

<b>REPORT TO</b>	<b>DATE OF MEETING</b>
Planning Committee	22 March 2017



<b>SUBJECT</b>	<b>PORTFOLIO</b>	<b>AUTHOR</b>	<b>ITEM</b>
South Ribble Local Plan Site 'FF' Masterplan: Moss Side Test Track, Leyland.	Strategic Planning and Housing	C. Lewis / J. Noad	6

## 1.0 NOTE

1.1 Copies of the draft revised Masterplan and supporting information will be available in the Members Resource Room and also displayed for Members and the public to view at the Planning Committee meeting. They are also located on the Council website.

1.2 The Parameter Master Plan and Illustrative Master Plan are appended at the back of this report. These are considered to be the two key diagrams for discussion.

1.3 A dedicated page on the Councils web site will provide the background papers.

1.4 A separate procedure will apply for this item only to allow more time for discussion.

## 2.0 SUMMARY AND LINK TO CORPORATE PRIORITIES

2.1 South Ribble Borough, utilising the following factors: affordable housing; finding a job; quality of family life and social life has recently been identified as one of the best places to live in the UK. The Councils Corporate policies of promoting a thriving and prosperous Borough; creating strong and healthy communities; together with a clean, green and safe environment seek to ensure that South Ribble retains this important accolade.

2.2 The allocation reference Site 'FF' within the South Ribble Local Plan relates to land known as the Moss Side Test Track, Leyland. This site, which measures approximately 40. hectares, is currently allocated in the South Ribble Local Plan as subject to Policy C2 an allocated Major Site for Development.

2.3 After extensive consultation from as early as 2003 a Development Brief for the site was adopted in 2010 which provided for 850 houses. This Development Brief was for the purpose of marketing the site moving forward rather than a technical planning document. It therefore served a different purpose at the time and is now quite dated. In particular the 2010 Brief was before the National Planning Policy Framework and City Deal were introduced. The site is in co-ownership. South Ribble Council only own Paradise Park and some areas of woodland on the outer areas.

2.4 A draft Masterplan has been produced which includes the Test Track site and Paradise Park and therefore the area covered by the Masterplan is 53.18 hectares. A major consultation exercise has taken place, several revisions have been made to the draft masterplan dated 10 November 2016 but these have not been the subject of further consultation.

2.5 The purpose of this report is to seek adoption of the updated Masterplan for development management purposes. The drive to support more house building by central government has strongly influenced the current proposals which now provide for up to 1,100 residential homes, employment land/local centre facilities (4.9ha), Paradise Park (9.51 ha) and on site green space (8.73ha). On balance it is considered that the Updated Masterplan is technically fit for purpose.

### **3.0 RECOMMENDATION**

3.1 That the Committee considers the following options:

#### **OPTION 1**

- That the Committee adopts the submitted Masterplan, Vision Statement, and Spatial Design Code relating to the Moss Side Test Track for development management purposes.

#### **OPTION 2**

- That the Committee defer the Masterplan for the applicant to respond to issues raised at the Committee.

### **4.0 THE SITE**

4.1 The site located to the northwest of Leyland town centre measures 54.33 hectares and incorporates the Test Track facility (39.33 hectares) and land in the ownership of South Ribble (approx. 15 hectares). Longmeanygate forms the north and western boundaries with a small number of residential properties forming the village of Midge Hall. Moss Side Industrial site is located to the east and is characterised by large industrial buildings and to the south is the residential area known as Moss Side.

4.2 The site is currently accessed from the east via Aston Way which links to Reiver Road and Titan Way at Moss Side Industrial Estate.

4.3 Leyland Motors used the site to trial both prototypes and vehicles on a series of different road surfaces once they came off the production line- hence the site became known as the Test Track. The site is relatively flat although a manmade bund separates the test track from the surrounding country side and neighbouring residential properties. Within the bund there are several small ponds and a number of wooded areas. The outer area currently owned by South Ribble includes Paradise Park and tracts of woodland.

4.4 The site is currently allocated in the South Ribble Local Plan as: Policy C2 Moss Side Test Track, Leyland and is part of one of the three allocated major sites for within the borough identified for development.

### **5.0 POLICY REQUIREMENTS FOR THE SITE**

5.1 The South Ribble Local Plan 2012-2026 identifies and allocates land required over a 15 year period in order to achieve the vision for growth as outlined in the Central Lancashire Core Strategy. To ensure delivery of the Councils vision to manage economic growth, three major sites have been identified which would be comprehensively developed for a range of uses.

5.2 Site FF Moss Side Test Track, Leyland is identified under Policy C2 of the Local Plan and states:

*“Planning permission will only be granted for the development of the Moss Side Test Track subject to the submission of:*

- a) An agreed Masterplan for the comprehensive development of the site, to include residential, employment and commercial uses, Green Infrastructure and community facilities;*
- b) A phasing and infrastructure delivery schedule*
- c) An agreed programme of implementation in accordance with the Masterplan and agreed design code.*

5.3 The justification for Policy C2 confirms “A development brief for the site was approved for development control purposes in June 2010. This document recognised that the site could make a greater contribution towards housing delivery in the borough. In line with this the site is allocated as a residential led, major site for development.”

5.4 The justification continues to state “Green Infrastructure within the site will be an integral part of the development to create a high quality attractive environment. This will include a ‘village green’ approach to provide a focal point in the development with linked green corridors providing cycleway, bridleway and footpath connections within the site. They will act as natural buffers to the site, linking with Paradise Park and the wider urban area.

*A detailed design code/statement in line with the masterplan will need to be prepared by the applicant and agreed with the Council in order to ensure a high quality of development throughout the site embracing sustainable development principles. The applicant or developers will also be required to agree a programme of implementation with the Council.”*

5.5 A key aspect of the policy is an infrastructure delivery schedule which would ensure that all aspects of the development proceed in a timely manner when the necessary infrastructure is in place. The text to the justification of the policy requires the provision of segregated accesses to the site to serve the residential and employment areas, off site highway improvements, and the provision of improved public transport.

5.6 The site is a key element of the Lancashire, Preston and South Ribble City Deal which seeks to increase the size of the local economy through the delivery of new jobs and homes. The Test Track is the Borough’s second largest housing site. To ensure the Borough is meeting its housing needs it is imperative that this site starts to move forward toward development.

## **6.0 THE SUBMITTED MASTERPLAN**

6.1 A masterplan, phasing and infrastructure delivery schedule (contained within the document entitled Part 1 Masterplan Vision) and design code contained within the document entitled “Part 2 Spatial Design Code” have been prepared by Turley’s and e\*SCAPE under instructions of Property Capital, the chosen lead development partner for the redevelopment of the site.

The details of the Masterplan can be summarized below:

### **6.2 Background**

6.2.1 In preparation for the submission of a future application for a mixed use residential led development on the site, a draft Masterplan was prepared by landowners/developers. This draft Masterplan was presented to this committee on 9 November 2016 to seek endorsement for the applicant to go out to public consultation.

### **6.3 Consultation Process**

6.3.1 Details of the consultation exercise included:

- Ward councilors and the Planning Committee were invited to meet with the applicant to gain an understanding of the Masterplan.
- A dedicated project website outlining the plans went live on 10 November 2016
- A letter to 42 Key stakeholders identified from groups of churches, community groups schools, nurseries and businesses.
- A leaflet drop of over 6,400 nearby residents and the local community.
- Following the request from a local councillor an additional 81 leaflets were issued to Midge Hall Lane residents.
- A press release was sent to the Lancashire Evening Post advertising the details of the consultation and exhibition.

- Two public consultation opportunities at separate venues were held:

Moss Side Community Centre 6 December 2016

Midge Hall Methodist Church Longmeanygate 16 December 2016

- Private meetings were arranged with Friends of Paradise Park and with Longmeanygate residents.
- A Community Information Line was set up and email address.

6.3.2. A total of 1477 responses were received by Property Capital and South Ribble Borough Council. Once duplicate responses were removed 1257 individual responses were received. The responses were collated, considered and responses provided by the applicant. Copies of the responses have all been provided to South Ribble Borough Council. A summary of the comments received and responses are available on the Councils web pages.

6.3.3. Based upon consideration of the responses from the consultation exercise, a final version of the Masterplan entitled "Doll Lane at Leyland Part 1: Masterplan Vision Rev Q and Doll Lane at Leyland Part 2 Spatial Design Code Rev N both dated March 2017 has been produced by the applicant.

6.3.4 The table below sets out the quantum of development for the site comparing the Development Brief 2010 and the updated Masterplan 2017 in hectares.

#### Quantum of Development

Type of Development	Development Brief 2010	Updated Masterplan 2017
Residential	23.43	28.24
Employment	6.08	3.9
Local Centre	0.97	1.0
School	-	1.8
Public Open Space including Paradise Park	11.40	Paradise Park 9.51
Existing landscape retained	9.92	Onsite open space 8.73

6.3.5 The Development Brief 2010 identified within Paradise Park a site for a local centre. The draft Masterplan which went out to consultation identified this site for housing but following negotiations with the applicant this site has been reserved for a new primary school.

#### 6.4 Access Strategy

6.4.1. The wider transport implications of the development have yet to be formally assessed. This would normally take place at the outline planning application stage. LCC Highways have advised that the quantum of development from the Test track that the network can accommodate will be the outcome of the Transport Assessment, which will include the influence of committed development in a future year scenario and any planned highway changes.

6.4.2. The adopted development brief in 2010 identified that to segregate residential and employment traffic there would be two separate vehicular accesses: the employment area would be served by Aston Way, and Titan Way would serve the residential area and neighbourhood centre.

6.4.3. The applicant has advised that as the site has not been brought forward over the past 17 years there is compelling evidence as to the commercial unsuitability of the access strategy set out in the adopted development brief. The draft Masterplan identified a main access located to the north of the site off Longmeanygate with a further access point off Longmeanygate to the western

boundary and one from Paradise Lane on the eastern boundary. These served separate cells of development and were not linked.

6.4.4. Following the consultation process the revised Masterplan presents several revisions namely:

#### Longmeanygate

- a roundabout instead of a priority junction on to Longmeanygate to the west of the site
- the diversion of through traffic across the site from Longmeanygate on to a new internal access road known as New Longmeanygate, and the down grading of a stretch of the existing route to a "Quiet Lane".
- Traffic calming to include shared road surface 20mph, and road narrowing could be introduced to this Quiet Lane.

#### Paradise Lane

- The proposed road network within the site has been amended to provide for fully permeable links between all three residential accesses.
- Paradise Lane would be extended in to the site and would be permitted to carry buses.
- Provision of off street parent parking and footpath connections to Moss Side Primary School.
- Limited Traffic regulation orders to restrict parking around the primary school.

6.4.5. LCC Highways has been in discussion with the applicant and is largely supportive of the above approach subject to detailed design considerations.

Initially, the revised Illustrative Masterplan provided for two horse crossings and a dedicated shared space including a Square as part of the internal access road known as New Longmeanygate. However, as part of ongoing discussions the applicant has removed the square from the New Longmeanygate internal access road.

A further potential access point known as the alternative western allotment access has also been identified. This would require an alternative location for the allotments and approval from LCC Highways and will be subject to approval from the Secretary of State.

6.4.6 Officer Comment:

***It is acknowledged that whilst LCC Highways are supportive of this approach, concern is expressed by your officers that at such an early stage in the process other design options and access points to segregate HGV's from this residential road layout could be considered. However, the proposed access points do provide a number of options and this aspect of the Masterplan is supported. Provision should be made to ensure that the New Longmeanygate access road is completed at a very early stage of the development. This would normally be achieved through a condition or S106 legal agreement on the outline planning permission.***

## 6.5. Housing

6.5.1. Even though the Local Plan estimates the site as having the capacity for 750 the adopted development brief in 2010 allocated 23.43 hectares of land on site for the provision of approximately 850 residential units. The brief further states:

*In order to avoid inefficient use of land, a minimum development density of 30 dwellings per hectare should be achieved. This density is in accordance with PPS3 paragraph 47 and encourages Local Planning Authorities to make more efficient use of land (paragraph 5.10).*

6.5.2. The Draft Masterplan was accompanied by Part 1: Masterplan Vision and Part 2 Spatial Design Code both dated October 2016. Nine character areas governed by existing boundaries and site features have been defined. With regard to development densities, initially, the applicant advised that the highest densities would be between 45 to 85 dwellings per hectare (net). These areas would be closest to and fronting the avenue, squares or mews. As these development blocks drop away, the dwellings would at their lowest have a net density of 25-40 dwellings and would be located on the fringes of the surrounding green spaces. Thus seeking to reflect the rural character at these points.

6.5.3. Concern was raised about the density and proposed numbers of dwellings at the consultation process from both local residents and officers. Questions were raised as to why the draft Masterplan promotes a development of up to 1,200 residential properties when the adopted local plan states 750 new properties.

6.5.4. Within the Consultation document entitled "Property Capital/ Leyland Test Track Masterplan Consultation Report March 2017" the applicant advises that the draft Masterplan is promoted on an "up to" 1,200 homes basis in response to market conditions. The applicant considers that the numbers in the local plan underplay the contribution that this site could make to the strategic objectives of the City Deal and at a local level the Councils housing figures. Section 5.0 of the Consultation Report provides more details regarding the benefits of the scheme in terms of job creation, Council Tax revenue, Community Infrastructure Levy (CIL) etc.

6.5.5 A further consideration which the applicant put forward is one of commercial reality. Citing the fact that the Test Track has been allocated for almost 17 years and remains vacant, the applicant suggests that there are serious reservations within the construction industry over the ability to deliver the site with the proposed housing numbers. A further reason was the proposed primary access through the industrial estate via Aston Way/Titan Way.

6.5.6 It is acknowledged that the site has not come forward as part of any formal planning application. However, the applicant has not put forward any viability assessments to demonstrate that the increase in housing numbers is justified on a commercial basis. In response to these concerns, the applicant has removed reference to 4 storeys and the 85 dwellings per hectare and has reduced the housing numbers to 1,100. Following further concerns, by officers the applicant has provided a breakdown of each category of uses and has confirmed that the residential aspect would relate to 28.24 ha for 1100 houses.

6.5.7 Officer comment:

***Following the revised Masterplan concern is still expressed regarding the number of dwellings (1,100) and the lack of a viability assessment. However, the applicant has demonstrated that the site can accommodate the proposed number of dwellings and provide adequate public open space. The proposed employment land would be reduced by approximately 2.18 hectares. The densities proposed by the applicant are reasonable given comparison with other large sites that have recently been granted planning permission. Officers also consider that we cannot refuse an application outright on numbers proposed it is more a case of assessing the impact of those numbers through the more detailed planning application process. Officers are also aware that one of the Government's key aims is to deliver higher numbers of housing as reflected in the recent Housing White Paper. Authorities such as South Ribble will therefore be subject to not only a test of the supply of land but also a delivery test. Sites such as the Test Track will therefore have an important contribution.***

## 6.6 Education

6.6.1 The adopted development brief in 2010 advised that an assessment of the education provision both existing and likely future needs should be undertaken. Initially the draft Masterplan

did not include any school provision. However, as part of the consultation process LCC Education has advised that there is a need for a two form primary school on the site. This is purely derived from the new housing on the site.

6.6.2 The applicant has revised the Masterplan to incorporate this request and identified a school site towards the north-east corner of Paradise Park which would involve the loss of an area previously identified for housing.

6.6.3 The inclusion of the school is strongly supported and will ensure that the development provides opportunities for existing communities to benefit from extra facilities.

6.6.4 Although the revised Illustrative Masterplan proposes tree planting etc on the primary school site, LCC Education has stated that the school site should be cleared from all trees and vegetation.

## **6.7 Health**

6.7.1 The adopted development brief in 2010 advised that an assessment of the existing health provision in the locality, and the likely implications and increased pressure on services resulting from the proposed development would need to be undertaken. The draft Masterplan identified an area for a local centre which included a Public House, retail, offices and community facilities. However, there was no mention of any specific health provision.

6.7.2. The applicant has revised the Masterplan to potentially reduce the amount of employment land to the north of Titan Way to provide a broad designation for the option of employment/local centre/ community/health facilities designation. It is accepted that at this stage without any formal assessment of need for health care provision it is difficult to provide with certainty that such a facility would be required.

6.7.3 Officer comment:

***The local centre has the ability to provide for a medical facility if needed alongside other uses.***

## **6.8 Employment**

6.8.1 The adopted development brief provides a history of the policy designation for the Test Track and refers to the site being previously allocated as an employment site suitable for a mixed scheme (paragraph 1.1 of the adopted development brief 2010). The Masterplan which accompanies the adopted brief identifies a total of 6.08 hectares of future employment use.

6.8.2 The draft Masterplan provides for an area of employment land up to a maximum of 4.9 hectares. However, part of the employment designation also provides for a local centre. Following the consultation process and the need to identify a site for a medical centre the draft plan has been amended to further erode the employment provision.

6.8.3 The applicant has justified the reduction in the employment land arguing that there is no minimum required by the local plan policy and that following a recent employment study (known as the BE study) the objectively assessed need (OAN) for employment is 43.80 hectares and that there is an oversupply within the borough.

6.8.4 Concern is raised about this interpretation by the applicants of the BE study. The view of the Council is that the study identified that demand remains high, void rates low and supply of both land and premises limited. In view of this evidence there is no justification for reducing the amount of employment land from the original figure of 6.08 ha anticipated in the development brief for B1/B2/B8 uses. It should be noted that the Masterplan has included within the employment area approximately 0.97 ha for a Neighbourhood Centre.

6.8.5 The BE report provides a good overview of the strength of demand across South Ribble with a borough wide shortage of premises 500 – 2000 m2 and that demand in South Ribble is strong across a range of levels. The case for maximising the opportunity at Moss Side is further demonstrated through stakeholder engagement which suggests Leyland and Moss side as areas where stakeholders would wish to see further employment provision. Furthermore, the adoption of a more aspirational growth scenario is relevant in the context of wider objectives associated with the City Deal investment.

6.8.6. It is acknowledged that there is no minimum figure for employment provision within the local plan under Policy C2. The adopted development brief 2010 clearly identifies a figure of 6.08 hectares with the location of the future employment land to dovetail with the existing employment land. This planned approach provided for public open space and green infrastructure to offer a buffer zone between employment and residential areas.

6.8.7 Officer comment:

***The area of employment land shown in the Master Plan is less than the 2010 Brief but has increased from other drafts received by officers. Whilst preference would be for a higher proportion of employment land the Local Plan policy does not state a minimum level of provision. As stated earlier there is considerable pressure from national government to provide homes.***

## 6.7 Green Infrastructure

6.9.1 The adopted development brief 2010 identified a total of 7.92 hectares of existing Green Infrastructure. The Draft Masterplan provided for linear routes through the site utilising existing green ways including Doll Lane.

6.9.2 The applicant has provided figures as part of the revised Masterplan which states that the 8.73ha (16.4% of the site) of onsite green space would be provided with a further 9.51ha (17.8%) as part of Paradise Park. However, significant incursions into 3 areas of this Green Infrastructure - two fronting onto Longmeanygate which have access points running through them and one into the existing Paradise Park are proposed. Some of these areas also include the construction of dwellings (circa 50 dwellings).

6.9.3. The applicant has provided the table below to demonstrate the Green Infrastructure (GI) /Public Open Space Requirements.

Breakdown of Green Infrastructure (GI).

Existing Green Infrastructure to be Developed	4,6 hectares
On site Green Infrastructure Requirement	4 hectares
Total Policy Requirement	8.6 hectares
On site provision	8.73 hectares

6.9.4 The policy relating to the existing provision of Green Infrastructure (Policy G7) requires alternative provision of “*similar and/or better facilities for the community*”. The applicant advised that compensation would be provided through the creation of allotments, which would be within an existing area of Green Infrastructure, and a play area (NEAP) in the existing park, and further planting.

6.9.5 Officer comment:

***Concern is expressed:***

- ***that the proposed NEAP and planting as compensation measures for the loss of the Green Infrastructure amount to requirements that would be necessary anyway for a***



***development of this type and scale regardless of the proposed incursions into areas of Green Infrastructure.***

- ***The proposed housing within the green infrastructure adjacent the Longmeanygate access points is not fully justified.***
- ***The provision of allotments within an area of the existing Park and designated Green Infrastructure would not compensate for the loss of existing green infrastructure.***

## **6.10 Public Open Space Strategy**

6.10.1 The applicant has advised that the revised Masterplan has evolved to ensure that the existing Green Infrastructure is retained where possible. A series of public open space at varying scales is proposed which would provide for the following:

- Enhancement of Paradise Park: through the improvement of drainage, provision of allotments, further planting, a linear gym, and new play area.
- Greens: through the retention of existing ponds, and connection to the sider green infrastructure,
- Play Areas Two play areas are proposed a Local Play area within one of the greens to the north east of the site for younger children and a Natural Play Area within Paradise Park.
- Wildlife Buffers and Corridors: the existing woodland on the peripheries of the site would provide opportunities to introduce controlled paths and routes.
- Community allotments: Land is reserved within Paradise Park for such provision.
- Bridleway Loops: Doll Lane would be reinstated as a green route through the heart of the site and provide for a 3m bitmac shared surface with 1m mown verges to either side. The site would also provide dedicated footpath and cycleways which would provide a desire line from Paradise Park or through the creation of a new permissive route.

6.10.2 Concern has been raised that to meet the housing numbers this would require development within the Green Infrastructure/Public Open Space. This concern is acknowledged, however, the Development Brief in 2010 provided for some residential development within Paradise Park.

## **6.11 Design Code**

6.11.1 The adopted development brief in 2010 identified that the proposal should have a common design theme, creating identity and distinctiveness of place and a high quality public realm. To encourage such an approach consideration needs to be given to landmark buildings at prominent locations to emphasise the sense of place and legibility and to encourage a high standard for the development as a whole.

6.11.2 The Draft Masterplan is accompanied by Part 1: Masterplan Vision and Part 2 Spatial Design Code. Policy C2 requires an infrastructure delivery schedule and an agreed design code. The applicant seeks to regenerate the Masterplan site to create a high quality mixed use community to be known as "Doll Lane". The Spatial Design Code provides detailed guidance regarding scale, appearance, layout landscape and accessibility. The Spatial Design Code sets out a two stage process with the Stage One providing the overarching principles and Stage Two provides for Character Area Codes.

6.11.3 The Spatial Design Code does make a commitment to ensure that each reserved matters application is accompanied by a Building for Life 12 (BfL 12) assessment- which is an industry standard endorsed by Government for well-designed homes and neighbourhoods.

6.11.4 Nine character areas governed by existing boundaries and site features have been defined. However, there is no reference to the historical use of the site. The Local Centre is not within the centre of the site but is sited within an area that does not promote sustainability – residents within the proposed development will inevitably drive to these facilities. However, it is noted that LCC are

supportive of this location as they consider that it is in a more sustainable setting adjacent to the existing employment areas.

6.11.5 Concern has already been expressed about density and the massing. It is acknowledged that in design terms it is important to ensure that at key focal points for example at corners and junctions, the built form in terms of scale and height would reflect these prominent locations. However, several references to 'squares' at vista points have been made but the only apparent difference is treatment on the road surface. The supporting text states that "The square shall take the form of a simple shared space with trees offering dappled shade" (paragraph 4.10). Furthermore, the vistas have the potential to become important, public realm, exciting spaces but there is very little detail of commitment to exploring this aspect.

#### 6.11.6 Officer Comments

***Concern was raised that the Spatial Code had several discrepancies which have now been clarified. However, if the revised Masterplan is approved attention at the planning application stage to ensure that the detail meets the standards required by South Ribble regarding new residential development would be paramount.***

- ***Any housing layout should meet the minimum distances as set out in the Councils Supplementary Design Guidance entitled "Residential Extensions".***
- ***The Illustrative Masterplan appears to include housing within areas identified as Green Infrastructure as shown on the Parameters Plan.***

### 7.0 Other Matters

#### 7.1 Further consultation

7.1.1 It has not been normal practice for consultations on changes to Master Plans to occur. This has been on the basis that any planning application arising in the future will have its own separate consultation process. Officers have endeavored to publicise the master plan coming back to Planning Committee by contacting the residents group, local ward members and providing documents on the Council's website.

#### 7.2 Flooding

7.2.1 The Masterplan provides for swales and ponds across the site to address surface water run-off. Further, as part of any future planning application the submission of a Flood Risk Assessment and Drainage Strategy would need to be provided. These assessments would strive to achieve a surface water run-off from the site that does not exceed current levels. The comments from Lancashire County Council as Local Lead Flooding Authority together with the Environment Agency and United Utilities will be sought as part of the application process.

#### 7.3 Equestrian Provision

7.3.1 Following the consultation process the Masterplan has been amended to provide dedicated off road bridleways which would be incorporated in a loop formation. Consideration would also be given to the provisions for horse gates at the entrance of Paradise Park and the bridleway network as part of the detailed design stage of a planning application. It is acknowledged that no public consultation has taken place with regard to these revisions and the comments of Equestrian groups need to be sought.

### 8.0 CONCLUSION

8.1 The adoption of the submitted Masterplan would provide for the submission and determination of future planning applications in relation to site "FF" and would guide and inform

any future decisions. On that basis, careful consideration needs to be given to the current plans before you.

8.2 This site has been identified as one of only three major development sites within South Ribble and as such provides the opportunity to achieve a comprehensive development with both residential, community facilities and employment uses. Within the supporting text of the Local Plan there is a strong narrative which identifies the site as making a significant contribution to economic growth. This aspect is further supported by recent employment studies and the strong commercial performance of the area.

8.3 Local Plan policy C2 does not specify the amount of employment land, or community facilities. The proposed Masterplan does provide a mix of housing, some employment and community facilities. LCC Highways has not raised any concerns about the principle of the access points or the internal layout as proposed by the Illustrative Masterplan. Central Government has provided clear messages that the provision of housing is the cornerstone to economic recovery and as such the revised Masterplan reflects this aspect.

## 9.0 WIDER IMPLICATIONS

9.1 In the preparation of this report, consideration has been given to the impact of its proposals in all the areas listed below, and the table shows any implications in respect of each of these.

<b>FINANCIAL</b>	The infrastructure provision and improvements will require funding from Section 106 monies and CIL.		
<b>LEGAL</b>	The Masterplan is required in accordance with the Local Plan policy (C2.) The Masterplan will form the basis of any future planning applications.		
<b>RISK</b>	See comments in legal box above.		
<b>CORPORATE PLANS AND POLICIES</b>	The Masterplan aims to maintain a ready supply of housing development land in line with, the National Planning Policy Framework, the Central Lancashire Core Strategy, South Ribble Local Plan and the Lancashire, Preston and South Ribble City Deal. However, the loss of potential employment land, lack of a dedicated medical centre and erosion of the existing green infrastructure is a cause for concern.		
<i>Asset Management</i>	<i>Corporate Plans and Policies</i>	<i>Crime and Disorder</i>	<i>Efficiency Savings/Value for Money</i>
<i>Equality, Diversity and Community Cohesion</i>	<i>Freedom of Information/ Data Protection</i>	<i>Health and Safety</i>	<i>Health Inequalities</i>
<i>Human Rights Act 1998</i>	<i>Implementing Electronic Government</i>	<i>Staffing, Training and Development</i>	<i>Sustainability</i>

## BACKGROUND DOCUMENTS

Test Track Vision Statement  
 Test Track Design Code  
 Test Track Statement of Community Involvement

## APPENDICES

Appendix 1 – Test Track Parameters Master Plan  
 Appendix 2 – Test Track Illustrative Master Plan

Appendix 1 – Test Track Parameters Master Plan



Appendix 2 – Test Track Illustrative Master Plan

