

An aerial photograph of a rural landscape, likely in the Carnforth area. The image shows a mix of agricultural fields, roads, and a small town or village. The terrain is hilly, and there are several large buildings, possibly industrial or commercial, scattered throughout. The overall tone is grayscale, with some color accents for text.

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Carnforth Neighbourhood Plan

DRAFT

August 2020

Design Code

Quality information

Document name	Ref	Prepared for	Prepared by	Date	Reviewed by
Carnforth Design Code	DR-10599	CNPWG	IA	28/02/20	WD

Revision history

Revision	Revision date	Details	Authorised	Name	Position
Draft	28/02/20	Updated to the CNPWG comments	CNPWG	Bob Bayley	Town Clerk
Final Draft	22/07/20	Updated to the CNPWG comments	CNPWG	Bob Bayley	Town Clerk





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1 Introduction

1.1 Background

Carnforth in Lancashire has formulated a Neighbourhood Plan Working Group (NPWG) to shape and influence development within their area. The NPWG is in the process of writing their neighbourhood plan and hope to complete it by May 2021.

Local communities can use neighbourhood planning as a means of changing their neighbourhoods for the better. Through Locality's support programme Carnforth's NPWG (CNPWG) has appointed AECOM to undertake several studies which will underpin their emerging Neighbourhood Plan. AECOM has been commissioned to provide a Design Code document, which will provide urban design guidance to help to deliver good quality places within Carnforth.

1.2 Objective

The CNPWG's aim is to create a document which will be used as an evidence base for the emerging neighbourhood plan. The design code will be used as a tool to control residential development in Carnforth to safeguard the town's distinct character and architectural quality. This will be achieved through securing lasting structural elements of the town such as the land use, street pattern, dimensions, public realm, scale, buildings and vernacular. This will help to ensure that as new development comes forward, it supports and enhances the town's existing character.

1.3 Approach

The process that was undertaken to produce this Design Code report is as follows:

- AECOM representatives attended an inception meeting and site walkover in Carnforth with CNPWG to define the brief and direction for this Design Code report.
- AECOM studied and reviewed the existing town character areas and simplified these into a series of focus areas.
- AECOM produced a draft Design Code report based on the finding from the previous stages.
- The draft report was reviewed by the CNPWG.
- After capturing the feedback from the review, AECOM issued the final Design Code report.

1.4 Document Structure

This Design Code report is broken up into 7 sections:

1. Introduction
2. Understanding the Character of Carnforth
3. Defining the Focus Areas
4. Engagement
5. Design Codes for the Town
6. Applying Design Codes to Sites
7. Next Step

1.5 Study Area

The study area comprises a large area of the current built-up settlement in the centre of Carnforth. At the initial inception meeting, the NPWG agreed that the focus of this study should be on the town settlement area and two potential housing sites as shown in figure 1 to influence the design of all forthcoming residential developments.



Fig 1.1 Carnforth Study Area

2 Understanding the Character of Carnforth

2.1 Planning Policy

Carnforth lies within the Lancaster City Council, Lancashire. Any future development within the area should comply with national and local planning policy. This section provides such planning policy context as follows:

2.1.1 National Planning Policy

National Planning Policy Framework (2019)

The revised National Planning Policy Framework is a vital tool in ensuring that planning delivers the right homes, built in the right places, and of the right quality, whilst at the same time as protecting our environment.

The relevant paragraphs are:

- *Delivering a sufficient supply of homes;*
- *Building a strong, competitive economy;*
- *Promoting healthy and safe communities;*
- *Promoting sustainable transport;*
- *Making effective use of land;*
- *Achieving well designed places;*
- *Conserving and enhancing the natural environment;*
- *Conserving and enhancing the historic environment.*

Adhering to the NPPF will help to ensure high quality future developments which blend into the fabric of the existing townscape and facilitate local distinctiveness and 'sense of place'. New development within the neighbourhood area should be respectful of its character and setting and at the same time adapt cohesively to future changes.

2.1.2 Regional Planning Policy

A Landscape Strategy for Lancashire, Landscape Character Assessment (2000)

This landscape character assessment adopts an holistic approach which considers the landscapes of Lancashire as a mosaic of different landscape types and character areas, each with particular characteristics and subject to particular forces for change. The assessment is intended to provide an understanding of the area's landscape and to form a basis for the landscape strategy and guidelines.

Carnforth is located within the Landscape Character 12a Low Coastal Drumlins. This landscape supports an extremely high proportion of built development including the large settlements of Lancaster and Morecambe and recent built development along the A6. The drumlins provide elevated points from which there are views over the salt marshes to Morecambe Bay. Traditional farmsteads and older settlement cores are built of stone but modern development is often built using red brick.

2.1.3 Local Planning Policy

Lancaster Local Plan Core Strategy 2003-2021 (Adopted July 2008)

The Core Strategy, adopted in 2008, sets out the spatial vision, strategic objectives, spatial strategy and planning policies for the City to 2028.

Policy SC1 'Sustainable Development' aims to ensure that new development proposals are sustainable as possible. It introduces some principles of sustainable development of development based on location and design construction. This section identifies Carnforth as one of the areas that contain most of the District's regeneration areas. This suggests opportunities for further development and the potential expansion of

Carnforth. Therefore, the neighbourhood plan will become an important tool to control and safeguard the character of the town.

Policy SC4 'Meeting the District's Housing Requirements' requires the new housing developments to deliver a mix of dwellings sizes, types and tenure. Therefore, the Design Code will provide guidance to each of the possible typologies, so that overall design quality will not be compromised.

Policy SC5 'Achieving Quality in Design' aims to improve connectivity in the region. In the context of Carnforth placemaking the key routes should be improved to manage congestion. Traffic management measures, bus priority and facilities for cyclists and pedestrians should be provided. The Design Code can insure that a clear road hierarchy is achieved and pleasant streetscenes are created.

Policy ER4 'Town Centres and Shopping' aims to improve the vitality and viability of its town centres and provide services as locally as possible and minimise the need to shop by car.

Green Infrastructure is controlled and safeguarded through Policies CS19 'Green Infrastructure', CS20 'Biodiversity and Geodiversity', CS21 'Landscape' and CS22 'Green Space'. All these policies seek to protect and improve the quality and accessibility of green infrastructure.

A Local Plan for Lancaster District, Development Management DPD (Adopted December 2014)

The Development Management DPD adopted in 2014, sets out the detailed policy guidance on a range of planning matters, whether they are environmental, social or economic for the City to 2031.

The key policies which will guide the Design Codes in Carnforth include:

- Policy DM3: Public Realm and Civic Space.
- Policy DM4: The Protection of Cultural Assets.
- Policy DM6: Advertisements.
- Policy DM20: Enhancing Accessibility and Transport Linkages.
- Policy DM21: Walking and Cycling.
- Policy DM22: Vehicle Parking Provision.
- Policy DM25: Green Spaces and Green Corridors.
- Policy DM26: Open Space, Sports and Recreation Facilities.
- Biodiversity, Landscape and Woodland, Policy DM27, DM28, DM29
- The Historic Environment, Policy DM30, DM31, DM32, DM33.
- Policy DM35: Key Design Principles.
- Policy DM42: New Residential Dwellings.

A Local Plan for Lancaster District, Part One: Strategic Policies and Land Allocations DPD (Publication Version 2018)

The Strategic Policies and Land Allocations DPD published in 2018, sets out the spatial vision, strategic objectives, spatial strategy and planning policies for the City to 2031.

The key policies which will guide design codes in Carnforth include:

- The Natural and Historic Environment, Policy SP7 & SP8;
- South Carnforth, Policy SG11 and 13;
- Housing, Policy H1, H2, H3;
- The Historic and Natural Environment, Policy EN1, EN2, EN5, EN7, EN9;
- All policies in Sustainable Communities section;
- Transport, Accessibility and Connectivity, Policy T22 & T3

A Local Plan for Lancaster District, Shopfronts and Advertisements Supplementary Planning Document (Publication Version 2016)

The Shopfronts and Advertisements SPD published in 2016, supplement policy set out in Policy DM6 (Advertisements) and Policy DM35 (Design) of the Development Management DPD, adopted in December 2014, to provide further guidance in relation to advertisements and shopfronts.

This documents sets out the key design principles that proposals for advertisements and alternations to new and existing shopfronts should address.

2.2 Best Practice Design Guidance

The Design Codes set out within this document have been influenced significantly by the guidance and content of best practice. This includes guidance documents that provide essential information about good design, along with various standards and criteria against which the design of the built environment can be assessed.

The principle best practice reference material which have influenced the design of future development at the Site include the following:

- National Design Guide (Ministry of Housing, Communities and Local Government);
- Urban Design Compendium (UDC) 1 and 2 (Homes and Communities Agency);
- Manual for Streets and Manual for Streets (MfS) 2 (Department for Transport);
- Car Parking: What works where (Homes and Communities Agency formerly English Partnerships);and
- Building for Life 12 (BfL12) (Building for Life Partnership of: Cobe at the Design Council, the Home Builders Federation and Design for Homes with the assistance of Nottingham Trent University).

Reference to these key best practice and local standards documents ensures that future developments will be guided by parameters that have local and national recognition.



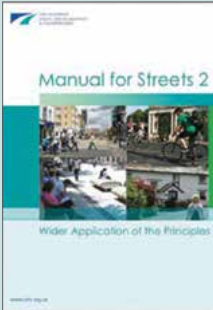


Guidance Document	 <p>National Design Guide</p>	 <p>Urban Design Compendium</p>	 <p>Manual for Streets 2</p>	 <p>Car Parking: What works where</p>	 <p>Building for a Healthy Life</p>
Website Link	<p>https://www.gov.uk/government/publications/national-design-guide</p>	<p>http://collections.europarchiv.org/tna/20100911035042/ http://englishpartnerships.co.uk/qualityandinnovationpublications.htm</p>	<p>http://www.ciht.org.uk/en/document-summary/index.cfm/docid/055693F6-8DB0-4BBE-AA9FF1B5BC5E9412</p>	<p>http://collections.europarchiv.org/tna/20100911035042/ http://englishpartnerships.co.uk/qualityandinnovationpublications.htm</p>	<p>https://www.housinglin.org.uk/Topics/type/Building-for-a-Healthy-Life/</p>
Key Guidance	<p>NDG illustrates how well-designed places can be achieved using the ten characteristics as set out in the document:</p> <ol style="list-style-type: none"> 1. Context 2. Identity 3. Built form 4. Movement 5. Nature 6. Public spaces 7. Uses 8. Homes and buildings 9. Resources 10. Lifespan <p>The ten characteristics contribute towards cross-cutting themes for good design set out in the NPPF.</p>	<ol style="list-style-type: none"> 1. UDC1 Urban design principles - explains key aspects of urban design and how these can be applied to create places where people want to live, work and socialise. 2. UDC2 Delivering quality places - provides practical guidance on the steps that can be taken and barriers that need to be overcome during policy and project development to improve the quality of place delivered. 	<p>MfS2 aims to assist in the creation of streets that:</p> <ol style="list-style-type: none"> 1. Help to build and strengthen the communities they serve. 2. Meet the needs of all users, by embodying the principles of inclusive design. 3. Form part of a well-connected network. 4. Are attractive and have their own distinctive identity. 5. Are cost-effective to construct and maintain. 6. Are safe. 	<p>Evaluates a variety of parking options available against the following values:</p> <ol style="list-style-type: none"> 1. The quality of the neighbourhood, or creating a 'good address'; 2. Convenience of access and use between parking space; 3. Safe routes for people going to and from the parking space; 4. Security of parked cars; 5. Efficiency of land and construction costs. 	<p>Building for a Healthy Life (BHL) is the latest edition of - and new name for - Building for Life 12.</p> <p>The updated document sets out 12 design considerations when planning and building neighbourhoods, looking at public infrastructure of the built environment including transport, streetscaping and green space such as parks.</p>

Table 1.1: Summary of the key best practice national standards documents which have informed the Design Code.

2.3 Approach for Defining the Focus Areas

The Methodology

To define the Focus Areas within Carnforth, AECOM reviewed approaches used by the Landscape Institute (LI) and the Royal Town Planning Institute (RTPI). The methodology used in LI Townscape Assessment and RTPI for character assessment cover similar items, but in different categories.

Landscape Institute (LI) Townscape Assessment- Technical Information Note (2017)

This document explains how the principles and general approach of landscape character assessment can be applied to townscape character assessment. It also helps to clarify how practitioners typically interpret that guidance for townscapes by giving emphasis to particular issues that may need to be considered when assessing, mapping and describing the character of built-up areas.

A townscape character assessment may present a description of the townscape that is distinctive to that place, supported by materials such as maps, illustrations and photographs. It can provide an understanding of how a place has evolved and developed over time to respond to natural, social and economic drivers, and how this is reflected in the layout of streets, the architecture of buildings and the materials used.

Specific Consideration for Townscape Character Assessment:

- Historical development
- Movement and connectivity
- Urban structure and built form

- Heritage assets
- Green infrastructure and public realm
- Tranquillity
- Stakeholder engagement

Royal Town Planning Institute (RTPI)- How to Prepare a Character Assessment to Support Design Policy within a Neighbourhood Plan

This document describes how to prepare a character assessment document, which details the distinct appearance and feel of a settlement or an area, illustrating key physical features and characteristics which gives the area its specific identity. Through preparing a character assessment document, the existing character of a neighbourhood area can be documented and described. The assessment can then be used by developers and architects to help them understand local character, which will contribute in creating sensitively designed proposals to preserve the local area's feel and appearances.

The RTPI also produced a character assessment proforma which provides a structured approach to identifying and classifying the distinctive character of a settlement or neighbourhood area. The proforma breaks character down into the following ten distinct categories:

- Layout
- Topography
- Spaces
- Roads, streets, routes
- Green and natural features

- Landmarks
- Buildings and details
- Streetscape
- Land Use
- Views

Method used in the report

AECOM tried to formulate the method used throughout the report using both principles from the Landscape Institute and the RTPI documents, focusing on the 4 categories from the LI Consideration:

- Heritage Assets
- Urban structure and built form
- Movement and connectivity
- Green infrastructure

The Focus Areas are suggested based on study of 4 categories above in the next section. The design codes will provide further detailed design guidelines for each category in Section 6.

3 Defining the Focus Areas

3.1 Baseline Study

3.1.1 Heritage Assets

Carnforth consists of a number of heritage assets. This includes one Grade II* Listed Building, and seven other Grade II Listed Buildings. Most of the listed buildings are located in the Carnforth Historic Core area (between Lancaster Road and Market Street) and Carnforth Railway Station. There is one conservation area within Carnforth, located in the town centre. All historic designations form an essential part of local character. The Historic Core has potential to be enhanced and create local identity. The Carnforth Conservation Area Appraisal also identifies buildings which have a positive contribution on the Conservation Area and are non-designated heritage assets (other historic features).

Any potential impact from new development on these heritage assets should be carefully considered and relevant historic organisations should be consulted.



Heritage 2. Grade II Listed Building Christ Church



Heritage 3. Grade II Listed Building Carnforth: The Coaling Plant*



Carnforth Conservation Area



Fig 3.1 Carnforth heritage assets

3.1.2 Urban Structures and Built Form

The historic core of Carnforth lies within Carnforth Conservation Area. As is evident throughout this designation, the more historic parts of the town tend to exhibit a strong character and locally distinctive architecture. The majority of historic buildings sit on Market Street. This area also contains community services and mixed use facilities.

The most prominent building type that can be found in the historic area are linked terraces. In the other areas, Carnforth exhibits a greater variety of building typologies including bungalows, terrace houses, semi-detached, detached, mixed-uses buildings and apartments.

Building arrangements within wider Carnforth exhibit more variety. In the majority of Carnforth, the building arrangements are formal arrangements, while informal arrangements can be found on the development on Redmayne Drive, Redruth Drive, Cambrone Avenue and St Austell Place.

Across most of the settlement, building heights vary mainly between two and three storeys, especially within the Historic Core. There are some areas of one storey bungalows within 20th-21st century housing estates to the north east and south west of the town, and some three-four storey apartments located on the north of the town.



Residential development within the Historic Core



Carnforth Historic Core



Recent residential development in Carnforth



1970s residential development with formal building lines and uniform roofline



1990s residential development in Carnforth



Single storey residential development in Carnforth

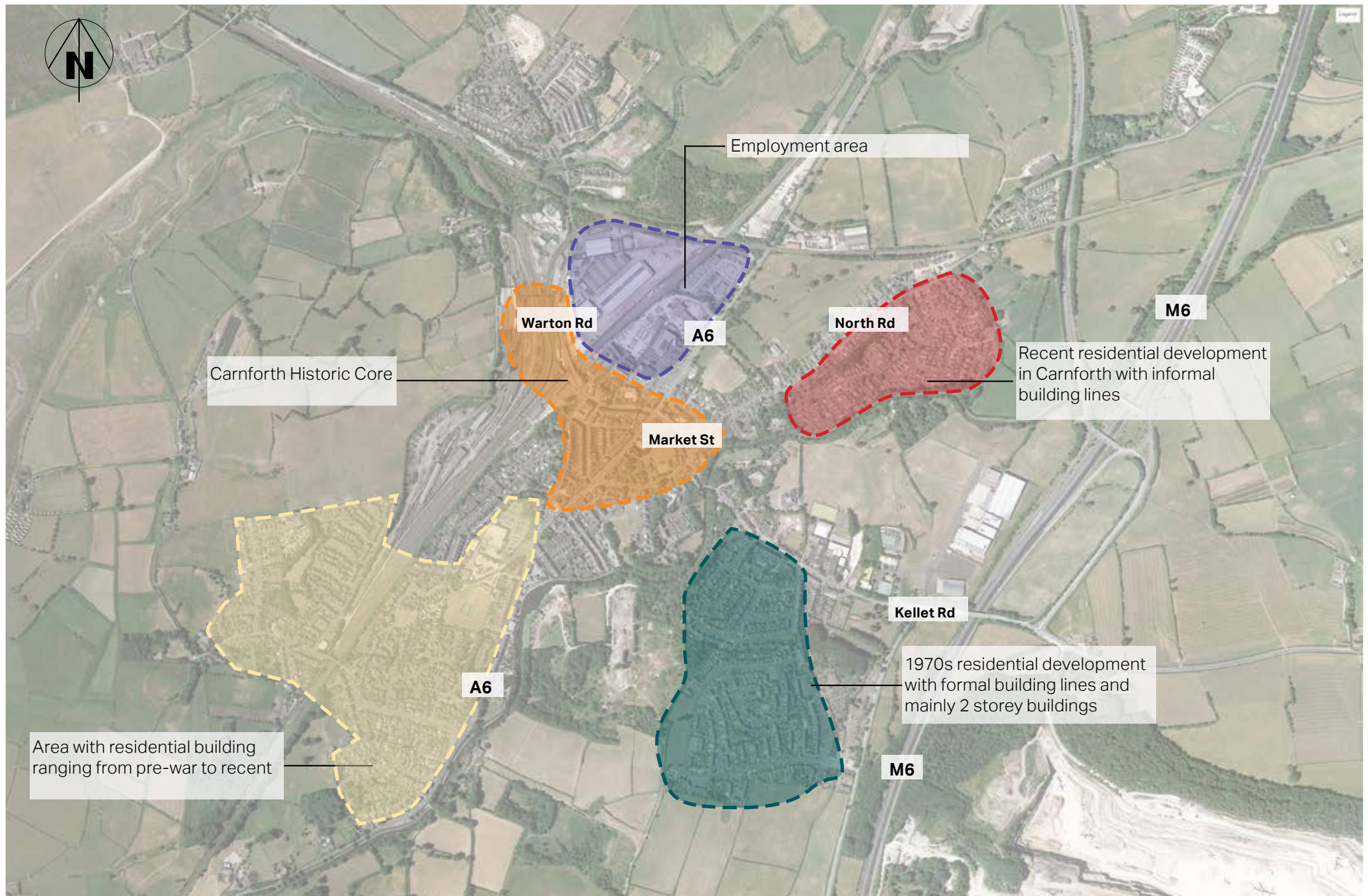


Fig 3.2 Carnforth urban structures and built form

3.1.3 Movement Network (Vehicular and Non-Vehicular)

Carnforth sits to the west side of the M6 motorway, which connects the town with the wider region. There is a hierarchy of streets in Carnforth which provide vehicular access throughout the town.

The primary streets are the highest order routes within Carnforth, which provide access into and out of the town. The A6 is a primary distributor in Carnforth connecting Lancaster to Kendal. The A6 acts as a spine route to a wider street network, interconnecting routes of lower tiers to allow for better navigation and legibility throughout the town. Most of the commercial and community facilities are located along this primary route.

The B6254 is a secondary street which connects Carnforth's town centre and the Motorway, as well as connecting Carnforth and Over Kellet. This connector plays a key role to the wider Lancaster area.

As the primary street runs through the town centre it becomes a High Street with a narrower carriageway, increased footway and increased enclosure through 2-3 storey buildings.

Town streets are the movement connecting between each Carnforth's residential areas. Internal streets are the primary movement corridors within the residential areas. The alignment of these streets naturally calms traffic, creating a more pedestrian/cycle focused environment. Figure 3.3 suggest some typical areas in Carnforth.

This masterplan encourages public realm improvements around Carnforth, to create a pedestrian-friendly environment and avoid car-dominated streets. Pavement widening, shared space or street pedestrianisations, are acceptable and encouraged.



Carnforth's Market Street



North Road acts as a town street in Carnforth



Internal Street in Carnforth

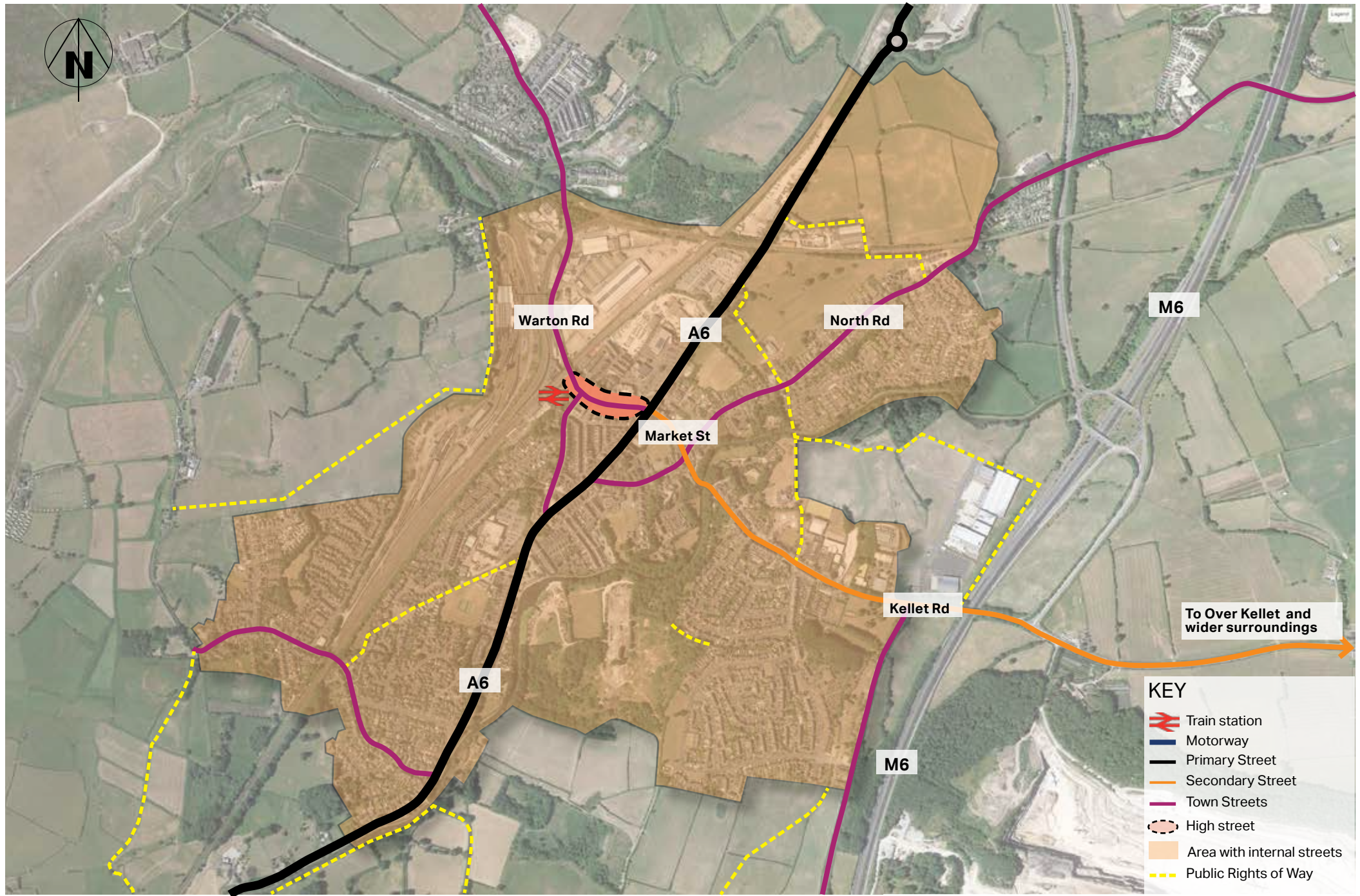


Fig 3.3 Carnforth movement network

3.1.4 Green Infrastructure

There are a number of green spaces and playing fields in Carnforth, which have good connections with each other and with the Carnforth Town Centre. Carnforth also has a number of schools and playing fields distributed across the town.

There are a number of Local Landscape Designations within Carnforth. These identified areas will be conserved with important natural features safeguarded. Two environmentally important areas are present within the study area, namely Lundsfield Quarry North Geological Heritage Site and Steamtown Biological Heritage Site. Lancaster Canal should also be considered as one of the important environmental features in Carnforth.

Part of Site 1 is located within the Lundsfield Quarry Natural and Semi Natural Green Space.



Carnforth Rangers FC Outdoor Sports Facilities



Redruth Drive Play Area



Calder Close Amenity Green Space

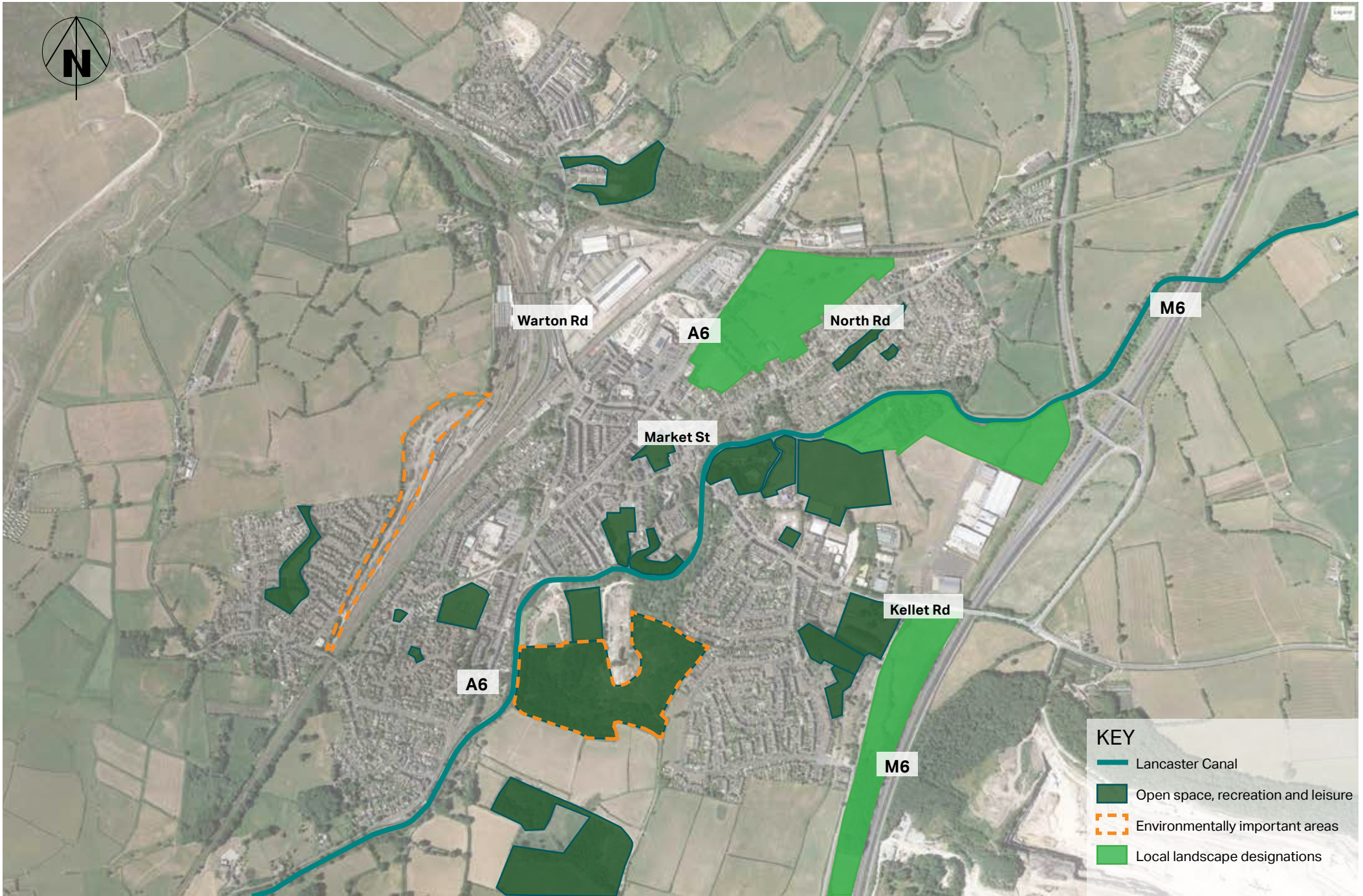


Fig 3.4 Carnforth green infrastructure

3.1.5 Topography and Watercourse

Carnforth's contours gradually slope towards the Carnforth Canal and Railway, which creates a number of long range views from the north of Carnforth towards the open countryside to the east and north of Carnforth. Due to these slopes, notable long range views are present to the north side of Carnforth and towards the Lancaster Canal and open countryside. A number of long range views can also be seen from residential areas in Redruth Drive and residential areas in the south and west of Carnforth. There are two notable watercourses present within Carnforth; Lancaster Canal and the River Keer. These two watercourses should be carefully considered in any proposed development.

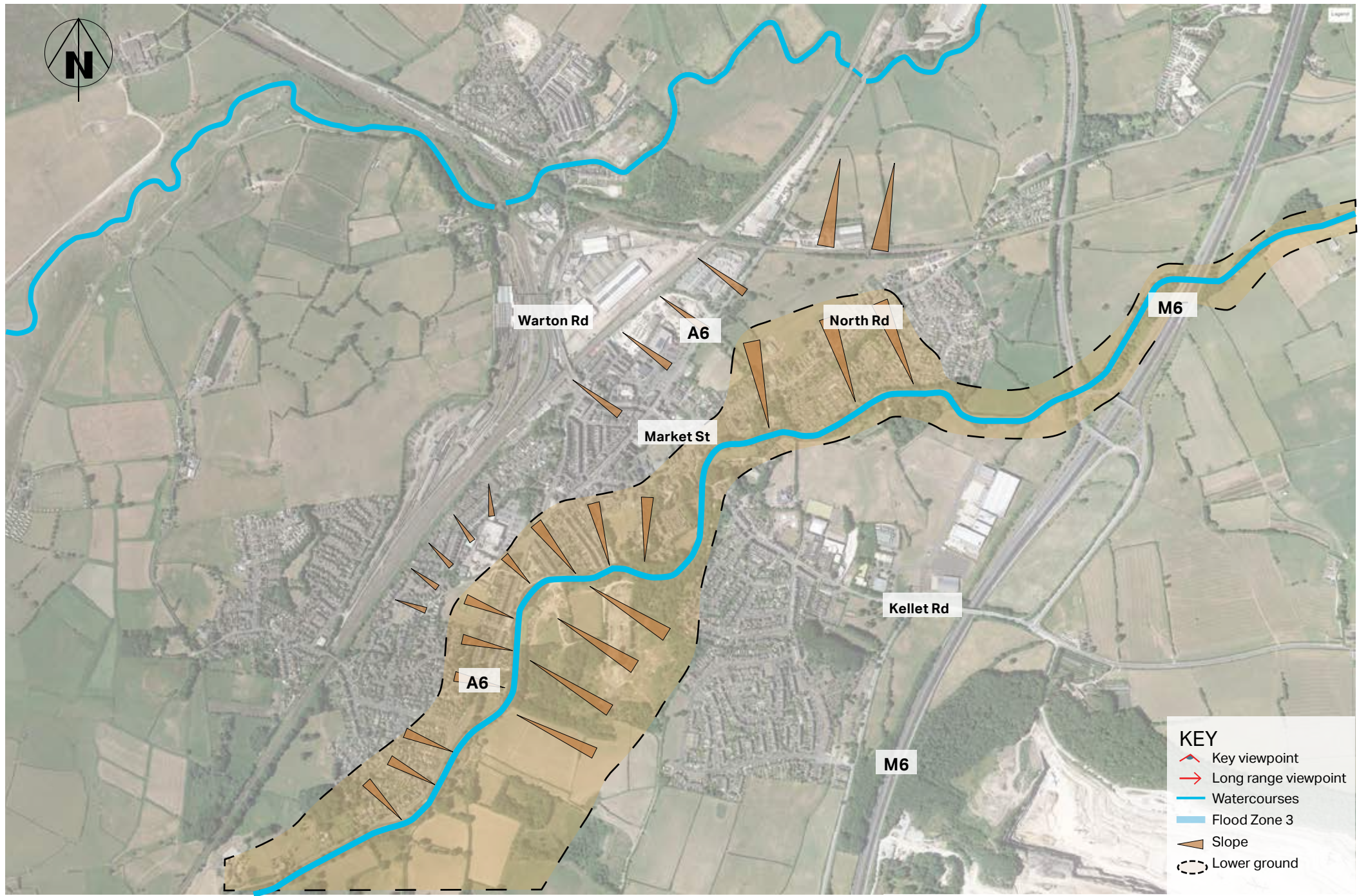


Fig 3.5 Carnforth topography, watercourse and key views

3.2 Focus Areas

Based on townscape and local character study, 5 Focus Areas have been identified by AECOM. A brief description of each area is summarised below:

– Focus Area A

The town centre, historic core, Carnforth train station and the surroundings residential neighbourhoods define the wider Focus Area A. It is characterised by higher density, stone-built development, which ranges from residential, to commercial and services uses. Many of the original building trace back to the origins of the town. This Focus Area also includes a wide area of railway lines to the north of the town centre, which contains a number of Grade II and II* listed buildings. Due to rich heritage assets in the Focus Area, the most of it is forming and designated as a large Conservation Area. Generally, Focus Area A retains original street structure, defined by a verity of formal and informal blocks which create a strong sense of place and character.

– Focus Area B

This area is located on the south west of Carnforth. The area is predominantly residential. Most of the development comes from the late 20th Century, but there are also examples of earlier specimens. Houses are typically two stored and arranged in a detached and semi-detached manner. The development forms organic blocks, which creates interesting, curvy streetscapes. Focus Area B is also characterised by the open countryside setting with long views to the west, south and north with its eastern and north-eastern boundaries linked to the wider Carnforth.

– Focus Area C

Being another Carnforth residential suburb, Focus Area C is comprised of mid-20th Century low density semi-detached and detached dwellings. A generally uniform street and block structures create interest with the curvatures of streets, varied building orientations and varied plot shapes and sizes. Older terraced properties contribute to the uniqueness of the area, whilst the rest of the development can be found anywhere across the country. The area benefits from some commercial uses, often arranged on ground floors of properties, as well as the Carnforth High School, Our Lady of Lourdes Catholic Primary School, Carnforth Swimming Pool and other community uses in the northern part of the area.

– Focus Area D

This Focus Area has a unique, organic street and block structure. Mid-20th Century development adjoins historic cottages which creates variety and examples of local vernacular. The level change towards the east opens nice long-distance views into the countryside. The area benefits from a good variety of building typologies. More modern bungalows are mixed with detached dwellings and older Victorian and medieval cottages, farmhouses and villas. Its countryside setting, proximity to the Lancaster Canal create a very pleasant and walkable environment.

– Focus Area E

Focus Area E accommodates Carnforth's industrial estate as well as shopping and employment establishments. The buildings are arranged in a very low-density manner – typical to such estates and normally do not exceed two storeys in height. The area is split in several section by extensive railway lines. There is no residential development within Focus Area E.

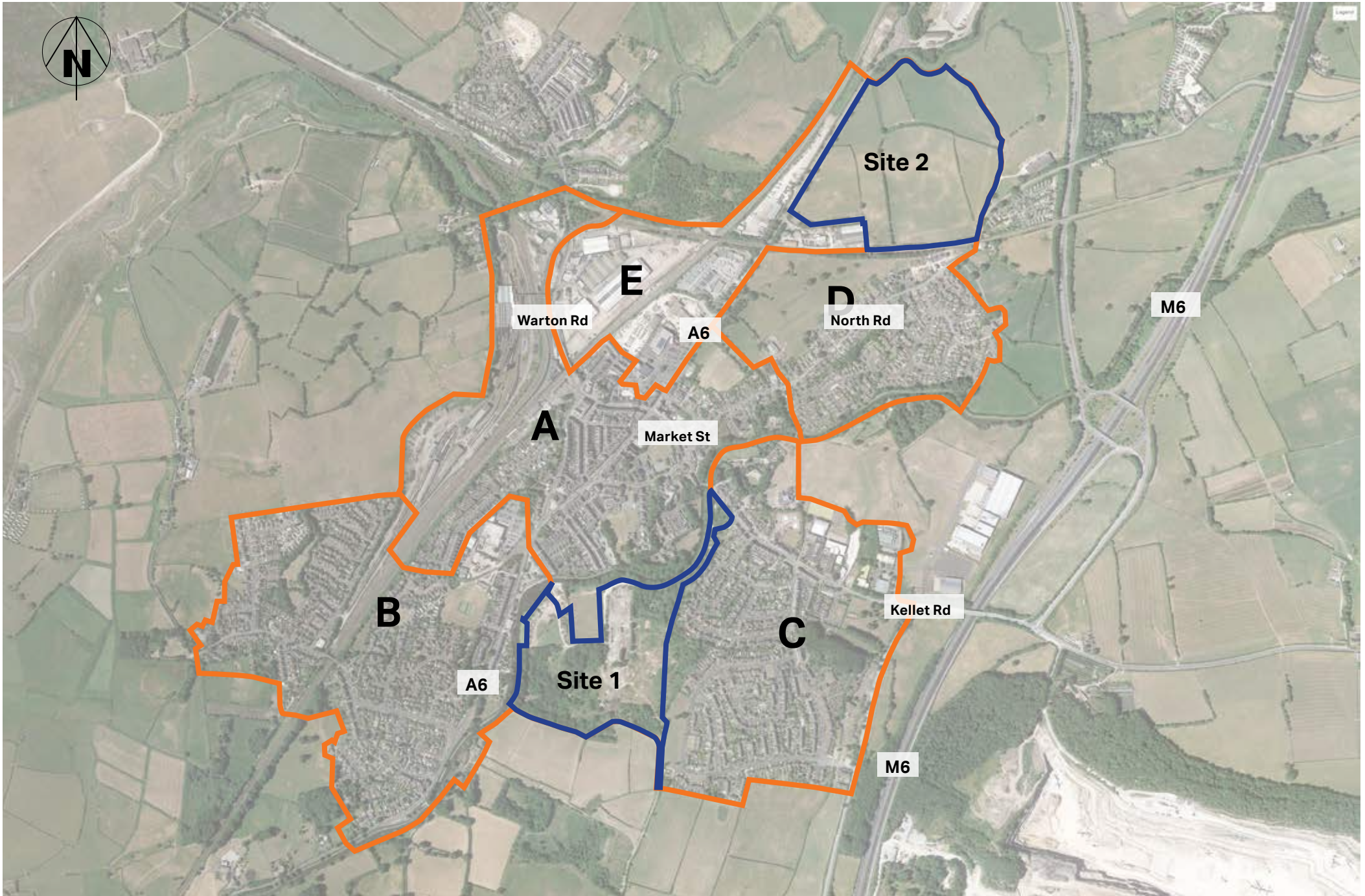


Fig 3.6 Carnforth focus areas

4 Engagement

4.1 Engagement

General Description

During the preparation of the Design Code document, two neighbourhood plan working group engagement events were held. These workshops gave the members the opportunity to ascertain, share and debate the key opportunities and constraints. These events helped to confirm an understanding of the key issues, and also helped to shape the content of the Design Code document.

Workshops

- Workshop 1, Inception Meeting: The first workshop was held on 18 December 2018. In this workshop, AECOM explained the approach that was going to be adopted in the design code exercise. AECOM also gathered aspirations from the representatives of the CNPWG.
- Workshop 2: AECOM provided a Final Draft of the report prior to the workshop. AECOM has presented the update on the progress of the Design Code report on 08 June 2020. During the workshop The CNPWG have gave feedback and commented on the additional changes and details discussed in the Design Code. These matters were covering points on the report structure, movement network, materiality and some minor amendments to the visuals.

Final Discussion

Following the second workshop, the CNPWG have reviewed the Final Draft and returned with the final set of comments on the 27th of June 2020. The comments pointed to the scope of street modifications on B6254 and Haws Hill. Whilst it is impossible to control highway matters under this document, the Design Code suggest that it supports and encourages public realm improvement and intervention to create a pedestrian friendly streetscape.

Furthermore, the CNPWG suggested changes to the report sections and numbering as well as changes to some images. These changes were implemented by AECOM.



5 Design Code

5.1 The Codes

5.1.1 How Design Codes Links to the Focus Areas

A series of Design Codes have been produced to provide guidance for any future developments in Carnforth. This will ensure that local character is considered and local distinctiveness is enhanced and protected.

Design Codes set out within this document have been significantly influenced by local precedents and also national best practice such as: the Urban Design Compendium, Manual for Streets, Building for Life 12, and Car Parking: What Works Where.

Based on the understanding gained in the previous sections, feedback captured during the engagement workshop and relevant planning policy, the Design Code matrix is broken down into 4 focus categories:

- Heritage Assets (Protecting Local Distinctiveness)
- Urban Structure and Built Form
- Movement
- Green Infrastructure

All proposed developments need to consider the character areas in order to ensure any negative impact are avoided. The Design Codes will help to understand what type of development is appropriate in Carnforth.

5.1.2 How to use the Matrix

The matrix (table 5.1) shows which part of the Code appears within each Focus Area.

The code will guide new development within each Focus Area and give an understanding of what the Carnforth Neighbourhood Plan expects in terms of design, layout, materials and landscape. It will help with the preparation of planning applications for development proposals.

This design code highlights the assets of each Focus Area. Any potential future developments should observe this code and analyse which assets are relevant for the specific development.

Focus Areas	Heritage Assets			Urban Structure and Built Form									Movement							Green Infrastructure				
	Conservation Area	Listed Building	Other historic features	Building Blocks and Building Line			Building Heights and Skylines		Architectural Style	Density and Housing Layout			Street Typology					Non-Vehicular Route	Parking Typology			Statutory and Non-Statutory	Open Space	Trees, Hedgerows, Woodland
				Informal	Formal	Linked Buildings	Uniform Roofline	Varied Roofline		Low Density	Medium Density	High Density	Primary Street	High Street	Secondary Street	Town Street	Internal Street		Garage and On-Plot Parking	On-Street Parking	Courtyard Parking			
A	●	●	●		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
B		●		●	●		●	●	●	●	●		●		●	●	●		●	●	●	●	●	●
C					●	●	●	●	●	●	●				●	●	●	●	●			●	●	●
D		●		●			●	●	●	●	●				●	●	●	●	●	●	●	●	●	●
E												●			●									

Table 5.1: Design Code Matrix

5.1.3 Heritage Assets

Historic features play an important role within Carnforth, which has various heritage assets that contribute to its historic character. Careful consideration of any potential impacts brought by developments on these historic assets is needed, and relevant historic organisations should be consulted.

In this section, heritage assets will be classified under 3 components and new development adjacent to these assets should follow the codes below:

DESIGN CODES

Conservation Area (HA-1)

- Development must not result in the loss or alteration of features which contribute to the character of the conservation area.
- Any development should respect the character of the surrounding built form within the conservation area, in terms of design, scale, massing, material and height.
- Any development must create areas of positive character by retaining as much historic fabric as possible and responding to prevailing characteristics in terms of street patterns, density and layout, built form, materials and details.

Listed Buildings (HA-2)

- Proposals which involve the substantial harm to (or significant loss of) Listed Buildings including demolition will not be permitted unless it can be demonstrated that the substantial harm or loss

is necessary to achieve overriding public benefits which outweigh that harm or loss

- Materials and architectural styles applied by any developments must respect the Listed Building, including minimising any work that may affect the heritage assets located near to any development.
- Development close to the Listed Building should relate appropriately in terms of scale, height and massing.

Other Historic Features (HA-3)

- New development and any associated landscaping within the curtilage of a non-designated heritage asset, or in close proximity to, should ensure that the setting is not compromised.
- Any loss of the whole or part of such an asset will require clear and convincing justification.
- Development within the setting of a non-designated heritage asset will be required to give due consideration to its significance and ensure that the setting is protected or enhanced where possible.
- Will ensure the tranquillity of these corridors as a 'gateway' to the countryside.



Fig 5.1 Carnforth conservation area



Fig 5.2 Carnforth War Memorial



Fig 5.3 Other historic features within Carnforth Conservation Area

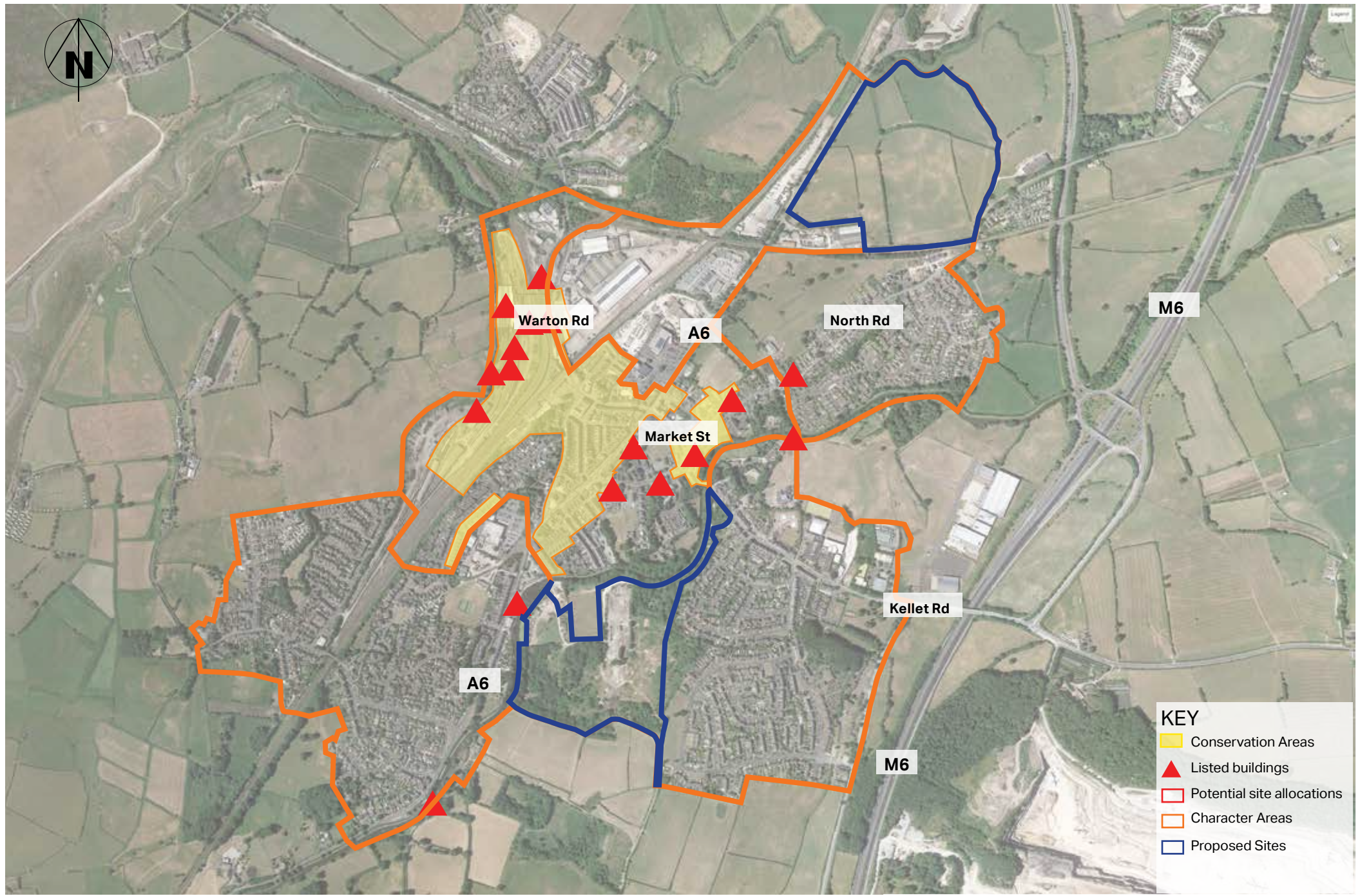


Fig 5.4 Carnforth heritage assets map

5.1.4 Urban Structure and Built Form

Building Blocks and Building Line

Building lines play a key role in defining the layout and the character of an area. There is a good mix of housing typologies in Carnforth. Housing typologies are one of the important features that contribute to the variety of building lines in Carnforth.

Any development should ensure buildings are aligned along the street with their main facade and entrance facing it, where this is in keeping with local character. In Carnforth there are three types of building lines that can be found throughout the area:

DESIGN CODE

Informal building lines (BL-I)

- Informal building lines can be applied within the lower density development in Carnforth
- Developments with informal building lines are usually characterised by larger plots, generously-sized gardens, or with greater provision of open space.
- The alignment of new building lines should respond to the context of surrounding landscape
- Properties should provide gardens in the front and rear, or a small buffer as a minimum.
- The layout of developments shall be permeable in order to provide legible connections through the area and beyond.
- This type of building line can be suitably applied where the development face the open countryside, or open space or the edge of development.

Formal building lines (BL-F)

- Informal building lines can be applied within the medium- higher density development in Carnforth or the area where the housing typology in generally uniform (see density and housing layout design code in Carnforth, page 43)
- This type of building line can be applied where the development sits adjacent to/ within the residential area with urban settings.
- Properties should provide gardens in the front and rear, or a small buffer as a minimum.
- The layout of developments shall be permeable in order to provide legible connections through the area and beyond.

Linked Buildings (BL-L)

- Linked buildings can be found in Carnforth Historic Core area and along Carnforth town centre.
- Lines of linked building generally have a higher density and the length can reach up to 60m (see figure 5.7).
- The layout of developments shall be permeable in order to provide legible connections through the area.



Fig 5.5 Informal building lines



Fig 5.6 Formal building lines

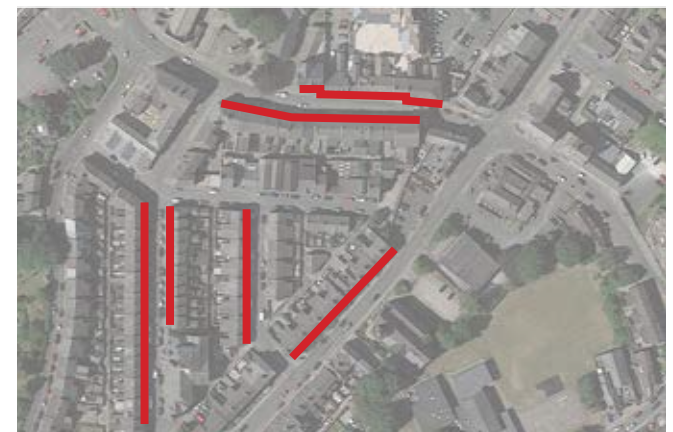


Fig 5.7 Linked buildings

Urban Structure and Built Form

Building Heights & Roofline

A comfortable variation in the size and scale of buildings - from single storey bungalows to three storey townhouses - can enhance local character. It provides variety and difference, as opposed to homogeneity. Houses within Carnforth are mainly 1-2.5 storeys high, with a minority of 3.5-4 storey townhouses and apartments. New development should be sympathetic in height and scale to its surrounding context. There are two types of building roofline throughout Carnforth that can be identified:

DESIGN CODE

Uniform Roofline (BH-UR)

- Uniform roofline can be applied in the areas where urban settings/ higher density can be encouraged.
- Uniform roofline can be applied in areas when the development rhythmically uses several uniform housing typologies.
- 3 or 4 buildings with same roof height can form the uniform roofline.
- Roofing materials, eaves, pitch, verge details, chimney stacks, or other features visible above the ridge line should be carefully considered to create uniform roofline.

Varied Roofline (BH-VR)

- Buildings with various heights can be found in the Carnforth's Historic Core and other areas that are heavily influenced by the slope and view to the open countryside. Such variety positively contributes to the character of Carnforth.
- This roofline can be applied in the area where the development meets the countryside's edge to retain its rural character.
- Roofing materials, eaves, pitch, verge details, chimney stacks, or other features visible above the ridge line should be carefully considered. These features may be diverse to create a varied roofline, while still respecting local character.



Fig 5.8 Uniform roofline



Fig 5.9 Varied roofline

5.1.5 Urban Structure and Built Form

DESIGN CODE

Architecture Style and Materials (ASM)

The adjacent image illustrates the selection of materials and detailing used across Carnforth which contribute to the town's character. Future development should use this as a palette to choose from when detailing housing designs. This material palette should be used across Carnforth and is not Focus Area specific.

Whilst most of these materials are acceptable across the whole of Carnforth, Conservation Areas and listed buildings should be treated with extra caution. For instance pantile roofs might be not appropriate for Conservation Areas. Their setting and appearance is protected and therefore, proposed materials should be respective of the original buildings and should make a positive contribution to the setting. Below is some guidance that needs to be followed when applying architecture style and materials in new development:

- It is very important that the proposed developments are of a high quality and reinforce local distinctiveness of the area. Material selections should be made based on an understanding of the Carnforth's built environment.
- It is recommended that contemporary architectural solutions are considered, but these should be high-quality designs which use local materials, forms, massing and detailing to reflect the existing built fabric of Carnforth. It should also respect the surrounding character area.
- The materials list in this document should not be considered prescriptive. Complementary innovation and creativity in material use are allowed, with consideration of materials used in local heritage buildings.

Materials



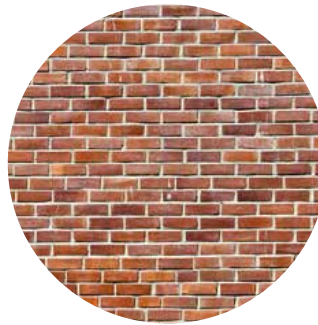
Local Stone



Red brick wall boundary



Slate roof



Brickwork



Hedge boundary



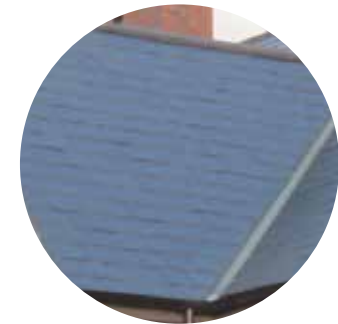
Pantile roof



White Render



Stone walling and hedgerows



Clay Tile roof

5.1.6 Density and Housing Layout

The town should draw upon high quality precedents for inspiration as to what can be delivered in terms of materiality, layout and design. Proposed density should reflect the varied context across Carnforth, and appropriately respond to the existing character, topography and landscaping. It is intended that density is mixed across the allocated sites, with each of the development parcels having a bespoke mixture of densities. This mixture will help to create variety which is responsive to the local area needs and surroundings.

Below are the different density types which could be adopted by developments:

High Density (D-HD)

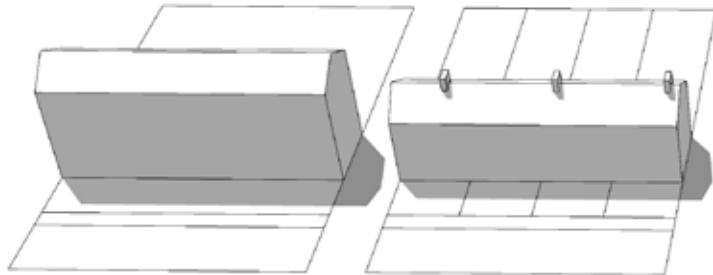


Fig 5.10 High density housing layout

Medium Density (D-MD)

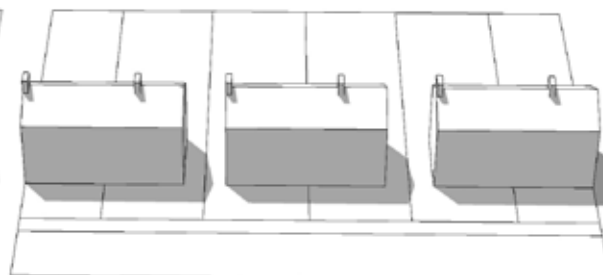


Fig 5.11 Medium density housing layout

Low Density (D-LD)

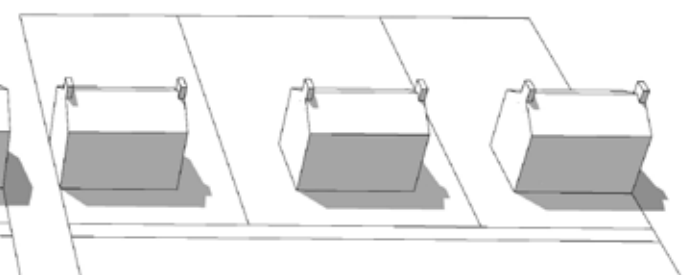


Fig 5.12 Low density housing layout

- Higher Density includes terraced units, town houses and apartments (both new build and reconfigured existing buildings). Smaller scale 2-3 storey buildings are encouraged. Dwellings should be orientated to create overlooked streets, with a strong, active frontage and incorporate a formal arrangement of buildings with strong linearity which is softened by surrounding landscaping.
- Medium Density includes semi-detached units are encouraged with mainly 2-2.5 storeys, with 3 storey for key building locations. Houses should be positioned and orientated to overlook the streets and town boundaries, whilst frontages along the internal primary roads should be active. A mixture of a formal and informally arranged dwellings will be required. This type of development can be found throughout Carnforth's residential area.
- Lower Density includes detached units or bungalows, mainly 2-2.5 Storeys, with 3 storey for key building locations and 1 storey for bungalows which is reduced in scale and proximity of adjacent units. This type of development can be found where residential area meets the open countryside or open space in Carnforth.

5.1.7 Street Typologies

DESIGN CODE

Primary Street (ST-1)

Primary streets should be designed with wider carriageways to accommodate heavier traffic flows. Wider footpaths should also be provided with green verges where possible. The minimum width for the footpath should be 2m wide (3m if shared with cycle lane). This movement network should be designed to be as attractive as possible, with quality public landscaping and street furniture, and with a positive relationship to both public and private spaces.

High Street (ST-2)

Market Street is Carnforth's High Street character street with a narrower carriageway, increased footway and increased enclosure through 2-3 storey buildings (figure 5.14). The High Street has a more intimate and pedestrian focused character with a high level of frontage activity. Along the High Street, active frontages should be provided where possible.

Secondary Street (ST-3)

Secondary Streets circulate traffic within Carnforth, providing access to various parts of the village. Secondary Streets generally have a well-defined street spine, footpaths on both sides with on-street car parking and long front gardens. Buildings along Secondary Streets generally do not exceed 2 storeys in height and are arranged in a low to medium density.

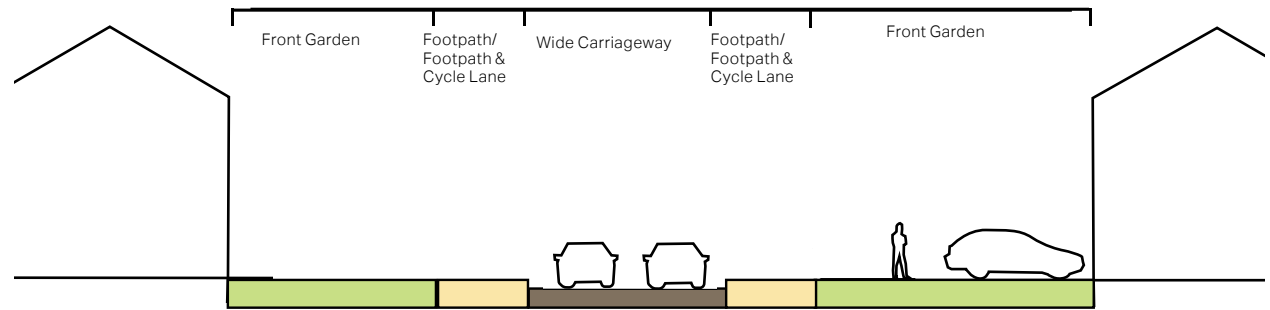


Fig 5.13 Primary street

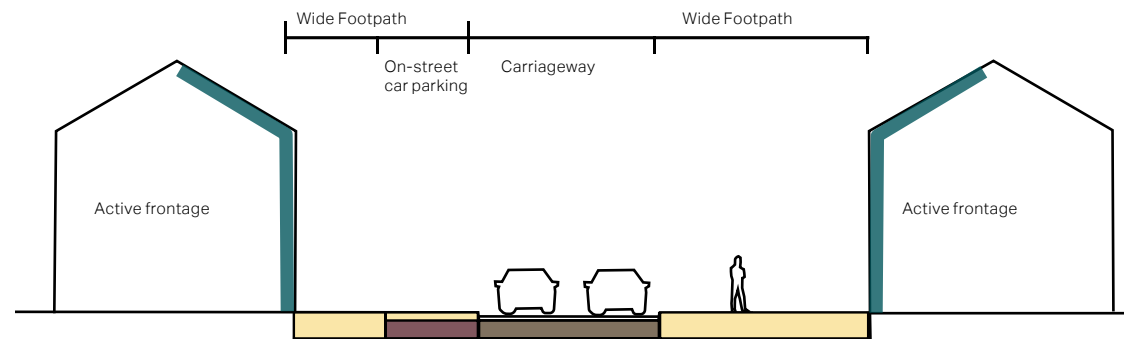


Fig 5.14 High street

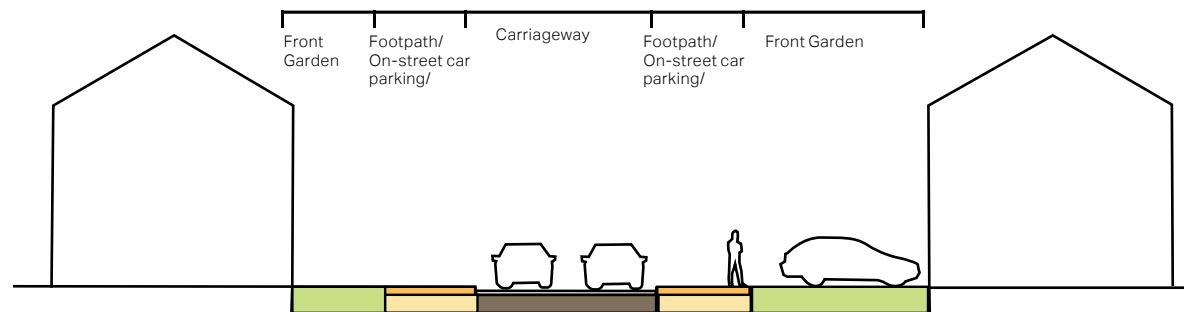


Fig 5.15 Secondary street

Town Street (ST-4)

The Town Streets should encourage people and vehicles further into Carnforth's residential areas and function primarily as residential distributors. Whilst supporting less movement than the Primary and Secondary Streets, these routes should still be of a high quality, and still maintain principles of pedestrian safety. There should be a comfortable transition between the different route typologies, despite their design differences, and users should feel invited to explore the route network.

These routes have been designed with sufficient width for vehicular traffic to pass in either direction and footpaths either side of the carriageway. The routes will provide residential frontages which respond to the carriageway, with gardens offering semi-private/private transition space between the dwellings and the route corridor.

Internal Street (ST-5)

The Internal Streets generally serve a smaller number of units and consequently are of a more intimate, semi-private scale. With limited vehicular use, these streets work well as shared spaces, and invite use by both pedestrians and cyclists. There is less of a requirement to formalise the use of these spaces. This is especially the case where residential development is accommodated on both sides of the street. In some cases across Carnforth, however, the Internal Streets could accommodate residential development only on one side with green space reflected on the other, contributing to integration with the landscape context. All Internal Streets should be designed to enable the access and egress of waste collection vehicles.

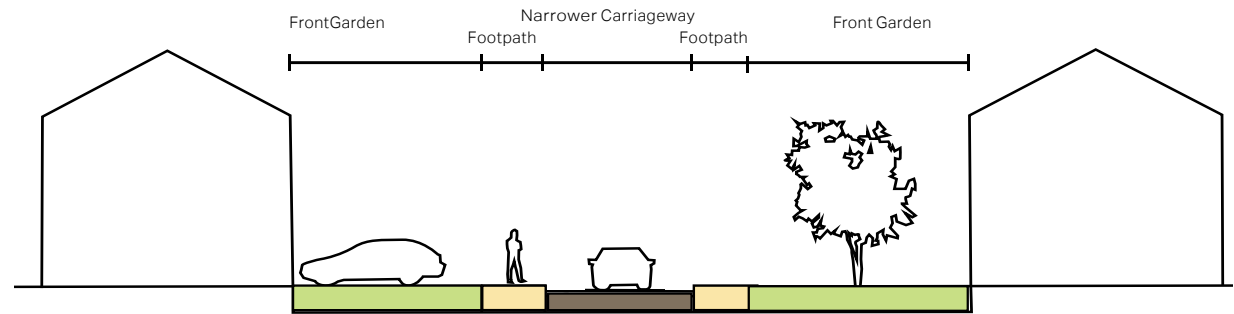


Fig 5.16 Town street

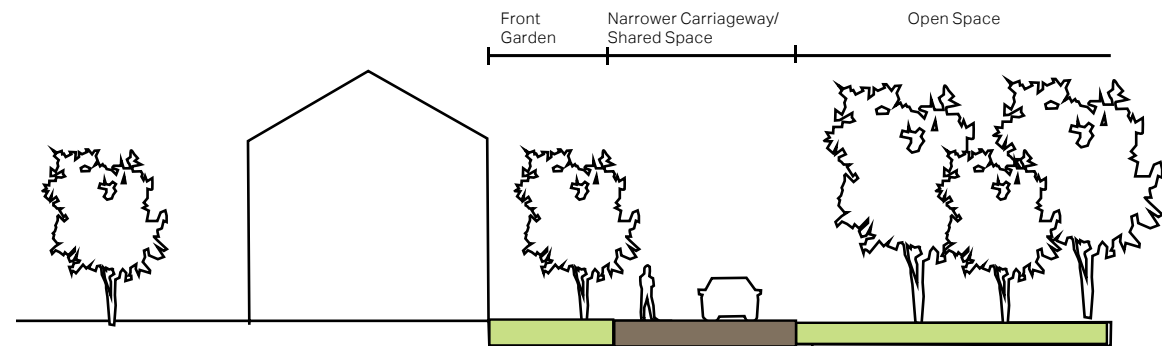


Fig 5.17 Internal street

5.1.8 Parking Typologies

The arrangement of car parking shapes the character of different development areas. Parking provision should provide a balanced mix of parking solutions that are integrated into the design and layout of proposals to support its appearance without cars becoming visually dominant. The provision of parking space and safe access must be in line with the Lancaster City Council Local Plan, Development Management DPD (2014).

DESIGN CODE

Design Codes: On-Plot and Garage Parking (Mo-OPP)

- Shorter front gardens are encouraged to avoid car dominated streetscapes.
- Positive boundary treatments are the key elements to help avoid a car-dominated character. This can be achieved by using elements such as hedges, trees, flower beds, low walls, and high-quality paving materials between the private and public space.
- On plot parking should consider amenity space and access to the front and back of properties.
- Parking spaces within the curtilage need to be able to accommodate green infrastructure in the dwelling's plot, while still providing adequate parking space in regards to the required parking space per dwelling.

Design Codes: On-Street Parking (Mo-OSP)

- Avoid large banks of uninterrupted or visually intrusive parking.
- Moderate visual impacts with small groups of spaces separated by trees or features that provide opportunities to cross safely.
- Delineate on-street parking spaces through the use of surface treatments.
- Minimum of 2 x 6 m parking dimension should be applied wherever possible.

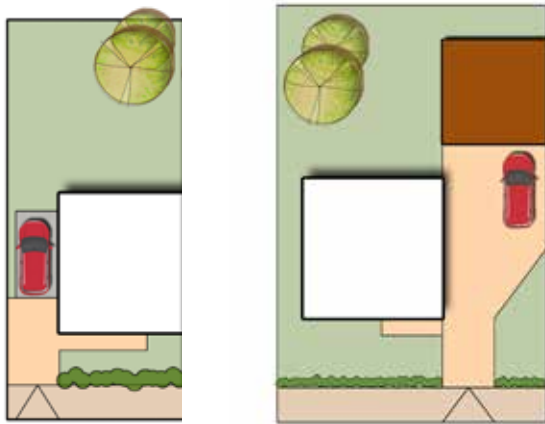


Fig 5.18 Preferred parking scenarios

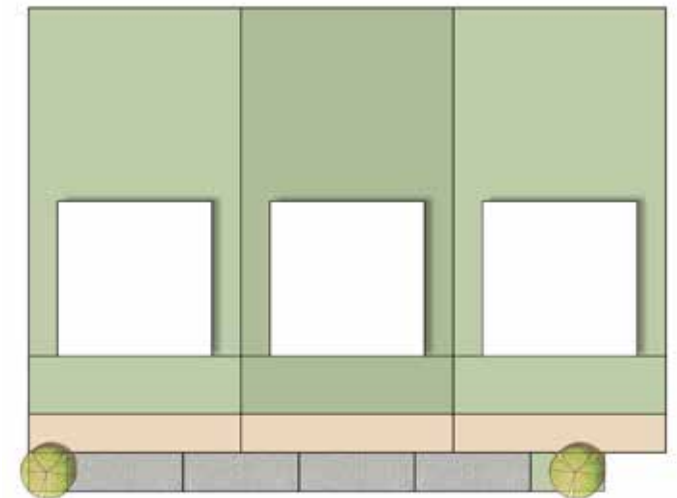
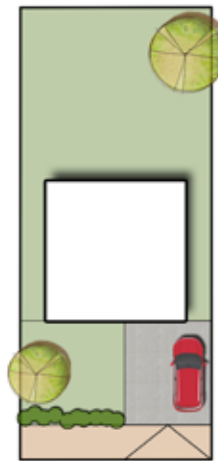


Fig 5.19 On-street car parking and parking at the front of properties. These parking scenarios to be avoided to omit car dominated streetscapes.

Design Codes: Courtyard Parking (Mo-CP)

- Courtyard parking should be highly accessible.
- Courtyard parking should be safe, secure and convenient to use and appropriately located to facilitate natural surveillance and ownership.
- Courtyard parking should not dominate the views from the streets, and landscape elements should be incorporated as a natural buffer between the parking area and the streets.
- Minimum dimensions of 2.4 x 4.8m of each parking space, wherever possible

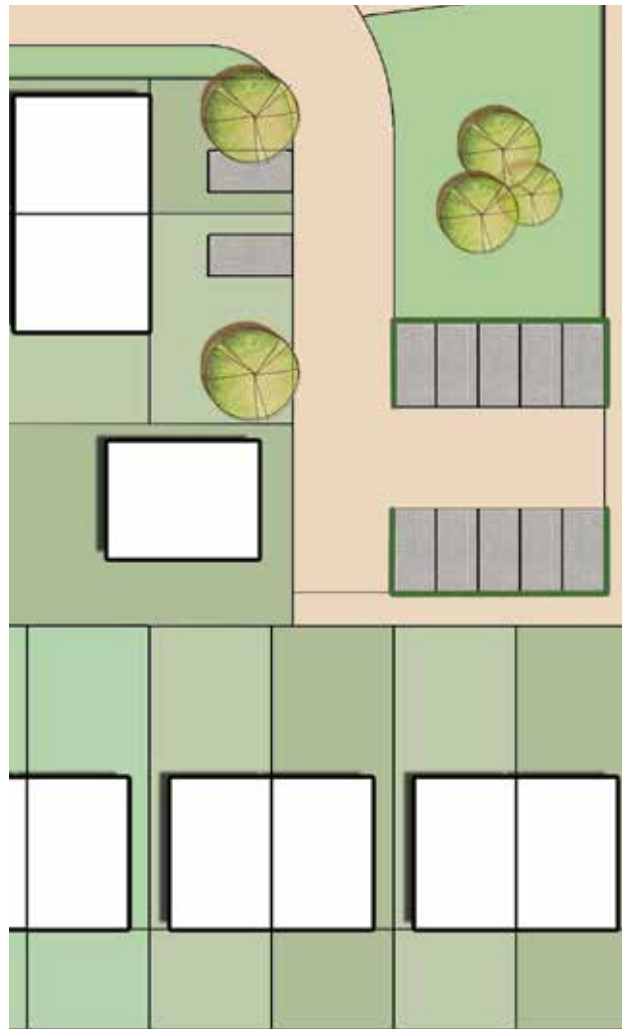


Fig 5.20 Courtyard parking example

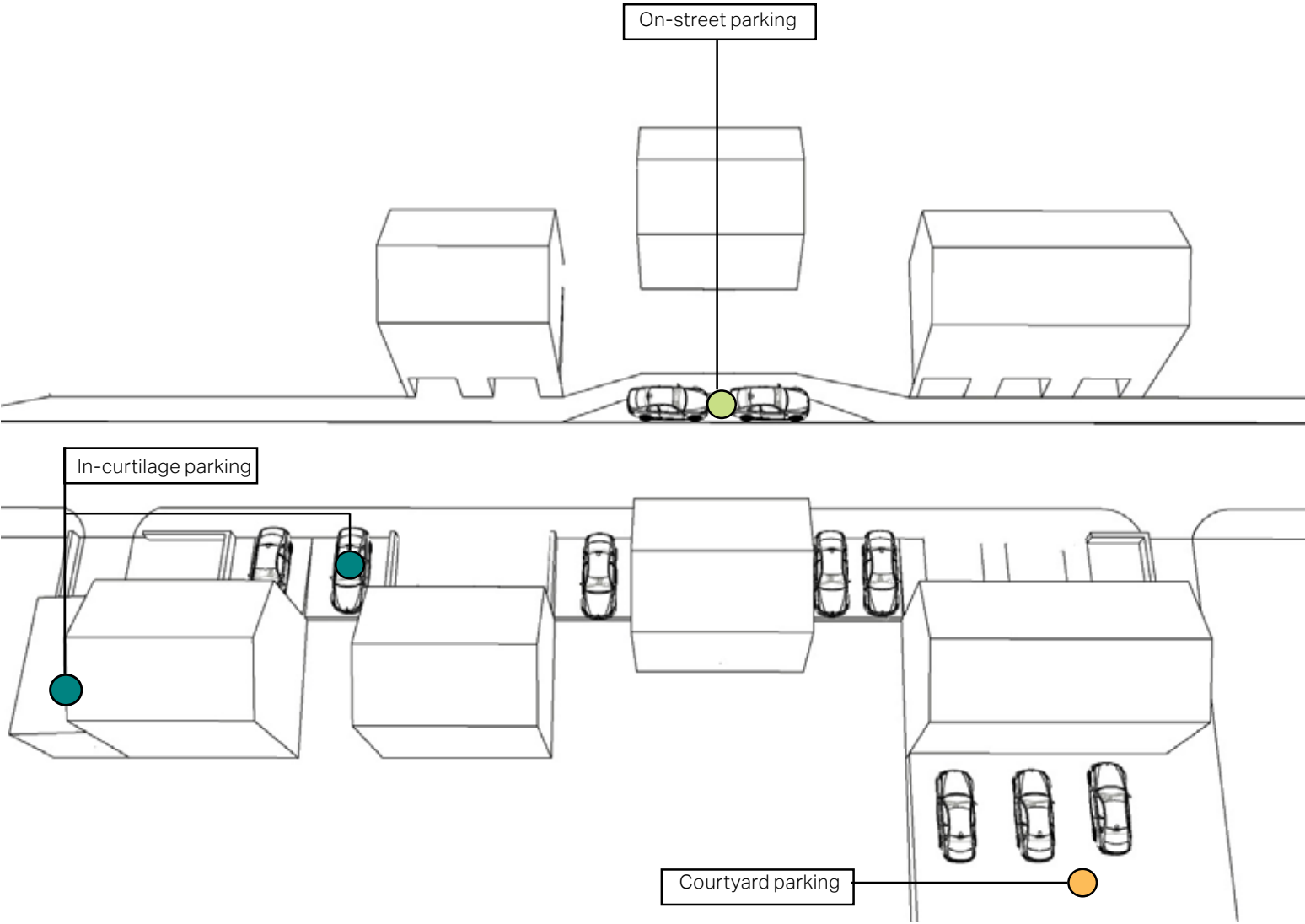


Fig 5.21 Parking typologies

Non-Vehicular Movement Network (Mo-NV)

- Developments must provide attractive and legible pedestrian and cycling connections and promote a sustainable movement network.
- Pedestrian paths in new developments must be integrated with any existing pedestrian routes and provide access to wider walking routes, wherever possible.
- When designing non-vehicular routes high quality materials and high landscaping should be encouraged, as such environments will encourage walking and cycling.

5.1.9 Green Infrastructure

DESIGN CODE

Statutory and Non-Statutory Environmental Designations (GI-ED)

Lancaster and Carnforth in particular have many statutory and non-statutory environmental designations (see figure 3.3 in Section 3). This is comprised of the network of green spaces, water bodies, biodiversity habitats and other natural elements. Some Focus Areas lie within or are adjacent to this green infrastructure, thus consideration of these assets is needed in any development.

Below is some guidance that needs to be followed:

- Any development should seek to maintain and enhance the environmental designations and consider their potential impact on these assets.
- Development likely to have an impact on statutory and non-statutory designations must be accompanied by an Ecological/ Geological Assessment with industry best practice and guidance. A detailed mitigation strategy should be prepared to demonstrate how these impacts will be prevented or minimised.
- Development should not result in any significant loss of natural assets, and should seek to enhance the existing. Where there is unavoidable loss or damage to habitats, sites or features because of exceptional overriding circumstances, mitigation and compensation will be required.
- Any development should provide a clear landscaping scheme to demonstrate how new development will create positive linkages and contribute to these assets.

Open Space (GI-OS)

Any development should consider open spaces in Carnforth as an integral aspect of the development's layout. Any important existing open spaces should be retained and enhanced, and developments need to contribute to the provision of enhancement of Carnforth's open spaces.

Below is some guidance that needs to be followed:

- As stated in Lancaster District PPG17 (2010) the recommended standard for amenity greenspace provision is 0.70ha/ 1000 population.
- Developments adjoining public open spaces should arrange main building façades and entrances to face the open space to enhance the character of the space, which will help create a sense of place, improve natural surveillance, and foster social interaction
- Open spaces should offer a variety of uses related to the surrounding activities and buildings. Where play areas are required, ensure that they are not isolated, locate them within short walking distances of housing and promote natural surveillance with buildings overlooking them.
- Open spaces need to be well connected with the non-vehicular networks, and connected to the wider town area. A 10 minute walking distance is desirable as stated in Lancaster District PPG17 (2010 refresh) and Open Space Assessment Report (2018).

Woodland, Trees and Hedgerows (GI-WTH)

Woodland, trees and hedgerows have a significant contribution to both the built and rural environment of Carnforth. Any development should seek to enhance and protect networks of high quality trees, hedgerow and woodland.

Below is some guidance that needs to be followed:

- Development which causes loss of trees, hedgerows and woodland should include replacement of those assets within the site or, where this is demonstrated to not be practical, contribute to off-site provision.
- According to the Hedgerow Regulation 1997, any good quality hedgerows classified as important should be protected and enhanced where necessary. This is known as 'Important Hedgerow'.
- The spacing of development should reflect the rural character and allow for long distance views of the countryside from the public realm. Trees and landscaping should be incorporated in the design.
- Within the countryside frontage areas, should be preserved the rural character of the roads by retaining grass verges, hedgerows and trees.



Fig 5.21 An example of SuDS



Fig 5.22 Precedent of community open space overlooked by residential development



Fig 5.23 Precedent of development facing the countryside area with retained trees and hedgerows



Fig 5.24 Precedent of community open space for recreation

5.2 Shopfronts Design Guide

This shop front design guidance is intended to provide advice on the design of businesses and shop fronts within the Carnforth town centre. The existing quality of shop fronts, and the impact this has on the wider 'feel' of the area, has been identified as a concern. Developers and shop owners must refer to the Lancaster Shopfronts and Advertisements Supplementary Planning Document first in considering any new development.

The purpose of this section is to encourage high standards of design and the use of appropriate and sympathetic materials in both new shop fronts and renovation of existing that respect the historic setting of the area. Good design can make an important contribution to the character and appearance of a street, helping to create an attractive shopping environment.

This section covers general principles of shop front design which could be adopted in order to improve the 'feel' of the Carnforth town centre making it more inviting and welcoming to the residents and visitors of Carnforth town.

5.2.1 General Principles of Shopfront Design

Within Carnforth, the town centre and most shops sit within the conservation area, however, new construction methods and materials have led to a diffusion of the "standard" modern shop front within shopping streets. This type of shop front is usually characterised by aluminium or plastic framework, with a large area of plate glass, often incorporating a doorway.

It is important that shops incorporate traditional features, where these are present locally, and thus, avoid large areas of plate glass, or using aluminium and plastic as materials. Shopfronts within the historic area setting must also not dominate the architecture of the main building.

If the existing shop front is to be replaced, the key principle is that the new shop front should carefully take account of the building context and history as well as commercial concerns, being consistent with the whole architectural composition of the building. The design should take into account the period and style of the building above and of buildings in the immediate vicinity.

The design or redesign of a shop front in Carnforth should take into account the age and architectural detail of the building as a whole and special attention should be paid to the elements described below. Where possible, the shopfront design should consider the elements show in the figure below:

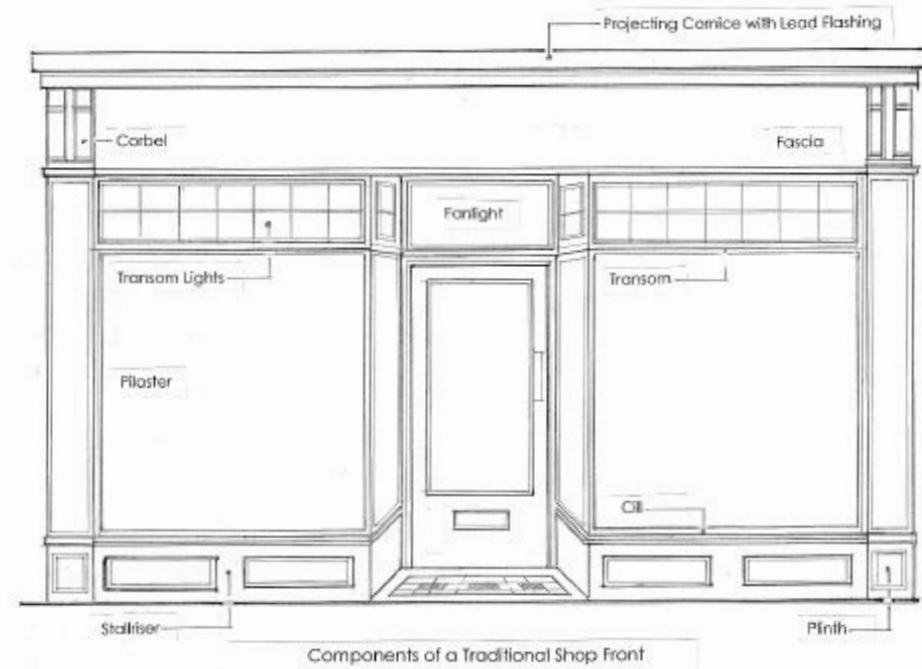


Fig 5.25 Shopfront elements

Windows:

It is highly recommended that the design of the windows is in keeping and should reflect and enhance the architectural style of the building. The use of glazing panels, with mullions and transoms is preferred to the usually out of context large areas of glass. Shopfronts should ensure that their windows are used to effectively display products or maintain a visual link between the street and interior of the shop. In turn, shop fronts should avoid advertising displays, such as plastic film, that fully obscures the interior of the shop from the eyes of the pedestrian.

Materials

Materials should be selected in accordance with the Carnforth historic area and building character. As a general guidance, the number and type of materials should be kept to a minimum, and always be based on the local architectural style of the street.

Signs and Advertising

Though diversity is encouraged between different shopfronts, signage should be consistent across an individual façade. There is some degree of flexibility in signage design, but as a general set of principles, the following branding is appropriate in Carnforth town centre:

- It is important that proposals for fascia, hanging and projecting advertisement signs should
- Complement the design of the building and shopfront.
- Encourage font that is the same across all external signage;
- Maintain a consistent foreground and background colour;

- Ensure that the colour palette used is reflective of the colour palette present across the whole façade, including the area above the shopfront;
- Uses sensitive and subtle colours which reflect the local character and appearance of the area – for example in Conservation Areas bold bright colours are unlikely to be accepted; and
- Minimises impact on the historic fabric of the building.
- Projecting signs and stand-alone advertising should be avoided wherever possible;

Stall Riser

Traditional shopfronts are inviting and attractive in themselves; they add to the shopper's experience and lend a town centre an air of quality and vitality. Usually, they have an entrance door set back from the back edge of the pavement; they will have a stall riser, one or two vertical mullions, and a transom rail at head of door level with clerestory or transom lights over.

Security

Addressing security is a key issue for both shopkeepers and the community. The use of roller shutters, which lead to a unattractive environment when closed, is discouraged as these create unattractive frontage and have a negative impact upon the shopfront. Some types of retail, commercial and financial uses may require increased security measures. The addition of external shutters will require planning permission. Other alternatives may also be considered could include: security glass with alarm of internal cameras; a reduction in the size of window glass; internal see-through shutters; and external shutters that are removed during working hours.



Fig 5.26 Good example of shopfronts

6 Applying Design Code to Sites

Heritage Assets	Urban Structure and Built Form	Movement	Green Infrastructure
HA-1 HA-2	BL-I, BH-VR, D-LD: To be applied to the west part of the site that meets the open countryside and Lancaster Canal. BL-F, BH-UR, D-MD: To be applied to part of the site adjacent to Focus Area C. ASM	ST-4 ST-5 Mo-OPP Mo-CP Mo-NV Mo-KV	GI-ED GI-OS GI-WTH

Table 6.1: When to use the codes on/in site/character area 1

Site 1

The site is located to the immediate south of Carnforth town centre and comprises of a mix of greenfield and previously development land. It is bounded by the Lancaster Canal to the north and west, and scrubland and residential dwellings to the east. Within the site boundary is a disused former Lundsfield Quarry. Land to the south of the site is designated as Lancashire Country Council Biological heritage Site 'Lundsfield Quarry North', where it needs to be carefully considered. The site is sloping towards the canal. It is currently accessed from the B6254 Kellet Road.

When applying the design codes to the site, other codes applied to adjacent focus areas (Focus Area A, B and C) must be considered. See table 6.1 for the relevant codes to be applied to the site.



Fig 6.1 Site 1 site condition

KEY

- Site boundary
- Lancaster canal
- Open space, recreation and leisure
- Environmentally important areas
- Contour

Heritage Assets	Urban Structure and Built Form	Movement	Green Infrastructure
-	BL-I BH-VR ASM D-LD	ST-1, ST-3: To be applied to the west part of the site adjacent to A6 Road. ST-4 ST-5 Mo-OPP Mo-CP Mo-NV Mo-KVV	GI-ED GI-OS GI-WTH

Table 6.2: When to use the codes on/in site/character area 1

Site 2

The site is located to the north east of Carnforth. It comprises of greenfield land and currently used for grazing. The levels on the site rise from 10m AOD along the northern border with the River Keer to 20m AOD at the highest point along the southern boundary. The site is bound by the A6, Scotland Road in the west, the River Keer in the north, the Carnforth to the Leeds Railway line cutting in the south and open pasture land in the east. Access to the site is currently gained from a gated entrance located on the A6, Scotland Road and an access track from Nether Beck in the south east. Part of the site lies within the Flood Zone 3 and any development should consider this matter.

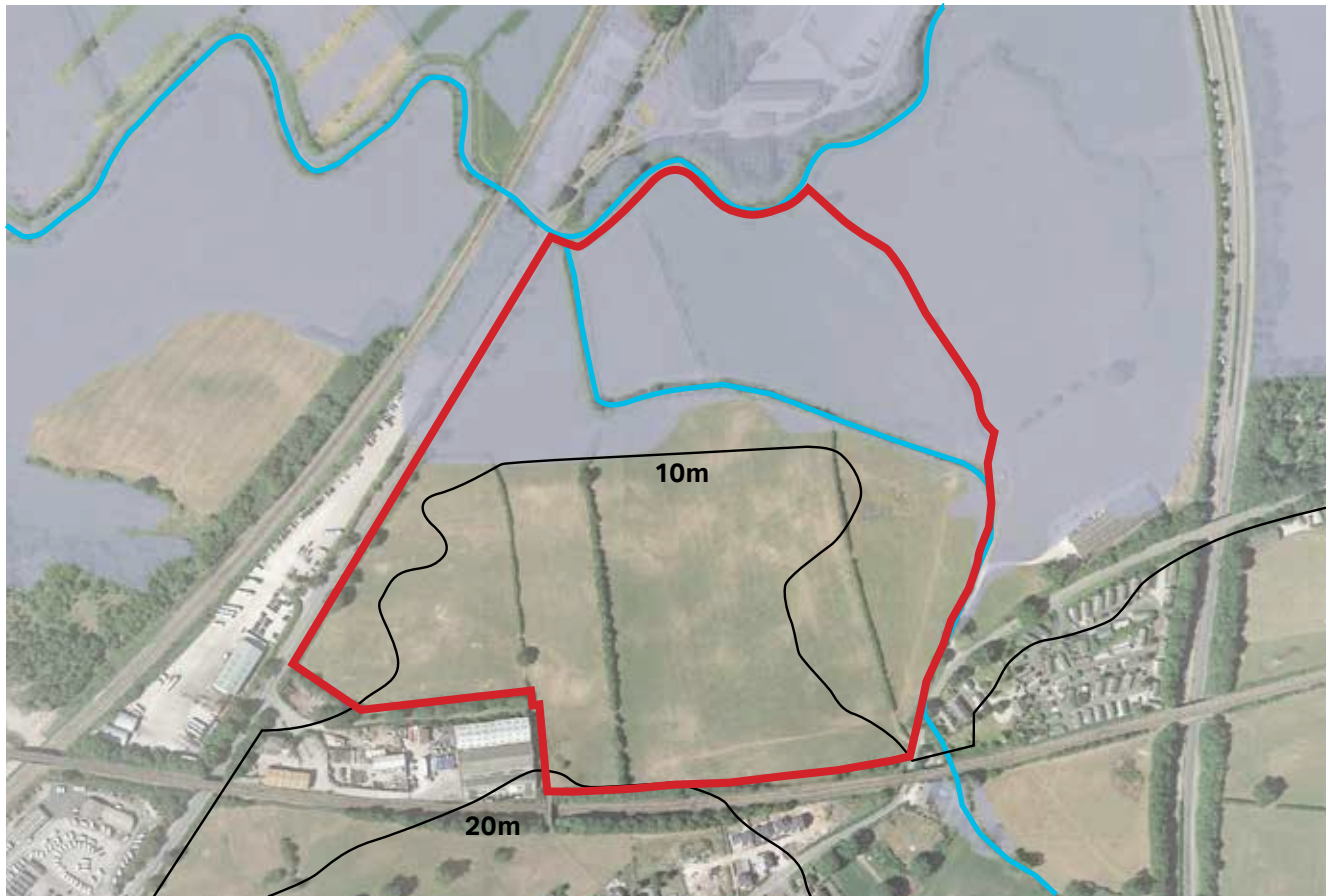


Fig 6.2 Site 2 site condition

KEY

- Site boundary
- Existing waterbody
- Open space, recreation and leisure
- Environmentally important areas
- Contour

7 Next Steps

Next Steps

This report aims to identify the key design features present in Carnforth with the intention of influencing the design of any forthcoming development. It is recommended:

- The CNPWG should use this document to embed design policies within the Neighbourhood Plan.
- The document should also be used by developers in order to understand the design character of the housing which will be appropriate within Carnforth's character areas.
- This design code should be considered together with the potential allocated sites within the existing masterplan report.
- The design codes apply to any potential development within Carnforth's focus areas.

It is important to note that the design details which have been noted in this report should be carefully interpreted in order to avoid developments which are a pastiche of the existing buildings within Carnforth as this would undermine Carnforth's character.

In order for the neighbourhood plan to be effective, any design and character-focused policies will require close liaison and co-operation with the Local Authority, landowners, and developers. Co-operation between and among these bodies can be used initially to ensure the proposed policies and strategy are robust and future proofed. At a later date, these discussions will help to refine proposals leading to future planning applications.

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