

PLANNING COMMITTEE

THURSDAY, 17TH SEPTEMBER, 2020, 6.00 PM

ACCESSIBLE THROUGH MS TEAMS AND YOUTUBE

AGENDA

IMPORTANT INFORMATION

In response to the current government guidance surrounding the COVID-19 pandemic, this meeting will be held with hybrid measures in place.

Committee members may take part either from the Civic Centre or remotely via Microsoft TEAMS.

Elected members not on the committee or members of the public will not be permitted access to the Civic Centre but may watch the proceedings via a YouTube livestream by clicking [here](#).

Anyone who wishes to speak on the application contained within this agenda should register by email to democraticservices@southribble.gov.uk for the attention of Charlotte Lynch by noon on Tuesday, 15 September.

As this is an application relating to major development, a maximum of seven supporters and seven objectors plus the applicant and/or agent will be allowed. Further information on time allowances can be found later in this agenda.

All registered speakers will be required to dial into the meeting remotely.

- 1 Welcome and Introduction**
- 2 Apologies for Absence**

3 Declarations of Interest

Members are requested to indicate at this stage in the proceedings any items on the agenda in which they intend to declare an interest. Members are reminded that if the interest is a Disclosable Pecuniary Interest (as defined in the Members' Code of Conduct) they must leave the room for the whole of that item. If the interest is not a Disclosable Pecuniary Interest, but is such that a member of the public could reasonably regard it as being so significant that it is likely that it would prejudice their judgment of the public interest (as explained in the Code of Conduct) then they may make representations, but then must leave the meeting for the remainder of the item.

4 Minutes of meeting Thursday, 27 August 2020 of Planning Committee

(Pages 5 - 8)

To be signed as a correct record.

5 Appeal Decisions

An update will be provided at the meeting.

6 Pickering's Farm Masterplan, Penwortham

(Pages 9 - 106)

Report of the Director of Planning and Property attached.

Gary Hall
INTERIM CHIEF EXECUTIVE

Electronic agendas sent to Members of the Planning Committee Councillors Caleb Tomlinson (Chair), Malcolm Donoghue (Vice-Chair), Will Adams, James Flannery, Mary Green, Jon Hesketh, Cliff Hughes, Keith Martin, Christine Melia, Caroline Moon, David Shaw, Phil Smith and Barrie Yates

The minutes of this meeting will be available on the internet at www.southribble.gov.uk

Forthcoming Meetings

6.00 pm Monday, 21 September 2020 - Accessible through MS Teams and YouTube

Procedure of Debate at Special Planning Committees

Whenever a planning application for a major development site is dealt with by Planning Committee the Council is keen to allow the local community to participate in the process. The procedure that will be followed is that:

- Up to seven members of the public who wish to speak against an application will be allowed to speak for a combined total of 30 minutes. Up to seven members of the public who wish to speak in favour of an application will then be allowed to speak. Again, they will have a combined total of 30 minutes.

- Borough councillors (not on Planning Committee) will then have the opportunity to make representations about the application. Each will have up to four minutes to state their case – whether for or against.
- The applicant/agent will then be invited to speak in support of the application. He/she will have up to 15 minutes to speak.
- The application will then be discussed by Committee. At this point members of the public, the applicant and other councillors not on Committee will not be able to speak further.
- Planning Committee will then take a vote on the matter.
- No paperwork, plans or photographs will be allowed to be circulated by the applicant/agent or member of the public at the meeting.

Whenever members of the public speak (whether in opposition to a proposal or in favour of it) they should avoid repeating the same points made by other speakers.

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MINUTES OF PLANNING COMMITTEE

MEETING DATE Thursday, 27 August 2020

MEMBERS PRESENT: Councillors Caleb Tomlinson (Chair), Will Adams, James Flannery, Mary Green, Jon Hesketh, Cliff Hughes, Keith Martin, Christine Melia, Caroline Moon, David Shaw, Phil Smith and Barrie Yates

OFFICERS: Dave Whelan (Shared Services Lead - Legal & Deputy Monitoring Officer), Steven Brown (Head of Development Management), Debbie Roberts (Planning Officer) and Charlotte Lynch (Democratic and Member Services Officer)

CABINET MEMBERS: Councillor Paul Foster (Leader of the Council) and Councillor Bill Evans (Cabinet Member (Planning, Regeneration and City Deal))

PUBLIC: 0

28 Welcome and Introduction

The Chair, Councillor Caleb Tomlinson, welcomed the committee and members of the public and explained that, due to the COVID-19 pandemic, the meeting was being held virtually and livestreamed to YouTube.

29 Apologies for Absence

An apology for absence was received from Councillor Mal Donoghue.

30 Declarations of Interest

None.

31 Minutes of meeting Thursday, 30 July 2020 of Planning Committee

An amendment to the minutes of the previous meeting was requested, to reflect that Councillor Barrie Yates proposed refusal of item 26 – land at Cottage Gardens, Bamber Bridge – but withdrew the motion following proposal of deferral.

RESOLVED: (Unanimously)

That the minutes of the last meeting, held on Thursday 30 July 2020, be approved as a correct record subject to the amendment outlined above.

32 Appeal Decisions

The Head of Development Management informed the committee that the Planning Inspector's uphold of the refusal for development by Wainhomes on Chain House Lane, Whitestake, had been quashed by the High Court.

A further inquiry was to take place and it was felt that it would have been inappropriate to discuss the matter further during this Planning Committee meeting.

Further information on the High Court ruling could be found on the Council's website.

33 047/2020/00396/FUL - McKenzie Arms site, Station Road, Bamber Bridge

Speakers: Councillor Paul Foster (Leader of the Council)

Address: McKenzie Arms Site
Station Road
Bamber Bridge
Lancashire

Applicant: South Ribble Borough Council

Agent: Lucy Gallagher
Central Square
South Orchard Street
Newcastle Upon Tyne
Tyne and Wear
NE1 3AZ

Development: Proposal for a 15-unit development consisting of three townhouses and an apartment block with a combination of 1- and 2-bedroom apartments.

RESOLVED: (Unanimously)

That the application be approved subject to conditions.

34 07/2020/00507/LBC - Overflow Car Park, Worden Park, Leyland

Speakers: None

Address: Overflow Car Park
Worden Park
Worden Lane
Leyland

Applicant: South Ribble Borough Council

Development: Listed Building Consent for alteration of existing overflow car park surface including replacement of roadway paving, installation of speed bumps with side fencing and bollards and land drainage.

RESOLVED: (Unanimously)

That listed building consent be granted.

Chair

Date

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REPORT TO	ON
Planning Committee	17 th September 2020



TITLE	REPORT OF
Pickering's Farm Masterplan, Penwortham	Director of Planning and Property

Is this report confidential?	No
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PURPOSE OF THE REPORT

1. The purpose of the report is to provide the opportunity for Planning Committee to consider the masterplan for the Pickering's Farm Site (Policy C1 in the Local Plan).
2. A Masterplan Document dated December 2019 was submitted in January 2020 by Taylor Wimpey and Homes England (The Developers) for the site known as Pickering's Farm, Penwortham. The Pickering's Farm site is allocated in the South Ribble Local Plan under Policy C1 for a range of land uses including residential, employment and commercial uses together with Green Infrastructure and community facilities. Policy C1 requires that a Masterplan for the comprehensive development of the site is agreed together with a phasing and infrastructure delivery schedule and a programme of implementation and design code.
3. The submitted Masterplan provides the broad principles of the development of this site and the Developers seek its adoption for development management purposes. It is accompanied by an Infrastructure Delivery Schedule and a Design Code, as per the requirements of Policy C1.

4. RECOMMENDATIONS

5. It is recommended that the Planning Committee do not endorse the Pickering's Farm Masterplan, Design Code and Infrastructure Delivery Schedule as submitted by Taylor Wimpey and Homes England.
6. It is further recommended that consideration of the Masterplan, Design Code and Infrastructure Delivery Schedule be deferred in order that the Developers can address the following concerns:
 - Local Highway Authority with the aim of addressing the matters highlighted in their consultation response
 - Network Rail to address the use of the Bee Lane and Flag Lane railway bridges
 - Highways England to address issues of the impact on the Strategic Road Network
 - The building heights parameters plan and the wide spread of 3 and 4 storey buildings
 - To provide certainty with regard to deliverability especially with regard to key infrastructure such as highways, sustainable access, education, community facilities, sports provision and affordable housing
 - Any other concerns identified by the Planning Committee at the meeting.

7. Furthermore, it is requested that the Planning Committee provide clear expectations of what they would like to see in any amended Masterplan, Design Code and Infrastructure Delivery Schedule.

8. EXECUTIVE SUMMARY

9. Policy C1 in the South Ribble Local Plan allocates the Pickering’s Farm site for residential-led development subject to a Masterplan being agreed for the comprehensive development of the site and include the safeguarded land which extends to Coote Lane. The Masterplan should be accompanied by a phasing and infrastructure delivery schedule and programme of implementation together with a design code.

10. These documents were submitted in January 2020 along with two planning applications, one in full for the Cross Borough Link Road, planning reference 07/2020/00014/FUL and an outline application for land within the Developers control for 1100 dwellings, planning reference 07/2020/00015/ORM.

11. On consideration of the Masterplan and accompanying documents, a number of issues were raised by officers and consultees such as the suitability of the proposed Cross Brough Link Road and particularly its access onto Leyland Road via Bee Lane; the suitability of using the existing Railway Bridge; the provision of a link to the Kingsfold area; the relationship to existing properties within the site; the provision of Affordable Housing; the location and suitability of the Public Open Space (POS); the location of the school site; the provision of Community Facilities; the location of the Village Green and the scale of the development. Following a number of meetings and discussions, revised Masterplan documents were submitted on 10th August 2020. A consultation with residents and consultees then took place which resulted in a further 101 representations being received. These are summarised at Appendix I.

12. The purpose of this report is to advise Members on the latest position regarding the Masterplan and highlight the many issues that have been raised. Officers recommend that the Planning Committee consider the Masterplan, Design Code and Infrastructure Delivery Schedule and highlight any areas of concern they have in order to provide officers with their clear view on the Masterplan. The decision then be deferred in order that the Developers may take on board Planning Committees recommendations and further engage with the Local Planning Authority; Local Highway Authority with the aim of addressing the matters highlighted in their consultation response; Network Rail to address the use of the Bee Lane and Flag Lane railway bridges and Highways England to address issues of the impact on the Strategic Road Network.

13. CORPORATE PRIORITIES

14. The report relates to the following corporate priorities:

Excellence, Investment and Financial Sustainability	
Health, Wellbeing and Safety	✓
Place, Homes and Environment	✓

Projects relating to People in the Corporate Plan:

Our People and Communities	
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15. BACKGROUND TO THE REPORT

16. The Pickering's Farm site is allocated in the South Ribble Local Plan, Policy C1: Pickering's Farm, Penwortham. Policy C1 requires that a Masterplan be agreed for the comprehensive development of the site. The Masterplan must include the Pickering's Farm site and also the land to the south, extending to Coote Lane which is Safeguarded for future development under Policy G3. Additionally, Policy A2 in the Local Plan requires that a road be constructed through the major development site at Pickering's Farm, (this is shown diagrammatically on the Policies Map – see Appendix A). In the interests of clarity, the relevant policies are set out in full below:

17. **Policy A2: Cross Borough Link Road (Development Link Road)**

Land will be protected from physical development for the delivery of the Cross Borough Link Road. The Cross Borough Link Road comprises:

- a) *A road to be constructed from Carrwood Road to The Cawsey, as shown on the Policies Map.*
- b) *A road to be constructed through the major development site at Pickering's Farm as shown diagrammatically on the Policies Map.*

18. **Policy C1: Pickering's Farm, Penwortham**

Planning permission will only be granted for the development of the Pickering's Farm site subject to the submission of:

- a) *an agreed Masterplan for the comprehensive development of the site. The Masterplan must include the wider area of the Pickering's Farm site which includes the safeguarded land which extends to Coote Lane as shown on the Policies Map, and make provision for a range of land uses 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*

19. A draft Masterplan was produced by the Developers and submitted to the Council in September 2018. Planning Committee endorsed the draft Masterplan for consultation at its meeting in November 2018. The Developers carried out extensive consultation with the local community, statutory organisations and stakeholder on the draft version between November 2018 and January 2019. Following the consultation amendments were made to the Masterplan.

20. The Developers submitted the 'final' Masterplan in January 2020 which they were seeking to be adopted for development management purposes. The Masterplan comprises a suite of three documents which are made up of the following:

- i) The Masterplan;
- ii) The Design Code; and
- iii) The Infrastructure Delivery Schedule.

21. However, since submission of the 'final' Masterplan in January, further amendments have been made following discussions with both officers at this Council and Lancashire County Council and with reference to comments received from consultees and residents. A number of serious concerns were raised, namely the suitability of the Cross Borough Link Road and particularly its junction with Bee Lane; the suitability of the Railway Bridge and junction with Leyland Road; traffic dispersal; and also issues such as the location of school site and removal of an existing orchard. The Developers have attempted to overcome these

concerns with the updated version of the Masterplan submitted in August 2020. The Illustrative Masterplan is included as Appendix B.

22. When the Masterplan is adopted by the Planning Committee, it will be used for Development Management purposes to guide development on the site and would be a material consideration in the determination of planning applications. Therefore, it is crucial that the Masterplan ensures the delivery of essential infrastructure and local services to enable the comprehensive development of the site.
23. At the same time as submitting the original masterplan, the Developers also submitted an outline planning application on land within their control and land they have an option on, with all matters reserved apart from access for a residential development of up to 1100 dwellings (C2 and C3), a local centre including retail, employment and community uses (A1, A2, A3, A4, B1 and D1), a primary school (D1), a community building (D2) to be used as an employment and skills centre (D1), green infrastructure, large extent of cross borough link road extension on land controlled by Developers and associated infrastructure following demolition of existing buildings.
24. Additionally, a full planning application was submitted for the proposed cross borough link road connecting the A582 Penwortham Way and the B5254 Leyland Road. To satisfy the requirements of Policy C1, these two planning applications, which are also subject to an Environmental Impact Assessment, can only be determined once the Masterplan has been adopted for Development Management purposes, as per the requirements of Policy C1.
25. Following discussion with SRBC Planning Officers and LCC Highway Officers and with reference to consultee comments and representations by residents, a number of amendments have been made to the Masterplan and an updated version was submitted on 10th August 2020. Following further round of consultation carried out with residents and consultees, the Masterplan is brought before planning committee for Members to consider its content and with a view to adopting it for development management purposes.
26. Additionally, following an incident where trees and hedgerow were lawfully removed to form an access into a field for site investigation works, a Tree Preservation Order has been placed on all Category A and B trees within the Pickering's Farm site to safeguard against any further loss of trees.

27. PROPOSALS

28. The Masterplan comprises a suite of three documents; i) The Masterplan; ii) The Design Code; and iii) The Infrastructure Delivery Schedule. A description of each document and the chapters within them together with a brief officer comment are as follows:

i) Masterplan

29. The Masterplan sets out the vision for the Pickering's Farm site and the broad principles to guide future development of the site. The Masterplan is set out in chapters and a short summary of each chapter is provided with a brief officer view on the contents of each chapter. The chapters within the Masterplan include: Executive Summary; Introduction; The Site; Planning Policy Context; Community Consultation; Vision for the Site; Access and Movement; Environmental and Site Considerations; Physical and Social; Infrastructure Requirements; Development Parameters.
30. **Executive Summary** - This chapter provides a summary of the Masterplan document and how it will guide the future comprehensive redevelopment of the site, including the land allocated for Major Development and the land Safeguarded for Future Development at Coote Lane. The summary gives a brief overview of the background, a description of the site, the

policy position, community consultation carried out, the range of environmental considerations, technical assessments undertaken, a summary of the findings of the specialist technical assessments covering highways, landscape, ecology, flood risk, noise, air quality, ground conditions, utilities and heritage and archaeology.

31. The Masterplan proposes a residential led mixed use development, as follows:
 - Residential – comprising a mix of detached, semi-detached, mews and apartment properties ranging from 1 - 5 bedroomed dwellings in size.
 - Local Centre – to contain a range of services and facilities and could include a new foodstore, offices, community uses as well as a range of other services and facilities for example a pharmacy, gym, veterinary surgery, dry cleaners and hairdressers.
 - Employment Development – provision for the inclusion of office development to be located within the new local centre.
 - Education Facilities - A new two form entry primary school is proposed as part of the Masterplan.
32. Initially, in the January 2020 version of the Masterplan, an Apprenticeship and Skills Centre with the potential to become a new Community Centre was proposed but this was removed from the amended Masterplan following comments from Penwortham Town Council whose preferred option was for improvement works to the existing centre.
33. Green Infrastructure - provided across the site and will have differing forms, functions and uses and will be connected by the extensive network of green links across the site. On site green infrastructure provision could include amenity green space, equipped play areas, natural / semi natural open space, playing fields and allotment provision.
34. Cross Borough Link Road - In accordance with Policy A2 of the South Ribble Local Plan, the Masterplan also proposes the Cross Borough Link Road extension linking Penwortham Way with Leyland Road
35. Site Access - The primary vehicular access to the site will be via a signal controlled junction from the A582 Penwortham Way. Secondary vehicular access to the site will be provided via a connection towards the north-eastern corner of the site from Bee Lane, from Flag Lane to the east of the site and Chain House Lane to the south.
36. A series of Development Parameters have been designed to establish a framework for the future redevelopment of the site. The Development Parameters are reflected in the Masterplan and include Scale of development; Design; Site access and road hierarchy; Landscaping planting; and Green Infrastructure.
37. **Illustrative Masterplan** - In general, the updated illustrative Masterplan (Appendix B) specifically highlights 15 key areas, as follows:
 1. New Primary School
 2. Public Transport, Pedestrian and Cycle Link to Kingsfold
 3. Entrance Gateway – A new route from Penwortham Way direct to the heart of the new community.
 4. Area to manage and contain existing surface water.
 5. New local facilities including, employment and community uses
 6. New Cross Borough Link Road Bridge.
 7. Sustainable Urban Drainage
 8. Cross Borough Link Road (CBLR)
 9. 3G Pitch
 10. Limited highways access onto Chainhouse Lane

11. Children's Play Areas
 12. Parking and drop off for school
 13. Extension to existing Community Centre
 14. The Village Green
 15. Retention of Orchard and / or land for future residential development if the Orchard (or part thereof) is replaced within the Masterplan
38. The illustrative Masterplan also identifies the existing lanes within the site - A. Bee Lane; B. Lord's Lane; C. Nib Lane; D. Moss Lane; E. Flag Lane
39. Officers Comments
- *The Masterplan provides for an alternative location for the New Primary School. The previous location was considered inappropriate as it was a divided site with the building being separated from the playing fields and in a flood attenuation area. The location of the school now appears to overcome the issues originally raised by LCC Education.*
 - *The Masterplan provides a Public Transport, Pedestrian and Cycle Link to Kingsfold. This is a requirement of LCC Highways to promote sustainability. However, Penwortham Town Council has raised the issues with the link dissecting the Community Centre from its car park due to safety issues as the majority of users of the centre are elderly or parents with children and also consider it will become a 'rat run' in and out of the development.*
 - *A new Entrance Gateway route from Penwortham Way direct to the heart of the new community. This refers to the access off the A582 and there is no issue with the provision of a Gateway to the site, providing the access is to LCC Highways standards.*
 - *To the north of site is an area to manage and contain existing surface water. This is considered an appropriate location and provides a buffer to the existing Kingsfold area and sits alongside the Kingsfold Playing Fields and the community centre.*
 - *The identified new local facilities including, employment and community uses are welcome and provide an opportunity for a mix of uses, both service and retail.*
 - *The New Cross Borough Link Road Bridge is welcome and provides a more appropriate link rather than the previously proposed contrived link. It is a more direct access to the existing roundabout junction. However, it must be noted that it has not yet been established who will deliver this bridge or at what stage of the development it will be delivered.*
 - *Sustainable Urban Drainage proposed to the boundary with the A582 is considered acceptable and provides a strong green frontage to the A582 and feeds into the open space running along the Pylon corridor.*
 - *Cross Borough Link Road (CBLR) is provided as a spine road running through the site linking the A582 to Leyland Road. LCC Highways have highlighted that a significant proportion of the Masterplan site could be developed in advance of the Full CBLR and also in advance of the appropriate level of detailed design to ensure that the land necessary to deliver and construct the CBLR is understood and protected from development.*
 - *3G Pitch – reference to the 3G pitch has now been removed and replaced with reference to 'sport facilities' instead. This is due to issues with Sport England and the lack of evidence supporting the provision of a 3G pitch in this location.*

- *The limited highways access onto Chainhouse Lane – Officers would question this and need a highway view on what ‘limited highway access’ is acceptable.*
 - *Children’s Play Areas are considered to be well placed and well related to other community provision*
 - *The parking and drop off area for the school is welcome and addresses concerns previously raised.*
 - *Extension to existing Community Centre is included as Policy 6 within the Penwortham Town Neighbourhood Development Plan*
 - *The Village Green is well located, centrally within the site, close to other amenities, play area, POS, local centre*
 - *Retention of Orchard and / or land for future residential development if the Orchard (or part thereof) is replaced within the Masterplan. It is considered that the existing Orchard site is well located to village green and is central within the site. It is officers view that this should not be left open-ended though and the Masterplan needs to be more specific. The preference would be to retain this existing Orchard and enhance it rather than create a new one.*
40. **Chapter 1: Introduction** - Sets out the background to the Masterplan and how it has evolved through discussions with SRBC, stakeholders, and public consultation events and provides a brief outline of the Developers, Taylor Wimpey and Homes England.
41. *Officers Comments* - *It is officers view that this is a reasonably accurate reflection of the evolution of the Masterplan and there are no issues with what this chapter includes.*
42. **Chapter 2: The Site** - Provides a description of the Masterplan site and the context in which it is set. The chapter advises that the Masterplan site extends to 99.78 hectares and is bound by Chain House Lane/Coote Lane to the south; Penwortham Way to the west; Kingsfold to the north and Lostock Hall to the east. It also identifies that the site is occupied by a number of properties in private ownership on Bee Lane, Flag Lane, Lords Lane, Moss Lane and Nib Lane with further properties accessed directly from Chain House Lane and Coote Lane to the south.
43. This chapter then also provides a description of the wider area, the transport network corridors/links, transport modes, surrounding towns and shopping areas and distances to local services and amenities, pedestrian and cycle routes, sustainability and how development will build on these to provide a sustainable development, outlining access by sustainable modes. It also refers to Minor interventions and Strategic interventions that will be required.
44. *Officers Comments* - *The description of the site and its surrounding area is generally considered to be an accurate reflection and gives a fair overall picture of the site and the context in which it is located and officers have little issue with this chapter.*
45. **Chapter 3: Planning Policy Context** – Describes the planning policies relevant to the site, contained within The Central Lancashire Core Strategy and The South Ribble Local Plan and gives a description of each. It considers the relevant polices are Local Plan Policy C1; Policy D1; and Policy A2

46. It also identifies the Penwortham Town Neighbourhood Plan which defines the community's vision and aspirations for the town of Penwortham and future development and growth. Within this document it considers the relevant policies to be Policy 2 (Requirements for New Large Scale Residential Development); Policy 3 (Range of Residential Property); Policy 4 (Types of Residential Property); Policy 5 (New Sporting Facilities); Policy 6 (Penwortham Community Centre) and Policy 8 (Penwortham Cycle and Walking Route),
47. The chapter references City Deal, the Government's initiative of targeting economic growth in key cities across the country, and the Central Lancashire Highways and Transport Masterplan (CLHTM) which represents Lancashire County Council's priorities for future investment in highways and transport across central Lancashire. The two identified highway schemes relating to this site are the A582 South Ribble Western Distributor Dualling Scheme and the completion of Penwortham Bypass which has recently been completed.
48. *Officers Comments* - Officers considered that this chapter captures the most relevant planning policies relating to the site. However, there are a number of other policy considerations that are relevant to this Masterplan and any development of this site will need to be in accordance with going forward to planning application stage.
49. **Chapter 4: Community Consultation** - To prepare the Masterplan, the Developers carried out extensive consultation on both the vision for the site and a draft version of the Masterplan. The Masterplan document provides details of the consultation undertaken and the feedback received and how the final Masterplan has evolved in line with some of the feedback.
50. The Community Consultation is discussed in more details in the '**CONSULTATION CARRIED OUT AND OUTCOME OF CONSULTATION**' section of this report with Appendix D providing a summary of the representations received and Appendix G providing a summary of representations received from the consultation on the updated version submitted in August 2020.
51. *Officers Comments* - In general, it is considered that the consultation for the various stages of the Masterplan is in line with the Council's Statement of Community Involvement December 2013 and has been appropriate and proportionate.
52. **Chapter 5: Vision for the Site** - The Masterplan advises that the vision is "for a new place routed in the existing context. This new neighbourhood must be a well-connected place that encourages activity. It needs to be both a place to settle down for now, and a place for the next generation".
53. The Masterplan alludes to taking inspiration from the Garden Village Principles with well-defined public and private spaces; a range of new community facilities and services; new allotment; local centre and with strong connections to areas outside the site boundaries to allow for engagement with other local centres and services.
54. *Officers Comments* - Officers welcome the use of Garden Village Principles but initially considered the Masterplan fell short on a number of points. However, the updated Masterplan has addressed concerns regarding the separation distances and property buffers with the inclusion of additional text and plans. However, in respect of the building heights, it must be recognised that separations distances would need to be greater for properties over two storey.
55. Overall officers are satisfied and consider the vision is in accordance with the requirements of Local Plan Policy C1 which, at paragraph 6.13 'To ensure this site is sustainable, community facilities (including a nursery and primary education provision), a small local centre and health care provision will need to be included within the infrastructure delivery

schedule and provided through developer contributions. Green Infrastructure 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 and wider urban area and provide a buffer to adjoining communities.'

56. **Chapter 6: Access and Movement** - In this section, the Masterplan refers to Lancashire County Council's proposals for the A582 Penwortham Way and how the main site access to the development will fit with these proposals. It includes access proposals from both the existing single lane A582 and also the proposed Penwortham Way dualling scheme. It also sets out proposals for the Bee Lane access, with both short and long-term options for access onto Leyland Road. The chapter also references pedestrian and cycle access; inclusive access; access to existing properties; internal access; street hierarchy; improvements to the Local Highway Network; and Public Transport Opportunities.
57. The updated Masterplan includes additional text in this section to reflect highways discussions with both LCC Highways and Network Rail. It now includes the following;
- Short term and long term vehicular access options connecting to Leyland Road in the north eastern corner of the site. The short term option is a priority 'T' junction arrangement connecting the CBLR extension to Bee Lane utilising the existing Bee Lane bridge to connect to Leyland Road. The short term access option will be restricted to use by existing properties on the site and 40-50 new dwellings. The long term option is a new bridge over the West Coast Mainline connecting the CBLR extension with Leyland Road;
 - An indicative access option for the Kingsfold Drive link is shown in the Masterplan document and the Kingsfold Drive Link is also shown on the revised Masterplan (page 33);
 - Potential Travel Plan measures are now included within the revised Access and Movement section (Section 6) of the Masterplan document and in the IDS;
58. Additionally, a Highways Technical Study has been included in the Masterplan as Appendix C.
59. *Officers Comments* – Lancashire County Council Highways have provided a number of comments on the Masterplan and these are set out in Appendix J. In summary, LCC Highways consider that there is a need to understand what the implications of 'short term' and 'long term' are, particularly as 'short term' could in fact be 10-15 years.
60. **Chapter 7: Environmental and Site Considerations** - Describes the environmental considerations of the site and provides a summary of the findings of the technical assessments undertaken during the preparation of the Masterplan. This section covers the following topic areas: Ecology; Trees; Utilities; Noise Impacts; Air Quality; Heritage and Archaeology; Flood Risk and Drainage; Ground Conditions and Topography; Pylon Corridor; Landscape Resource and a Hierarchy of Green Spaces. The technical assessments conclude that once conventional mitigation measures have been implementation no constraints have been identified which preclude the future development of the site.
61. *Officers Comments* - Relevant Consultees have been consulted on the Masterplan at each of its 3 stages. As a result of comments received, this updated Masterplan provides Technical Statements as appendices on Ecology (Masterplan Appendix D), flood risk and drainage (Masterplan Appendix E), and landscape (Masterplan Appendix F). The additional details are welcome and comments received from the relevant consultees on these Technical Statement are include in Appendix J.

62. *In respect of Environmental and Site considerations, Local Plan Chapter G includes a number of policies which the Masterplan needs to comply with together with Core Strategy policies specific to water management and, in general, it is considered the Masterplan addresses the requirements of the relevant policies in that it provides amenity green space, equipped play areas, natural / semi natural open space, allotments and new sports facilities on land adjacent to the existing Penwortham Community Centre. Additionally, the existing orchards to the west of Lords Lane and south of Nib Lane and west of Moss Lane are proposed for either retention or replacement, with officers preference being retention.*
63. **Chapter 8: Physical and Social Infrastructure Requirements** - Summarises the type and extent of the physical and social infrastructure which is required as part of the site's development. The section includes narrative on the Cross Borough Link Road Extension; local highway network improvements; public transport improvements; footpaths, cycleways and bridleways; green infrastructure and public open space; affordable housing; local centre; education facilities; and the drainage network, including Sustainable Urban Drainage Systems (SUDS)
64. Officers Comments - *Cross-Borough Link Road Extension - The CBLR junction with Bee Lane and onward to Leyland Road has been amended since the January 2020 version but LCC Highways have issues and confirm they would not support connection of the CBLR to Bee Lane.*
65. *Local Highway Network Improvements – LCC Highways confirm that the network as presented does not reflect the congestion and delay experienced on a daily basis (Pre Covid19) by regular and familiar users of the network. The validation of Base Models is not accepted. Discussions are ongoing in regard to this point and the applicant has indicated they will be carrying out further work to address concerns.*
66. *Public transport improvements – LCC Highways advise that the impact of increased vehicular movements on sustainable movements will need to be evaluated and will require appropriate mitigation measures from first occupation of the site to ensure safe access routes to the primary public transport corridor on Leyland Road and wider local amenities.*
67. *Footpaths, cycleways and bridleways - It is for the Masterplan to establish the principles of how this site can be brought forward in the most sustainable way, ensuring that the proposals do not result in a car dominated / car dependant development.*
68. *Green Infrastructure/POS - The Masterplan is considered to accord with the relevant Local Plan policies in respect of Green Infrastructure provision*
69. *Affordable Housing – this will need to be policy compliant, ie 30% affordable homes*
70. *Local Centre – the location of the local centre has changed since the January 2020 Masterplan and is considered to be an improvement and more accessible than the previous location.*
71. *Education Facilities - the school site location has changed since the January 2020 version of the Masterplan and is more in line with LCC Education's requirements.*
72. *Drainage Network, including Sustainable Urban Drainage Systems (SUDS) -*
73. **Chapter 9: Development Parameters** - The Masterplan provides a series of Development Parameters for the following topic areas: Mix of uses; Scale of development; Design; Site access and Road Hierarchy; Landscaping planting; and Green Infrastructure. An

Infrastructure Delivery Schedule linked to the phases of development has also been submitted (see (iii) below).

74. The mix of uses includes a new Local Centre which in turn includes the provision of office development in order to satisfy the 'employment' requirement for the site. A new two form entry primary school and a temporary apprenticeship and skills programme are also proposed to ensure good place-making is achieved throughout the site.
75. The scale of development is up to 4-storey with 2-storey in closer proximity to existing residential properties. Chapter 9 advises that the majority of the proposed housing will be of traditional scale ranging from 2 - 3 storeys in height, with taller 4 storey properties proposed in key locations to promote good urban design and to achieve a high quality place making and apartments will be proposed in certain locations which could be up to 4-storeys in height.
76. In terms of densities, this Chapter advises that varying densities of development will be applied across the site. A series of Character Areas have been established, each with its own identity and with varying scale and densities ranging from low, medium to higher densities depending on the location. These Character Areas are identified and Bee Lane East; Bee Lane West; Penwortham Edge; The Heart of the Lanes and The Urban Edge
77. Chapter 9 provides a Public Open Space plan to demonstrate the amount of each typology of POS. The landscape strategy provides a range of external spaces for formal and informal use.
78. The landscape and planting strategy aim is to "*aid the creation of distinctive, memorable places, providing for 'doorstep to countryside' experiences*" and is designed to "*improve the health and wellbeing of residents, the creation of a sustainable community and supporting biodiversity net gains.*"
79. Extensive green infrastructure will be provided across the site in accordance with the requirements of the Central Lancashire Open Space and Playing Pitch Supplementary Planning Document. The green infrastructure will have differing forms, functions and uses and will be connected by a network of green links across the site. The green infrastructure provision will include amenity green space, equipped play areas, natural/semi natural open space, playing fields and allotment provision. Off site, new sports facilities will be provided land adjacent to the Penwortham Community Centre, which itself will be extended to provide additional community facilities.
80. The road hierarchy will comprise of a primary spine road with signalised access junction on Penwortham Way and will link to Leyland Road. A shared or segregated footway/cycleway of 3m to 3.5m wide will be provided along the main spine road through the site. Residential access roads will link into the spine road and private drive roads will be used for cul-de-sacs and roads serving a limited number of dwellings.
81. The proposed Quiet Lanes will retain the existing lanes within the site and the internal layout of the site will be designed to provide a safe environment for pedestrians and cyclists with clearly defined walkways, crossing points and traffic calming features where appropriate.
82. Officers Comments – *In general there are no issues with the proposals for the mix of uses or with the design and scale of development within the character areas.*
83. *In terms of the site accesses and road hierarchy, LCC Highways have a number of issues and continue to work with the Developers on resolving these issues. See Appendix J.*

84. *The amount of landscaping is also considered appropriate although the location of some of the green infrastructure, under the pylon corridor is not the most appropriate but recognising the amount is over and above policy requirement.*
85. **Appendices** - The updated version of the Masterplan includes a series of technical statements addressing highways; ecology; flood risk and drainage; and landscape and are included as appendices to the document.
86. (ii) **Design Code**
87. A Design Code document has also been provided as part of the Masterplan suite of documents. This document sets out the Design Codes for the site in order to allow a consistent quality and tone of development to be brought forward as different parcels of development are established. The aim is to provide clarity over what is acceptable and thereby provide a level of certainty. The guidance is about achieving minimum requirements across the Masterplan area. These codes are broken down into two sections - Site Wide Design Principles and Character Area Design Principles.
88. Site Wide Design Principles
89. This section of the document sets out 4 principles upon which the development can be further developed namely:
- Road Hierarchy and Circulation
 - Urban Form and Massing
 - Hierarchy of Green Spaces
 - Sustainability, Health and Well-being and Community
90. It establishes the CBLR as a spine from which additional roads branch. This section of road is 7.3m in width allowing for vehicles and cyclists to be segregated. The footpaths either side are set at 2m and 3m. The 3m wide pavement will include for the segregated cycleway on the northern side. This equates to having a 23.3m separation distance for opposing dwelling.
91. Primary roads will be accessed from the CBLR and will be 6.5m wide and will create clear circulation loops. These sections of road narrow slightly slowing the traffic flow but remaining accessible for vehicles and cyclists alike. Along these roads there shall be a footpath set at 2m either side. This relates to separation distances between dwellings at a minimum of 21m when the dwellings are two storey. Where dwellings are taller, this will need to be increased.
92. Secondary Roads will have a width of 5.5m to assist with traffic calming and will have a lower volume of traffic. They have a footpath either side. Due to the narrower road, wider verges or gardens will ensure the face to face distance is to be kept to minimum width of 21m face to face and 13m face to side elevation. This relates to two storey dwellings.
93. Tertiary Roads will be a shared surface treatment found in very local situations creating small communities. Here the shared surface combines the road, footpath and cycle path with no kerb.
94. In terms of urban form and massing, the aim is to animate the street through measures such as street vistas; turning corners; positioning of dwellings; light and private space; garage locations; passive surveillance; parks and roads; variety of massing and housing types and a strong vehicular hierarchy.

95. Particularly, it indicates that each area should have a variety of house types and house sizes. They should all adhere to a similar palette as set out in the character areas section, heights should be in accordance with the Height Parameters set out in the Masterplan Document.
96. It is anticipated that each neighbourhood will have a full range of dwelling sizes from 2 bedroom to 5 bedroom homes. As a guide, areas of up to 60 homes should have around 8 different types. It is anticipated that there would also be a variety of detached, semi-detached and terraced dwellings intermixed within a neighbourhood.
97. *Officers View- The key points to note are that the proposals indicate 23m separation between opposing houses on the CBLR and 21m on the primary circulation. The spatial separation distances are comparable to the adopted Design Guide SPD. However, these would need to increase if dwellings are greater than two storey. The proposal for each dwelling having 50 sq m garden is also comparable. In terms of the reference to increase massing in height to add interest, this represents good design but members may have their own view on property heights. However, officers welcome the proposals for a variety of housetypes in each community setting of 60 dwellings*
98. Character Area Design Principles
99. The Design Code divides the site into five character areas: Bee Lane East; Bee Lane West; The Heart of The Lanes; The Urban Edge and The Penwortham Edge and provides a description of the characteristics of each area, as existing. It then provides a narrative of the proposals for each area and provides a description of proposals for key components such as Landscaping and Paving, including materials and colour palette; the Hierarchy of highway materials; Vegetation/Biodiversity Enhancements.
100. The Design Code has also been updated and the Character Area sections of the Design Code now refers to the mix of property types; text on Secured by Design Principles; further details of buffer zones to the A582 and text has been added to cover objectives relating to hedgerows. This is also covered within the Landscape Technical Statement which forms appendix F of the Masterplan document.
101. *Officers View – No issues with the proposals for Character Areas although some of the descriptions of the existing area is questionable, given there are few properties for the size of the area. There is nothing in the proposed materials palette for any of the area that would cause issue, fairly standard for modern dwellings.*
- 102. (iii) Infrastructure Delivery Schedule**
103. As part of the Masterplan submission, and in line with the requirement of Policy C1, an Infrastructure Delivery Schedule has been submitted. The role of the IDS is to identify the provision of key infrastructure required to ensure the comprehensive development of the Pickering's Farm site. It provides an indication of the phasing of the overall development. It also identifies the key infrastructure, its funding and delivery mechanism and indicative delivery programme.
104. The IDS sets out a number of planning mechanisms available to the County to secure the delivery of infrastructure, including planning conditions, Section 106 agreement, Section 278 agreements, Section 38 agreements and the Community Infrastructure Levy.
105. As part of the updated Masterplan submission, the IDS was also updated to include details on healthcare contributions; advises that the amount, mix, location and phasing of affordable housing will be discussed and agreed with SRBC in the lead up to and during the determination of planning applications for residential development within the site; includes commentary on how the latter phase of the site would be delivered and more information on

the delivery of the CBLR on third party land, and the railway crossing; provides further detail on which infrastructure elements will be delivered through S106, CIL, S278 and S38 agreements; and

106. A summary of the updated details in the Masterplan, Design Code and IDS are included as Appendix C to this report.

107. *Officers Comments - The IDS needs to allow a clear understanding of how and when necessary infrastructure and will need to be delivered - trigger points. It remains that the Masterplan, as presented, does not demonstrate the infrastructure necessary to support the scale of development to be accommodated can and will be delivered.*

108. CONSULTATION CARRIED OUT AND OUTCOME OF CONSULTATION

109. As part of the preparation of the Draft Masterplan, the Developers carried out extensive consultation with the local community, statutory organisations and stakeholders on the draft version between November 2018 and January 2019. A summary of the representations received is included as Appendix D and a summary of the consultee responses is included as Appendix E.

110. The Council facilitated a workshop event, held in May 2019 for technical statutory consultees. It was well attended and resulted in some technical matters being raised. The feedback received was passed to the Developers and a summary of the comments received is attached as Appendix F.

111. A 'final' Masterplan was then submitted in January 2020 alongside two planning applications, an outline for residential development on land within the Developers control and a second for the CBLR. Joint consultation was carried out on all three elements with total of 5768 properties sent letters and 20 site notices posted in the areas surrounding the site. A total of 156 letters of representation were received relating to the 3 elements. However, in respect of the Masterplan, the main points raised related to the impact on the highway network; traffic and congestion; impact on air quality and the AQMA at Tardy Gate; the need for the development and the amount of dwellings proposed; flooding and drainage issue; the impact of amenities and services in the area; the impact on existing residents and the loss of the last remaining swathe of open greenspace in the area. A summary of the comments received is included at Appendix G and a summary of consultee responses is included at Appendix H.

112. Following the consultation and recognising that there were a number of serious concerns raised by officers, a number of meetings and discussions took place between officers of both SRBC and LCC. As a result, a number of revisions have been made to the Masterplan, the Design Code and the IDS documents, taking account of both public opinion and further technical work undertaken. These are summarised in Appendix C.

113. A further round of consultation with residents and consultees then took place between 12th August and 4th September with 101 representations being received from residents and further comments from consultees. The main issues raised and a summary of representations received is included at Appendix I with a summary of consultee responses included at Appendix J.

114. The consultation process was outlined within the Statement of Community Consultation which indicated the number and type of contact from the community, ie the Community Information Line; dedicated email address, feedback forms either on-line or at one of the exhibition events.

115. The Statement of Community Consultation document has now been submitted with the amended version of the Masterplan as a stand-alone document. This SCC includes details

of the initial 'Visioning' consultation and the feedback received; consultation on the Draft Masterplan and the feedback received; the Developers' response to that feedback.

116. The document concludes that *"the consultation undertaken was significant and goes beyond the requirements set out within the Council's SCI, the NPPF and the Localism Act. The visioning consultation helped the development team understand the overarching ambitions for the new neighbourhood and provided an opportunity for focused engagement with site residents. The draft Masterplan consultation built upon this, allowing residents and stakeholders a chance to comment on the detail of the proposals, before it is determined by the Local Authority. The development team has found this engagement extremely beneficial in the development of the Masterplan and the preparation of the outline planning application. The end of this consultation period does not mark the end of engagement, and Taylor Wimpey and Homes England will continue to engage with stakeholders and local residents at key junctures of the planning process."*

117. It is officers view that the consultation on the various stages of the Masterplan process has been far reaching and has generated a great deal of response. It is clear that there is a great deal of public opposition to the development of this site but officers have no real issues with the type and amount of publicity given to the Masterplan and considered the Developers have fully sought to engage the public at all stages of the Masterplan process.

118. FINANCIAL IMPLICATIONS

119. The development of this site would be liable for payment of Community Infrastructure Levy (CIL). Based on the estimated number of dwellings the likely income arising through CIL could be over £9 million from the allocated site of C1. The Masterplan also covers an area of safeguarded land to the south but at this stage there is no certainty of that land coming forward. That land will need to be considered as part of the new Central Lancashire Local Plan.

120. In addition to the payment of CIL the development of this site will also need to make Section 106 contributions for the following items: Affordable Housing; Education; Green Infrastructure; Sport and Recreation; Air Quality/Travel Planning; Off-site Highway improvements; pedestrian/cycle network improvements; public transport improvements.

121. The Pickering's Farm site is identified as one of the largest sites contributing to the City Deal as agreed in 2013. For City Deal it is identified as contributing around 1,350 new homes and generating CIL, New Homes Bonus and Section 106 payments to fund infrastructure as part of the City Deal.

122. LEGAL IMPLICATIONS

123. The Pickering's Farm Masterplan is a requirement of adopted Local Plan Policy C1. Given this we are not able to consider any planning application on the site until an appropriate Masterplan is adopted by the Council.

124. AIR QUALITY IMPLICATIONS

125. Impact on the Lostock Hall Air Quality Management Area

126. Air quality has a significant impact on public health, both in terms of mortality and quality of life. It is therefore important that action is taken to minimise the impacts of poor air quality and this is identified within the National Planning Policy Framework.

127. South Ribble preferred methodology when assessing air quality impacts from developments seeks to minimise harmful pollutant emissions and avoid significant impacts while

recognising that any development which introduces additional traffic or point source emissions will adverse impact on air quality. The methodology tailors assessment and mitigation requirements to the specific characteristics of a site considering the nature, scale and location of the development

128. COMMENTS OF THE STATUTORY FINANCE OFFICER

129. The estimated financial implications to the council of the proposed development are outlined in the report. A delay in bringing this site forward will delay the receipt of any CIL, New Homes Bonus and Section 106 funding. It should be noted that there is already uncertainty in the future of these funding streams as they are all currently under review by the Government.

130. COMMENTS OF THE MONITORING OFFICER

131. As we all know Pickerings Farm is one of the major sites in the borough. It is important that we get this right.

132. What is before members is not an application for planning permission as such – rather it is for Committee to consider the submitted Masterplan and associated documents. For large sites like Pickerings Farm it is important to have a Masterplan in place to inform the future planning application and development.

133. As ever with public law it is important that Planning Committee should act in a reasonable manner. Members should have regard to planning law, policy and guidance when considering the Masterplan. Considerations which are non-material planning considerations should not be taken into account.

134. Any decision of Planning Committee potentially could be challenged via Judicial Review.

135. OTHER IMPLICATIONS:

▶ HR & Organisational Development	None
▶ ICT / Technology	None
▶ Property & Asset Management	The Kingsfold link would require the Developers to cross SRBC land. The proposed sporting facility is also shown on SRBC land.
▶ Risk	None
▶ Equality & Diversity	None

136. OVERALL CONCLUSIONS AND OFFICER VIEW

137. Clearly, this is a large and complex site with many issues that need addressing some of which compete with each other. It is disappointing that the Masterplan was submitted at the same time as the planning applications for the site and the Cross Borough Link Road which has caused confusion for the general public.

138. It is clear that there are a number of significant outstanding issues which are currently unresolved. It is worth highlighting the position reached regarding highways and sustainable access where it is fair to say that the Developers are some way off satisfying the County

Council Highways team. It is also worth highlighting the position reached by Network Rail who are again not satisfied with access requirements to the site; Highways England and their concerns over the impact on the Strategic Road Network; and concerns over the scale of development in the middle of the site in relation to existing residential properties and how it may be viewed from outside the site.

139. Whilst the Developers have gone some way to addressing concerns raised by officers and others on different issues it is clear that the Masterplan falls short of giving confidence that meets the aspirations for the site and provides a deliverable solution to the satisfaction of key stakeholders.
140. Members are advised that the Masterplan was further amended in respect of the following 3 matters and re-submitted on 7 September 2020 after this committee report had been largely completed.
- Following feedback received from Sport England, reference to the inclusion of a 3G pitch adjacent to the Community Centre has been removed and this text has been replaced with a commitment to provide improvements to the existing sporting facilities in this location. The detail of these improvements will be developed through further consultation with Sport England and Penwortham Town Council and will have regard to the up to date evidence base of the need for new sporting facilities. Sport England have confirmed the removal of their objection in writing subject to this amendment having been made to the Masterplan;
 - The size of the school site has been increased from 1.594 hectares to 1.6 hectares in line with LCC Education teams' requirements; and
 - The IDS has been amended to include reference in the table starting on page 6 to the Kingsfold Drive Link and the proposed mechanism for its delivery.
141. Given the above and despite the late amendments, it is Officers view that the Masterplan should not be adopted by the Council at this stage and the Developers given the opportunity to address the very clear concerns identified in this report. It is also important that the Developers also address other issues highlighted by the Planning Committee at the meeting. Given this Officers would request that the Planning Committee make clear any other areas of concern and what their expectation is on how the Developers should address their concern.

142. BACKGROUND DOCUMENTS

- Draft Masterplan, Design Code and Infrastructure Delivery Schedule
- Masterplan, Design Code and Infrastructure Delivery Schedule January 2020
- Masterplan, Design Code and Infrastructure Delivery Schedule August 2020
- Statement of Community Consultation
- Central Lancashire Core Strategy
- South Ribble Local Plan
- Penwortham Town Neighbourhood Development Plan 2016 – 2026
- Central Lancashire Highways and Transport Masterplan (CLHTM)

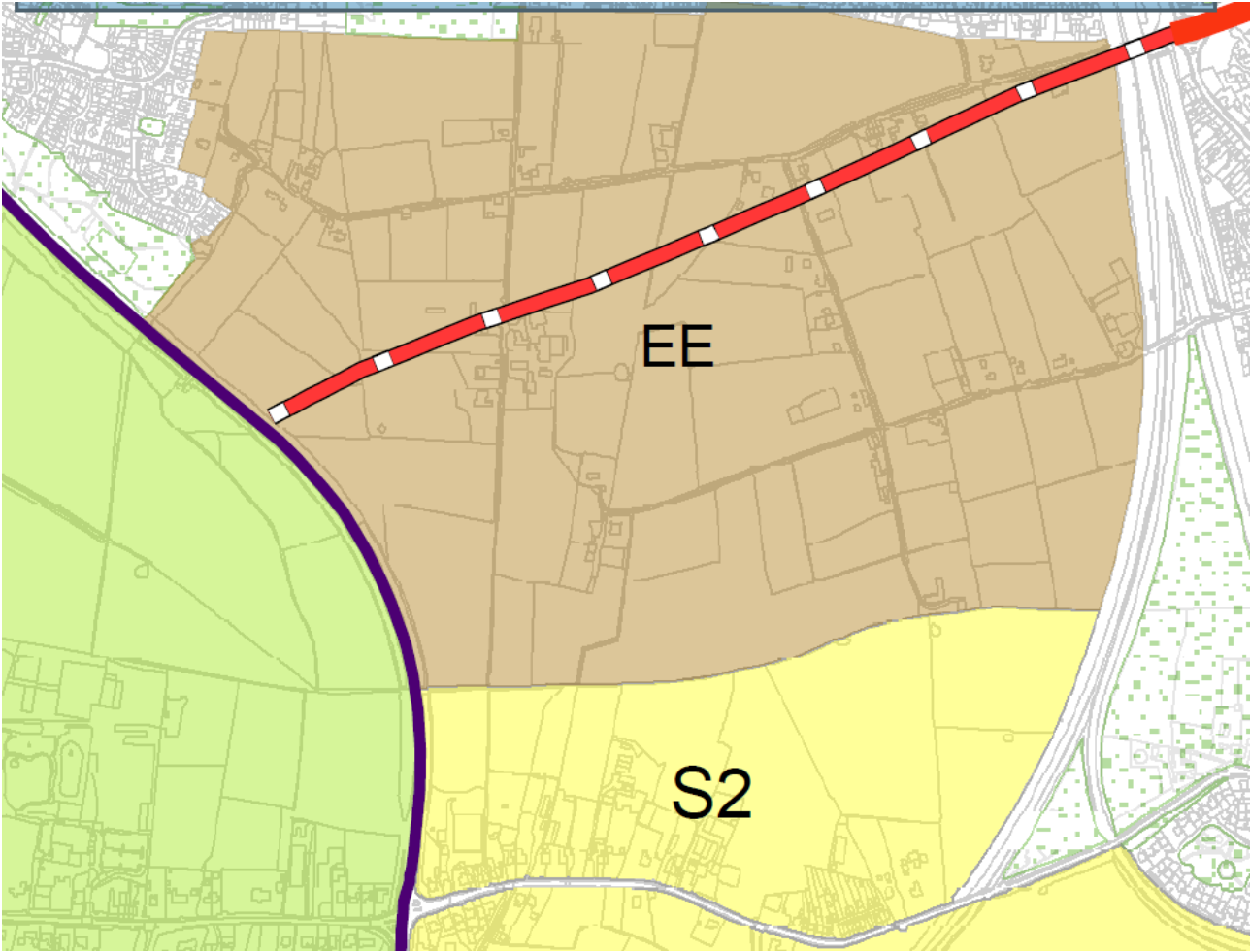
143. APPENDICES

- Appendix A – Local Plan Masterplan Area
- Appendix B – Illustrative Masterplan
- Appendix C – Summary of Changes
- Appendix D – Summary of Representations to Draft Masterplan

Appendix E – Summary of Consultee Response to Draft Masterplan
Appendix F – Comments from Consultee Workshop Event
Appendix G – Summary of Representations to Masterplan January 2020
Appendix H – Summary of Consultee Responses to Masterplan January 2020
Appendix I – Summary of Representations to Masterplan August 2020
Appendix J – Summary of Consultee Responses to Masterplan August 2020

Report Author:	Telephone:	Date:
Janice Crook	01772 625413	7 th September 2020

APPENDIX A
Local Plan Masterplan Area



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APPENDIX B
Masterplan



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APPENDIX C

Summary of changes to Amended Masterplan received 10th August 2020

Masterplan Document

• In order to address some of the comments received, which requested that further detailed technical information be included in the Masterplan, the main Masterplan document now includes a series of technical statements appended addressing highways (Appendix C), ecology (Appendix D), flood risk and drainage (Appendix E), and landscape (Appendix F). Reference is provided to these technical appendices throughout the main Masterplan document;

• Following discussions with the LEA, the school site has been moved further to the north and is to be accessed off a secondary road. A drop off parking facility for the school is also shown on the revised Masterplan document on page 2;

• The community building has been removed from the Masterplan because Penwortham Town Council are proposing to extend the existing Community Centre;

• The orchards on the site were not previously proposed for retention due to their poor condition. These features are now highlighted in orange on the revised Masterplan on page 2 and will either be retained in situ or replaced on sites elsewhere within the Masterplan area or on other suitable land outside of the site under the control of the Developers;

• Although not within the site, a new 3G sports pitch is proposed on the existing pitches adjacent to the existing Community Centre;

• The text in the Access and Movement section (Section 6) of the Masterplan document has been updated to reflect highways discussions with LCC and Network Rail;

• Short term and long term vehicular access options connecting to Leyland Road in the north eastern corner of the site are proposed. The short term option is a priority 'T' junction arrangement connecting the CBLR extension to Bee Lane utilising the existing Bee Lane bridge to connect to Leyland Road. The short term access option will be restricted to use by existing properties on the site and 40-50 new dwellings. The long term option is a new bridge over the West Coast Mainline connecting the CBLR extension with Leyland Road;

• The indicative access option for the Kingsfold Drive link is shown in the Masterplan document and the Kingsfold Drive Link is also shown on the revised Masterplan (page 33);

• Potential Travel Plan measures are now included within the revised Access and Movement section (Section 6) of the Masterplan document and in the IDS;

• A Building Heights Parameter Plan for the site has been prepared by 5Plus. This plan and accompanying text is now contained within the Masterplan document (page 57);

• Additional text on separation distances and property buffers can be found in the Masterplan document (page 54); and

• Detailed text and an accompanying plan regarding proposed buffers to existing properties has been added into the Masterplan document (page 55).

Design Code

• The Character Area sections of the Design Code have been updated to refer to a mix of property types;

• Text on Secured by Design Principles is now included in the Design Code (section 3.2);

- Further detail of buffer zones to the A582 have been added to the Design Code document (page 46);
- Text has been added of the Design Code to cover objectives relating to hedgerows. This is also covered within the Landscape Technical Statement at Appendix F of the Masterplan document;

IDS

- Detail on healthcare contributions is now included within the IDS (page 6);
- In accordance with Policy 7 of the Central Lancashire Core Strategy, the IDS notes that the amount, mix, location and phasing of affordable housing will be discussed and agreed with SRBC in the lead up to and during the determination of planning applications for residential development within the site. All planning applications for residential development at the site will be assessed against Policy 7 of the Central Lancashire Core Strategy;
- Commentary on how the latter phase of the site would be delivered and more information on the delivery of the CBLR on third party land, and the railway crossing is provided in the IDS table (page 6);
- The IDS and the accompanying table on page 6 has been updated to provide further detail on which infrastructure elements will be delivered through S106, CIL, S278 and S38 agreements; and
- The Masterplan, Design Code and IDS have been prepared to require comprehensive development to come forward within the site on land owned and / or controlled by the Developers and on third party land.

APPENDIX D

Summary of Representation to Draft Masterplan

- 4 calls were received to the Community Information Line which they had set up and was active during the 8-week consultation period;
- 3 responses were received in writing via the dedicated portal address;
- 79 individuals provided feedback through the dedicated email address;
- 53 individuals completed a feedback form either at one of the exhibitions or online
- 492 individual responses were received by email through a pro forma objection form which was set up by the Keep Bee Lane Rural Group who campaign against the proposed development of Pickering's Farm
- 401 responses were received on the pro forma objection form by post
- In total 150 responses to the consultation provided direct feedback were received via either the feedback form or the dedicated project email address.
- Penwortham Town Council provided a written response to the consultation via email

Additionally:

- 13 residents responded directly to the Council, including one comprehensive response on behalf of the residents of Pickering's Farm.
- 7 responses were received after the consultation closed.
- 71 residents responded quoting the 07/2018/8539/SCO application reference (The Scoping opinion).
- 140 'Say No' petition forms received by email
- 468 pre-printed 'Say no' petition forms received by post with 28 set points of objection, as follows:

1. It will introduce an extra c.4000 cars onto an already over congested road network i.e. Leyland Road and Penwortham Way. This will lead to more accidents and make travel through the area extremely difficult at peak times with a negative impact on health of commuters and nearby residents.
2. The extra car and commercial vehicle traffic will result in a significant worsening of the air quality in Lostock Hall, Walton Le dale and Penwortham, all three areas being already designated as AQMA's.
3. Until such time that the link road is completed from Bee Lane to Penwortham Way a huge amount of traffic will use Bee Lane and Flag Lane to exit the site, neither of which are fit for this purpose.
4. The proposed Link Road design from Bee Lane Roundabout to Penwortham Way is not fit for purpose and the new bridge section over the Westcoast Railway line should be subject to a Section 106 agreement ensuring its completion before any houses are built. Infrastructure in first.
5. There will be a huge adverse impact on nature conservation and biodiversity with the loss of farmland and orchard habitat for a vast amount of birds, mammals and invertebrates. The current scoping reports are inadequate covering only 50% of the site and avoiding the wildlife hot-spots.
6. Deficiencies in social facilities such as dentists, doctors and care homes. Whilst the Masterplan shows an allocated space for a community centre, there is no funding for any additional social services in the area and these spaces will simply revert to housing after a short time period.
7. Absence of local employment opportunities means that this will be a bedroom suburb with all residents commuting to work elsewhere by car. This will exacerbate the issues of congestion and air quality mentioned above. The lack of demand for freehold commercial properties and the absence of any enquiries will mean the space allocated for this is not utilised and returned to housing after a short time frame.
8. Absence of a local secondary school with sufficient space and within walking or safe cycling distance will lead to more car journeys, again to the detriment of congestion and air quality.
9. This area is already served by Kingsfold Primary School which is currently only half full and has space for over 100 pupils with room for expansion. It is extremely unlikely a proposed new

primary school would receive funding when there is already one in the area with huge capacity. This area on the masterplan would just be returned to housing after a short time frame.

10. This green space is the last buffer zone separating the 2 distinct communities of Lostock Hall and Penwortham. This development will effectively merge the 2 communities into one huge urban area.

11. Currently the 224 acres of green fields act to absorb rainwater. This reduces the volume of water reaching field ditches and significantly slows its departure from the site. A full development of the site, even with SUDS will still lead to rainwater running off significantly faster and will almost certainly add volume at critical times to the current flooding issues at Coote Lane, School Lane and Middleforth.

12. The area south of Bee Lane, between the dairy and Lords Lane floods every winter, with the flood water often covering Bee Lane.

13. The highest density housing is in the centre of the site and directly behind the existing properties on Lords Lane. This is totally out of character with the nature of the area and will result in the loss of outlook to the detriment of residential amenity.

14. The development does not address the amenity of the existing residents of the site with development occurring on all 4 sides of most properties. This will result in a loss of privacy, sunlight and outlook.

15. This masterplan design fails to isolate the existing country lanes from being utilised by the new residents to navigate the site and enter and exit via the eastern boundary. These lanes are single track and totally unsuitable for anything other than existing residents access.

16. With an anticipated 15 year construction program the existing residents who border and live beneath this development will have an unacceptable period of noise, dust and vibration resulting in a potential health issue and the blight of their property. The prevailing westerly wind will blow all noise and dust directly towards Lords Lane and the east end of Bee Lane.

17. Crime in the area is already at unacceptable levels with youth crime of particular note. Police resources are already stretched to breaking point and are potentially facing even further cuts. This development will serve only to stretch their meagre resources even further.

18. 2000 additional houses in the one catchment will put significant strain on the existing sewerage system. There are already capacity issues in the local sewer network and treatment capacity issues at the local treatment works in Walton Le Dale. This is without considering the sewerage requirements of existing residents who are on Klargestor systems or septic tanks currently.

19. 2000 houses will produce a huge amount of waste for landfill. Currently 75% of all grey bin waste in this area is sent to landfill locally which is already under huge pressure. This is not sustainable development.

20. Traffic noise and vibration will be a huge issue for residents bordering Penwortham Way to the West and Leyland Road to the East. Initial studies have set an unrealistic bench mark being carried out during the peak week of the summer school holidays.

21. The credentials of Taylor Wimpey as a suitable partner for this development have to be questioned. With the recent leasehold scandal still largely unresolved and a Trustpilot score of 40% bad v 38% excellent it would seem reckless to allow them to undertake a development of this size and profile.

22. Taylor Wimpey and Homes England are not in control of a ransom strip of land that borders the railway line and Leyland Road to the East. This means that completion of the Link is presently impossible.

23. A park and ride scheme and a railway halt were proposed, but neither have been included in the Masterplan. There are no realistic sustainable transport initiatives, including leaving land aside for a tram connection into the town centre.

24. The green space south of Nib lane is incorrectly shown as green space. Homes England indicated this would in fact be developed. This is the derelict Lords House Farm and occupied by a huge variety of wildlife including bats, barn owls and foxes having been undisturbed for 20 years. None of the ecological surveys have included this area.

25. This masterplan shows no sustainable design such as that incorporated in Eddington Cambridge. Eg. Underground shared recycling bins, rainwater recycling system, district heating system, solar and wind power central core. The current Masterplan is unsustainable development.

26. This site should not be selected for development as it is not all available, is certainly unsuitable, not achievable, as a result, certainly not viable.

27. This development fails to satisfy the following planning policies stated in the Local Plan (adopted July 2015). Namely: C1, A2, A1, F1, G7, G8, G10, G11, G16, G17, and H1.

28. This Masterplan should be refused as it contravenes the National Planning Policy Framework for development as it is economically, socially and environmentally unsustainable.

Most of the 'Say No' forms also include individual comments at the bottom on the form. Comment/objections to the scheme can fall into the categories Traffic and Highway Safety; Infrastructure; Pollution and impacts on Health; Flood Risk and Drainage; Loss of Green Space; and the lack of need for the development. Comments are summarised as follows:

- Traffic congestion on Leyland Road
- Congestion at Tardy Gate junction
- Pedestrian Safety/difficulties crossing road
- Whole area is gridlocked at peak times
- No provision to reduce traffic on Leyland Road
- Lack of infrastructure
- Imperative that the new bridge and link road are completed prior to any development
- Flag Lane, Bee Lane and railway bridges are not fit for any more traffic and are narrow and not capable of handling construction traffic
- Roads are in a terrible state
- Noise from additional traffic
- Lack of schools, doctors, shops, utilities
- Lack of recreational facilities for children and teenagers
- Lack of areas for dog walkers
- Environmental Impacts
- Flooding
- Inadequate drainage
- Sewers cannot cope
- Impact on air quality and pollution
- Enough is enough
- Loss of green fields
- Loss of wildlife and wildlife habitats
- Loss of birds
- Natural green space is the lungs, heart and soul of this area
- Relentless reduction of Green Belt
- Should make more use of suitable brown field sites
- Should use the Ikea site instead
- People are sick of suffering for the profit of the already rich
- Already over development in the surrounding area – too many housing developments already
- Cumulative impact on development in this area
- Moved in March 2018 and none of the plans appeared in any local searches and none disclosed to use or brought to our attention
- Footpaths have been blocked
- Devastating to farming life
- Post Brexit we will need more agricultural land
- Contravenes the Council's planning policy for the next 10 years
- Crime levels will increase
- Psychological damage on the people of the area and surrounding communities
- 15 year build period will be disastrous for area

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APPENDIX E

Summary of Consultee Responses to Draft Masterplan

Lead Local Flood Authority - The ROC Pickerings Farm, Penwortham Flood Risk Drainage Note dated 13th November 2018 notes 'Some limited flooding is identified to the south west of the site between Chain House Road and A582 embankment. This is considered to be caused by water backing up behind the highway embankment with conveyance limited by the existing culvert beneath the A582.' A development of this size will result in a significant increase in the surface water discharge. Therefore, it is essential that any undersized culverts under the A582 are replaced with appropriated designed culverts in phase 1 of the development.

The ROC Drainage Note also notes 'Significant flooding is shown to the north west from the tributary drain along the northern boundary. This length of watercourse is primarily in culvert and is shown on United Utilities drainage records as private drain. It serves both the development site itself and the adjacent residential areas outside the northern boundary. Flooding here is caused by water backing up behind the culvert and ponding in the low-lying topography. Modelled flood depths are typically less than 0.5m but extend over a large area.' As residential development has been allocated for this area any surface water drainage proposals must address this flooding and ensure that any drainage from outside the development is fully accounted for.

The National Planning Policy Framework July 2018 (NPPF) states that major developments should incorporate sustainable drainage systems (SuDS) unless there is clear evidence that this would be inappropriate. Therefore, the retention of SuDS features such as open watercourses, ponds, basins and swales is highly appropriate and they could also enhance biodiversity and geodiversity.

The NPPF also states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere. When local planning authorities are determining planning applications they should ensure that flood risk is not increased elsewhere.

It is important that surface water run-off is managed in a controlled way and the development should take account of the site's hydrological characteristics – soil type, topography, existing drainage behaviour such as flow paths.

Climate change and urban creep should be considered when calculating drainage requirements.

On large development sites such as this the use of hybrid surface water drainage solutions i.e. a mix of infiltration and open watercourse or sewer should be considered. If infiltration is possible it will help to reduce surface water run-off volumes.

Flood alleviation measures should be considered at the earliest possible time so that the community and other interested parties can comment on options or suggestions.

The Lead Local Flood Authority would prefer all infrastructure i.e. spine roads and drainage to be first phase. If a hybrid planning application is proposed (i.e. part full and part outline across the site) the infrastructure /drainage should be applied for in the full application.

Attenuation storage should also be part of a first phase application and if there are numerous features the volumes per feature should match the overall storage required.

Phasing and overall site drainage calculations – each parcel should have its own maximum discharge rate and this should be conditioned early in the process based on the overall rate available.

Land Drainage Consents should be considered in parallel with the planning process so as not to cause issues later (supported by NPPF paragraph 42 July 2018). The developer should consider the Lancashire County Council policy of not encouraging the culverting of ordinary watercourses. This is not just a maintenance issue and relates to habitat and ecology etc.

LCC Education - Section 14 of the Education Act 1996 dictates that Lancashire County Council's statutory obligation is to ensure that every child living in Lancashire is able to access a mainstream school place in Lancashire. The Strategy for the provision of school places and school's capital investment 17/18 to 19/20 provides the context and policy for school place provision and schools capital strategy in Lancashire. Over the coming years, Lancashire County Council and its local authority partners will need to address a range of issues around school organisation in order to maintain a coherent system that is fit for purpose, stable, and delivering the best possible outcomes for children and young people.

Pressure for additional school places can be created by an increase in the birth rate, new housing developments, greater inward migration and parental choice of one school over another. If local schools are unable to meet the demand of a new development there is the potential to have an adverse impact on the infrastructure of its local community, with children having to travel greater distances to access a school place.

In a letter from the DfE to all Chief Executives, the Minister of State for Housing and the Parliamentary Under Secretary of State for Schools jointly stated that 'where major new housing developments create an additional need for school places, then the local authority should expect a substantial contribution from the developer towards the cost of meeting this requirement.'

The Council produces an Education Contribution Methodology document which outlines its methodology for assessing the likely impact of new housing developments on school places, where necessary mitigating the impact, by securing education contributions from developers. The School Planning Team acknowledges the receipt of the latest draft version of the Pickering's Farm Master Plan 9th November 2018. The latest version follows on from the draft version 28th September 2018. This has included a number of steering group meetings attended by LCC infrastructure providers, this includes dates of 21st August and 10th September 2018.

Following the meeting in September the draft master plan was received which included reference to a new single form entry primary school. However, further information within the September version referred to a 2 form entry primary school. The early stage of the City Deal planning advised the need for 2 forms of entry at primary school level. It is appreciated that this has now been rectified by Taylor Wimpey and Homes England in the latest draft version to reflect the need for 2 forms of entry. Reference to the changes can be seen in the Executive Summary Page 4, 8.0 Physical & Social Infrastructure Requirements page 44 and 9.0 Development Parameters page 48. Safeguarded land S2 within master plan indicates land for an additional 650 dwellings above the 1350 indicated for Site EE. Therefore, the proposed 2000 dwellings further highlights the need for 2 forms of entry primary school.

It is understood that safeguarded sites S3/S4 will not form part of the current master plan process at this consultation stage. The School Planning Team will require additional information before we are able to assess the likely impact on education, if South Ribble are to consider these safeguarded sites as part of this masterplan or subsequently.

At this point in the planning process, the Pickering's Farm strategic site bedroom mix and phasing is not known. Therefore, a worst case 4 bedroom scenario is applied, as detailed in the Education Contribution Methodology document. The School Planning Team reserve the right to recalculate the pupil yield when further information is received through the planning application process.

In principle and at this early stage The School Planning Team have no objections to the position of the school, indicated by the proposed site plans. LCC would like it noted that the earliest opportunity to conduct a full feasibility of the proposed site would be appreciated. This will ensure

suitability and access issues can be resolved to ensure delivery of pupil places meet the needs of the development.

LCC Public Rights of Way - Guidance contained in paragraph 98 of the National Planning Policy Framework, requires authorities, when making planning decisions to consider whether the development should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

It is considered that to protect and enhance the existing public rights of way that are not to be diverted to enable the development, includes avoiding the creation of a corridor path (fence/hedge/walls on both sides) that could have an adverse effect on the users enjoyment of the way and increase the potential for issues relating to anti-social behaviour.

Furthermore, proposals to change the surface, or height of the existing public rights of way should be highlighted at an early stage in the consultation process to ensure the existing public rights of way will be suitable for the expected increase of use and to ensure that unreasonable gradients, or steps are avoided.

Stiles and gates can inhibit, or at the least, make a route difficult for use by those that have a difficulty with mobility, or pushchairs. Therefore, even if there is currently a stile or gate in place, it's purpose should be considered and unless it is needed to prevent the ingress or egress of livestock, the removal of the structure should be considered to provide access for all.

When the details are available we would be grateful for the opportunity to comment on the alignment, width, materials and construction specification for the proposed alternative routes. We will require a plan that identifies the public rights of way that will be affected by the development and the proposed alternative routes. In considering potential revisions to an existing right of way that are necessary to accommodate the planned development, but which are acceptable to the public, any alternative alignment should avoid the use of estate roads for the purpose wherever possible and preference should be given to the use of made up estate paths through landscaped or open space areas away from vehicular traffic.

When a diversion is needed to enable development, Section 257 of the Town and Country Planning Act 1990 (TCPA90 S257) is the appropriate legislation to use to divert a public right of way and this is a procedure that is administered by the local planning authority. The grant of planning permission does not entitle developers to obstruct a public right of way. It cannot be assumed that because planning permission has been granted that an order under section 247 or 257 of the 1990 Act, for the diversion or extinguishment of the right of way, will invariably be made or confirmed. Development, in so far as it affects a right of way, should not be started and the right of way should be kept open for public use, unless or until the necessary order has come into effect. It is a separate process to the planning permission but can be processed at the same time as the planning application is considered.

The appropriate legislation for a temporary closure is Section 14(1) of the Road Traffic Regulation Act 1984 any work relating to the development that will impact on a Public Right of Way will require a temporary closure. If a temporary closure is required the Order should be in place prior to commencement of construction works as it is a separate legal process to planning permission.

The only mention of specific cycling provision within the masterplan is a shared use facility alongside the main access road. While this is to be welcomed the masterplan is covering a large development site along a main transport link and there is an opportunity to create segregated cycle & pedestrian use

The masterplan states that the other access roads will have 2.0m wide footways with cyclists using the carriageways - I suggest that these should be widened to 3.0m shared use facilities wherever

possible, to encourage as people to start cycling off the carriageway in what will be perceived a safer environment than using the roads

There is a lot of mention of the 'green lanes' where pedestrian and cycle use will be prioritised it is not clear how this would work and again I would suggest that there needs to be separate pedestrian/cycle provision where possible away from any vehicles. It says the design of these lanes would be subject to further discussions so moving forward I think we would want an input to these?

The site seems to occupy a gap in cycling provision in a roughly north-south and east-west direction and the masterplan is a good opportunity to plug some of these gaps and create, longer continuous routes through and beyond the site (in the interests of sustainable transport).

One of the key routes to improve is cycling and walking access along Bee Lane and across Leyland Road. Providing a cycle route along here and then eastwards will give people who live on the site direct access to Preston City Centre via the existing Tram Road and Preston junction routes (Route 55)

There are a number of Public Rights of Way that need to be diverted, improved or status upgraded as part of the development. The majority of the path that need improvements are within the perimeter of the site and therefore will be the responsibility of the developer. Those mentioned that fall outside the development will be subject to a S106 Agreement.
To be retained; 7-9-FP52; 7-9-FP53; 7-9-FP46; 7-9-FP50

Diversions, Upgrades & S106 requests:

- 7-9-FP49 Current line of the path is along the side of the brook. The path should be diverted to the eastern side of the brook, removing the need for a bridge crossing and upgraded to a 4metre wide Bridleway for shared use.
- 7-9-FP42 - Part of which will be an estate road into the development.
- 7-9-FP's 42 & 43 should be upgraded to Bridleway status to reach the Leyland Loop.
- 7-9-FP46 & FP 44 – S106 for offsite improvements to improve links to schools
- 7-9-FP54 & FP25 - should be upgraded to Bridleway status to reach Leyland Loop/proposed cycle path along Penwortham Way
- 7-9-FP55, FP56 & FP57 – should be retained as a green corridor and upgraded to bridleway status linking to the Leyland Loop/proposed cycle path along Penwortham Way
- 7-9-FP 52 – Resurface to Bee Lane, widen to 2 metre and tree damage to surface so some tree removal needed (S106 - £40k).
- Central Greenspace including Preston Junction and links to Avenham Park, Guild Wheel and Preston City Centre, Preston Station including access to University of Lancashire and links to BAE systems – Use of this network will be greatly increased by development including site revenue costs of dog bins etc. Surfacing network improvements £750,000. Approximately 5km of network improvements and connecting links needed.

LCC Highways - comment that the principles set out within the draft Masterplan proposals seek to demonstrate how this large residential-led development can be brought forward in a sustainable manner. The Masterplan also demonstrates how the requirements of the local plan can be met with regard to the Cross Borough Link Road (CBLR) and provision of this east/west route to provide local access to support development, subject to detailed design and funding/delivery of infrastructure outside the control of the developer.

The following matters are deemed, in general, acceptable to LCC Highways:

- The comprehensive layout of the main access and associated access roads (subject to detail design to appropriate standards;
- Indicative primary and further secondary access points;

- Longer term proposals to deliver infrastructure to support Public Transport routing into and through the site;
- Use of quiet lanes for sustainable modes (where appropriate and subject to evidence);
- Location of proposals for the school, Local Centre and other commercial land use elements;
- The principle to deliver a detailed Phasing and Infrastructure delivery for vehicular traffic including CBLR subject to evidence that satisfies needs of all users and the wider integration at all stages/plans;
- Development proposals to be supported by a detailed TA and site Travel Plan

However, there are a number of areas of the draft masterplan that require further consideration, and LCC Highways set these out in the consultation response and provide details of the requirements for each. These areas relate to sustainability of the site; highway safety; pedestrian safety; the impacts on the Leyland Road/Bee Lane roundabout and associated railway bridge crossing over the West Coast Main Line; how to control the number of vehicles using the access; the impact/usage of the existing lanes (to be 'quiet lanes') in relation to the lack of footpaths, lighting, existing traffic, routing; impact on equestrian use

In summary, LCC Highways are **not satisfied** that the proposals set out in the Masterplan demonstrate sustainability.

Access Strategy - The draft masterplan for the site indicates vehicular access will be taken from a number of new vehicular access points which have yet to be finalised but are likely to consist of consideration for access points at the following locations:

- A582 Penwortham Way
- Bee Lane onto Leyland Road
- Flag Lane onto Leyland Road
- Coote Lane;
- A proposed vehicular link to the northwest of the site towards Kingsfold

The main vehicular access has been discussed and agreed in principle with LCC as local highway authority. The main access is likely to require a signalised T-junction. This will be subject to assessment as part of the submitted TA.

Street Hierarchy - Primary internal spine road is proposed as a 7.3m wide carriageway with 2m footway on one side and a shared 3.0 wide pedestrian/cycleway on the other side. The pedestrian/cycle provision which is now promoted is for a minimum of 3.5m. This shared pedestrian/cycleway will link into the similar provision to be delivered as part of the A582 dualling proposals.

The draft Masterplan states that '*secondary access to the site has been agreed and that this will be via a connection to Bee Lane.*' LCC Highways have been very clear that the current standard of Bee Lane and its access with Leyland Road will only support a limited level of new trips. The impact of increased vehicular movements on sustainable movements need to be evaluated and will require appropriate mitigation measures from first occupation of the site to ensure safe access routes to the primary public transport corridor on Leyland Road and wider local amenities.

Internal access - The draft Masterplan states that Bee Lane, Flag Lane, Nib Lane, Moss Lane and Lords lane will be retained, allowing for continued vehicular access to existing properties. LCC Highways would note there is a need to ensure all existing rights of access are maintained or an acceptable/appropriate alternative provided – this includes safe access for sustainable modes. The developer should review all affected properties to ensure there are no existing covenants that could restrict potential to implement future proposals/access changes.

The Masterplan states '*The developers have also held a series of one to one sessions with residents of the site to establish the most effective way of integrating their properties into the development.*'

I would note LCC Highways comments provided above in respect of a need to ensure the site can deliver sustainable and suitable access and how this will require a review of how the quiet lanes within the site are currently used (numbers, classification and times of day). This is important as an alternative access to the adopted highway network will become available via A582 Penwortham Way and LCC consider current property owners on the site should be given as much information as possible regarding what will be required to bring the site forward in a sustainable manner.

In regard to access to Holme Farm Dairy, I note the Masterplan states *'through consultation a direct link from Holme Farm Dairy to the new road access'*.

- While this is not unreasonable, I would highlight that the access will need to be constructed to appropriate commercial vehicle standards. This will also influence the standard of the initial section of the main access road, where LCC highways would expect to see only a limited level of side access and frontage access.

- The opportunities created to review, and where appropriate downgrade, existing lanes through the provision of any new access points should be fully explored.

Public Rights of Way (PROW) - There is an extensive network of Public Rights of Way that run through or adjacent to the proposed site and improvement of these existing facilities as well as provision of new links could be expected to deliver sustainable development.

LCC Highways would expect to see full assessment of any proposals that impact existing PROW and associated mitigation measures as part of any submitted planning applications on the site.

Access to Public Transport and Future Public Transport Routing - In the early phases of development prior to any penetration of public transport into the site there will be substantial walk distances to access PT services. These services will be accessed on the primary PT corridor on Leyland Road. Walk distances of between 1200m and 1400 to the nearest PT stops on Leyland Road will be typical for the residents of the dwellings delivered in Phase 1 of the proposed Masterplan. These distances **would not be considered acceptable** in most circumstances. Where the provision for pedestrians is considered poor the distance creates and even greater barrier to achieving sustainable development. This issue requires further thought.

The masterplan indicates future penetration by public transport into the site with access from Bee Lane and/or access to Kingsfold. The main site access via A582 Penwortham Way is unlikely to be an attractive PT route to operators. Any new services or service extensions/diversion will need to be funded by development and should be delivered as early as possible in the site build out to promote PT use and site sustainability.

The potential impacts of on-street parking, as a result of the proposed school and local centre, on PT routing should be considered in the development of the Masterplan. As a minimum, adequate parking provision will be required to ensure PT service reliability can be maintained.

Sustainable Urban Drainage Systems (SuDs) - Clearly, the development of the Pickering's Farm site application should consider the requirements likely to be asked for in support of a SuDs drainage scheme. These considerations may significantly affect the site layout/design to include for the likes of swales, storage ponds etc. to control run off rates in accordance with SuDs guidance. LCC will seek to limit the use of culverts where alternative sustainable solutions can be found. (See Lead Local Flood Authority (LLFA) response, above)

Phasing and Infrastructure Delivery - The illustrative Masterplan and Indicative Phasing Plan layout including: Primary road network; Secondary Road network; Existing Lanes; and Public Rights of Way

Figure 11.1 with the draft Masterplan shows the land controlled by Taylor Wimpey (TW) and Homes England (HE) 'the Developers' and also that which is under the control of third party ownership.

Highways and Transport Phasing and Implementation - Elements of the infrastructure improvements that would be required from first occupation are included in areas shown to only come forward in later phases and potentially requiring land not in the control of 'the developers' (TW & HE). The draft Masterplan and indicative phasing plan indicates a 4 phase approach, it indicates:

- Road hierarchy without addressing how and when existing lanes such as Bee Lane and Flag Lane will be improved to support the necessary changes (vehicular and sustainable movements)
- Housing build-out locations by phase
- Local centre location
- School site location

The proposals to date do not indicate in any detail the infrastructure works required to support each of these stages. The draft Masterplan states that 'a detailed Phasing and Infrastructure delivery Schedule will be agreed with SRBC at the planning application stage'. This is only acceptable once the key issues are addressed by the Masterplan. As presented the draft Masterplan **does not** address key issues particularly for sustainable access and certainty of delivery to ensure all infrastructure, at all stages of each phase is viable. The approach should indicate all infrastructure identifiable as necessary at the time required to support each element, this should be listed and include:

- Changes to existing lanes
- Sustainable link improvements on Bee Lane and Flag Lane corridors
- Traffic calming / TRO's / other highway improvements to Bee Lane & Flag lane
- PT enhancements
- Improvements to PROW
- Expected off site highway works -Bee Lane / Leyland Lane; Studholme Avenue; Brownedge Road / Tardy Gate

Any other corridors/locations - The draft masterplan does consider other committed and emerging development including a number of potential further network/infrastructure changes that must also be taken into consideration. The key factors that require close consideration and an agreed approach are:

- (a) Completion of Penwortham Bypass
- (b) A582 Dualling;
- (c) Cross Borough Link Road (CBLR) – delivered by Pickering's Farm development
- (d) Improvements to the local Network Tardy Gate, other corridors in Lostock Hall Brownedge Road and Carwood Road
- (e) Public Transport Corridor Improvements

To undertake appropriate assessment it will be necessary to understand the proposed phasing of the development 'build out' with consideration for the timing of necessary infrastructure improvements (demonstrating the certainty of delivery of each).

LCC Highways consider that a clear access strategy must be set out as part of the necessary Masterplan for the strategic site. The Masterplan should set out clearly how these access points will be managed and what improvements/changes are expected to be necessary to support the strategy. It is LCC Highways view that piecemeal development in advance of any Masterplan (or development that comes forward following a Masterplan that has failed to establish how key matters can be delivered) could potentially prejudice the delivery of:

- the wider strategic site;
- an acceptable access strategy that also delivers suitable sustainable transport connections, including public transport routing options; and
- appropriate provision in regard to the completion of the Cross Borough Link Road (CBLR) and the wider implications beyond, such as the appropriate assessment of the influence of redistribution, changes in flows at the Leyland Road intersection and at Hennel Lane roundabout and corridors beyond.

The access proposals clearly need to have regard to both the short and longer term scenarios that will need to be considered. These include the proposed dualling of the A582 Penwortham Way and completion of the CBLR (which will link the A582 with B5254 Leyland Road and could include a new bridge crossing the West Coast Mainline railway or improvements to the existing bridge and junction of Bee Lane/Leyland Road).

The Transport Assessment that is being produced will assess the impact and level of development that ultimately can be delivered. This must relate directly to delivery of infrastructure and when this will be necessary to mitigate the assessed impacts. The masterplan should set out the overall infrastructure that is expected to be necessary to support the site and then the individual elements expected to be required to support delivery of individual development parcels or phases. The Masterplan should detail the mechanisms that will ensure all necessary infrastructure can be brought forward. This is seldom satisfactorily achieved through piecemeal development (where early phases of development on the site do not contribute sufficiently to the necessary wider infrastructure requirements) resulting in a shortfall and viability issues for development coming forward in the later stages.

In Summary - The comments provided by LCC Highways consider the draft Masterplan and present highways and transportation matters identified as potentially significant issues that should be considered and addressed within the final Masterplan for the site. The final Masterplan should then inform the subject matter of the EIA and any subsequent planning applications. All the above will influence the delivery, scale and viability of development that can be brought forward on this important site. As correctly set out in the SRBC Local Plan, comprehensive development of the site is crucial to ensure delivery of essential infrastructure and local services. If the above matters are suitably addressed within the final Masterplan this will allow a clear understanding of how the site could come forward. From a highways and transportation perspective this will mean that an appropriate Transport Assessment can be developed to establish the full impacts of the overall proposals and therefore the measures and mitigation necessary to deliver sustainable development in line with the latest local and national planning policy (NPPF). In addition, the Masterplan will inform appropriate assumptions on phasing and delivery that will support analysis of the short, medium and long term scenarios that will be required within the Transport Assessment to establish impacts and necessary infrastructure and measures as each phase is brought forward.

Environmental Health - consider that there needs to be a re think on the overall layout of the site. The initial suggestion had a link road running across the site from the roundabout with the Cawsey to Penwortham Way. The proposed masterplan does not have this link and as such traffic congestion within Lostock Hall, a declared AQMA, will not be improved. The link through the site to the East (the Cawsey) will exacerbate the problem. While the site itself has a link to Penwortham Way this will not assist rush hour traffic travelling to the local schools or to the nearby shopping area in Lostock and with the preferred route to the motorway network being through Lostock. Given the high numbers of additional trips to be generated by the development some consideration of off-site mitigation measures for the negative air quality impact will be required e.g. cycle routes along Leyland Road, additional bus infrastructure and a car sharing scheme are just some of the options available.

The road link to the north into Bramble Court is also likely to generate some resentment by the existing properties.

The master shows a torturous route through the housing estate, potential placing people at greater risk from poor air quality and noise if the site is used as a link from east to west as originally planned and from a greater risk of traffic related accidents.

The community centre appears very close to the nearby housing and elderly care apartments and potential disturbance from this site would need to be carefully considered. A more appropriate location may be adjacent to the primary school and commercial units to the northwest or on the larger green space to the southeast, away from the housing.

In general as this is an allocated site then development will go ahead at some point, although density does need to be considered. There will be various conditions recommended once the application has been submitted particularly over the construction phase of the development. I would urge the planning department to request such reports as air quality assessment to be undertaken for the site as a whole to ensure that the impacts are not negated by splitting the site into smaller parcels as happened at Croston Road in Leyland. In conclusion the masterplan needs a rethink.

United Utilities - comment that the developers need will be aware that growth needs to be carefully planned to ensure new infrastructure provision does not cause any unexpected delays to delivery. There are parts of the land within the allocation that are close to existing infrastructure assets, but these may be on the fringe of the existing water supply and sewerage infrastructure networks that are of a size that reflect the greenfield location. The current assets may have limited capacity to support the planned growth. Providing a co-ordinated approach to infrastructure by collaborating with United Utilities will result in providing assets required to support the planned growth. Therefore UU recommend that the developers **contact us as early as possible to discuss their options** as part of the phasing and infrastructure delivery schedule. It is important that the delivery of any new United Utilities infrastructure is considered as part of any supporting highway infrastructure/scheme as part of a co-ordinated approach.

UU then comment on the challenges the allocation faces and the need for a comprehensive approach to guide the delivery. Their concern is that infrastructure requirements can be diluted as a consequence of fragmented land ownership and the achievement of sustainable development can be compromised by developers/applicants working independently. It is integral that the proposed phasing and infrastructure schedule ensures each development phase has unfettered access to available infrastructure and is not prevented by third party land issues. It is important that a following phase of development can proceed as the previous developer has been obliged to meet specific requirements contained in the schedule, including infrastructure, as part of such a strategy.

In respect of the Green Infrastructure Network and Surface Water Management, throughout the masterplan there is an expectation for the Pickerings Farm development to provide significant amount of Green Infrastructure. United Utilities appreciates the allocation of land for above ground retention ponds and the reference made to use the green infrastructure network. United Utilities feel that there is opportunity as part of the Masterplan to further expectations to ensure all new to development coming forward must to follow the hierarchy of drainage options for surface water to reach a specific watercourse/attenuated pond on site. **It is important the surface water hierarchy is referenced directly in the Masterplan to become a material consideration for new development as it comes forward.**

United Utilities recommends that consideration is given when producing a sustainable drainage strategy to identifying the preferred body into which surface water will discharge from each development phase.

UU are happy to note that the draft layout has allocated land to genuine, above ground SuDS features. It is also important to note the significant role that design when it comes to maximising such features. We are pleased such considerations are included, but we would look for the document to specify opportunities to ensure maximum contribution from design and topography to reducing surface water run-off. We would wish for the Masterplan to state there is a requirement for new development to be innovative when considering drainage design, ensuring there is unfettered access to the SuDS features available so surface water can naturally drain the most preferable option.

In addition, we suggest the following text to be added to the document, which can be amended to reflect any local circumstances/preferences: *'The development of the site will be expected to follow the surface water hierarchy and incorporate exemplary Sustainable Drainage methods. The expectation will be for only foul flows to communicate with the public sewer. The preference will be*

for new development to incorporate surface level sustainable drainage systems with multi-functional benefits as opposed to underground tanked storage systems for the management of surface water. Any proposal as part of the Pickerings Farm allocation will be expected to be part of a site wide strategy for infrastructure (foul and surface water and clean water supply) that considers topography to avoid a piecemeal approach to infrastructure. Proposals should demonstrate how the site delivers infrastructure as part of a wider strategy having regard to interconnecting phases of development. It will be necessary to ensure the infrastructure proposals are part of a wider, holistic strategy which coordinates the approach to infrastructure between phases, between developers, and over a number of years of construction. The applicant will be expected to include details of how the approach to infrastructure on a phase of development has regard to interconnecting phases within a larger site. Infrastructure should be sized to accommodate flows from interconnecting phases and drainage strategies should ensure a proliferation of pumping stations is avoided on a phased development. This will ensure a piecemeal approach to infrastructure is avoided and that any early phases of development provide the infrastructure to meet the needs of any later interconnecting phases of development. In delivering drainage as part of a wider strategy, applicants will be expected to ensure unfettered rights of discharge to watercourses between the various parcels of development within a wider development to prevent the formation of 'ransom situations' between separate phases of development. Approved drainage schemes will be expected to be supplemented by appropriate maintenance and management regimes for the lifetime of any surface water drainage schemes.'

Water efficiency measures - United Utilities would encourage the use of systems like grey water recycling that help to reduce pressure on public water supply and the public sewerage system. We feel that there is an opportunity as part of the Masterplanning process to add a requirement for all new development to encourage water efficiency measures/techniques as part of the design process. This should be strongly considered as a requirement for employment uses in the allocation, due to the ease of implementing such measures for such uses.

In respect of applying such measures to new development, we recommend this policy is added to the Masterplan: *'Where identified as necessary in consultation with infrastructure providers, applicants will be required to provide evidence and details of mitigating measures to support their proposals considering the impact on public water supply resources and utility infrastructure.'*

Summary - Moving forward, we respectfully request that South Ribble and associated developer continue to consult with United Utilities regarding the Pickerings Farm allocation. We are keen to continue to ensure that all new growth can be delivered sustainably and are happy to arrange a meeting to further discuss the content of this representation in more detail.

National Grid Asset Protection - have no objections to the proposal which is in close proximity to a High Voltage Transmission Overhead Line and enclosed a location map to show the location of National Grid's Overhead Lines within the vicinity of the proposals and associated information.

Network Rail comment that it is proposed to use existing highways over the railway to access the site for development. Should there be any requirement to widen / alter any bridges over the railway then **early consultation should take place with both Network Rail's Engineering and Property teams**. Likewise, should there be a requirement for any other property interests or rights then early consultation should also take place. **They advise consultation prior to the submission of any planning applications.**

Network Rail then describe their bridge assets at Flag Lane and Bee Lane and, light of the scale of the proposal, they would have **significant reservations** about the use of these assets as part of the proposal. Without knowing the proposals in full they cannot formally comment on the validity of the bridges to accommodate the additional loading, however, based on the assumptions made in the submitted documentation, such an increase in volume of traffic would have an **adverse effect on the assets**. At this stage Network Rail believes that significant strengthening or replacement of each asset to accommodate the proposals would be required.

They then set out that the development would be required to produce a study evaluating the estimated impact of the increased traffic on the existing bridge structures over the railway. The

report to identify appropriate mitigation measures to be put in place and the source of funding for the works required. Network Rail's prior approval to be secured to the report which should be a material requirement for the validation of any planning application that proposes using the bridges for the accessing any new development. Early consultation should take place with both Network Rail's Engineering and Property teams in the preparation of the report.

Network Rail also comment that the proposal is adjacent to the West Coast Main Line. The developer would be required to include within the detailed proposals asset protection measures to ensure that the development does not impact the safe operation and integrity of the railway.

They set out the requirements when designing proposals, and what will need to be included and actioned. Measures include a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway; details of a 1.8m trespass proof fence along the development side of the existing boundary fence to the West Coast Main Line; lighting and a method statement for any vibro-compaction machinery / piling machinery or piling and ground treatment works which may be undertaken

The also comment that any drainage does not increase Network Rail's liability, or cause flooding pollution or soil slippage, vegetation or boundary issues on railway land. For example they note that an attenuation pond is proposed directly adjacent to the WCML. The location of the pond would increase the risk of flooding, soil slippage and pollution, drainage issues onto the WCML and this should be removed from this location.

Network Rail also raise the issue of existing noise and vibration from the operational railway and the potential for future noise and vibration complaints and list a number of points for particular note.

Finally, they require assessments be carried out in relation to the impacts on the type and volume of user at level crossings in the area.

Wildlife Trust - consider the content of the Masterplan is acceptable as far as it goes but, in order to comply with NPPF and Local Plan policy, the Masterplan lacks the following important information:

- A detailed arboricultural survey identifying the healthy trees that need to be retained: the masterplan makes reference to these trees and a protection zone around them but doesn't actually include the information.
- A more detailed plan showing the existing hedges and ditches that the plan is seeking to retain.
- Details of any extant ecological network within, across and through the site and connecting beyond, with a statement requiring the future applications to include a statement as to how the open spaces and corridors within the site will connect or otherwise relate to the wider ecological network and how any ecological networks will be maintained, enhanced, connected, reconnected and/or restored; and whether any new connections will be created..
- A requirement that, as planning applications are submitted for each phase, these must be accompanied by an ecological statement identifying areas of Habitats of Principal Importance in England and/or populations of Species of Principal Importance in England *and* the connecting landscape features (e.g. trees, hedges, ditches, ponds, agriculturally unimproved grassland etc.) that currently exist and which of those will be retained (with a justification for why some – if any - are proposed to be removed). This should also include information as to how these will relate to the layout of future phases & the overall masterplan.
- A requirement that each planning application must be accompanied by a construction method statement to include the means by which existing areas of Habitats of Principal Importance in England and/or populations of Species of Principal Importance in England (s41 Natural Environment & Rural Communities Act 2006); trees, hedges, ditches, ponds, areas of agriculturally unimproved grassland *etc.* will be protected during construction. As much as possible of the principal requirements for such a statement should be included as part of the masterplan, including a reference to complying with the appropriate British Standard: **BS 42020:2013 Biodiversity. Code of practice for planning and development.**

- Details as to how the open spaces within the site (those that are not intended to form part of private gardens) will be managed and maintained, including the requirement for such arrangements to be included in a legal agreement(s).
- An accounting for net gain in Habitats & Species of Principal Importance that would be delivered and sustained by the proposed development

There needs to be a clear objective in terms of how enhanced biodiversity will be achieved. There is no indication at this stage as to what sort of habitat will be created in all these spaces / corridors and, therefore, how biodiverse they will be and how conducive to the movement of wildlife. The Masterplan should essentially be a brief to developers as to the key measures that will need to be included in order to be able to demonstrate that the plan's objectives will be met and sustained.

The Police Architectural Liaison Officer - comments that security issues must be addressed as early as possible in the design phase of a Masterplan to enable crime prevention strategies to be effectively integrated into the development to keep people safe and feeling safe.

Given the large scale of the scheme, it is likely that the project will create increased demand on local policing resources with calls for service. As a result, the ALO requests that all elements of this development are built to the police preferred security specification Secured by Design.

The ALO set out the General Security Measures required in respect of public open space and play areas; cycleways/footpaths; the even coverage of street lighting to enhance surveillance; landscaping; boundary treatments

The ALO also sets out the Physical Security Requirements for both the residential dwellings and any commercial building which will need to be incorporated into the design of the dwellings at planning application stage

Finally, the ALO comments that there have been reported thefts and burglaries at construction sites across Lancashire. High value plant machinery, hand and power tools, lead and metal piping, insulation materials and boilers have all been targeted, with some stolen items used to commit further criminal offences. This is placing additional demand on local policing resources. Therefore they provide advice on security measures to be included throughout the construction phase

Cadent Gas - has identified the following apparatus within the vicinity of the proposed works: Intermediate pressure (above 2 bar) Gas Pipelines and associated equipment

- Low pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are also gas services and associated apparatus in the vicinity, these are not shown on plans but their presence should be anticipated)

Where diversions of apparatus are required to facilitate the scheme, Cadent will require adequate notice and **discussions should be started at the earliest opportunity**. Please be aware that diversions for high or intermediate pressure apparatus can take in excess of two years to plan and procure materials.

Cadent also set out a number of key considerations for the developers to be aware of such as a Deed of Grant of Easement for each pipeline, which prevents the erection of permanent/temporary buildings, or structures, change to existing ground levels, storage of materials etc.

Cadent then set out their General Notes on Pipeline Safety and provided some examples of work types that have specific restrictions when being undertaken in the vicinity of gas assets such as piling and boring and tree planting schemes

They provide advice on pipeline crossings, for example where existing roads cannot be used, construction traffic should only cross the pipeline at agreed locations.

Farington Parish Council - Consider that the access road to the site is not acceptable and this development will introduce a further extra 4000 vehicles onto an already congested road network, ie Leyland Road and Penwortham Way. The Parish Council does not feel that Coote Lane is a suitable access point for major development. Also the Parish Council is concerned about the lack of public transport. In addition to this the extra vehicles will result in a detrimental effect to the already poor air quality in Tardy Gate at Lostock Hall, Walton le Dale and Penwortham which already suffer with poor air quality and are designated as AQMAs.

There is also a lack of infrastructure included in the Masterplan. Whilst the plan does allocated space for a community centre, there is no funding for any additional services such as dentists and doctors.

SRBC Landscaping Officer - Is happy with the details submitted for the LVIA and has no further requirements at this time.

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APPENDIX F

Summary of Consultees Workshop Event Friday 3rd May 2019

Key place making, infrastructure and delivery issues must be resolved through the Masterplanning process to provide clarity and certainty for the adoption of the Masterplan and future planning application submissions. Set out below are the Council and Consultees comments on and requirements for the site to be included in the Masterplan and to inform future planning applications.

What is unique selling point of the site?

The Masterplan Vision highlights a strong environmental driver for the Lanes. Key words and phrases extracted from the Vision statement reinforce this and include: 'Greenspace', 'biodiversity corridors', 'variety of open space', 'walking & cycling', 'village green', '3G playing pitch', 'semi-natural green space', 'SUDs', 'sustainable links to the wider landscape', 'allotments', 'connective green space', 'public rights of way', 'ecological features', 'natural play', 'nature watching', 'community woodland', 'swales', 'wetlands', 'ponds', 'sustainable movement networks', 'biodiversity maintained and enhanced'.

The Council consider this environmental driver should be given priority when addressing the key spatial issues of drainage, open space, highway infrastructure; all modes of transport, and service provision and should be the focus for establishing the overall framework for development at the Lanes.

Sustainable Urban Drainage (SUDs), surface water and foul drainage

A Surface Water Drainage Strategy and Water Run-off Strategy should be designed for the **whole** site with existing ditches and existing flow routes/watercourses to be retained wherever possible. There is an existing land drain to north and Mill brook. Easements to existing watercourses a consideration.

Legislation is coming is to enable United Utilities to adopt SUDs. Therefore where SUDs form part of the open space, these will need to be designed to adoptable standards.

Development must avoid areas most prone to flooding.

Surface water not to discharge into UU sewer

Highlight that care to be taken where SUDs expected to be wet at times and the design should be with the safety of children in mind, particularly near school and play areas.

There needs to be separation of the SUDs from the A582 as the highway edge cannot be used as a retaining feature.

The culvert at Penwortham Way is already undersized and will need to be enlarged as part of an early phase.

Workshop attendees discussed their joint understanding of the surface water drainage strategy and captured in a sketch (see appendix 1). This sketch could form the basis of a more detailed workshop between the developer and the LLFA/UU to establish if the understanding of the drainage strategy is correct and whether the proposed SUDs requires further modification. This could also include a discussion on foul drainage routes and the requirements for pumping. SUDs in proximity to PROW and drainage running onto PROWs needs careful consideration and detailing to ensure ease of maintenance. SUDs can act as a barrier to movement where located close to key amenities but with no crossing points.

In respect of Foul drainage, the site is isolated in terms of a foul drainage network and there is nothing on site at present with existing properties using septic tanks.

Question - What work has been done in respect of Foul drainage? Has any modelling been done? What discussions have been undertaken with UU to date?

A Foul Water Drainage Strategy should be discussed with United Utilities as part of the Masterplan process, before planning application stage.

Sewers and waste water runs to ideally be straight as the system will require pumping. The site is flat and pumping station will be required at central point of site. Connection into existing sewer.

Green Infrastructure/POS

Green Infrastructure promotes the vision for the site and consider the Masterplan doesn't address this. A hierarchy of green routes and green spaces should be provided. For example equestrian routes; safer routes to school; the Quiet Lanes; etc

Recognition is given to the fact that the current location of main the POS is influenced by constraints and the location of the pylons. Concern is expressed regarding, among other things, the perception and health impacts.

Green space should be accessible by all. All open space should be overlooked for natural surveillance to reduce crime/fear of crime, although some contradiction where natural open space or areas of ecological enhancement to be established.

Where possible, retain existing hedgerows and field boundaries.

Landscaping includes SUDS which are designed to be filled with water most of the time so therefore is not useable and cannot be counted as part of the POS.

Public Health benefits of Green Space for example, provision for ancillary open space to provide the option to promote healthy living and wellbeing

Different forms of POS that are accessible by all

Question of the usability of the open space buffer to railway

Green linkage should be fit for purpose, ie safe, illuminated

Trees

An Arboricultural Strategy will be required which concentrates on good quality tree planting in public open space areas. Green space under the pylons to have significant number of trees, broad leaf natives. A view from National Grid/Cadent is needed.

When in proximity to housing will require species to be upright low maintenance trees with shallow roots.

Any existing trees removed will need to be replaced 2 for 1.

Highways do not support trees in adopted highways. Any trees installed would have to meet DMRB specification and the correct tree species must be used – list of approved species available.

Highways would prefer trees in communal spaces.

Biodiversity

Will require a Phase 1 habitat survey with plan.

Will need to justify the indicative biodiversity corridors and confirm whether they are based upon grassland, woodland wetland etc.

Biodiversity network – how does this relate to existing identified networks ie LERN.

Defra biodiversity offsetting metric approach will be required as now mandatory.

Ecological Networks within and beyond site. These should not just be lumped into the site's POS provision.

Ecological provision that doesn't also provide for public use needed - Ideally, an area should be set aside for the creation of a small woodland and fenced off for wild life and biodiversity and should be maintained.

Lighting in highways must consider ecology and incorporate environmentally friendly light sources.

Walking, Cycling, Equestrian, Public Transport

Cycle routes and pedestrian routes need to demonstrate connectivity to employment, education and community facilities and ideally this is an opportunity to improve cycling connectivity in the borough NS and EW across the site and links to Sustrans and wider regional cycleways eg Preston City Centre. Link up to proposed cycle lane on the east side of the A582 widening.

Where cycle/pedestrian routes planned along the CBLR they should ideally be segregated, if shared use along other access routes then the carriageway will need to be widened by 3m.

Going forward, planning applications will need to demonstrate cycle storage designed to Secured By Design New Homes 2019 p 68.

Footpaths to be designed to Secured By Design New Homes 2019, ie straight and well lit.

Green travel plan with demonstration of change to other modes of transport through SMART bus routes, walkable neighbourhoods etc.

Electric car charging facilities.

Bus routes to be designed to take account of phasing of development – providing a service both during and after completion. Good bus service access for school, community centre and shops as well as any affordable housing. Coach and other large/delivery/emergency vehicle access to school, shops and community facilities required.
Equestrian routes and how these are to be accommodated within the Masterplan needs developing
Question, what exactly is a ‘super-crossing’ as demonstrated on the latest draft Masterplan?

Public Rights of Way (PROW)

How have existing PROWs informed the wider network of footpath/cycle route and the development as a whole?

How will links to wider area work? The Masterplan needs to be clearer.

The PROWs need to be identified on the Masterplan and protected, with particular reference to treatment alongside SUDs or other flooding risks.

Services not to be provided within the PROWs.

Care taken to provide quality surface for PROWs and ideally not tarmac or be integrated into the estate roads.

Avoid narrow routes alongside buildings or between walls/fences.

Planting schemes to follow guidance and be no closer than 3m away.

(no details of which guidance was referred to)

Any diversions or closures will need early consultation.

Cross Borough Link Road

For the purposes of the Masterplan the CBLR route is to be identified in full including the proposed new bridge over the railway crossing.

LCC Highways estimate £5-6M for the bridge which will need to be delivered by the Masterplan overall

A too direct route for the CBLR would not work as it would be too attractive to through traffic and therefore used more. However, LCC Highways are broadly supporting of the route as currently shown on the Masterplan. Traffic calming measures needed to manage traffic. . Measures can include 30mph speed limit, self-enforcing traffic calming such as side roads, combined private driveways, bends in road. Guidance is contained in Manual for Streets; Creating Civilised Streets
Pedestrian provision required on both sides of carriage way and incorporate cycle route

Green Lanes

Quiet Lanes - How will these existing lanes work during the short term Bee Lane access scenario? Concerns is how will ‘through’ users be prevented from using these lanes and how will conflict between pedestrians/cyclists/horse riders/vehicles be managed until the infrastructure/CBLR is in place.

The existing lanes within the site are rural in nature and narrow and are adopted. Therefore the Quiet Lanes will be required to follow statutory guidance. See

http://www.legislation.gov.uk/ukxi/2006/2082/pdfs/ukxiem_20062082_en.pdf

There is a danger they will become ‘rat runs’ and measures must be included to discourage this.

This will need further discussion with LCC Highways.

Existing properties/businesses on site and some have huge vehicles. How will the ‘Quiet Lanes’ idea serve these properties, eg used by equestrian horse boxes etc

How will the interaction between roads for the wider site and the lanes work?

Access/Traffic

What is the Access Strategy? We understand this is currently being reviewed and the consultants are looking at the analysis again. Continue to liaise with LCC Highways about the 90/10 split as this is not considered acceptable.

The access(s) must give strong identity into site and be attractive and visual – gateways which provide a sense of arrival. What is the treatment of important gateways, particularly the main access to site which is currently very green. Does this reflect an appropriate design cue?

The demolition of the existing community centre will help achieve an access road to Kingsfold.

Access to north is important for all modes but not HGV. However, this route is paramount for public transport/bus routing and larger vehicles such as coaches would need access to the community centre.

Strong linkages to urban area to north are required to prevent an us/them scenario but needs to be managed. Concern expressed regarding permeability and how the development provides access to existing neighbouring development. Narrow secluded access routes are not encouraged.

Key access points for public transport with good surveillance. Permeability achieved where access is alongside other movement routes to help design out crime and anti-social behaviour.

Public Transport access to key community facilities and affordable housing. A 400m distance to bus stop is considered reasonable. Should include safe walk ways to access bus stops

Potential for 2 bus routes

Park and Ride – question its need and deliverability. What is its purpose? How is this promoted? Is this realistic or just an aspiration?

Requires travel into the site to access it which will impact on traffic on roads to it.

Parking provision location for park and ride?

Parking

A parking strategy is required.

Parking courts to apartments to have natural surveillance, well lit, situated at the front of the building. Ideally, rear parking courts should be avoided, although Active rooms to overlook parking courts can work.

Generally parking needs to be at the front of dwellings but minimise on-street parking as this can cause problems to bus routes

Affordable Housing Requirements

The site presents a great opportunity to deliver affordable housing at a mixed tenure range to meet the needs of the borough in a sustainable location. The site is well located in relation to existing local services and as was demonstrated at the workshop today, the provision of infrastructure and services will likely increase as the site is developed.

In terms of need, the borough has a particular need for smaller affordable units (which is evidenced in the SHMA), for example one and two bedroom flats and two and three bedroom houses. In terms of market housing need, there is a suggested need for two, three and four bedroom houses. We need to be mindful that the development is going to be phased over a period of up to 15 years so it is important to understand that housing need may change over this time and demand for the types of affordable housing tenures may change as different phases come forward for planning permissions. It would be appropriate to feedback on this at the time of a detailed application.

Our population is growing and ageing and there is a need to provide accommodation for our ageing population. Whilst this can be offered by a range of accommodation, there is a clear need for bungalows across all tenures. It seems that the masterplan is indicating that provision to meet the needs of our ageing population will be purely from the offer of apartment accommodation which is not particularly appropriate.

Bringing it back to affordable housing, we would expect that any affordable housing proposals are developed in partnership with a registered provider as this will ensure that any development is in line with the RP's requirements in terms of design, housing type and space standards and can help to avoid difficulties around acquisition later down the line.

General Housing Locations and Requirements

Consider the existing vernacular? Existing dwellings on site generally large detached homes in traditional style. Are perimeter blocks the intended solution?

Consideration to be given to the location of the apartment blocks – will these be the affordable housing?

Variety of housetypes

Promote a green garden type community with ability to live low carbon lifestyles – provision for home working Fibre Broadband; Sky/Openreach; Smart technology

All homes to meet Secured By Design as per Building Regs Approved Doc Q.

Query consideration of lifetime homes standards which is an optional building regs requirement.

Supported living enablement such as installing sensor provision from construction as cheaper than retro fit.

Consider Modern Methods of Construction or offsite manufacture solutions to accelerate construction times and respond to skills shortage.

To include recycling collections and storage provision.

Low carbon energy solutions for all dwellings.

Commercial/Retail

Location of retail. Discussion was that the retail needs to be next to the Village Green/green space. What type of Village Green? Could the village green include convenience store/Farm shop/Pharmacy? Preference for no takeaways or other uses which promote anti-social behaviour. Some employment provision to be located within the Village centre and be a low scale office accommodation type.

Consider servicing and security of delivery vehicles etc to commercial premises.

Health

No references to Health provision in the Masterplan document.

A Health Impact Assessment will be required.

All existing facilities are at capacity.

Lostock Hall Health Centre proposal for larger building but location is not accessible/sustainable to the whole of the Masterplan site.

Health Centre or similar provision should be within the site.

Essential to carry out early engagement with NHS CCG and Public Health & Wellbeing @ Lancashire County Council

Education

The primary school is to be funded by CIL as part of the CIL 123 list. Suitable land will need to be identified in the Masterplan.

Query primary school location in current revised position. Shape of plot of concern. Location next to SUDs of concern.

Education team will need to revise their feasibility study for a 2FE school.

Phased delivery of school to be confirmed. Details of the timings. There is some capacity in existing schools.

Roads near to school will have to be designed to allow safe drop off/parking. Encourage shift to walking by promoting safer routes to school.

Nursery school places to be confirmed.

Secondary school formula will apply.

Infrastructure delivery planning

The masterplan will also need to include a section on delivery which should include an 'Infrastructure Delivery Plan' This is necessary to ensure that the masterplan as a whole can deliver all the necessary policy asks and that infrastructure necessary to ensure a sustainable community is delivered in alignment with the housing occupation. This is in accordance with the NPPF 2018 (updated in 2019) and the PPG on viability updated May 2019.

Extract from South Ribble Local Plan adopted July 2015.

Where sites require a masterplan as part of a condition in the policy or justification text, including the preparation of an agreed Masterplan to achieve the comprehensive development of a Major Site, the following applies. It is expected that a Masterplan will be prepared by the landowner/developer of the site in advance of the submission of any planning applications. It is the Council's intention that the draft Masterplan should be the subject of consultation with all stakeholders and interested parties, shall be the subject of early discussion with the Council and thereafter adopted for the purposes of development

management in the determination of subsequent planning applications. 6.2 The Council welcomes early discussions with landowners/developers on the scope, content and process of preparation of a Masterplan. A Masterplan should set the vision for the site and the strategy for implementing that vision. It should include, as appropriate, an access and movement framework, green infrastructure and ecology mitigation and enhancement, a hydrology and drainage assessment, land use and

development capacity analysis, infrastructure requirements, a viability assessment and a phasing and delivery strategy, amongst other matters.

APPENDIX G

Summary of Representation to Masterplan January 2020

A total of 5768 letters were sent out publicising the two planning applications 07/2020/00014/FUL and 07/2020/00015/ORM together with The Masterplan.

A total of 59 comments were received through the Council's dedicated email address set up to receive comments specific to the Masterplan. However, many of the comments received related more to the planning applications. Additionally, a number of objections received to the two planning applications also contained comments specifically relating to the Masterplan. In total 153 representations were received. A summary of the comments specifically relating to the Masterplan is set out below:

Flooding and Drainage

The fields to the north of Bee Lane are regularly subject to waterlogging and flooding, and the fields directly bounded by Lords Lane, Bee Lane and Nib Lane can be submerged in a substantial amount of water. The masterplan location for the proposed primary school is located directly within the area subject to the most flooding.

The main components of a drainage strategy required for major developments usually include the site's characteristics (slope profile, soil geology, existing flood risk), the calculated surface water runoff rates and required storage volumes, and where the runoff is to be discharged to.

The areas identified on the masterplan to manage and contain surface water are likely to be inadequate given the local conditions, and this is without taking into account the impacts of climate change.

Surface water run-off from the new roads and residential hard standing spaces will result in an increased demand on existing drainage which already struggles to cope with existing water volumes and increasing the area sewer capacity will simply move the problem into other downstream areas.

Live near to a brook and the change of climate has meant this has raised considerably over the last few years. Concern is flooding and will be monitoring this closely with the proposed building on potential 'flood plains' and drainaways. This is a written confirmation of my concern and any damage to my property through flooding will be directed to yourselves

The drainage is an issue as shown with the extensive flooding caused by yesterday's storm. The proposed water collection tanks alongside the A582 show the planners have concerns and they will have to raise the land to accommodate these.

The fields near my house on Kingsfold are waterlogged regularly, they will need pumping stations This is moss land, so drainage will always be a problem. The more paved/concrete areas created add to the problems of potential flooding in other areas locally.

This area floods regularly and is fairly self-contained due to green areas and trees. The surrounding residences will undoubtedly be impacted by the removal of this and the laying down of housing and concrete. This is not acceptable to local home owners. You must provide a steadfast guarantee that this will absolutely not occur.

The fields around Bee Lane regularly flood, and water is at least 1 foot deep. It has already been suggested that the brook could not cope with extra run off from all these homes, so what will happen to all this water?

In light of the increasing rain fall in recent years, is it wise to concrete and tarmac over a large area of land soak. Over the last month it has been quite evident of the amount of rain water the fields are absorbing.

Large lake like areas built up on the fields and quite a few of the roads in the area flooded recently mainly because the local drainage cannot cope. This development would only add to the existing problems.

At the moment, 100% of all rain water on the development site is soaked up and absorbed by the existing ground soil. Once the proposed development takes place then the vast majority of the surface water will be removed into the main drainage system.

In periods of heavy rain, which is becoming more and more prevalent, the drains in Middleforth overflow because the area is low lying. This applies to both public drains and private houses.

The drains taking away the water from the gutters on local houses have backed up and overflowed a number of times in the last month and caused flooding to gardens and driveways. The drains are NOT BLOCKED, they just cannot cope with the amount of water using the system. To knowingly overload the existing drainage even further and exacerbate problems, would be irresponsible and completely unacceptable. The current volume of water cannot pass through the existing system quickly enough and this is the cause of the flooding.

Sewerage and surface drainage beyond the development does not have sufficient capacity. As recognised in the report [December 2015 Floods in Lancashire Flood & Water Management Act 2010 Section 19](#) paragraph 2.2.3.2 *City and Borough Councils have a number of wider functions and roles that can be relevant to flood risk management and response. These include local planning, housing, environmental health and community engagement activity, as well as private responsibilities for land drainage where they are a land owner.* The area in question is a known flood risk area as detailed on pages 54 to 62 in the [Appendix A of the December 2015 Floods report](#), and the fields upon which the development is proposed regularly have standing water during wet periods. While additional drainage on the site might reduce the standing water, this water would still need an increased run-off capacity to limit risk for the identified flood areas. the local schools are already full. There is proposal for a school, however, Taylor Wimpey will not be providing this, you will.

I live on School lane opposite Charnock Moss a relatively small estate of detached houses. When I moved back to School lane in 1970 there was a field across the road where Charnock Moss now stands that field also flooded when we had torrential rainfall and the two drain age ditches overflowed regularly. Twenty years since they were built, the LCC still won't adopt the road into Charnock Moss in spite of it being in the plans that School lane would be closed at one end to prevent it becoming a rat run for speeding cars. My neighbour who lives at the top of School Lane regularly experiences flooding around her pathway to her front door since the estate was built. I too have noticed the drains around my house to contain a considerably higher level of water than they used to. I know some residents on Charnock Moss had problems with their homes and had new footing ? I often see the drain clearance lorries after heavy rain .

Traffic

Three years ago the standing traffic going down Pear Tree Brow on Leyland Road had generally started to dissipate by about 8:50am. The traffic has been steadily increasing with the rise in residential development in the area. In recent weeks there has been a very noticeable increase in traffic both on Leyland Road and Marshalls Brow as a result of the closing of the slip road from Liverpool road onto the bypass over the River Ribble. Commuters in Kingsfold, Cop Lane and Penwortham who formerly used Liverpool road to access the bypass into Preston are now coming down onto Leyland road instead. The traffic is now still solid nose to tail on Leyland Road at 9:15am every morning. This traffic will not be alleviated by the construction of a link road between Leyland Road B5254 and Penwortham Way A582, because so many commuters are still opting to use Leyland Road rather than Penwortham Way.

Penwortham Way, Golden Way, Flensburg Way and Leyland Road already suffer congestion which will be added to by traffic entering and leaving the proposed development. This will worsen existing bottlenecks for traffic entering Preston via Leyland Road and Golden Way, which at the time of writing regularly backs up for 1 mile towards the roundabout at Penwortham Holme. In addition, as shown in the Central Lancashire Transport Study Final Report (Appendix D), traffic accessing the motorway network will exceed the capacity of Penwortham Way and Flensburg Way, while also taking Leyland Road to its limit and exacerbating the air quality issue covered above. Funding for highway improvements to mitigate this situation, if available at all, will almost certainly rule out the necessary additional health care facility requirements covered below.

Leyland Road is already heavily congested most of the day and night. Plans to add a minimum 2500 cars from this site alone, along with all the other sites in the area, such as the old gas works, the old mill site, and Cuerden, who make congestion unbearable and raise already unacceptable pollution levels to dangerous levels.

Masterplan fails to isolate the existing country lanes from being utilised by the new residents. The increased amount of traffic as the proposed 1100 homes would on the conservative side bring over 2000 more vehicles to the area. Looking at the plans on the internet the suggested out let on to Chainhouse Lane/Coot Lane would cause significant problems at the weight restricted bridge over the rail way line on Coot Lane. It has been made into a single lane for traffic in both directions. This will cause my neighbours and myself in my opinion a hazard when leaving and entering our drives. Due to the existing priority restriction over the weak bridge an increase level of traffic will cause a tail back of traffic crossing ours and neighbours driveways. This in turn making it difficult for us to access and leave our properties. In addition, it could cause hazardous driving of vehicles trying to compete to get across the bridge and this in turn increases risk of accidents to pedestrians and other vehicles on the road.

An additional serious current problem, access to Leyland Road, from Studholme Avenue will be made worse due to increased traffic. Some kind of traffic control at this junction is necessary.

The two sets of traffic lights at the centre of Lostock Hall would become gridlocked at both morning and evening rush hours as traffic from Penwortham on Leyland Road would block the exit from Coot Lane causing tail back towards the rail way bridge previously mentioned.

It would put a strain on the A582 to Preston and back to the motorway M65 which even now can run at a snail's pace at rush hours.

The increase in traffic congestion throughout Penwortham and Lostock Hall will also increase noise and pollution in the area.

The surrounding area barely copes with traffic. Often traffic is backed-up from Lostock Hall to The Pear Tree Inn. Adding an entry/exit route on to the poorly-planned by-pass will not divert all traffic and it is likely we will see an increase in some 2000 cars in the area on a daily basis. We absolutely cannot cope with current traffic levels. I also note the residents of Flag Lane will be providing access to almost 50% of the proposed build site. That is not acceptable.

Highway Safety

I can see you have proposed a link into the community centre area. However, I am very, very concerned about the proposed building layout. It would appear you are providing potential options in the future by way of placement of housing to open up Braintree Avenue and other cul-de-sacs to access roads. This will ruin quiet areas where children can play safely and turn them into rat runs. This is not acceptable.

Quiet Lanes are minor rural roads, typically C or unclassified routes, which have been designated by local highway authorities to pay special attention to the needs of walkers, cyclists, horse riders and other vulnerable road users, and to offer protection from speeding traffic. Cars are not banned

from Quiet Lanes and their use is shared by all road users. Measures such as lower speed limits and discrete road signs aim to encourage drivers to slow down and be considerate to more vulnerable users who can in turn use and enjoy country lanes in greater safety, with less threat from speeding traffic.

The current lanes are quiet, they are minor rural roads. There is a danger of these roads becoming rat runs despite the proposals. Currently we enjoy these country lanes with almost no traffic. Also: With regards to transport and access, respondents indicated a desire to see the local bus service connect to the site to provide public transport facilities for the new

The safety of our children would then be put at risk with the increased congestion.

Pollution and Air Quality

In recent years the volume of traffic on Leyland Road has increased exponentially and so has the amount of pollution and resulting decline in air quality.

According to the Lancashire County Council, 'total carbon dioxide emissions in South Ribble when measured by tonnes per resident reveal a rate that is above the national average. Emissions of nitrogen oxides are the second greatest by weight in the county, while average particulate emissions by area are also second highest' – allowing this development will contribute to an associated rise in vehicular travel with increased pollution. This will have a

The unnecessary emissions and carbon released through the construction and life cycle of the development is not sustainable and not wanted by anyone in the area.

The added pollution within the area - Leyland Road even with the bypass improvements still has a high volume of queuing cars producing pollution for large parts of the day.

Air pollution will increase and there is already a rising issue at peak times with this. Can you provide us with current levels and comparisons from other such builds to guarantee there will be 0% impact on the area?

Traffic levels in the area are already under pressure and according to the Central Lancashire Core Strategy Monitoring Report (2018 – 2019), '0 of South Ribble have reduced whilst the rest have risen'. Adding new dwellings will increase the burden on the local road infrastructure with an attendant decrease in traffic flow, and more vehicles experiencing traffic congestion and thus increasing air pollution.

Pollution levels along the whole of Leyland Road exceed EU permitted levels this will be magnified by a huge housing development. Link roads will be built but people will still use Leyland Road. The proposed development is in conflict with the main objectives of the [South Ribble Borough Council Air Quality Action Plan 2018](#) and the National Planning Policy Framework paragraphs 103, 170 and 181 that the Air Quality Action Plan refers to on page 8. Air quality in the Leyland Road area of Lostock Hall is already recognised in the Air Quality Action Plan as being poor during peak periods. Adding any traffic to this area, whether using existing roads or planned links, will reduce the air quality further. In addition, delayed development of the planned links and the slow uptake of electric vehicles is unlikely to change this situation for the current and future generations of children growing up in this area.

Infrastructure and Services

The infrastructure needs to be fully in place prior to any huge development like these be considered, and although there is a plan to develop roads in this area, it is not yet in place.

We haven't even got a full dual carriageway from the motorway into Preston yet and due to the railway bridge and other land issues in my opinion it is unlikely to be resolved in the immediate future.

The plans show the cross borough link road joining up with Bee lane, but how can this happen if not all the land is purchased? The small single track lanes around Bee and Flag lane could not cope with that traffic, and you are restricted by the railway. Are Network Rail clear on the plans and the disruption to the train journeys that could ensue?

The Masterplan states there will be an increase in community buildings walkways, schools and other amenities. Don't believe this will happen.

What about Doctors, shops etc. The land will be made up of purely residential housing and therefore stretching the current amenities available in Penwortham and Lostock Hall

Children could be forced to travel further afield to obtain a school place which affects the safety of children having to travel further depending on mode of transport. This impacts on their social lives as they would then spend potentially more time commuting rather than being able to attend after school activities. If children have to attend a school at a further distance this again increases transport on the roads again affecting the environment.

All new developments should be accompanied with the necessary infrastructure and apart from a primary school there doesn't appear to be any proposals for secondary schools or shops. This will mean residents having to drive into Lostock Hall, New Longton or Penwortham.

There is currently a high demand for school places, taking the Buckshaw development as an example. Does not trust any developer's calculation on the need for primary and secondary schools and does not think this development would cater for the current and proposed demand

The local schools are already full. There is proposal for a school, however, Taylor Wimpey will not be providing this. Want a guarantee that it will be provided without impact to local residents

Has there been consideration of the parking? With a school that contains 400 children, the likelihood is you will have to provide parking for 200+ cars as parents drop off and pick-up during their work commutes. I realise you are encouraging walking but, in reality, you are as aware as I am that there will be an enormous issue with parking if the school is built. This is not acceptable.

Question how the energy networks will support all the additional housing?

Question which doctors and hospitals will cope with the influx of people?

The infrastructure locally cannot cope builders come and go and leave their impact on residents forever. We don't need another school. We only need another school to cope with the influx of another housing development.

We don't need another pub, The Sumpter has laid derelict for years if the council are so bothered about public / community meeting places why has this pub been vacant and vandalised?

There are plenty of retail areas in Penwortham to cater for the population if retail is so much needed why are their two retail units which have remained empty on The Capitol Centre development for over a year.

The building of a school, community centre etc are things that we have now, the council should be putting resources into all these areas.

Existing medical/dental services are reaching capacity to fully support the existing surrounding communities. The effects of the proposed development are considered in the [Chorley and South Ribble CCG and Greater Preston CCG - Capital development and estates strategy \(Primary Care\)](#) (pages 53-56) which state "*The Lostock Hall practices are unlikely to be able to cope with the potential patient influx...*", "*Penwortham St Mary's has a list size of over 16,000... The practice*

does not [currently] have enough space..." and that "The need for a new primary care facility in Lostock Hall / Penwortham has been identified by the Council (£3.5m) and some of the funding for this may come from the Council's CIL... ..however, currently the majority of such funding is being directed to highways infrastructure". Without the additional health care facilities, adding the proposed number of additional residents can only reduce the standard of health care for both them and the existing communities.

The current 111 bus service which is all there is down Leyland Rd, is already unreliable and infrequent, partly in fairness due the traffic jams on Leyland Rd. I cannot see how this bus service can be improved without investment.

I believe Lancashire has no plans or budget to build any schools for the next 5 years??? Yet this seems to be something which the builders are suggesting is in scope???

Green Belt and Open Space

This is not sustainable development, and there is no reasonable justification to churn up 53 hectares of fields, trees and Greenbelt land, into tarmac, houses, roads and cars. There consensus within the local community is that this is not a favourable development and there is a strong will to maintain the rural area.

I thought this site would be protected as green belt land. The Council should not be allowed to keep giving green belt land to greedy property developers. Build houses were there is already disused factories or developments not in the countryside. We will have no farms or fields left at the rate the Council is going.

This is green belt land and so I am concerned that development on this scale, on this site, is being considered.

There are enough brown field sites around without having to encroach onto patches of safe guarded land.

It is clear from the Save our Fields signs in the area that the community is opposed to housing developments in the area.

Rural spaces are important to our well-being. This is recognised in [Government Advice on the role of the Green Belt in the planning system](#), which also outlines the requirement for compensatory improvements to the environmental quality when development of green belt land is proposed. The limited "green spaces" included in the application falls beneath national grid electricity pylons, so cannot be considered compensatory improvements as they are in no way open or rural. As such the proposed development will unacceptably detract from the benefits of open green space to the surrounding communities of Lostock Hall and Penwortham.

Environment/Ecology/Wildlife

This development would remove a large area of rural space. This would have a negative impact for wildlife losing their habitats and replaced with noise and pollution which would then adversely affect health of the occupants of the surrounding areas.

The area has abundant wild life and is one of the few places where local residents can enjoy a pleasant walk.

Many species of birds next in the ancient hedges and old trees in the area.

The thought of even more houses, roads etc., is an appalling prospect for residents saying nothing of the destruction of trees and habitats for wildlife.

I note you have made reference to no roosting bats. There are most certainly bats in the area which I have witnessed in the early evening on numerous occasions. This should be readdressed as well as looking at the removal of trees and hedgerows.

Environmental impact is forever once this habit has gone under feet of concrete it will never return, we owe it to the planet and future generations to protect areas of natural habitat. The Cawsey developments and Vernons has already seen vast swathes of natural habit in this vicinity buried under concrete and I feel that Penwortham is being turned from a semi-rural area into a concrete jungle.

Reference is made to no roosting bats. There are most certainly bats in the area which I have witnessed in the early evening on numerous occasions. This should be readdressed as well as looking at the removal of trees and hedgerows

Hedgehogs at this time are greatly at risk. Having been driven from the wild to urban areas because of threats like climate change, pesticides and loss of habitat, numbers have plummeted in the UK by about 50% since 2000. Leyland Hedgehog Rescue centre is struggling to manage due to high numbers needing care and treatment. This is not the only centre in Lancashire helping Hedgehog's. The land and hedges on this land are important for these animals and the more fences and buildings that are put up mean that they are impacted. Hedgehogs struggle to move in-between gardens in built up areas due to buildings and fences and they are more likely to be harmed by people, cars and pollution.

Loss of agricultural land and loss of orchard habitat

There are environmental concerns with regard to the fields between here and Bee Lane. As things are, the area is home to hedgehogs, bats, tawny and barn owls, and this habitat would be destroyed and not replaced. Immediately behind 21 and 22 Queenscourt Avenue is a dense thicket, which at the moment shelters various colonies of birds, including nationally threatened house sparrows and starlings. There are many trees in the immediate vicinity which would have to be removed in order to provide access.

There are lots of wildlife in the area, including barn owls, hedgehogs and bats. Where will these animals go when their habitat is destroyed.

Many species of birds next in the ancient hedges and old trees in the area.

The loss of habitat and green space will be likely to be detrimental to the local ecology and wildlife and decrease ecological diversity. Even though there are green spaces within the development this may still result in habitat fragmentation and a resulting decrease in wildlife viability.

The National Policy Planning Framework states that the planning system should contribute to and enhance natural environments by minimising impacts on biodiversity, and providing net biodiversity gains where possible. Allowing this development seems at odds with this statement.

The Natural Environment and Rural Communities Act 2006 references the 'duty to conserve biodiversity' which includes 'restoring or enhancing a population or habitat'. Again, the development seems at odds with this statement.

The Bee Lane/Flag Lane loop is a nice pleasant family walk in the evening and weekends, having this area is good for children without the need to travel in the car, thus reducing pollution, traffic. The construction of houses on the last strip of semi-rural land in the Penwortham and surrounding areas will destroy a multitude of wildlife, flora and fauna.

As a young family of 4, 2 adults and 2 children under the age of 12- this planning is deeply concerning to hear. It goes against what my children (at local schools) are being educated on... look after their environment, protect and appreciate the wildlife etc.

Every day I see people visiting this lovely area to enjoy the current, untouched natural beauty this area brings.

Need for Development

Taylor Wimpey state “*the proposed development will support the creation of a strong, vibrant and healthy community.*” Question how can the replacement of 53 hectares of fields, trees and countryside, with houses, tarmac and concrete be a healthy alternative?

Taylor Wimpey explains that “*the proposed development will deliver a range of new homes to meet the needs of the area*” Question what the needs of the area are? There are a large number of developments already going up such the test track so question the need for this development.

Taylor Wimpey would simply like the outrageous profit from the scheme, with the cost of us losing such beautiful countryside.

South Ribble Council have already achieved 126 percent of housing targets, these homes are not needed

According to publicly available information, an annual figure of 1,026 dwellings is expected to be delivered by Central Lancashire as a whole, with approximately 32% to be fulfilled by South Ribble. The Local Plan (2012 – 2026) was endorsed by the council for use in development management purposes to guide decisions on planning applications, and as such the construction of 1100 dwellings seems disproportionate against the overarching criteria when viewed in the context of all other areas already identified for development.

As a member of the Woodland Trust I see what the march of progress does to ancient woodland, animal habitats and the quality of life for local people. It seems to me that many councils feel that they have to put the needs of the developers first and foremost, sorry but I believe you have a more pressing case for putting the needs of your existing residents first.

This whole development is unnecessary on so many levels. There is no guarantee a school will be built, shop spaces will be occupied or community facilities created. What guarantees are in place that TW will see all this through? Are any checks made to see that the Masterplan is fulfilled in all its details? I also wonder about how Lostock Hall and Lower Penwortham is to cope with the influx of new residents? Is there any suggestion of a GP surgery, a Dentist, a Post Office? I see a Vets is suggested!

This whole development is unnecessary on so many levels. There is no guarantee a school will be built, shop spaces will be occupied or community facilities created. What guarantees are in place that TW will see all this through? Are any checks made to see that the Masterplan is fulfilled in all its details? I also wonder about how Lostock Hall and Lower Penwortham is to cope with the influx of new residents? Is there any suggestion of a GP surgery, a Dentist, a Post Office? I see a Vets is suggested!

Climate Change

Surely the council has some green policies particularly in this day and age where climate change is the main topic of conversation and the destruction of yet more trees and habitat is foremost in today's debates.

Concerned about flooding risk as lives next to a natural water course and with the increase in wet weather this brook is already reaching the top of its banks on occasion. Any change to water levels or damage to property will be pursued through the various Legal channels available.

The climate is getting wetter so where is all the additional water going to drain off from after all the concrete is laid?

How can South Ribble claim they want to increase green spaces and improve air quality when the Pickering Farm project of 1100 houses will reduce green belt and every home built will have at least one motor vehicle.

Climate change won't go away and you seem blissfully unaware of the extra traffic this would place on our already congested polluted roads. The residents of Penwortham Bee Lane area chose to live in that area because of its tranquil quality and the proximity to quiet walks and green fields. Also possibly it's relatively short distance to shops, Preston city centre and other amenities,

Health

You are elected to represent the people's view follow your conscience when gone the fields are gone forever think about people's health before profit

Negative impact on health due to massive increase in levels of traffic both during construction and at a later date from massive number of cars irrelevant of a link road people will still choose to use Leyland Road. Emission levels for traffic pollution are already in excess of permitted levels

I have been reading the Masterplan for the above project. I live in Penwortham fairly adjacent to the Bee Lane end of the proposals. I regularly walk and run around Bee Lane, Flag Lane and Moss Lane. Yesterday I went for a walk, met people out walking their dogs, saw snowdrops, sheep, horses, an odd car or two, budding hedgerows, etc. Although the Masterplan suggests that all these things will still be possible, it is not going to be the same. We will lose our only bit of 'rural heaven' for some distance. My nearest park is Hurst Grange and unless I want to walk some distance to it, I have to drive or take a bus. Neither conducive to the environment. It is remarkable that in our urban environment we have a space such as this. But it is basically to become housing estate. The master plan says: *Green Infrastructure - A strong green infrastructure network will be provided across the site. The green infrastructure will have differing forms, functions and uses and will be connected by the extensive network of green links across the site. On site green infrastructure provision could include amenity green space, equipped play areas, natural / semi natural open space, playing fields and allotment provision.* We already have all of this - why are we reinventing the wheel?

The land is currently used by lots of dog walkers, families and cyclists as it is a quiet, safe and peaceful area. This is good for the well-being and health of residents

Residential Amenity

All of the bungalows in Queenscourt Avenue are part of an over-55s scheme, where we enjoy relative peace and quiet. Obviously this tranquility will be shattered both during the months and years of development and afterwards by neighbour disturbance from families in the new properties. Many of the residents in our scheme are very elderly, some in their 80s and 90s.

We believe privacy levels would be compromised for a number of neighbouring properties and increase in noise from the occupants of the development

I oppose this planning application on so many levels, not least environmental. I also feel for the people currently living on Bee Lane and its adjacent lanes-their lives are to be turned upside down. I don't feel that any consideration is being given to local residents and those in the surrounding areas. I have not met one person who lives around here who supports these proposals. However, many feel it is a 'done deal' and that opposing it makes no difference. That makes a mockery of our planning process but it is hard not to believe it.

The masterplan now shows proposed dwellings of 2 or more storeys immediately behind the six bungalows 17-22 Queenscourt Avenue which face these fields directly. If houses are built, they will overlook our properties and ruin our privacy.

Housing

Masterplan does not deal with the details of the split of Affordable Housing as per Policy 7 in the CLCS. A target of 330 should be achieved to ensure that the development provides for a mix of housing including for people in housing need who cannot afford housing on the open market. House values on existing properties close to the proposed development will inevitably suffer because of all the above problems of noise, loss of privacy, etc.

At the meeting with the builders' representatives last year at the Methodist church, I and some of my neighbours were given to understand that the fields between us and Bee Lane contained a pipeline which was highly likely to preclude any building.

Building homes, with decent room sizes, not tiny doll's houses. Leaving substantial room between houses, allowing for gardens and garage if required

APPENDIX H

Summary of Consultee Comments to Masterplan January 2020

Police Architectural Liaison Officer - requests that security issues be addressed as early as possible in the design phase. This enables crime prevention strategies to be effectively integrated into the development and should be included in the Masterplan.

Given the scale of the scheme, it is likely that the development will create additional demand on local policing resources with calls for service. To reduce this risk all elements of this development should be built to the police preferred security specification Secured by Design.

Secured by Design has proven to reduce crime rates in crime types such as burglary, vehicle crime and criminal damage. Design guides for educational establishments, commercial use and residential schemes are available from www.securedbydesign.com

CCG/NHS Estates - provided a list of GP Practices that will be affected by development of this site. They advised that the average number of patients per GP is approximately 1700 with the exception of the Village Surgery, all practices are exceeding the GP to patient ratio, meaning that the impact of Pickering's Farm will be felt severely by the practices

Strategic Housing - re-iterates the requirements of Policy C1 in the South Ribble Local Plan which requires the Masterplan to make provision for a range of land uses including residential, employment and commercial uses, green infrastructure and community facilities. Justification sets out that community facilities (including a nursery and primary education provision), a small local centre and health care provision will need to be included within the infrastructure delivery schedule and provided through developer contributions. This provision will help to ensure that the site is sustainable and support the delivery of market housing, affordable housing and specialist housing for older people.

Policy 7 of the Central Lancashire Adopted Core Strategy places a 30% target for affordable housing to be provided on sites of 15 homes or more. Given the proposed number of homes on this site is up to 1,100, it would be expected for this target to be achieved to ensure that the development can provide for a mix of housing including for people in housing need who cannot afford housing on the open market. Therefore, the Masterplan should ensure provision for the required affordable housing provision is met.

LCC Archaeology - confirm that The Lancashire County Council Historic Environment Team would agree with the conclusions reached in the December 2019 Masterplan document (Section 7.0 Environmental and Site Considerations) that the site could be considered to have a 'low potential for the presence of currently significant non-agricultural remains of all periods'. This should however not be taken to mean that there is a nil potential for such remains to be encountered, the site is a large one, nearly 54ha. in area, and one not previously subject to any formal archaeological investigation. Further post-permission (but pre-commencement) archaeological investigation of the site has been proposed in CgMs Heritage's *Historic Environment Desk-Based Assessment* (August 2019), comprising of at least a first stage of evaluation by means of geophysical survey and/or trial trenching. The need for any further archaeological investigation of the site would be then be dependent on the results of this first stage. This would, on the basis of what it currently known about the site, be considered an appropriate means of mitigating any adverse impacts of the proposed development.

It should however be noted, that in agreeing the Masterplan in advance of these works being undertaken, were significant or extensive archaeological remains to be found to survive within the proposed development, options either for their preservation in situ, or the potential ability to make changes to the layout in order to avoid the need for potentially expensive and time-consuming archaeological investigation of the site, will be greatly reduced, or lost entirely.

LCC Highways - highlight that the information presented is not in line with what has been discussed over several months. They confirm they will provide an initial response to the LPA on the Masterplan and whether it satisfies all local and wider needs including integration (into the neighbouring community), permeability (within and beyond), sustainability, having regard to existing local amenity and that impacts can be safely accommodated.

Highways England - are appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such HE work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. Highways England are concerned and need to ensure that an appropriate assessment of the development traffic impacts on the SRN is undertaken, with particular attention to the M6/M65 interchange, M6/A6/Church Road junction and proposed M65 Terminus roundabout.

Environment Agency - confirm that the site is located within Flood Zone 1 defined as having a low probability of flooding in the National Planning Practice Guidance. Based on the information currently available, the development raises no environmental concerns for the Agency. However, they do provide Technical Advice on the Use and Generation of Waste; Groundwater Protection; Fisheries and Biodiversity; and the disposal of surface water. The EA also refer to a number of publications which need to be taken into account. The consultation response includes web links to all these publications.

Cadent Gas Limited, National Grid Electricity Transmission plc and National Grid Gas Transmission plc - An assessment was carried out this has identified apparatus in the vicinity of the site:

- High or Intermediate pressure (above 2 bar) gas pipelines and associated equipment
- Low or Medium pressure (below 3 bar) gas pipes and associated equipment and likely that there are gas services and associated apparatus in the vicinity
- Electricity transmission overhead lines
- Above ground electricity sites and installations

As a result, they referred the consultation to the following for further assessment and also provided guidance and plans of the pipelines and overhead cables.

The Cadent Gas Plant Protection Team confirm there are Intermediate Pressure apparatus in the vicinity LOSTOCK HALL – PENWORTHAM 7BAR and Intermediate Pressure apparatus in the vicinity LOSTOCK HALL – KINGSFOLD 7BAR

The Protection Team consider that it is essential that access to the pipeline is not restricted, particularly in the event of an emergency. Therefore, there must be no obstructions within the pipeline's maintenance easement strip, which would limit or inhibit essential maintenance works on the pipeline. They also advise that individual 'service pipes' are not shown but their presence should be anticipated. Therefore, they require early contact at the planning stage is important to allow full discussion of proposals and to ensure the safety of plant and operators

National Grid raised no objections to the proposals which are in close proximity to a High Voltage Transmission Overhead Line – overhead electricity line, electricity town, low pressure gas mains, intermediated pressure gas mains. However, they advise that another enquiry should be submitted when more detailed plans become available.

Network Rail - Network Rail provided comment specifically on the two planning applications. However, they raise issues with the road scheme is going to significantly increase traffic utilising CGJ5 Bridge 113 as there is currently no through traffic, whereas following implementation of the scheme there would be significant traffic as the road scheme will be a link between A582 Penwortham Way and the B5254 Leyland Road. It is also noted that the bridge is suffering from

settlement, the condition of the bridge is likely to deteriorate if utilised for increased traffic. In its current state the bridge is unsuitable for a proposed link road.

Health and Safety Executive - Despite Network Rail advising that the railway is classed as a major hazard site, the HSE have no comments on the Masterplan and referred the LPA back to their on-line advice service in relation to the planning applications. This has been done in respect of both planning applications.

Natural England - considers that the proposed development of this site will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes. However, within Natural England's generic advice on other natural environment issues they identify that the initial screening indicates that one or more Impact Risk Zones have been triggered by the proposed development, indicating that impacts to SSSIs are possible and further assessment is required.

Penwortham Town Council - feel that the adoption of the Masterplan in its current format is not acceptable and raise a number of issues to be addressed. They consider that the site suffers quite extensively from flooding and it would appear from the Masterplan that whilst some consideration has been given to the water levels on the site, these go nowhere near addressing the problem, not only on the immediate site but also in the outlying areas surrounding this site. The Town Council feel that greater consideration should be given to this issue and assurances made that drainage from the site will not create further problems outside of the site area.

The Masterplan includes a proposal for building a new school, which the Town Council believes is supported by the Lancashire Education Authority. The Town Council do not have any great concerns regarding this proposal but are of the understanding that two local primary schools, Kingsfold and Broad Oak are both under capacity. Therefore they would wish to delay the building of the new school until such a time that the already existing local schools are at capacity.

Penwortham Town Council object to the access and egress of the site via a possible road through to Kingsfold Drive passing directly in front of Penwortham Community Centre. To dissect the community centre from the community centre car park would be disastrous and would make crossing from the car park for the elderly, carers with young children, children accessing the youth clubs, residents attending group activities etc. highly dangerous. The Town Council feel that this access and egress route should remain closed to traffic.

The Town Council have reservations regarding the building of a new community centre and highlight the requirements of The Penwortham Neighbourhood Development Plan Policy 5 – New Sporting Facilities. The provision of new sporting facilities adjacent to Penwortham Community Centre will be supported and Policy 6 – Penwortham Community Centre. The extension of Penwortham Community Centre, to include provision of a multi-use hall and cafeteria will be supported. The Town Council are of the opinion that this would be the preferred option moving forward and improvement works to the already existing centre would remove the need for a new centre being built. This area could be better used as green open space beside the water reservation areas. The Town Council would also like to see the playing fields adjacent to the Penwortham Community Centre extended enabling greater use of the site.

The Town Council consider that The Cross-Borough Link Road does not constitute a link road in the current Masterplan. The access to the site from the A582 leads perfectly onto the site but the junctions proposed onto Leyland Road are totally impractical. The Town Council are of the opinion that a junction on the existing bridge with give way signs and, in essence, a one-way traffic junction would not constitute a link road, and as such, feel that the only solution would have to be the building of a new bridge to ensure the smooth flowing of the CBLR.

The Town Council consider that Community Investment Monies (CIL) should not be used to fund the new road and bridge. A site the size of this proposal would need a major road network simply to deliver the proposal and as such the Town Council feel that the funding of this should most definitely be made by the developer.

The current infrastructure surrounding this site is simply not adequate and not able to support another 1100 properties and another possible 4000 road movement a day. The Town Council feel that the capacity of Leyland Road is already at its limits and the failure to dual carriage the A582 has meant that the current infrastructure cannot cope with any further developments.

Preston City Council - consider this development to be a significant part of the Preston, South Ribble and Lancashire City Deal, supporting the case for the much-needed continued improvement and widening of the A582. This is clearly a significant material consideration in favour of the development.

Sport England - have taken into account their current strategy and Planning for Sport guidance which sets out three key objectives:

- Protect - To protect the right opportunities in the right places;
- Enhance - To enhance opportunities through better use of existing provision;
- Provide - To provide new opportunities to meet the needs of current and future generations.

They also highlight Penwortham Neighbourhood Plan which sets out the communities' vision and aspirations for the town of Penwortham. There are a number of policies relating to the site within the Neighbourhood Plan, however Policy 5 specifically relates to the provision of new sporting facilities. The supporting text to accompany the policy links to policies G10 and G11 of the South Ribble Local Plan which sets out the standards and mechanisms for provision of open space and playing fields. The neighbourhood plan references the development at Pickering's Farm which is adjacent to the existing Penwortham Community Centre, which provides an existing focus for open space and sporting facilities. It is the communities desire to see the provision of open space including new sporting facilities arising from the Pickering's Farm development to be located adjacent to the Community Centre facilities.

The proposed masterplan sets out several opportunities for the site including:

- Providing a range of Character Areas, connected by a new network of well-defined streets and public spaces
- Extending the existing recreational space adjacent to Kingsfold Community Centre and linking this through green corridors to new public green spaces across the site
- The opportunity to enhance and supplement pedestrian/ cycle connections for the area, integrating the site within the existing network and public rights of way.
- The creation of a high quality and legible development; and
- The opportunity to promote and strengthen the green infrastructure providing a range of typologies across the development.

It is noted that the masterplan sets out under the principle of the development opportunities to deliver extensive green infrastructure across the site. The green infrastructure will have differing forms, functions and uses and will be connected by the extensive network of green links across the site. On-site green infrastructure provision will include amenity green space, equipped play areas, natural/ semi natural open space, playing fields and allotment provision. No further information in relation to what the formal recreation offer would be in either the masterplan or the outline application has been provided.

The objectives seek to provide legibility through the site and create a movement network for pedestrian and cyclist that promote the safe connectivity within the existing and proposed built and natural environment. The provision and enhanced legibility aim to be designed to ensure the safe movement of traffic.

The design principles therefore reinforce the importance of design and layout and the promotion of healthy living, including high quality green infrastructure, linking the internal elements of the site to the surrounding area. The importance of legibility is emphasised in the masterplan and therefore the structure of the streets will enable residents and visitors to intuitively find their way around and through the development between residential and non-residential elements.

Sport England welcomes the approach and principles set out in the draft masterplan in terms of active design, however limited information at this stage is presented in terms of how the linkages and legibility through and within the site will be implemented. It is also disappointing to note that the developer has not set out in either the outline planning application, masterplan document or the infrastructure plan how the developer is going to provide the formal recreation offer. As a result of this limited detail, Sport England provide further information regarding the additional demand for sport as a result of the proposed masterplan. Please see full consultation response.

Greater Manchester Ecology Unit - strongly recommended that the Masterplan and Design Codes are adjusted in order to provide a coherent scheme which provides for no net loss of biodiversity and Biodiversity Net Gain as signposted by both the applicant and emerging government guidance (Environment Bill 2019):

- The ES should be updated and all areas of the site surveyed, including the remaining 30% where no access has been allowed. As it stands, in ecological terms, it is not possible to fully assess the environmental and ecological impacts of the proposal and therefore plan adequately for avoidance, mitigation and compensation.
- The applicant and the Planning Authority should agree the percentage Biodiversity Net Gain that is to be achieved and the metric/method of calculation. At present in my view there is no planning confidence in the signposting of a “compensation package”.
- The Landscape Strategy and Green Infrastructure principles need to be more clearly defined in order to ensure that each phase of the development is built to the same approach. This should include:
 - Retention of the more than 125 year old orchard on Lord’s Lane
 - Clear proposals and design objectives relating to Hedgerows of which 29% of existing resource are classified as Important and >50% as species rich hedgerows.
 - Proposals to incorporate species rich hedgerows into the curtilages of properties is **not** acceptable, as there will be no long term control over the condition, management or retention of these features. Where hedgerows are incorporated into the boundaries of properties this should be considered a loss in the biodiversity calculation.
 - Landscape design focused on key known species resource and identified impacts for barn owl, bat roosts and bat foraging
 - Design principles for the Sustainable Drainage System (SuDS) to ensure areas of open water, wetlands and emergent biodiversity features are created **and** management is undertaken in an appropriate manner. This is to ensure that the SuDS can achieve the stated objective of surface water attenuation and biodiversity, and that this can be maintained through the operational lifetime of the development.
- It is not clear how the management of the Green Infrastructure estate is to be resourced or planned and this mechanism needs to be included within the Masterplan and passed through to the Outline submission for the avoidance of any future doubt.

United Utilities - In respect of Surface Water Drainage, UU comment that they welcome the consideration given to the management of flood risk and surface water within the masterplan document. Considering these matters at the outset, and identifying a site wide strategy, will ensure that the development is brought forward in a sustainable manner and can respond to matters and changing circumstances caused by climate change. UU encourage the applicant/ landowner to prepare a site wide sustainable drainage strategy for foul and surface water for the entirety of the scheme, taking account of the phased nature of delivery and how each phase will interact with each other. This strategy should clarify that all surface water will be discharged to one of the surrounding water courses, and no surface water will discharge to the public sewerage system either directly or indirectly.

United Utilities welcomes the inclusion of a preliminary drainage strategy within the masterplan document. The statement that surface water runoff from the site will be restricted with discharge to Mill Brook either directly or indirectly through the existing watercourses within the site or the culverted tributary to the north is supported, albeit UU will require further clarification on this. Furthermore, they require confirmation that no surface water will drain into the public sewerage

system either directly or indirectly. The drainage scheme for this site must be designed in accordance with the wider drainage discussions which have been held to date.

Given the various sustainable options available in relation to the drainage hierarchy for the discharge of surface water, the expectation will be that no surface water will discharge to the public sewer either directly or indirectly and we would welcome wording to this effect within the masterplan. The masterplan should clearly set out the need to follow the hierarchy of drainage options for surface water in the NPPG which identifies the public sewer as the least preferable option for the discharge of surface water. The masterplan states that based on anticipated ground conditions and the potential for shallow groundwater, infiltration is not considered to be a suitable method of surface water disposal. UU would welcome some further information regarding this as part of the site wide drainage strategy and prior to the detailed design stage.

United Utilities cannot emphasise highly enough the importance of including sustainable drainage systems and applying the surface water hierarchy for the discharge of surface water in a rigorous and consistent manner, especially in an era when the impacts of climate change are ever more present. This supports their recommendation to include sustainable drainage throughout the masterplan to ensure the applicant/landowner is addressing such concerns in future planning applications.

In respect of Sustainable Drainage and Green Infrastructure, UU welcome the consideration that has been given to surface water drainage and the inclusion of swales across the site. They support the inclusion of Sustainable Drainage Systems (SuDS) and would welcome the development of a SuDS strategy. They encourage the applicant to prepare a SuDS strategy in tandem with the site wide drainage strategy to ensure they are intrinsically linked through the detailed design process and to ensure that a site wide vision is achieved. Furthermore, the masterplan references that greenspaces could also naturally align with the sustainable drainage vision for the site, to create the opportunity for the delivery of ecological features including swales, wetlands and ponds. UU welcome the consideration of how green and blue corridors can ensure a fully integrated SuDS solution is achieved to provide multifunctional benefits as part of a high quality green and blue water environment. The detailed design stage should consider the topography of the site to understand any naturally occurring flow paths and any low lying areas within the proposal where water will naturally accumulate.

Sustainable surface water management should be used to support other principles and requirements of the masterplan, such as sustainable design and public realm improvements. There are opportunities to reduce the surface water run-off as part of the on-site public realm and landscaping proposals. The masterplan states that surface water runoff from the site will be restricted with discharge to Mill Brook either directly or indirectly through the existing watercourses within the site or the culverted tributary to the north. The masterplan proceeds to state that restricted rates, attenuation volumes and points of connection will be proposed once the Masterplan has been developed further. UU welcome further information to this effect and a site wide strategy that ensures all surface water is discharged into the surrounding watercourses and no surface water is discharged to the public sewer either directly or indirectly. For the avoidance of doubt, the expectation will be that only foul flows will communicate with the public sewer.

UU cannot stress enough the contribution that the design and landscaping of a site can make to reducing surface water discharge. UU welcome the references to surface water management within the masterplan and how this can be linked to the wider landscape, ecology and biodiversity strategies for the site.

UU look forward to seeing further information regarding how the scheme will incorporate genuine, above ground, sustainable drainage systems, landscaping features and permeable/porous hard surfacing materials to help reduce or maintain rates of surface water runoff. Consideration should also be given to how the delivery of water and waste water infrastructure can be incorporated into the wider infrastructure provision for the site to promote sustainable development and ensure efficiencies in delivery.

With regard to the provision of SuDS, UU also recommend a site wide management and maintenance plan for the lifetime of the development. This will ensure the continued effectiveness of the on-site systems through a thorough management and maintenance regime to prevent the systems not functioning properly, thereby undermining the site wide drainage strategy and increasing the risk of surface water flooding.

In respect of Foul Water Strategy, UU comment that the masterplan document does not make reference to an indicative foul water strategy. Any drainage proposals for the site must be designed in accordance with the wider drainage discussions which have been held to date. This includes discharging surface water to Mill Brook in the west, as set out above, and foul water flows to the 675mm diameter public combined sewer on Pope Lane.

Given the size of the masterplan site and the information provided regarding the phased delivery of the scheme, the site infrastructure will therefore also be delivered in phases. Due to the phased delivery of the on-site foul water system, it is imperative that a site-wide sustainable foul and surface water drainage strategy is prepared to cover the whole site. The site wide strategy will need to be upheld through the phased delivery of the scheme and the delivery of each phase will need to be fully compliant with that strategy. UU understand that foul pumping will be necessary and as per the discussions held to date with the applicant and UU request that the number of foul pumping stations are minimised to provide a single pumping station.

The experience of United Utilities is that where sites are brought forward in phases, and with multiple landowners, achievement of sustainable development can be compromised particularly when a site wide infrastructure strategy, including foul and surface water drainage, is not considered at the outset. This can result in interconnecting phases of development being brought forward in a piecemeal manner, with the interaction of phases not fully considered, undermining the broader infrastructure strategy for the site.

Any drainage as part of early phases of the development should have regard to future interconnecting development phases, ensuring unfettered access between the various parcels, preventing a piecemeal approach to drainage and demonstrating how the site delivers sustainable drainage as part of the interconnecting phases. The aim is to ensure the drainage and design principles set out within the masterplan are met through each development phase, irrespective of the timing of its delivery or the ownership status of the land.

UU would encourage a pro-active approach to sustainable drainage to ensure communication between phases so there is sufficient capacity to serve all the development sustainably in the development area and not just one phase. They believe that raising this point at this early stage in the preparation and evolution of the masterplan is in the best interest of delivering this scheme in the most sustainable and co-ordinated manner. Furthermore, a site wide sustainable drainage strategy will ensure that the delivery of the overall scheme is fully coordinated, notwithstanding multiple ownerships and phases.

In respect of Water Efficiency, UU comment that maintaining and improving water quality and the treatment of water and wastewater in the face of population growth, changing environmental legislation and climate change pressures will be an ongoing challenge for the development industry over the coming years. There is likely to be greater demand from customers for environmental improvements which in turn may be reflected in increased environmental standards over time. Consequently, development will need to enhance the environmental quality of the immediate area and manage the effects of climate change.

United Utilities encourages the use of systems such as rainwater harvesting and grey water recycling that help to reduce pressure on public water supply and the public sewerage system. Benefits include a reduction in environmental impact through the efficient use of valuable resources and a reduction in the costs associated with improving local water infrastructure for new

development as they require less mains water. An additional benefit is the reduction in future occupants' costs for both water bills and energy bills (through heating water).

Design Code – UU comment with regard to the Green Movement and Spaces section of the Design Code, UU welcome the consideration of how the sustainable drainage network can be interlinked with the wider landscape proposals for the site. The consideration of ecological features such as swales, wetlands and ponds to deliver the sustainable drainage vision for the site, and the proposals for the site's greenspaces, will ensure multifunctional benefits can be achieved. UU welcome the consideration of how green and blue corridors can ensure a fully integrated SuDS solution is achieved, providing multifunctional benefits as part of a high-quality green and blue water environment.

UU support the consideration of swales along the route of the CBLR corridor to provide surface water drainage and attenuation and the proposal to incorporate these swales into the surrounding land uses. Given the proposed location of the swales adjacent to the highway, debris can collect within them, preventing the system from functioning properly. UU therefore request that a thorough management and maintenance regime is imposed to ensure the continued efficient use of these swales, to prevent the systems not functioning properly and thereby undermining the site wide drainage strategy which in turn will increase the risk of surface water flooding.

Infrastructure Delivery Schedule – UU comment that the Infrastructure Delivery Schedule (IDS) does not specifically relate to the delivery of water and wastewater infrastructure and would welcome a holistic, site wide sustainable drainage strategy. This will ensure that the phasing set out within the IDS is achievable and a clear drainage strategy is in place from the outset. Where possible, the delivery of water and wastewater infrastructure should be considered alongside the broader infrastructure for the site to ensure efficiencies in design and to maximise opportunities for sustainable development. United Utilities will continue to work with the Council and the developers/landowners to identify any infrastructure issues and appropriate solutions.

LCC Planning - The Planning Manager at LCC provides comments relating to the planning applications in respect of Adaptable Homes, Air Quality and School Provision.

In respect of **Adaptable Homes**, LCC highlight The Central Lancashire Adopted Core Strategy Local Development Framework recognises the importance of 'adaptable homes', in particular at paragraph 8.25, and Policy 6: Housing Quality. LCC comment that the need for adaptable homes goes beyond accommodating for the housing needs of older people. Adaptable homes make dwellings usable by a wide range of householders, from families with young children to older less agile people and anyone living with a mobility impairment whether temporarily or on a longer term basis. It is also important to note that 'single storey homes' cannot necessarily be adapted to accommodate the needs of an ageing population, unless they are built in accordance with a recognised adaptability standard.

They raise the issue that there is a vague and uncertain commitment to the delivery of adaptable homes and request that all non-specialist homes on this development are as a minimum, built in accordance with 'Building Regulations M4(2) Category 2: Accessible and Adaptable Dwellings'. The Masterplan should recognise and highlight this requirement.

In respect of **Air Quality**, LCC highlights The Central Lancashire Adopted Core Strategy Local Development Framework which has a requirement in '*Policy 3: Travel*' to '*(i) Enabling the use of alternative fuels for transport purpose*'. Although, Paragraph 13.212 in the Environmental Statement submitted with the Planning Application lists some elements relating to sustainable travel and LCC welcome the consideration of these elements being incorporated into the development, they are concerned that discussions about how these aspects will affect viability and discussions about how they will be incorporated into the development will only be considered with SRBC prior to the completion of the proposed development. It is LCC's view that discussions about these elements, including viability, should be incorporated into the development as requirements at the master planning stage where appropriate. In particular, consideration about

contributions to low emission vehicle refuelling infrastructure, cycling and walking infrastructure, a detailed travel plan, cycle parking infrastructure and on-site shower facilities to encourage walking/cycling to work should be considered at this stage of the master planning process as they are central to the movement of people around the site and beyond.

In respect of **School Provision Planning**, LCC highlight the Education Contribution Methodology document which outlines the Lancashire County Council methodology for assessing the likely impact of new housing developments on school places, where necessary mitigating the impact, by securing education contributions from developers. Planning obligations will be sought for education places where primary schools within 2 miles and/or secondary schools within 3 miles of the development are:

- Already over-subscribed,
- Projected to become over-subscribed within 5 years, or
- A development results in demand for a school site to be provided.

LCC also wish to remind you of the DfE 'Securing Developer Contributions for Education' guidance that states that there should be an initial assumption that both land and funding for construction will be provided for new schools planned within housing developments, with the land provided on a peppercorn basis.

LCC comment that the proposed location of the school site adjoining the new road will have impacts regarding both air pollution and safe access. Access arrangements by vehicles into a school should be carefully considered to take into account the safety of pupils. Parking for staff and visitors only will be included within the site boundary, and inevitably, despite markings restricting it, some parents will temporarily park to drop and collect children close to the school entrance, causing potential safety issues.

Although there are likely to be other accesses for pupils and parents traveling by other means than vehicles, some will also approach on foot or bicycle from the new link road and their ability to access the school safely must be given high importance. The site entrance also appears to be proposed on a bend in the road which may reduce visibility for traffic emerging from the school.

More consideration should be given in the masterplan to the air quality around a school from excess vehicle traffic, and LCC believe that this should be a strong consideration regarding the location of the school from the Cross Borough Link Road access point. It is appreciated that green infrastructure has been indicated in the draft plan that may assist in reducing pollution from the link road.

The last formal response to the revised Draft Masterplan was November 2018. Within this draft LCC welcomed the change of the school site requirement from a one form entry primary school, to a two-form entry. The November 2019 draft masterplan includes the new site position for the school within the development. It is appreciated the South Ribble and the developer accepted the concerns raised by officers around drainage issues from the original location.

In terms of the feasibility of the proposed site, size details and site options were provided to you by officers in June 2019, making reference to issues which still required resolution and offering the earliest opportunity to meet and discuss with the planning authority and developer to avoid issues later in the planning process. These are still outstanding.

LCC Education - also provided comments separate from the LCC Planning but more relating to the planning applications. However, they re-iterate LCC comments that the impact and requirements of this development on school places should be considered in relation to the wider strategic site. The School Planning Team welcomes the inclusion of the 2FE school site to mitigate the impact of the Masterplan site. This requirement will be kept under review as the strategic site detail emerges. DfE Securing developer contributions for education guidance states that there

should be an initial assumption that both land and funding for construction will be provided for new schools planned within housing developments, with the land provided on a peppercorn basis.

In terms of the feasibility of the proposed site, the feasibility, site size detail and site options was provided to you by LCC's Capital Programme Team last year and highlight that this still requires resolution.

Consultees still to respond at time of compiling this report:

**Environmental Health
Lancashire Fire and Rescue
Lancashire Wildlife Trust
Environment Agency
Local Lead Flood Authority (LLFA)
LCC Planning
Arboriculturist
CCG
CPRE
Strategic Housing
Preston City Council
Public Rights of Way
Natural England**

APPENDIX I

Summary of Representations to Masterplan August 2020

As of the 4th September 101 representations have been received in response to the Masterplan. A summary of the points raised follows:

Policy Issues

- Absence of commercial uses fails to accord with the site allocation Policy in the Local Plan
- Creation of a large semi-permanent/permanent cul-de-sac in the delay/absence of a new bridge contravenes the site allocation Policy in the Local Plan
- A development of 2000 dwellings contravenes the Penwortham Town Neighbourhood Development Plan which calls for smaller developments (50-150 units) each with their own identity
- Policy 3 of the Penwortham Town Neighbourhood Development Plan requires a minimum of 10% single storey accommodation and 10% for elderly residents
- The land is “safeguarded”

Neighbour Issues

- Overlooking / loss of privacy from the CBLR being in close proximity to existing residents

Design Issues

- Densest housing is shown immediately behind existing properties on Lords Lane and potentially up to 4 storey high
- Greatest concentration of greenspace proposed around access roads rather than existing residents on site
- Risk associated with a children’s play area below high voltage power cables

Highway Issues

- Increased congestion
- Pedestrian and cyclist safety on the local highway network would be worsened
- Road traffic impacts under estimated by the applicant
- Queries/disagreement regarding the methodologies applied by the applicant’s highway consultant and the conclusions reached
- The interim use of the inadequate existing Bee and Flag Lane bridges could be for indefinite period of time and would damage the bridges structural integrity
- Travel disruption during construction
- Local highway network is unsuitable for construction traffic and/or traffic associated with or passing through the development
- Loss of “quiet lanes” used by riders, cyclists and walkers
- Public Right of Way between Kingsfold Drive and Moss Lane has been omitted from the Masterplan
- Relocation of proposed primary school would make prevention of use of Moss Lane by parents difficult

Environmental Issues

- Air quality impacts associated with construction
- Air quality impacts associated with the occupation of the development and through traffic including nearby AQM areas
- Increased noise pollution
- Increased light pollution
- The land is prone to flooding
- Insufficient plans for land drainage have been provided
- Existing surface water drainage infrastructure is inadequate
- The development would worsen existing surface water flooding for neighbours

- Proposed attenuation ponds could overflow and lead to localised flooding
- Existing foul water pumping stations are at capacity
- Impact on resident wildlife including some UK red list endangered species
- Only circa half the site has currently been surveyed
- Loss of trees
- Loss of habitat value from the proposed relocating of ancient orchard
- Loss of green space
- The loss of greenspace will add to global warming
- Local waste management plants are at capacity

Financial Issues

- Uncertainty relating to and/or lack of CIL monies to complete the necessary infrastructure works including the new CBLR bridge
- The applicant's proposed use of CIL monies to part pay for the new CBLR bridge contravenes the City Deal Heads of Terms
- Potential for the taxpayer to a large debt burden for the necessary infrastructure works
- No mention of who will pay for existing resident's drains to be diverted

Community Issues

- Additional strain on local services such as hospitals, schools, the police and the fire service
- The site is in an unsustainable location with not existing shops, dentists or GP surgeries in walking distance
- No funding to allow the proposed primary school to be constructed with the land inevitably becoming more housing
- Lack of capacity in local High schools
- Loss of the area's recreational value to the community
- Increase in crime and anti-social behaviour
- Need for more bungalows
- Need for extra care accommodation
- No train station proposed
- Proposed commencement of the build of the primary school on the 10th anniversary of the 300th dwelling is too late
- The impact that construction over a long period of time would have on residents within the site has not been considered (e.g. ability to sell their houses, dust, noise, mental health)
- No long term job prospects from the development

Other Issues

- Type of housing proposed unsuitable for first time buyers
- No 'need' for the development
- Impact loss of greenspaces has on mental health
- The plan includes land in private ownership
- Better alternative sites exist in the Borough
- Better alternative uses for the site exist
- Factual errors made within the submitted Statement of Community Consultation documents
- The decision makers will not be affected by the proposal
- The proposed houses would be built to a poor standard
- Questions regarding if the energy network can cope with a new development of this scale
- A tenant farmer would lose approx. a third of the land he farms if the development goes ahead
- The development could impact on dairy cows at the dairy farm on Bee Lane and their ability to produce milk
- Potential for future residents to complain about the working practices of existing businesses (e.g. noise)
- Developers sell such properties without the freehold

APPENDIX J

Summary of Consultee Comments to Masterplan August 2020

Lancashire County Highways – provide views in respect of the August 2020 Masterplan on highways and transportation matters only. It is critical that all matters highlighted are suitably addressed to ensure the acceptable comprehensive development of the site and to demonstrate that it can be delivered with suitable levels of access provided at all stages.

It is not my intention in this response to provide detailed comments on the Transport Assessment (TA) required to support the delivery of this site through the planning process. However, the August Masterplan now includes a series of appended technical statements which includes 'Highways' in Appendix C and as such I will provide appropriate comment on this at this stage on page 13 below under the heading 'E - Highways Technical Note (Masterplan Appendix C)'.

For the avoidance of doubt there is nothing new raised in these latest comments in regard to the general principles of the Masterplan and the position that LCC Highways Development Support has maintained since the pre-application stage. This being that the Masterplan should ensure development of the site follows a properly planned approach and not piecemeal development. Deliverability and viability should underpin the development of the Masterplan and therefore ultimately demonstrate whether the document(s) are an acceptable basis for the development of the Masterplan site.

The following areas of the Masterplan are not considered acceptable at this stage and further information and evidence is considered necessary. I will address each matter in turn under the following headings:

- A - Masterplan Viability and Ultimately Deliverability of the Masterplan
- B - Specific Consideration to Timing of Delivery of the Full Cross Borough Link Road
- C - Provision for Sustainable Movements
- D - Infrastructure Delivery Schedule
- E - Highways Technical Note (Masterplan Appendix C)
- F - Various other General Comments and Observations
- G – Properly Planned Approach as opposed to Piecemeal Development

A - Masterplan Viability and Ultimately Deliverability of the Masterplan

The executive summary of the August 2020 documents states 'This Masterplan has been prepared by Taylor Wimpey and Homes England ('the Developers') to guide the future development of one of the largest allocated sites in South Ribble...'

It remains LCC Highways position that the Masterplan, as presented, does not demonstrate the infrastructure necessary to support the scale of development to be accommodated can and will be delivered.

There is a need to ensure the Masterplan produced has followed an approach which best supports the development and delivery of the entire site and is not overly influenced by seeking to achieve the objectives of any one, or group, of potential developers of the site.

While the final layout of this major development site as set out within the Masterplan may not be unreasonable in many aspects, the delivery cannot be taken as a 'fait accompli', which is essentially the approach adopted and presented in the current submitted Masterplan. LCC Highways consider that a properly planned approach should start from a position that develops the Masterplan based on viability which in turn influences and informs what can be delivered both in terms of infrastructure and ultimately scale of development.

However, there has been no Masterplanning viability exercise and therefore agreed costing (with the LPA with support from the LHA) of the overall infrastructure requirements with specific analysis

to best understand how all elements can be funded and what the level of burden to individual developers/development parcels would be with consideration to when measures will be required. It is of concern to LCC Highways that the approach the Masterplan presents would potentially result in an unrealistic level of burden for latter and almost certainly smaller applications that come forward on the Masterplan site and in doing so would make these unviable.

This is why the fair and proportionate level of burden to be carried by all development must be identified at the masterplan stage, albeit without the level of detail that may be available as site development moves forward, reasonable best estimates can be made at this stage. The No. of dwellings are understood and the ultimate infrastructure requirements as set out in the Infrastructure delivery schedule (IDS) are a reasonable evaluation (in advance of agreement on detailed Transport Assessment). So while the exact trigger points are not known at this stage, and it is understandable why prospective applicants would want to keep a level of flexibility, the overall costing and equitable apportioning of the infrastructure requirements can be assessed and therefore the overall viability of the Masterplan as proposed, clearly understood. If following this comparatively straightforward exercise the outcome is that the Masterplan as presented is sound then we have a strong position from which to move forward to assess individual applications, necessary trigger points for infrastructure, other measures and services etc. to deliver comprehensive development of this strategic site, in a timely manner and in line with the local development plan. This removes uncertainty for future developers and land owners coming forward within the Masterplan area.

B – Specific Consideration to Timing of Delivery of the Full Cross Borough Link Road

A previous version of the draft Masterplan showed in Figure 11.1 the land controlled by Taylor Wimpey (TW) and Homes England (HE) 'the Developers' and also that which is under the control of third party ownership. This is important as it influences how the site may come forward. The assessment of when the CBLR is required is not simply a question of the number of residential dwellings delivered on the site and the associated trip generation. It is not simply about what the trigger point should be with regard to vehicular traffic. The need and reasons why the CBLR is required is set out in the local plan. It is to support the wider development aspirations of South Ribble BC and allow the comprehensive development of this major site. LCC Highways consider that to do this will require developing a Masterplan that would see the delivery of the Full CBLR at the earliest opportunity with consideration for viability (as set out in section A above), risk (planning permissions) which considers individual site parcels and as necessary the full CBLR including bridge over the West Coast Main Line (WCML).

The specific consideration to the timing of delivery of the Full Cross Borough Link Road must consider the need for appropriate Public Transport routing to/from the principle desire line, which is the Leyland Road corridor. It must consider early delivery of high quality sustainable provision and facilities (3.5m shared use facility on one side of CBLR and a 2.0m footway on other side for the full length of the CBLR tying in to wider infrastructure. These matters are addressed in more detail under Section C below on Page 8. The timing for the full CBLR must also support the comprehensive and sustainable development of the Masterplan site, supporting early delivery of the school and Local centre. The CBLR will provide a key desire line to/from the local centre and school from the wider built environment, in particular from Leyland Road.

Without doubt, a further factor must be assessment of traffic expected to use CBLR. It is expected that evidence to be collected and agreed with the LHA following the opening of 'the Cawsey' section of the CBLR will better inform this matter in due course. (Note: it must be recognised that any data collected at the current time will need to be factored to represent a pre Covid19 base). In an ideal world a comprehensive masterplan would be fully agreed in advance of any planning applications on site. Clearly the Masterplan should be considered objectively by the LHA on its own merits. However, in this case we are seeking to reach agreement on a site Masterplan for a major site for which two major applications have already been submitted. Therefore, it is also not unreasonable to consider the acceptability of the Masterplan as presented and the implications in regard to the currently submitted applications. For example, if it is accepted that the currently submitted CBLR application fulfils the local plan policy requirement this would raise the question,

what would be the risk to the delivery of the Full CBLR (new bridge over WCML and new junction on Leyland Road).

There is also a need to understand what the implications of 'short term' and 'long term' as referenced in the Masterplan and the applicants outline residential and CBLR applications. Consideration of the outline residential application would imply the applicants consider 'short term' could potentially mean delivery of their 1,100 dwellings in advance of the Full CBLR. This could imply a time scale of potentially 10 to 15 years before any acceptable CBLR connection to Leyland Road and the subsequent necessary provision for sustainable modes, including PT routing and vehicular access from the east to the school and local centre.

(Note: the current outline residential application considers 1,100 dwelling out of the 2000 dwellings that could come forward on this major Masterplanned site including safeguarded land; the TA also include a sensitivity test considering 1,350 dwellings, the full site allocation which includes third part land).

The land ownership plan referred to above showed that a site parcel to the west of the West Coast Main Line railway, which is outside of the land controlled by the current applicants (TW/HE), is required to deliver the CBLR. To come forward in line with the Local Plan this site would need to deliver, with no gaps within their site, the section of CBLR to tie in at each end with the land controlled by TW/HE as shown in their current application (i.e. removing any potential ransom). However, if this site came forward after the current HE/TW site as currently proposed then LCC Highways would have to recommend that a connection from A582 to Bee Lane was not completed as this would not deliver a safe and suitable route to accommodate potential movements, with regard to both vehicular and sustainable movements. The Full CBLR with new bridge and new junction at Leyland Road are necessary to overcome this issue and to deliver the vehicular and sustainable transport facilities appropriate for the scale of development proposed and to accommodate CBLR, local access and redistributed traffic.

Clearly there would potentially be viability issues for this site to deliver the remaining infrastructure to deliver the Full CBLR and therefore the Masterplan fails. The above is just one example, there are numerous potential scenarios where the deliverability of the comprehensive development of the site are put at risk by the Masterplan as presented and the failure to develop a Masterplan based on sound long term viability and deliverability.

Planning permission for the Full CBLR with new bridge over WCML

As highlighted, one of the risks to the current Masterplan is that it promotes an approach whereby a significant proportion of the Masterplan site could be developed in advance of the Full CBLR (and indeed in advance of any planning permission to be secured for the Full CBLR). This would also be in advance of the appropriate level of detailed design to ensure that the land necessary to deliver and construct the CBLR is understood and protected from development.

The risks associated with such an approach are highlighted when consideration is given to the applicants current outline residential application, whereby, land that may be required to deliver the full CBLR could potentially be given permission in advance of fully understanding what the requirements are in respect to the design of the new bridge and the land required to potentially remove the existing Bee Lane Bridge and construct a new bridge (including all land required to accommodate the associated construction compound and access for plant, storage of materials and siting of a large crane to lift sections of bridge).

The applicant has repeatedly stated that they have excluded the Full CBLR (WCML bridge section and junction with Leyland Road) as it is not in land within their ownership or control. However, this was not an issue for the applicants when submitting their application for the CBLR. The current application shows a route that runs between the proposed new access with the A582 and a priority junction with Bee Lane to the west of the existing bridge of the WCML. The route includes a significant section of land not in the applicants' ownership or within their control. The position the applicants have taken in regard to the Full CBLR has been a concern to LCC Highways from the

outset. It is our view that this position has been fundamental to the applicants approach to their Masterplan which has failed to demonstrate that the full route with new bridge and new junction with Leyland Road is viable and therefore deliverable.

It is LCC Highways position that the applicants currently submitted CBLR application does not deliver a CBLR or indeed any road that could be described as fulfilling this purpose, given the sub-standard nature of the provision for both non-motorised and vehicular traffic between the proposed priority junction with Bee Lane and the existing Bee Lane/Leyland Road roundabout. The applicant themselves acknowledge that the proposed scheme would only provide for a limited level of additional traffic. The applicants suggest this could allow up to a further 40 to 50 houses to be served of Bee Lane.

LCC Highways continue to review the amended plans and proposals the applicants have provided in regard to their current CBLR application and outline residential application. However, we have been clear in discussions with the applicant that we do not consider the CBLR application is acceptable as a route to meet the requirements of the CBLR (in line with the SRBC local Plan) and that we would not support the connection of this route to Bee Lane as presented.

C - Provision for Sustainable Movements

I would not describe the current site as a highly sustainable location. It is for the Masterplan to establish the principles of how this site can be brought forward in the most sustainable way, ensuring that the proposals do not result in a car dominated/car dependant development. The detail of the necessary highway, public transport and sustainable links and the timing of their delivery will influence this and will be secured through subsequent planning applications. The Masterplan must ensure that piecemeal development does not compromise the comprehensive development of the site and as such limit the opportunities to deliver a highly sustainable site or undermine the ability to secure/deliver highway changes.

Any development on the site will increase both vehicular and pedestrian/cycle demand toward Leyland Road upon narrow lanes with currently no footway facilities and limited lighting. I do not consider the Masterplan proposals demonstrate that safe and suitable provision to/from the secondary access points of Bee Lane and Flag Lane will be achieved in what the applicant refers to as 'short term' (note: potentially 10 to 15 years). Given the scale of development that potentially could come forward and the number of vulnerable road users making sustainable movements (with particular reference to education and access to appropriate bus service on Leyland Road) this is a concern.

The absence or delay to high quality provision of sustainable transport measures can hinder development of a sustainable movement mind-set across a development. It is important to maximise the usability of alternative modes of transport to encourage cycling and walking at an early stage in development build-out. Given the length of time it usually takes to develop only a modest number of dwellings, it makes sense to promote sustainable transport use early, with a mix of actual provision and a travel plan for the site. The absence of safe and suitable, high quality infrastructure on the key desire lines to Leyland Road in the early stages of development will lead to a reliance on the car, which could be expected to perpetuate as the development grows. This approach was necessary before the start of the Covid19 situation, but appears even more important in the post-crisis period that we find ourselves in.

In regard to sustainable movements, the Masterplan must therefore address necessary infrastructure and the trigger points when infrastructure is required for sustainable access (pedestrian, cycle, and public transport considering the desire lines and local amenities and attractors). In this respect the Sustainability Plan in Figure 2.2 of the Masterplan document is a useful reference. This clearly shows a dominant draw to/from Leyland Road and the Lostock Hall area for amenities, services, retail, employment and education.

The sustainable links must provide safe and suitable access at all times of the day and throughout the year on well lit, surfaced routes on these desire lines. A simple test to gauge whether routes

being proposed deliver safe and suitable access is to ask yourself whether or not you would be happy with your child walking on the route. I address in more detail below the applicants approach which proposes shared use of existing roads within the site which are to remain to maintain required access to multiple existing properties and businesses as 'Quiet Lanes'.

Approach that requires use of Shared Space / Quiet lanes

The principle of the use of 'Quiet Lanes' as proposed by the applicant for the Pickering's Farm site has not been developed sufficiently in order for the LHA to consider the approach suitable. It must be understood that the scale of this development, and the phasing as proposed in both the Masterplan, CBLR application and outline residential application could, if approved, mean the final site and all infrastructure will not be delivered for at least 15+ years. So while it may not be unreasonable to use some of the existing lanes in the manner proposed as part of the final plan, it is the long interim period that causes concern. LCC Highways do not accept that the approach presented satisfies NPPF and delivers sustainable development. Consideration must also be given to the latest government advice in regard to shared space and LTN 1/20 in regard to appropriate provision for sustainable users.

The approach presented by TW/HE is to deliver all their site (1,100 dwellings) in advance of the Full CBLR and hence significant intensification of sustainable movements on these existing lanes. These lanes do not have safe pedestrian footways to cater for existing and new users (including attraction from beyond the site) for:

- Children going to the nearest schools (Penwortham Broad Oak Primary School and Kingsfold Primary School both to the north, Lostock Hall Academy, Lostock Hall Community Primary School, Our Lady and St Gerards RC Primary School to the east and Farington Moss St Pauls C of E Primary School - to the south of the site;
- Elderly and mobility impaired users; and
- Parents with pushchairs etc.

Traffic speeds on these, predominantly long straight lanes (currently derestricted and which will remain semi-rural for many years - even after development has commenced from the western edge) will not be self-enforcing to ensure that they are below the 20 mph maximum required. Clearly many sections of the proposed lanes will not be developed until much later in the development build out. Many of these lanes are unlit or have limited lighting provision and therefore do not present a suitable route at all times of day and throughout the year.

The desire lines via the existing lanes (Bee Lane, Lords Lane and Flag Lane) do not present acceptable shared use routes. The Masterplan needs to demonstrate that the site can be brought forward in a safe and sustainable manner from the early stages. I consider the current Masterplan fails to do this!

I consider the approach will need to give much greater consideration to review of the current use of existing lanes and current access of existing properties and how these may need to be altered to create the necessary safe pedestrian environment. The approach will need to identify how pedestrians can be segregated from vehicular traffic (footpaths or off road provision on desire lines).

It is clear that as the site is built out and phases are brought forward (with new access and highway/sustainable movement access infrastructure) the traffic management measures on the existing lanes will need to be reviewed and amended. This approach is necessary with delivery of development on a large site where multiple existing properties and the existing access routes are to be retained.

It is not clear what consideration has been given to equestrians as part of the Masterplan.

PROW

There is an extensive network of Public Rights of Way that run through or adjacent to the proposed site and improvement of these existing facilities as well as provision of new links could be expected to deliver sustainable development.

I would expect to see full assessment of any proposals that impact existing PROW and associated mitigation measures as part of any submitted planning applications on the site. Any cost associated with changes to Public Rights of Way as a result of the proposed development will need to be borne by the developer, whether physical measures or the legal procedures.

Access to Public Transport and Future Public Transport Routing

In the early phases of development prior to any penetration of public transport into the site there will be substantial walk distances to access PT services. These services will be accessed on the primary PT corridor on Leyland Road

Walk distances of between 1200m and 1400m to the nearest PT stops on Leyland Road and 600m and 700m to stops on Kingsfold Drive, these will be typical walk distances for the residents of the dwellings delivered in Phase 1 of the proposed Masterplan. These distances would not be considered acceptable in most circumstances. Guidance highlights a maximum walk distance of 400m to a bus stop. Where the provision for pedestrians is considered poor the distance creates and even greater barrier to achieving sustainable development (see above regarding the need for safe walking routes for all users (including mobility impaired), lit, with appropriate surfacing and suitable for use at all times of day and throughout the year.

The masterplan indicates in the long term future penetration by public transport into the site with potential access from A582 Penwortham Way, Kingsfold and Bee Lane. However, the initial proposals suggest PT routing only via the main site access via A582 Penwortham Way. Such a diverted service would disadvantage existing users and is not acceptable to the highway authority. This strategy is unlikely to be sustainable post any PT funding. Clearly the ideal public transport route would use the CBLR linking the built environment of Lostock Hall, Tardy Gate, and Kingsfold and further afield using the Leyland Road Quality Bus Corridor. Any new services or service extensions/diversion will need to be funded by development and should be delivered as early as possible in the site build out to promote PT use and site sustainability.

The potential impacts of on-street parking on PT routing should be considered in the development of the Masterplan. As a minimum, adequate parking provision will be required to ensure PT service reliability can be maintained.

I note that potential travel plan measures are now included within the revised Access and Movement (section 6) of the Masterplan document and in the IDS.

D – Infrastructure Delivery Schedule (IDS)

The Masterplan includes an Infrastructure Delivery Schedule Document (IDS). The applicants have stated that The Masterplan, Design Code and IDS have been prepared to require comprehensive development to come forward within the site on land owned and/or controlled by the Developers and on third party land. The IDS now seeks to provide commentary on how the latter phase of the site would be delivered and some further information on the delivery of the CBLR on third party land and the railway crossing is provided in the table on page 6. The IDS and the accompanying table on page 6 has been updated to provide an indication of which infrastructure elements could be delivered through S106, CIL, S278 and S38 agreements (it is important that the IDS is complete in all matters and should highlight that delivered directly by development (and where possible having regard specific plots/sites) or by other means, this removes any future ambiguity).

However, as previously stated there is no costing estimate/consideration for viability and the timing for the delivery of this infrastructure remains open ended (LCC Highways has concerns in regard to masterplan viability, Full CBLR design, new bridge and junction with Bee Lane, scheme cost estimates and planning requirements, including agreed responsibility for delivery).

Access Strategy

The Masterplan for the site indicates vehicular access will be taken from a number of new vehicular access points at the following locations:

- A582 Penwortham Way
- Bee Lane onto Leyland Road

- Flag Lane onto Leyland Road
- Coote Lane; and
- A proposed bus link to the northwest of the site towards Kingsfold

Street Hierarchy

The primary spine road from A582 is proposed as a 7.3m wide carriageway with 2m footway on one side and a shared 3.5m wide pedestrian/cycleway on the other side. This shared pedestrian/cycleway will link into the wider A582 dualling provision.

The detail of the secondary access to the site has not been agreed. LCC Highways have been very clear that the current standard of Bee Lane and its access with Leyland Road will only support a limited level of new trips. The impact of increased vehicular movements on sustainable movements will need to be evaluated and will require appropriate mitigation measures from first occupation of the site to ensure safe access routes to the primary public transport corridor on Leyland Road and wider local amenities.

The current layout of the Leyland Road/Bee Lane roundabout is adequate for the current very light vehicular use from Bee Lane. However, the arrangement over the bridge and the junction layout is not to satisfactory standards to support any significant uplift in traffic numbers. Therefore, while the junction could possibly support a small increase in vehicular movements, this would not be supported until all matters are satisfied and highway changes agreed.

Proposals to date have not suitably addressed how the Bee Lane access and adjacent bridge crossing over the West Coast Main Line (WCML) will accommodate the combined addition of vehicular and sustainable movements that could be expected to be generated by this proposal in the interim period (which with consideration to the phasing proposals is potentially 15+ years) prior to delivery of the full CBLR and new junction at Leyland Road.

'Short and Long Term'

The text in the Access and Movement section (Section 6) of the Masterplan document refers to 'Short' and 'Long Term' options. I consider this phrasing without greater clarification to be, at best vague and potentially misleading.

Short term and long term vehicular access options connecting to Leyland Road in the north eastern corner of the site are proposed. The short term option is a priority 'T' junction arrangement connecting the CBLR extension to Bee Lane utilising the existing Bee Lane bridge to connect to Leyland Road. The Masterplan proposals is that the short term access option will be restricted to use by existing properties on the site and 40-50 new dwellings. The long term option is a new bridge over the WCML connecting the CBLR extension with Leyland Road.

An indicative access option (bus only link) is shown for the Kingsfold Drive link on page 33 of the Masterplan. LCC Highways have repeatedly indicated that there is advantages in an all vehicular access on a circuitous route for a limited level of local traffic.

Proposals are also shown for access via Flag Lane. The proposals provide sub-standard provision for vehicular and pedestrian access over the bridges. The limitations of the Flag Lane access proposals would only accommodate a limited level of movement.

I consider the reference to 'short term' in the Masterplan misleading. Based on the currently submitted outline residential application, acceptance of the Masterplan as presented would clearly indicate 'short term' to be up to 1,100 dwellings or 10 to 15 years. Restriction of total numbers on Flag Lane appears simple only if the final full Masterplan infrastructure is built out and considered. However, given an interim potential 'short term' of 15 years (assuming somehow a suitable mechanism is identified to fund the necessary infrastructure) this presents numerous questions in regard to access for both existing and new dwellings. If a properly planned approach is not developed, it could be expected that at every opportunity future developers will seek to secure development without the burden of the infrastructure needed to complete the full CBLR. This will

lead, as can be demonstrated on many other sites over the years, to significant delays in the release of the wider site. This has implications for the comprehensive development of the site and early delivery of key components of the Masterplan such as the school and local centre. Therefore as highlighted in this section above, the IDS needs to go further than simply identifying the 'final' necessary infrastructure. In regard to the IDS, access to the local centre and proposed school should be addressed, again considering the necessary infrastructure

and the potential trigger points as to when this infrastructure will be required, both from within the site and from the wider external built environment into the new local centre and the proposed school.

I would note that following discussions with the LEA, the school site has been moved further to the north and is to be accessed off a secondary road. A drop off parking facility for the school is also shown on the revised Masterplan document on page 2;

Access to school site in its new location, utilising Bee Lane would be a very attractive proposition for parents dropping of a child. In the potential 10 to 15 years 'short term' that could result given the Masterplan approach presented, this would prove very difficult to control and could result in even greater issues at the Bee Lane/Leyland Road junction.

In section A above, the requirement to underpin the Masterplan with consideration for overall viability was highlighted. The overall infrastructure requirements, their costings, delivery and viability have not been considered by TW/HE to date. Validation of the Masterplan should aim to ensure that proposals are equitable and fair to all developers/landowners. With consideration for the phased build out of the masterplan site it is also important to demonstrate validation of the phasing, costing and necessary infrastructure delivery. The Masterplan validation will therefore also require consideration of triggers for indicative delivery of infrastructure associated with phased build out. Once this assessment is provided the LHA and LPA will be in a position to better understand how the development of the site can come forward over the entire period of the build out.

E - Highways Technical Note (Masterplan Appendix C)

In seeking to address some of the comments received in earlier consultations, which requested that further detailed technical information be included in the Masterplan, the main Masterplan document now includes a series of technical statements appended addressing; highways (Appendix C), ecology (Appendix D), Flood Risk and Drainage (Appendix E), and Landscape (Appendix F). Reference is provided to these technical appendices throughout the main Masterplan document.

Traffic and Highway Network Conditions (Pre Covid19)

The immediate existing highway network on both the east and west side of this major application site presents challenges in supporting sustainable development. Leyland Road is one of the most congested corridors in the area, not only during peak periods but at many other times of the day and at weekends.

On the A582 corridor there have been a number of recent junction upgrades as a precursor to the proposed dualling scheme, however, the A582 still experiences queuing and delay during peaks for extended periods at pinch points. The need for both the A582 dualling scheme and the CBLR to support further development aspirations has been well documented for many years.

The traffic assessment produced by the applicants to date, including that which is presented to support the Masterplan in Appendix C, is not accepted by LCC Highways. The network information does not reflect the congestion and delay experienced on a daily basis (Pre Covid19) by regular and familiar users of the network. The validation of Base Models is not accepted. Discussions are ongoing in regard to this point and the applicant has indicated they will be carrying out further work to address concerns.

While some elements of the Transport assessment have been agreed, such as the development trip rates (they are consistent with rates approved elsewhere in the district/and within NW Preston), the forecast traffic assumptions are not agreed. There are issues that have been identified and which need to be addressed in regard to committed development traffic and potential CBLR distribution/re-distribution. While the applicant has considered and included their views in regard to committed development, a number of issues have been highlighted and as presented this is not acceptable. Discussions are ongoing in regard to this point and the applicant has indicated they will be carrying out further work to address concerns.

The CBLR will provide a key desire line, not only for sustainable modes but also for private cars, to local employment, retail and other amenities. It has been established and agreed with the applicant that at least 40% of the full site traffic would wish to route via Leyland Road and for local site traffic to access CBLR (Cawsey to Carwood Road and the A6 and Preston east, Walton-le-Dale and Bamber Bridge). Without doubt, a further factor must be assessment of local traffic expected to use CBLR. Evidence to be collected shortly following the opening of 'the Cawsey' section of the CBLR will better inform this matter in due course.

The Transport Assessment (TA) produced for the outline residential application will assess the impact and level of development that ultimately can be delivered. This must relate directly to delivery of infrastructure and when this will be necessary to mitigate the assessed impacts.

F - Various other General Comments and Observations

The text in the final paragraph of Masterplan section 6 - Access and Movement section (Section 6) states 'The strategy has been discussed with LCC during the various meetings and liaison described in the consultation section...', this implies that the approach has been developed in consultation with LCC Highways and in so doing has been agreed. While I would agree that the matters have been discussed as part of the consultation process LCC Highways have made our views clear as demonstrated by the extensive comments above setting out our continued concerns. As such the phrasing is considered somewhat misleading.

Parking and proposed 3G Sports Pitch

Although not within the site, a new 3G sports pitch is proposed on the existing pitches adjacent to the existing Community Centre at Kingsfold. There is a reasonable level of parking at present, however, consideration will need to be had for changes (highway link and intensification of use) in regard to appropriate parking provision. In delivering the highway link this can be expected to require other changes that require the support of the Penwortham Town Council.

Existing Rights of Access

The site is currently occupied by a number of individual properties in private ownership which are accessed via Bee Lane, Flag Lane, Lords Lane, Moss Lane and Nib lane. Previously in our comments LCC Highways noted the following:

- There is a need to ensure all existing rights of access are maintained or acceptable/appropriate alternatives provided, including safe access for sustainable modes;
- The developer should review all affected properties to ensure there are no existing covenants that could restrict potential to implement future proposals/access changes.

Having regard to the above, it is not clear whether the applicant has given this any further consideration. On page 33, within the Access and Movement section the Masterplan simply states, 'All existing rights of access will be maintained with acceptable alternatives provided where appropriate'.

While LCC Highways has been provided with some plans showing potential proposals and options for the stopping up of the individual lanes and creation of turning heads to control access, while maintaining local access, this does not explicitly address the concern raised. LCC Highways have seen at least one letter from a resident in response to the consultation that suggests they have access rights in their title deeds along Nib Lane. Existing access rights may prevent the delivery of the Masterplan proposals as presented and the changes and use of the rural lanes as required by the applicant and the approach presented in the Masterplan.

(Note: where a stopping up/diversion is required in order to implement a planning permission the stopping up/diversion is carried out under the Town and Country Planning Act. The decision on whether an order will be granted is made by the Secretary of State.

Network Rail Consultation

This next section addresses matters that relate to the LHA and Network Rail. A response to the Outline application and CLBR application submitted by TW/HE was provided on the 2nd of March 2020 and reference is made to those comments. At present LCC is not aware that these concerns have been addressed. A number NR's concerns are shared with the LHA and are yet to be addressed to our satisfaction.

The uplift in traffic over the bridge is a matter of concern for Network Rail and the LHA. It should be noted that Network Rail make this comment in reference to the full CBLR being constructed. Comments have not been provided on what Network Rail would consider an acceptable level of traffic. It is stated that the Railway bridge 113 (Bee Lane), maintained by Network Rail, suffers from settlement and the condition of the bridge is likely to deteriorate if utilised for increased traffic loading. Notably, Network Rail state, 'in its current state the bridge is unsuitable for a proposed link road'. An objection has been raised pending an assessment of the bridge and the LHA making a commitment to taking ownership of the bridge. These, including the latter, have not been overcome.

The Masterplan has not been updated in light of those comments submitted, and does not provide a clear picture of the additional impact that could be accommodated on the bridge, nor explaining adequately to whom the cost, responsibility and ownership will fall. A costed estimate is not included, the strategy for delivery is not presented. There is no demonstration of the level of traffic that could be tolerated by Railway bridge 113 in the short term (having regard for the potential 10-15 year short-term as previously raised). Whilst a Masterplan typically deals with 'broad' details, these issues raised by Network Rail and how it is proposed to overcome them have a significant influence on any applications coming forward, and fundamentally, the ability of authorities to accept the risks presented and agree the impact of development has been managed acceptably. It is not in the public interest to accept a Masterplan with this information missing due to the possible consequences if this detail is overlooked at this stage. The consequences include, but are not limited to, issues with the WCML and train services caused by bridge structural issues; access for sustainable users falling short of those required (even if this is serving only a small number of vehicular movements, it could serve the entire site in terms of active travel); access being maintained; public cost if the bridge is not adequate, fails, or is damaged; inability to appropriately manage traffic into the site (including consideration for potential construction traffic); inability to prevent heavy parking up on this lane; the cost associated with these effects. These can to some degree be designed out from the outset and that is in part the role of the Masterplan to outline how these risks will be eliminated. The residual issues are a risk that are taken on by the LHA and Network Rail.

In considering the implementation of a new bridge, regard needs to be had for the layby requested by Network Rail in order to maintain access following an uplift in traffic (see NR comments). Additionally, bridge alignment; removal of the old bridge; construction requirements and crane siting etc. will all require consideration in order to provide assurance that the works can take place and the Masterplanned site can come forward in a way that does not cut off access for existing residents. This detail is not provided and the potential issues are not assessed because the proposal lacks the information to adequately identify what the issues will be, when they will occur, or how they will be overcome.

Once these matters have been considered adequately, it may be possible for the LHA and Network Rail to reach agreement.

Access to Holme Farm Dairy and other existing Commercial uses on the Site

In regard to access to Holme Farm Dairy, I note the previous draft Masterplan stated that following consultation a direct link from Holme Farm Dairy to the new road access will be provided. As previously highlighted, all access points will need to consider the existing commercial land uses and be constructed where necessary to appropriate commercial vehicle standards.

Sustainable Urban Drainage Systems (SuDs)

LCC are the Lead Local Flood Authority (LLFA) and as would be expect, LCC Flood Risk Assessment (FRA) team have been consulted separately. I note that FRA provided formal comments, dated 12th March 2019.

Clearly, the development of the Pickering's Farm site application should consider the requirements likely to be asked for in support of a SuDs drainage scheme. These considerations may significantly affect the site layout/design to include for the likes of swales, storage ponds etc. to control run off rates in accordance with SuDs guidance.

In regard to the Masterplan proposals I would note that, in general, LCC will seek to limit the use of culverts where alternative sustainable solutions can be found.

G – Properly Planned Approach as opposed to Piecemeal Development

With consideration for all the comments and concerns raised in sections A to F above It is LCC Highways view that the Masterplan approach proposed by the applicants (TW/HE) is likely to result in piecemeal development. Albeit one large site accessed from of A582 Penwortham Way and a series of smaller sites served of various other secondary access locations a number of which as presented would be sub-standard in regard to both vehicular and sustainable access provision. LCC Highways consider that approval of the Masterplan as submitted would allow the currently submitted applications to proceed toward a decision on the basis that it is not necessary to understand how the final Comprehensive Masterplan site infrastructure will be delivered.

The current outline application highlights that they do not prejudice the delivery of the Masterplan, including the CBLR, but that its full delivery is not within their control. Rather than starting from a position of what is necessary for this Masterplan site and then addressing how this will be delivered, the Masterplan development has been primarily focused on presenting an approach which satisfies the objectives of TW/HE and their current submitted outline application for up to 1100 dwellings.

It is of concern to LCC Highways that the approach the Masterplan presents would likely result in a level of greater burden for later applications that would come forward on the Masterplan site, making these potentially unviable. With piecemeal development each later emerging parcel of development is unlikely to deliver the infrastructure requirements. This is likely to result in planning 'stand-off' and potentially a series of Public Inquiries where future development applications would argue their comparatively small impact does not warrant the unreasonable burden being requested.

This is why the fair and proportionate level of burden to be carried by all development must be identified at the masterplan stage, albeit within reasonable best estimates available at this early stage. The number of dwellings are understood and the ultimate infrastructure requirements as set out in the IDS are a reasonable evaluation (in advance of agreement on detailed Transport Assessment).

(Note: so while the exact trigger points are not known at this stage, and it is understandable why prospective applicants would want to keep a level of flexibility at this stage, the overall costing and equitable apportioning of the infrastructure requirements can be assessed and therefore the overall viability of the masterplan as proposed. If following this comparatively straightforward exercise the outcome is that the Masterplan as presented is sound then we have a strong position from which to move forward to assess individual applications, necessary trigger points for infrastructure and services etc. to deliver comprehensive development of this Strategic site in line with the Local development plan.)

The Masterplan is the document to ensure piecemeal development does not come forward on this site. As presented this masterplan does not provide the clear path to delivery of the Masterplan site, but does support the applicants currently submitted planning applications. The matters raised in these comments are not new they have been raised by LCC Highways and others previously and while there has now been numerous updates to the Masterplan, fundamental issues remain outstanding.

Summary and Conclusion

These comments consider the Masterplan (August 2020) and present highways and transportation matters identified as potentially significant issues that should be given further consideration and addressed within an updated and agreed Masterplan for the site. The final Masterplan should then inform all currently submitted and subsequent planning applications.

LCC Highways consider the following areas of the Masterplan are not acceptable, as set out in detail in the comments above. Further information and evidence is considered necessary, this includes:

A - Masterplan Viability and Ultimately Deliverability of the Masterplan

B - Specific Consideration to Timing of Delivery of the Full Cross Borough Link Road

C - Provision for Sustainable Movements

D - Infrastructure Delivery Schedule

E - Highways Technical Note (Masterplan Appendix C)

F - Various other General Comments and Observations

G – Properly Planned Approach as opposed to Piecemeal Development

All the above will influence the delivery, scale and viability of development that can be brought forward on this important site. As correctly set out in the SRBC Local Plan, 'comprehensive development of the site is crucial to ensure delivery of essential infrastructure and local services.' LCC Highways have reviewed the submitted Masterplan Plan and associated documentation and considers that further information is necessary to demonstrate the Masterplan, is considered sound by the highway authority, can and will deliver necessary and appropriate infrastructure and sustainable links with connectivity to the wider network at the time required to support comprehensive development of this major site for development while satisfying relevant policy.

If the above matters are suitably addressed within the final Masterplan this will allow a clear understanding of how the site could come forward. From a highways and transportation perspective this will mean that an appropriate Transport Assessment can be developed to establish the full impacts of the overall proposals and therefore the measures and mitigation necessary to deliver sustainable development in line with the latest local and national planning policy (NPPF). In addition, the Masterplan will inform appropriate assumptions on phasing and delivery that will support analysis of the short, medium and long term scenarios that will be required within the Transport Assessment to establish impacts and necessary infrastructure and measures as each phase is brought forward.

Therefore, I would recommend the application is considered but the decision deferred in order that the applicant may engage with the planning authority, taking on board planning committee recommendations, and also the views of LCC Highways with the aim to address the matters highlighted in these comments.

If a planning decision is to be made at this stage our recommendation must be one of refusal with the reason being lack of necessary information and not satisfying relevant policy.

Highways England - In terms of the updated Appendix 'C' transport chapter of the Masterplan, the document revisions do not address the areas of concern that they raised in their latest response to the current outline planning application for 1100 dwellings. Highways England therefore request that this section of the Masterplan seeks to incorporate the level of information that has been requested.

Additionally, no mention is made of the strategic road network (SRN) - paragraph 1.1.5 of the Masterplan transport chapter states that *"This assessment has been requested by Lancashire County Council (LCC), the local highway authority, to inform their consideration of the Masterplan only"*, when in fact it is necessary to understand what the impacts of the additional traffic growth generated by the full 2000 dwellings upon the SRN would be.

Because of the connection between the Masterplan (as the guiding planning document for the overall site allocation) and the known individual portions of the site coming forward as planning applications (such as that currently for 1100 units), sufficient scenarios should be presented within the Masterplan to allow evaluation of this. Highways England recommend that the Masterplan should be presenting this information for consideration along with the 1,100 dwellings in for planning.

Network Rail - is a statutory consultee for any planning applications within 10 metres of relevant railway land (as the Rail Infrastructure Managers for the railway, set out in Article 16 of the Development Management Procedure Order) and for any development likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway (as the Rail Network Operators, set out in Schedule 4 (J) of the Development Management Procedure Order).

Network Rail is also a statutory undertaker responsible for maintaining and operating the railway infrastructure and associated estate. It owns, operates and develops the main rail network and associated structures. Network Rail aims to protect and enhance the railway infrastructure, therefore any proposed development which is in close proximity to the railway line or could potentially affect Network Rail's specific land interests will need to be carefully considered.

Whilst Network Rail have no major concerns regarding residential development within this area, we do have concerns regarding the impact upon the railway, and associated infrastructure; particularly the adjacent bridges which span over the railway along the eastern boundary to the site. These bridges include, Bee Lane, Flag Lane, which is actually 3 structures. We would like to raise the following concerns:

- It is noted that the Masterplan indicates that a new overbridge is required to accommodate the significant increase in traffic flows predicted as a consequence of the overall development. Also noted is that no mention is made of who will finance the new structure or when it will be open for use.
- The new overbridge needs to be installed and operational prior to occupation of the intended development. Bee Lane and Flag overbridges are narrow structures which each carry single lane traffic. Neither can accommodate bi-directional traffic and known issues of subsidence exist in the area, for which both structures are monitored during routine Network Rail examinations.
- The developer's proposal to construct a footway on Bee Lane overbridge does not appear feasible. Although Network Rail is yet to receive dimensioned plans of such, there seems to be insufficient space to incorporate a footway over the entire length of this structure.
- If following Network Rail's review of such plans sufficient space is found to exist, it is very important to note that bridge parapet height must also be increased to achieve compliance requirements. All aspects of such works must be fully funded by the external proposer.
- Only NR approved designers and contractors are permitted to undertake works to NR assets. Proposals to alter any NR structure first require the submission of design drawings detailing the scope of the aspirational change and, in this case, show how - during implementation phase - disruption to current overbridge users shall be mitigated.

- Should any aspect of the proposed works to Network Rail assets be agreed, the project will be required to enter into various agreements detailing how Network Rail costs will be captured in full throughout the project lifecycle.
- The masterplan must also consider the potential impact of the development on the Footpath/bridleway network, with particular reference to Level Crossings. The proposed development may lead to an increase in pedestrian footfall at some or all of NR's level crossings in the area and this potential increased use would raise safety concerns. Network Rail therefore reserve the right to make further comments when details proposals are submitted.
- There is a third bridge to the south east of the development. Although the bridge has not been specified within the masterplan as having any traffic impact, it is important to consider all structures where there might be any increase of overall use.
- The Homes England and Taylor Wimpey proposal has suggested that Bee Lane would only service an extra 40 dwellings, however once the internal link road is completed it would service the whole of the development which could be up to 2,000 dwellings. In the Masterplan document starting on Page 77 point 3.3.4 it states 2,000 units with the full link road delivered across the site, and a new bridge utilising third party land connecting to Leyland Road. This assumes 200 dwellings accessing via the new access onto Chain House Lane and 1,800 dwellings accessed via the link road, with 60% of this traffic accessed via Penwortham Way and 40% via Leyland Road, split via Bee Lane and Flag Lane on a geographical basis. This assessment is considered a worst-case scenario, (the full site allocation). This would mean in the region of 800 dwellings would be accessed via Bee Lane and Flag Lane which would be an unacceptable level of vehicles using the bridges.
- Construction traffic must not use either Bee Lane or Flag Lane overbridge for the purposes of accessing/ egressing the proposed development.
- The current proposals are insufficiently detailed to enable Network Rail to understand the potential effects on all of its assets and infrastructure. We therefore reserve the right make further comments when detailed proposals are made available to us.
- The current Network rail access point on the approach to Bee and Flag Lane overbridges provide 24/7 maintenance and emergency access to the railway and must remain obstructed.

All developers are requested to engage with Network Rail to understand the impact of their plans at an early stage of the development process.

National Grid Electricity Transmission and National Grid Gas

National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses.

National Grid Gas plc (NGG) owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use.

Following a review of the above Development Plan Document, they have identified that one or more proposed development sites are crossed or in close proximity to National Grid assets. Details of the National Grid assets is: **ZQ ROUTE TWR (120 - 186): 400Kv Overhead Transmission Line route: PADIHAM - PENWORTHAM**

To help ensure the continued safe operation of existing sites and equipment and to facilitate future infrastructure investment, National Grid wishes to be involved in the preparation, alteration and review of plans and strategies which may affect their assets. Please remember to consult National

Grid on any Development Plan Document (DPD) or site-specific proposals that could affect National Grid's assets.

Guidance on development near National Grid assets

National Grid is able to provide advice and guidance to the Council concerning their networks and encourages high quality and well-planned development in the vicinity of its assets.

Developers of sites crossed or in close proximity to National Grid assets should be aware that it is National Grid policy to retain existing overhead lines in-situ, though it recognises that there may be exceptional circumstances that would justify the request where, for example, the proposal is of regional or national importance.

National Grid's '*Guidelines for Development near pylons and high voltage overhead power lines*' promote the successful development of sites crossed by existing overhead lines and the creation of well-designed places. The guidelines demonstrate that a creative design approach can minimise the impact of overhead lines whilst promoting a quality environment. The guidelines can be downloaded here: <https://www.nationalgridet.com/document/130626/download>

The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. Where changes are proposed to ground levels beneath an existing line then it is important that changes in ground levels do not result in safety clearances being infringed. National Grid can, on request, provide to developers detailed line profile drawings that detail the height of conductors, above ordnance datum, at a specific site.

Police Architectural Liaison Officer (ALO) - One of the additions in the Design Code is the reference to Secured by Design. This is at point 3.2 and reads as follows - *All shared surface roads, as well as walkways and cycle storage needs to be designed to the latest Secure By Design standards (Secure By Design New Homes 2019).*

This reference to Secured by Design is supported, in addition, in order to reduce the opportunities for crime, to keep people safe and feeling safe and to reduce demand on local policing teams, it is recommended that Secured by Design should be embedded within all elements throughout the entire design code. Secured by Design certification should be incorporated into all sections of the design code highlighting that all aspects of the development should achieve Secured by Design certification. Boundary treatments, physical security of doors and windows and the layout of the scheme should all comply with Secured by Design New Homes 2019 requirements.

Images of proposed dwellings within the design code have features that would be discouraged from a security perspective such as deep recessed doorways and other proposed dwellings show flat canopies over front doors rather than pitched.

Security measures and Secured by Design should be incorporated into the Masterplan in accordance with The National Planning Policy Framework and Crime and Disorder Act.

Greater Manchester Ecology Unit – Due to the Ecologist's leave, the response from GMEU has been delayed and any comments received will be reported verbally.

Lancashire County Archaeologist - agree with the conclusions reached in the December 2019 Masterplan document (Section 7.0 Environmental and Site Considerations) that the site could be considered to have a 'low potential for the presence of currently significant non-agricultural remains of all periods'. This should however not be taken to mean that there is a nil potential for such remains to be encountered, the site is a large one, nearly 54ha. in area, and one not previously subject to any formal archaeological investigation. Further post-permission (but pre-commencement) archaeological investigation of the site has been proposed in CgMs Heritage's Historic Environment Desk-Based Assessment (August 2019), comprising of at least a first stage of evaluation by means of geophysical survey and/or trial trenching. The need for any further archaeological investigation of the site would be then be dependent on the results of this first

stage. This would, on the basis of what it currently known about the site, be considered an appropriate means of mitigating any adverse impacts of the proposed development.

It should however be noted, that in agreeing the Masterplan in advance of these works being undertaken, were significant or extensive archaeological remains to be found to survive within the proposed development, options either for their preservation in situ, or the potential ability to make changes to the layout in order to avoid the need for potentially expensive and time-consuming archaeological investigation of the site, will be greatly reduced, or lost entirely.

Penwortham Town Council - at its meeting on 1st September 2020, discussed, at great lengths, the new Masterplan and have made the following comments:

Penwortham Town Council would like to oppose the adoption of the new Masterplan in its current form for the following reasons:

Policy 4 of the Penwortham Neighbourhood Development Plan (NDP) states that new residential developments should provide 10% of the development for retirement properties through a range of property types, in particular, to provide bungalows. This, the Town Council feel, has not been addressed in the Masterplan.

The Town Council discussed the use of apartments as residential properties for older people and felt that this was inappropriate. The isolation of older people in Penwortham is of concern to the Town Council and one that we attempt to address through the many community facilities and support groups that we provide. The concern of the council is that providing apartments for single, elderly people will only enhance the isolation, whereas a single level property with a garden area will help break this feeling and encourage a more interactive community.

The Town Council also feel that the siting of apartments close to the proposed primary school is inappropriate as the noise levels created from the school would cause issues for any elderly residents living in this accommodation.

There are two primary schools within walking distance of the proposed new development, both of which do not currently run at full capacity. The Town Council would like to seek assurances that the proposed new primary school will not be built until both Kingsfold Primary School and Broad Oak Primary School are nearing full capacity and there is a proven need for the new school.

Policy 6 of the Penwortham NDP states that additional sporting facilities arising from the development should provide additional or enhanced facilities at the site. The Town Council feel that the provision of a 3G sports pitch does not provide adequate additional facilities for the extra burden of the development and as such feel that the Masterplan fails to address this policy.

Policy 7 of the Penwortham NDP states that the Town Council will promote the Penwortham Community Centre for wider usage and commit its resources to extend the facilities. The Town Council would very much like to work with partners, whether through a S.106 agreement or other options to extend and enhance the community centre operation in its current position.

The Masterplan proposes a road from the new development, directly past the front of the community centre, cutting off the centre from its car park. Whilst the Town Council fully understand that this through road is only intended for public transport and emergency vehicles, the council do have great concerns that this restriction will not be policed and this road will become a main thoroughfare into the site and indeed a "rat run" into and out of the new development. If this is the case the Penwortham Community Centre, as is, will not be fit for purpose with the majority of users of the centre, including the elderly, infirmed, parent/carer and children and other vulnerable users, not being able to park on the centre car park and gain access to the building.

In previous Masterplans there have been provision for a new community centre being built adjacent to the playing fields on the edge of "The Lanes" development. The Town Council would

like to seek assurances that should the development go ahead and should the road to the fore of the current centre be built then options will be given to relocate the community centre to a new site and that this can be arranged through a partnership agreement.

The Town Council would always prefer to extend and enhance the facilities at the current site of the Penwortham Community Centre but feel that a through road to the fore of the centre would make this totally unpractical.

Policy 8 of the Penwortham NDP states that a Penwortham Cycle and Walking Route will be protected from any form of development that would prejudice the delivery of such a route. The Town Council feel that the use of Bee Lane as an entrance to this site does prejudice the suggested cycling/walking route as the width of Bee Lane over the entrance bridge is by no means wide enough to allow pedestrians, cyclists and motor vehicles to pass safely, and as such the Town Council feel that the Masterplan fails this policy.

The Town Council feel that the use of the part of Bee Lane, as indicated on the Masterplan, as an entrance to the site, is not suitable and, although the Masterplan indicates that this is only “short term”; as there doesn’t seem to be support from any of the partners involved, to build a replacement bridge with enough capacity, the “short term” may well become permanent, which the Town Council feel is totally unacceptable.

The Town Council have always been led to believe that the proposed City Deal, which included a dual carriageway development of the A582, was in order to enable the development of sites such as The Lanes, Pickerings Farm. As the dualling of the A582 is now in doubt, does that mean that the developments along this route will no longer have the necessary infrastructure and as such, will no longer be viable?

Sport England – note that the main changes from a Sport England perspective relate to the following:

- The community building being removed from the Masterplan with a proposal to extend the existing Community Centre.
- A new 3G sports pitch which is proposed to be located on the existing pitches adjacent to the existing Community Centre.

The location of the above draft proposals will be on a site considered to constitute playing field, or land last used as playing field, therefore Sport England advises that this proposal would require **statutory consultation**, under the terms of the Town and Country Planning (Development Management Procedure) (England) Order 2015, at the formal planning application stage.

The 2015 Order defines a playing field as “the whole of a site which encompasses at least one playing pitch”. The definition refers to the whole of a site and therefore does not just cover land which is currently laid out as pitches. It also does not differentiate between different types of ownership e.g. public, private or educational ownership.

Sport England considers proposals affecting playing fields in light of the National Planning Policy Framework (NPPF) (in particular Para. 97) and against its own Playing Fields Policy, which states:

‘Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

- all or any part of a playing field, or
- land which has been used as a playing field and remains undeveloped, or
- land allocated for use as a playing field

unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.’

E1	A robust and up to date assessment has demonstrated, to the satisfaction of Sport England, that there is an excess of playing field provision in the catchment, which will remain the case should the development be permitted, and the site has no special significance to the interests of sport.
E2	The proposed development is for ancillary facilities supporting the principal use of the site as a playing field, and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.
E3	The proposed development affects only land incapable of forming part of a playing pitch and does not: <ul style="list-style-type: none"> ▪ reduce the size of any playing pitch; ▪ result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas); ▪ reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality; ▪ result in the loss of other sporting provision or ancillary facilities on the site; or ▪ prejudice the use of any remaining areas of playing field on the site.
E4	The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field: <ul style="list-style-type: none"> ▪ of equivalent or better quality, and ▪ of equivalent or greater quantity, and ▪ in a suitable location, and ▪ subject to equivalent or better accessibility and management arrangements.
E5	The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.

Sport England's Playing Fields Policy and Guidance document can be viewed via the below link:
https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#playing_fields_policy

The proposal being considered as part of the draft masterplan is for an extension to the existing community centre and a new 3G pitch which is proposed to be located on existing pitches to the existing Community Centre.

Any future applications would therefore be considered against Exceptions E2 and E5 of the above Sport England Playing Fields Policy.

E2 - The proposed development is for ancillary facilities supporting the principal use of the site as a playing field, and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.

E5 - The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.

Whilst it is noted that the Penwortham Neighbourhood Plan (Policy 6) sets out that the Town Council have worked through the Masterplan preparation for the Pickerings Farm site to locate the new sporting facilities adjacent to the existing Community Centre, the detail of the development still needs to comply with other Local Plan Policies, National Planning Policy Framework (Paragraph 97 (c) and Sport England's Playing Fields Policy.

As part of the assessment and consideration of this masterplan under the terms of a memorandum of understanding that Sport England has with the National Governing Bodies for Sport, Sport England has sought the views of the Football Foundation (FF). The comments from FF have been summarised below for information:

- *As evidenced in the 2018 PPS, South Ribble Borough Council has a shortfall of one no. full size AGP. However, based on the most up to date affiliation data, the recent LFFP (May 2020) indicated that shortfall had in fact grown to two no. full size AGPs. It should be noted that the 2018 PPS did acknowledge this possibility within its future demand calculations.*
- *Based on the aforementioned shortfall, South Ribble Council commenced discussions with the FF and Lancashire FA in March 2020 with regards to the development of a 'Hub' site, in accordance with the priorities of the LFFP. The identified location for this 'Hub' site was Bamber Bridge Leisure Centre. The intention, following an appraisal of all sites in the Borough, is to deliver two no. full size AGPs at Bamber Bridge Leisure Centre which would address the AGP shortfall. As such, this would address the shortfall and strategic need.*
- *As summarised in Sport England's previous response to this particular planning application, the scale of the development will clearly increase the demand for facilities such as AGPs. As such, there may be a need for an additional AGP in this area however **there is no robust evidence base at this stage to determine whether this site would be an appropriate location.** The location identified at the Pickerings Farm Masterplan is approximately 2.5 miles from the preferred 'Hub' site location at Bamber Bridge Leisure Centre and so hence the need for a robust evidence base for this proposed location.*
- *The Football foundation would appreciate further discussions with the Council and/ or Developer.*

Assessment against Sport England Policy/NPPF

Based on the above observations made by the Football Foundation and in consideration of the draft Masterplan and accompanying IDP, no evidence has been submitted or included to accompany the masterplan that determines that the provision of a 3G pitch in this location will meet the requirements of paragraph 97(c) of the NPPF and the following exception to Sport England's Playing Fields Policy:

E5 - The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.

Whilst Sport England does not wish to discourage new sport facilities, where they result in the loss of grass playing field, it is essential that there are sufficient benefits to the development of sport as to outweigh the detriment caused by the loss of the playing field. The reason for this approach is because a grassed playing field can be used for a number of sporting purposes whilst a 3G pitch is a fixed structure, with fixed dimensions which is only suitable for a limited number of sports. It therefore can't be moved or resized to cater for any changes in sport requirements that may be required.

In seeking to balance the potential loss of playing field against the provision of a new indoor or outdoor sports facility, Sport England consider the following factors:

- **The need for the facility** – Will the proposed facility meet an identified local or strategic need, e.g. as set out in a local authority and/ or a sports governing body strategy.
- **Community use** – Will the facility secure sport-related benefits for the local community?
- **Sports development** – Will the facility be linked into the local sports development network?
- **Local level of pitch provision** – Does the local area have a shortfall of playing pitches that would be exacerbated by the current proposal?
- **The physical location of the new facility** – Is it easily accessible by the community? Would the proposal displace existing users?

- **The Location of the proposed facility** – Will the proposed facility have an unacceptable impact on the current and potential playing pitch provision on the site. Could it reduce the capability and flexibility of the playing field to provide a range of sports and playing pitches?

In light of the above, Sport England **is unable to support the proposal for a 3G pitch as set out in the draft masterplan** at this stage.

Sport England would be happy to reconsider its position should evidence be provided to support the masterplan/ application. As set out above this would need to be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or the prejudice to the use of the playing field.

Sport England further response 4th September 2020 - note that the revised Masterplan will remove all specific references to the provision of a 3G Pitch at this stage owing to the lack of robust evidence to meet the requirements of paragraph 97 (c) and Sport England's Playing Fields Policy.

In terms of the suggested replacement wording, Sport England is happy for the amendments to be made. It is however worth making it clear that any future investment/ improvements to the existing playing field should be informed by the most up to date evidence (Playing Pitch Strategy) available regarding the existing sports facilities/ playing field. It is also likely that any future proposal will require statutory consultation with Sport England and therefore if consultation is required any proposed investment will need to be considered against paragraph 97 of the NPPF and one or more of the five specific exceptions set out in Sport England's Playing Fields Policy.

United Utilities – re-iterate their response to the previous Masterplan consultation and also their response to the latest planning applications for the development. They wish for these to be referred to as our response to this consultation as the matters raised previously have not been fully reflected in the updated Masterplan.

We are particularly disappointed to note that the IDS still doesn't reference new water and wastewater infrastructure and are keen to highlight to you the conditions recommended in our application responses. These issues should be considered holistically and we feel the IDS is a good opportunity to mirror the intentions of our recommended conditions.

Masterplan January 2020 Response Thank you for seeking the views of United Utilities as part of the consultation process for the Masterplan, Design Code and Infrastructure Delivery Schedule for the above scheme. United Utilities wishes to build a strong partnership with all Local Planning Authorities (LPAs) to aid sustainable development and growth within its area of operation. We aim to proactively identify future development needs and share our information. This helps:

- ensure a strong connection between development and infrastructure planning;
- deliver sound planning strategies; and
- inform our future infrastructure investment submissions for determination by our regulator.

We set out below our comments as part of the consultation for the masterplan for The Lanes. In addition, we also provide comments in relation to the Design Code and Infrastructure Delivery Schedule.

General Comments

United Utilities wishes to highlight that we will seek to work closely with the Council and landowner during the masterplanning process to develop a coordinated approach towards the delivery of The Lanes development. United Utilities will continue to work with the Council to identify any infrastructure issues and appropriate resolutions. Should the landowner/developer wish to communicate with United Utilities' assets United Utilities offers a **free pre-application service** for applicants to discuss and agree drainage strategies and water supply requirements. **We cannot**

stress highly enough the importance of developers contacting us as early as possible.

Enquiries are encouraged by contacting:

Developer Services – Wastewater

Tel: 03456 723 723

Email: WastewaterDeveloperServices@uuplc.co.uk

Website: <http://www.unitedutilities.com/builder-developer-planning.aspx>

Developer Services – Water

Tel: 0345 072 6067

Email: DeveloperServicesWater@uuplc.co.uk

Website: <http://www.unitedutilities.com/newwatersupply.aspx>

United Utilities' Property, Assets and Infrastructure

Water mains are located within the vicinity of the site. As we need unrestricted access for operating and maintaining these assets, we will not permit development over or in close proximity to the main. We require an access strip as detailed in our 'Standard Conditions for Works Adjacent to Pipelines', a copy of which is enclosed.

Where United Utilities' assets exist, the level of cover to the water mains and public sewers must not be compromised either during or after construction.

For advice regarding protection of United Utilities assets, the applicant should contact the teams as follows:

Water assets – DeveloperServicesWater@uuplc.co.uk

Wastewater assets – WastewaterDeveloperServices@uuplc.co.uk

It is the applicant's responsibility to investigate the possibility of any United Utilities' assets potentially impacted by their proposals and to demonstrate the exact relationship between any United Utilities' assets and the proposed development.

A number of providers offer a paid for mapping service including United Utilities. To find out how to purchase a sewer and water plan from United Utilities please visit the Property Searches website; <https://www.unitedutilities.com/property-searches/>

You can also view the plans for free. To make an appointment to view our sewer records at your local authority please contact them direct, alternatively if you wish to view the water and the sewer records at our Lingley Mere offices based in Warrington please ring 0370 751 0101 to book an appointment.

Due to the public sewer transfer in 2011, not all sewers are currently shown on the statutory sewer records and we do not always show private pipes on our plans. If a sewer is discovered during construction please contact a Building Control Body to discuss the matter further.

Should a planning application relating to this masterplan be approved the applicant should contact United Utilities regarding a potential water supply or connection to public sewers. Additional information is available on our website <http://www.unitedutilities.com/builders-developers.aspx>

Specific Comments The Masterplan Surface Water Drainage

United Utilities welcomes the consideration given to the management of flood risk and surface water within the masterplan document. Considering these matters at the outset, and identifying a site wide strategy, will ensure that the development is brought forward in a sustainable manner and can respond to matters and changing circumstances caused by climate change. We would encourage the applicant/landowner to prepare a site wide sustainable drainage strategy for foul and surface water for the entirety of the scheme, taking account of the phased nature of delivery and how each phase will interact with each other. This strategy should clarify that all surface water will be discharged to one of the surrounding water courses, and no surface water will discharge to the public sewerage system either directly or indirectly. If planning permission is granted for the current outline planning application (reference: 07/2020/00015/ORM) we have suggested a condition is attached to the planning permission requesting that a site wide sustainable foul and surface water drainage strategy is submitted for approval. This strategy will set out the overall vision for the site in terms of drainage and each subsequent phase or Reserved Matters application will need to be in accordance with the site wide strategy.

United Utilities welcomes the inclusion of a preliminary drainage strategy within the masterplan document. The statement that surface water runoff from the site will be restricted with discharge to Mill Brook either directly or indirectly through the existing watercourses within the site or the culverted tributary to the north is supported, albeit we require further clarification on this.

Furthermore, we require confirmation that no surface water will drain into the public sewerage system either directly or indirectly. The drainage scheme for this site must be designed in accordance with the wider drainage discussions which have been held to date. This includes discharging surface water to Mill Brook in the west and foul water flows to the 675mm diameter public combined sewer on Pope Lane as outlined within drainage plans submitted as part of planning application 07/2020/00014/FUL for the construction of the Link Road.

Given the various sustainable options available in relation to the drainage hierarchy for the discharge of surface water, the expectation will be that no surface water will discharge to the public sewer either directly or indirectly and we would welcome wording to this effect within the masterplan. The masterplan should clearly set out the need to follow the hierarchy of drainage options for surface water in the NPPG which identifies the public sewer as the least preferable option for the discharge of surface water. The masterplan states that based on anticipated ground conditions and the potential for shallow groundwater, infiltration is not considered to be a suitable method of surface water disposal. We would welcome some further information regarding this as part of the site wide drainage strategy and prior to the detailed design stage.

United Utilities cannot emphasise highly enough the importance of including sustainable drainage systems and applying the surface water hierarchy for the discharge of surface water in a rigorous and consistent manner, especially in an era when the impacts of climate change are ever more present. This supports our recommendation to include sustainable drainage throughout the masterplan to ensure the applicant/landowner is addressing such concerns in future planning applications.

Sustainable Drainage and Green Infrastructure

We welcome the consideration that has been given to surface water drainage and the inclusion of swales across the site. We support the inclusion of Sustainable Drainage Systems (SuDS) and we would welcome the development of a SuDS strategy. We encourage the applicant to prepare a SuDS strategy in tandem with the site wide drainage strategy to ensure they are intrinsically linked through the detailed design process and to ensure that a site wide vision is achieved. Furthermore, the masterplan references that greenspaces could also naturally align with the sustainable drainage vision for the site, to create the opportunity for the delivery of ecological features including swales, wetlands and ponds. We welcome the consideration of how green and blue corridors can ensure a fully integrated SuDS solution is achieved to provide multifunctional benefits as part of a high quality green and blue water environment. The detailed design stage should consider the topography of the site to understand any naturally occurring flow paths and any low lying areas within the proposal where water will naturally accumulate.

Sustainable surface water management should be used to support other principles and requirements of the masterplan, such as sustainable design and public realm improvements. There are opportunities to reduce the surface water run-off as part of the on-site public realm and

landscaping proposals. The masterplan states that surface water runoff from the site will be restricted with discharge to Mill Brook either directly or indirectly through the existing watercourses within the site or the culverted tributary to the north. The masterplan proceeds to state that restricted rates, attenuation volumes and points of connection will be proposed once the Masterplan has been developed further. We welcome further information to this effect and a site wide strategy that ensures all surface water is discharged into the surrounding watercourses and no surface water is discharged to the public sewer either directly or indirectly. For the avoidance of doubt, the expectation will be that only foul flows will communicate with the public sewer.

We cannot stress enough the contribution that the design and landscaping of a site can make to reducing surface water discharge. We welcome the references to surface water management within the masterplan and how this can be linked to the wider landscape, ecology and biodiversity strategies for the site.

We look forward to seeing further information regarding how the scheme will incorporate genuine, above ground, sustainable drainage systems, landscaping features and permeable/porous hard surfacing materials to help reduce or maintain rates of surface water runoff. Consideration should also be given to how the delivery of water and waste water infrastructure can be incorporated into the wider infrastructure provision for the site to promote sustainable development and ensure efficiencies in delivery.

Management of Sustainable Drainage Systems

With regard to the provision of SuDS, we would also recommend a site wide management and maintenance plan for the lifetime of the development. This will ensure the continued effectiveness of the on-site systems through a thorough management and maintenance regime to prevent the systems not functioning properly, thereby undermining the site wide drainage strategy and increasing the risk of surface water flooding.

Foul Water Strategy

The masterplan document does not make reference to an indicative foul water strategy however, information has been submitted as part of the Link Road Application (reference: 07/2020/00014/FUL) and the Outline application (reference: 07/2020/00015/ORM). Any drainage proposals for the site must be designed in accordance with the wider drainage discussions which have been held to date. This includes discharging surface water to Mill Brook in the west, as set out above, and foul water flows to the 675mm diameter public combined sewer on Pope Lane. This is outlined within drainage plans submitted as part of the Link Road planning application (ref: 07/2020/00014/FUL) and reflects the discussions which have been held with us to date.

Given the size of the masterplan site and the information provided regarding the phased delivery of the scheme, the site infrastructure will therefore also be delivered in phases. Due to the phased delivery of the on-site foul water system, it is imperative that a site-wide sustainable foul and surface water drainage strategy is prepared to cover the whole site. The site wide strategy will need to be upheld through the phased delivery of the scheme and the delivery of each phase will need to be fully compliant with that strategy. We understand that foul pumping will be necessary and as per the discussions held to date with the applicant we request that the number of foul pumping stations are minimised to provide a single pumping station. In accordance with the comments we have submitted in relation to the current Outline application for mixed use development, we require further information regarding any temporary drainage measures during construction. For clarification, the expectation will be for only foul flows to communicate with the public sewer.

As set out above we strongly recommend that the applicant/landowner continues to utilise our free pre-application service to discuss and agree drainage strategies and water supply requirements.

We cannot stress highly enough the importance of developers contacting us as early as possible.

Large Sites with Phased Delivery

The experience of United Utilities is that where sites are brought forward in phases, and with multiple landowners, achievement of sustainable development can be compromised particularly when a site wide infrastructure strategy, including foul and surface water drainage, is not considered at the outset. This can result in interconnecting phases of development being brought forward in a piecemeal manner, with the interaction of phases not fully considered, undermining the broader infrastructure strategy for the site.

Any drainage as part of early phases of the development should have regard to future interconnecting development phases, ensuring unfettered access between the various parcels, preventing a piecemeal approach to drainage and demonstrating how the site delivers sustainable drainage as part of the interconnecting phases. The aim is to ensure the drainage and design principles set out within the masterplan are met through each development phase, irrespective of the timing of its delivery or the ownership status of the land.

We would encourage a pro-active approach to sustainable drainage to ensure communication between phases so there is sufficient capacity to serve all the development sustainably in the development area and not just one phase. We believe that raising this point at this early stage in the preparation and evolution of the masterplan is in the best interest of delivering this scheme in the most sustainable and co-ordinated manner. Furthermore, a site wide sustainable drainage strategy will ensure that the delivery of the overall scheme is fully coordinated, notwithstanding multiple ownerships and phases.

Water Efficiency

Maintaining and improving water quality and the treatment of water and wastewater in the face of population growth, changing environmental legislation and climate change pressures will be an ongoing challenge for the development industry over the coming years. There is likely to be greater demand from customers for environmental improvements which in turn may be reflected in increased environmental standards over time. Consequently, development will need to enhance the environmental quality of the immediate area and manage the effects of climate change. United Utilities encourages the use of systems such as rainwater harvesting and grey water recycling that help to reduce pressure on public water supply and the public sewerage system. Benefits include a reduction in environmental impact through the efficient use of valuable resources and a reduction in the costs associated with improving local water infrastructure for new development as they require less mains water. An additional benefit is the reduction in future occupants' costs for both water bills and energy bills (through heating water).

Design Code

With regard to the Green Movement and Spaces section of the Design Code we welcome the consideration of how the sustainable drainage network can be interlinked with the wider landscape proposals for the site. The consideration of ecological features such as swales, wetlands and ponds to deliver the sustainable drainage vision for the site, and the proposals for the site's greenspaces, will ensure multifunctional benefits can be achieved. We welcome the consideration of how green and blue corridors can ensure a fully integrated SuDS solution is achieved, providing multifunctional benefits as part of a high quality green and blue water environment.

We support the consideration of swales along the route of the CBLR corridor to provide surface water drainage and attenuation and the proposal to incorporate these swales into the surrounding land uses. Given the proposed location of the swales adjacent to the highway, debris can collect within them, preventing the system from functioning properly. We therefore request that a thorough management and maintenance regime is imposed to ensure the continued efficient use of these swales, to prevent the systems not functioning properly and thereby undermining the site wide drainage strategy which in turn will increase the risk of surface water flooding.

Infrastructure Delivery Schedule

The Infrastructure Delivery Schedule (IDS) does not specifically relate to the delivery of water and wastewater infrastructure. As set out above and reiterated in our response to the current outline planning application for the site (reference: 07/2020/00015/ORM) we would welcome a holistic, site wide sustainable drainage strategy. This will ensure that the phasing set out within the IDS is achievable and a clear drainage strategy is in place from the outset. Where possible, the delivery of water and wastewater infrastructure should be considered alongside the broader infrastructure for the site to ensure efficiencies in design and to maximise opportunities for sustainable development. United Utilities will continue to work with the Council and the developers/landowners to identify any infrastructure issues and appropriate solutions.

Summary

Thank you for providing United Utilities with the opportunity to comment on this masterplan document. Moving forward, we respectfully request that South Ribble Borough Council continues to consult with United Utilities for all future planning documents. We are keen to continue working with the Council to ensure that all new growth can be delivered sustainably and are happy to discuss the content of this letter further.

Education – confirm that the response of the School Planning Team below should be viewed as additional to the response provided in February 2020 and not a replacement of that response.

The School Planning Team wish to add comment on the following matters.

School Site

1: Site size

The size of the site is 15,954m². Department for Education guidance in Building Bulletin 103 is that a site for a 2 Form Entry primary school should be between 15,986m² minimum and 20,040m² maximum. The site is therefore below the minimum required and, due to the constraints of the site noted below, the site is required towards the top of this range rather than the bottom.

Whilst most of the site boundaries are fixed by roads, the existing gas main or natural features there is an area to the south of the marked boundary that could be incorporated into it which is currently shown for housing. The inclusion of the area south of the red line boundary, i.e. land between the existing properties 'Hawthorn' and 'Thornlea', and up to the boundary with Bee Lane, is required for the school site. The addition of this area of land would help to mitigate the constraints on the width of the site North to South due to the existing high pressure gas main and the flood mitigation measures proposed.

Any raising of levels on the school site to address flooding cannot be within the gas easement. The raising of levels would have to be incorporated within the school boundary. This could potentially mean a 200m strip of land running along the north of the site will have to accommodate a change of level and depending on the height, could render a strip of land several metres wide unusable for siting playing surfaces. A boundary onto Bee Lane may also benefit the layout of the school grounds and provide potential for a pedestrian entrance.

2. Services Easements

There are a number of easements to services which will constrain the site development. There is an 8m easement required to the foul and surface water drainage proposed along the northern site boundary, as well as a 6m easement for the gas main and watercourse maintenance to the Eastern boundary. Although these are not expected to unduly impact on the position of a new school building, they will constrain the layout of the grounds to some extent, hence the request for additional site area to the south.

3. Levels and surface water drainage

The proposed school site is very wet with virtually the whole area being classed as susceptible to surface water flooding. The developer is proposing to manage existing surface water flooding by creating a flood storage area along the north boundary of the overall development. The school site currently drains into existing ditches therefore a new site drainage system would have to be introduced, connected to the new/ existing infrastructure. Maintenance of this new drainage system should not be the responsibility of the school.

The Proposed School Site Statement document by Lees Roxburgh Consulting Engineers indicates the design of the flood storage area is currently being progressed with development levels to be set at a minimum of 27.6m. The existing levels of the school site are currently unknown but the Ordnance Survey shows levels of 27.4m at the junction of Bee Lane and Moss Lane with a level of 27.7m on Bee Lane to the south of the school site, as shown on the attached plan 10899-A10-Existing Constraints Plan, attached to this response. The overall site looks relatively flat but the drainage does all run north which would suggest the site falls in this direction. It would therefore be reasonable to assume the school site is lower than 27.6m and would have to be raised to address flood risk.

This will add a further constraint to the position of pitches or hard courts towards the northern boundary as the site will then need to slope down towards the area of the easement (which we will not be able to raise). The site will required to be raised to make it acceptable due to the drainage issues mentioned.

4. Site shape and layout

We are happy that the vehicular site access proposed should work so long as the proposed parking area is developed as shown in the constraints plan attached. This should take

pressure off the school parking area. If the site boundary to the south can be moved and levels raised, as above, we would conclude that this is an acceptable site.

Finance

There remains uncertainty regarding how the mitigation of the strategic development impact on school places is being funded. The latest Masterplan and IDS now notes that school places will be funded through CIL, with the site to be secured through a Section 106 agreement. Given the other infrastructure listed as utilising CIL, funding may not be available to address the impact of this development and a Section 106 contribution should be sought for both the provision of the school site and the cost per place contributions that are required to meet construction costs. LCC have written to South Ribble Borough Council on 21st August 2020 seeking clarification of the funding arrangements for this site. The detail in the response from South Ribble provided on the 1st September 2020 indicates that both the school places and the site should be funded from CIL.

With no clarity on the final position but with the three differing views, noted above, suggested for how the Masterplan development will fund its impact on school places, this leads to great uncertainty over whether a school is deliverable, leading to questions over the site's sustainability.

Therefore, as part of this Masterplan adoption process all parties should be in a position to agree the funding arrangements for the provision of a new school, so that there is no uncertainty when decisions are made on the applications. We would ask that this Masterplan is not adopted until there is an agreed position on the funding arrangements for the new school. If not, the Masterplan is not deliverable.

We have been informed by South Ribble that the applications will need to be revised to accord with the Masterplan and so a round of re-consultation will be required once those amendments are made. Can you please inform the School Planning Team

(schools.planning@lancashire.gov.uk) a month prior to committee so that we can provide our final assessment of development impact on school places and our views on the development sustainability? If the funding position is still uncertain at this point then this raises sustainability questions on the development and potential for objection.

It should be noted that it was always understood by all parties that the first application within the strategic site would take up any remaining surplus primary school places within the catchment of the development and the requirement for a new school would result from the significant shortfall created by subsequent Masterplan applications. This school site was sought as part of application 07/2020/00015/ORM in agreement with South Ribble. Please can we seek clarification on whether South Ribble are requesting that Taylor Wimpey (1,100 dwelling application) meet the full cost implications of providing the school site or are they intending to implement equalisation arrangements, where applicants from the remainder of the Lanes Masterplan site are required to contribute towards the cost of the land? Again, this requires clarification, as the latest South Ribble position provided to us on the 1st September 2020 indicates that the school site costs should be funded through CIL.

Again, may we take this opportunity to remind you of the DfE 'Securing Developer Contributions for Education' guidance that states that there should be an initial assumption that both land and funding for construction will be provided for new schools planned within housing developments, with the land provided on a peppercorn basis.

In conclusion, The School Planning Team would like to thank South Ribble Borough Council for the opportunity to respond to the latest consultation. We look forward to receiving your views on the matters raised in this letter prior to a decision being taken on this Masterplan.

'PENCON', The Penwortham Nature Conservation Group - are utterly dismayed at the plans to build on the sites at Pickering's Farm and Chain House Lane.

Surely, if the plans are passed it is only to appease the builders, to keep them in business. once this land is built on, it is built on forever, no going back.

People who already live close to the designated sites most likely bought their properties for the clean air, quietness, open spaces and the fact that they never wished to live in noisy, built-up areas.

When these open, green areas are built on, everything changes- noise, pollution, traffic and total frustration at the way of life existing residents must accept.

If any of the town planners, councillors, and anyone else who is guilty of letting these plans be passed had to travel in the area at ANY TIME, not just peak times they would realise the roads just can't cope with the amount of traffic on the roads around Lostock Hall. It is gridlocked in the morning 'rush hour' and again in the evening.

Adding more houses is just not acceptable, as every new property will also have at least one car, possibly two or three. This just has to stop somewhere!!!!!!

As a great lover of nature, and if I may say, a well-known published wildlife photographer it saddens me greatly to see our fantastic countryside destroyed, permanently, for the greed of a few.

I have photographed and studied the wildlife in and around both these sites over many years, and know for a fact that we have breeding barn owls, little owls, skylark, foxes and many smaller animals like voles, shrews and field mice that rely on these areas to survive, all species that are becoming increasingly scarce or rare due directly to the greed of property developers.

People like us just don't want to live in increasingly built up areas, surely, by keep 'adding on' to existing small towns and villages the planners only add to the existing congestion with which we are already struggling to cope with, The infrastructure around Lostock hall and Lower Penwortham is already at saturation point.

Please don't add to it. We don't want to become another Manchester or Birmingham!!!!!!!!!!

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