

Application Number	07/2017/3361/ORM
Address	Test Track Aston Way Moss Side Industrial Estate Leyland
Applicant	Property Capital and BDW Trading Property Capital 10 Church View
Agent	Turleys 1 New York St Manchester
Development	<p>Hybrid planning application comprising of Full and Outline development - Environmental Impact Assessment (EIA) development.</p> <p>Part A FULL - Site enabling works, the development of highway and drainage infrastructure for the full application site (the proposed development site) and the provision of car park accessed off Titan Way (Phase 1); together with the construction of 197 dwellings and associated internal access roads, public open space, green infrastructure, an acoustic barrier and highway infrastructure (Phase 2)</p> <p>Part B OUTLINE - for the remainder of the proposed development site for the development of between 653 and 753 new homes, up to 5,000 sqm of Business Park (Use Classes B1); up to 15,000 sqm of Use Class B2 and up to 8,000 sqm Industrial Estate (Use Class B8), local centre comprising up to 3,000 sqm of accommodation for occupation within any combination of uses within Classes A1,A2,A3, A4,A5,B1 or D1 (including health centre/clinic) (which shall not exceed 2,500 sqm of main town centre uses), a primary school (1.646ha) and associated public open space and green infrastructure (Phases 3-5 and education, employment and local centre phases) (Amended Plans)</p>
Officer Recommendation	<ol style="list-style-type: none"> 1. That Members are minded to approve the application and that the decision be delegated to the Director of Planning and Property in consultation with the Chair and Vice Chair of the Planning Committee upon the successful completion of a section 106 agreement to secure affordable housing, delivery of employment land through a management company, public art contribution, acoustic fencing, highway contributions, air quality monitoring and education. 2. That the decision be delegated to the Director of Planning and Property in consultation with the Chair of the Planning Committee to allow for corrections to the list of conditions attached to the planning permission

3. That Planning Committee adopt both the Phasing Plan at Appendix B to this report and the Parameter Plans at Appendix C to this report for Development Management purposes.
4. To seek authority to undertake the diversion of Public Footpath No 59.

Date application valid
Target Determination Date
Extension of Time
Case Officer

2 November 2017
7 March 2018
30 June 2019
Catherine Lewis

Location Plan



0.0 Executive Summary

0.1 At a special meeting of the planning committee on the 11 March 2019 the application was recommended for refusal on the following grounds:

- Viability Assessment and Non-compliance with Policy 7 of the CLCS (30% affordable)
- Spatial Standards – 12 plots not meeting residential extensions separation distances set out in the Residential Extension SPD dated 2013

0.2 However, the planning committee resolved that the application be deferred to allow further dialogue to take place with the applicant to address:

1. the viability and sustainability of the site with a particular emphasis to improving the affordable housing provision on the site and;
2. the separation distances between the proposed plots with a view to ensuring that the Council's requirements are met in all circumstances.

0.3 Following extensive discussions over the past six months the applicant has provided additional information to address these two points and having carefully considered the additional information, officers are satisfied that the increased affordable provision to 30% affordable units split 50% affordable rent and 50% shared ownership is acceptable as part of an overall planning gain package, and that the separation distances now meet the Council's standards.

0.4 The following paragraphs summarise the application details, updates the previous report and sets out a revised recommendation to one of approval.

0.5 Summary

0.6 The application site known as the Moss Side Test Track is currently allocated in the South Ribble Local Plan as subject to Policy C2 and allocated Major Site for Development. Some parts of the application site are subject to Policy G7 Green Infrastructure and Policy G16 Wildlife Corridors of the South Ribble Local Plan. As part of Policy C2 a Masterplan was approved for the site on 26 July 2017.

0.7 The Masterplan sets out the vision for the site and a strategy for implementing that vision. It is 'illustrative' in the sense that it illustrates clearly the principles of design which underpin the proposed development. A Masterplan identifies the themes and principles setting out the structure, aspirations and limits rather than the detail and is not prescriptive or a blue print for development.

0.8 The planning application submitted in October 2017 by Property Capital and BDW Homes reflects the principles of the Masterplan and is in hybrid form which means that it is in two parts- part full and part outline:

0.9 Full planning permission is sought for the following elements:

- site enabling works and the development of highway and drainage infrastructure for the full application site (the Potential Development Site) (Phase 1)
- 197 new homes and associated internal access roads, public open space, green infrastructure, acoustic barrier, car park and highway infrastructure (Phase 2);

0.10 The outline element of the scheme seeks consent for the following:

- development of between 653 and 753 new homes,
- up to 5,000 sqm of Use Classes B1 accommodation;
- up to 15,000 sqm of Use Class B2 accommodation and
- up to 8,000 sqm of Use B8 accommodation
- local centre comprising up to 3,000 sqm of accommodation for occupation within any combination of uses within Classes A1, A2, A3, A4, A5, B1 or D1 (including health centre / clinic) (which shall not exceed 2,500 sqm of main town centre uses),
- a Primary School and associated public open space and green infrastructure (Phases 3-5).
- Associated public open space and green infrastructure (Phases 3-5)

0.11 The planning application is accompanied by an Environmental Statement (ES) which is a means of drawing together an assessment of the likely significant environmental effects arising from the proposed development in a systematic way. A total of 21 statutory consultees have been consulted upon the application and following amendments and revisions most aspects have been resolved with the remainder being adequately controlled by condition.

0.12 Lancashire County Council Highways has advised that subject to off-site highway works across a number of junctions, the creation of a quiet lane at part of Longmeanygate together with stringent conditions/ a legal agreement, the quantum of development would be acceptable (The full details can be found at section 10.5 of the report and Appendix D).

0.13 The proposal includes details for the design, layout and location of the 197 dwellings associated with Phase 2. The majority of this phase of the development meets the policies of the Local Plan. Initially concern was raised that a number of plots did not meet the minimum spatial standards set out in the Residential Extension SPD 2013. However, the applicant has submitted revised plans which demonstrate compliance with these minimum standards. Following concerns raised at the committee about the design of the dwellings the applicant has incorporated elevational changes which are supported. Section 10.7 of the report sets out these matters in more detail.

0.14 With regard to Ecology and Nature Conservation, significant effects on woodland habitat and the wildlife connectivity function have been identified. A number of surveys have been carried out including protected species surveys. Concern was raised about the loss of habitat from the Test Track site which cannot be accommodated within the proposals and to address this aspect, the applicant has proposed additional mitigation and a sum of money for the management within Paradise Park, Council owned land. Policy G16 supports such an approach and is considered acceptable.

0.15 As part of the Masterplan process, concern was raised about the impact of the existing employment uses within the Moss Side Industrial Site employment site upon the proposed residential elements. Following the submission of additional information, a technical solution to overcome noise issues which requires the construction of an acoustic landscaped bund to a maximum height of 4.5m would be required. At the meeting of the planning committee on 11 March this aspect of the scheme was considered acceptable.

0.16 Concerns have been raised by third parties about potential flooding across the site. The applicant has submitted a detailed Flood Risk Assessment and the Environmental Agency, Local Lead Flood Authority and United Utilities have raised no objection to the scheme subject to the imposition of appropriate conditions.

0.17 Concerns have been raised about the need for the proposal to accommodate all modes of transport: cyclists, bridleways and pedestrians within the site. The applicant has worked with different groups of the community to provide for these uses. A total of 3.9 km of shared pathways would be provided together with two play areas and a trim trail within the Doll Lane central green space (Section 10.16 of the report provides further information).

0.18 The application includes provision for employment, a local centre and a school site, the principle of these land uses are considered acceptable, but the detailed design would need to be formally assessed.

0.19 This site is an important residential led, development site which provides the opportunity to redevelop a large brown field site with contamination due to its former use. Further, the site is important with regard to supporting the City Deal agenda.

0.20 The applicant has detailed the benefits of the scheme in a package of planning measures (Section 10.23 of the report provides further information).

0.21 The Preston, South Ribble and Lancashire City Deal was the first of 20 second wave City Deals to be agreed and was signed in September 2013. New investment of £434 million will expand transport infrastructure in Preston and South Ribble at an unprecedented rate, driving the creation of some 20,000 new jobs and generating the development of more than 17,000 new homes over the next ten years.

0.22 The Test Track is an important site and provides the opportunity to deliver a flag ship scheme supporting the delivery of strong place making for all sections of society. The two aspects: separation distances and affordable provision have been successfully resolved. The applicant is committed to ensure that all of the affordable units meet the National Housing Standard which will ensure a Register Provider is more likely to support the implementation and management of these units.

0.23 The scheme would provide the opportunity to redevelop a brown field site, allocated primarily for residential within the South Ribble Local Plan and address the Council's requirement to implement the Government's Housing targets.

0.24 Therefore the application is recommended for approval subject to conditions and the signing of a Section 106 agreement.

0.25 Given that this report is necessarily detailed and lengthy with a wide range of issues a contents page is included below to guide the reader through the report. Additionally, the conclusion provides a summary position of the issues considered.

<u>Section</u>	<u>Content</u>
1.0	Introduction
2.0	Site and Surrounding Area
3.0	Planning History
4.0	Environmental Impact Assessment
5.0	Proposal
6.0	Summary of Supporting Documents
7.0	Summary of Neighbour Consultation
8.0	Summary of Statutory Consultations
9.0	Policy Background
10.0	Assessment of the Scheme
10.1	Principle of Development
10.2	Preston, South Ribble and Lancashire City Deal
10.3	Compliance with Policy C2 in the South Ribble Local Plan
10.4	Viability, Community Infrastructure Levy (CIL) and Planning Obligations
10.5	Highway and Transport
10.6	Overall Design
10.7	Residential Development
10.8	Affordable Housing
10.9	Ground Conditions
10.10	Site Enabling Works and Highway and Drainage Infrastructure Works
10.11	Archaeology
10.12	Water Environment: Drainage and Flooding
10.13	Noise and Vibration
10.14	Air Quality
10.15	Ecology and Nature Conservation
10.16	Green Infrastructure
10.17	Landscape and Visual Amenity
10.18	Climate Change
10.19	Phases 3-5 Education
10.20	Economic Development
10.21	Employment and Skills Statement
10.22	Health
10.23	Other considerations
11.0	Conclusions
12.0	Recommendations
13.0	Relevant Policies
14.0	Appendices
	Appendix A Moss Side Test Track Illustrative Masterplan Adopted July 2017
	Appendix B Phasing Plan for Approval
	Appendix C Parameter Plans for Approval
	Appendix D Local Highway Authority comments in full
	Appendix E List of Supporting Plans and Documents
	Appendix F Table of off-site Highway Contributions
	Appendix G Policy C2: Moss Side Test Track, Leyland
	Appendix H Actions and Specifications at Paradise Park

1.0 Introduction

1.1 The Moss Side Test Track site is one of four of South Ribble's largest development sites. Property Capital in partnership with BDW Homes have submitted a hybrid planning application (part in full and part in outline) which provides for the comprehensive development of this site.

1.2 This is a detailed report and the contents page sets out how it is structured. Your officers advise on all of the material considerations in the following report. This is supplemented by appendices to the rear of the report which provide the following information:

Appendix A Moss Side Test Track Illustrative Masterplan Adopted July 2017

Appendix B Phasing Plan for Approval

Appendix C Parameter Plans for Approval

Appendix D Local Highway Authority comments in full

Appendix E List of Supporting Plans and Documents

Appendix F Table of off-site Highway Contributions

Appendix G Policy C2: Moss side Test Track, Leyland

Appendix H Actions and Specifications at Paradise Park

2.0 Site and Surrounding Area

2.1 The application site located to the northwest of Leyland town centre measures 54.33 hectares and incorporates the Test Track facility (39.33 hectares) and Paradise Park - land in the ownership of South Ribble (approx. 15 hectares).

2.2 Paradise Park, to the south is a publicly owned area of open space and is included as part of the application site as improvement landscaping works are an important element of the application. It is within the red line for that purpose only and is not to be developed.

2.3 Accessed from the east via Aston Way which links to Reiver Road and Titan Way at Moss Side Industrial Estate, the site consists of the former Leyland DAF Test Track. Leyland Motors used the site to trial both prototypes and vehicles on a series of different road surfaces once they came off the production line- hence the site became known as the Test Track.

2.4 The site is relatively flat although a manmade bund separates the test track from the surrounding countryside and neighbouring residential properties. There is also a 4.5metre high concrete acoustic fence on top of the bund, with the test track itself, running parallel inside of this structure. There are also various other tracks, a hill climb, bridge and skid pans in the centre of the outer track along with various drainage ponds and woodland.

2.5 To the west, the site is bound by Longmeanygate, a road which continues around the northern edge of the site. Properties on Longmeanygate include The Brambles School (a special educational needs facility) and several large detached residential properties with private driveways. Longmeanygate also forms the route of the current bus service to and from Leyland. Beyond this is the settlement known as Midge Hall which falls within the Green Belt on the Policies Map that accompanies the South Ribble Local Plan.

2.6 To the north, also adjacent to Longmeanygate, are further large detached residential properties. The application site is also bound to the north by a commercial / industrial facility operated by TNT. The area to the north-east mainly comprises the Moss Side Industrial Estate and is occupied by a mixture of large industrial and logistics businesses as well as a number of smaller business units, accessed off Aston Way.

2.7 To the east, the application site is bound by Paradise Lane and Titan Way, which run broadly north south. Paradise Lane provides access to Moss Side Primary and joins Dunkirk Lane.

2.8 Beyond Paradise Park, to the south is the residential area of Moss Side which principally comprises two storey detached and semi-detached properties, including those on Greystones, Robin Hey, Ashfields, Nookfield and The Laund.

2.9 Allocated in the South Ribble Local Plan as: Policy C2 Moss Side Test Track, Leyland the application site is part of one of the four allocated major sites within the borough identified for development. Some parts of the application site are subject to Policy G7 Green Infrastructure and Policy G16 Wildlife Corridors.

3.0 Planning History

3.1 There have not been any previous planning applications submitted on the site for development of this type and scale.

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

3.3 Members will recall at the Planning Committee meeting on 22 March 2017 a report on the Masterplan for the Test Track was presented. The purpose of that report was to seek adoption of the updated Masterplan for development management purposes. The drive to support more house building by central government had strongly influenced those Masterplan proposals which provided for up to 1,100 residential homes, employment land/local centre facilities (4.9ha), Paradise Park (9.51 ha) and on site green space (8.73ha). After a lengthy discussion Members voted to defer the item and request that the applicant address the following points:

“That the applicant be requested to consider that any further plans reflect the 2010 Development Brief and in particular:

- i. Increase the area of employment land*
- ii. Reduce the housing density*
- iii. Consider an access point direct to Schleswig Way*
- iv. That the residents be consulted on the changes before the Masterplan is presented to the Planning Committee for further consideration.”*

3.4 The applicant undertook further consultation and amended the Draft Masterplan to incorporate the following points:

- A reduction in housing numbers from 1100 to approximately 950 homes.
- Increase in employment land from 4.9 hectares which included the local centre facilities to 6.08 hectares dedicated employment land
- Primary school site 1.60 hectares
- Local centre and medical centre 1.85 hectares
- Titan Way as the primary residential access route
- Paradise Lane to remain closed to cars seeking to access the development.

3.5 The Planning Committee subsequently considered a further report at their meeting on 26th July 2017, when they resolved to adopt the Masterplan for the site.

4.0 Environmental Impact Assessment

4.1 The applicant has voluntarily submitted an Environmental Statement (ES). Environmental Impact Assessment (EIA) is a procedure required in European and UK law to assess the likely significant effects of a proposed development on the environment. The applicant has produced a very detailed ES and a Non-Technical Summary of the findings of the Environmental Assessment as required by the Town and County Planning (Environmental Impact Assessment) (England) Regulations. It is considered that the applicant has complied with the requirements of Schedule 4 of the EIA Regulations in terms of the information submitted for inclusion in the Environmental Statement.

4.2. The scope of the EIA covers the following topic areas:

- Transport
- Ground Conditions
- Archaeology
- Water Environment
- Noise
- Air Quality
- Ecology
- Landscape and Visual amenity
- Climate Change

4.3 The ES concludes that during the process of EIA the design of the development has evolved. Measures have been incorporated into the design to avoid, reduce or offset significant environmental effects. Where this has not been possible, further mitigation measures have been proposed. There do, however, remain some residual effects. These are addressed in subsequent parts of this report.

5.0 Proposal

5.1 The application is submitted in hybrid form, which means it is in two parts – part in full and part in outline.

5.2 Full planning permission is sought for the following elements:

- site enabling works and the development of highway and drainage infrastructure for the full application site (the Potential Development Site) (Phase 1)
- 197 new homes and associated internal access roads, public open space, green infrastructure, acoustic barrier, car park and highway infrastructure (Phase 2);

5.3 The Outline element of the scheme seeks consent for the following:

- development of between 653 and 753 new homes,
- up to 5,000 sqm of Use Classes B1 accommodation;
- up to 15,000 sqm of Use Class B2 accommodation and
- up to 8,000 sqm of Use B8 accommodation
- local centre comprising up to 3,000 sqm of accommodation for occupation within any combination of uses within Classes A1, A2, A3, A4, A5, B1 or D1 (including health centre / clinic) (which shall not exceed 2,500 sqm of main town centre uses),
- a Primary School and associated public open space and green infrastructure (Phases 3-5).
- Associated public open space and green infrastructure (Phases 3-5)

5.4 A Phasing Plan (Appendix B) shows the arrangement of these uses. Development authorised pursuant to the outline aspects will be tied by condition to the Design Code and

specified parameter plans in order to ensure that the development that is ultimately built is consistent with the scheme that has been assessed.

5.5 The illustrative layout indicates the following groupings of land uses:

- The first phase for 197 residential dwellings which are applied for in full are situated in the north-western part of the site. This aspect includes a trim trail within the public open space.
- As part of this first phase, the infrastructure including the Sustainable Urban Drainage System (SUDS) and the haulage road would be constructed. An area of open space and landscape runs north to south known as Doll Lane which would provide SUDs and Open space.
- The majority of the housing (up to 753 units) would follow - applied for in outline in four further phases across the site. The local centre and primary school would be situated on the southern boundary abutting Paradise Park. The employment phase is in outline too and is located on the north eastern boundary adjacent to the existing Moss Site Industrial Estate.

6.0 Summary of Supporting Documents

6.1. The application is supported by a large amount of supporting evidence. Please see Appendix E for a full list of these.

7.0 Summary of Neighbour Consultation

7.1 Prior to the application being submitted and during the course of the application, the applicants have also undertaken extensive consultation. Public exhibitions were held on 27 September 2017 at Midge Hall Methodist Church and 30 September 2017 at Moss side Community Centre. The applicant has submitted a Statement of Community Involvement with the application, which sets out in detail the consultation process and feedback received.

7.2 Site notices in multiple locations within the vicinity of the site were posted: a newspaper advertisement was published in the Lancashire Evening Post, and 2152 neighbour consultation letters were despatched on 20 November 2017, these being the standard neighbour notification letter which was adapted to include an explanation of the hybrid application and the EIA process. Additional information was submitted and further consultation was undertaken on 2nd May 2018. Following receipt of amended and additional documentation, a third round of publicity was undertaken in the form of individual letters sent out on 17 October 2018 and site notices posted on 19 October 2018 with a newspaper advertisement published on 31 October 2018.

7.3 Following receipt of further amended plans another round of publicity was undertaken in the form of individual letters and site notices posted on 7 January 2019. However, due to more additional information being received, a further letter sent dated 9 January and 9 site notices were also posted on 9 January 2019.

7.4 In total 91 letters of representation have been received with some people sending more than one letter. Of the letters received, 90 objected or raised concerns whilst acknowledging some development was acceptable. Two letters of support have been received. A summary of the points of representation are as follows:

7.5 **Neighbour Representations from 20 November 2017** - 20 representations were received with one on behalf of the Midge Hall Community Group objecting for the following reasons:

- **Highway Issues**

Local roads already suffering due to traffic density and commercial use;
Two new roundabouts are now proposed and a bus route along Paradise Lane;
Concern about how much proposed infrastructure will be delivered;
What alternative traffic calming has been considered other than speed cameras?
Shared access points for housing estate and employment area;
Proposed road system is totally inadequate for the number of extra vehicles (approx. 1,500);
The original widening of the A582 seems to have been shelved;
Public transport for the area is totally inadequate;
At peak times Leyland is regularly congested with commuters trying to access motorways;
Parking provision in Leyland is abysmal;
What arrangements are being made to allow occupiers sufficient car parking space and battery charging points?
A highway assessment must be carried out;
Roads around the site are completely unsuitable for construction traffic;
Sight line will be lost with the position of new roundabout;
Maximum speed limit of 30 mph and a weight limit of 7.5t for goods vehicles throughout the proposed development should be conditioned;
Excessive noise and vibration from the proposed raised areas with the ramp up is unacceptable;
Screening of the roundabout outside 174 Longmeanygate is insufficient; this should be increased to protect property from direct headlights and noise exiting; An already overstretched country road will become a seriously busy highway; Already been enough accidents on Longmeanygate;
Build-up of traffic already bad enough on Leyland Lane at the 'Tiger' traffic lights;
Moss Side primary school causes traffic jams and irresponsible parking around the school;
Paradise Lane should be kept closed

- **Design/Character/Appearance**

Little evidence that the development will be sympathetically done, being cognisant of the aspirations of residents in the area;
Concern with the saleable commodity of the employment area in its present design;
Will there be a caveat stating there will be no additional dwellings should the employment site prove difficult to sell;
The market town semi-rural aspect of Leyland is being ruined;

- **Housing**

Housing numbers have fluctuated from between 500 to 1200; masterplan approved no more than 950;
Quality and style of houses;
Houses are now so skewed to the 'Affordable' that developers have requested special status in relation to CIL monies;
Visits to house projects were assured but the offer has not yet been realised;
Spatial design code outlines lower densities of housing are required; proposal shows a dense street scape;
Number of houses should be revised downwards;
Already a number of houses being built upstream of Western Drive;
New homes should be built and run by Housing Associations or SRBC; they should not be sold for private rentals which provide high rent leasing;
Give thoughts to SRBC working low wage homeless and families needing homes;

- **Drainage/Flooding**

Concern if the surface water and highway drainage modelling has been accurately assessed;
Area around the Methodist Church was subject to extensive flooding in 2015;

Inadequate road side culverts continuing to deposit flood water from hundreds of acres of agricultural land; would be an ideal opportunity to improve this system to the benefit of existing and new residents;

Log of road flooding events provided details 11 occurrences between January and November 2017; this stops respondent entering driveway due to depth of water;

New development will generate millions of gallons of surface and foul water;

Need confirmation that the site design takes account of the existing and surrounding drainage;

Do the drainage calculations take into account the site is governed by tidal movements;

Money would be better spent on flood defences for River Lostock;

- **Ecology and Trees**

Evergreens should be planted to provide visual screening from the development

Tawny owls and Woodpeckers use this habitat and therefore a large percentage of mature trees must be retained;

Bund and landscaped area be retained to provide continuity of green infrastructure;

Not enough habitat or woodland left;

Narrowing of the green strip will not be conducive to habitat and species retention;

Existing habitats more valuable than newly created ones;

New green infrastructure cannot match the existing biodiversity quality which results in a new loss;

Duty under NERC 2006 to conserve biodiversity;

How have recommendations in ecologists report been carried through to the development?

Appreciate inclusion of SUDS pond to offset loss of biodiversity;

No maintenance plan submitted for habitats;

Pond near northern access has been removed; hope this is not to facilitate in-fill with houses;

What steps are being taken to mitigate/offset the environmental damage? Has an endangered species survey been undertaken?

Concerned that the 'buffer' beyond our boundary does not appear to retain the natural woodland;

Fewer houses and keeping more of the existing features would make better habitats for wildlife;

Not enough habitat or woodland left; not in compliance with policies G10, G12, G13 and G16.

- **Bridleways Paths and Green Corridors**

Been agreed that a green corridor must be maintained and will have a suitable surface for equestrians, the disabled, pedestrians and cyclists;

Reinstating Doll Lane is an anathema to local residents and is not what bridleway groups or other users want or have been promised;

Road of tarmac construction is wholly inappropriate for horses and will lead to confrontation with new residents;

Looping bridleway mentioned in the master plan has disappeared; this is not acceptable;

- **Noise/Disturbance/Pollution**

Existing occupiers of units have expressed their concerns re noise affecting the site; Already affected by noise and light pollution from current businesses;

- **Other Issues**

No details on how development will ensure security for neighbouring properties through the village;

Volume of material provided by the developer makes it difficult to respond in the time normally allowed;

Information portal not easily accessible and should include all relevant documents including EIA.

Concerned at lack of detail provided at consultation event and still unsure where house boundaries lie;

Lack of information on house types and quality;

No evidence that notice has been taken of public opinion provided at consultation stage;

Opposition growing as a result of being kept in the dark and ignored;
Been no suggestion or intention to incorporate Paradise Park into the developed area; this negates the developers responsibility to provide substantial green areas within the development;
Health care facilities are totally inadequate;
Moss Side Primary School is full to overflowing; note there may be provision for a new school but when?
Proposal is ludicrous;
Not adequate facilities for residents resulting in additional pressure on surrounding businesses, making them difficult to access due to congestion; Development will have negative consequences for Leyland;
What contingencies will be in place to avoid or mitigate excessive load of electricity network;
How are the developers to meet the UK Gov energy policy?
Will the new leisure centre proceed?
Planning for the need of amenities and facilities is the basic function of the department of the Council but these areas seem to have been overlooked;
Do not want clear sight of new housing through loss of woodland which will also affect future value of property and privacy;
No consideration been given to the Track as an important part of Leyland's history;
Development should have been planned to keep the basic road scheme the same with existing features;

7.6 Neighbour Representations from 2 May 2018 - 4 representations were received which raised the following issues:

- **Highway Issues**

Increased traffic

Current highways infrastructure is reaching saturation;

Advised that a traffic survey would only be done once final planning was requested; need to do this as a precursor to granting planning;

Paradise Lane cannot be used as an access point, already saturated at school run and commute times

Used as a convenient parking area for residents of Robin Hey;

Been enough accidents on Longmeanygate;

The development could have been planned to keep the basic road scheme the same with features such as the hill and skid pad, which could be made a central piazza area for the new village;

No thought into the roads leading into and out of Leyland and surrounding towns/villages e.g.

Bretherton, Lostock Hall;

Roundabout at Stanifield Lane-Watkin Lane is a major bottleneck; road from recycling centre to this junction is regularly stop start;

Golden Hill congested even at peak periods; Longmeanygate is the same. Dunkirk Lane will become busier

No decent cycle paths to encourage cycling; pathways to Lancashire Business Park from Croston Road in very poor condition;

- **Housing**

Maximum number of homes should not exceed 850;

- **Drainage/Flooding**

Management of surface water;

Flooded on Western Drive in 2012 and 2015;

All roof, road, patio water etc. will end up in River Lostock which already drains most of Leyland and South Ribble;

Many new retail, industrial and housing areas which will add to the problem;

Do they realise how small the culverts are that take the water under Dunkirk and Slater Lane's;

- **Ecology and Trees**

Keeping existing features and fewer houses would help to keep the wildlife;

- **Noise/Disturbance/Pollution**

Noise disturbance

- **Other Issues**

Loss of privacy

Lack of screening at roundabout

Other critical infrastructure i.e. medical centre etc should be moved into Phase A and not B;

Support objections of TNT who border the site;

Local schools and medical centres will be overstretched;

No consideration given to the Track as an important part of Leyland's history;

South Ribble Council owes a duty of care to current residents as well as future ratepayers;

Already been many developments in the Leyland/Chorley area;

When will development of land be stopped in already crowded areas; everyone wants to use a car and not walk or use public transport;

Station at Midge Hall should be re-opened; developers should contribute to a car park and pathways to the station;

7.7 **Neighbour Representations from 17 October 2018** - 5 individual letters (including Ulnes Walton Bridleways Association) and 52 signed identical letters representations were received:

- **Highway Issues**

Amount of traffic, particularly HGV's using Dunkirk Lane; forced to use stretches of this road to access local bridle paths and encounter at least one near miss every time we venture out;

Drivers do not adhere to the new 30 MPH;

Already overstretched country roads will become a much busier highway;

Pedestrian safety on western side of Longmeanygate;

Positioning of the access roundabout will result in pedestrians walking round the bad bend where 2 fatal car accidents have occurred in recent years;

Access roundabout could be moved further south down the western side of Longmeanygate;

Derelict house at 157 Longmeanygate could be compulsorily purchased which would solve all problems and might actually prove a cheaper option;

No formal statement from LCC which defines how the infrastructure for the development of the roads in the area is to be developed;

Maps and diagrams available which reflect development of traffic calming on Longmeanygate and the 'Quiet Lane' status, none of these are definitive nor is it the timescale for putting them in place; assurances were given in 2017 that these would take place at the beginning of the project under Phase 1.

Placing a blanket weight restriction was instrumental in the community supporting the proposals;

HGV's from the A59 should be directed to the new bypass at Howick;

Information contained in Technical Note 4 does not reflect the expectations of the community.

- **Design/Character/Appearance**

Design and distribution of the houses is currently bland and uninteresting; does not reflect or add to the character of the area;

- **Housing**

Large number of houses will have a deleterious effect on the lives of people living close by; How can the youth and other working class families afford this sort of property as none seem to be Affordable Homes

Rich private landlords will rent out at inflated prices

Need to bring back Council or at least Housing Association properties;

No indications the number of houses will be reduced from the 'no more than 950' already in the application;

Only 4 bungalows in the first 200 houses built at a time when an older population is desperate for varied designs in housing;

- **Drainage/Flooding**

Management of surface water;

Had two floods at house within three and a half years;

Surface water from new roads, roofs and patios etc will drain into River Lostock;

Do they realise how small the culverts are that take the water under Dunkirk and Slater Lane's;

Raising the section of road round the bend will lead to flooding elsewhere;

- **Ecology and Trees**

Concern regarding fauna and flora that have made the Test Track their own;

Healthy hedgehog and bee population on the site which are at great risk;

Manicured green corridors will not sustain the wide variety and numbers of animals using the site;

- **Bridleways Paths and Green Corridors**

Will be unable to access the proposed shared paths

- **Noise/Disturbance/Pollution**

Air pollution will increase;

- **Other Issues**

School, health clinics and local institutions will be overstretched;

No indication of how this land will be developed for industrial use; safeguards must be put in place to ensure this land is not eventually poached to extend the further development of the area for housing;

No provision for sustainable power options

- **Ulnes Walton Bridleway Association (Printed 13/12/2018)**

Let down by the failure to implement the 7.5 ton blanket weight limit;

Number of HGV's through Leyland Town Centre, which is struggling with emissions and weight of traffic, will increase;

As an equestrian, only too well aware how dangerous Cocker Bar Bridge, Dunkirk Lane is; only a matter of time before there is a serious accident;

Question safety of an old bridge that was built to take animals, small vehicles and agricultural traffic;

One of the largest livery stables in the area and an increase in HGV's presents a real danger to children using the stables and regularly hack along this route;

Solution is to place a 7.5tonne limit on access only at the Bretherton Toll Bar at its junction with the A59;

Circuitous route around the site: Where possible it should incorporate passing places and wider sections for the safety of all users; surface must be usable in all weather conditions; suggest 'Utilitrec' or similar product with appropriate under surface of MOT and drainage where necessary; regular maintenance required as existing public footpath is overhung by trees on both sides;

Surfacing of Multi Use Tracks: 'Utilitrec' (previously Toptrec) is a preferred option for use on multi use tracks in preference to tarmac.

Gating systems: Ask these are kept simple, would be happy to work with developers. **Pegasus Crossing:** New roundabouts will potentially be an HGV 'rat run.' Concerned that the western roundabout is now equally dangerous and would require a Pegasus Crossing. **Crossing points on roundabouts and roads:** Should be kept simple and leave a wide enough area for at least 2 horses to stand safely, especially at Pegasus junctions.

Implementation Schedule – Appendix J Technical Note 4: Concerned at delay in implementation of traffic calming and the Quiet Lane – shared space arrangement – on the existing Longmeanygate and Midge Hall. No mention when the circuitous route will be in place and creates a serious safety issue for local equestrians and cyclists by increase in traffic, with no place to go and no traffic calming measures for at least 2 years.

7.8 **Neighbour Representations from 7 January 2019** - 9 individual representations have been received which mainly reiterate previous comments with the addition of:

Found it difficult to find any detailed information regarding public transport;

Vague reference that the site is well served by existing bus routes;

If bus service diverted through new development, journey times would be longer which may put some existing and potential bus users off using the service;

Will council only be concerned when someone is injured or at worst killed as a result of excess traffic

No mention of existing railway line between Preston and Ormskirk on the doorstep which will lessen impact on local roads thus reducing pollution and improving air quality;

People who elected you and pay your wages do not want more houses;

More houses means more money;

Building on Green Belt supposed to be a last resort and only in cases of dire need i.e. homelessness;

There has been zero investment in creating jobs in this area;

No thought gone into proposals, just more planning misery i.e. another Buckshaw;

So many new builds in Leyland; village ruined with over build;

Roads disgraceful, village green not fit for purpose, all footpaths from bottom of Cocker Lane to industrial units in poor condition;

How will local traffic (not strategic traffic on the A682) be catered for; Why is the planning authority ignoring highway issues?

Why isn't City Deal considering these issues; this money should be made available to open the Midge Hall Railway Station;

Seems to have been no traffic survey done;

Footpath/cycle path through to the T-junction i.e. the one that goes past the Midge Hall Church no longer appears to be in the plans;

Position of the Western Access Roundabout onto Longmeanygate means there will be a greatly increased use by pedestrians walking round the bad bend.

7.9 Two letters of support have been received:

One from the Mr. J. Carter the City Deal Executive which states:

The former Leyland Test Track site, is a key strategic development site in the Preston, South Ribble and Lancashire City Deal agreed with Government in 2013 and as such forms part of the measurable outputs that demonstrate the efficacy of the accelerated delivery strategy.

As Chair of the City Deal Executive, I give my full support to the development of all City Deal sites at the earliest opportunity. The fulfilment of the commitment given to Government will allow for

substantial investment in Central Lancashire by way of infrastructure enabling the provision of much needed employment and housing to improve the prosperity of our community.

One from MIPD in support of the employment land that forms part of the application site. The company which abuts the site, is also fully supportive of the site being approved and in general support of the application being approved to reduce the antisocial behaviour associated with the site.

7.10 Neighbour Representations from 4 March 2019 –

A further three letters of representation were received following the publication of the planning committee report on 4 March 2019 which were reported to the Committee. These representations raised similar concerns to that set out in the report.

The Ulnes Walton Bridleways Association submitted a further letter and made the following summarised comments:

- **7.5 Ton Weight Limit** - despite discussions with LCC the blanket weight limit at Bretherton Toll Bar/A59 junction would not appear to be implemented – the permeable plan was agreed on that basis, and a weight limit would improve safety and pollution control
- **Circuitous route around the site** – concerns that the entrance adjacent The Laund rather than Paradise Park has been shown on plans as being the entry to the park
- **Surfacing of multi-use tracks** – Access Strategy states that surfaces should be suitable for primary users, but the circuitous route has been agreed as Toptrec or similar. UWBA request that paths are split, with areas for equine use being in a surface suitable for horses. UWBA suggest 'Nu-flex' which would be suitable for cyclists, ramblers and general use, and has been recommended by SRBC officers.
- **Gating systems** – it is apparent that gating systems are being removed across the boroughs Green Link paths. Respondent requests that they are removed from this scheme in the interest of consistency.
- **Pegasus crossing** – requests confirmation that LCC have agreed Pegasus crossings at three main entry points. Pegasus crossings are made for use by both pedestrians and mounted horse riders.
- **Implementation Schedule** – Concerns regarding safety as a result of the delay of traffic calming and quiet lane / shared space arrangements on Longmeanygate and Midge Hall.

A further letter has been received following the committee meeting on 11 March from a local resident expressing concern about the proposed landscape buffer, the impact of the 2.5 storey high properties on their residential amenity and the density of the development. These aspects are addressed within the report.

7.11 Third Party Response

In addition to comments from neighbouring residents, other third party responses have been received. These have been summarised below and considered in more detail within the body of the report.

- **WYG on behalf of Wainhomes** - submitted a letter of objection (dated 21 December 2018) to the application on behalf of Wainhomes (North West) Ltd on grounds of highway safety with reference to the Tiger Junction.

“The current proposals would fail to accommodate 16.5m long vehicles as they would mount the footways and be in direct conflict with other vehicles which would lead to unacceptable severe impacts on highway safety on the most vulnerable road users i.e. pedestrians/cyclists”.

The Council has approved a scheme which would provide an alternative superior design to alleviate severe safety issues. They request that if the application is approved a condition should be imposed to ensure that the same improvements as those shown on the WYG approved drawing are imposed.

Following the publication of the planning committee report a further letter (dated 8 March 2019) has been received from WYG which raised concerns about the lack of an acceptable Road Safety Audit and that the Members requested to refuse the application or condition the same improvements as that shown on a previously approved scheme. LCC Highways verbally addressed these concerns at the meeting.

- **Martec Environmental Consultants Ltd – on behalf of TNT**- concern was raised by TNT a distribution centre and their noise consultants Martec Environmental Ltd about the location of the proposed housing to the boundary of TNT, an industrial use which operates 24 hours a day. These concerns related to the initial noise surveys and assumptions. Revised information has been submitted on several occasions and TNT has not recently submitted further comments.

8.0 Summary of Statutory Consultations

8.1 In line with the timetable indicated in the ‘Summary of Neighbour Consultation’ section above, statutory consultation was undertaken with 21 relevant bodies.

8.2 Additionally, given the application requires an EIA, all documents originally submitted were sent to the Department of Communities and Local Government (DCLG). The DCLG were notified electronically of the amendments.

8.3 Comments received from Statutory Consultees are summarised below:

- **Lancashire County Council Highways (LHA)** – Raise no objection. Highway officers from Lancashire County Council have worked closely with the applicant and their transport consultant (SCP) on access proposals, modelling and principles of mitigation. A number of measures/changes to the local highway network are required to ensure overall network reliability and that safety can be maintained in the future with development. Key mitigation supports the delivery of a sustainable development that positively influences the built environment for existing and new residents. In addition other supporting changes will be delivered/funded such as signals modernisation (performance upgrades), as well as review/update of restrictions and regulation (over the buildout of the development).

The modelling in general indicated that, in 2030 with development and mitigation, many of the junctions would operate as well as or better than 2030 'Do Minimum no development scenario'. This includes consideration for all network management measures to be included in the mitigation package.

The level of development proposed can be accommodated on the local highway network, and it does include sustainable infrastructure integrating the site into the wider surrounding environment when built out -subject to the imposition of appropriate conditions/Section 106 agreement and S278 works.

- **Lancashire County Council Public Rights of Way (PROW)** - Raise No objection pending the outcome of a successful Town and County Planning Act 1990 Section 257 Diversion Order.
- **Lancashire Archaeological Advisory Service (LAAS)** – Acknowledges that the submitted information identifies the potential for sub surface archaeological deposits associated with the former post-medieval period Paradise Farm which may have survived the construction of the Test Track, and subject to a condition controlling the implementation of a programme of archaeological investigations raises no objection.
- **Lancashire County Council Education** –Initially raised concerns about the size of the school site but following amended plans have no objections to the development. The reserved matters would need to address the spatial and operational requirements of the school. A request for a financial contribution for the provision of school places as a result of this development is also requested.
- **Ecology (GMEU)** – Consider that the ES assessment is satisfactory with adequate survey work having been undertaken. The main ecological issue was the scale of the development and whether there was appropriate mitigation for the resultant loss of primarily widespread low to moderate value ecological habitats. Initially, GMEU recommended that more information was required to demonstrate how no net loss and preferably net gain will be achieved for biodiversity. The draft DEFRA biodiversity matrices were recommended as a tool to measure habitat gains and losses.

The applicant provided additional information (10.2.2018) regarding the proposed impact and mitigation which was assessed (22.5.2018). This concluded that the proposals were very close to achieving no net loss of biodiversity if enhancement of the plantation in Paradise Park immediately adjacent to the development from Doll Lane through to Titan Way are provided together with artificial nesting habitat and bat roosting installed to the new build -no net loss could be secured by condition and or a planning obligation.

Following the formal consultation process in October 2018, GMEU advised that the proposed amendments do not make any material change to the ecological impact of the development and previous comments still apply which raised concerns that more information was required to demonstrate how no net loss and preferably net gain will be achieved for biodiversity.

Additional information has been submitted January 2019 and Ecology Services have raised no objection and are satisfied- subject to mitigation works being proposed in Paradise Park to off- set the loss of habitat from the Test Track site.

- **South Ribble Borough Council Arboriculturist** – No objections to the development. A number of trees would be removed but new planting mitigates the proposed loss. Conditions controlling replacement of newly planted trees if lost within five years which should be planted to British standards. A condition controlling the details of the protective fencing is required.
- **United Utilities** - Have raised no objections to the proposal subject to the imposition of conditions relating to foul and surface water drainage details. A foul water sewer, a critical surface water sewer, and a water main crosses the site which may have implications for any detailed layout.
- **Lead Local Flood Authority** (Lancashire County Council) – Have no objections to the scheme subject to the inclusion of several conditions to manage the risk of flooding.

- **Environment Agency** – Have no objections to the proposal providing a planning condition is included requiring the submission of a remediation strategy in line with paragraph 121 of the NPPF. With regard to the Business Park and Industrial estate elements, a condition controlling surface water drainage would be required. An Environmental Permit may be required with regard to the use of waste or other material for engineering works.
- **Natural England** – have no objections to the proposals as it is unlikely to affect any statutorily protected sites or landscapes.
- **South Ribble Borough Council Environmental Health (EHO)** - The EHO has provided three formal responses dated (22.01.2018, 26.02.2018, 07.02.2019 and 22. 02. 2019) under the following areas: Air Quality, Contaminated Land, Ground Contamination and Noise.

Air Quality

Initially conditions were required to address the impact upon air quality in terms of ensuring that Electric Vehicle recharge points were provided on site and contributions made within Leyland town centre, and the need to encourage car clubs, cycling and walking infrastructure (22.01.2018) A revised air quality assessment (AQA) has been submitted in August 2018 and which the applicant has confirmed that additional highway modelling and revision information would not alter the findings submitted in the AQA. Subject to conditions requiring the provision of electric charging points to each residential property, to the shops, and to the offices/industrial -although the exact nature of the charging points is still under discussion, Travel Plan, secure cycle storage, air quality monitoring.- the EHO is satisfied with the measures to address Air Quality.

Contaminated Land

Initially, further gas monitoring was identified and required. Following the submission of further information which advised additional monitoring had been undertaken (20 March 2018) the conclusions are acceptable and watching brief would be required throughout the development (07.02.2019).

Ground Contamination:

Initially, further information required in relation to the proposed remediation strategy with regard to contaminant as this has not been submitted; conditions would be required to control this aspect.

Noise

The development has the potential to be affected and to affect neighbouring land uses. Specific reference was made to the TNT site – a distribution centre operating 24 hours a day adjacent to the proposed development. Initially, concern was raised about the lack of information with regard to the proposed acoustic barrier treatment, and the assessment of the predicted sound levels. The proposed technical solution would require properties surrounding the TNT site to be fitted with mechanical ventilation, systems, and heat recovery systems with suitable acoustic glazing so that windows do not need to be opened for fresh air.

Further noise reports were submitted (August 2018) to which the acoustic barrier details are considered acceptable.

- **South Ribble Borough Council Strategic Housing** – Advise that the Central Lancashire Core Strategy places a 30% target for the provision of affordable housing on residential sites over 15 units unless an independently assessed viability report can demonstrate otherwise. No details about the housing mix or numbers was submitted with the original application. The applicant's planning statement confirmed that further affordable housing detail would be provided following a viability assessment. Following the submission of further information concern was raised that the package only provides for a total of 85 affordable housing units across the site to include 20 affordable rent, 20 shared ownership and 45 Discounted Market Value. The scheme only provides for 10% affordable units of which a significant amount would be Discounted Market Value which are difficult to implement.

In March 2019 the applicant has revised this offer which provides for 117 units of affordable housing. This equates to 13.8% of the development with a tenure split of 50% rent, 50% shared ownership.

In October 2019 the applicant confirmed that the scheme would provide for 30% affordable housing units with a tenure split of 50% rent, 50% shared ownership. The housing manager has confirmed that the tenure split is strongly supported.

- **South Ribble Investment and Skills Officer-** The proposed 6.08 hectares for Employment land would make an important contribution to addressing the shortfall identified in the Employment Land Study in 2017. Concern is raised about the linear shape of the employment land which may increase infrastructure costs. To address this the infrastructure or in part could be delivered in advance.
- **South Ribble Parks Department –** The principle of off-site habitat mitigation is acceptable as a last resort. Given that a management company would be formed for the Test Track site- the ecological habitat planting should be within the Test Track site rather than Paradise Park.
- **NHS Chorley and South Ribble Clinical Commissioning Group (CCG) -** The CCG advise that a single handed GP or branch surgery may suffice for future residents but the provision of future Health Care is moving away from this model. If a health care building is not provided a number of surgeries would be affected. The Commissioning Care Group are considering their future requirements for this site.
- **Health and Safety Executive –** Through use of the online consultation process South Ribble officers have determined that the application site does not lie within consultation distance of a major site or pipeline that would trigger formal consultation with the HSE.
- **Cadent Gas and National Grid Electricity and Gas –** There is apparatus in the vicinity of the application site. The applicant is advised to contact the company and a note to this affect would be attached to any planning permission.
- **Crime Prevention Officer (Lancashire Constabulary) –** Has no objections to the scheme but makes recommendations in relation to security and minimising the risk of crime at the development. A note to this affect would be attached to any planning permission.

9.0 Policy Background

9.1 National Planning Policy Framework (NPPF) - sets out the Government's economic, environmental and social planning policies for England. At the heart of the planning system is a presumption in favour of sustainable development.

- Chapter 2: Achieving Sustainable Development states that 'at the heart of the framework is a presumption in favour of sustainable development'. The NPPF supports sustainable economic growth to deliver, amongst other things, homes, and given the site's location it is the Officer's view that the site is especially sustainable and that the development accords with the overall principles of the NPPF; in particular:
- Chapter 4: Decision Making states that Local Authorities should approach decisions on proposed development in a positive and creative way and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions in the area.

- Chapter 5: Delivering a sufficient supply of homes – a sufficient amount and variety of land to come forward where it is needed. Land with permission should be developed without unnecessary delay. Where major development involving the provision of housing is proposed, decisions should expect at least 10% of the homes to be available for affordable home ownership (as part of the overall affordable housing contribution from the site). Within this context, the size, type and tenure of housing needed for different community groups - including older people, must be taken into account. Chapter 5 also details its requirements for affordable housing provision.
- Chapter 6: Building a Strong, Competitive Economy- Planning decisions should help create the conditions in which businesses can invest, expand and adapt. Therefore, significant weight should be placed on the need to support economic growth through the planning system.
- Chapter 8 Promoting healthy and safe communities: Planning decisions should aim to create healthy, inclusive and safe places to promote social interaction, are safe and accessible. The need to plan positively for the provision of shared spaces and community facilities to enhance residential environments is encouraged.
- Chapter 9 Promoting sustainable transport: The Planning system should actively manage patterns of growth to support the objectives of sustainable transport.
- Chapter 11: Making effective use of land: Decisions should promote effective use of land and paragraph 118 criterion (c) states substantial weight should be given to the value of using brown field land within settlements for homes and other identified needs. There is a specific section about achieving appropriate densities. Within paragraph 123 criterion (c) encourages a range of densities that reflect the accessibility and potential of different areas rather than one broad density.
- Chapter 12: Achieving well-designed places - Paragraph 124 “*Good design is a key aspect of sustainable development*”. Developments should add to the overall quality of the area, establish a strong sense of place, optimise the potential of the site, by creating and sustaining an appropriate mix of uses, and create safe, accessible environments which are visually attractive.
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change - Paragraph 148 makes clear that the transition to a low carbon future in a changing climate should be supported through the planning system. When determining planning applications local planning authorities should ensure that flood risk is not increased elsewhere.
- Chapter 15: Conserving and enhancing the natural environment. Planning decisions should contribute to and enhance the natural environment (Paragraph 170). There is a need to minimise impacts on and provide net gains for biodiversity. Ground conditions and contamination issues need to be fully assessed but where a site is affected by contamination or land stability issues responsibility for securing a safe development rests with the developer/ and or landowner (Para 179). New development needs to be appropriate to its location and have regard to potential pollution on health (Para 180).

9.2 Both the Central Lancashire Core Strategy, which was adopted July 2012, and the South Ribble Local Plan (adopted 2015), were adopted post the National Planning Policy Framework 2012 (NPPF) being issued. Both had to demonstrate at examination compliance with the NPPF (2012).

9.3 Central Lancashire Core Strategy (adopted July 2012)

- Policy 1: Locating Growth focuses growth and investment on brownfield sites in the main urban areas, and the Strategic Sites, whilst protecting the character of suburban and rural areas. Moss Side Test Track is identified as a major site for development.
- Policy 3: Travel seeks to reduce the need to travel, manage car use, promote more sustainable modes of transport and improve the road network.
- Policy 4: Housing Delivery provides for and manages the delivery of new housing. For South Ribble this amounts to 417 dwellings per annum.
- Policy 5: Housing Density seeks to secure housing densities which are in keeping with the local areas and which will have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of an area.
- Policy 6: Housing Quality seeks to improve the quality of housing by facilitating the greater provision of accessible housing and neighbourhoods and use of higher standards of construction.
- Policy 7: Affordable Housing seeks to ensure sufficient provision of affordable and special housing to meet needs.
- Policy 9 Employment seeks to ensure economic growth and employment is delivered through a number of measures. The Moss Side Test Track provides a good opportunity to deliver and integrate employment opportunities with new housing.
- Policy 16: Heritage Assets aims to protect, conserve and enhance Central Lancashire's places of architectural and archaeological value, and the distinctive character of its landscapes.
- Policy 17: Design of New Buildings expects the design of new buildings to take account of the character and appearance of the local area; be sympathetic to surrounding land uses and occupiers; ensure that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa; minimise opportunity for crime; provide landscaping as an integral part of the development, protecting existing landscape features and natural assets, habitat creation, provide open space and enhance the public realm; be adaptable to climate change and adopt the principles of sustainable construction including sustainable drainage systems and ensure that contaminated land is addressed through appropriate remediation and mitigation measures.
- Policy 22: Biodiversity & Geodiversity aims to conserve, protect and seek opportunities to enhance and manage the biological and geological assets of the area
- Policy 23: Health aims to integrate public health principles and planning by working with health care commissioners
- Policy 26: Crime and Community Safety plans for reduced levels of crime and improved community safety, including the inclusion of Secured by Design principles in new developments.
- Policy 27: Sustainable Resources and New Developments seeks to ensure sustainable resources are incorporated into new development.
- Policy 29: Water Management aims to improve water quality, water management and reduce the risk of flooding through a number of measures, including encouraging the adoption of Sustainable Drainage Systems.

- Policy 30: Air Quality aims to improve air quality through the delivery of Green Infrastructure initiatives and through taking account of air quality when prioritising measures to reduce road traffic congestion.
- Policy MP states that Councils will take a proactive approach which reflects the NPPF's presumption in favour of sustainable development, and that applications which accord with the policies of the Local Plan will be approved without delay unless material considerations indicate otherwise.

9.4 South Ribble Local Plan (adopted July 2015)

- Policy A1: Developer Contributions expects new development to contribute to mitigating its impact on infrastructure, services and the environment and to contribute to the requirements of the community.
- Policy C2: Moss Side Test Track, Leyland permits development at the Moss Side Test Track site, provided a masterplan for the site has been submitted and agreed, and a phasing and infrastructure delivery schedule and an agreed programme of implementation have been submitted. The Policy also permits the development of alternative uses, such as community facilities, to include a small local centre to serve the needs of the local residents, and an assessment of the education and health provision in the local area. Green Infrastructure within the site will be an integral part of the development to create a high quality attractive environment. Linked green corridors providing cycleway, bridleway and footpath connections within the site are an important element.
- Policy D2: Housing Delivery identifies the quantum of estimated development that could be provided at the Test Track as 750 units.
- Policy G8 Green Infrastructure (provision in new developments): Developments should provide appropriate Green Infrastructure and landscaping including green corridors to join up the Borough's green and built up areas.
- Policy F1: Parking Standards requires all development proposals to provide car parking and servicing space in accordance with parking standards adopted by the Council.
- Policy G10: Green Infrastructure states that all new residential development resulting in a net gain of 5 dwellings must provide sufficient green infrastructure to meet the recreational needs of the development, in accordance with specific but flexible standards.
- Policy G13: Trees, Woodlands and Development states that development will not be permitted where it affects protected trees and woodland unless justified. Where loss of the same is unavoidable, this policy accepts suitable mitigation.
- Policy G16: Biodiversity and Nature Conservation protects, conserves and enhances the natural environment at a level commensurate with the site's importance and the contribution it makes to wider ecological networks.
- Policy G17: Design Criteria for New Development considers design in general terms, and impact of the development upon highway safety, the extended locale and the natural environment.
- Chapter J: Tackling Climate Change looks to reduce energy use and carbon dioxide emissions in new developments; encouraging the use of renewable energy sources.

9.5 Supplementary Planning Documents (SPDs)

- Central Lancashire Design Guide SPD provides an overview of the design principles that are employed throughout the three Central Lancashire authorities. It draws on key policy and good-practice guidance in order to raise the level and quality of design of new buildings in the built environment.
- Central Lancashire Affordable Housing SPD gives guidance on a range of approaches to deliver affordable housing which meets local needs.
- Central Lancashire Open Space and Playing Pitch SPD advises on provision and retention of open space in existing and proposed developments.
- Central Lancashire Employment Skills SPD – this document was adopted in September 2017 and as such carries considerable weight in planning decisions. The SPD has been driven by the Council’s aspiration to see additional benefits (social value) incorporated into development opportunities; ‘social value’ in this case being a contribution towards employment and skills enhancement in the Borough.
- Central Lancashire Biodiversity and Nature Conservation SPD provides guidance for developers in relation to improving biodiversity of the Central Lancashire area. Its main goal is to ensure that there is no net loss of nature conservation assets and where appropriate there is an improvement in them. It also explains the Council’s approach towards conserving, protecting and enhancing biodiversity and ecological networks.
- South Ribble Residential Design SPD discusses design in very specific terms. Whilst more attuned to residential extensions this document is also used to assist with the design of new build residential development and with regards to separation with properties beyond the site bounds.

10.0 Assessment of the Scheme

10.1 Principle of Development

10.1.1 The comprehensive redevelopment of the site has been long established in the development plan of the Borough. The site was allocated in the South Ribble Local Plan 2000 in Policy EMP6 for a mixed-use scheme with a leading element for employment uses. However, a development brief approved in June 2010 identified that the site could make an important contribution towards the delivery of housing.

10.1.2 In the current South Ribble Local Plan adopted 2015, the site is allocated as a residential led major site for development under Policy C2. An important element of Policy C2 is to ensure additional uses are incorporated. These include a small local centre, with an assessment of education and health provision in the local area, so that these facilities could also be incorporated if required. Some parts of the application site are subject to Policy G7 Green Infrastructure and Policy G16 Wildlife Corridors of the South Ribble Local Plan too.

10.1.3 The principle of the site coming forward to assist with the contribution to the delivery of housing within the borough has therefore been established for some time.

10.2 Preston, South Ribble and Lancashire City Deal

10.2.1 The Preston, South Ribble and Lancashire City Deal was the first of 20 second wave City Deals to be agreed and was signed in September 2013. The Lancashire Enterprise Partnership, LCC, Preston City Council, South Ribble Borough Council (SRBC) and the HCA are working together to deliver this hugely significant opportunity for the area.

10.2.2 New investment of £434M will expand transport infrastructure in Preston and South Ribble at an unprecedented rate, driving the creation of some 20,000 new jobs and generating the development of more than 17,000 new homes over the next ten years.

10.2.3 The Moss Side Test Track is a key project for South Ribble within City Deal. The scheme will contribute towards key infrastructure and will deliver homes to fulfil the target for City Deal.

10.2.4 It is therefore considered that this site is important to the delivery of City Deal providing much needed homes and employment opportunities.

10.3 **Compliance with Policy C2 in the South Ribble Local Plan**

10.3.1 Policy C2 of the Local Plan provides the key policy to assess the principle of the development of the site. Policy C2 solely relates to the Moss Side Test Track and is a positively worded policy which states that planning permission will be granted provided that a number of criteria are met.

10.3.2 The first criterion requires there to be a masterplan for the comprehensive redevelopment of the site to include residential employment and commercial uses. Such a masterplan for the site was adopted by the Council in July 2017 and provides a framework against which future planning applications can be considered. The Masterplan was developed through discussion with landowners, statutory consultees and other stakeholders and through public consultation. The master planning process considered key drivers for the site including access and movement, highways improvements, sustainable transport, design principles, green space, viability and relationships to existing residential areas. The approved Masterplan sets out the mix and layout of uses considered appropriate for the site together with primary and secondary access arrangements and indicative locations for green open space and plantation replacement landscaping.

10.3.3 Concern was raised at the time that there had not been any formal assessment of the Strategic and Local Highway network to ascertain the number of dwellings that could be supported.

10.3.4 The second criterion requires that any proposal has a phasing and delivery schedule.

10.3.5 The third requires there to be an agreed programme of implementation in accordance with the adopted Master Plan and Design Code. Both the second and third criteria are covered in the documents submitted in support of the proposal and discussed in more detail in the phasing and infrastructure sections of this report.

10.4 **Viability, Community Infrastructure Levy (CIL) and Planning Obligations**

10.4.1 Members of Planning Committee will recall that in March 2019 there were concerns identified with regard to the level of affordable housing to be provided. At that point in time the applicants had offered 10% affordable provision but the consultants, Keppie Massie, felt that a level of at least 13.8% with a 50/50 tenure split of affordable rent and intermediate could be achieved. On the day of the Planning Committee in March 2019 the applicants amended their offer to match the Keppie Massie advice. Planning Committee were, however, keen to maximise the number of affordable houses on the site.

10.4.2 Since the Planning Committee in March 2019 there has been a period of intensive discussions and further analysis of the viability appraisals submitted with the scheme. This has now reached the position whereby the applicants are happy to offer 30% affordable

provision on each phase of development on a 50/50 tenure split of affordable rent and intermediate. Furthermore they are happy to pepper pot these units within each phase of the scheme moving forward.

10.4.3 Given the position reached the scheme is now policy compliant in relation to the provision of affordable housing and meets the requirements of Policy 7 of the Central Lancashire Core Strategy.

10.4.4 **Planning Obligations**

10.4.4.1 Policy A1: Developer Contributions of the South Ribble Local Plan expects new development to contribute to mitigating its impact on infrastructure, services and the environment. South Ribble's Infrastructure Delivery Schedule includes the following project areas to be delivered by 2026:

- Public Transport;
- Cycle Schemes;
- Highway Improvements;
- Health;
- Education;
- Green Infrastructure/Public Realm; and
- There are also pan-Central Lancashire transport schemes.

10.4.4.2 Contributions would be secured as a planning obligation through a Section 106 agreement and through the charging schedule associated with the Community Infrastructure Levy (CIL). Additionally, for highways works the use of Section 38 and/or Section 278 would be the agreed delivery mechanism.

10.4.4.3 Initially, the level of CIL for this development has been calculated as £7.3 million by the developer. Due to the changes in the affordable mix the applicant has submitted a revised figure of £6,910,897. This is a significant contribution toward City Deal (see below).

10.4.4.4 It is also estimated that the scheme will bring in around £1.4 million of New Homes Bonus receipts and around £171,000 per annum of Council Tax income for South Ribble

10.4.4.5 The Council would also collect approximately £500,000 of National Non-Domestic Rates income per annum.

10.4.4.6 In regard to the payment of CIL South Ribble Borough Council are a formal partner in the Preston, South Ribble and Lancashire City Deal, along with Preston City Council, Lancashire County Council, the Lancashire Enterprise Partnership and Central Government. Lancashire County Council, on behalf of the partners, is the Accountable Body for the City Deal. The partners are working to deliver a major programme of employment and housing growth in the area and the Test Track site is one of the largest sites in the City Deal. The City Deal partners have put in place binding arrangements to pool resources to deliver the infrastructure required to enable such growth. The partners have established a City Deal Infrastructure Delivery Fund (IDF) and the pooled revenue streams, including CIL, New Homes Bonus and business rates, are paid into the IDF. In relation to CIL, the CIL collecting authorities have agreed to pass any CIL collected on sites in the City Deal into the IDF.

10.5 **Highway and Transport**

10.5.1 The approved Masterplan advocated the following access strategy:

- The main access for the site to be taken from Titan Way
- Access to the employment site to be separate but also from Titan Way.

- Secondary and tertiary routes to the site from Longmeanygate
- Provision of a Bus route only off Paradise Lane

10.5.2 Sustainable modes of transport through the site - The application is accompanied by a Transport Assessment (TA) dated October 2017 and as part of the submission of the Environmental Statement considered the likely significant effects of the proposal on the highway network. In consultation with Lancashire County Council as the Local Highway Authority (LHA) over a significant length of time, there has been considerable amendment with the submission of further supporting information by the developers.

10.5.3 The further information included: Leyland Test Track illustrative masterplan dated July 2018; Technical Note (TN) dated 27th March 2018, TN 2 dated 18th May 2018. TN 3 dated 25th July 2018, TN 4 Rev B dated 11th October 2018, TN 5 dated 17th December, Framework Travel Plan dated Dec 2018 and a number of revisions to drawings. All the latest transport and highways related assessment work provided in support of the applications has been reviewed by LCC Highways up to and including 6th February 2019. The latest plans, with proposed mitigation, have been considered and the key drawings are set out in Appendix E.

10.5.4 The developer has produced a Combined Parameters Plan for the whole site (Drawing Number 015-008-P009). This drawing provides a plan of principles including areas of each land use (housing, local centre and school). It also indicates the primary access (via Titan Way); Paradise Lane is proposed as bus only, Longmeanygate section between two new roundabouts together with a section of Midge Hall Lane would be a quiet type lane. The plan also indicates cycle/foot/bridleways within and beyond the site as well as locations of existing ponds. Other plans such as the Bridleway Plan and Proposed Footpath 59 Diversion also need to be considered in parallel as principles of routeing.

10.5.5 Vehicular Access Arrangements - The residential development includes three access points to the existing highway network. The primary access being off Titan Way (with sustainable provision), this access corridor is to support all land uses within the proposal. Other accesses are located off Longmeanygate to the north and west providing connectivity to the existing environment best supporting site integration. Two employment accesses are proposed via a separate access off Titan Way and the secondary access via Aston Way.

10.5.6 Traffic Figures and Traffic Forecasts - The overall assessment and analysis of the transport impact undertaken includes trip generation, trip distribution, traffic growth, modal share, committed development and network modelling. The approach includes impacts of committed developments and expected developments. Appendix D provides detailed analysis.

10.5.7 Traffic Modelling - The analysis presented in the TA and additional information recently submitted considers individual junctions separately using the appropriate proprietary software. The LHA has assessed this information and has set out the required mitigation for each junction within Appendix D. A short summary is provided in the following paragraphs.

10.5.8 Comet Road / Longmeanygate / Flensburg Way / Schleswig Way Roundabout - A proposed mitigation scheme has been developed over a number of iterations and agreed. The principles of the agreed scheme are shown in Drawing Number SCP/15043/F23 Rev F. In addition to the principles shown in the agreed drawing, LCC highways require the following measures that will further support management of the future network.

- Traffic signs and road marking review and refresh
- CCTV to monitor operation

10.5.9 Under S278 works, of Appendix D three scenarios are set out with regard to the delivery of highway works within the network. These are relevant to the timing of the delivery of other strategic housing developments within the locality.

10.5.10 **Schleswig Way / Dunkirk Lane Signal Controlled Junction** - A mitigation scheme is required at this junction. The principles of the necessary improvement scheme require the following measures that will address management of the future network.

- Traffic signs and road marking review and refresh;
- CCTV to monitor operation;
- Modernisation and performance upgrade of signal equipment and controller
- Signal optimisation / MOVA review at commencement;
- Then part way through build out, a further interim review (trigger to be agreed in line with phasing);
- Final MOVA review and optimisation on substantial completion of development build out (trigger to be agreed in line with phasing).

10.5.11 **Tiger junction (Longmeanygate / Golden Hill Lane / Leyland Lane) Signal Controlled** - The mitigation scheme identified in Drg SCP/15043/F26 Rev D includes pedestrian crossing facilities on all four arms, retains the existing island on the southern arm, and provides additional dedicated right turn storage on the east, west and north arms (south arm has right turn provision). The right turn provision on the northern arm formalises that which already takes place. The bus stop on the north arm (NB) is to be relocated circa 50m to the north with a cantilever shelter as well as a new stop (SB) on the opposite side of the road.

10.5.12 The scheme provides:

- Pedestrian provision;
- Additional capacity;
- Redistributes road width to best support waiting and manoeuvring vehicles;
- Negates against the existing operational issues present at the junction;
- Other scheme details include:
 - o traffic signs and road marking review and refresh including TRO's;
 - o modernisation and performance upgrade of signal equipment and controller;
 - o MOVA optimisation part way through build out (trigger to be agreed in line with phasing).

10.5.13 Swept path analysis has been undertaken at the modified junction (ATR 03 & 09), including for a 12m bus. This analysis does highlight that for a limited number of movements manoeuvring will be tight for large vehicles (the layout improves the existing arrangement). The detailed design stage defines/fixes the specifics such as lane widths and exact positioning of stop lines. The layout is acceptable to the highway authority for planning purposes.

10.5.14 Letters of representation have been received expressing concern about highway safety specifically at the Tiger Junction and which request that this application be refused on highway safety grounds. These comments are summarised below:

10.5.15 WYG has submitted a letter of objection (dated 21 December 2018) to the application on behalf of Wainhomes (North West) Ltd on grounds of highway safety with reference to the Tiger Junction. They raise concerns that there is no evidence to demonstrate that the revised highway information has been subject to an independent Road Safety Audit (RSA) or that LCC highways has undertaken their own RSA on the revised information.

10.5.16 WYG has conducted a review of the information submitted with the application, and has advised that the current proposals would fail to accommodate 16.5m long vehicles as they would mount the footways and be in direct conflict with other vehicles. WYG argues, that this clearly demonstrates that there “*would be unacceptable severe impacts on highway safety on the most vulnerable road users i.e. pedestrians/cyclists*”. Therefore, the application should be refused on highway grounds based upon the NPPF.

10.5.17 WYG, point out that the Council has recently granted permission on 7 December 2018 to demolish 323 Golden Hill Lane to provide significant highway improvements at the Tiger Junction (Ref : 07/2018/4725/FUL). They argue that “*an alternative superior design*” exists which would alleviate severe safety issues.

10.5.18 They request that if the application is approved a condition should be imposed to ensure that the same improvements as those shown on the WYG approved drawing is imposed.

10.5.19 The LHA has advised that the Tiger junction is a four arm signalised junction, it intercepts Golden Hill Lane, Longmeanygate, Croston Road and Leyland Road. Buildings are present and located on three corners and a car park located on the fourth (north-western) corner. The layout includes a staggered junction arrangement which influences operation and efficiency for through traffic flow in both the eastbound and westbound directions. All approaches to the junction are single lane except Leyland Road (south arm) which also includes a separate right turn storage lane. In addition there are two kerbed islands within the junction providing simple refuge for pedestrians when crossing. These are located on Leyland Road and Golden Hill Lane only.

10.5.20 The LHA has advised that the modelling results at this junction for 2018 without the proposed development in place, indicates a level of queuing once the committed pedestrian provision is delivered as per extant permissions on strategic Housing sites in the locality. The 2030 design year modelling results confirm that the Tiger Junction (with pedestrian provision) will operate significantly over capacity in the 'without development' do minimum scenario with queue lengths generally doubling (in modelling terms) with the junction operating between -3 and -8.5% Practical Reserve Capacity (PRC). With development and mitigation the junction still does suffer from queuing, however is marginally better - operating at -0.5 and -3.5 PRC. If an alternative development distribution was used the junction would be operating at +2.7 and -1.3 (PRC).

10.5.21 A number of mitigation proposals have been put forward by the applicants consultant SCP, in TN 4. An agreed scheme drawing is set out under the heading Mitigation S278. This scheme does mitigate the impact of the proposed development at this junction. The LHA has also advised that they have taken the contents of the submitted RSA reports into consideration in preparing these statutory comments and necessary mitigation. It should be noted that the SCP scheme has undergone further review and change since the submission of these reports and have also considered the comments provided by WYG dated 21st December 2018. The LHA is satisfied that the SCP layout as described above provides an improvement for HGVs to what is currently provided and provides similar benefits to that proposed by WYG and approved by South Ribble. On that basis the LHA does not have any outstanding concerns regarding safety at the Tiger Junction with the SCP scheme the subject of this application.

10.5.22 Broadfield Drive Scheme - To assist vehicles in turning right out of Broadfield Drive an improvement scheme has been identified which introduces two lanes on the Broadfield Drive approach and allows greater level of capacity at the junction. The scheme highlights the principle, is subject to detail design and is expected to include other changes to support vehicle manoeuvring from Broadfield Drive. The improvement scheme is shown on Drawing entitled "*Proposed Improvement to Mini roundabout – Golden Hill Lane / Broadfield Drive*" Drg No. SCP15043/F32 -

10.5.23 Traffic Calming on Longmeanygate - To support the development a number of changes are proposed on the full length of Longmeanygate, including Midge Hall Lane, to better control driver speeds, behaviour to facilitate safe use by all - whether motorised or not. The principles of the scheme developed are highlighted on Drg SCP/15043/F24 Rev G.

10.5.24 Titan Way Changes (and primary access into the site) - Changes to be delivered on Titan Way of which some will be via a S278 such as elements of new highway, junction arrangements and a new public footpath where possible.

10.5.25 Access into the site (S278/S38 works) northern and western access - Access into the site will be via 2 new roundabouts linking into the Longmeanygate traffic calming measures:

Northern access Drg No: - Northern Site Roundabout SCP/15043/FO6 Rev M
Western access Drg No: - Western Site Roundabout SCP/15043/F16 Rev K.

10.5.26 Delivery of the Highway works

10.5.27 Public transport - A bus gate would be provided at the northern end of Paradise Lane on a short section of private road which would be maintained to adoptable standard by a Management Company. To support the delivery of this service the LHA has requested £160,000 per year for a total of 5years with the first payment to be made prior to the occupation of the 50th unit or the opening of the New Longmeanygate to the public whichever is soonest.

10.5.28 Foot/Cycle /Bridleway Provision within the site - The proposals indicate good area wide sustainable coverage within and adjacent to the site for pedestrians, cyclists and equestrians which connect to existing green infrastructure.

10.5.29 A number of PROW and other footpaths provide access to the site including Footpath 6 'Doll Lane' (South East), Footpath 59 (South East to North) to be amended, Footpath 51 (Paradise Lane) and Footpaths in Paradise Park.

10.5.30 Three Pegasus crossings (used by horses) will be provided within the site (one on each access). In addition there will be a further 3 simple equestrian crossings with suitable visibility provided. A minimum of a 3m wide bridleway would be provided and any infrastructure not part of the adopted highway would be maintained by a management company which would form part of a Section 106 agreement.

10.5.31 Travel Plan - The application is accompanied by an Interim Travel Plan which sets out measures to encourage sustainable travel, a mechanism to monitor and review and an Action Plan. The LHA has advised that a Full Travel Plan would need to be submitted and which could be controlled by the imposition of a condition. The developer has committed to a sum of £255 per dwelling to be used toward measure/initiatives to further change the local environment and encourage "*greater modal shift*".

10.5.32 Employment access is proposed via two accesses with the primary of Titan Way and the secondary via Aston Way. To ensure that the access strategy into the wider site is not compromised right turn provision may be required on the primary corridor (Titan Way) and to be extended back to the existing Titan Way/Comet Road/Longmeanygate roundabout.

10.5.33 Concerns have been raised by other third parties about the need to consider the provision of a station at Midge Hall. This aspect would be considered as part of monies from the Community Infrastructure Levy.

10.5.34 **In conclusion** - The LHA states that the application, assuming it is fully delivered would:

- Provide suitable sustainable transport measures to address matters relating to public transport (facilities and services), cycling, walking and equestrians.
- In addition the proposal also suitably considers network/highway management directly and indirectly. This is satisfied by:
 - a combination of a traditional approach of measures within the network influencing highway usage (raised tables, Gateway treatment, quiet lane provision, green infrastructure, funds to provide Traffic Regulation Orders etc.) and
 - The Travel Plan includes funds that can deliver further measures as deemed appropriate/necessary (by the developer, officers of South Ribble and the County Council).

10.6 Overall Design

10.6.1 Paragraph 124 of the NPPF provides guidance on design matters and makes clear that great weight should be given to design matters. *“The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”*. The NPPF makes clear that good design is now fundamental to the planning process. This needs to ensure design is not a discretionary add-on to gain an approval, but it is instead an important aspect throughout the design evolution process to the point of construction.

10.6.2 In July 2017 the following documents were endorsed by the Planning Committee: Doll Lane at Leyland Part 1: Masterplan Vision (July 2017)- Document no. 15/008/001Rev W Doll Lane at Leyland Part 2: spatial Design code july2017 document no 15/008/002 Rev Q. - Being mindful that no technical assessments were submitted to support the Masterplan- the Masterplan provided a vision and a strategy for implementing that vision. It is 'illustrative' in the sense that it illustrates clearly the principles of design which underpin the proposed development.

10.6.3 To support the full aspect of the application and in line with the Masterplan, a document entitled Character Area Codes (Phase 2 Residential) has been submitted. Setting out the aim of developing a high-quality sustainable development based on a design code process, the document seeks to ensure best practice in urban design and place making. Due to the scale of the site, eight-character areas have been created to provide a framework for the development. The applicant has advised that the character areas differ by the range of building types (size and density), the palette of building materials, setbacks and features within the public realm and landscape.

10.6.4 As set out in the Access Section of the report, the existing Longmeanygate would be designed as a Quiet Lane which would require the construction of the New Longmeanygate access road through the development. To facilitate this, and to provide strong, well designed entrances to the site the landscaping scheme demonstrates detailed planting including semi

mature Oak Trees and a wildflower mix within the open spaces. A Hornbeam hedge would be planted, with the front boundaries to include estate railings and other hedge types. Garden areas would comprise tree planting including Acer Griseum a small spreading deciduous tree with a maximum height of 12m and Prunus Spire -a small cherry tree.

10.6.5 Given that the scheme is a large-scale housing development, thought has been given to provide a mix of densities and different types of housing to provide interest -and with a simple palette of materials there would be the sense of cohesiveness to the residential aspect of Phase 2. To support the strong sense of place making the scheme includes details of landscaping and boundary treatment which are considered acceptable.

10.7 Residential development

10.7.1 Full planning permission is sought for phases one and two. The first phase of the development relates to the infrastructure across the whole site with a total of 197 homes proposed, including four bungalows, as part of phase two.

10.7.2 The proposed mix of accommodation is set out below:

12 Roxby	3-bed semi/mews
4 Type 67	2 bed semi/mews
4 Beadale	2-bed bungalow
29 Maidstone	3-bed semi detached
10 Moresby	3-bed semi detached
8 Lutterworth	3-bed detached
27 Kingsville	3-bed townhouse
7 Brentford	3-bed, 3 storey dual aspect
5 Chester	4-bed detached
8 Alderney	4-bed dual aspect
2 Thornton	4-bed detached
2 Maidston	3-bed detached
12 Woodcote	4-bed semi-detached town house
7 Hale	4-bed detached
5 Kennet	3-bed
2 Fairway	3-bed
9 Ingleby	4-bed
10 Hertford	4-bed
15 Bradgate	4-bed
12 Meriden	4-bed
7 Avondale	4-bed

10.7.3 The houses would be between 1 and 3 storeys in height including four bungalows. A Sustainability Statement has been included to support the application which advises that the construction would meet Building Regulations through the application of the fabric first approach to construction.

10.7.4 To support the construction of the first 197 dwellings three distinct character areas known as: Longmeanygate West, Longmeanygate North, and a small area of the Village Heart have been identified.

10.7.5 Acknowledging the semi-rural character of Longmeanygate adjacent to the site, the character area known as Longmeanygate West would have an average density of 22 homes per hectare (dph) whereas Longmeanygate North would average 36 homes per hectare. The

densities associated with the Longmeanygate West are much lower than the average of 35-40 dph and the use of the same roof tile (Russell Grampian Grey slate roof tiles) would provide consistency across these character areas. Following planning committee in March the applicant has sought to address some of the concerns raised about the bland materials that were proposed. The applicant has confirmed that:

- Original Number of Stone Material Treatment: 62 Plots
- Original Number of Chimneys: 0 Plots
- Original Number of Roof Tile Colour Variations: 18 Plots
- Original Number of Bins: 0 Plots

- Revised Number of Stone Material Treatment: 77 Plots
- Revised Number of Chimneys: 35 Plots
- Revised Number of Roof Tiles Colour Variations: 39 Plots
- Revised Number of Bins: 11 Litter Bins and 10 Dog Waste Bins

These totals reflect the changes made throughout the site (both Barratt and David Wilson Homes). The applicant has advised that they have grouped more of the stone house types together to create a new character area rather than pepper potting them throughout the site.

10.7.6 With regard to scale and massing, the applicant has advised that the residential development is generally 2 story (up to 10.5m). In gateway locations or to emphasize the layout of the street design, there would be limited use of 2.5 to 3 storey homes (up to 12m). In principle the varied building heights are generally supported as this design element helps to contribute to a strong sense of place making and for an interesting and varied street scape.

10.7.7 Concern was raised about the proposed housing layout as a number of plots did not meet the minimum separation distances as set out in the Residential Extensions Supplementary Design Guidance (SPD) 2013 or the car park standards as set out in Appendix F of the South Ribble Local Plan. Further to the meeting of the Planning Committee on 11 March 2019 the applicant has provided a number of revised plans that demonstrate that all plots meet the minimum separation distances set out in the Residential Extensions SPD design guidance and the car parking requirements.

10.7.8 The relationship of existing residential properties to the proposed development is set out as follows: The nearest residential property to site for the full element of the application is located on the north west boundary and there would be a separation distance of 31m from the rear elevation of the property known as 157 Longmeanygate to Plot 31.

10.7.9 Following the Planning Meeting in March a further letter of representation has been received from the residents of 143 Longmeanygate expressing concern about the impact upon residential amenity of the 2.5 storey house to the rear of their property, the reduced landscape buffer zone and the higher density of dwellings in comparison to the Longmeanygate North character zone. The separation distance of the proposed dwellings of over 40m from No. 143 Longmeanygate does meet the Residential Extensions SPD and therefore would not have an undue impact upon the residential amenities of this property. The depth of the buffer zone has been assessed and is considered acceptable, together with the density of the development. Therefore, the proposal is considered acceptable and meet the aims of Policy G17 of the South Ribble Local Plan.

10.8 **Affordable Housing Needs Provision**

10.8.1 Initially, the internal dimensions of the affordable house types did not meet the National Design Standards for Space (NDSS) and were in fact less than the tolerance level of 85%. It is acknowledged that the Council does not have a specific policy about minimum space standards.

Although the applicant has advised that they have a letter of support from a Registered Provider who was willing to take non 85% NDSS units and transfer them to Registered Providers, concern was still raised about this aspect.

10.8.2 Following discussions with the developer the standards have now been amended and are within the 85% tolerance level providing confidence that an RP is more likely to acquire these units. Therefore, the Housing Officer for the Council has advised that the units are now more likely to be implemented by a Register Provider. It is considered therefore, that the size of the affordable units are acceptable.

10.8.3 The applicant has updated the Viability Assessment which has been considered by the Council's consultants Keppie Massie and which is the subject of Section 10.4 of this report. The applicant proposes to make provision for 30% affordable units which would meet the aims of Policy 7 of the CLCS and is therefore considered acceptable.

10.8.4 The package now provides for a total of 285 affordable housing units across the site to include 50% affordable rent and 50% shared ownership. This aspect is welcomed and supported by the Strategic Housing officer.

10.9 Ground Conditions

10.9.1 The Environmental Statement assesses the likely significant effects of the proposed development with respect to the ground conditions.

10.9.2 A Preliminary Risk Assessment (Phase 1 Desk Study) was undertaken in April -May 2015 and Phase 2 Intrusive Ground Investigations were performed in May 2015 and June 2017. Chapter 7 of the ES sets out the findings of both these reports.

10.9.3 Areas to the north and west of the application site are largely unchanged and considered to be green field in nature. Within the Vehicle Test Track Area the likelihood of significant or extensive contamination being present is considered to be very low. Localised contamination found in a small infilled pond can be easily removed. All other made ground and natural soils can be reused. Ground water and surface water are good and gas monitoring has confirmed that ground gases are not present at any significant concentrations and do not present a risk.

10.9.4 The former uses have not led to any significant or widespread contamination of soils. Any potential adverse effects can be easily mitigated.

10.9.5 The application details have been assessed by the Council's Environmental Health Officer who has advised that: Previous comments highlighted concerns over the gas monitoring regime that had been undertaken on site and the conclusions draw from these. Additional monitoring has now been undertaken on behalf of the applicant and a report submitted, 30071/GR/aja/2017/061, 20th March 2018 ALM Consult Ltd. Based on the results of this additional monitoring the conclusions from this report are accepted and gas protection measures will not be required.

10.9.6 However, a watching brief must be maintained throughout the development which would seek to identify and suitably deal with any unforeseen contamination. A condition is recommended to address this aspect. The proposed development therefore meets the aims of Paragraph 179 of the NPPF and Policy 22 of the Central Lancashire Core Strategy.

10.10 Site Enabling Works and Highway and Drainage Infrastructure Works

10.10.1 It is considered that the extract below from the Planning Statement suitable describes the proposed earth works:

“Phase 1

Full planning permission is sought for:

- *Site enabling works;*
- *The construction of vehicular access points into the proposed residential areas from Titan Way, Longmeanygate (north) and Longmeanygate (west) and into the employment area from Titan Way;*
- *The construction of a car park to be accessed from Titan Way;*
- *The construction of the principal vehicular and pedestrian circulation routes within the application Site which shall link the aforementioned access points and provide access to individual development parcels;*
- *The construction of principal sustainable drainage infrastructure and interconnecting culverts and pipework across the application site as a whole which shall include swales, ponds and pumping stations;*
- *The creation of areas of strategic landscape planting throughout the Phase 1 area and the long-term management and maintenance of those areas of existing areas of landscaping which are proposed for retention.*

As part of the Phase 1 development, off-site highway improvement works in the immediate locality of the application site will also be completed pursuant to the provisions of a Section 278 Agreement with the Local Highway Authority.

In summary, following the construction of the principal vehicular and pedestrian circulation routes within the site, the remnant section of the existing Longmeanygate and a section of Midge Hall Lane will be downgraded to 20mph “Quiet Lane” status and speed restrictions (30 mph) on additional sections of Longmeanygate and Midge Hall Lane will be implemented, subject to the agreement of LCC. The extent of works proposed in Phase 1 is consistent with the provisions of the endorsed Masterplan.

Further details of the component elements within Phase 1 are outlined below.

Enabling Works

In order to facilitate the proposed development, extensive earthworks will be required.

An Outline Enabling Works Strategy (July 2017) has been prepared and forms part of the planning submission. Detailed Enabling / Remediation Works Strategies will be developed for each individual phase of development prior to development works in each individual phase commencing.

In summary, earthworks will be required to:

- *Enable the removal of existing surface topsoil and surface made ground materials, such as existing trackway, macadam / concrete and underlying granular sub-base materials from within the Test Track area of the Site;*
- *Enable the removal of principle earthwork features within the Test Track area of the Site including the ‘Test Hills’ and ‘Bridge Embankment’;*
- *To create a stable development platform at levels that will permit a sustainable gravity fed surface water drainage system across the Site.*

The proposed finished development levels will be prepared so as the total amount of ‘cut’ will broadly equate to the level of ‘fill’ required to derive the finished development levels.

The over-arching aim of the proposed development scheme is, therefore, to utilise all the materials that are currently present on site within the overall earthworks / re-grade scheme so as to avoid the importation of soils / aggregates from site as far as reasonably practicable.

Phase 1 will comprise the principal enabling works:

- The establishment of a construction traffic site access point off Titan Way involving the removal of some peripheral woodland planting and associated landscaping mounds, where present;*
- The construction of a new vehicular access roundabout in the north of the site off Longmeanygate and associated access roadway involving, but not limited to, the localised removal of peripheral woodland, topsoil stripping and road sub-grade preparation to relevant lines and levels;*
- The construction of a new vehicular access roundabout in the west of the site off Longmeanygate and associated access roadway involving, but not limited to, the localised removal of peripheral woodland, top soil stripping and road subgrade preparation to relevant lines and levels;*
- The construction of a new vehicular access point and car park off Titan Way involving, but not limited to, the localised removal of peripheral vegetation, top soil stripping and road / car park subgrade preparation to relevant lines and levels;*
- The localised removal of certain pre-existing roadways and other existing infrastructure within the Test Track area, with the retention of the majority of pre-existing roadways to facilitate construction Site traffic during subsequent development phases;*
- The development of principal access roadways connecting the two new vehicular access points off Longmeanygate and the development of the new spine road through the Site to Titan Way. Such works will involve the localised removal of existing peripheral woodland planting and associated landscaping mounds, where present within the footprint of the proposed roadways, topsoil stripping and road subgrade preparation to relevant lines and levels.*
- The development of principle drainage infrastructure across the site to comprise:
 - Consent applications and approval from the Lead Local Flood Authority to divert existing watercourses currently entering the Site and approvals to work on existing watercourses within the site;*
 - The development of new surface water open channels or ‘swales’, with interconnecting culverts and pipework;*
 - The connection of incoming pipes / ditches from off-site into proposed ‘swales’ or pipework prior to localised removal of pre-existing surface water drainage culverts;*
 - The augmentation and re-shaping of existing surface water pond features;*
 - The provision of surface water and foul water sewers below Phase 1 principal access roadways.**

Phase 2

Phase 2 will comprise the following enabling works:

- The removal of / clearance of pre-existing roadways and other existing infrastructure within the Phase 2 development area;*
- The crushing and screening (to a suitable grade) of hard arisings derived from Phase 1 and Phase 2 clearance works within a designated processing area and the temporary stockpiling of ‘site won’ and ‘secondary’ aggregates for subsequent use in development;*
- The stripping of existing topsoil and surface landscape fill materials from within the Site Phase 2 development;*
- The stripping of existing topsoil and surface landscape fill materials from within the Site Phase 2 development;*

- *The regrading of the Phase 2 area to appropriate levels;*
- *Preparation of new estate roadways subgrade to approved lines and levels.*

Phase 3-5 will comprise similar enabling works as described above.

The Outline Enabling Works Strategy presents proposed cut and fill depths across the Site. The proposed re-grade level across the entirety of the application Site together with minimum / maximum finished floor levels across the Site are also shown within the Outline Enabling Works Strategy.”

10.10.2 The proposed site clearance and remediation works are considered acceptable and together with the phasing would ensure that the site is developed in a comprehensive manner. Conditions are recommended controlling the CEMP and the details of the delivery of the proposed phasing. Conditions are required to ensure the drainage and flood risk issues are managed appropriately and these are set out under the appropriate headings below should the application be approved.

10.11 **Archaeology**

10.11.1 Chapter Eight of the ES addresses the likely significant effects of the proposed development on any heritage assets. A desk-based study has identified a single non designated heritage asset, the location of the former Paradise Farm. The study also considers that there is low potential for any currently unknown archaeological remains to be within the application site.

10.11.2 The application has been assessed by Lancashire Archaeological Advisory Service who has advised that there is a potential for the proposed development to encounter buried archaeological deposits and recommend a programme of archaeological investigation would be required to be undertaken. Subject to a condition controlling this aspect the proposed development would meet the aims of paragraph 189 of the NPPF and Policy 16 of the Central Lancashire Core Strategy which seek to protect conserve and enhance places of archaeological value.

10.12 **Water Environment: Drainage and Flooding**

10.12.1 The Environmental Statement assesses the likely significant effects of the proposed development with respect to flood risk and drainage both to and resulting from the proposed development. The proposed development site is located within Flood Zone 1 and covers a site area of 53.14ha. The development site is located approximately 1km North West of the river Lostock and approximately 800m north east of Wymott Brook. The Environmental Agency considers both these watercourses to be Main Rivers. As the proposals are predominately residential in nature the development is classed as “*more vulnerable*” as set out in Table 2: Flood Risk Vulnerability Classification within the Planning Practice Guidance (PPG). The PPG states that this type of land use is appropriate for Flood Zone 1 providing the proposed development would not increase flood risk elsewhere.

10.12.2 The application is supported by a number of documents and plans including additional information entitled “*Flood Risk Assessment and Drainage Management Strategy dated December 2018.*” The Flood Risk Assessment has reviewed all sources of flood risk which includes fluvial, tidal, pluvial, groundwater, sewers and flooding from artificial sources.

10.12.3 Flood Risk - The report acknowledges that there has been some surface water flooding issues within the highway to the north west of the site. Whilst works have been undertaken to mitigate any potential risk there remains some risk with overland run-off due to inadequate capacity in the existing drainage system. The report concludes that the development is at low risk from sources reviewed and that any risk associated with surface water can be mitigated

through the implementation of surface water managed methods and the design of the proposed dwellings. Following on site re-grading, the finished floor levels of dwellings could be raised above the external levels. Such an approach would ensure safe overland flow rates to minimise any associated floods risks from overland flows.

10.12.4 Drainage Strategy - Due to the low risk of flooding from the site, the principal focus for the drainage strategy is on the sustainable management of surface water run-off. In line with National and Local Policy, infiltration was first considered. However, the Flood Risk Assessment and Drainage Management Strategy V 5.0 concluded that ground investigation including soakaway testing confirmed that infiltration is not feasible for the site in terms of the cohesive clay conditions observed. Therefore, infiltration is unlikely to provide a viable drainage solution. The next option would be to consider discharge to a watercourse. However, due to topographical constraints the applicant has discounted this option.

10.12.5 The proposed drainage strategy is to implement multiple Sustainable drainage Systems (SuDS) techniques to minimise water runoff. The existing onsite development connects to the public sewer network which is located south of the site via a series of land drainage, pond features and below ground drainage infrastructure. The proposed surface water strategy would provide a new system of swales, pipes and enlarged ponds for conveyance. Such techniques include green corridors, Public Open space areas, where primary and secondary swale features and balancing ponds would be incorporated. Designed to ensure a 1 in 100year storm event with allowance for climate change, the development would not increase flooding elsewhere and would meet national and local plan policies.

10.12.6 The strategy identifies that the existing surface water connections from site to the public sewer network have an overall capacity of 230l/s. To ensure compliance with policy requirements a 30% betterment has been applied so that the proposed discharge rate from the site, post development would be 161l/s. The proposed scheme of increased and engineered volumes within the ponds and swales are the proposed solutions which would provide for a 30% betterment in discharge rates from the current situation.

10.12.7 United Utilities, the Environment Agency and the Lead Local Flood Authority (LLFA) have all advised that the drainage strategy is acceptable subject to the imposition of appropriate conditions.

10.12.8 Third party representation raise concerns about previous flooding incidents which have had serious repercussions on individual properties on Longmeanygate. The drainage strategy acknowledges that in 2012 heavy/prolonged rainfall and under capacity drainage systems led to flooding across much of Lancashire. The Longmeanygate area was susceptible due to inadequately sized highways drainage systems and high water levels at the outfalls which prevented discharge. Improvement works have been undertaken since 2012 which include improvements of land drainage channels. The Director of LCC Highways has confirmed that the drainage ditches are now regularly cleaned as part of the statutory functions of LCC.

10.12.9 Foul Water Management - The Drainage Strategy advises that the commercial development to the north of the site has connectivity for foul water flows to the Leyland West Main Outfall sewer. The proposed development would require a new connection to the public combined sewer located approximately 250m to the east of the site within the industrial development.

10.12.10 The scheme seeks to provide a foul water sewer link for a few properties currently accessed off Longmeanygate to the north of the site to improve the foul water drainage issues that are currently experienced by properties 139,141,143,145,147 and Midge Hall Methodist Church.

10.12.11 To conclude, the Lead Local Flood Authority and United Utilities are satisfied that the proposed development is acceptable in drainage and flood risk terms subject to a series of conditions. The Environment Agency has raised no objection subject to a condition addressing potential pollution.

10.12.12 It is concluded that the Assessment and information submitted demonstrates that the proposed development would be at a low risk of flooding. It also confirms that surface water runoff from the development can be drained sustainably ensuring that flood risk is not increased elsewhere. The foul water drainage proposals do not raise any issues, subject to conditions. The development complies with policy including the requirements of NPPF and is considered to be acceptable in terms of drainage and flood risk matters subject to conditions.

10.12.13 The development thereby complies with Policy 29, Water Management of the Central Lancashire Core Strategy, and Policy G17 of the South Ribble Local Plan and Section 14 of the NPPF.

10.13 **Noise and Vibration**

10.13.1 The Environmental Statement at Chapter 10 assesses the likely significant effects of the proposed development with respect to noise and vibration. Mitigation measures would ensure that on-site noise effects and vibration during the construction phase would not be significant in EIA terms. The mitigation measures include good practice measures that would be confirmed and adopted within the submitted CEMP. Localised noise barriers would surround generators and other plant and equipment. A set-back distance of 25m would be adopted for any site works. The utilisation of plant producing low levels of vibration would reduce significant adverse effects.

10.13.2 With regard to the completed and operational stage of the development site, the assessment has identified an increase in vehicular activity on the local highway network which would not be significant in term of the EIA Regulations. The impact of noise from the industrial /commercial uses on future residents has been assessed and subject to the implementation of identified mitigation measures there would be no significant effects on residents. The nontechnical summary advises that a range of mitigation measures have also been identified which would address any concerns.

10.13.3 The assessment identified that a 4.5 metre high acoustic barrier fence and careful site layout to ensure gardens are screened is required to ensure that the proposed residential properties would not experience significant residual effects from the existing industrial uses. Further mitigation in the form of acoustic rated glazing and trickle vents and uprated acoustic glazing and mechanical ventilation, for certain dwellings would be required.

10.13.4 Following the submission of the application and the ES, comments were raised by SRBC Environmental Health department and a noise consultant Martec Environmental, acting on behalf of TNT a distribution centre adjacent to the north east boundary of the Test Track Site.

10.13.5 Initially, the applicant submitted a layout of the proposed dwellings which demonstrated three storey dwellings being exposed to noise from TNT. The information and plans contained some ambiguity and the extent of the acoustic barrier was not clear. In addition Martec Environmental Ltd, queried the absence of calculations to demonstrate that appropriate internal noise levels would be achieved with the proposed glazing and ventilator performance and lack of a plan to demonstrate the location of the industrial sound assessment.

10.13.5 Additional modelling and assessment has been carried out by the applicant (Updated Other Environmental Information Report (OEIR August 2018) which has been assessed by the Environmental Health Officer (EHO). The EHO has advised that he accepts the findings of the

applicant's acoustic consultant WSP which includes a 4.5m high acoustic barrier/fence measured from the ground level at the source of the noise adjacent to the existing industrial units on Moss Side Industrial Estate, together with identified glazing specification.

10.13.6 Initially, the EHO officer did raise concern that the submitted plans did not reflect the 4.5 m high acoustic barrier that was required. However, the applicant has confirmed that the further additional information, (OEIR) submitted in August 2018 provided more updated modelling than that carried out with the blunt assumption of the 4.5 m high barrier. Therefore, the updated modelling takes into account the detailed barrier design which is set out on the following drawings:

- Drg. Nos. 457/ED/41 Rev G and 457/ED/42 Rev C.

10.13.7 The submitted information advised that the dominant source of noise level comprised HGV's entering the site via the site access road. The sources of noise at night affecting the areas for proposed residential use were general bangs in the cabin waiting area and horns from HGV's passing the southern site boundary. The proposed dwellings identified in the WSP report would all incorporate enhanced sound insulation measure and an alternative means of ventilation other than via an open window such that the likely internal level from any activity is predicated to be further reduced below the respective 45dB LAF max internal WHO limit.

10.13.8 The applicant advises that, the layout of the Phase 2 (detailed application) area has been subject to careful and considered layout design, with acoustic input, such that appropriate noise level criteria will be achieved in all external living areas. The three-storey housing was omitted adjacent to the acoustic barrier. The Council's Environmental Health Officer (EHO) has assessed the information and raises no objection.

10.13.9 TNT have been consulted upon the revised information that has been submitted and have not raised any further concerns.

10.13.10 A technical solution has been found acceptable to mitigate against the existing noise from the Moss Side Industrial Estate adjacent to the proposed residential areas. The details provide for a landscaped mound with a timber fence to be constructed on top of the mound in places. This acoustic barrier would have a total of 4.4 metres in height which would include the timber fence to be constructed to a height of 2.7m. The total length of the mound of this construction would run from the north east corner of the site for a total of 85m and would be 12m in width.

10.13.11 The nearest residential properties would be located approximately 20m from the landscaped bund with the internal estate road running throughout. An acoustic fence with a maximum height of 3.75m would be located approximately 22m from Plot 6B and 7B for a total length of 15 m. The acoustic fence would run in an easterly direction adjacent to the proposed employment land.

10.13.12 It is acknowledged that the acoustic fencing does provide a robust, technical solution which is supported by the Environmental Health officer. It will be necessary for the fencing to be retained and maintained in perpetuity and this aspect would be controllable via a legal agreement. However, members will be mindful and aware that within other parts of the borough the cheek by jowl of industry and residential has and does cause amenity issues for residents. The development of the Test Track site provides the opportunity to address such issues through careful, well thought out planning, to create strong place making. In acknowledging the technical solution, in sound attenuation terms, the proposal is fit for purpose.

10.13.13 Concern was also raised by the EHO about aspects of the development that are still in outline form- the relationship of employment uses to other residential parcels and the MUGA associated with the school site. Further work will be required along with strict conditions being recommended at the reserved matters stage, to prevent any negative impact from either the employment uses and the school MUGA (including hours of operation).

10.13.14 In conclusion, a technical solution, in the form of an acoustic barrier with a maximum height of 4.5m, to mitigate against noise issues which exist from Moss Side Industrial Estate has been found acceptable.

10.14 Air Quality

10.14.1 The Environmental Statement at Chapter 11 assesses the likely significant effects of the proposed development with respect to air quality. The air quality assessment considered potential air pollution and dust effects arising from construction of the development and air quality effects from additional traffic generated by the development. Site specific mitigation measures which would be set out in the CEMP would be required to reduce the effects of dust during the construction period.

10.14.2 The assessment predicts that the development would have a significant adverse effect at a number of roadside locations within Leyland. The ES Volume 2 Main Text (September 2017) Section 11.219 sets out proposed mitigation which would include:

- Contributions to highway improvements to reduce local traffic congestion –*Significant highway works are proposed to address this aspect as set out in the Highways section.*
- Support for and promotion of car clubs- *this aspect could be addressed through the Travel Plan*
- Contributions to low emission vehicle refuelling infrastructure -*conditions with regard to the provision of electrical vehicle points to all aspects of the development are recommended.*
- Provision of incentives for the uptake in low emission vehicles
- Financial support to low emission public transport options - *contributions to bus transport by subsidising an extension to the current route has been requested by the LHA.*
- Improvements to cycling and walking infrastructure -*4.5Km of off-road shared bridleway/cycleway/footpath is being provided, thereby opening up links through the site which don't currently legally exist.*

10.14.3 The suitability of the site for the proposed uses has also been considered. In respect of exposure to road traffic noise, the assessment determined that no significant effects are likely for the majority of future dwellings and for the proposed school. The only exception would be that the proposed residential dwellings closest to Titan Way and the northern and western extents of Phases 3 to 5, would be the subject of road traffic noise. However, the ES Volume 2 Section 10.219 advises that:

“Dwellings within the Phases 3 to 5 application areas designated for residential use that are adjacent to a road will need to incorporate a garden to the rear of the property and may require incorporation of 1.8m high close boarded timber fences where some line of sight to the road is retained. Such layout designs are standard practice.”

10.14.4 Whilst this aspect would be the subject of the submission of further details, appropriate mitigation through design could reduce effects to non-significant levels.

10.14.5 The Council's Environmental Health Officer raises concerns about the following: the report fails to identify the 5th Air Quality Management Area in Leyland. (The applicant has since advised that the traffic assessment has been updated a number of times and remains appropriate for use when comparing with the adjustments made for the purpose of the Transport Assessment sensitivity testing). Initially, concern was raised about the scheme would have a

significant adverse effect during the construction phase on one property and a moderate adverse impact at a number of others. The applicant has advised that all receptor locations are predicted to experience negligible impacts in air quality as a result of the proposed development site. Mitigation measures would be required to ensure that the impact of the development upon air quality would be acceptable and the applicant has agreed to a sum of £10,000 to monitor air quality.

10.14.6 Concern was raised that that the provision of electric vehicle charging points was inadequate and lower than currently expected on other developments within the borough. The applicant has reiterated their commitment to provide overnight electrical recharging points to all residential properties. Rapid charging facilities available would be provided for the Employment and Local Centre. The Environmental Health Officer has raised no objections and these aspects can be controlled be condition.

10.14.7 Measures within the Travel Plan would also seek to mitigate against air quality impact for example, discount bike purchases to residents, car sharing clubs etc. Subject to the imposition of appropriate conditions the proposed development would be acceptable. Therefore, subject to appropriate mitigation and the imposition of conditions the proposed development in terms of air quality meets the aims of paragraph 181 of the NPPF and Policy 30 Air Quality of the Central Lancashire Core Strategy.

10.15 Ecology and Nature Conservation

10.15.1 Chapter 12 of the ES addresses the likely significant effects of the proposed development on ecology, identifies mitigation measures and assesses the residual impacts. The assessment is informed by a desktop study, Phase 1 Habitat Survey and surveys of relevant species. The Test Track includes mature trees, scrub, semi improved grassland, tall-herb vegetation, hard standing, six ponds and drainage ditches.

10.15.2 Significant effects on woodland habitats and the wildlife connectivity function as a result of habitat loss and fragmentation impacts are identified. Embedded mitigation, including retention and protection of areas of woodland habitat and connecting corridors, specification of a diverse and high-quality landscape and habitat scheme, would mean that the residual effects are reduced and are not significant.

10.15.3 The Long-term Landscape and Habitat Management Plan and the potential significant operational phase effects, are reduced to not significant residual effects on conservation status.

10.15.4 Adverse effects on protected species are unlikely as the surveys have not identified this as an issue. The ES advises that overall the development would conserve and create opportunities for wildlife and will achieve a net gain for biodiversity including Priority Species.

10.15.5 Core Strategy Policy 22 requires proposals to conserve, protect and seek opportunities to enhance and manage the biological and geological assets of the area through a number of measures. Local Plan Policy G16 requires that South Ribble's Biodiversity and Ecological Network resources be protected, conserved and enhanced. The level of protection will be commensurate with the site's status and proposals will be assessed having regard to the site's importance and the contribution it makes to wider ecological networks. Local Plan Policy G13 seeks to retain and enhance trees, woodlands and hedgerows and to mitigate appropriately for any losses.

10.15.6 Ecology Services has been consulted upon the proposals and has advised under the following headings:

- Protected Sites: There are no statutory or non-statutory sites in close proximity to the development. The distance of the development from the nearest sites is such that any risk of direct impact is negligible and of indirect impacts via drainage pathways or increased recreational pressure is low. Ecology Services has advised that no further information or measures required.
- Protected Species: Surveys have been carried out for species with the potential to be present on the site. No evidence of any such species roosting, nesting or living on the site have been found, though bats and barn owl have been recorded foraging over the site and a number of mature trees, identified as having sufficient bat roost potential to require precautionary measures should they need to be removed. Ecology Services is satisfied that adequate survey has occurred and have no reason to doubt the findings of the report. The surveys are however now becoming dated and it looks likely that reviews of these reports will be required prior to any works on site. Subject to precautionary measures for bats and trees to be conditioned this aspect of the scheme is acceptable.
- Amphibians: Whilst no great crested newts have been recorded on the site, three other species, common frog, smooth newt and common toad a UK biodiversity priority species have been recorded. All ponds where common toad was recorded are currently proposed for retention. Given the scale of earthworks high mortality is likely during construction. Amphibian friendly mitigation has since been proposed within the development and Ecology have no objection to any of the proposals which are proportionate to the level of impacts and are satisfied that whilst there may be temporary negative impacts during construction, there should be no long term negative impacts as the species present are all adaptable to sub-urban gardens.
- Impacts on Water Courses: A development of this scale has the potential to significantly alter surface water drainage patterns to local watercourses and increase levels of certain pollutants. The use of SUDs has been confirmed, which should ameliorate any increase in surface water contamination or flow. A condition to protect the River Wymott from contamination during the construction phases is recommended.
- Contributing to and Enhancing the Natural Environment: Section 170 NPPF states that the planning system should contribute to and enhance the natural and local environment. An area of around 35ha of semi-natural vegetation, primarily successional habitats such as coarse grassland, tall herb and scrub is present on the site as well as a significant area of broadleaved plantation around the perimeter of the site most of which will be lost to the development.
- Ecology services has advised that:

“Initial proposals included around 6.8ha of on-site mitigation, including tree planting, grassland creation, enhancement of retained ponds, SUDs and enhancement of retained woodland within the proposed 12.35 ha of green infrastructure network (GI, Public Amenity and Biodiversity Report –eScape). This mitigation was welcomed being located strategically along Doll Lane, to protect and link the highest value habitats present on the site. I also accepted that the green infrastructure designed for recreation and amenity which equated to just under 6ha whilst only of low ecological value could contribute towards mitigation.”

10.15.7 Ecology Services concluded however that there was not enough on-site provision to fully mitigate for the losses resulting from the development. The developer addressed the issue of the need for more mitigation through several iterations for proposals to carry out enhancement works on Paradise Park and through the use of native species within the formal landscaping of the development and gardens.

10.15.8 The most significant proposal for the mitigation at Paradise Park are set out in Appendix H and include:

- Ecological Enhancement of the existing broadleaved plantation. – It is not clear whether the proposal is for all of the plantation which exceed 4ha but it would be relatively simple and quick to enhance the existing habitat condition which from an ecological perspective is poor with most of the canopy non-native, the structure uniform and the ground layer generally poor except along the historic field boundaries with significant levels of invasive species. That is not to say the plantations are in poor condition from a recreational, arboricultural and landscape perspective. To actually increase the value of the habitat which is currently medium would be more long term as this would involve significant thinning and under-planting with native tree species and take several decades to reach full value and whilst simple to achieve would have a significant temporal lag and reduce the potential net gain.
- Ecological enhancement to existing semi-improved grassland – this is proposed for 1.2ha of the existing grassland that was identified as not being managed as amenity grassland. This is currently still a low value habitat in poor condition, therefore there is potential for significant net gain, though the likelihood of success is less certain and is likely to take 5 – 10 years (dependent on how long it takes to bring down the vigour of the existing grassland). It will also be subject to recreational pressures that will make it less likely to reach its maximum potential.
- Grassland creation – the creation of a small area of species rich grassland is also proposed (0.13ha) as a receptor site for translocation of some orchids present on the test track. Whilst positive the overall net gain will be small simply because of the scale.
- Pond creation – again positive and achievable but with an area of 0.03ha the scale of the benefits against the losses on the test track is minor.
- Hedge planting – 150m is proposed. This is a positive enhancement measure, simple to achieve and likely to reach maturity in 10-20 years dependent on soil conditions.

10.15.9 The most significant proposal within the formal landscaping on site is the proposal to change 4.8ha of grassland within the green infrastructure outside the proposed biodiversity enhancement areas, from an amenity seed mix to a 'species-rich lawn mix'. Having checked the composition of the seed mix, Ecology are satisfied that at least a medium value habitat will be created effectively increasing the on-site mitigation to around 11.6ha and the habitat creation percentage to over 50%

10.15.10 Other proposals such as the green roof and wildflower grassland are positive but the overall gain minor in scale. The provision of bird boxes and bat boxes are direct mitigation for the loss of bird nesting and bat foraging habitats. Species mitigation is normally dealt with separately from habitat losses.

10.15.11 To conclude, if all the above measures on and off-site are implementable, there is now in the opinion of Ecology Services overlap between the maximum value of what the mitigation and compensation could potentially achieve (all habitats created high value achieving on average moderate condition with enhancement of habitats increasing the condition from low to moderate) and the potential minimum ecological impact of the development (based on the assumption that around 50% of the habitats on site are low value and 50% moderate value all in poor condition).

10.15.12 When the additional native tree planting within gardens is then taken into account the likelihood of achieving net gain is increased. This is all however, dependent on the developer delivering high value habitats to at least moderate condition, which Ecology Services have advised will be difficult to achieve and would therefore require strong conditions, detailed targets and high-quality monitoring and reporting of milestones reached. Conditions requiring further resurvey work of protected species and detailed landscape and management conditions are recommended.

10.15.13 Ecology Services have clearly stated that if compensation within Paradise Park was ruled out, more land should be set aside within the Test Track boundary- the site the subject of the built development, for ecological mitigation. The application boundary includes Paradise Park as initially at the Masterplan stage the developer offered to improve the Park in terms of upgrading footpaths and fencing. As the details of the application have become apparent, the applicant has recently offered a package of ecological mitigation measures to be implemented within Paradise Park. Whilst the Parks department of the Council has been consulted and raised in principle no objection to habitat compensation within the Park- this, in their view, is a last option. The applicant has agreed to a sum of £50,000 towards the maintenance of the additional habitat planting within Paradise Park.

10.15.14 Policy G16 at criterion(c) of the South Ribble Local Plan does support off site mitigation and it is common practice for mitigation to take place off site or a commuted sum to be requested if required. On that basis, the proposal meets the policy requirements and is considered acceptable.

10.16 **Green Infrastructure**

10.16.1 Policy G8 of the Adopted South Ribble Local Plan 2015 encourages the future provision of additional green infrastructure (GI) and green infrastructure networks to extend existing provision.

10.16.2 All developments are expected to provide:

- Appropriate landscape enhancements;
- Conservation of important environmental assets, natural resources, biodiversity and geodiversity;
- For the long-term use and management of these areas; and
- Access to well-designed cycleways, bridleways and footpaths (both off and on road) to help link local services and facilities.

10.16.3 The application site includes areas of land at its margins which are allocated as Green Infrastructure (GI) but which do not form part of the Test Track allocation for mixed use development as set out in the adopted Local Plan.

10.16.4 The Adopted Masterplan 2017 acknowledged the loss of some of the GI on the north and west boundaries of the site to facilitate the proposed access arrangements.

10.16.5 Within the Planning Statement Table 9:1 demonstrates that the proposed development would provide an increase of 4.722 ha of GI to demonstrate that the proposed development would be policy compliant with Policy G7 of the Local Plan. The applicant advises that the replacement provision would be of a far higher amenity and recreational value than that lost which primarily comprises unmanaged woodland currently inaccessible.

10.16.6 On that basis, the overall landscape strategy for the site has been developed in line with the adopted Masterplan. Proposals are included for both the full application which includes Phase One enabling works and infrastructure provision, Phase Two Residential Development,

and the areas applied for in outline. These are at differing levels of detail, but the two levels are intended to work together and are based on an overall strategy.

10.16.7 The strategy is centred on the provision of a well-connected, multifunctional green infrastructure to support the character of the scheme and create a unifying element throughout the mixed-use development. This comprises:

- Doll Lane: a historic route running north/south through the heart of the development would be reinstated to provide a green route.
- Extensive network of pedestrian cycleway and bridle links
- Trim trail equipment and two play areas would be provided in appropriate locations.

10.16.8 Green infrastructure includes native tree and scrub planting, ornamental tree and shrub planting, retained vegetation, meadow grass areas, ponds/wetland and ecological features.

10.16.9 A core part of the landscape scheme is the provision, as part of the first phase of the scheme applied for in Full, of the green infrastructure. Green Infrastructure can include green amenity spaces, and ecological areas. The proposed scheme incorporates the elements described above with regard to the mitigation for the loss of habitat under the Ecology Section together with the following:

- The retention of the whole of Paradise Park (9.71ha) comprising all grasslands ponds ditches trees and scrub. This area includes 4ha of Priority Habitat woodland.
- The retention of 1.3ha of woodland (0.9ha is recognised Priority Habitat) including a wooded belt along the north western boundary of the site to conserve habitat connectivity and wildlife corridor function.
- Of the six ponds, ponds 1-5 would be retained (some re-profiling and the creation of swales will be required as part of the sustainable drainage system details).
- To mitigate for the loss of 0.95 ha of species-rich grassland, a minimum of 0.7ha of compensatory species-rich wildflower grassland and marginal wetland grassland (c.0.8 ha) would be created.

10.16.10 Where loss of habitat is unavoidable the scheme provides for the following: Identification of a network of green links and corridors which combined replacement native planting would create a total of 9.61 ha of Green Infrastructure (excluding Paradise Park). The applicants argue that the aim of the green corridors and their associated managed habitats would provide alternative wildlife corridors.

10.16.11 It is acknowledged by both the applicant and your officers that the proposed development would lead to a change in the character of the Test Track site into a sub urban context with Green Infrastructure including the network of green links, ponds, and swales and landscape planting corridors.

10.16.12 Paragraph 102 and 103 of the NPPF advocate the promotion of the fullest use of sustainable modes of transport including *“walking and cycling and focus significant development in locations which are, or can be made, sustainable.”* The applicant has incorporated cycle tracks, bridleways and pedestrian paths throughout the proposed layout. The core pathways will link the site to other pathways created across the site enabling a network of walking/cycling opportunities. The green infrastructure and cycling/pedestrian facilities will link to other pathways, parks and green infrastructure in the surrounding area.

10.16.13 LCC Highways has encouraged the provision of appropriate pathways to support multi use provision with specific informal routes for horses. The applicant has worked closely with the Ulles Walton Bridle group and LCC highways to include appropriate routes and provision at the insertion of highway routes to ensure that the development is accessible for all modes of sustainable transport.

10.16.14 Two Public Rights of Way, FP59 and FP12, within the site will be affected by the proposed development. The Public Rights of Way officer has raised no objection to the scheme pending the outcome of a successful diversion order. The proposal seeks to divert parts of Leyland *Footpath* 59 on to the footways of the estate roads. Any application would be the subject of a Footpath diversion order to this Council in consultation with Public Rights of Way (PROW) officer at LCC.

10.16.15 All of the landscape/green infrastructure features within the Test Track site will be actively managed by the *applicant's* managing agents to ensure that the overall landscape structure remains viable in the long term.

10.16.16 In conclusion, it is considered that the amendments to the scheme do provide adequate landscape and Green Infrastructure and meet the aims of Policy G8 and G10 of the South Ribble Local Plan.

10.17 **Landscape and Visual Amenity**

10.17.1 Chapter 13 of the ES addresses the likely significant effects of the proposed development on the landscape. The assessment concludes that the existing landscape and visual amenity has a medium to medium/high sensitivity to change due to the landscape characteristics and the proximity to residential properties. The site is located within Urban Landscape Type: Suburban as set out in the published document Landscape Strategy for Lancashire by Lancashire County Council.

10.17.2 The Public Footpaths within the site would undergo a major change initially due to the introduction of housing. However, the long-term effects are not considered to be significant and the likely effects would be reduced as effective screening of the planting and the development becomes embedded within the landscape.

10.18 **Climate Change**

10.18.1 Chapter 14 of the ES addresses the likely significant effects of the proposed development of future climate change upon the proposed development (Climate Change adaptation) and the generation of greenhouse Gas (GHG) which contribute to climate change (Climate Change Mitigation).

10.18.2 The construction and operational phases of the proposed development were assessed against the projected future changes in climate. The effects of warmer drier summer temperatures and wetter winter period were identified, and the CEMP would mitigate all significant impacts. Significant effects were identified upon the green infrastructure. Mitigation in the form of the selection of species able to tolerate such conditions would reduce the impacts to a negligible level.

10.18.3 With regard to mitigation all buildings are to be constructed to current Building Regulations which require the construction of energy efficient buildings. The assessment concluded that the proposed development would result in a minor adverse impact upon future climate change which is not considered significant.

10.18.4 Third party representation and the local ward Councillor Cllr have questioned why a Distributed Heat Network (district heating system) has not been considered for a scheme of this

size. District wide heating systems are one option in seeking to reduce emissions and such schemes can address fuel poverty. However, the Council does not have an adopted policy to require them. Further, Barratt's have advised that:

10.18.5 "The government's agenda for reducing carbon emissions from new dwellings is driven via the building regulations. This 'fabric first', passive approach reduces the maintenance and management burden that more active systems such as district heating systems impose on residents and management companies (who are ultimately funded by the residents).

We (Barratts) also understand that OFGEN do not regulate District Heating Systems, thereby customer protection is significantly diminished."

10.18.6 Whilst the opportunity to consider District Heating Systems should not be discounted, the Council will consider the impact of Housing Developments as part of the aspirations of the Council to become Carbon Neutral by 2030. Furthermore, the review of the Local Plan will provide an opportunity to consider these aspects in more detail.

10.18.7 The applicant has advised that the development would be construction using a fabric first approach thereby meeting building regulations. Initially, the developers committed to meeting Policy 27 sustainability within the Core Strategy for the whole site and this was set out in one of the viability assessments. However, in January 2019 the applicants advised that compliance with this policy relates to the full elements only. The residential dwellings associated with Phases 3-5 will have as a minimum vehicle charging points installed with further sustainability measures to be subject to the requirements of relevant Building Regulations and further viability assessment.

10.18.8 To conclude, this aspect of the scheme meets the aims of Policy 27 of the Central Lancashire Core Strategy.

10.19 Phases 3-5 Education

10.19.1 The approved Masterplan provided for a school site within the development. The application details include the provision of a two-form entry primary school on a parcel of land located to the south east of the site adjacent to the boundary of Paradise Park.

10.19.2 The primary school would be delivered by LCC at a stage in the development of the site which is considered appropriate to them as the statutory provider for Education purposes.

10.19.3 Initially concern was raised by LCC Education about the size of the site to be offered. The overall proposed site was 14,225m² including a Multi-Use Games Area. Whereas the building bulletin in relation to school size recommends a minimum of unobstructed, uniform shaped level site area of 15,986m². LCC Education further advised that rather than include a MUGA the Education team would rather have larger overall site area and provide adequate playing fields that could cope with any future school expansion and offer additional access points and useable space.

10.19.4 Following discussion with the developer amended plans have been received which now increase the size of the school site area proposed to one that is acceptable. A number of issues are still raised which relate to the detail of the scheme and which would be addressed at the reserved matters stage.

10.19.5 Concern is raised about the relationship of the proposed MUGA to the residential units which is demonstrated on the Illustrative Masterplan reference no. 015-008-P019 rev Q. However, as both the Education site and this phase of residential development are in outline form only and the plan is for Illustrative purposes, these concerns can be addressed at the Reserved Matters Stage.

10.19.6 LCC Education has been in discussion with the applicant and agreement has been reached with regard to the delivery of the school site. These details would form the basis of the Section 106 agreement.

10.20 Economic Development

10.20.1 Ensuring sustainable development is fundamental to the NPPF. There are three dimensions defined by the NPPF, describing the role of the planning system in sustainable development:

- **Economic:** the planning system plays an economic role by ensuring that an adequate amount of land of the right type is available in appropriate locations at appropriate times to support growth and innovation.
- **Social:** the planning system plays a social role by supporting strong, vibrant, and healthy communities. It does this by ensuring a sufficient supply of housing for the needs of present and future generations alongside accessible local services. This reflects the community's needs and supports its health, social and cultural well-being.
- **Environment:** the planning system plays an environmental role by protecting and enhancing the natural, historical and built environments

10.20.2 A key element of this is the delivery of the City Deal. A City Deal for the South Ribble and Preston area was agreed with the South Ribble and Preston authorities, LCC, the LEP and the HCA and was signed by Government in 2013. The Preston, South Ribble and Lancashire City Deal is taking forward £434M of new investment, expanding transport infrastructure, supporting the creation of some 20,000 new jobs and generating the development of 17,000 new homes over a ten-year period.

10.20.3 The Central Lancashire Core Strategy sets out a strategy for the sustainable growth of the area. Policy 9, Economic Growth and Employment, of the Core Strategy allocates the Moss Side Test Track of sub regional significance as a mixed-use site. Chapter E of the South Ribble Local Plan seeks to deliver economic prosperity. The long-term sustainability of South Ribble is seen as being dependent on developing the local economy and providing enough jobs for existing and future generations. This includes raising the skills and employment opportunities of the borough within the sub region of Lancashire and the wider North West region.

10.20.4 Although Moss Side Test Track is identified as a residential led site (Policy C2 of the South Ribble Local Plan), given its location adjacent to the Moss Side Industrial Site and the requirement of the Masterplan to provide for Employment, the application site is an important opportunity to provide certainty of employment sites for economic investors.

10.20.5 The proposed development seeks outline permission for the delivery of up to 28,000sq m of accommodation for employment uses within Use Classes B1 (Light Industry/offices) B2 (General Industrial) and B8 (storage and Distribution). An area of 6.09 hectare was identified and reserved within the Masterplan for such uses. Concern has been raised by third parties as to the suitability of the location and shape of the site for some of those uses in particular Class B8 storage and distribution which is often characterised by 'large sheds. An independent view has been sought by the Council's Economic Unit which does confirm that the shape of the site may not be conducive to such uses. Discussions with the developer and those marketing the site have taken place. The developer advises that enquires for a range of uses including industrial, commercial (hotel and care home facilities) have been received.

10.20.6 The approved master plan provides for a total of 6.09 hectares and the proposed development mirrors this. As part of a phased development Phases 3-5 provide for 5,000 sq metres of B1 accommodation; up to 15,000 sqm of B2 accommodation and up to 8,000 sqm of

B8 accommodation within a 6.09ha parcel of land with associated highways, green infrastructure and car parking.

10.20.7 Accompanying the application is the Illustrative Masterplan Drawing No 015-008-P019 Rev Q and the Combined Parameters Plan Drawing No.015-008-P009 Rev ZB.

10.20.8 A separate access point is proposed off Titan Way to serve the employment land which is located to the north of the site and wraps around the existing Moss Side Industrial estate. Thus, providing a buffer between the proposed development and the existing industrial land. A landscaped buffer of approximately 10 metres separates the majority of the future employment use to the rest of the application site. The applicant has advised that they have a right of access between two of the existing industrial uses on the north-western boundary through to the application site which could provide a further access point.

10.20.9 The Employment and Land Study (ELS) undertaken in 2017 advised that there was a shortage of employment land in Central Lancashire. The study identified the Test Track as being a strong location for meeting B2/B8 requirements of 1,000-5,000 square metres and also found strong demand for B1 units of 0-100 square metres and up to 300 square metres across Central Lancashire. Speculative light industrial schemes at Buckshaw Village and South Rings have proved highly successful and developers were seeking further opportunities to deliver such schemes. Following discussions with the applicant the revised illustrative masterplan (Rev Q) dated December 2018 shows that the employment units have been amended to a mixture incorporating some smaller units which is in line with market demand.

10.20.10 The Investment and Skills manager for the Council raised concerns about the shape of the parcel of land advising that due to the linear nature this could increase infrastructure costs (for example the lengthy spine road). This may challenge the viability of developments for smaller scale employment units, for which there is a local need and potentially make the site less attractive to the market.

10.20.11 The applicant advised in Autumn 2018 that there is strong interest in the proposals. One option for example would be for the infrastructure to be delivered in advance, at least in part, to increase its attractiveness. A condition to control this aspect could be imposed.

10.20.12 The NPPF makes clear at Paragraph 117 that there is need to *“promote an effective use of land in meeting the need of homes and other uses while safeguarding and improving the environment and ensuring safe and healthy living conditions”*.

10.20.13 It has been raised by the Environmental Health Officer that the close proximity of potential B2 (Industrial) land to proposed housing is a cause for concern. Initially, the applicant has made it clear that B2 uses should still be considered as such uses could be controlled by condition for example hours of working. However, the applicant has since confirmed that they would accept a condition to restrict the Employment land for B1 uses. This would support strong place making as smaller starter units of a B1 use would provide a buffer zone between the existing industrial site and the proposed housing and would be more acceptable from a residential amenity aspect.

10.20.14 The applicant has submitted a scheme which sets out a quantum of development that includes employment and residential cheek by jowl but for which a detailed assessment cannot be undertaken. On that basis it is recommended that the principle of both uses is accepted but that conditions controlling the phasing and submission of the reserved matters of the housing adjacent to the employment occurs simultaneously to ensure that these aspects can be considered concurrently.

10.20.15 To conclude, the amount of employment land proposed (6.08 ha) is welcomed because this is important to sustain economic growth in South Ribble. However, careful consideration needs to be given to the deliverability of the employment land and associated infrastructure to ensure that the site remains attractive to developers. Conditions controlling this aspect are recommended.

10.21 **Employment and Skills Statement**

10.21.1 Employment skills are a key priority across Lancashire, Central Lancashire and South Ribble. Creating employment and ensuring local people can access that employment and have the skills to do so is critical to ensuring the prosperity of our communities.

10.21.2 Partnership working through LEP and City Deal skills and employment bodies is ongoing to ensure that employment skills issues are prioritised and acted upon to make a real difference and to maximise opportunities coming forward.

10.21.3 The proposed development of Moss Side Test Track with the delivery of the employment land and local centre which includes a range of employment, retail and construction opportunities, provides a key opportunity.

10.21.4 The applicant has provided an Employment and Skills Statement (October 2017) which advises that Barratt as a developer offers a number of corporate policies and initiatives to generate employment and boost skills. The applicant has considered the aims of the SPD which seeks to ensure that the appropriate skills and employment opportunities are secured as part of the development. The statement includes, amongst other things, the following in relation to the creation of apprenticeships:

- Barratt Group has employed 995 apprentices in the last 10 years
- Barratt Manchester has vacancies for eight trade apprentices this year (2017)
- Barratt Developments Plc was named 2014 BT Macro Employer of the Year by the National Apprenticeship Service.
- In 2017 the company was shortlisted for the Best School Leaver Programme for the Target Jobs Awards

10.21.5 The applicant acknowledges that project specific opportunities are a work in progress and will be identified more fully and quantified as the project moves towards development. On that basis a condition is recommended to secure these aspects and to ensure that the development meets the aims of the Employment and Skills SPD.

10.22 **Health**

10.22.1 The approved Masterplan makes provision of a Health Care building within the Local Centre. The NHS Commissioning Care Group have advised that working on an average of 2.2 persons per household the development of 950 homes would suggest a potential patient population of 2090 patients. A single-handed GP or branch surgery would suffice but health care provision is moving away from this form of delivery. The Commissioning Care Group have advised that they would need to further consider their options. The application details do provide the opportunity for a site as set out in the justification to the Policy C2 (Paragraph 6.21 of the South Ribble Local Plan) and therefore, the proposed development is considered acceptable.

10.23 **Other considerations**

10.23.1.1 The applicant has provided a detailed breakdown below of the benefits that would be accrued should planning permission be granted. However, it should be noted that some items are required as part of mitigation to address the proposed impact of the development.

Planning Gain

Affordable Housing

- **950 units will deliver 30% affordable housing** split, 50% Affordable Rent and 50% Shared Ownership (285 dwellings) **Revenue impact circa £17,000,000**

Community Infrastructure Levy

- **950 units** will deliver circa **£6,300,000** of CIL

Highway Improvements

- S278 Highway Works **£3,354,184**
- Bus Service Contribution **£800,000**
- Travel Plan Contribution - **950 units £242,250**
- Traffic Regulation Order **£90,000**

Improvements to Paradise Park

- Paradise Park Works **£177,515**
- Ecological Improvements **£50,000**
- Paradise Park Maintenance **£50,000**

Renewable Energy

- Solar panels and vehicle charging first residential phase **£381,195**
- Vehicle Charging to remaining phases – **950 units £165,660**
- Vehicle Charging to Local Centre and Employment car parks **£150,000**
- Air Quality Surveys **£10,000**

Total Planning Package for 950 units = circa £29,000,000 (£30,500 per unit)

In addition to the agreed planning gain, substantial improvements are being made by the construction of high-quality green infrastructure and public realm within the scheme following extensive consultation with local residents and consultees.

Additional Community and Ecological Enhancements

- Provision of semi mature/ specimen trees **£476,350**
- 3.521 kilometres of bridleway/ footpath **£352,112**
- Pond construction/ improvements **£218,060**
- 1,826 linear metres of hedgerow **£99,222**
- 7,202 m² of native structure planting **£36,008**
- 8,456 m² of marginal planting **£67,650**
- Public Art **£25,000**
- 2,490 m² of wildflower wetlands **£12,252**
- 2,233 m² of wildflower meadows **£11,163**

Total £1,297,817 (£1,526 per unit)

The applicant advises that when Planning Gain and additional community and ecological enhancements are added together this equates to a total equivalent financial benefit of circa £30,000,000 (£31,500 per unit) for a 950-unit scheme.

11.0 Conclusions

11.1 Your officer's conclusions in respect of the scheme are set out below under the main headings within the report.

11.2 **Viability** - A viability assessment accompanied the application which was then assessed by Keppie Massie acting on behalf of the Council. Following the March committee meeting extensive discussions have taken place and the applicant has agreed to 30% affordable housing units across all phases of the application site. These would be pepper potted within each phase. Therefore, the scheme meets the aims of Policy 7 of the CLCS.

11.3 **Highway and Transport** - The level of development proposed can be accommodated on the local highway network, and it does include sustainable infrastructure integrating the site into the wider surrounding environment when built out -subject to the imposition of appropriate conditions/Section 106 agreement and S278 works. A number of measures/changes to the local highway network are required to ensure overall network reliability and safety can be maintained in the future with development. Key mitigation supports the delivery of a sustainable development that positively influences the built environment for existing and new residents. In addition other supporting changes will be delivered/funded such as signals modernisation (performance upgrades), as well as review/update of restrictions and regulation (over the buildout of the development).

11.4 **Residential Development** - The scheme has been amended and meet the minimum separation distances within the South Ribble Residential Extension SPD 2013 as set out in paragraph of the main body of the report. Therefore, the scheme meets the aims of Policy G17 of the South Ribble Local Plan.

11.5 **Affordable Housing Needs** – The applicant has agreed to provide 30% affordable housing across the site and therefore the scheme meets the aims of Policy 7 of the Central Lancashire Core Strategy which requires 30% of affordable units to be delivered on a site of this size. Therefore, the scheme is acceptable.

11.6 **Archaeology** - To conclude a desk-based assessment has identified a single non-designated heritage asset Paradise Farm. Subject to conditions controlling a watching brief the proposed development accords with the NPPF and Policy 16 of the CLCS.

11.7 **Water Environment: Drainage and Flooding** - To conclude, the site is located in Flood Zone 1 and provided the proposed development would not increase flooding else where the proposed land uses are appropriate. The Environment Agency, United Utilities and the Lead Local Flood Authority have not raised an objection to the scheme subject to the imposition of appropriate conditions. The proposal therefore meets the aims of Policy 29 of the CSLP.

11.8 **Air Quality** - The scheme would have a significant adverse effect at least 1 property with a moderate adverse impact at a number of others. Mitigation measures would be required to ensure that the impact of the development upon air quality would be acceptable. Subject to the imposition of appropriate conditions the proposed development would be acceptable.

11.9 **Ecology and Nature Conservation** - To conclude, the developers have had the opportunity to revise the amount of proposed development to ensure that all aspects of the scheme would be wholly deliverable within the Test Track site excluding (Paradise Park). However, they have offered a commuted sum of £50,000 for off-site habitat mitigation in Paradise Park and a sum of 50,000 to cover the cost of maintenance. The use of Paradise Park to provide mitigation is acceptable.

11.10 **Green Infrastructure** - The scheme provides for adequate amounts of Green Infrastructure which would provide cycle routes, pedestrian pathways and bridle ways across and through the site. Thereby improving connectivity and providing a scheme that is fit for purpose. The scheme meets the aims of Policy G8 and G10 of the South Ribble Local Plan.

11.11 **Landscape and Visual Amenity** - The scheme would have an impact upon the existing landscape. However, the long-term effects are not considered to be significant and the likely effects would be reduced as effective planting and the development becomes embedded within the landscape.

11.12 **Climate Change** - The applicant has advised that the development would be constructed using a fabric first approach thereby meeting building regulations. Initially, the developers committed to meeting the sustainability policy 27 within the Core Strategy for the whole site. However, in January 2019 the applicants advised that compliance with this policy for the full elements only of the application were forthcoming.

11.13 **Health** - A Proposed Local Centre approximately 1.252 hectares including provision for a medical centre has been provided. The CCG has advised that changes in the delivery of health care provision means that the CCG will need to revisit how they deliver their services. Notwithstanding this the scheme meets the aims of Policy 23 of the CLCS.

11.14. It is therefore concluded that the scheme would comply with the development plan as a whole. Therefore, consent should be granted in accordance with the development plan and in the absence of any material considerations indicating otherwise. Accordingly, the development would meet the policies of the development plan and the policies of the Framework when taken as a whole and there are no material factors which outweigh the grant of consent.

12.0 Recommendation

Approval with Conditions

13.0 Conditions

14.0 Relevant Policies

National Planning Policy Framework

Central Lancashire Core Strategy

- 1 Locating Growth
- 2 Infrastructure
- 3 Travel
- 4 Housing Delivery
- 5 Housing Density
- 6 Housing Quality
- 7 Affordable and Special Needs Housing
- 9 Economic Growth and Employment
- 10 Employment Premises and Sites
- 14 Education
- 15 Skills and Economic Inclusion
- 17 Design of New Buildings
- 18 Green Infrastructure
- 22 Biodiversity and Geodiversity
- 23 Health
- 24 Sport and Recreation
- 25 Community Facilities
- 26 Crime and Community Safety
- 27 Sustainable Resources and New Developments

Supplementary Planning Documents (SPDs)

Open Space and Playing Pitch
Employment Premises (Supplementary Planning Documents)
Design Guide (Supplementary Planning Documents)
Central Lancashire Bio-diversity
Employment Skills

Central Lancashire City Regional Priorities

South Ribble Local Plan

A1 Developer Contributions
C2 Moss Side Test Track
D1 Allocations of housing land
D2 Phasing, Delivery and Monitoring
E2 Protection of Employment Areas and Sties
F1 Car Parking
G10 Green Infrastructure Provision in Residential Developments
G11 Playing Pitch Provision
G12 Green Corridors/Green Wedges
G13 Trees, Woodlands and Development
G16 Biodiversity and Nature Conservation
G17 Design Criteria for New Development
H1 Protection of Health, Education and Other Community Services and Facilities

14.0 Appendices

Appendix A Moss Side Test Track Illustrative Masterplan Adopted July 2017
Appendix B Phasing Plan for Approval
Appendix C Parameter Plans for Approval
Appendix D Local Highway Authority comments in full
Appendix E List of Supporting Plans and Documents
Appendix F Table of off-site Highway Contributions
Appendix G Policy C2: Moss side Test Track, Leyland
Appendix H Actions and Specifications at Paradise Park

Appendix A



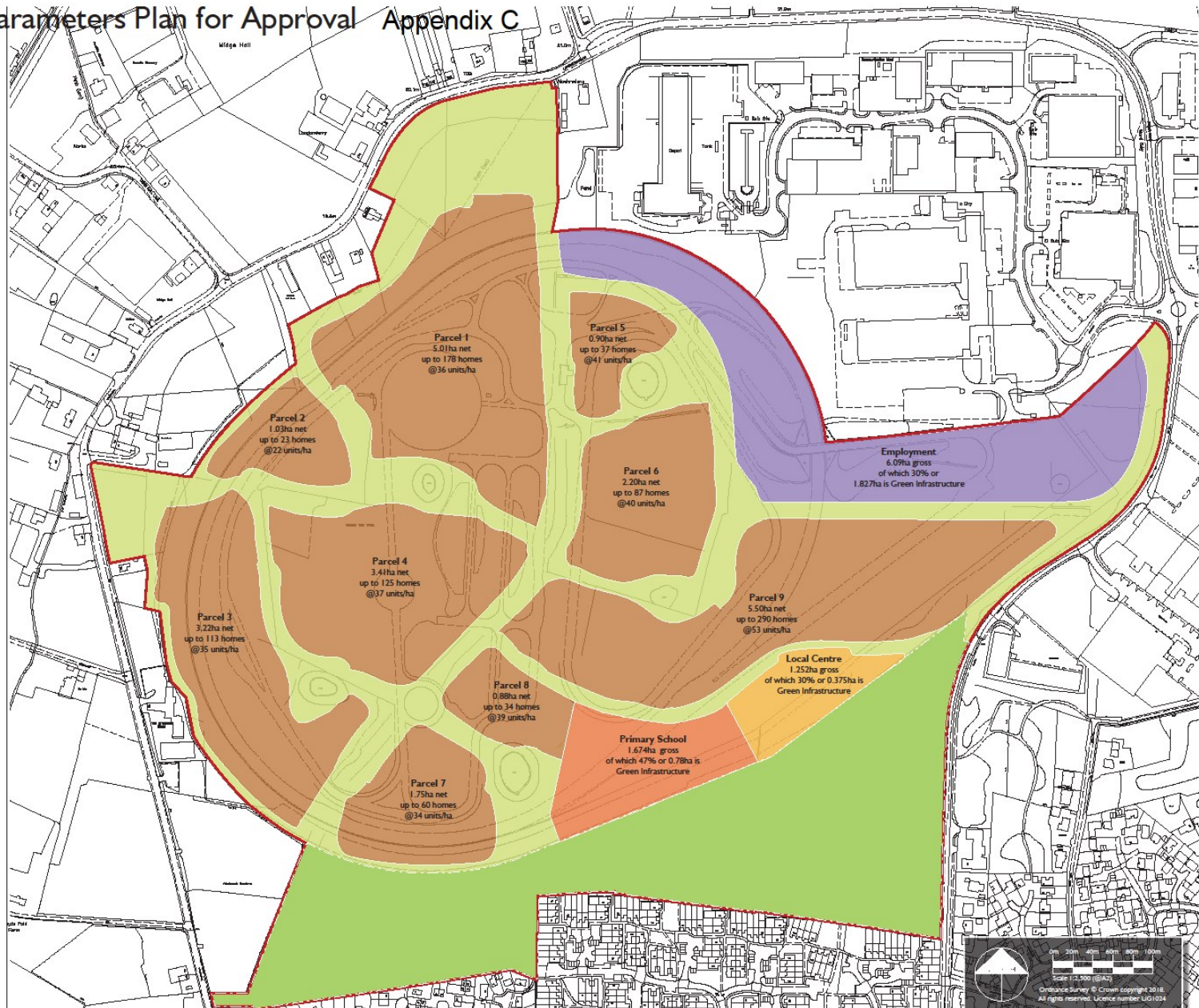
Appendix B



e*SCAPE
 Urbanists
 Project Title
 Doll Lane at Leyland
 eSCAPE Job No.
 015-008
 Client
 Barratt Homes
 Drawing Number
 015-008-P018
 Drawing Title
 Phasing Plan
 Scale
 1:2,500 @ A2
 Revision
 REV R
 Date
 December '18

0m 20m 40m 60m 80m 100m
 Scale 1:2,500 @ A2
 Ordnance Survey © Crown copyright 2018.
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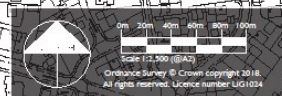
Parameters Plan for Approval Appendix C



Key

- Application Boundary
- Green Infrastructure (9.544 hectares)
- Proposed Employment Use (6.09 hectares)
- Proposed Residential Use (24.89 hectares/between 850 to 950 homes)*
- Proposed Local Centre (1.252 hectares including Medical Centre)
- Proposed Primary School (1.674 hectares)
- Paradise Park (9.71 hectares)

* Note: 24.89 hectares includes access roads which cross green infrastructure network



e*SCAPE
urbanists

Project Title
Doll Lane at Leyland

e*SCAPE job No.
015-008

Client
Barratt Homes

Drawing Number
015-008-P027

Revision
REV F

Drawing Title
Parameters: Land Use & Quantums of Development

Scale
1:2,500 @ A2

Date
December '18

Planning Manager
South Ribble Borough Council
Planning Team
Civic Centre
Leyland
Lancashire
PR25 1DH

Tel 01772 534057
Fax neil.stevens@lancashire.gov.uk
Email
07/2017/3361/ORM
Your ref Our 07/2017/3361/ORM/NJS1
ref Date 13th February 2019

Dear Sir

APPLICATION: 07/2017/3361/ORM

LOCATION: Test Track, Aston Way, Moss Side Industrial Estate, Leyland, Lancashire.

Description: Hybrid planning application comprising of Full and Outline development - Environmental Impact Assessment (EIA) development

Part A FULL - Site enabling works, the development of highway and drainage infrastructure for the full application site (the proposed development site) and the provision of car park accessed off Titan Way (Phase 1) and 197 dwellings and associated internal access roads, public open space, green infrastructure, an acoustic barrier and highway infrastructure (Phase 2)

Part B OUTLINE - for the remainder of the proposed development site for the development of between 653 and 753 new homes, up to 5,000 sqm of Use Classes B1 accommodation; up to 15,000 sqm of Use Class B2 accommodation and up to 8,000 sqm of Use B8 accommodation, local centre comprising up to 3,000 sqm of accommodation for occupation within any combination of uses within Classes A1, A2, A3, A4, A5, B1 or D1 (including health centre/clinic) (which shall not exceed 2,500 sqm of main town centre uses), a primary school and associated public open space and green infrastructure (Phases 3-5)

The Transport Assessment (TA) for the proposals (dated October 2017) was submitted with the planning applications to which LCC Highways were consulted on. Since this time there has been considerable amendment with provision of further supporting information by the developers Transport Consultant, SCP, on behalf of the applicant Property Capital PLC. The further information included:

Leyland Test Track illustrative masterplan dated July 2018; TA dated 24th October 2017, Technical Note (TN) dated 27th March 2018, TN 2 dated 18th May 2018. TN 3 (dated 25th July 2018), TN 4 Rev B dated 11th October 2018, TN 5 dated 17th December, Framework Travel Plan (dated Dec 2018) and a number of revisions to drawings. All the latest transport and highways related assessment work provided in support of the applications has been reviewed by LCC Highways up to and including 6th February 2019.

The latest plans, with proposed mitigation, have been considered and the key drawings include:

- Combined Parameters Plan 015-008-P009 Rev Z
- Illustrative Masterplan 015-008-P019 Rev M
- Permeable Option (option 2A) SCP/15043/F24 Rev G
- Carriageway Dimensions SCP/15043/F34 Rev - □ Northern Site Roundabout
SCP/15043/FO6 Rev M

- Western Site Roundabout SCP/15043/F16 Rev K
- Roundabout Designers Check List SCP/15043/SK12 Rev G
- Proposed Bus Gate SCP/15043/F21 Rev G1 ○ Proposed Bus Gate SCP/15043/F21 Rev G2
- Proposed Employment Accesses SCP/15043/F27 Rev A
- Proposed Improvements to Schleswig Way /Dunkirk Road Signalised Junction SCP/15043/F25 Rev D
- Proposed Improvements to Existing Roundabout (5 arm) SCP/15043/F23/Rev F ○ Swept Path Analysis 16.5m articulated HGV passing a car SCP/15043/ATRF23 Rev F ○ Swept Path Analysis 12m Rigid HGV passing a large car SCP/15043/ATRO6 Rev B
- Proposed Improvement to Mini roundabout – Golden Hill Lane / Broadfield Drive SCP15043/F32 -
- Proposed Improvements – Leyland Lane / Golden Hill Lane Junction SCP/15043/F26 Rev D ○ Swept Path Analysis - Proposed Arrangements – Leyland Lane / Golden Hill Lane Junction SCP/15043/ATR03 Rev – B ○ Swept Path Analysis - Proposed Arrangements – Leyland Lane / Golden Hill Lane Junction SCP/15043/ATR09 Rev –
- Proposed Footway Provision Along the Southern Side of Comet way SCP/15043/F28 Rev –
- Leyland Test Track Phase 1 (residential layout south and west of northern roundabout) 471/P/PL/01 Rev N
- DWH Parcel 1 (residential layout next to western roundabout) LTT-PL01 Rev M
- Planning Layout (Barratt site) H7793:01 Rev R
- Car park SCP/15043/F33 Rev A
- Bridleway Plan 015-008-SK100 Rev H
- Pedestrian Crossing 1 Visibility Splays SCP/15043/D03
- Pedestrian Crossing 2 Visibility Splays SCP/15043/D04
- Proposed Footpath 59 Diversion FP 02 Rev C
- Combined Barratt & DWH Layout CL01 Rev K
- PP01.00 Rev G Detailed landscape Plan Phase 1 and 2
- PP01.09 Rev G Detailed Landscape Plan (at western access)
- PP01.27 Rev G Detailed Landscape Plan
- Highway Surfacing Plan 471/ED/26 Rev J
- Highway Surfacing Plan 471/ED/27 Rev H
- Highway Construction Details 471/ED/28 Rev A
- Highway Surfacing Plan 471/ED/45 Rev A

Note: The 5 Technical Notes (TN) previously referred to have been produced as an update on the previous or presenting further detail on specific matters.

- **TN1 includes:** Layout matters, traffic calming, PT, committed development, assessment years/growth and mitigation
- **TN2 includes:** Trip rates junction modelling (with without development)
- **TN3 includes:** Junction modelling and sensitivity testing (route choice) on the network □ **TN4 includes** Junction modelling and traffic data (Tiger junction) and mitigation.

*Appendix J lists the package of improvements and includes a cost estimate. For the avoidance of doubt all works to be delivered by a S278, the cost estimate provided is for the viability appraisal only. The requirement on the developer is to deliver the works as identified, costs **are not capped**. The table also indicates the S106 contributions. Please note this list has been updated since i.e. under S106 includes travel plan funding and that to support improvements to gates/stiles between the end of Doll Lane and where it re-joins the Bridleway south of the western access.*

- **TN5 includes:** Equestrian crossing provision within the site.

These comments have regard to the latest National Planning Policy Framework (NPPF). The county council is committed to reducing congestion and delay and improving highway links and junctions in the most congested transport corridors, having regard to this application includes the corridors of B5253 Schleswig Way/Flensburg Way, A582, B5248 Dunkirk Lane, B5256 Longmeanygate / Golden Hill Lane. In addition, other corridors have also been considered such as Longmeanygate / Reiver Rd / Comet Road, Midge Hall Lane, Paradise Lane and Dunkirk Lane.

A number of these corridors include junctions such as at the Flensburg Way / Schleswig Way five arm roundabout and the Tiger Junction which are known locations of concern. With this in mind the present and proposed traffic systems have been considered in and around the location of proposed development whilst also having consideration to the City Deal improvements and other changes delivered / proposed by other development.

The mixed use development, which this application relates to, is beyond the current built environment and will therefore require a suitable approach that will see the successful delivery and maintenance (publically or privately) of infrastructure and other measures to integrate the site with the existing built environment (rural and urban). The developer has considered the proposed network and highway users including those which are leisure related such as equestrians and cyclists.

Note: If proposed measures do not suitably link into the existing network during buildout or are not delivered, then the proposed development could have a reduced amenity level at that time (of buildout/phase) or could be at a level which is below that which residents currently enjoy and the development will become more dependent on the use of the private car (for a number of journey purposes).

The application, assuming it is fully delivered would:

- provide suitable sustainable transport measures to address matters relating to public transport (facilities and services), cycling, walking and equestrians.
- provide a mechanism that also suitably considers future network/highway management directly and indirectly. This is satisfied by
 - a combination of a traditional approach of measures within the network influencing highway usage (raised tables, gateway treatment, quiet lane provision, green infrastructure, funds to provide Traffic Regulation Orders etc.) and
 - the Travel Plan includes funds that can deliver further measures as deemed appropriate/necessary (by the developer, officers of South Ribble and the county council).

This overall approach will ensure that the provision/mitigation within the highway network safely satisfies need and that modal shift is maximised and maintained.

The proposed development application is a hybrid. Prior to any development progressing a phasing strategy of highway works/mitigation and development is to be agreed with the local highway authority building on the initial phasing information and trigger points. The phasing of all mitigation is an important element this includes the traffic management measures and the success of the Travel Pan in its broader sense and the wider monitoring (of modal usage and impact of measures etc).

Development Proposal

The proposal is for a hybrid planning application comprising of Full and Outline development. The 'Full' element includes residential dwellings with supporting infrastructure and amenity and also a car park accessed off Titan Way. The 'Outline' element includes, residential, employment and amenity, including a local centre and primary school.

The developer has produced a Combined Parameters Plan for the whole site (Drawing Number 015-008P009). This drawing provides a plan of principles including areas of each land use (housing, local centre and school), it also indicates the primary access (via Titan Way); Paradise Lane is proposed as bus only; Longmeanygate section between two new roundabouts together with a section of Midge Hall Lane would be a quiet type lane. The plan also indicates cycle/foot/bridleways within and beyond the site as well as locations of existing ponds. Other plans such as the Bridleway Plan and Proposed Footpath 59 Diversion also need to be considered in parallel as principles of routing. The parameters plan does not include SUDs requirements, this should not be an issue at this stage as most of the site is in outline.

The parameters plan also indicates the location of off street parking to satisfy existing private cars displaced from the network with development such as on Titan Way. I note that the plan does not explicitly indicate that the two roundabout accesses (northern and western) are secondary/tertiary to the primary (eastern) access off Titan Way (I do not deem this to be an issue, however, it is important that the primary corridor into the site remains reliable. The parameters plan is adequate and suitable to present the principle of the development, infrastructure levels of local and wider connectivity etc., however this must not be accepted as a fixed layout, as elements will change.

Development Vehicular Access Arrangements

The residential development includes three access points to the existing highway network. The primary access being off Titan Way (with sustainable provision), this access corridor is to support all land uses within the proposal. Other accesses are located off Longmeanygate to the north and west providing connectivity to the existing environment best supporting local need and site integration.

Employment access is proposed via two accesses with the primary of Titan Way and the secondary via Aston Way. To ensure that the access strategy into the wider site is not compromised **right turn provision may be required on the primary corridor (Titan Way) and to be extended back to the existing Titan Way/Comet Road/Longmeanygate roundabout.** This can be delivered by the applicant as it is within the red line of the application. The need and specific detail (if required) to be determined as part of any detailed application for any use that would be served to/from it. 'Need' is not from a junction capacity perspective, it is to maintain corridor attractiveness to its use and its reliability, as per the site routing strategy. Its delivery would be via a S278. The second employment access is served off the adopted Aston Way roundabout, the supporting road as shown in plan SCP/15043/F27, Rev A.

Note: The connecting new highway is beyond the red line of the application. The extent of the adopted highway at its western end is up to and including the terminus roundabout at the end of Aston Way. I am informed by the applicant that access rights have been transferred from the previous land owner providing access at this location.

Accesses into the Site (all modes)

The primary all mode access into the site is via the circa 7.3m wide Titan Way which is located on the eastern side of the development site. Titan Way currently includes a footway on its eastern side and a grass verge on the western side. As part of this development this verge to be replaced for its full width by a footway linking into the site provision and the existing footway network, its delivery will be via a S278. Titan Way has the existing benefit of an on/off road cycle provision.

Primary motorised access to the site is via the corridors of the B5253 (north and south) and the B5256 (east). These corridors connect to the Flensburg Way/Schleswig Way roundabout as does the route into the site via Comet Road which is circa 7.3m wide. Titan Way and Comet Road are connected by a four arm roundabout. To support the primary access and routing strategy, it is important that this route remains attractive at all times of day/night. This will therefore require measures and management to facilitate this, including the provision of off- street parking to accommodate the existing displaced parking from Titan Way (as proposed). Traffic management will be required between the 5 arm roundabout and Paradise Lane leading into the site. This should be funded by this development and include measures such as any necessary TRO's to restrict parking or waiting on this corridor. These requirements are included in the package of measures and to be delivered as part of phase 1.

Lesser access points are served off two new roundabouts on Longmeanygate. This existing road is currently rural in nature having an average road width of circa 7.3m (6.1m-7.6m). The proposed northern access roundabout connects to the Longmeanygate corridor and in the easterly direction connects to the 4 arm roundabout referenced above. The western access roundabout connects to the Longmeanygate corridor and in the southerly direction connects to Dunkirk Lane (B5248) at a priority junction.

Sustainable Access Points (non-motorised)

As detailed above the site has a primary and two secondary/tertiary access points which are considered suitable for all modes of transport into the site. This provision also supports sustainable modes. The primary Titan Way corridor currently has a footway on its eastern side and grass verge on its western side, this to be replaced by a footway of full width and length, and delivered by this application as part of the initial Phase 1 works. With regard to the secondary/tertiary access points onto Longmeanygate, generally west of the development site there is a footway on its western side, north of the development site the location of footway fluctuates between both the northern and southern sides. From a point between Longmeanygate (old) and the 4 arm roundabout there is a footway on both sides. In addition to this footway network on the periphery of the site there is other sustainable provision to access the site, this being:

Bus:

- A bus gate (rising bollard) will be implemented on Paradise Lane and will be used to support bus access into and through the site.

Non-motorised:

- Paradise Lane
- Footpath 6, following 'Doll Lane' and located to the south east of the site, starting on Longmeanygate.
- Existing Footpath 59 to be amended within the site however its point of connection to the existing highway is still to the west of Jane Lane.
- Existing footpath 51 follows Paradise Lane commencing from a point north of Cocker Lane and ends prior to Titan Way. It is noted that the full length of Paradise Lane/Titan Way corridor is adopted.

Note: This route will remain, however a bus gate will be installed and permanently maintained on land controlled by the applicant.

- The existing footpaths in Paradise Park connect into the existing built environment at a number of cul-de-sacs and commences from Doll Lane.

With regard to the information presented and land controlled by the applicant, I consider that safe and appropriate accesses can be provided.

Sustainable routes are highlighted on Bridleway Plan 015-008-SK100 and Proposed Footpath 59 Diversion FP 02.

Note: The external provision does link to that proposed within the site for use by pedestrians, cyclists and equestrians. It is critical that prior to delivery, all provision within that phase satisfies standards and guidance and that it does not compromise the next phase of provision. This requirement must be linked into a suitably worded planning condition.

Development within the proposed site

This is a hybrid application with most elements being outline. This includes the provision of a school, local centre, MUGA etc. Whilst a number of plans/options have been produced for the school/MUGA. The development detail will be considered at the appropriate time. Notwithstanding this I do support the principle of the school car park access being from a side road and close to the local centre car park (as this could provide opportunities for the school). However, the school site/MUGA site must satisfy their own parking/servicing demands from within and have full regard to drop off and pick up (by private car) minimising impacts on the public highway.

Note: Future detailed applications will need to satisfy this requirement and linked to a suitably worded planning condition.

Submitted Transport Assessment

The remaining sections of these statutory consultation comments are specific to the Transport Assessment (TA) and associated supporting information submitted.

Traffic Figures and Traffic Forecasts

Traffic Counts, Traffic Growth and Assessment Years

The TA indicated that traffic surveys were undertaken at the key junctions across the study area in 2015 and also 2017, further data was gathered at the Longmeanygate / Golden Hill Lane / Leyland Lane signal controlled junction (known locally as the Tiger Junction) in 2018 and reported on in further submitted documentation. The gathering of the traffic flow data for the study area is described in sections 2.29 to 2.31 of the TA and Table 2.1. Having reviewed all the traffic data, I consider it to be acceptable for the purpose of the assessment of this proposed development.

This surveyed traffic flows for both the morning and evening peak periods are shown in Traffic Figure 1 of the October 2017 TA.

The 2018 traffic data collected at the Tiger Junction was necessary to overcome the county councils concerns with previous traffic data.

Note: Highway officers were present during the survey to observe the collection of data and junction/local network operation.

The TA considered future year scenarios of 2019 and 2030. In order to calculate the future year scenarios, the background traffic figures were subject to TEMPRO/NTM growth factors. The growth factors were subject to an 'alternative assumptions' adjustment with consideration for committed developments (see below) to be taken into account. Further information was provided in SCP TN 1 and TN 2 which detailed how the projected housing numbers in TEMPRO were reduced to address issues of double counting. The future scenario years and growth factors are acceptable to LCC Highways.

Trip Rates

The October 2017 TA used the TRICS database to calculate residential and employment trip rates for the overall proposed site. Forecast trip generation was set out in Section 7 of the TA with employment trip rates updated and set out in SCP TN 2. I consider the trip rates and overall trip generation as presented in TN 2 is acceptable for the purpose of assessing the impact of the proposed development.

Distribution/Assignment

The general Trip Distribution pattern for elements of the proposed development was based on the journey to work 2011 census data. This approach is acceptable to LCC Highways.

Further consideration in regard to observed traffic flows, route choice and network congestion is presented in TN 3 and 4. TN 3 generally was overtaken by TN 4 as it included new observed data and junction model of the Tiger junction.

In parallel to the SCP modelling work, highway officers at the county council independently analysed the junction (with development) to determine in isolation how the junction will operate, whilst having regard to other junctions in the area and their distance. The county council results are very similar to those presented by SCP.

Committed Development

The TA sets out in Section 6.6 the committed developments included in the assessment that were provided by SRBC. These have been agreed with LCC Highways.

LCC requested that the traffic generated by the Cuerden Strategic site was taken into account in the junction assessment and this was included in the junction capacity assessments presented and used by SCP in TN 2-4.

The approach followed within the TA and subsequent TN 2 with regard to committed development and traffic growth is acceptable.

Accident Analysis

Review of Existing Network Collision Data

The TA presents a review of Road Safety over the study area in sections 2.32 to 2.45. The review considers the personal injury data, obtained from Lancashire County Councils MARIO service. Table 2.2 of the TA details the study area and a summary of the collision data at each junction.

This data has been reviewed and I am satisfied that the influenced network with development and all mitigation delivered (as set out in these comments) will not result in residual safety issues.

Road Safety Audit

Stage 1 Road Safety Audits were presented which reports on two alternative junction proposals at the Tiger Junction (not commissioned by SCP). The RSA's were presented as independent RSA and produced by consultants, Highway Associates. One of the layouts audited was the SCP proposed scheme as it was at that time (February 2018). As is normal with RSA both reports identified 'problems' and provided 'recommendations'. SCP provided a designers response dated April 2018.

LCC Highways have taken the contents of these RSA reports into consideration in preparing these statutory comments and necessary mitigation. It should be noted that the SCP scheme has undergone further review and change since the submission of these reports and I have also considered the comments provided by WYG dated 21st December 2018.

Stage 1 Safety Audits have also been undertaken for the Flensburg Way / Schleswig Way / Longmeanygate - 5 arm roundabout.

Further stages of RSA's will form an integral element of the design process for all significant improvement works and sustainable provision as part of the progression of detailed design works (to satisfy the highway authority).

Sustainable Development and Site Accessibility (with development)

As indicated earlier in these comments this mixed use development, in general, is located beyond the current built environment and will require delivery and maintenance of infrastructure and other measures to maximise connectivity into the wider environment. It is important that, as the site is built out, sustainable modes are available for use and are an alternative to the private car.

Public Transport

As highlighted in the access strategy, a bus gate will be provided at the northern end of Paradise Lane. The bus gate will be on a short section of private road (constructed to adoptable standards) permanently maintained by a management company at the developer expense. Advance signing will be provided on the approaches to the restriction for motorised users and the layout will include a turning head provision to the bus gate to facilitate vehicles who need to turn round. Two plans have been produced namely an 'interim' scheme supporting a southbound routing and a 'permanent' solution supporting a northbound routing. This strategy is based on discussions between SCP and a public transport operator.

Notwithstanding these **discussions it is important that flexibility is retained with regard to bus routing and the use of Paradise Lane** (by buses). It is important to note that a bus operator can register any route. Road signing should be provided which can facilitate buses operating in both directions.

With regard to delivery of the required service, the applicant will provide £160,000 per year to the county council for 5 years to support delivery of a bus service or a diversion of an existing service (or in the initial stages of development consideration to a community bus service). The first payment to be made prior to occupation of the **50th unit** or the opening up of New Longmeanygate to the public, whichever comes first. The infrastructure provision together with the developer contribution will provide suitable public transport service and access opportunities into and through the site at different locations on the network. The overall public transport provision is considered sufficient.

Foot/Cycle/Bridleway Provision within the Site

As indicated above within the section covering access, a number of PROW and other footpaths provide access to the site including Footpath 6 'Doll Lane' (South East), Footpath 59 (South East to North) to be amended, Footpath 51 (Paradise Lane) and Footpaths in Paradise Park. In addition to the highway access points, these facilities together provide a suitable basis to build on.

This development proposal is as highlighted on 015-008-P009; Bridleway Plan 015-008- SK100 and Proposed Footpath 59 Diversion FP 02. These plans do indicate good area wide sustainable coverage within and adjacent to the site for pedestrians, cyclists and equestrians.

Three Pegasus crossings will be provided within the site (one on each access). This level and locations of provision is supported, it is important that the crossings satisfy requirements including permanent provision of suitable intervisibility (whether from the highway or private driveways, this to be controlled by a suitable worded planning condition)). In addition there will be a further 3 simple equestrian crossings with suitable visibility provided. SCP 15043/D03 & D04 includes visibility at crossings 1 and 2 on the main access road. It is important that intervisibility is protected and is not obscured by buildings, vegetation or trees etc. This needs to be controlled by a suitable worded planning condition.

Note: I am informed that the proposed pumping station in the centre of the site is located underground with no structure obscuring visibility to/from crossings

SK100 also indicates on the western boundary there is both existing footpaths and proposed bridleways. This approach is supported as it provides a more formal provision and that which is rural in nature (i.e. those that are beyond the red line of the application. To support the additional movement on the existing footpaths beyond the red line the developer will cut back and remove debris as well as funding to improve gates/stiles between the end of Doll Lane and where it re-joins the bridleway south of the western access.

A number of these facilities connect to or are within green corridors, the overall provision is supported. All provision must be fit for purpose, safe for users, be of a suitable width, have sufficient forward visibility (on its length and at intersections) have sufficient space for manoeuvring and waiting at intersections and should satisfy guidance.

The infrastructure which is not part of the adopted highway is to be maintained by a management company. I am aware that the specification for this specific link is yet to be agreed, however I am informed by the applicant that it will be a minimum of 3m with some limited clearance on either side. Its construction must be from suitable material to satisfy needs of equestrians. It is important that visibility is not impeded on route to satisfy users needs including horses. Visibility and construction detail, delivery and agreement on maintenance to be controlled by linked to a planning condition.

Overall, this development proposal does provide a good area wide coverage for sustainable modes (pedestrians, cyclists and equestrians). Together with the external linkages it will provide sustainable access to the amenity within the site such as the school site and local centre.

This proposed provision will assist to deliver a sustainable and permeable development with good connections to the existing environment beyond. However it is important that guidance and advice is

satisfied to ensure that all provision is safe for use by all intended users and modes and is fit for purpose (i.e. usable) for all times of day/night and at all times of year.

Travel Plan

An Interim Travel Plan has been prepared and submitted at this stage. The Interim Travel Plan sets out various measures which aim to encourage sustainable travel, an approach to monitoring and review, and an Action Plan.

A Full Travel Plan (or Plans) and its implementation will be appropriate for this development proposal in due course. The Full Travel Plan when submitted will need to meet LCC's submission criteria and include:

- contact details of a named Travel Plan Co-ordinator(s);
- results from travel survey;
- details of existing cycling, pedestrian and public transport infrastructure; - details of the provision of cycle parking;
- objectives;
- SMART Targets for non-car modes of travel, taking into account the baseline data from the survey;
- action plan of measures to be introduced, and appropriate funding. It has been agreed with the developer that £255 will be made available from each dwelling to deliver measures.
 - o measures will include the typical TP measures (such as vouchers for bus tickets/bicycles etc.) and
 - o will include other traffic management/traffic calming measures as deemed appropriate/necessary by the developer, officers of South Ribble and the county council (and to be evidence based);
- details of arrangements for monitoring and review of the Travel Plan for a period of at least 5 years.

Currently the Framework Travel Plan in paragraph 4.7 does include the agreed sum of money per unit (£255) and indicates how it can be spent. i.e. used to deliver additional sustainable travel plan measures and traffic calming, over and above those detailed in Chapter 7.....For the avoidance of doubt I would expect the final TP to include those measures that I highlight above.

In addition the Framework does suitably considers public transport and routing during buildout. However, in the section '*Access by Non Car Modes: Public Transport*', paragraph onwards, the framework is very specific to '*Stagecoach*', whilst I appreciate and commend the applicant on early discussions with an operator. It is important that a level **flexibility** is maintained with regard to **operator, service number and route** as these can change over time. What is important is that the applicant has identified a deliverable solution which is costed. Assuming the application is supported through the planning process and the scheme progresses to delivery, at this stage the specifics can be progressed and detailed taking on board any changes that have occurred over time or any additional opportunity that are available.

For development of this scale LCC Highways can provide a service to the developer to enable the highway authority to provide a range of Travel Plan services as outlined below. An application of the scale proposed would incur a cost of £24,000. *Note: This is an LCC service offer to the developer and not a requirement.*

- Appraise initial Travel Plan(s) submitted to the Planning Authority and provide constructive feedback.
- Oversee the progression from the Interim Travel Plan to the Full Travel Plan/s in line with agreed timescales.
- Monitor and support the development, implementation and review of the Full Travel Plan. This will include reviewing:
 - o Annual surveys
 - o Progression of initiatives / actions plan

- Targets

Sufficient funding and commitment to deliver Measure/Initiatives within the Travel Plan The developer has commitment to £255 per dwelling to be made available for the full duration of the development buildout to the developers appointed travel plan coordinator and also to the county council (on demand - evidence based) to be used toward measures/initiatives to further change the local environment and encourage greater modal shift.

It is agreed measures can include that which influences background highway conditions/environment to better support the use of sustainable modes i.e. measures to influence traffic composition/levels or driver behaviour within the development site or on approach corridors.

Internal Site Layout

As the application is a hybrid (excluding the mitigation) the internal layouts being considered in full are the New Longmeanygate, 197 dwellings and the car park. The residual dwellings and other provision such as local centre, employment, school etc. are in outline.

Comments have been provided back to the applicant on the Phase 1 residential layout south and west of the northern roundabout as highlighted on 471/P/PL01 Rev R, residential layout next to western roundabout (LTT-PL01 Rev M) and the car park accessed off Titan Way. The Phase 1 plans are acceptable from a highway perspective as highlighted in highlighted in Drgs 471-ED-26, 27, 28 and 45. They highlight a standard approach to highway layout and construction.

Notwithstanding the above support, it is important that all phases of development satisfies SUDs requirements, as previously referenced in the '*Development Proposal*' section above. With this I would be cautious in supporting the plan in its entirety without further clarification/qualification provided within the plan.

It is important that **the complete site**, when delivered, it is fully permeable (to movement) and suitably integrates to the environment beyond for all users and is delivered as presented. If the site is to be considered appropriate for adoption, the detailed highway layout for any phase must be supported by the highway authority, being satisfied on all matters including construction specification/materials internal road widths, foot/cycle way widths, suitable service verges, turning heads size, and that the layout satisfies safety for all users (including mobility impaired), suitability for service vehicles to manoeuvre around development, visibility within highway boundary, suitable off road parking provision (if garages are to be considered must be of an appropriate size to accommodate a car), and traffic calming/traffic management within.

It is important that all elements of the development are progressed and delivered to ensure that the benefits as expected from a mixed use development are released to new and existing residents.

Other uses (Employment, Local Centre and School)

This is a hybrid application with most elements being outline. This includes the provision of a school, local centre, MUGA and employment etc. These outline elements will require further thoughts and detail at the appropriate time which must be agreed with the local highway authority.

Local Centre, School and MUGA

Whilst a couple of plans/options have been produced for the school/MUGA, the detail will be considered at the appropriate time. However both layout options include the school car park access from a side road and close to the local centre car park access. This approach does provide opportunities for the school with regard to drop off pick up, minimising impacts on the main primary access corridor (spine road). The school, MUGA and local centre must satisfy their own parking/servicing demands from within and have full regard to drop off and pick up (by private car) minimising impacts on the public highway.

It is important to ensure (with an evidence base) that each element provides adequate:

□ Car parking

- Types of parking provision and number
- Manoeuvring and circulation space within the site for all purposes
- No parking/servicing to be located in areas where it could influence the operation of the public highway (as vehicles are waiting to enter the site).
- Management measures and infrastructure to ensure that demand does not exceed supply □
Pedestrian access to/from the school will influence drop off and pick up locations.

Note: The above list is not comprehensive at this stage, but provides areas where further discussion is required prior to any detailed applications being submitted.

Employment

The employment element is in outline with indicative layouts presented. These require further consideration and detail. It is important to ensure (with an evidence base) that the site provides adequate:

- Car parking
- Manoeuvring within the site for all modes

- Servicing provision and yards to all units
- Emergency access
- No parking/servicing to be located in areas where it could influence the operation of the public highway (as vehicles are waiting to enter the site).
- Management measures and infrastructure to ensure that parking demand does not exceed supply

Note: The above list is not comprehensive at this stage, but provides areas where further discussion is required prior to any detailed applications being submitted.

Sustainable Urban Drainage Systems (SUDs)

LCC are the Lead Local Flood Authority (LLFA), as such LCC Flood Risk Assessment Team provide detailed comments during the planning process under a separate response.

The developer has produced a Combined Parameters Plan for the whole site (Drawing Number 015-008P009). However, this plan does not highlight SUDs requirements for the site which will influence layout parameters.

The application should consider the requirements likely to be asked for in support of a SUDs drainage scheme, if deemed necessary. 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 general, LCC will seek to limit the use of culverts where alternative sustainable solutions can be found.

With regard to drainage systems within the highway, where the applicant is proposing to offer the highways for adoption, the applicant is advised to begin early discussions between the section 38 officers at Lancashire County Council, the Lead Local Flood Authority at Lancashire County Council and United Utilities as advised in the Department of Transport Advice Note "*Highway Adoptions – The adoption of roads into the public highway (1980 Highways Act)*", published in April 2017.

The applicant is also advised that highway surface water drainage system must not be used for the storage of any flood waters from the adoptable United Utility surface water system or any private surface water drainage system.

Traffic Modelling

Modelling Approach

The analysis presented in the TA considers individual junctions separately using the appropriate proprietary software. In regard to the capacity assessment of roundabouts and priority controlled junctions, Junctions 9 package has been used (ARCADY and PICADY). For signalised junctions, LinSig has been used. The use of these junction models allow a better understanding of the, at times, congested highway network in the vicinity of the proposed application.

Comments on Individual Junctions Modelled and their Operation/Layout

The traffic modelling undertaken was presented by SCP in the TA and additional TN's 2, 3 and 4. This information provided analysis at the key junctions across the study area. TN 3 also considers the potential for drivers to choose alternative routes to avoid periods of congestion/delay at the Tiger junction. TN 4 includes 2018 observed traffic data collected at the Tiger Junction. The collection of this additional data was necessary to overcome the county councils concerns with previous traffic data.

Comment is provided below, for each individual junction, on the modelling approach and results.

Longmeanygate – Proposed Northern Site Access Roundabout

The proposed northern site access has been modelled using ARCADY. All modelling analysis shows the junction is expected to operate well within capacity in the future assessment Year of 2030 for both the Am and PM peak periods.

Longmeanygate – Proposed Western Site Access Roundabout

The proposed western site access has been modelled using ARCADY. No capacity problems are forecast for the future assessment year of 2030.

Dunkirk Lane / Longmeanygate Priority Junction

This priority junction has been modelled using PICADY. No capacity problems are forecast for the future assessment year of 2030.

Dunkirk Lane / School Lane Priority Junction

This priority junction has been modelled using PICADY. No capacity problems are forecast for the future assessment year of 2030.

Titan Way / Comet Road / Aston Way / Reiver Road Roundabout

ARCADY software has been used in the assessment of the Titan Way / Comet Road / Aston Way / Reiver Road roundabout. As requested by LCC, all approaches have been modelled as a wide single lane entry to avoid the influence of unequal lane usage. This is accepted as a robust approach given that the northern and southern arms of the roundabout provide two lane entries.

The results indicate the roundabout will operate well within capacity in both the AM and PM peak period in the design year 2030.

Comet Road / Longmeanygate / Flensburg Way / Schleswig Way Roundabout ARCADY software has been used in the assessment of the Comet Road / Longmeanygate / Flensburg Way / Schleswig Way roundabout.

The modelling results without the proposed development in place indicate capacity issues in the design year during both the AM and PM peak periods - indicated by a Ratio of Flow to Capacity (RFC) value in excess of 1.0. With the additional traffic generated by the proposed development, the RFC values and queue lengths are predicted to increase.

Therefore a proposed mitigation scheme has been developed over a number of iterations and agreed. The principles of the agreed scheme are shown in Drawing Number SCP/15043/F23 Rev F.

The capacity analysis of the proposed improvement scheme shows the junction could be expected to operate better in the 'with development' design year 2030, with proposed improvements, than it would without the proposed development (and an assumption that the accompanying improvements do not take place).

Schleswig Way / Dunkirk Lane Signal Controlled Junction

LINSIG software has been used to assess the operation of the Schleswig Way / Dunkirk Lane signal controlled junction.

The modelling results, without the proposed development in place, indicate capacity issues in the design year during both the AM and PM peak periods (indicated by a Degree of Saturation value of greater than 100%). With the additional traffic generated by the proposed development, the Degree of Saturation (DoS) values and queue lengths are predicted to increase.

A number of mitigation proposals have been put forward by SCP in TN 2 and 3. LCC Highways have set out under the heading Mitigation S278 and S106 the required principles of the necessary improvement scheme that, with consideration for the modelling presented by SCP in TN 2 and 3, should mitigate the impact of the proposed development at this junction.

Schleswig Way / Slater Lane Signal Controlled Junction

LINSIG software has been used to assess the operation of the Schleswig Way / Slater Lane signal controlled junction.

The modelling results without the proposed development in place do not indicate capacity issues in the design year during either the AM or the PM peak periods. With the additional traffic generated by the proposed development, the modelling indicates that the junction will continue to operate well within capacity in design year 2030.

Schleswig Way / Leyland Lane / Emnie Roundabout

ARCADY software has been used in the assessment of the Schleswig Way / Leyland Lane / Emnie roundabout.

The results indicate the roundabout will operate well within capacity in both the AM and PM peak period in the design year 2030.

Longmeanygate / Golden Hill Ln / Leyland Lane Signal Controlled Junction (Tiger Jct.) The Tiger junction is a four arm signalised junction, it intercepts Golden Hill Lane, Longmeanygate, Croston Road and Leyland Road. Buildings are present and located on three corners and a car park located on the fourth (northwestern) corner. The layout includes a staggered junction arrangement which influences operation and efficiency for through traffic flow in both the eastbound and westbound directions. All approaches to the junction are single lane except Leyland Road (south arm) which also includes a separate right turn storage lane. In addition there are two kerbed islands within the junction providing simple refuse for pedestrians when crossing. These are located on Leyland Road and Golden Hill Lane only.

In addition there is a 7.5t weight restriction (except for access) on Croston Road with signs located at the Tiger junction and south of the double roundabout to the north. Large vehicles do use the junction, generally with HGV's traveling through in an East-West or West-East movement with limited vehicles turning. It is noted that buses and some LGV's do make turning movements.

It is observed during peak periods that when a driver travelling towards the Tiger junction in a south bound direction and faced with a red light, drivers will tend to position the vehicle to the left or right of the wide single approach lane and comfortably queue side by side (in 2 lanes) (see google maps street view may

2018). This is the existing situation which results in a restriction. The proposed layout redistributes road width to best support waiting and manoeuvring vehicles.

Some existing improvements have been secured under application 07/2012/0627 being:

- Pedestrian crossing on all arms of the junction
- Update of signal technology to MOVA improving junction efficiency

As way of update some funding has been secured by South Ribble to support highway changes at the Tiger junction from the first phase of development accessed off Bannister Lane by Miller Homes, a further payment will be made at the second phase of this development. This funding secured by South Ribble is not sufficient to deliver all changes as identified in an LCC drawing produced in 2012 (Drg No G3007). The layout delivers pedestrian crossing provision and provides traffic flows benefits by overcoming the operational issue with the existing junction stagger. The county council design can be delivered within the existing highway boundary.

In addition a planning application submitted in 2018 by representatives of Wainhomes/Redrow under application number 07/2018/4725/FUL, is to '*Demolish 332 Golden Hill Lane and alter the signalised junction of Golden Hill Lane, Leyland Lane, Croston Road and Longmeanygate*'. The design was developed by WYG.

Note: These statutory comments for the Leyland Test Track is not reliant on the Wainhomes / Redrow planning decision.

Additional classified traffic data has been collected at this junction in 2018, as well as highway officers making a number of additional visits to observe local network operation and queue build up and dissipation (at this junction and others). LINSIG software has been used to assess the current and future operation at the junction.

The modelling results at this junction, 2018 without the proposed development in place, indicates a level of queuing once the committed pedestrian provision is delivered as per the 2012 applications. The 2030 design year modelling results confirm that the Tiger Junction (with pedestrian provision) will operate significantly over capacity in the 'without development' do minimum scenario with queue lengths generally doubling (in modelling terms) with the junction operating between -3 and -8.5% Practical Reserve Capacity (PRC). With development and mitigation the junction still does suffer from queuing, however is marginally better - operating at -0.5 and -3.5 PRC. If an alternative development distribution was used the junction would be operating at +2.7 and -1.3 (PRC).

A number of mitigation proposals have been put forward by SCP in TN 4. An agreed scheme drawing is set out under the heading Mitigation S278. This scheme does mitigate the impact of the proposed development at this junction.

Broadfield Drive Scheme

On occasions queues from the Tiger Junction may block back along Golden Hill Lane and through the Broadfield Drive mini roundabout. To assist vehicles in turning right out of Broadfield Drive an improvement scheme has been identified which introduces two lanes on the Broadfield Drive approach and allows right turning traffic to bypass the queues.

Mitigation S278 and S106

With regard to mitigation as presented below and the agreement of detail and their implementation triggers to be suitably controlled through planning conditions relating to each application, any highway or transport related triggers and planning conditions to be agreed with the county council and to be inline with that previously agreed (as per TN4 Appendix J). Delivery of all key highway works to be via S278 agreements, other requirements to be delivered by S106 including TROs/weight restrictions, see below for detail.

S278 Works

It will be expected that appropriate S278 works as detailed will be required and controlled by condition if the LPA were minded to approve this proposal. All works detailed / listed above to be delivered by S278 Agreement unless otherwise indicated (as S106 funding). All works as listed are to be detailed up and agreed prior to commencement on site, of which some are required to be agreed prior to site layout agreement (site roundabout).

Section 278 agreements (S278) are appropriate where improvements are required in the public highway, paid for by the developer (costs to include design fees, safety audits, amendments to street lighting and traffic signalling equipment and all other risks associated with highway improvements required by the development so that public funds are not used in the provision of these features).

Notes:

- 1. If identical (or greater than that proposed) highway works are delivered (and completed) in advance of trigger points (as defined in TN4 Appendix J) by other development or by the highway authority, that element of burden would be removed from the S278 requirements.*
- 2. If highway works are to be progressed by this application and also by another developer in same timeframe (commencement/completion), does provide a cost sharing opportunity with developer one taking the lead responsible for the S278 and developer two making a financial contribution to developer one (this agreement is between both developers and not with LCC).*
- 3. If highway works are to be progressed by the highway authority that are greater than that proposed, in the same timeframe, the cost of the agreed works to form a contribution to the greater works.*

Any highway improvement schemes agreed 'in principle' will be subject to detailed design. The Trigger points for delivery of all S278 works will be agreed before commencement of development and linked to a suitably worded planning condition.

The following necessary mitigation is set out for each junction as identified:

Comet Road / Longmeanygate / Flensburg Way / Schleswig Way Roundabout

A proposed mitigation scheme has been developed over a number of iterations and agreed. The principles of the agreed scheme are shown in Drawing Number SCP/15043/F23 Rev F.

In addition to the principles shown in the agreed drawing, LCC highways require the following measures that will support better management of the future network, bringing further reliability, safety and efficiency benefits:

- traffic signs and road marking review and refresh
- CCTV to monitor operation

Schleswig Way / Dunkirk Lane Signal Controlled Junction

A mitigation scheme is required at this junction. The principles of the necessary improvement scheme require the following measures that will support better management of the future network, bringing further reliability, safety and efficiency benefits:

- traffic signs and road marking review and refresh;
- CCTV to monitor operation;
- modernisation and performance upgrade of signal equipment and controller
- signal optimisation / MOVA review at commencement;
- then part way through build out, a further interim review (trigger to be agreed in line with phasing);
- final MOVA review and optimisation on substantial completion of development build out (trigger to be agreed in line with phasing).

Tiger junction (Longmeanygate / Golden Hill Lane / Leyland Lane) Signal Controlled The mitigation scheme is identified in Drg SCP/15043/F26 Rev D includes pedestrian crossing facilities on all four arms, retains the existing island on the southern arm, provides additional dedicated right turn storage on the east, west and north arms (south arm has right turn provision). The right turn provision on the northern arm formalises that which already takes place. The bus stop on the north arm (NB) is to be relocated circa 50m to the north with a cantilever shelter as well as a new stop (SB) on the opposite side of the road.

The scheme provides:

- pedestrian provision;
- additional capacity;
- redistributes road width to best support waiting and manoeuvring vehicles; □ negates against the existing operational issues present at the junction; □ other scheme details include:
 - traffic signs and road marking review and refresh including TRO's;
 - modernisation and performance upgrade of signal equipment and controller;
 - MOVA optimisation part way through build out (trigger to be agreed in line with phasing).

Swept path analysis has been undertaken at the modified junction (ATR 03 & 09), including a 12m bus, this analysis does highlight for a limited number of movements manoeuvring will be tight for large vehicles (the layout provides betterment from the existing). The detailed design stage defined/fixes the specifics such as lane widths and exact positioning of stop lines (to best support swept paths which will be a further improvement on that presented). The layout is acceptable to the highway authority for planning purposes.

Note: Each application is considered on the information presented by an applicant (for their proposal). As previously indicated there are a number of solutions that could be considered acceptable in principle to the highway authority (all are subject to detail design) at the Tiger junction. The SCP layout as described above from the county councils perspective delivers similar benefits to that proposed by WYG and approved by South Ribble.

Any highway layouts (of principle) supported by South Ribble as local planning authority through the planning system is essentially to dedicate changes for public use. The highway authority will progress these layouts supported by the LPA, however this is always subject to change. The final scheme needs to satisfy its objectives only.

Broadfield Drive Scheme

To assist vehicles in turning right out of Broadfield Drive an improvement scheme has been identified which introduces two lanes on the Broadfield Drive approach and allows greater level of capacity at the junction. The scheme highlights the principle, however, is subject to detail design and is expected to include other changes to support vehicle manoeuvring from Broadfield Drive.

- Proposed Improvement to Mini roundabout – Golden Hill Lane / Broadfield Drive, SCP15043/F32 -

Traffic Calming on Longmeanygate

To support the development a number of changes are proposed on the full length of Longmeanygate, including Midge Hall Lane, to better control driver speeds, behaviour to facilitate safe use by all - whether motorised or non-motorised.

The principles of the scheme developed are highlighted on Drg SCP/15043/F24 Rev G.

Titan Way Changes (and primary access into the site)

Changes to be delivered on Titan Way of which some will be via a S278 such as elements of new highway, junction arrangements and a new public footpath where the grass verge exists.

Note: there will be a short section of private highway with bus gate, whilst delivered to adoptable standards this will be privately maintained by the developer's management company.

Access into the site (S278/S38 works) northern and western access

Access into the site will be via 2 new roundabouts linking into the Longmeanygate traffic calming measures.

Northern access Drg No: - Northern Site Roundabout SCP/15043/FO6 Rev M Western access Drg No: - Western Site Roundabout SCP/15043/F16 Rev K

Planning Obligations (S106 Planning Contributions)

Should the LPA be minded to approve this application, it is considered appropriate to seek planning contributions to support improvements to sustainable transport improvements on the local highway network. This funding will be used to implement changes to limit the negative impact of this large development on the existing, at times, congested network.

The trigger point for S106 sustainable transport planning contributions should be prior to commencement of development unless otherwise agreed with LCC and the LPA.

LCC consider that the appropriate and necessary funding to achieve sustainable development would include the following:

- £90,000 to fund a highway network (local and influencing roads and corridors) operational review, prior to and during the main buildout of the site, make necessary changes to Traffic Regulation Orders (weight, speed limits, parking restrictions) and to support wider signing/gateway strategy to corridors in and around the development (including that which is through movement). (3 years at £30,000), see below under TRO's
- £800,000 to fund necessary changes to the public transport services (5 years at £160,000)
- £255 per dwelling to support the action plan of measures to be introduced including.
 - PT and bicycle vouchers and
 - other traffic management/traffic calming measures as deemed appropriate/necessary by the developer, officers of South Ribble and the county council (in addition to the S278 works).

Note: These funds to be made available from the developer on request by LCC or SR (i.e. they do not need to be held by LCC) and should be retained for the full duration of the buildout of the residential development. For the avoidance of doubt the total funds available should be £255 No of dwellings, increasing overtime in line with buildout.*

- £5,000 to fund improvements to gates/stiles between the end of Doll Lane and where it re-joins the Bridleway south of the western access.

Optional (request)

- For development of this scale LCC Highways can provide a service to the developer to enable the highway authority to provide a range of Travel Plan services as outlined previously above. An application of the scale proposed would incur a cost of £24,000.

Note: This is an LCC service offer to the developer and not a requirement.

Traffic Regulation Orders and Weight restriction

As highlighted earlier TRO's will be progressed (through due process) on Titan Way as part of phase 1. In addition the delivery of Penwortham Bypass strengthens the link between A59 the A582 providing a direct opportunity to progress a weight restriction (access only) on a number of lanes that link to Midge Hall Lane from the A59. This Weight Restriction to be progressed (through due process) together with the provision of a 'Quiet Lane', on a section of Longmeanygate (linking to measures on Midge Hall Lane) as part of

phase 2. The provision of the supporting weight restriction and its extent will be subject to satisfying its own process which is not part of planning. The provision will include appropriate advance signing on the public highway as part of delivery.

Any additional changes or restrictions over and above that highlighted above will be based on local and wider network monitoring by the highway authority (using secured funding from this development) on routes used by HGV's. Monitoring over time will allow highway officers to better understand:

- routing used by large vehicles;
- numbers of large vehicles using corridors in this part of the network ;
- the proportion of large vehicles that are local (to the area) i.e. origins/destinations.

The area of influence for this monitoring will target the Bretherton to Cocker Bar, Dunkirk Lane and Longmeanygate and other roads in Leyland (used as part of a through route).

Monitoring will support an evidence base that considers the future requirement for restrictions that are necessary for the local and wider area as a whole as a result of the site being delivered, as deemed appropriate by the county council.

The developer funded approach provides a clear understanding to the level of use, purpose and routing within and to the wider network and how this changes over time as a result of the Leyland Test Track development (and its buildout). This approach proposed by the highway authority supported by the applicant assists to deliver a more sustainable development proposal over time and only progresses with additional restrictions where they are necessary supported by an evidence base. The provision of additional weight restrictions and its extent as with those highlighted above will be subject to satisfying its own process which is not part of planning. The provision will include appropriate advance signing on the public highway as part of delivery.

Conclusion and Recommendation

Lancashire County Council takes its responsibilities seriously with respect to the current and future use of the highway network whilst also giving a high priority to supporting economic growth, the creation of jobs and access to employment, education and training.

Highway officers of the county council have worked closely with the applicant and their transport consultant (SCP) on access proposals, modelling and principles of mitigation. The county council have considered what is necessary to make the application acceptable and require a number of measures/changes to the local highway network to ensure overall network reliability and safety can be maintained in the future with development. Key mitigation is set out above under the heading 'Mitigation S278 and S106', but also that highlighted in the site layout. Together supports the delivery of a sustainable development that positively influences the built environment for existing and new residents. In addition other supporting changes will be delivered/funded such as signals modernisation (performance upgrades), as well as review/update of restrictions and regulation (over the buildout of the development).

The modelling in general indicated that, in 2030 with development and mitigation, many of the junctions would operate as well as or better than 2030 'Do Minimum no development scenario'. This includes consideration for all network management measures to be included in the mitigation package.

I can indicate that the level of development proposed can be accommodated on the local highway network, and it does include sustainable infrastructure integrating the site into wider surrounding environment, when built out. This assumes that all obligations/measures as detailed above, and that all agreements with respect to all highway improvement and related works are progressed and delivered to the satisfaction of the LHA and that all relevant planning conditions are satisfied when agreed.

The positive conclusion reached is conditional, it requires all highway or transport related triggers and planning conditions to be agreed and satisfied with the county council (as well as all other matters). I will be

happy to suggest and/ or discuss suitable planning conditions / S106 details and triggers should your Council be minded to approve the application. The plans produced to support this application are for planning purposes and those plans which are indicative should be used cautiously when referencing in any planning condition.

I hope the above is of assistance in your Councils determination of the application, if you have any questions please feel free to contact me.

Yours faithfully

A handwritten signature in black ink, appearing to read 'N Stevens', with a long horizontal flourish extending to the right.

Neil Stevens
Highways Development Control Manager Community Services, Lancashire County Council

Appendix E

List of up to date plans and supporting documents

- Cover Letter dated 1 November 2017
- Cover Letter dated 20 April 2018
- Cover Letter dated 20 August 2018
- Cover Letter dated 12 October 2018
- Cover letter dated 4 January 2019
- Updated cover letter dated 9 January 2019
- Cover letter dated 8 February 2019
- Cover letter dated 14 February 2019
- Cover letter dated 7 March 2019
- Cover letter dated 11 April 2019
- Planning Application Forms
- Notification to SRBC
- Notification to Pilgrim
- Article 13 Form
- CIL Questions Form
- CIL Form 1
- CIL Form 2
- S106 Heads of Terms
- Planning Application Boundary (Location Plan) 015-008-P036 Rev –
- Planning Application Boundaries 015-008-P001 Rev J
- Phasing Plan 015-008-P018 Rev R
- Infrastructure Arrangement 471/ED/16 Rev X
- Planting Schedule LEY1701_PS01 Rev H
- Site Wide Landscape Planting Plan Phase 1 and Phase 2 LEY1701_PP01.00 Rev K
- Detailed Landscape Plan Sheet 1 LEY1701_PP01.01 Rev H
- Detailed Landscape Plan Sheet 2 LEY1701_PP01.02/ Rev H
- Detailed Landscape Plan Sheet 3 LEY1701_PP01.03/ Rev G
- Detailed Landscape Plan Sheet 4 LEY1701_PP01.04/ Rev H
- Detailed Landscape Plan Sheet 5 LEY1701_PP01.05/ Rev H
- Detailed Landscape Plan Sheet 6 LEY1701_PP01.06/ Rev G
- Detailed Landscape Plan Sheet 7 LEY1701_PP01.07/ Rev G
- Detailed Landscape Plan Sheet 8 LEY1701_PP01.08/ Rev F
- Detailed Landscape Plan Sheet 9 LEY1701_PP01.09/ Rev K
- Detailed Landscape Plan Sheet 10 LEY1701_PP01.10/ Rev H
- Detailed Landscape Plan Sheet 11 LEY1701_PP01.11/ Rev H
- Detailed Landscape Plan Sheet 12 LEY1701_PP01.12/ Rev G
- Detailed Landscape Plan Sheet 13 LEY1701_PP01.13/ Rev G
- Detailed Landscape Plan Sheet 14 LEY1701_PP01.14/ Rev F
- Detailed Landscape Plan Sheet 15 LEY1701_PP01.15/ Rev H
- Detailed Landscape Plan Sheet 16 LEY1701_PP01.16/ Rev F
- Detailed Landscape Plan Sheet 17 LEY1701_PP01.17/ Rev F
- Detailed Landscape Plan Sheet 18 LEY1701_PP01.18/ Rev F
- Detailed Landscape Plan Sheet 19 LEY1701_PP01.19/ Rev F
- Detailed Landscape Plan Sheet 20 LEY1701_PP01.20/ Rev F
- Detailed Landscape Plan Sheet 21 LEY1701_PP01.21/ Rev F
- Detailed Landscape Plan Sheet 22 LEY1701_PP01.22/ Rev G
- Detailed Landscape Plan Sheet 23 LEY1701_PP01.23/ Rev F
- Detailed Landscape Plan Sheet 24 LEY1701_PP01.24/ Rev F
- Detailed Landscape Plan Sheet 25 LEY1701_PP01.25/ Rev F

- Detailed Landscape Plan Sheet 26 LEY1701_/PP01.26/ Rev F
- Detailed Landscape Plan Sheet 27 LEY1701_/PP01.27/ Rev K
- Acoustic Fence Section with Landscape Buffer Year 1 LEY1701_PS01
- Acoustic Fence Section with Landscape Buffer Year 5 LEY1701_PS02
- Proposed Infrastructure Road Longsections 457/ED/22 Rev –
- **Cross-section Location Plan 471/ED/18 Rev J**
- **Proposed FFL's and Cross-sections Through First Residential Phase 471/ED/17 Rev G**
- **Proposed Cross-sections Through Full Site Area 471/ED/19 Rev-**
- Preliminary Design SW Drainage Strategy Overview HYD017/101/Rev P5
- Preliminary Design SW Drainage Strategy Phase 2 HYD017/102/Rev P5
- Preliminary Design SW Drainage Strategy Phase 3 - sheet 1 HYD017/103/Rev P5
- Preliminary Design SW Drainage Strategy Phase 3 - sheet 2 HYD017/104/Rev P5
- Preliminary Design SW Drainage Strategy Phase 4 HYD017/105/Rev P5
- Preliminary Design SW Drainage Strategy – Phase 5 HYD017/106/Rev P5
- Preliminary Design SW Drainage Strategy Education and Employment - sheet 1 HYD017/107/Rev P5
- Preliminary Design SW Drainage Strategy Education and Employment - sheet 2 HYD017/108/Rev P5
- Proposed Northern Site Access Arrangement SCP/15043/F06 Rev M
- Potential Roundabout Option – Western Access Strategy SCP/15043/F16 Rev K
- Roundabout Designers Checklist SCP/15043/SK12 Rev G
- Proposed Bus Gate – northbound movements SCP/15043/F21 Rev G1
- Proposed Bus Gate – southbound movements SCP/15043/F21 Rev G2
- Proposed Employment Accesses SCP/15043/F27
- Proposed footway provision along the southern side of Comet Road SCP/15043/F28
- Preamble Option (Option 2A) SCP/15043/F24 Rev G
- Visibility on approach to the traffic calming features within the quiet lane section of Longmeanygate SCP/15043/F37
- Proposed Replacement Car Park – Titan Way SCP/15043/F33 Rev A
- Proposed improvements to Schleswig Way / Dunkirk Road signalised junction SCP/15043/F25 Rev D
- Proposed improvements to existing roundabout SCP/15043/F23 Rev F
- Swept path analysis 16.5m articulated HGV passing a large car SCP/15043/ATRF23 Rev F
- Swept path analysis 12m rigid HGV passing a large car SCP/15043/ATR06 Rev B
- Proposed improvements to mini-roundabout – Golden Hill Lane / Broadfield Drive SCP/15043/F32
- Proposed improvements – Leyland Lane / Golden Hill Lane junction SCP/15043/F26 Rev D
- Swept path analysis – proposed arrangement – Leyland Lane / Golden Hill Lane junction SCP/15043/ATR03 Rev B
- Proposed footway provision along the southern side of Comet Road SCP/15043/F28
- Employment Area Detail 015-008-P057 Rev A
- Highway Surfacing Plan Sheet 1 471/ED/26 Rev M
- Highway Surfacing Plan Sheet 2 471/ED/27 Rev L
- Highway Surfacing Plan Sheet 3 471/ED/45 Rev D
- Highway Surfacing Plan Sheet 4 471/ED/46 Rev B
- Bridleway Plan 015-008-SK100 Rev I
- Combined Barratt and David Wilson Homes Layout 471_CL_01 **Rev N**
- Planning Layout David Wilson Homes Parcel 1 H7793:01 Rev U
- Boundary Layout David Wilson Parcel 1 H7793:16 Rev K
- Materials Layout David Wilson Homes Parcel 1 H7793:04 Rev M
- Surfacing Layout David Wilson Homes Parcel 1 H7793:06 Rev I
- Refuse Strategy David Wilson Homes Parcel 1 H7793:RS Rev H
- Storey Heights Plan David Wilson Homes Parcel 1 H7793:SH Rev H
- Streetscapes David Wilson Homes Parcel 1 LTT-ML07 Rev E
- Planning Layout Barratt Homes 471/P/PL/01 Rev 37
- Boundary Treatments Layout Barratt Homes 471/P/BT/01 Rev J

- Typical Boundary Treatments 471/P/TBT/01 Rev A
- Materials Layout Barratt Homes 471/P/ML/01 Rev K
- Refuse Strategy Barratt Homes 471/P/RS/01 Rev J
- Storey Heights Plan Barratt Homes 471/P/SH/01 Rev K
- Hard Landscaping Layout (Private Areas) 471/P/HL/01 Rev G
- **Affordable Housing 471/P/AH/0 1Rev**
- Sections Barratt Homes Phase 2 471_P_SS_01 Rev F
- Sections Barratt Homes 471_P_S_01 Rev F
- Streetscapes Barratt Homes 471_P_SS_01 Rev H
- David Wilson Homes Housetype – Ingleby
- David Wilson Homes Housetype – Bradgate 1 of 2
- David Wilson Homes Housetype – Bradgate 2 of 2
- David Wilson Homes Housetype – Avondale 1 of 2
- David Wilson Homes Housetype – Avondale 2 of 2
- David Wilson Homes Housetype – Hertford 1 of 2
- David Wilson Homes Housetype – Hertford 2 of 2
- David Wilson Homes Housetype – Kennett 1 of 2
- David Wilson Homes Housetype – Kennett 2 of 2
- David Wilson Homes Housetype – Kennett mid 1 of 2
- David Wilson Homes Housetype – Kennett mid 2 of 2
- David Wilson Homes Housetype – Fairway
- David Wilson Homes Housetype – Meriden 1 of 2
- David Wilson Homes Housetype – Meriden 2 of 2
- Barratt / David Wilson Homes Dual Branded Garages – 6x3 2xsingle elevations
- Barratt / David Wilson Homes Dual Branded Garages – 6x3 2xsingle foundation plans
- Barratt / David Wilson Homes Dual Branded Garages – 6x3 single elevations
- Barratt / David Wilson Homes Dual Branded Garages – 6x3 single foundation plans
- Barratt / David Wilson Homes Dual Branded Garages – 6x3 double elevations
- Barratt / David Wilson Homes Dual Branded Garages – 6x3 double foundation plans
- 2016 Barratt Marketing Suite 6x3 Double Garage (Right hand entrance)
- 2016 Barratt Marketing Suite 6x3 Double Garage (Right hand entrance)
- Barratt Home Housetype – Alderney Classic (Det)
- Barratt Home Housetype – Bedale Classic (Det)
- Barratt Home Housetype – Bedale Classic (End)
- Barratt Home Housetype – Brentford
- Barratt Home Housetype – Brentford
- Barratt Home Housetype – Chester Classic (Det)
- Barratt Home Housetype – Chester Classic (Det)
- Barratt Home Housetype – Hale Classic (Det)
- Barratt Home Housetype – Hale Stone (Det)
- Barratt Home Housetype – Hale Classic (Det) – Gable version
- Barratt Home Housetype – Kingsville (End)
- Barratt Home Housetype – Kingsville (End)
- Barratt Home Housetype – Lutterworth
- Barratt Home Housetype – Lutterworth
- Barratt Home Housetype – Lutterworth
- Barratt Home Housetype – Maidstone Classic (End) - Brick
- Barratt Home Housetype – Maidstone Classic (End) Gable - Stone
- Barratt Home Housetype – Maidstone Classic (End) - Stone
- Barratt Home Housetype – Maidstone Classic (Det) Brick
- Barratt Home Housetype – Maidstone Classic (Det) Stone
- Barratt Home Housetype – Moresby Classic (Det)
- Barratt Home Housetype – Moresby Classic (End)
- Barratt Home Housetype – Moresby Stone (Det)
- Barratt Home Housetype – Moresby Stone (End)

- Barratt Home Housetype – Roxby Classic (End)
- Barratt Home Housetype – Roxby Classic (Mid)
- Barratt Home Housetype – Thornton – DET
- Barratt Home Housetype – NGF Type 67
- Barratt Home Housetype – Woodcote Classic (End)
- Barratt Home Housetype – Woodcote Stone (End)
- Barratt Home Housetype – Double Detached Garage (6x3m int) – Classic
- Barratt Home Housetype – Single Detached Garage (6x3m int) – Classic
- Barratt Home Housetype – Single Stone Detached Garage (6x3 int) – Classic
- Barratt Home Housetype – Double Stone Detached Garage (6x3 int) – Classic
- Highway Costs Rev 6
- Green Infrastructure, Public Amenity and Biodiversity Report prepared by eSCAPE dated December 2018
- Details of proposed acoustic bund to boundary adjacent to 'MI Vehicle Integration' 471/ED/42 Rev C
- Details of proposed acoustic bund to boundary adjacent to TNT Depot 471/ED/41 Rev G
- Development Zones 15_008_033 Rev –
- Illustrative Masterplan 015-008-P019 Rev Q
- Combined Parameters Plan 015-008-P009 Rev ZB
- Parameters: Block Structure 015-008-P020 Rev C
- Parameters: Land Use and Quantums of Development 015-008-P027 Rev F
- Parameters: Access and Movement 015-008-P031 Rev G
- Parameters: Character Areas 015-008-P016 Rev G
- Parameters: Building Heights 015-008-P034 Rev B
- Green Infrastructure Parameters Plan LEY1701
- Design and Access Statement 15/008/003 Rev E
- Arboricultural Impact Assessment and Method Statement Rev G
- Tree Protection Plan Drawing references: 5035.12, 5035.13, 5035.14, 5035.15, 5035.16, 5035.17, 5035.18 and 5035.19 all Rev H
- Crime Impact Statement v1.0 Prepared by AP Martin October 2017
- Construction Environmental Management Plan Rev C – May 2019
- Utility Statement Prepared by Barratt Date: October 2017
- Sustainability Statement Prepared by Turley Statement of Community Involvement Prepared by Lexington October 2017
- Employment and Skills Statement Prepared by Turley
- Travel Plan Prepared by SCP Transport Ref: CR/15043/TP/2 Date: 04.12.17
- Character Area Codes (Phase 2 Residential) Document Ref: 15/008/004/Rev B
- Planning Statement Date: January 2019
- Outline Enabling Works Strategy Prepared by ALM Consult Report no. 30071/2 Date July 2017
- Flood Risk Assessment and Drainage Management Strategy December 2018 Rev 5.0 □
Sustainable Drainage Strategy Rev 2.6

- Updated Hazardous Gas Risk Assessment Letter dated 20 March 2018 Prepared by ALM Consult 30071/GRA/aja/2017/061
- Transport Technical Note – prepared by SCP CT/15043/TN01 March 2018
- Transport Technical Note 3 – prepared by SCP LB/15043/TN03 Rev A 3 August 2018
- Transport Technical Note 4 Rev B – prepared by SCP CT/15043/TN04 Rev B 11 October 2018
- Transport Technical Note 5 prepared by SCP CT/15043/TN05 13 December 2018
- Transport Technical Note 5 Rev A – prepared by SCP CT/15043/TN05 Rev A 17 December 2018
Proposed Footpath 59 Diversion LEY1701_FP02 Rev F
- Environmental Statement (November 2017)
- Updated Other Environmental Information Report (August 2018)

Appendix F

Revision 6 - 22nd January 2019

Development Phase	Item of Works	Drawing Reference	Delivery Mechanism	Cost Estimate (£ excl VAT)	Timing of Works / Payment
Phase 1 Highway and Drainage Infrastructure Works	Titan Way Access (inclusive of Pegasus Crossing), Bus Gate, Titan Way Car Park and short section of footway on Comet Road opposite Boars Place	SCP/15043/F21 Rev G1 and G2, SCP/15043/F28, SCP/15043/F33 Rev A	Section 278 Agreement	£306,838 (excluding Titan Way CP)	At commencement of the development
	Northern Longmeanygate Access (inclusive of Pegasus Crossing)	SCP/15043/F06 Rev M	Section 278 Agreement	£714,759	At commencement of the development. Access to be completed in one phase and opened to through traffic. Access into site to remain closed until sales centre opens.
	Western Longmeanygate accesses (inclusive of Pegasus Crossing)	SCP/15043/F16 Rev K	Section 278 Agreement	£1,096,577	At commencement of the development. Access to be completed in one phase and opened to through traffic. Access into site to remain closed until sales centre opens.
	Construction of New Longmeanygate	See latest site layout plans	Section 278 / 38 Agreement	NA	Upon partial completion of northern and western Longmeanygate site access roundabouts
	Progression of the Traffic Regulation Order covering weight restrictions, study into HGV routing, change in speed limits, parking restrictions etc.	Various	Section 106 Payment	£90,000	Initial £106 payment to be provided prior to commencement of the development to allow legal process to commence (£30,000). Two subsequent payments of £30k to be provided on subsequent annual anniversaries.
Phase 2 Construction of 197 Dwellings	Construction of Longmeanygate Quiet Lane and associated traffic calming, including implementation of traffic regulated on orders etc.	SCP/15043/F24 Rev G	Section 278 Agreement	£30,872 TRO's costs included in above estimate	Detailed schemes to be submitted prior to commencement of the development. Works to be implemented prior to opening of New Longmeanygate to public once all plots facing the highway have been physically complete. Circa 24 months from commencement of development / 100 units occupied.
	Construction of traffic calming on Longmeanygate	SCP/15043/F24 Rev G	Section 278 Agreement	Included in above cost	Detailed schemes to be submitted prior to commencement of the development. Works to be implemented prior to opening of New Longmeanygate to public once all plots facing the highway have been physically complete. Circa 24 months from commencement of development / 100 units occupied.
	Public Transport Contributions	N/A	Section 106 Payment	£160,000 per annum (£800k for five year period)	Community mini bus service to be investigated / introduced prior to occupation, in agreement with LCC / operators. Once New Longmeanygate is opened the contribution will be used to divert existing 111 Stagecoach service. Contribution provided for a 5 year period only.
Phases 3 - 5 Construction of Remaining Dwellings	Construction of spine road between Titan Way and New Longmeanygate	See latest site layout plans	Section 38 Agreement	NA	The construction of the spine road between Titan Way and New Longmeanygate will continue, in an easterly direction until it meets with the Titan Way access, constructed as part of Phase 1. It is envisaged that the spine road would be open to the public around 3 years from commencement of the development. For the avoidance of doubt, the spine road is to be the primary access for the development.
	Travel Plan	N/A	Section 106 Payment	£256,750 (£255 per dwelling)	Timing to be confirmed - contribution used to deliver additional sustainable travel plan measures and traffic calming. Additional measures will only be provided where there is a clear evidence of need, through the use of travel surveys and other analysis, and where these measures fully satisfy the CA Regulations. Any measures will be agreed with the developers appointed Travel Plan Coordinator and the Local Planning / Highway Authority
	Off-site highway works - Improvements to the Tiger Junction (including CCTV)	SCP/15043/F26 Rev D	Section 278 Agreement	£364,735	Detailed plans to be submitted prior to occupation of the 100th dwelling with the scheme to be implemented prior to occupation of 200th dwelling
	Off-site highway works - Improvements to the Longmeanygate / Schleswig Way / Flensburg Way / Comet Road Roundabout (including CCTV)	SCP/15043/F23 Rev F	Section 278 Agreement	£416,138	Detailed plans to be submitted prior to occupation of the 50th dwelling with the scheme to be implemented prior to occupation of 100th dwelling
	Off-site highway works - Improvements to the Golden Hill / Broadfield Drive mini roundabout	SCP/15043/F32	Section 278 Agreement	£8,248	Scheme to be implemented prior to occupation of 50th dwelling
	Off-site highway works - Improvements to the Schleswig Way / Dunkirk Road Junction (including CCTV and upgrading of signal timing / equipment)	SCP/15043/F25 Rev D	Section 278 Agreement	£100,000	Scheme to be implemented prior to occupation of 50th dwelling

Appendix G

Moss Side Test Track, Leyland

Policy C2: Introduction



- 6.15 The Moss Side Test Track site, covering an area of 40.6 ha, lies to the north of the residential area and west of the employment area of Moss Side. The site has the potential to provide a comprehensive development with both residential and employment uses (including local services). It will make a significant contribution to economic growth in the borough and deliver the necessary infrastructure for the area, as detailed below.
- 6.16 The comprehensive development of this site is crucial due to its size and importance as well as to ensure delivery of the essential infrastructure and local services.

Policy C2 – Moss Side Test Track, Leyland

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

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

Policies Map Ref: FF

Justification

- 6.17 This site was allocated in the South Ribble Local Plan (2000) in Policy EMP6 for a mixed use scheme with a predominant element of employment uses. A development brief for the site was approved for development control purposes in June 2010. This document recognised that the site could make a greater contribution towards housing delivery in the borough. In line with this the site is allocated as a residential led, major site for development.
- 6.18 A masterplan will be required to take the principles of the approved development brief forward to achieve a comprehensive and sustainable development of high quality.
- 6.19 The development of the site is dependent on the provision of infrastructure to ensure the delivery of a sustainable development. An infrastructure delivery schedule linked to the phases of development on the site will be required and secured through a legal agreement between the developer and the Council to ensure that the development proceeds only when the necessary infrastructure is in place.
- 6.20 To reduce the impact of the development on the local highway network and increase the site's sustainability, the infrastructure delivery schedule will need to include the provision of new segregated accesses to the site to serve the residential and employment areas, off-site highway improvements and the provision of improved public transport to the development. All schemes within the agreed infrastructure delivery schedule will need to be delivered and funded as part of the development and such contributions would be offset from any CIL monies required.
- 6.21 Community facilities within the site will include a small local centre to serve the needs of residents. An assessment of the capacity of education and health provision in the local area will need to be undertaken and proposals put forward to address any deficiencies. These requirements will be included in an infrastructure delivery schedule and provided through developer contributions.

- 6.22 Green Infrastructure within the site will be an integral part of the development to create a high quality attractive environment. This will include a 'village green' approach to provide a focal point in the development with linked green corridors providing cycleway, bridleway and footpath connections within the site. They will act as natural buffers to the site, linking with Paradise Park and the wider urban area.
- 6.23 A detailed design code/statement in line with the masterplan will need to be prepared by the applicant and agreed with the Council in order to ensure a high quality of development throughout the site embracing sustainable development principles. The applicants or developers will also be required to agree a programme of implementation with the Council.
- 6.24 CIL contributions resulting from the development are being be used to contribute towards local infrastructure needs. In line with Core Strategy Policy 3 – Travel, the Council will continue to explore the feasibility and deliverability of the re-opening of Midge Hall Railway Station, which would provide significant public transport benefits to the site and to the adjacent residential and employment areas.

Appendix H

Table 1: Schedule of Actions and Specifications at Paradise Park: 13th December 2018

Habitat Types and Specifications	Suggested Number / Area
Woodland Habitats	
Management Actions	-
Selective thinning of the existing woodland to reduce non-native and Sycamore. Creation of rides and glades. Areas to be identified and a Plan / Programme and Method Statement to be prepared to ensure compliance with Forestry Commission Felling Licence requirements.	-
Creation of deadwood habitat piles (with arisings from selective thinning)	-
Removal of invasive species (Variegated Yellow Archangel) in accordance with a Method Statement	1500m ²
Installation of bat and bird boxes	
Schwegler 1FF bat boxes (suitable for a range of bat species)	10 No.
Schwegler 2H open-fronted bird boxes (suitable for passerine birds)	10 No.
Schwegler 2B nest boxes (suitable for Treecreeper, for example)	2 No.
Schwegler 1B nest boxes	10 No.
Tawny owl nest box	1 No.
Semi-improved Grassland	
Overseeding of the semi-improved grassland at the western end with yellow rattle to suppress grass species and encourage growth of wildflowers for breeding and feeding butterflies and other invertebrates. Works to be carried out at an appropriate time of year and in accordance with a Method Statement	c. 12,000m ²
Native Hedgerow Planting	
Native hedgerow planting (i.e. Hawthorn, Holly, Dog Rose, Elder and Hazel), to connect areas of scrub and woodland to include rabbit guards and canes, as needed	c. 150 linear metres
Ponds and Wetlands	
Excavation of a new wildlife pond in a suitable location (to be agreed)	1 pond (300m ²)
Selective felling of shading trees and shrubs around existing ponds	-
Creation of hibernacula for use by sheltering amphibians	5
Wildflower Grassland	
Preparation of soil / ground and seeding of the Emorsgate EM1F (or similar) in accordance with a Method Statement	1000m ²
Treatment of allocated area of the park with ground limestone and introduction of orchids from the development site	300m ²
Interpretation Boards	
Design, supply and install robust interpretation boards to describe the ecological value of the parkland	5 No.