





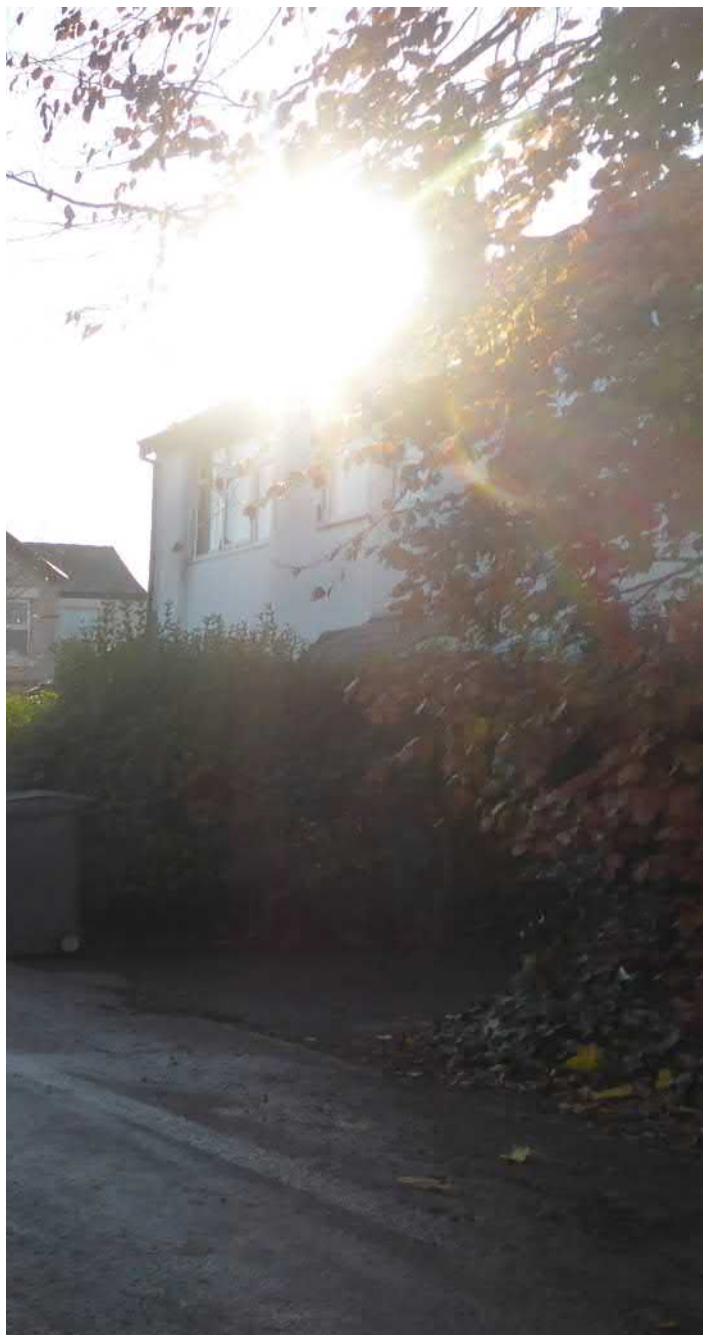
Quality information

Document name	Ref	Prepared for	Prepared by	Date	Reviewed by
Marton Moss Design Code	DR-10692	Marton Moss Neighbourhood Plan Steering Group	Elliot Joddrell	22/05/20	Becky Mather

Revision history

Revision	Revision date	Details	Authorised	Name	Position
1	20/12/19	1st draft reviewed by NPSG	BM	Becky Mather	Regional Director
2	10/03/20	2nd draft reviewed by NPSG and Blackpool Council	BM	Becky Mather	Regional Director
3	22/05/20	Final draft reviewed by NPSG	BM	Becky Mather	Regional Director
4	26/05/20	Final draft reviewed by Locality	BM	Becky Mather	Regional Director
5	29/05/20	Final document	BM	Becky Mather	Regional Director





Contents

This Design Code document is broken up into the following 6 sections.

01 Introduction and Policy Context

Outlining the background, objective, methodology and study area for the design code and providing a brief policy context.

02 Place Assessment

Providing the desk-based baseline analysis of Marton Moss including a policy context review.

03 Local Character

A more focussed understanding of Marton Moss' character using photographs collected on a site visit.

04 Record of Engagement

Providing a record of how the local community were engaged with, allowing their opinions to feed in to the design codes.

05 Design Codes

Based on the understanding gained in the previous sections, the design codes for Marton Moss are established.

06 Next Steps

Provides guidance on the next steps for the NSPG.





Introduction and Policy Context

Background

Marton Moss in Blackpool, Lancashire has formulated a Neighbourhood Plan Steering Group (NPSG) in order to shape and influence development within their area. The NPSG are in the process of writing their neighbourhood plan and hope to complete it by 2020.

Locality is the national membership network for community organisations that bring local people together to produce neighbourhood plans. Through the Locality network, the NPSG have approached AECOM to conduct a number of studies including a design coding exercise within their neighbourhood plan area which will inform and underpin design policies within their forthcoming Neighbourhood Plan.

Objective

The purpose of this document is to provide an appreciation of Marton Moss' existing character in order to inform a set of design codes which will apply to any new development in the area. This will help to ensure that as new development comes forward, it supports and enhances the existing character of Marton Moss.

Methodology

The process that was undertaken in order to produce this design code document is summarised below:

On 28th October 2019, AECOM's design team representatives made an inception telephone call to the Marton Moss NPSG in order to make introductions and understand more about what the group hoped to achieve with a design code for their area.

On 14th November 2019, AECOM's design team representatives conducted a site visit and inception meeting in Marton Moss to collect photographs and gain a deeper understanding of the local character and any pressures on this.

AECOM produced a draft Design Code document.

On 19th February 2020 an engagement meeting was held in Marton Moss to allow the wider local opinion to be represented within the final document.

After capturing the feedback from the engagement meeting, AECOM issued the final Design Code document.

Study Area

The Marton Moss Neighbourhood Plan area (the study area for this document) comprises of the Marton Moss Conservation Area and also includes the land to the north of this area between Yeadon Way and Progress Way.

Policy Context

Blackpool Local Plan Core Strategy

Policy CS7: Quality of Design states that new development in Blackpool is required to be well designed, and enhance the character and appearance of the local area and should:

- Be appropriate in terms of scale, mass, height layout, density, appearance, materials and relationship to adjoining buildings;
- Ensure that amenities of nearby residents and potential occupiers are not adversely affected;

- Provide public and private spaces that are well-designed, safe and attractive, and complement the built form;

- Be accessible to special groups in the community such as those with disabilities and the elderly;

Maximise natural surveillance and active frontages, minimising opportunities for anti-social and criminal behaviour;

Incorporate well integrated car parking, pedestrian routes and cycle routes and facilities;

Provide appropriate green infrastructure including green spaces, landscaping and quality public realm as an integral part of the development; and

Be flexible to respond to future social, technological and economic needs.

This design code document will explore the existing character and appearance of Marton Moss gaining an understanding of how development in the area should be designed and will develop codes in support of this policy.

Policy CS26: Marton Moss states that 'The character of the remaining lands at Marton Moss is integral to the local distinctiveness of Blackpool and as such is valued by the local community. A neighbourhood planning approach will be promoted for this area to develop neighbourhood policy which supports the retention and enhancement of the distinctive character, whilst identifying in what circumstances development including residential may be acceptable.'

The Local Character section in this design code document will highlight the distinctive character of Marton Moss which will inform the following Design Codes section.





Aerial photograph of Marton Moss Neighbourhood Plan study area





Place Assessment

Marton Moss' Evolution and Structure

A history of agricultural uses has led to the distinctive character of Marton Moss. As identified in the Blackpool Core Strategy Marton Moss Background Paper 2009 the land take at Marton Moss has happened almost entirely within what is now the conservation area. This is as a result of the agricultural land quality of the land to the south of the Moss. Development in Marton Moss historically comprised of single dwellings within large plots which would be occupied by those who would manage the land to the rear of the dwelling which would typically have had glasshouses on for growing vegetables and flowers.

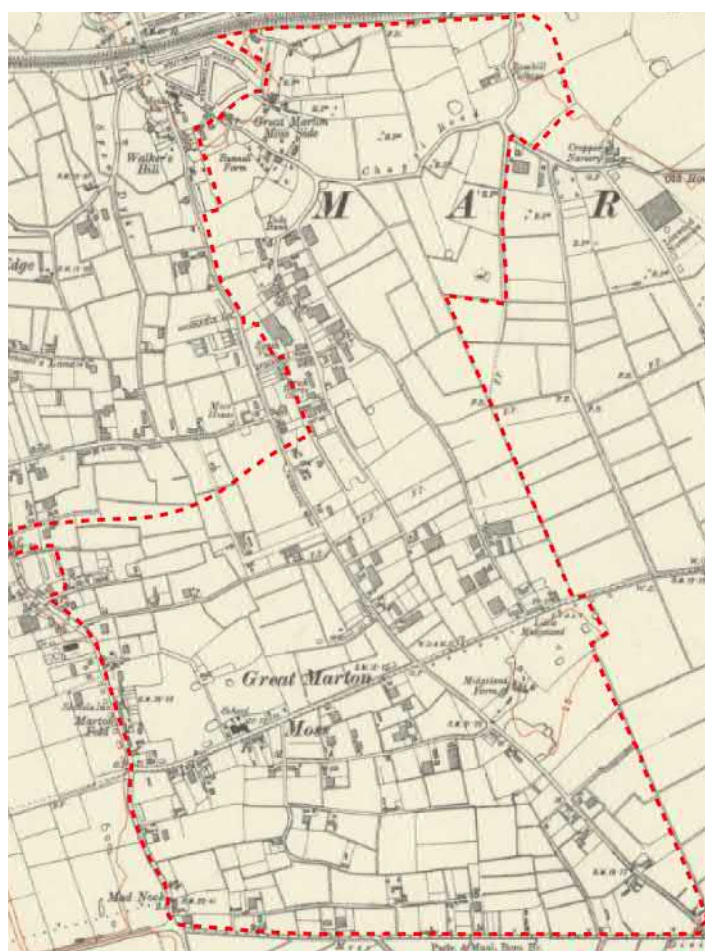
As can be seen in the below historic photograph, the land either side of Stockydale Road and further south New Hall Avenue was extensively used for agricultural purposes with large glasshouses. Looking at this area today in the adjacent aerial photograph it is clear that the legacy of agricultural use of this land has been left in the form of deep plots dominated by open, green space.

Of the historic building stock there are two Grade II listed entries within the Neighbourhood Plan area. A pair of single-storey cottages at 1 and 2 Fishers Lane and Blowing Sands cottage and attached cobbled wall, Common Edge Road.

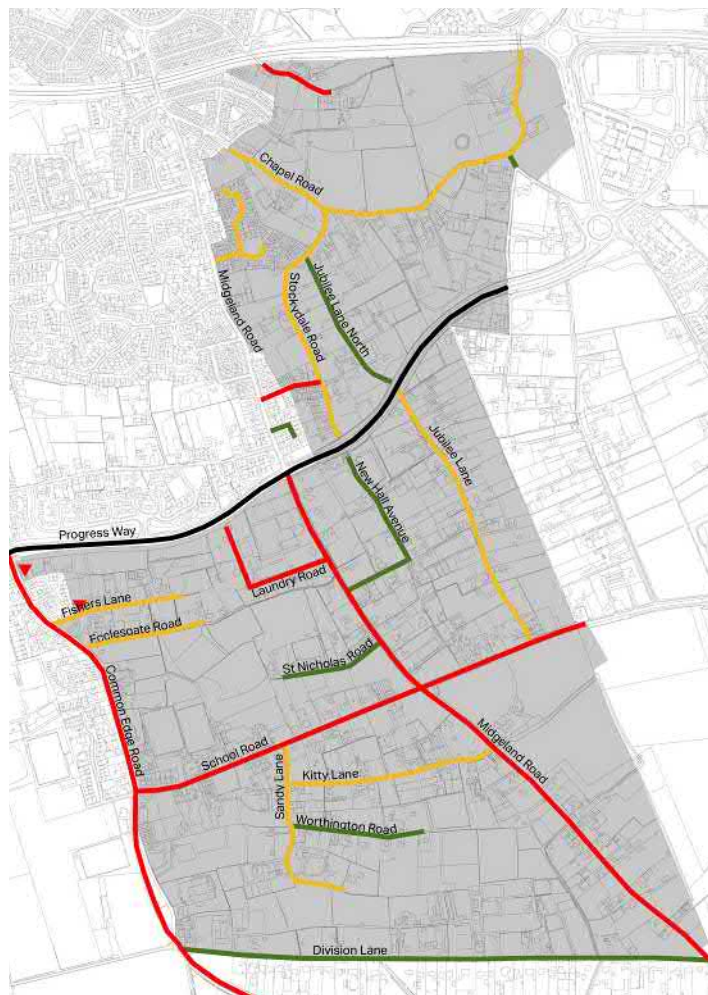
In terms of density, Marton Moss has a mix of detached, semi-detached and terraced housing. The plan on the opposite page illustrates the character of the streets within the area based on the presence of these housing typologies. The linear routes which subdivide the land at Marton Moss - Common Edge Road, School Road and Midgeland Road all have a presence of terraced, semi-detached and detached housing whereas most of the internal routes within the area tend to have only detached or both detached and semi-detached housing. This contributes to the more open countryside character of these inner areas. Division lane at the most southerly point of the neighbourhood area is where Marton Moss meets the Green Belt. The housing along this street is detached with long back gardens which softens the transition into the open countryside landscape.



Historic mapping from 1847 of Marton Moss



Historic mapping from 1945 of Marton Moss
AECOM



Plan illustrating street frontage within Marton Moss



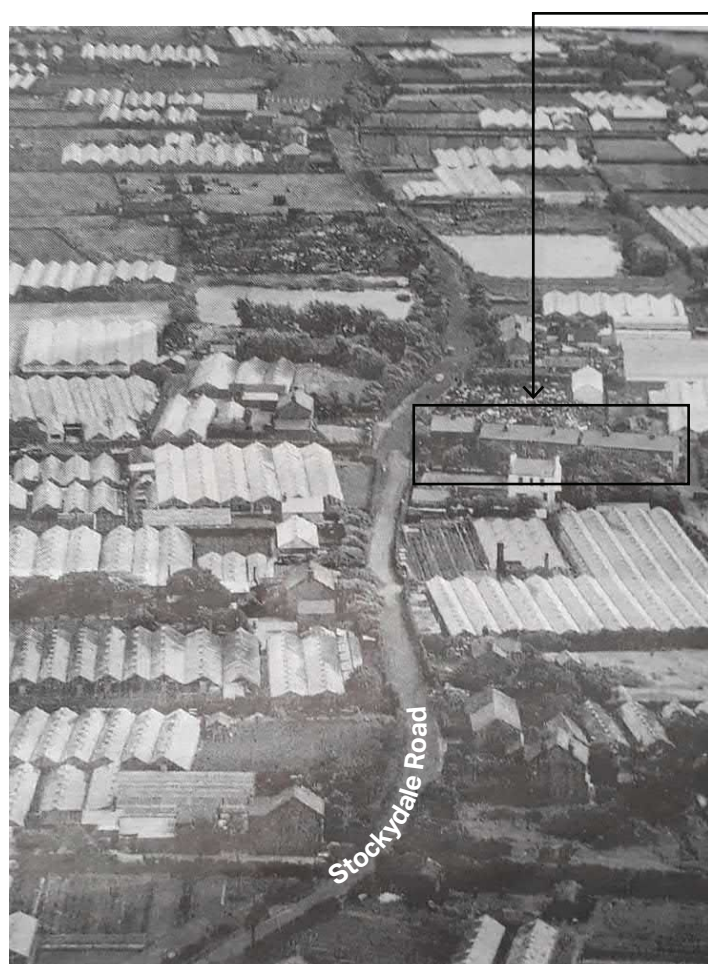
Blowing Sands cottage and attached cobbled wall



1 and 2 Fishers Lane

- Neighbourhood Plan study area
- Listed buildings
- Detached housing
- Detached and semi-detached housing
- Detached, semi-detached and terraced housing

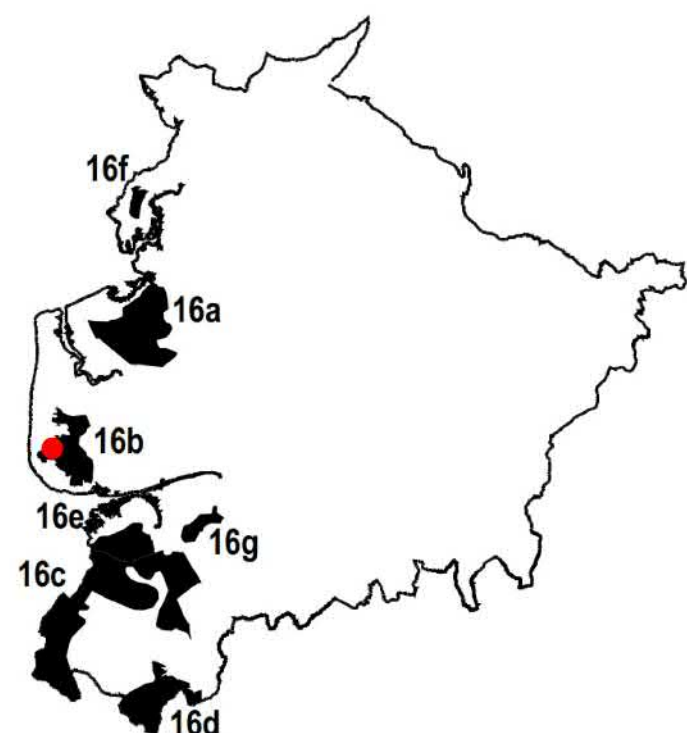
Reference point - Terraced housing on Stockdale Road



Historic photograph of the glass houses on Marton Moss



Aerial photograph illustrating the same area today without glass houses



● Marton Moss

■ South Flyde Mosses landscape character area

Landscape Character Area 16b South Flyde Mosses

Landscape

Within Lancashire County Council's Landscape Character Assessment Marton Moss sits within Landscape Character Area 16b South Flyde Mosses.

'The Mosslands are an extremely flat, low lying landscape comprised of peat deposits which were formerly an extensive series of lowland raised mires. These are now largely reclaimed and managed for particularly intensive crop production, including market gardening and to a lesser extent, dairying. Fields are typically large in size and geometric in shape, defined by straight drainage ditches and post and wire fences. Hawthorn hedgerows are restricted to the straight, narrow roads which cross the mosslands and shelter belts, often of poplar or Scot's pine, are visible on the horizon. There are extremely long views across this open landscape and vertical elements, such as electricity pylons, are particularly visible. Older buildings and small, loose-knit linear villages are sited on low sand and gravel or boulder clay ridges on the edges of the peat. The lack of lighting and kerbs maintains a rural character, although a variety of modern building styles and materials are evident'.

Marton Moss is abutted by Green Belt land to the south within Flyde borough council's (FBC) district boundary.

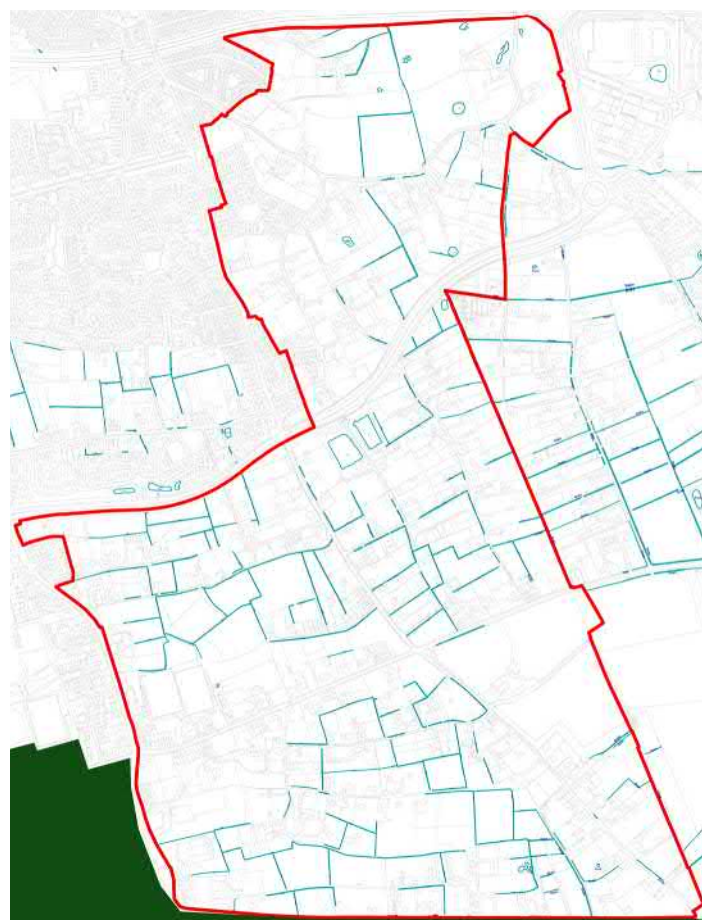
A prevalent feature across Marton Moss is the use of drainage ditches. These were historically introduced to drain the marshland landscape and transform it into high-grade pasture and arable land. Today these ditches remain providing a drainage solution for the area and also provide a heritage landscape feature.



Drainage ditch St Nicholas Road



Drainage ditch Sandy Lane



□ Neighbourhood Plan study area — Inland water

■ Green Belt

Drainage ditches (sourced from Government flood mapping) and FBC's Green Belt
AECOM

Movement and Streets

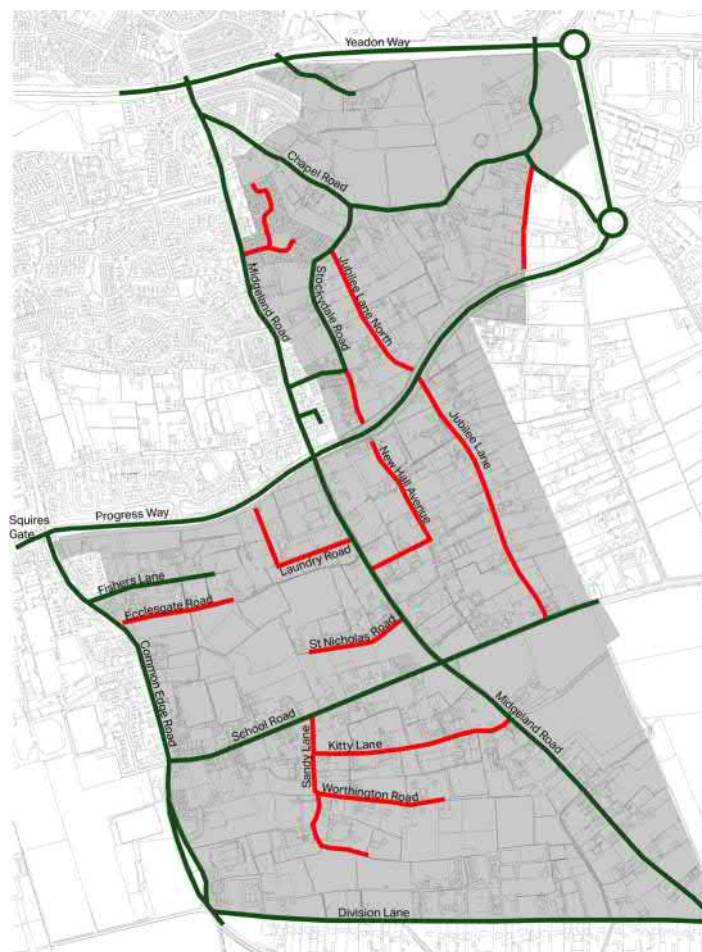
To the north of the Conservation Area Marton Moss is divided by Progress Way, a dual carriageway connecting to Squires Gate Lane for access into Blackpool and Yeadon Way to join the M55.

Common Edge Road and Midgeland Road provide north/south and School Road and Progress Way provide east/west connectivity within the area. These streets are also where most of the business or amenity frontages are located.

The remaining streets within Marton Moss comprise of predominantly residential lanes and cul-de-sacs.

In terms of pedestrian movement within Marton Moss there are many unadopted carriageways with no paving on either side of the street. This lack of paving tends to be on the quieter, internal residential routes which contributes to the rural character of the area.

There is also a series of non-vehicular public right of way (PROW) routes within the area which in many cases have overgrown providing a barrier to movement. Many of the PROW routes within the area provide the opportunity to explore some of the more open landscape which is enclosed behind development plots.



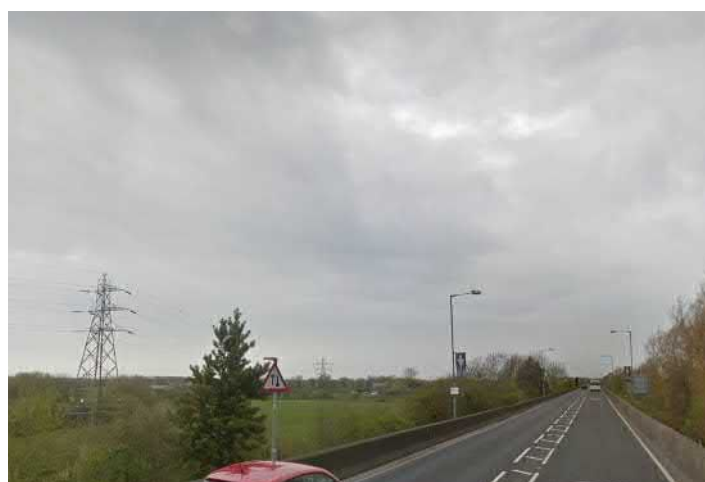
— Adopted highway

— Non-adopted highway

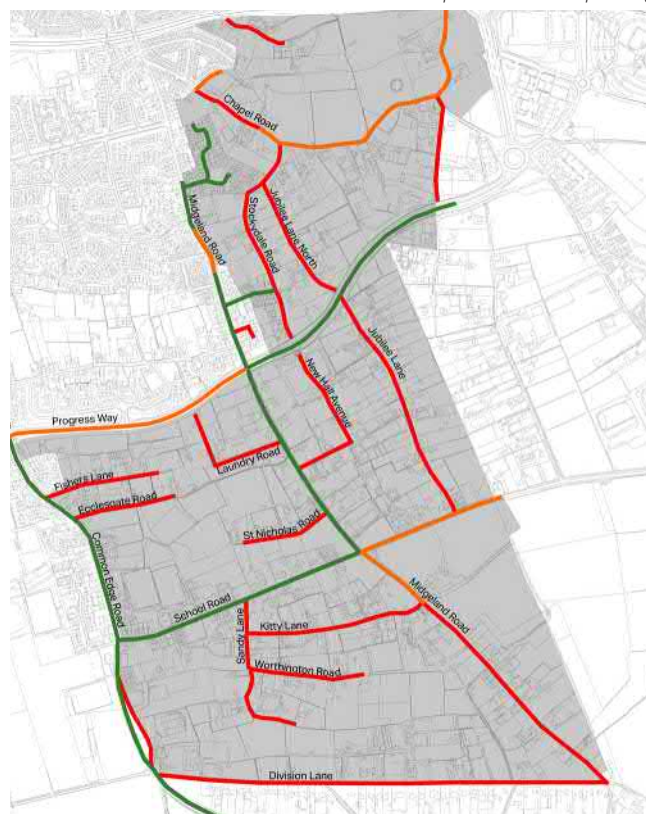
Adopted and un-adopted highways



Progress Way



Yeadon Way
AECOM



Neighbourhood Plan study area

.....PROW

— 2 sides paved

— 1 side paved

— No paving

Paving and PROWs



1. Division Lane to Midgeland Road bridleway



2. Common Edge Road looking east

Views

Marton Moss has a very flat landscape combined with field and plot boundaries which are typically lined with trees or hedgerows. This has resulted in relatively few views within the area. There are however occasional breaks in the built frontages or hedgerows which provide glimpses of the more open landscape within Marton Moss. The historically deep plots which resulted from the agricultural activities of the past also provide an openness to the local landscape character.

The most open views within Marton Moss are appreciated from Chapel Road where hedgerow bound fields and pylons dominate the landscape.



3. Sandy Lane looking south



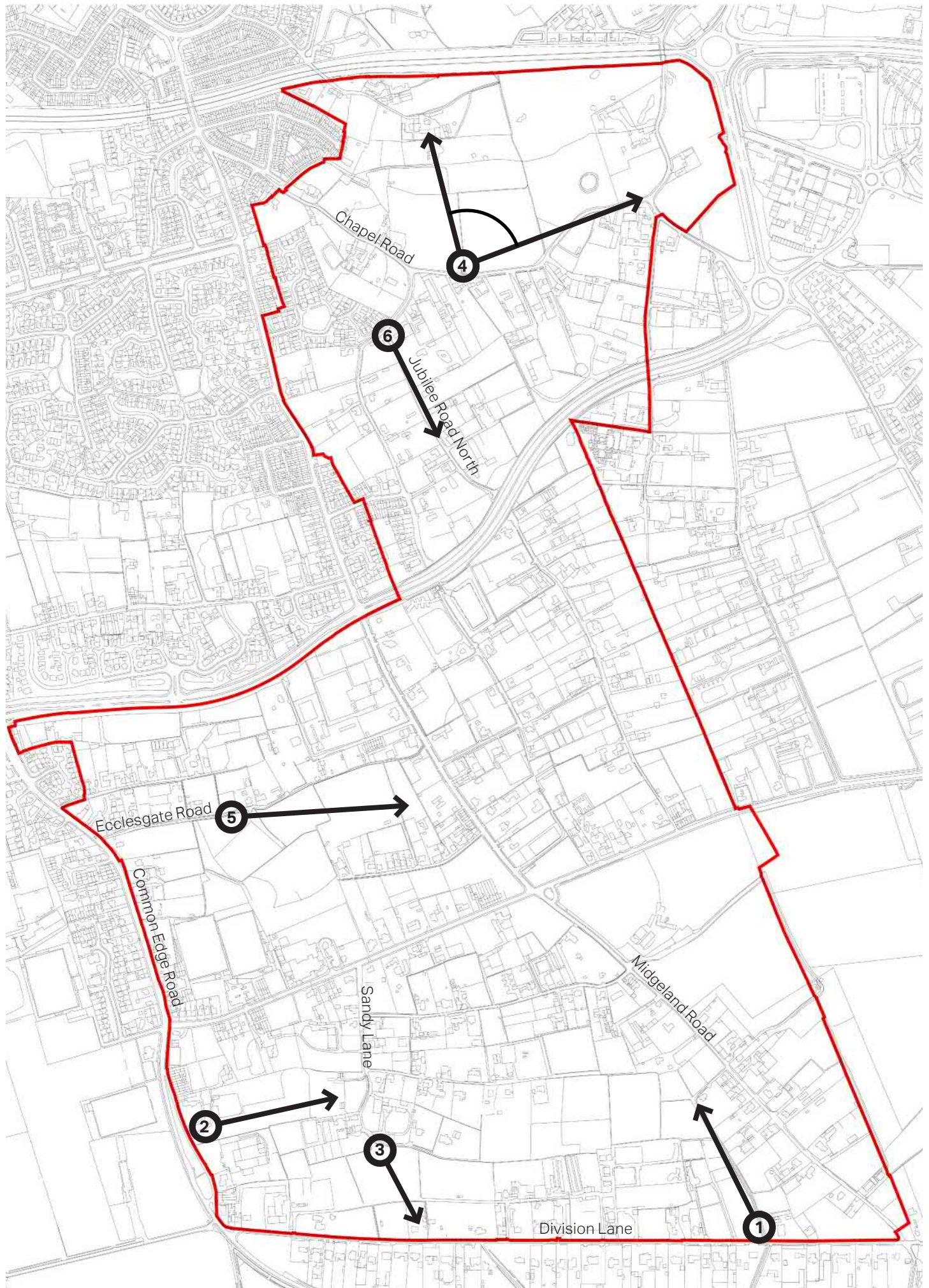
4. View from Chapel Road



5. Ecclesgate Road looking east



6. Enclosed leafy lanes - Jubilee Lane North looking south





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Local Character

Photographic Analysis and Observations

The following pages review a selection of photographs taken on the 14th November site visit as well as several aerial photographs. These images have been chosen to illustrate the typical characteristics of Marton Moss and to highlight the features which should be addressed, protected and enhanced in the future.



Drainage ditch Division Lane

- One of the main drainage ditches within Marton Moss runs alongside a public right of way providing a pleasant 'waterside' environment adjacent to open fields.



Overgrown PROW off Division Lane

- Marton Moss has several PROWs. The poor maintenance of many of the PROW routes within Marton Moss has resulted in many becoming overgrown and unusable.



Leafy hedgerows Sandy Lane

- The use of hedgerow boundaries throughout Marton Moss provides a countryside character and a connection with the landscape. The set back of buildings behind front gardens in this photograph allows the natural landscape to dominate the street scene.



Hedgerow boundaries and grass verges on Division Lane



Red brick terrace Laundry Road



Bungalows St Nicholas Road



Parking provided to the rear on Midgeland Road
AECOM

- Tree planting and tall hedgerows along Division Lane provide a sense of enclosure to the street whilst the lack of paving and inclusion of grass verges gives the street a countryside feel.

- The most prevalent building material used in Marton Moss is red brick. Many of the historic red brick buildings have been subject to alterations or rendering.
- Low stone front boundary walls with hedgerow behind

- Bungalows are a common housing type in Marton Moss. The low height of this building typology has a minimal impact on the surrounding landscape.
- Cars parked in front of dwellings

- Across Marton Moss parking tends to be provided on-plot. On Midgeland Road this terrace has the majority of car parking provided to the rear of the dwellings reducing the visual impact of vehicles on the main frontage and street scene.



Thatched roof dwelling, Worthington Road



Large plots and gardens, Division Lane



Large detached dwelling, Division Lane



A 1.5 storey bungalow, Midgeland Road

- There are a small number of historic buildings within the area which have retained the traditional thatched roofing material.
- The gardens on Division Lane tend to be very deep which softens the impact of the built environment on the abutting Green Belt land to the south of the Neighbourhood Plan area.
- Dwelling is set back behind a low front boundary wall with a hedgerow.
- Red brick and slate materials have been used.
- Dwelling is detached within a large plot.
- There are numerous examples of bungalow dwellings in Marton Moss which have been modernised and expanded through extensions and using the roof space. A typical feature across this type of dwelling is a centrally aligned front door.



Aerial photograph of Marton Moss sat within the open surrounding landscape



A Cul-de-sac, Marton Fold



No boundary physical front boundary, Marton Fold cul-de-sac



*Aerial and photograph of terraced dwellings with short front gardens, Midgeland Rd
AECOM*

- Marton Moss sits within a wider open landscape and retains a rural feel within the neighbourhood area.

Within Marton Moss the typical layout of residential development is parallel to a street in either short terraces, semi-detached or detached dwellings. There are some examples of modern cul-de-sac types of development such as at Marton Fold which take an access road off one of the main streets branching into a more densely laid out development. These are not typical of Marton Moss' character and reduce the strength of the relationship that the area has with the surrounding landscape.

- Within the later cul-de-sac additions to the area, front boundary treatments which are not typical of Marton Moss have been adopted which opt for a semi-public landscaped area in front of a dwelling.

- Across the whole neighbourhood area dwellings tend to be set back from the road behind front gardens. The adjacent photograph of Midgeland Road shows housing positioned very close to the pavement but still with a small front garden with a low boundary wall.



Terrace red brick dwellings, Midgeland Road



Road block at the junction of Midgeland Road and Division Lane



Red brick dwelling with slate roof and terracotta ridge tiles, Worthington Road

- The typical red brick material palette has been used on this short terrace on Midgeland Road. Windows have a strong horizontal alignment with doors positioned to the side of each dwellings front elevation.
- Hedgerow boundaries
- The junction of Midgeland Road and Division Lane has been closed to traffic. This has been introduced as a preventative measure to stop vehicles from 'rat running' through Marton Moss.
- Terracotta ridge tiles
- Gateposts
- Low wall boundary with hedgerow behind
- Parking provided to the side of the dwelling (parked behind the frontage line) reducing visual impact of cars on the street

Conclusions

- It is clear that Marton Moss has great variety in its built form with multiple styles and materials used.
- Where Marton Moss does lack in regularity of buildings it has a rigidity in its grid like layout and leafy lane character.
- There is a low density rural feel to Marton Moss which feels under threat from the neighbouring higher density areas and recent developments.
- Hedgerows and planting are a key landscape feature in Marton Moss which reduce the visual impact of the developed areas and reinforce the rural character.

Character Areas

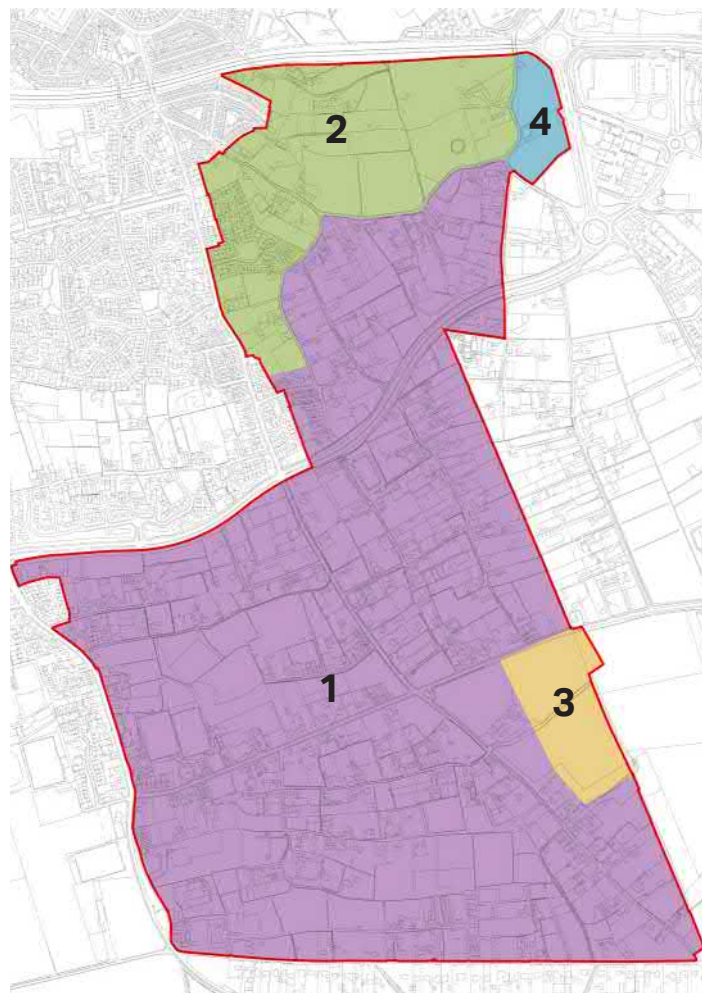
Within *The Historic Characterisation of Marton Moss, 2009*, a larger study area than the Neighbourhood Plan boundary has been subdivided into the following 5 character areas:

- Character area 1 - The Mosslands
- Character area 2 - Walkers Hill
- Character area 3 - Midgeland Farm
- Character area 4 - Cropper Road
- Character area 5 - Moss Lane

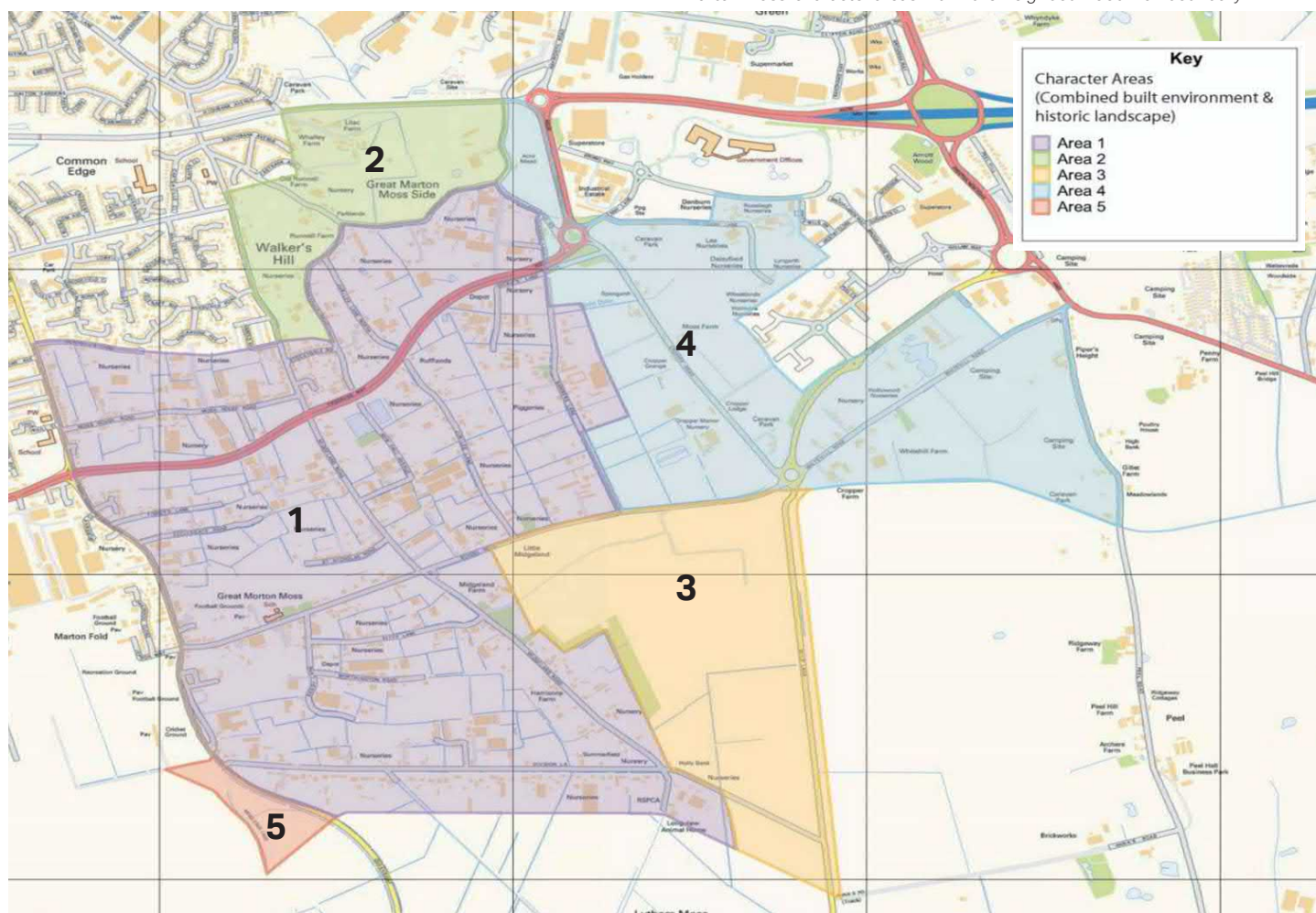
These are defined by their historic landscape and built heritage. Only character areas 1 to 4 are situated within the Neighbourhood Plan area. The majority of the study area sits within character area 1 'The Mosslands'.

The summary description of The Mosslands is as follows:

'Piecemeal enclosure and development, quiet leafy lanes, but fast noisy arterial roads, horses, pollarded field boundaries, high hedgerows with occasional open views to pasture, moss drains, small pasture fields, cobble cottages, Victorian brick houses and brick cart stores, old street lights and telephone boxes, modern hacienda detached houses, bungalows, increasing density of development around arterial routes and towards the north end of Midgeland Road, palm trees, private gardens, high walls and gates, gateposts mounted with ornamental animal heads, derelict and working glasshouses, disused farm buildings.'



Marton Moss' character areas within the Neighbourhood Plan boundary



Character areas based on historic built environment and historic landscape character. Source: *The Historic Characterisation of Marton Moss, 2009*
AECOM





Record of Engagement

Record of Engagement

On the 19th February 2020 a public consultation was held to inform local residents of the progress being made with the neighbourhood plan and to complete a questionnaire to inform the design codes.

Prior to the meeting e mails and letters were sent to the 285 members of the Forum informing them of the agenda and the importance of attending to have their say. The questionnaire was also put on a local Facebook site and available to download from the Marton Moss Neighbourhood Forum website. It was also stated on both Facebook and on the website that paper copies could be obtained from the chairman's house on request, to that end 15 copies were printed.

A second e mail and letters followed the day before the meeting stressing the importance of attending, the same message was also available on the website and Facebook.

Members were asked to sign in and a member of the committee supervised the attendance sheets.

The business of the meeting prior to the questionnaire was completed first. The assembled members had been given copies of the questionnaire one to be shared with 4 on a table. The questionnaire had been added to a Powerpoint Presentation and was visible on a large screen to the room.

53 people were present. And they brought in a further 5 filled in questionnaires from other households who could not attend. Each page was voted on by a show of hands and counted.

The following questions were asked and supported with photographs. Below each question is the feedback which came out of the meeting:

1. Layout

Within Marton Moss there are several examples of modern cul-de-sacs that are more densely laid out than the more historic streets in the area.

How important is it to you that the layout of future housing developments retains the local rural character?

Feedback

Important 6 votes, Very Important 47 votes

Handed in Questionnaires 3 important 2 very important.

In discussions about this question, no one wanted dense developments of a modern style. There was a feeling that the ones done already spoil the character of the Moss.

2. Parking

Where cars are parked has an impact on the look and feel of a street. In Marton Moss there are various ways in which space for parking has been provided.

Do you think it is important for new housing developments to provide areas for parking cars?

Feedback

All 53 in agreement that parking needed to be provided. The best solution was to have the cars parked at the rear or in purpose built garages that were sufficiently wide enough to use unlike a lot of modern garages that are too narrow. Front and side behind a hedge next most popular. No one wants them on the road or at the front.

3. Landscape

Within Marton Moss there are large areas of open land as well as many dwellings which sit within large plots.

Do you think that future residential developments should be encouraged to protect the open and rural character of Marton Moss?

Feedback

In discussions about this question it was felt that the landscape was very important as large areas of Marton Moss have been developed and there is a threat that this could erode the landscape further if allowed to continue.

4. Front Gardens and boundary treatments

Within Marton Moss there are several different types of boundary treatments that have been used

Please rate the below boundary treatments 1 to 4.

Feedback

Jubilee Lane came first place, Laundry Road second, Midgeland Road third and finally no one wanted forth place Marton Fold.

5. Public rights of way

In Marton Moss there are several public rights of way (PROW). A number of these are overgrown with vegetation or blocked.

How important is it to you that the PROWs in Marton Moss are kept clear and accessible for use?

Feedback

In discussions it was said that by 2022 some would be lost because they have been unused for so many years and that to retain the character of the area they should be made usable again.

6. Drainage

Drainage ditches are a historic landscape feature found across Marton Moss. These provide drainage for the area and reduce the risk of surface water flooding.

How important is it to you that the drainage ditches in Marton Moss are retained in the future?

Feedback

In discussions it was said that too many ditches have been blocked up, areas are now flooding that never used to. Existing ditches need clearing out and new ones put back where previous ditches have been filled in.

Parking

Where cars are parked has an impact on the look and feel of a street. In Marton Moss there are various ways in which space for parking has been provided.

Do you think it is important for new housing developments to provide areas for parking cars?



On-street parking - Common Edge Road



Front boundary/garden removed to provide parking space - School Lane



Parking provided to the rear of dwellings - Midgeland Road



Parking provided to the front and side of a dwelling - Stockydale Road

Yes

Comments

☐

No

☐

Extract from the questionnaire provided at the consultation

Front Gardens and boundary treatments

Within Marton Moss there are several different types of boundary treatments that have been used

Please rate the below boundary treatments 1 to 4.



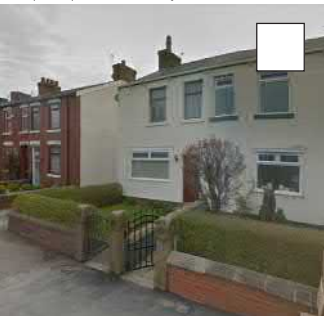
Walled private space - Midgeland Road



Turfed 'private space' with no boundary treatments - Marton Fold



Hedgerow front boundaries - Jubilee Lane



Front gardens with low wall and hedgerow - Laundry Lane

Comments

Extract from the questionnaire provided at the consultation

Layout

Within Marton Moss there are several examples of modern cul-de-sacs that are more densely laid out than the more historic streets in the area.

How important is it to you that the layout of future housing developments retains the local rural character?

Not important

☐

No opinion

☐

Important

☐

Very important

☐

Typical rural character with buildings and plots fronting onto and existing route - Jubilee Lane



Access for 25 dwellings taken off an existing route to create a dense cul-de-sac - Belverdale Gardens



Access for 15 dwellings taken off an existing route to create a dense cul-de-sac - Limechase Close

Comments

Extract from the questionnaire provided at the consultation

Materials

In Marton Moss the typical material palette is red brick or render with either slate or red pantile roof tiles.

How important is it to you that these materials are used in future housing developments in Marton Moss?

Not important

☐

No opinion

☐

Important

☐

Very important

☐

Red brick elevations - Midgeland Road



Rendered elevations - Worthington Road



There is a mix of red pantile and slate roofs across Marton Moss - St Nicholas Road

Comments

Extract from the questionnaire provided at the consultation





The Codes

The Codes

Based on the understanding gained in the previous sections, this section will identify design codes for future housing developments to adhere to. As the majority of the Neighbourhood Plan area is within one character area, the following design codes have been created to apply to the whole Neighbourhood Plan area.

For Marton Moss the following codes should be observed:

Cul-de-sac layouts

Providing guidance on the appropriate design of cul-de-sacs and reducing the likelihood of housing developments which are overcrowded and threaten the open landscape of Marton Moss.

Parking

Providing guidance on how to provide allocated parking space and reduce the visual impact of cars on a street.

Landscape

Identifying key areas within Marton Moss where the open landscape should be protected.

Set backs, gardens and boundary treatments

Providing guidance on which boundary treatments are acceptable within the Neighbourhood Plan area as well as the distance that buildings should be set back from the street and the length of gardens.

Public rights of way

Reinforcing the importance of these non-vehicular routes within Marton Moss and enforcing their protection in future developments.

Drainage

Ensuring that future developments protect and enhance the network of drainage ditches and recognise their importance as a historic landscape feature.

Materials

Providing an acceptable material palette for future housing in Marton Moss whilst acknowledging a degree of flexibility for exceptional architecture.

Density and housing mix

Providing the appropriate housing density and mix that future housing developments in Marton Moss should adhere to in order to protect the open landscape and low density built form.

Traffic calming

Providing design guidance to deter traffic from 'rat-running' down a street and making streets a more pleasant environment where pedestrians have priority.



Cul-de-sac Layouts

Cul-de-sacs

Local residents expressed at the consultation that they do not want cul-de-sac developments to be brought forward in Marton Moss. Cul-de-sac proposals will not be appropriate in the Conservation Area unless this restriction is outweighed by other benefits of the development sufficient to justify an exception being made. In the event that cul-de-sacs are proposed in the neighbourhood plan area they should adhere to the following rules:

- Cul-de-sac streets should be short (60m max) and straight.
- In most cases, front gardens should be provided with a depth of 5m and a front boundary treatment of either a hedgerow or low stone wall and a hedgerow.
- A courtyard arrangement of dwellings will be acceptable. In this instance front gardens may be replaced with a shared landscaped courtyard and provision for parking.
- The number of dwellings to be accessed via a cul-de-sac should be limited to 8 dwellings.
- The density of dwellings accessed via a cul-de-sac should be limited to ensure that clear breaks in the building frontage allow views between dwellings and reduce overcrowding.
- The end of a cul-de-sac whether a courtyard or with front gardens should be terminated with a shared surface area.



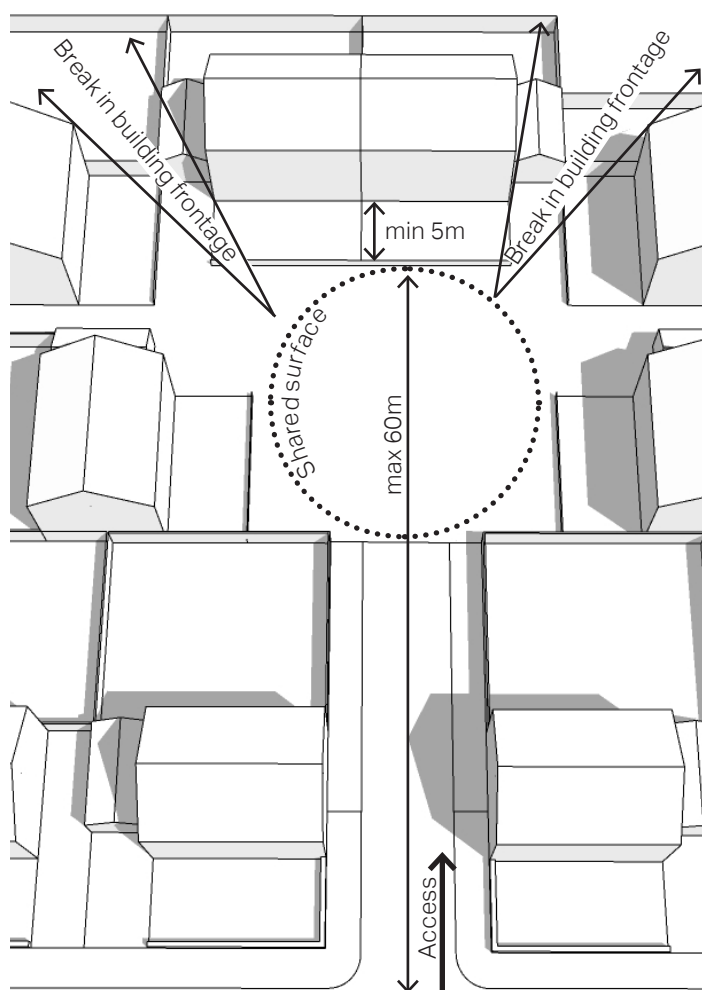
Turfed area with no boundary treatments, Marton Fold



L-shaped, densely enclosed and overcrowded cul-de-sac, Limechase Close, AECOM



Shared courtyard arrangement of dwellings, The Avenue, Saffron Walden



Cul-de-sac design guidance



T-shaped cul-de-sac to maximise the number of dwellings, Belvedere Gardens

Parking

All future housing developments should provide a minimum of two on-plot parking space per dwelling.

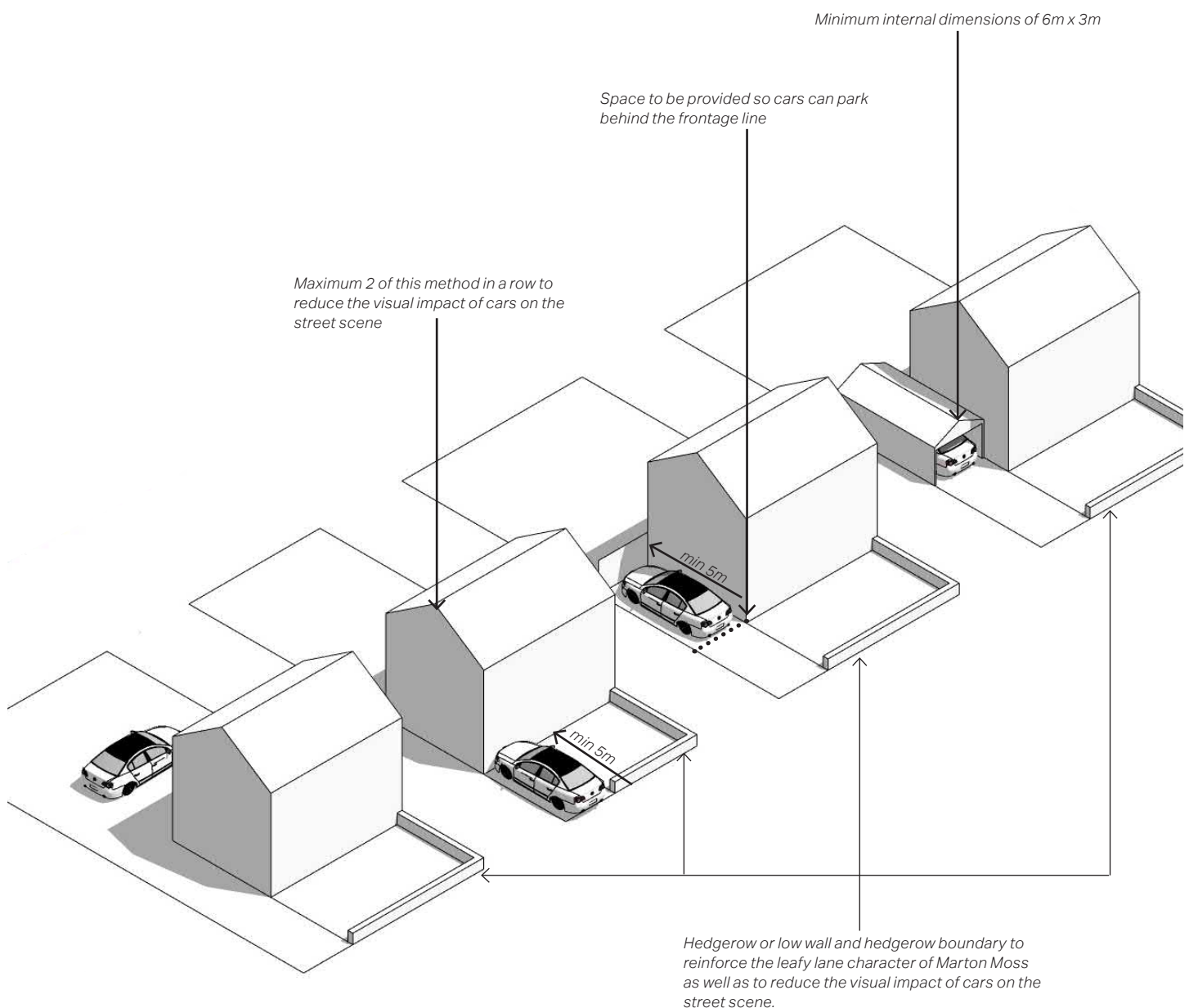
Parking spaces can be provided in the following ways:

- To the rear of a dwelling via an access drive.
- In front of a dwelling in runs of no more than 2 dwellings. Dwellings which have cars parked in front should have a hedgerow front boundary.
- To the side of a dwelling with a minimum parking space length of 5m so that a car can be parked behind the frontage line.
- In a parking garage with minimum internal dimensions of 6m x 3m. Parking garages should be set back from the frontage line to avoid becoming part of a dwellings front elevation.

On street parking should be avoided as the principle parking provision to reduce the visual impact of cars on the street scene.



On-street parking, Common Edge Road



Acceptable methods to provide parking

Landscape

The open pastoral character of the Moss is seen as its attractive defining feature by many local people. A residents' survey showed that the greatest concern of all was the loss of green space arising from new development. The following open areas should be protected within the Neighbourhood Plan:

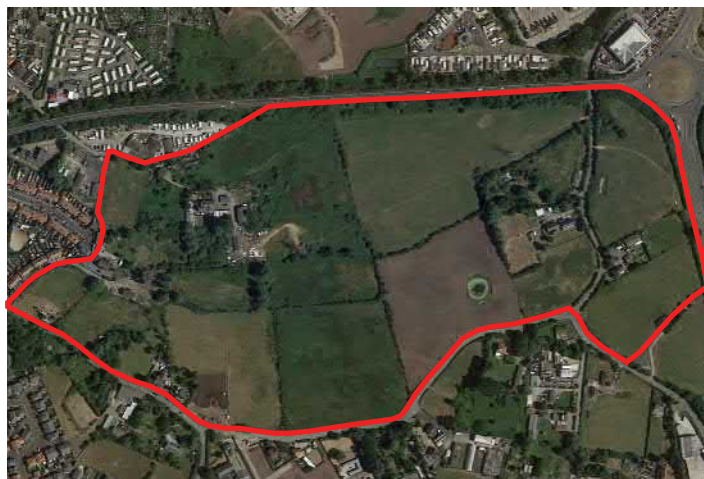
Major Open Land to be protected

- Land between Chapel Road and Yeadon Way
- South of Ecclesgate Road
- East of Sandy Lane and Worthington Road

Midgeland Farm

The Midgeland Farm Site would be suitable as a community park within the Neighbourhood Plan. Therefore, any future development adjacent to or within the site should be designed to retain the openness of the landscape of this area.

Any new development proposals will be assessed in terms of the harm that would be caused to the open appearance of the land and the impact on the character of the wider area.



Land between Chapel Road and Yeadon Way



South of Ecclesgate Road



South and East of Sandy Lane and Worthington Road

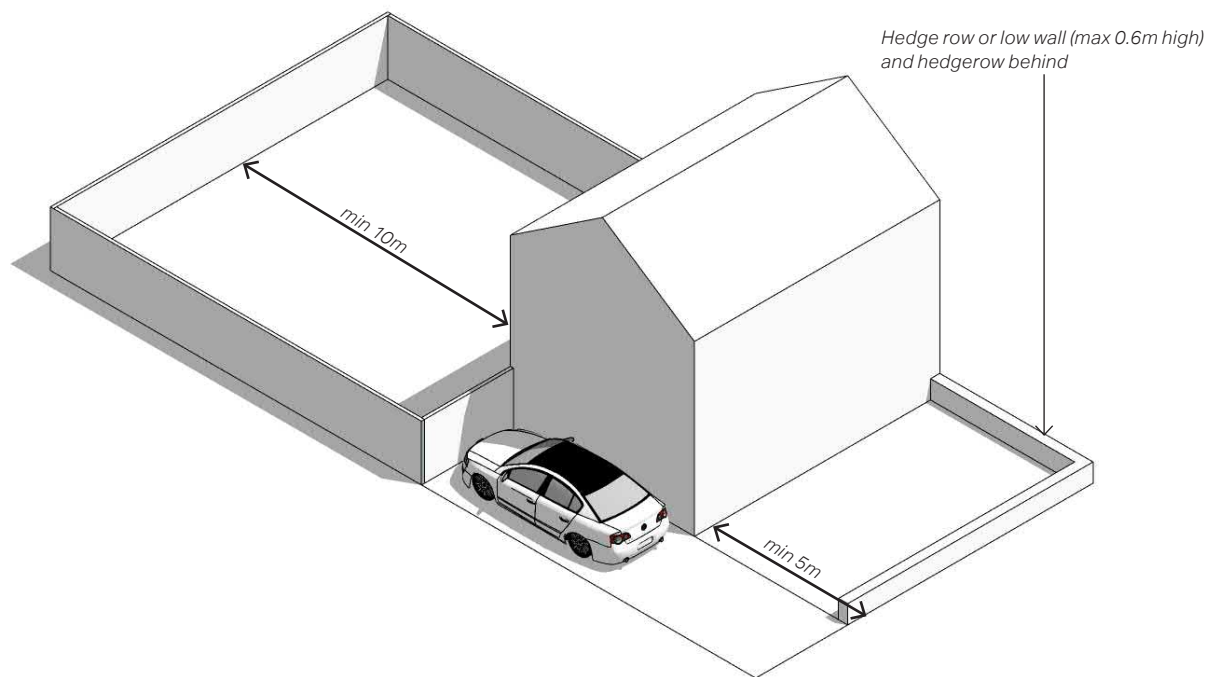


Midgeland Farm

Set backs, gardens and boundary treatments

Future housing developments in Marton Moss should:

- Have front gardens with dwellings set back from the front boundary by at least 5m.
- Front boundary treatments should comprise of a hedgerow or a low boundary wall (maximum height 0.6m) and a hedgerow behind.
- Back gardens should be a minimum depth of 10m and a minimum area of 50m².
- Hedgerow and drainage ditch field boundaries should be retained in future development sites.



Low stone wall and hedge boundary, Laundry Road



Hedgerow front boundaries, Jubilee Lane

Public rights of way

Any future development with a public right of way within it should ensure that the proposed development does not hinder the access to the route. In addition, to promote the use of the non-vehicular routes, public rights of way should be well signposted.

Future owners or occupiers of land with a public right of way across it must adhere to the following Government guidance on keeping public rights of way clear of obstructions:

- Avoid putting obstructions on or across the route, such as permanent or temporary fences, walls, hedgerows, padlocked gates or barbed wire; and
- Make sure vegetation does not encroach onto the route from the sides or above, bearing in mind the different clearances needed for users of different types of route, for example by horse riders.

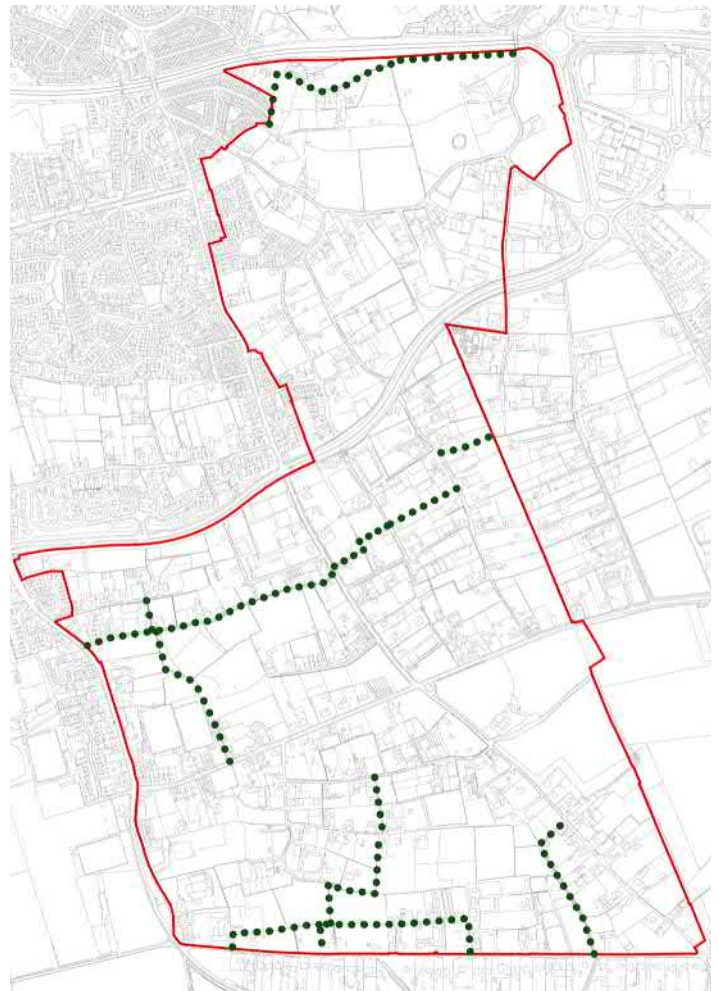


Ecclesgate Road to Fishers Lane public right of way



Overgrown public right of way, north of Division Lane

AECOM



Public rights of way in Marton Moss

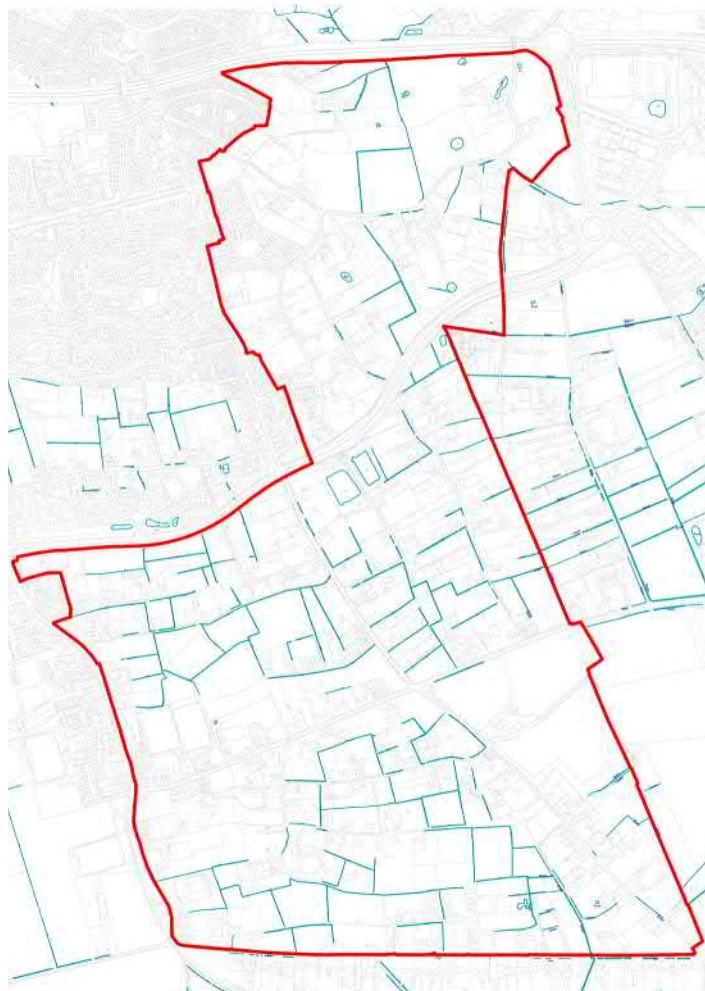
Drainage

The drainage dykes which are a prevalent and historic landscape feature in Marton Moss should be protected and enhanced within future developments.

- Where a development site has a poorly maintained drainage dyke within it, this should be cleared and brought back into efficient use to reduce the surface water runoff impact of any development.
- The filling in or diversion of drainage dykes using pipes or other means will not be acceptable unless culverting under driveways.
- Any proposed Sustainable Drainage Systems should outfall to a fully functioning dyke.



A drainage dyke which has been culverted under a driveway, Division Lane



Drainage ditches within Marton Moss Neighbourhood Plan Area



An open drainage dyke alongside the bridleway behind Midgeland Road

Materials

Future developments in Marton Moss should adhere to the local material palette. It is noted that there are a variety of materials used across the Neighbourhood Plan area so any combination of the following materials will be acceptable.

Elevation Materials

- Red brick or rendered

Roofing Materials

- Slate or red pantiles
- Terracotta ridge tiles will also be acceptable

On the subject of materials the neighbourhood group have also provided the following statement:

- 'The Forum members would prefer new, extended and repaired houses to be in keeping with the houses that exist in the Forum Area. The Forum recognises that roof and building technology will change during the life of the Neighbourhood Plan but it is the overall look of the property that should be in keeping with its surrounding neighbours. The exception to this is already in the Local Plan as new builds of exceptional architectural importance, which the Forum recognises may occur at some time in the future.'



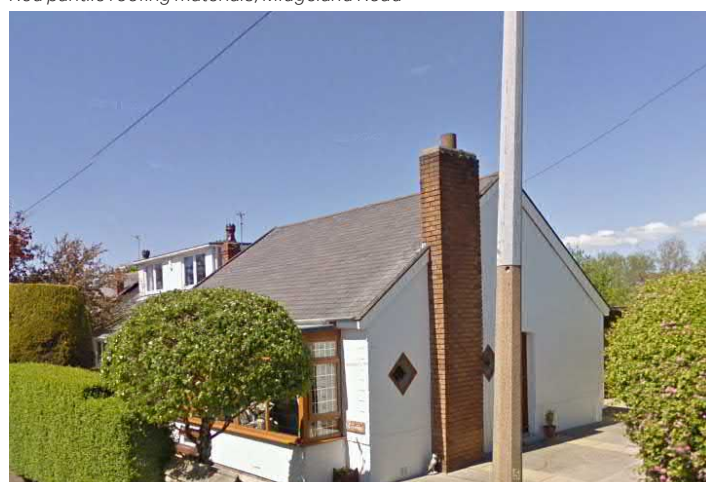
Red brick dwellings, on Midgeland Road



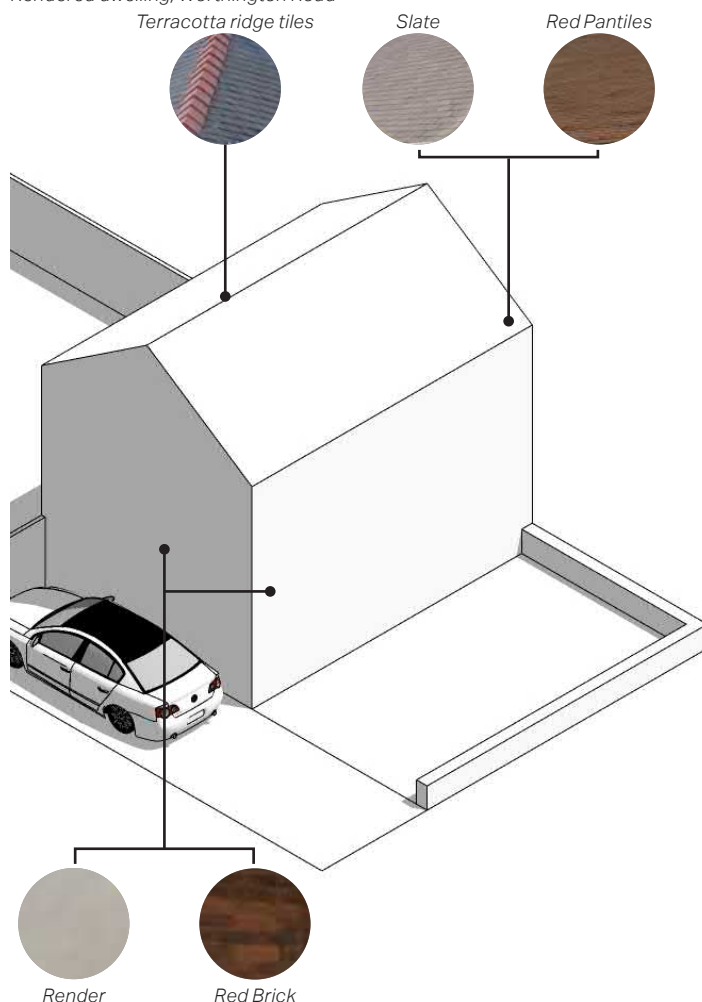
Rendered dwelling, Worthington Road
Terracotta ridge tiles



Red pantile roofing materials, Midgeland Road



Slate roofing materials, St Nicholas Road
AECOM



Density and housing mix

As identified in the Blackpool Local Plan, future housing developments should include a mix of house types and sizes having regard to the specific character and location of each site as follows:

On sites greater than 1 hectare a balanced mix of dwelling sizes is required within the development and the provision on the site should include:

- 1 bedroom - a maximum of 10% of all homes
- 2 bedrooms - at least 20% of homes
- 3 bedrooms or larger - at least 20% of homes

On sites between 0.2 and 1 hectare a mix of dwelling sizes is required within the site or the proposed mix of dwellings should contribute towards a balanced mix of provision in the wider local area.



Marton Moss Conservation Area

The plan on the next page illustrates a sample of housing densities taken from the following locations in and around Marton Moss.

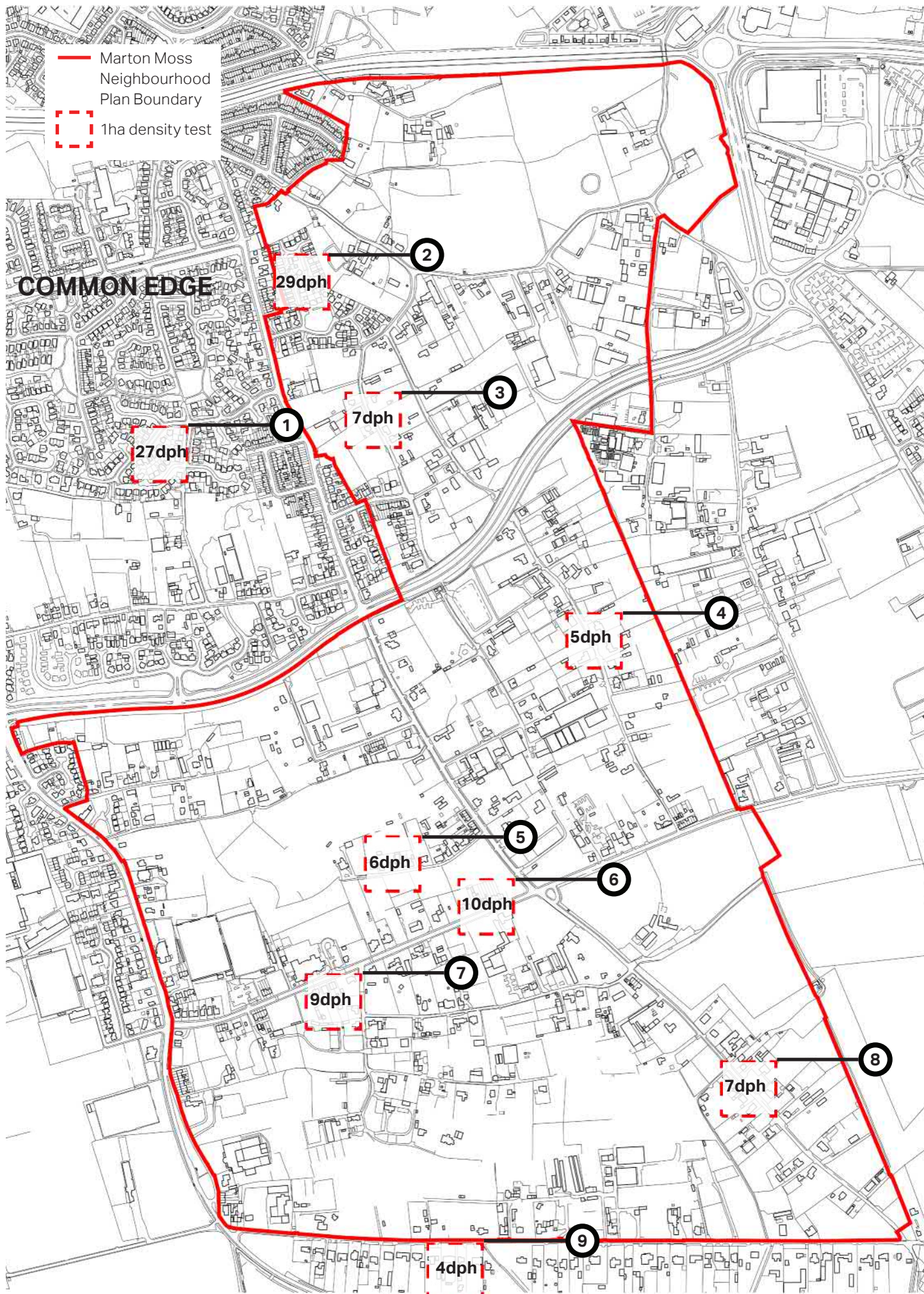
1. Roxburgh Road (27dph)
2. Orchid Way (29dph)
3. Stockydale Road (7dph)
4. Jubilee Lane (5dph)
5. St. Nicholas Road (6dph)
6. School Road (10dph)
7. School Road (9dph)
8. Midgeland Road (7dph)
9. Division Lane (4dph)

This clearly demonstrates that the density of dwellings in Marton Moss is much lower than the more urban neighbouring areas.

High density developments are a threat to the open landscape character of Marton Moss. Therefore, future housing developments should adhere to the following caps on the permitted number of dwellings per hectare.

- Within Marton Moss Conservation Area should not exceed 8dph.
- Outside Marton Moss Conservation Area should not exceed 15dph.

Exceptions to this code will be made for short terraces.

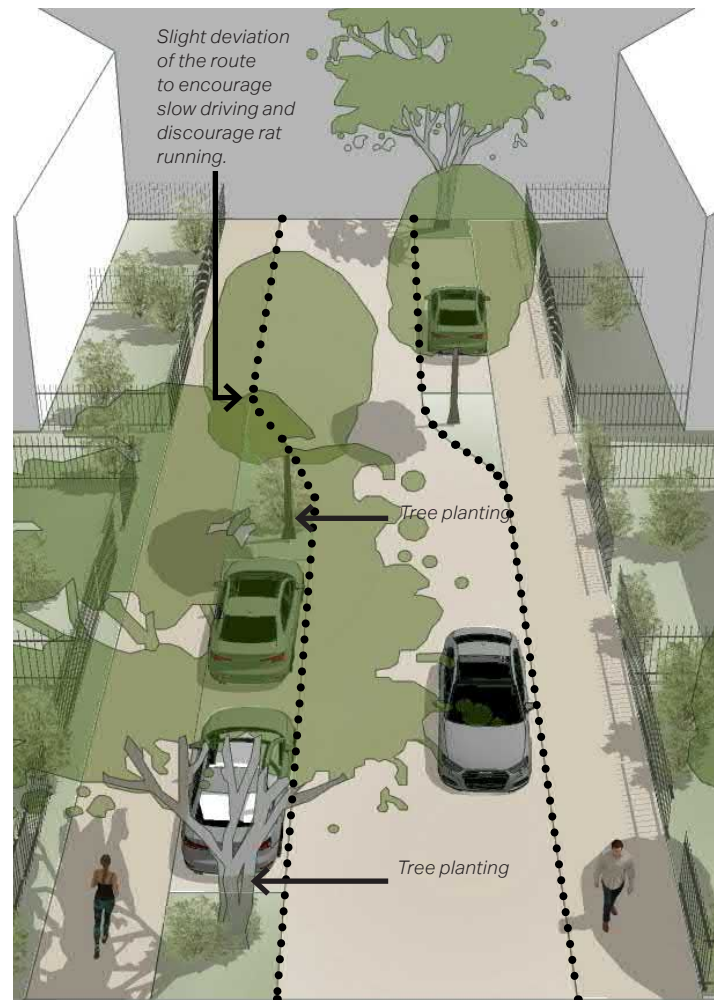


Density of housing in Marton Moss measured in dwellings per hectare (DPH). 1 hectare = 10,000m².

Traffic calming

Future development proposals in Marton Moss which propose streets which could lead to 'rat-running' of traffic through an area should be avoided. Where a route has the potential to become a 'rat-run' the following methods to calm traffic should be used to deter traffic from using the route:

- Trees and planting should be used to create a sense of enclosure and to reinforce the edge of the carriageway.
- Slight deviations in the route that a street follows should be used to make cars slow down to manoeuvre their way through.
- Shared surfacing schemes should be used to provide a sense of shared ownership on the street and give priority to pedestrians.



Traffic calming layout on a residential street



Traffic calming street layout, Kingston Grove, Stockport



Next Steps

Next Steps

This document has set out an evidence base for the Marton Moss Neighbourhood Plan and it is recommended that the codes are embedded within the forthcoming plan as policy.

In addition to the design codes, the NPSG may also want to consider developing a masterplan for Marton Moss using the potential development sites reviewed in AECOM's Site Assessments report. This will capture and reflect local opinion on appropriate housing densities and layouts as well as provide more certainty for the preferred development sites within the Neighbourhood Plan area.

As well as providing certainty to the local community, the design codes in this document should give more certainty to developers, as they will be able to design a scheme that is reflective of community aspirations, potentially speeding up the planning application process.

As well as using this document, future developers should also make sure that they have observed the guidance in the Ministry of Housing, Communities & Local Government's **National Design Guide**.

Developers should also note that housing developments of any size should strive to achieve carbon neutrality in line with the Government's forthcoming **Future Homes Standard**.

Further standards on residential developments should also be obtained from **Building for Life 12**, a government-endorsed industry standard for well-designed homes and neighbourhoods.





