- Physical disconnection – undemocratic environments which impact disproportionately on the mobility impaired.
- Severance from public transport networks.
- Public spaces that facilitate anti-social behaviour and crime.
- Weakening the planning gain system, with investments than becoming liabilities.
- The imposition of remedial costs – costs that are often borne by the public purse.
- Reducing or even negating wider urban regeneration initiatives aimed at enhancing services, facilities and local economies.

PART 1

Vision

With the central focus of the LDO on housing, the vision, or starting point of this design code is to set down our broad vision for what new housing can and should achieve on Findon, Digmoor Sports Centre and Delf Clough. The sites will provide new housing redefining the area as an attractive residential area with high quality housing.

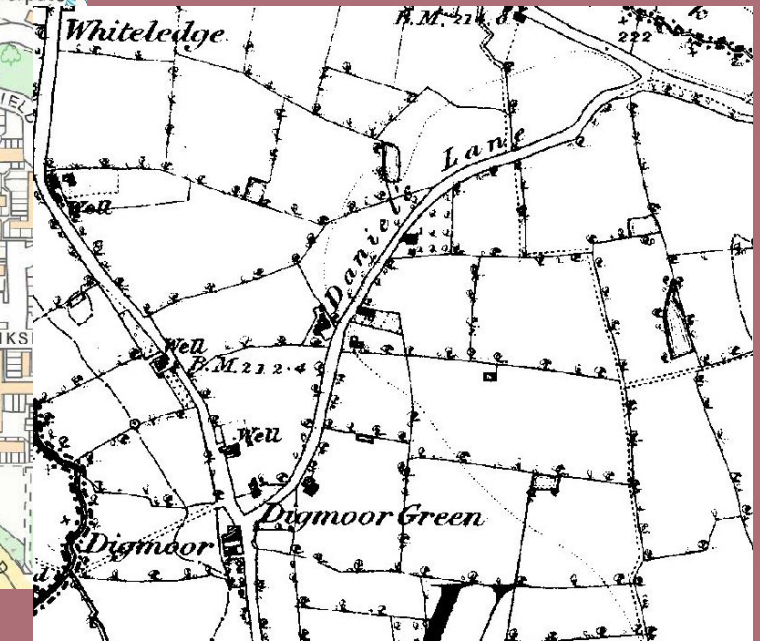
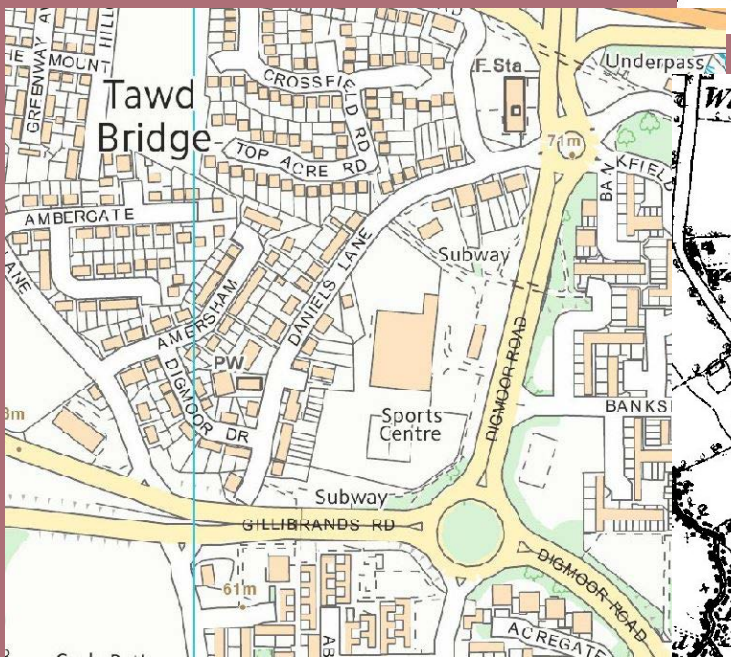
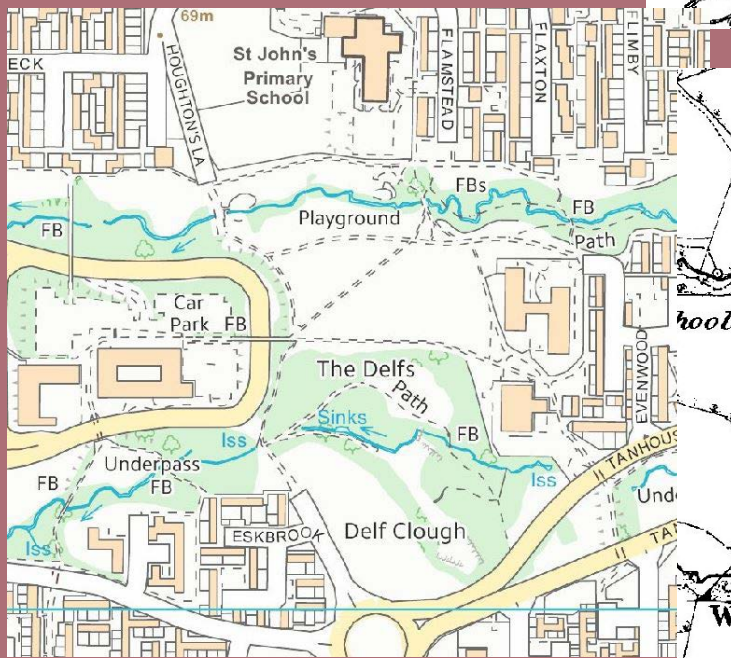
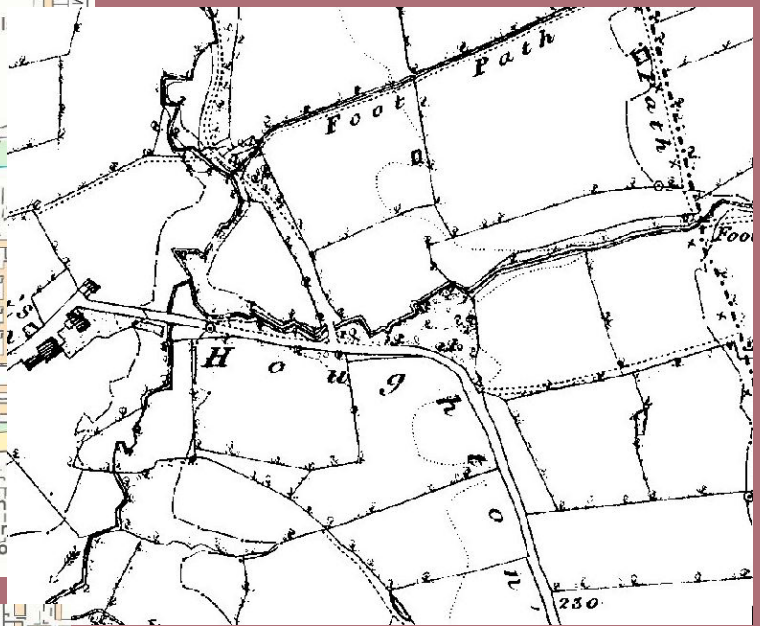
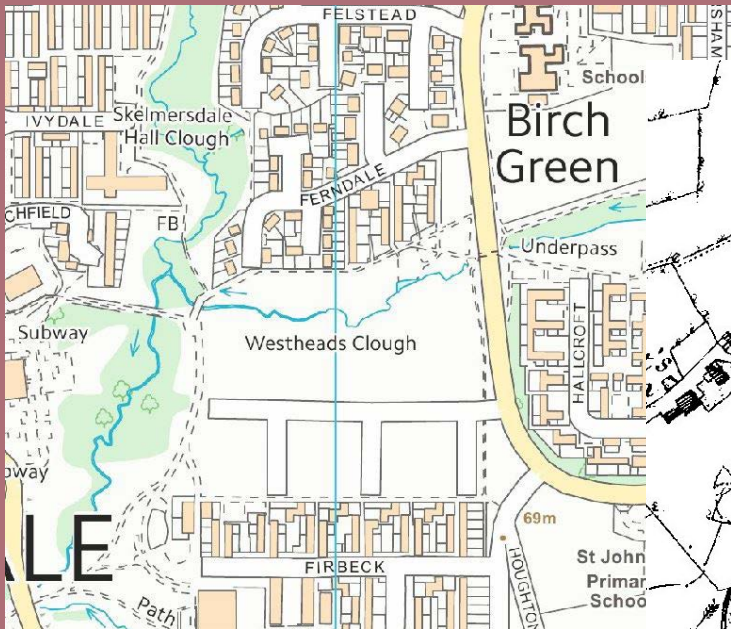
- We need to create family housing
- Promote environmentally sustainable and family friendly development
- Be aware of environmental constraints and understand how to address these.

A strong positive sense of place – our sites will consist of buildings and spaces which have a very attractive, welcoming character and strong identity, which will help reverse the perception of housing in Skelmersdale.

Create connected and legible spaces that feel attractive, intimate and of human scale – our new housing areas will be of a design that is easy to understand for residents and visitors, with layout creating an attractive friendly place to live and creating a positive experience for pedestrians.

Embrace the natural environment and wildlife. Our new housing will be integrated with the natural landscape.

Family life – New housing will be geared to cater for a wide variety of households, but with a particular emphasis on creating an environment that can support families, who will live in the area and promote life long homes.



History of Skelmersdale

It is important to understand how Skelmersdale has evolved over time to move forward and strengthen the housing offer.

19th Century

Skelmersdale traces its origins from the Norman period; however the urban expansions of the original old town can be traced from the middle of the 19th century, as the settlement emerged as a coal town. The old town was organised along the axis of Blaguegate Lane – Sandy Lane – High Street, and both the physical and economic expansion was highly influenced by the opening of the railway line running parallel to this route in 1858. The main period of building of terraced housing that occurred as a result of the town's economic success was completed by the early 1890s, with little significant development beyond this period.

Late 20th century – 1960-1974

Following the decline of industrial coal mining in the area, resulting in economic decline and the post war public housing boom saw Skelmersdale develop as a New town. This was developed to cater for the out-migration from Liverpool.

- The design principles that were the most influential on the built form of Skelmersdale include:
- Physical separation of car and pedestrian routes
- Creating of a centralised town centre as the focus for all retail, commercial and civic buildings
- Surrounding the town centre with open space and separating out vehicular routes
- Creating specific industrial zones
- Catering for a balanced age range of population to provide a basis for the town's future social development.

Local Context: Making Place - Street Elevations

The proportions and arrangements of buildings can make all the difference to the character and appearance of a street, and this is something often maximised in traditional building forms. Many modern examples of development fail to pick up on simple aspects of traditional street composition, with the emphasis on the inside space not the street scene.

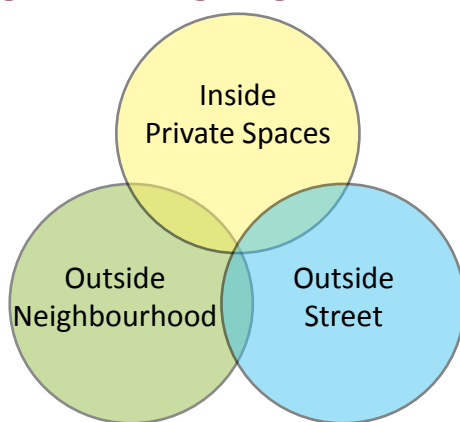
Whilst traditional buildings often display continuity and rhythm this is often lacking in modern day design. Traditional buildings create a visual pattern using the roof lines, creating an appealing and animated built form. Modern day development focuses on experimentation for form and volume which can sometimes lead to unbalanced, sterile street elevations lacking rhythm and animation, appearing manufactured as opposed to human and organic. It is important to create a street scene that doesn't create unbalanced elevations.

Key Place Making Principles

Key lessons in layouts of housing developments

- Routes must be clear for all to navigate and move around including cyclist and pedestrians.
- Surfaces should be permeable where possible to allow for the infiltration of surface water run-off.
- Focal points should be located in the entrances of the sites, offering a welcome sense of place and identity.
- Development should be of a proportionate scale to the surrounding area.

Securing Good housing Design



In order to achieve good design on the three LDO sites, the first step in doing so is to take a back to basic approach, examining the very core of good housing design. Housing design affects our quality of life and has to be able to sustain family and community life for future generations. It has to help create a sustainable place, not just a development or an estate.

Outside - Our Neighbourhood

- Outdoor amenity and recreational spaces
- Access to local services and facilities, that are safe and easy to access
- Encouraging biodiversity
- Create safe routes that are efficient and vibrant mixing vehicular and non-vehicular traffic, but favouring the pedestrian and cyclist and promoting public transport.
- Creating an inclusive, friendly and neighbourly environment.

Outside - Our Street

- Create a sense of place and enhance existing local features
- Where public spaces are present in the LDO sites, include them within the designs to generate a sense of pride and responsibility
- Create a sense of safety through natural surveillance, making sure communal areas are well lit, hospitable and accessible
- Create a development that encourages habitants to be part of the community

Inside - Private Space

- Homes should have a feeling of space and utility, through greater ceiling heights, high levels of natural light and ventilation
- Offer the ability to adapt and extend the home
- Energy efficient
- Allow for expression of personality

Founding Design Principles

The key principles we set out here provide 'overarching' guidance and a platform to the more detailed principles and parameters that appear in Part 2.

The key design principles focus on the on concepts within the West Lancashire Design Guide SPD. There are 7 main principles of urban design which include:

1. The character of a place or group of buildings
2. The spaces and gaps between buildings and in particular the enclosure of space
3. The quality of the public space, street scene and public realm
4. The ease of movement of people and vehicles
5. The distinctive identity and legibility of a place and the ease in which people can find their way around
6. The adaptability of an area to respond to change
7. The diversity of uses

The following aspects are considered to be 'good practice checklist' when designing and bringing forward any new development proposal:

- Look at how the development fits in and reinforces the local characteristics of the area. Does the development respond to its context and the local distinctiveness?
- Consider carefully the scale of new development and ensure the height and massing is appropriate in relation to the neighbouring properties and the surrounding environment.
- Create attractive and architecturally consistent extensions, buildings and development. New development should 'delight the eye'.
- Always consider the 'grain' of the development; the scale of the surrounding buildings and spaces.
- Try to ensure the development is sustainable in relation to energy use, its effect on the natural environment and surface water drainage patterns.
- Promote legible layout, which allows easily recognisable routes between buildings or spaces.
- Create community in the street scene ensuring that development is sited appropriately in relation with the neighbouring properties.
- Maintain views and important spaces and consider the development including the spaces around it from public view points.
- Create buildings and spaces that allow movement between them and that integrate fully with the existing built environment.
- Design buildings and spaces which are adaptable.
- Think carefully about the choice of materials and their likely maintenance and lifelong costs.
- Ensure a clear distinction is made between the public and private areas of the development or building.
- Using wherever possible a variety of building types, densities and uses.

Embedded Sustainability

The housing on the LOD sites will emerge from a place-making process that has environmental sustainability at its core. This means designing and constructing buildings on a way that minimises and off sets the consumption of non-renewable resources and taking every opportunity to limit impacts on the environment.

Energy use can be minimised through effective design and construction of buildings. Urban design and site planning can also affect the inherent energy dynamics particularly in terms of orientation, layout and massing. Housing on the LDO sites will embrace energy efficiency with regards to:

Heating and Cooling

Buildings should provide good levels of ventilation through the positioning of windows/openings and roof vents. Heating and cooling systems should encourage the use of:

- Solar water heating
- Combined heat and power
- Community heating and cooling
- Heat pumps

Renewable Energy

To minimise carbon emissions, new housing should utilise renewable energy through the use of photovoltaic / solar energy.

Public Realm

Delivering energy efficiency must extend to the design of public realm, for example by powering outdoor lighting through renewable or sustainable energy sources, and using open spaces as an opportunity to establish ground source heat pumps where feasible.

The east-west orientation of buildings is ideal for maximising solar access and should be employed wherever possible to capture solar energy. Development must consider passive ventilation and heating with reference to internal heat balancing. Shade should also be taken into consideration, overshadowing of adjacent buildings and private open spaces is to be minimised at all times.

SUDS

The LDO sites must deal with land drainage from the site itself as well as surface water drainage from the new development and if deemed necessary surface water drainage from the existing network in order to assist with the management of flows through the wider network.

The importance of this issue means that the Council will require a comprehensive drainage scheme to serve the entire site. SuDS are systems designed to reduce the potential impact of new and existing development on surface water drainage in order to reduce the risk of surface water flooding. The purpose of SuDS is to replicate the natural drainage system so that dirty and surface water run-off may be collected, stored and cleaned before being released back into the environment via a natural watercourse and at a controlled rate that replicates the speed of the natural greenfield run-off rate.

As part of any development resulting from the LDO, developers will be required to produce a drainage strategy including:

- How the proposal will accord with Policy SP2 and deliver a solution to the network capacity issue in order to reduce flows to Waste Water Treatment Works that will accommodate the level of foul flows proposed.

- How the proposed SuDS accords with any necessary criteria set out within the National SuDS guidance and / or guidance established by LCC as the Lead Local Flood Authority (LLFA) or any approving body at the time of application.
- How the proposed SuDS is future proofed against the impacts of climate change on storm events.
- How the strategy has taken full account of any water mains which pass through the site within the design of the development.
- How the SuDS supports the infiltration of surface water in order to protect groundwater resources.
- How the SuDS will be managed and maintained in the future once complete (if not by the LLFA).
- Details of any off-site drainage infrastructure required to support the development.
- How the design of the built development will assist with water efficiency requirements.

Developers should make early contact with both United Utilities and the LLFA to ensure that any proposals are feasible and in accordance with necessary criteria.

As part of the SuDS, this site will be required to incorporate attenuation ponds to ensure that the rate at which the surface water flows from the site is no greater than it is before development.

Attenuation or storage ponds could assist on the site with the following functions:

- Store surface water to ensure the run-off rate is attenuated.
- Assist in improving water quality (filtration).
- Provide a natural habitat for wildlife and support aquatic biodiversity.
- Provide on-site storage for irrigation and rainwater harvesting assisting with water efficiency.

Landscape and habitat value

The design of buildings and spaces must embrace soft landscape elements including the creation of green incidental and formal green spaces. The environment in and around the Tawd Valley is an essential designing factor, influencing design concepts at a wider and detailed level. Protecting and enhancing the river environment must be positioned as a high priority in the design process – it is a highly significant source of biodiversity and informal/ passive re creation



PART 2

Housing Area Codes

LDO Design Palette

The 'design palette' expresses the core components of the built environment – the spaces and buildings that shape it and define the structure and form of a place. These components are tailored to provide a bespoke palette for housing design on the LDO sites within Skelmersdale which draws upon;

- Existing guidance at a national and local level
- Our vision for the LDO sites
- Our local character study

The second section of the codes set out an illustrative design framework for each of the residential LDO sites, this draws upon the key design principles established earlier in Part 1 and applies these in response to identified constraints and opportunities.

Once this illustrative framework is established, the character areas are identified to indicate locations where housing design will be subject to different design cues and influences, and where it would be appropriate to create buildings and spaces with a certain character. It is through the character areas that we apply the palette, as these dictate which elements of the palette apply where.

The structure of the housing area codes derive from a need to find the right balance between setting down a robust, comprehensive guidance and allowing for enough flexibility to facilitate the delivery of development under different circumstances. Flexibility is important when applying the code's principles as we want to encourage creativity on the part of the developers. It is important to note that the code does not stifle creative design.

Highways - Movement and Street Hierarchy

The street hierarchy will provide the foundation for movement and communication for pedestrians, cyclists, cars, service vehicles and public transport,

as well as providing spaces for car parking.

The introduction of a main street can provide a central spine for development; this will accommodate all highway users from cars to pedestrians. Shared surfaces provide localised residential street access to homes and can double up as shared amenity space.

It is important that the layout of a LDO site allows for the creation of a legible and connected urban structure and be able to generate townscape qualities which enable the sense of place.

Streets have an essential role to play in defining the character of a place, making it feel distinctive and allow the users of the areas to distinguish one place from another. The highway aspects of development on the LSO sites will be subject to the approval of the Local Highways Authority. In this instance we encourage early engagement with Lancashire County Council.

The primary means of access to development sites will be required to take traffic from the existing highways, catering for the competing needs of different highway users and providing a sense of arrival in to the development. The character of the street should be influenced by a formal, axial highway, creating a boulevard effect.

Spatial Characteristics of a **RESIDENTIAL AVENUE**

Building to Building	Max 25m
Frontage Height	2 – 2.5 Storeys
Building Alignment	Fronting the street and Parallel
Carriageway Alignment	Axial. off set
Landscape	Formal linear tree planting, SUDS channels

The recommended speed limit of such a route is 20mph with a carriage way width of 5.5m and a minimum pavement width of 2 meters on each side of the carriage way, cyclist provision will also be marked within the carriageway. The residential avenues will accommodate car parking in line with IF2 and be located within the residential curtilage of the dwelling, preferably to the side of the dwelling or through an integrated garage.

Spatial Characteristics of **SHARED SURFACE SPACES**

Building to Building	Max 18m
Frontage Height	2 Storeys
Building Alignment	Fronting the street off set, irregular
Carriageway Alignment	Off set, Meander
Buildings set back	Max 3m
Landscape	Trees planted informally

The recommended speed limit of such a route is 10mph, with a minimum 2m pavement on each side of the shared space. Car parking would be delivered through on street marked bays.

Spatial Characteristics of **GREEN CORRIDORS**

Building to Building	Variable
Frontage Height	2 Storeys
Building Alignment	Green corridor of linear soft/ natural landscape incorporating
Landscape	Mix of naturalised and landscaped recreation and habitat space. Could include linear wetland areas with channels and ponds, incorporating reed beds as part of SUDS infrastructure and promotion of biodiversity. Informal linear tree planting

The influence of density

Getting the right density of development on the site is not only critical for the viability of a scheme, but more importantly the right environment for sustainable family life. Density is a key influence over our quality of life because, in affect the number of people we can expect to inhabit a place in turn affects:

- Viability of social infrastructure and accessibility of public transport
- The mix of land uses and activities
- Safety and security
- Quality of public space, sense or identity and place
- Ability to lead sustainable lifestyles

It is important to consider the impact of safety and security on any new development these are critical issues and considerations when choosing where to live.

Medium Density

Density	40-50dph
Tenure	Terraced town houses and semi detached
Separation distances	21 metres
Open Space	Semi private spaces/communal areas, private gardens

Low Density

Density	30-40dph
Tenure	Terraced, town houses, semi-detached and detached
Separation distances	21 metres
Open Space	Private gardens and pocket parks.

We encourage applicants to undertake their own design assessments and suggest using Building for Life 12 to justify design solutions put forward.

Building Type and Urban Design

The development of the LDO sites at Findon, Digmoor Sports Centre and Delf Clough must be adaptable to cater for an appropriate mix of typologies and a wide range of markets/occupiers. This will in turn lay the foundations for sustainable and vibrant neighbourhoods.

Although the Design Code aims to be adaptable, it is important that design teams ensure that development comes forward with a character that is complementary and coherent. If different typologies are used within an LDO site it is important that they come together to create a 'whole' creating a co-ordinated development that communicates a consistent character.

Guidance throughout this Design Code relating to the types of tenure that should be used is based on a place making approach.

Our design guidance is focused in the general form and massing of development. We accept that individual styling can be varied and of a contemporary design style relevant to Skelmersdale.

Building Standards

Technical Housing Standards – Nationally described space standards (2015)

This standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home notably, storage and floor to ceiling height.

Minimum gross internal floor areas and storage (m²)

Numbers of bedrooms (b)	Numbers of bed spaces (persons)	1 Storey dwellings	2 Storey dwellings	3 Storey dwellings	Built in Storage
1b	1p	39 (37) ²			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

2. Where a one person flat has a shower room rather than a bathroom, the floor area may be reduced from 39m² to 37m².

Aside from the Technical Housing Standards – Nationally described space standards (2015) each dwelling will be required to meet the following criteria as a minimum:

Tenure	Characteristic	Specification
Standard Detached	Set back/ front garden	3.5 max
	On plot car parking/garage	Yes – In line with IF2 of the West Lancs Local Plan side of dwelling parking
	Roofing	Dual Pitch
	Recycling Storage	Within the residential curtilage
Semi detached	Set back/ front garden	3.5 max
	On plot car parking/garage	Yes – In line with IF2 of the West Lancs Local Plan side of dwelling parking
	Roofing	Dual Pitch parallel to the street, perpendicular to the street in 2.5 storeys only.
	Recycling Storage	Within the residential curtilage
Townhouse Row Max 5 dwellings attached	Set back/ front garden	3.5 max
	On plot car parking/garage	Yes – In line with IF2 of the West Lancs Local Plan on street/courtyard incorporated garage.
	Roofing	Dual Pitch parallel to the street
	Recycling Storage	On plot to rear
Conventional Terrace Max 8 dwellings attached	Set back/ front garden	2.5 max
	On plot car parking/garage	On street/court yard In line with IF2 of the West Lancs Local Plan
	Roofing	Steep dual pitch parallel to street
	Recycling Storage	On plot to rear
Urban Apartments Communal accessed block up to 10 apartments	Set back/ front garden	2m max
	On plot car parking/garage	On street and or court yard In line with IF2 of the West Lancs Local Plan
	Roofing	Mono pitch
	Recycling Storage	Communal per block (max 10 apartments) housed within a plot to the rear
Sub Urban Apartments Detached blocks of up to 3 apartments	Set back/ front garden	4m max
	On plot car parking/garage	On street and/or communal courtyard in line with IF2 of the West Lancs Local Plan
	Roofing	Dual pitch parallel to street
	Recycling Storage	Communal per block housed within the rear of the plot.

Frontage and boundary treatments

Fronting Public Space

All public spaces – streets, green spaces and parks will be overlooked by building frontage, providing a positive edge and enhancing safety by overlooking/surveillance.

Major green spaces – such as the village green typology should be shaped in a way that interacts with housing and street spaces on all sides. Houses will directly adjoin these spaces.

Fronting Semi-private Space

Semi-private spaces such as communal courts and gardens will provide valuable amenity in higher density scenarios, and enhance the qualities of street spaces by providing subtle opportunities for car parking and servicing.

The success of these spaces will depend on how access is controlled and the extent that they are overlooked by surrounding property. This could make particular use of balconies for example.

It will be acceptable to design these spaces with some rear boundaries facing onto them; however the design approach must demonstrate a good surveillance whilst maintaining privacy within garden areas.

Property

The treatments of plot boundaries need to balance safety and security with the need to create a light and open environment that encourages a sociable activity.

Front boundaries where plots interface with the street will be differentiated by the extent of setback from the street, which will vary according to street typology. A subtle common design should be followed for all front boundary treatments within a site to create homogeneity through common character.

Rear and side boundaries where properties have common boundaries or share access to rear courtyard should provide for both privacy surveillance and interaction.

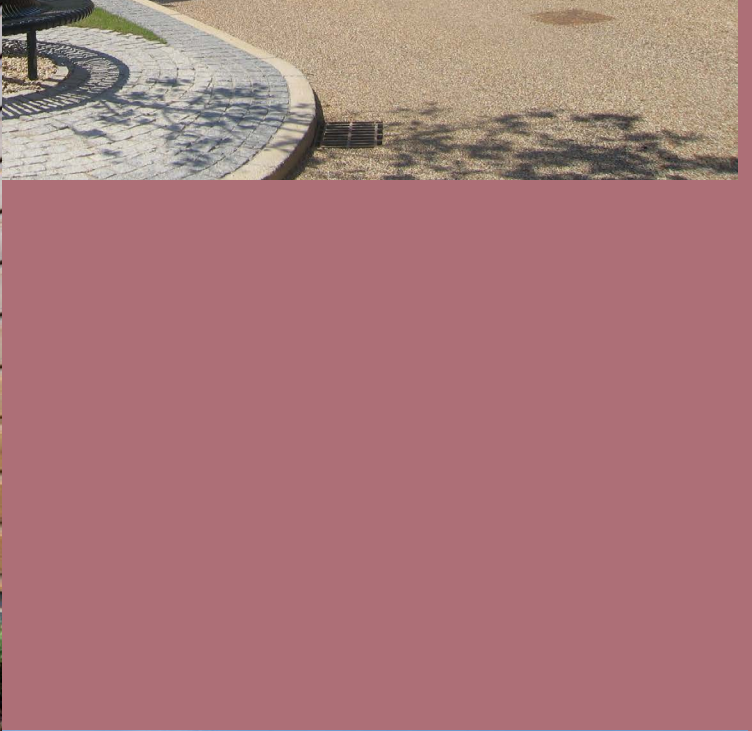
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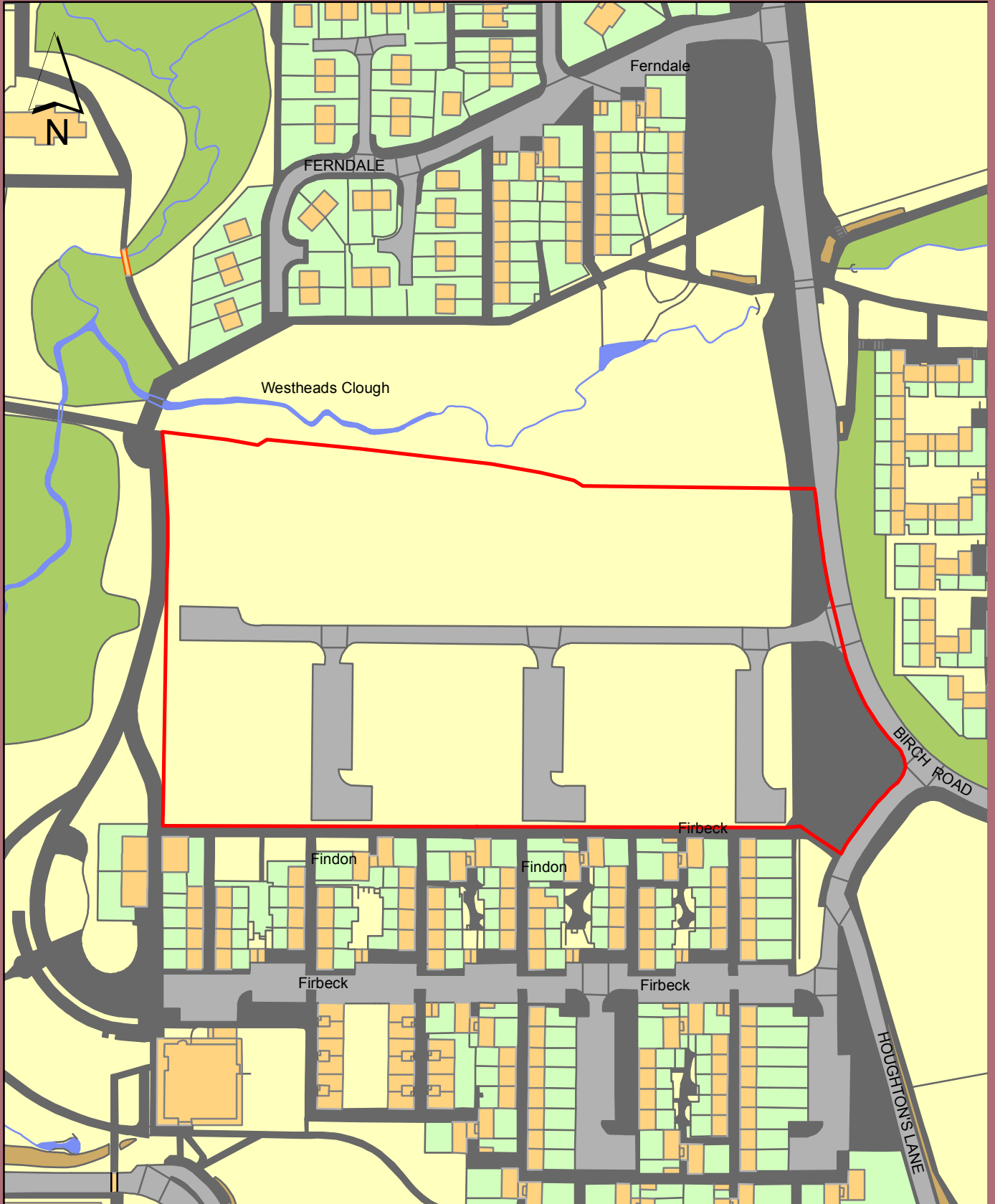
Small purpose designed courtyards may be provided within residential areas to accommodate small parking and or garage courts. However, these will be designed as part of a lively street scene – with frontages and front doors opening onto these spaces, rather than being tucked away out of sight. There is a particular opportunity to weave these spaces into shared surface mews.

In general terms the number of car spaces should be limited to avoid blighting the visual qualities of the space. There should be a mix of hard and soft landscaping to create character and good quality lighting for security.

Recycling/Waste Storage

It is important to ensure that all design allows for the provision of recycling and waste storage and this should be incorporated into the dwelling.





Findon

Site Characteristics

The Findon estate is located to the north of Northway and west of Houghtons Lane, Skelmersdale. The former residential area comprises a brownfield site, now grassed over surrounded by interlinked blocks of flats, houses and garages. The former housing site that was partly built during the days of the New Town but never occupied before being partly demolished prior to 2009 and partly in 2013. The site is accessed off Birch Green Road to the east of Skelmersdale town centre and bordered by a mature wooded clough to the immediate north and east which is also a designated Biological Heritage Site.

Constraints and Opportunities

Constraints

- Brownfield Land
- Adjacent to a nature conservation site (Biological Heritage Site)

Opportunities

- High value natural setting
- Pedestrian orientated spaces
- Proximity to the town centre
- Proximity to existing recreation sites and play areas

Connections and Spaces

The intent for Findon is to create a sense of place, which will add to the recently refurbished Firbeck housing estate, creating an 'urban village' feel set within a green and attractive environment. This would contribute to the clear links with the surrounding natural valleys, cloughs and woodland, but also incorporate its own open space features.

Development on Findon is anticipated to be of a medium density in order to optimise the development opportunity which generating a significant population that will help keep streets and spaces feeling active and vibrant. Key urban design features will also add to the sense of space, landmark buildings along key routes will enable way finding.

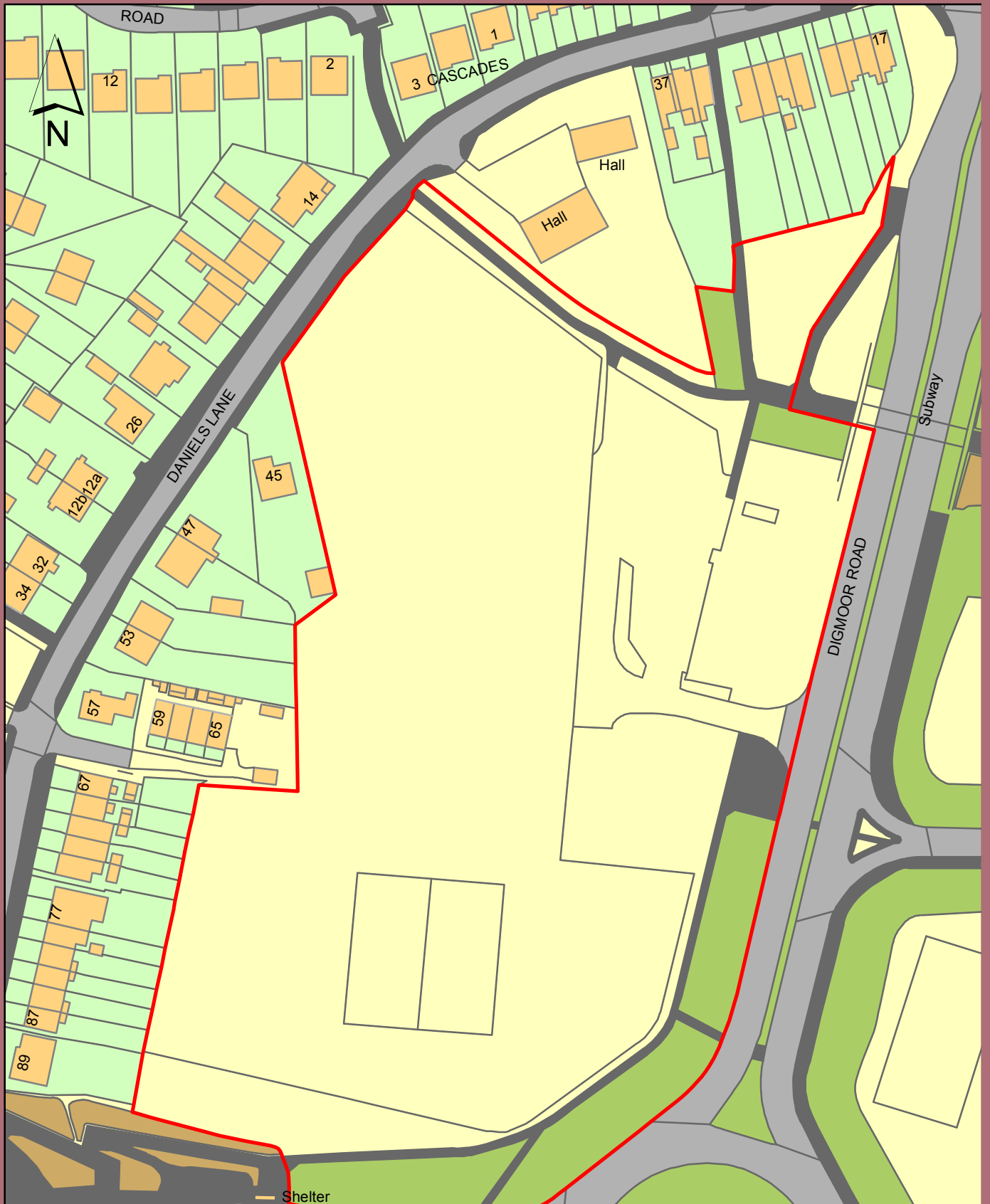
Access to the Findon site will be taken from the existing Birch Green opening, however it is important to create pedestrian routes through the Firbeck estate and further into the town centre.

The orientation of the housing development will need to respect and enhance the natural features of the surrounding area such as Westhead Clough to the north of the site.

Delivery on site

The Findon site is surrounded by high density development, in order for the site to blend in with the characteristics of the surrounding area, we envisage that development will be delivered at a density of 40-50 dwellings per hectare with a maximum height of 2.5 storeys on the main access road (residential avenue) which will be reduced to 2 storeys on the cul-de-sac (shared spaces) .

The site provides an opportunity to use Westheads Clough as an attractive frontage for development and this will be encouraged. It is inevitable that corner plots will occur on the site, therefore developers are tasked with delivering plots with double fronted elevations to avoid blank canvases.



Digmoor Sports Centre

Site Characteristics

The Digmoor Sports Centre closed in October 2011. The site is located on Digmoor Road, benefiting from large grassed areas towards the highway and mature trees along the boundary. It is located some 800 metres south of the town centre.

Constraints and opportunities

Constraints

- Brownfield Land

Opportunities

- Proximity to the town centre
- Established access in to the site

Connections and Spaces

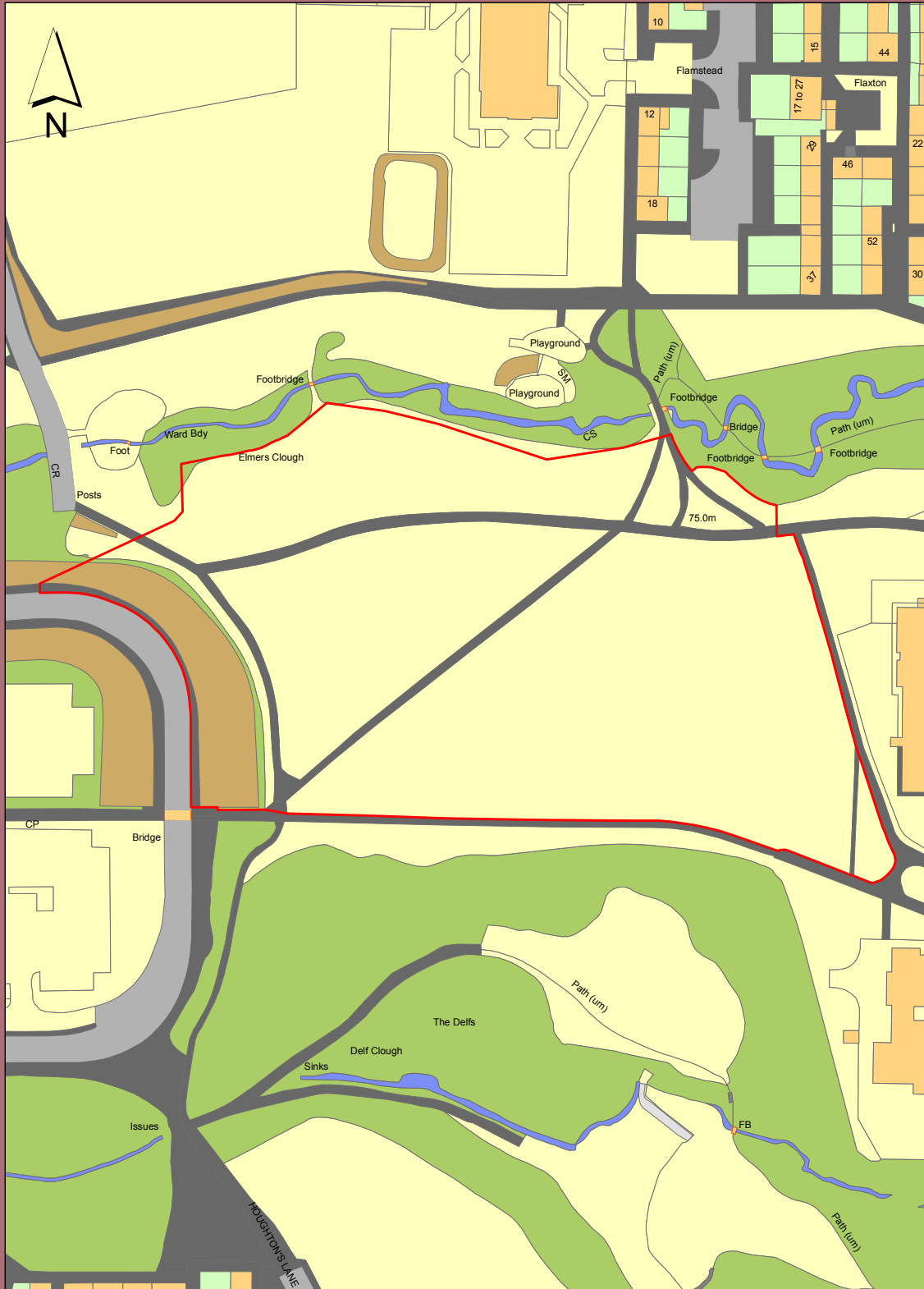
The former Digmoor Sports Centre Site will regenerate a former brownfield site extending the residential area off Daniels Lane. The site in residential terms is generally surrounded by lower density semi-detached dwellings. In order to maintain the character of the surrounding area, development will be of a low density on this site.

The existing pedestrian link to Daniels Lane should be retained at the top North West corner of the site; this would increase permeability to the wider area and to Digmoor Road.

Delivery on site

The development which surrounds the former Digmoor Sports Centre, is of a lower density in relation to Skelmersdale as a whole, for this reason we envisage development to be delivered at a rate of 30 - 40 dwellings per hectare with a maximum height of 3 storeys.

It is inevitable that corner plots will occur on the site, therefore developers are tasked with delivering plots with double fronted elevations to avoid blank canvases.



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Delf Clough

Site Characteristics

Delf Clough is a Greenfield site located to the east of Northway to the east of Skelmersdale town centre. The site consists of an open grassed area with footpaths crossing it and stands of trees spread across it, with wooded cloughs to the north and south (both of which are designated nature conservation sites), a tree belt to the west (screening the site from Northway) and a residential care home to the east (Evenwood Court).

Constraints and opportunities

Constraints

- Adjacent to a Biological Heritage Site
- No defined access/existing access
- Level changes

Opportunities

- Greenfield Site
- Well screened to allow for innovative design
- Links with the town centre

Connections and Spaces

The development potential of the Delf Clough area will depend upon the resolution of access - this could potentially be from Northway.

Development at Delph Clough is anticipated to be of a medium density in order to optimise the development opportunity which generating a significant population, however it is important to respect the Biological Heritage Site adjacent to the proposed residential area.

Delivery on site

Due to the characteristics of the surrounding area, we envisage that development on the Delf Clough Site should be delivered at 30-40 dwellings per hectare with a maximum of height of 3 storeys. However due to the level changes the height of the proposed dwellings will need to be sympathetic and delivered in a resourceful way to avoid harming the attractiveness of the street scene.

