

# **Development Brief for the Leyland Test Track Redevelopment Site**

**Leyland Test Track, Moss Side Industrial  
Estate, Enclosed by Longmeanygate, Titan  
Way and Paradise Lane, Leyland**



**(Local Plan Site EMP6)**

**June 2010**

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## **1. Introduction**

- 1.1 This Development Brief has been prepared jointly by South Ribble Borough Council and Matthews & Goodman, Chartered Surveyors and Town Planning Consultants, in response to the requirement set out in Policy EMP6 of the Local Plan. The site is allocated under policy EMP6 as an employment site suitable for mixed use schemes comprising employment, commercial and housing uses.
- 1.2 A draft Development Brief was produced in 2002 and a public consultation exercise was carried out during September and October 2003. Revisions have taken place in February 2007, March 2009 and May 2009. The draft Development Brief was published for consultation in June 2009 and responses received were considered in the finalisation of this document. Appendix
- 1.3 The Development Brief sets the planning framework to inform developers, and other interested parties of the constraints and opportunities presented by the Leyland Test Track development opportunity. The site should be developed in a way which brings about social, economic and environmental benefits to the local area.
- 1.4 The Development Brief provides a detailed framework for how the site can be developed. It does not stipulate every detail of the proposed redevelopment of the site, as these will come forward in the form of a planning application. The Development Brief will ultimately assist in ensuring that any future proposals are brought forward in a comprehensive manner.
- 1.5 The Development Brief does not form part of the Development Plan and does not change any of the adopted plans or the policies or proposals contained within it. However, the brief will have an advisory role for Development Management purposes. As such it will be a material planning consideration when proposals are submitted for planning approval for any of the areas falling within the Masterplan area.
- 1.6 This Development Brief aims to:-

- Identify the main physical constraints that are likely to affect the future development of the site;
- Identify the appropriate boundaries for future development;
- Establish the approximate capacity of residential units (type and tenure) that will be appropriate at the site;
- Confirm the approximate amount of new employment development that will be appropriate;
- Record the Council's aspirations for the type and quality of employment development that will be delivered;
- Maintain appropriate flexibility in the Masterplan layout of the development site, so that it can react to future requirements;
- Identify the general highways layout and access arrangements into the site; and
- Identify the provision needed for community facilities including schools, local shopping and entertainment, services, open space and play areas.

1.7 If you would like more information or advice on the contents of the Development Brief please contact:

1.8 Helen Hockenhull / Mike Eastham  
 Forward Planning Unit  
 South Ribble Borough Council  
 Civic Centre  
 West Paddock  
 Leyland  
 PR25 1DH

1.9 Graham Cockburn  
 Matthews & Goodman LLP  
 196 Deansgate  
 Manchester  
 M3 3WF

## **2. Site Details**

### **2.1 Context**

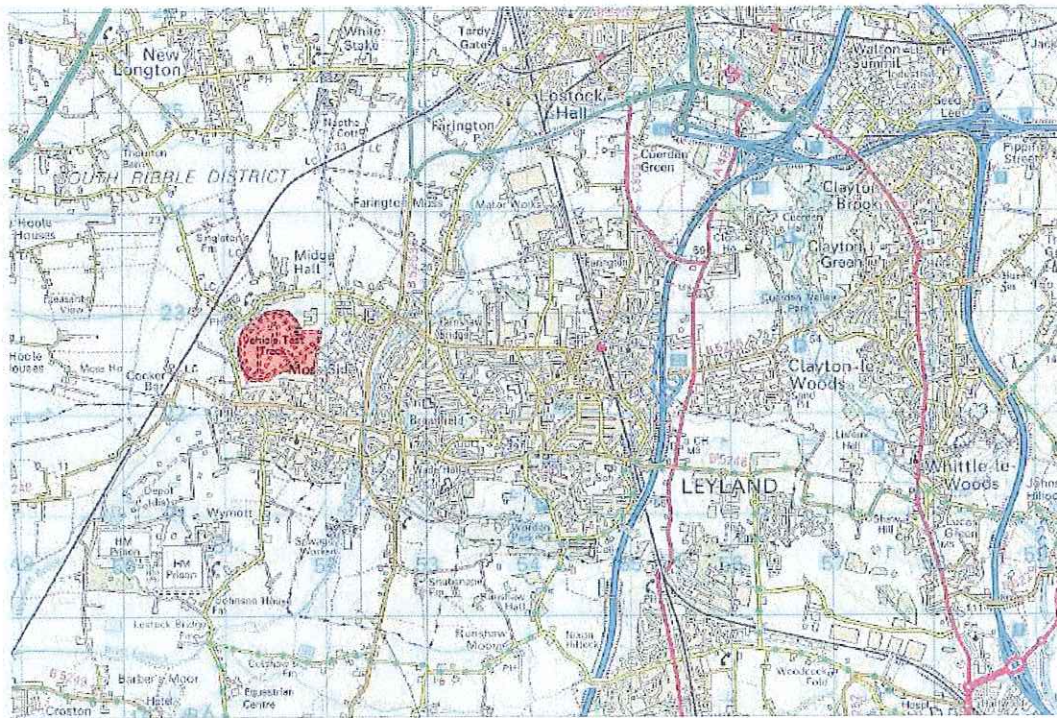
Leyland Motors Limited was a British vehicle manufacturer of lorries and buses. It gave its name to the British Leyland Motor Corporation formed when it merged with British Motor Holdings, later to become British Leyland after effectively becoming nationalised. British Leyland later changed its name to simply BL, then in 1986 the Rover Group.

2.2 The former Leyland Test Track, opened in the 1970's was used by Leyland Motors to trial both prototypes and vehicles on a series of different road surfaces once they came off the production line. Following the disposal of Leyland DAF Limited, Pilgrim Technologies (PTL) retained the freehold ownership of the Test Track. The land adjoining the Test Track is owned by South Ribble Borough Council and is included within the brief for consideration.

### **2.3 Location**

The Borough of South Ribble lies in Central Lancashire. Although the Leyland area of the Borough is typically urban in character, the majority of the Borough is extremely fertile open land (80%) used extensively for horticultural and market gardening purposes. Most of the rural parts of the Borough are designated as Green Belt, while 80% of the population live in the main settlements of Leyland, Bamber Bridge, Lostock Hall and Penwortham. The site is well related to the strategic motorway network, with the M6, M65 and M61 motorways located approximately 3 miles to the east.





2.4 The Test Track is located on the northwest side of Leyland. The site adjoins a residential area to the south known as Moss Side, an employment area to the east, comprised of various large industrial units and open countryside that is generally in agricultural use classified as Best and Most Versatile Agricultural Land, interspersed with a small number of residential properties forming the village of Midge Hall.

2.5 **Site Description**

The development site covers an area of 54.33 hectares, incorporating the Test Track facility, owned by Pilgrim Technology (39.33 hectares) in addition to land surrounding the site owned by South Ribble Borough Council (15.00 hectares). Appendix B sets out the spatial distribution of land ownership.

2.6 The site is encircled by a series of roads, Longmeanygate to the north and west, Reiver Road, Titan Way and Paradise Lane to the east and Dunkirk Lane to the south. The site is served from an access onto Aston Way, which connects to Titan Way, Comet Way and Reiver Road. The South Ribble Local Plan identifies an existing footpath that runs around the majority of the perimeter of the site, providing access to the adjoining open countryside.

2.7 The Test Track facility has a generally flat topography, although the site contains numerous man-made features created by deposited spoil and redistributed earth to create a track gradient on which to undertake vehicle tests etc. The area of the Test Track is currently enclosed by a man-made mound or bund which separates the site and its activities from the surrounding countryside and neighbouring residential properties. Within the bund there are several small ponds and a number of wooded areas. The vegetation consists of damp and dry grasslands, areas of wet ground dominated by rush vegetation, areas of scrub and associated trees. Outside the bund the Council owned land included in the site includes grassed and wooded areas and also a small pond and open ditches. The barrier is not present to the same extent where the site abuts the existing employment area to the north east.

2.8 An aerial photograph of the site is provided below.







### **3. Planning Policy Framework**

#### **3.1 Legislative Requirements**

The information provided below outlines the relevant parts of policy and guidance considered to be of primary interest. Development proposals are required to have close regard to relevant national planning policies. In the case of this development brief, these are contained primarily within:

- Planning Policy Statement 1 – Delivering Sustainable Development (2005)
- Planning Policy Statement 3 – Housing (2006)
- Planning Policy Statement 4 – Planning for Sustainable Economic Growth (2009)
- Planning Policy Statement 5 – Planning for the Historic Environment (2010)
- Planning Policy Statement 9 – Biodiversity and Geological Conservation (2005)
- Planning Policy Guidance Note 13 – Transport (2001)
- Planning Policy Guidance Note 17 – Planning for Open Space, Sport and Recreation (2002)

3.2 In addition, Section 38 (6) of the Planning and Compulsory Purchase Act requires that:

3.3 *'If regard is to be had to the development plan for the purposes of any determination to be made under the planning Acts the determination shall be made in accordance with the plan unless material considerations indicate otherwise'.*

3.4 The Development Plan for the site comprises of:

- The North West England Plan Regional Spatial Strategy to 2021 (adopted in September 2008); and
- The saved policies from the South Ribble Borough Council Local Plan (adopted in February 2000)

- 3.5 Under the Planning and Compulsory Purchase Act of September 2004, a Local Development Framework (LDF) that will comprise of a series of Local Development Documents (LDDs) will replace the South Ribble Borough Council Local Plan. These documents will together provide the Spatial Strategy for the Borough. On the 27th September 2007, the Secretary of State approved the saving of a number of policies in the Local Plan, to avoid a policy vacuum before the adoption of LDF Development Plan Documents. These saved policies of the Local Plan will remain extant until the appropriate Development Plan Documents supersede them.
- 3.6 South Ribble, Preston and Chorley are currently working together to produce a joint Central Lancashire Local Development Framework. The Publication Core Strategy is due to be published for consultation in June 2010. The Core Strategy is due to be adopted in December 2010, and the Site Allocations Development Plan Document, which allocates land for specific uses in each of the three districts, will be adopted in the autumn of 2011. The emerging Central Lancashire Core Strategy therefore represents an additional consideration when determining planning applications.
- 3.7 South Ribble Borough Council adopted three interim planning policies in September 2008, following public consultation and Sustainability Appraisal. The three adopted policies cover the following topics:
- Housing;
  - Affordable Housing; and
  - Open Space
- 3.8 These provide non-statutory guidance regarding the application of adopted planning policy. Although they do not form part of the development plan for the purposes of S38 (6) of the Planning and Compulsory Purchase Act, they constitute important material considerations in the determination of planning applications.
- 3.9 Policies listed below are considered to be of relevance to this Development Brief. Appendix E provides a full summation of the relevant planning policy framework.

### **Regional Spatial Strategy for the North West**

- DP2 Promote Sustainable Communities
- DP3 Promote Sustainable Economic Development
- DP4 Make the Best Use of Existing Resources and Infrastructure
- DP5 Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility
- DP6 Marry Opportunity and Need
- DP7 Promote Environmental Quality
- DP9 Reduce Emissions and Adapt to Climate Change
- W1 Strengthening the Regional Economy
- W3 Supply of Employment Land
- L4 Regional Housing Provision
- L5 Affordable Housing
- RT2 Managing Travel Demand
- RT3 Public Transport Framework
- RT9 Walking and Cycling
- EM1 Integrated Enhancement and Protection of the Region's Environmental Assets
- EM3 Green Infrastructure
- EM16 Energy Conservation and Efficiency
- EM18 Decentralised Energy Supply

### **South Ribble Borough Council Local Plan**

- HP1 Allocation of Housing Land
- HP4 Requirement for Affordable Housing on Other Sites
- HP6 Mechanisms to Ensure Affordability
- EMP3 Maintain Existing Employment Areas
- EMP6 Mixed Use Schemes
- ENV4 Protection of Habitats of Wildlife
- ENV5 Habitat Creation
- OSR4 Parks and Other Public Open Spaces
- OSR5 Amenity Open Spaces
- T7 Implications of Development on Non Trunk Roads
- T13 Pedestrian Movement
- QD1 Design Criteria for New Development

QD7 Landscaping in New Developments

C1 Community Facilities

**South Ribble Interim Planning Policies**

H1R Housing Supply

H2R Housing development on large sites

H3R Existing employment sites for housing

H5R Environmental Standards

HP2R Affordable Housing

OS1 Open space in new residential developments

#### **4. Principles of Development**

- 4.1 The site is a brownfield site, allocated in the South Ribble Local Plan for future development as a mixed use scheme (Policy EMP6). The site presents a key development opportunity for the Council to develop a sustainable, holistic, community: incorporating high levels of appropriate economic activity, quality housing, improved environment and accessible local facilities.
- 4.2 A Masterplan has been proposed by the landowner taking into account the opportunities and constraints presented by the site; national, regional and local planning policy and consultation with local people, Councillors and South Ribble Borough Council officers. The Masterplan identifies the potential land use mix and includes details relating to the following:-
- Proposed principal roads and access points;
  - Proposed pedestrian and cycle routes and links to the local highway network;
  - Proposed bus routes;
  - Existing and proposed employment uses;
  - Proposed housing provision;
  - Proposed neighbourhood centre;
  - Retention of existing planting;
  - Retention of existing landscape – onsite; and
  - Proposed landscape structure – onsite
- 4.3 The proposed Masterplan sets out the balance of proposed land uses and is included in Appendix A. Details of the number of residential units and the proportion of employment floorspace are detailed in the following sections of the brief.





## **5. Key Development Features**

### **5.1 Design and Layout of the Development**

The detailed design and layout of the development will largely be a matter for consideration by the prospective developers. However, the development of the site should comply with the policies in the South Ribble Local Plan, which set out the Council's policies on the design of developments. The site should be developed to the highest possible standards with careful consideration given to design, layout, materials, landscaping and the disposition of uses.

5.2 A detailed Design and Access Statement should accompany any submitted application. The statement should give consideration to the context of the site, both its physical nature and immediate surroundings. Constraints to development should be identified and analysed and opportunities that the site presents should be explored and considered in the design philosophy.

5.3 In order to ensure that the site is developed in a consistent way, particularly as it is likely to be developed in phases, a Design Code should be prepared for approval as part of the application. The Code should set the standard for development of the residential, commercial and employment uses on the site. Materials for the proposed buildings should be of a high quality that is in common with different existing materials of the local area. Local building design and character should be incorporated into the overall look of the new buildings (Local Plan policy QD1).

5.4 The development should have a common design theme, creating identity and distinctiveness of place and a high quality public realm. The developer should give consideration to landmark buildings in the development at key prominent locations to emphasise the sense of place and legibility and to set a high standard for the development as a whole.

5.5 The new development should follow several key principles in order to create a safe environment for residents and workers. These principles adhere to the 'Secured by Design' initiative. The design and layout should take account of the need for community safety and security. Natural surveillance of public areas should be facilitated by the layout. The development should be designed to incorporate opportunities for residents to 'survey' the street

informally, for example by providing bay windows in rooms facing the street to allow passive surveillance by residents. Dwellings should incorporate 'defensible spaces' between the public realm and the building itself, clearly defining boundaries. The development should avoid blank facades facing the public realm, and where this is not achievable a feature such as planting or a mural space should be used to signal to any potential intruder the presence of an active and vigilant community. A lighting scheme should be well designed having regard to community safety but also the enhancement of the public realm.

5.6 The layout for access and movement should be consistent with the principles outlined in the Government's Manual for Streets. It should focus on providing ease of movement for pedestrians and cyclists. All buildings and open spaces should be accessible to all including the elderly and children.

5.7 The principles of Sustainable Urban Drainage Systems (SUDS) will be applied to the key surface water drainage for the development site. The use of permeable surface, swales and balancing ponds to reduce surface water runoff, create wildlife habitats and biodiversity is encouraged. SUDS will be carried out in accordance with the latest Sustainable Urban Drainage Systems guidance and best practice advice on design, adoption and maintenance issues.

5.8 Hard landscaping, fencing, boundary treatments and street furniture should be of a high quality contributing to the public realm and also of high durability.

#### 5.9 **Housing**

The Masterplan allocates 23.43 hectares of land on site for the provision of approximately 850 residential units. The spatial distribution of the residential elements of the scheme is included on the Masterplan in Appendix A.

5.10 The scheme should provide a mix of dwelling types and sizes to meet the range of local housing requirements and to help create a balanced community. The housing mix will be related to market demand, planning policy and future Strategic Housing Market Assessments. In order to avoid inefficient use of land, a minimum development density of 30 dwellings per hectare should be achieved. This density is in accordance with PPS3

paragraph 47 and encourages Local Planning Authorities to make more efficient use of land.

5.11 South Ribble Borough Council aims to achieve a development that meets the housing needs of the local residents. Planning applications should provide a mix of dwelling types and sizes that reflect the diversity of the population and add interest to the development as a whole. The housing mix will be related to market demand, planning policy and future Strategic Housing Market Assessments.

5.12 An appropriate element of affordable housing is to be provided on site. The proportion, size and type of affordable units will be determined through information obtained from relevant evidence base studies including the Strategic Housing Market Assessment. Affordable housing will be provided on site so that it contributes towards creating the required mix of housing appropriate to the scheme. Policy HP4 of the South Ribble Local Plan indicates that an element of affordable housing will be secured through negotiation on sites accommodating 25 or more dwellings or on residential sites over one hectare. The Council anticipate that the design of all residential units should be 'tenure blind'. All materials and amenity space should be the same as the rest of the development. The affordable dwellings should be distributed evenly throughout the site, so as to avoid areas of development that constitute solely of one type of housing.

5.13 **Employment Uses**

The Masterplan makes provision for 6.08 hectares of employment uses, located adjacent to the existing employment area. The employment provision will incorporate up to 5,000 sq. m of Business Park (Use Class B1), and up to 15,000 sq. m (Use Class B2) and 8,000 sq. m (Use Class B8) industrial estate. The spatial distribution of employment provision is outlined in Appendix A.

5.14 Parcels of land should make provision for a variety of employment opportunities with plots of varying size. The layout arrangement of development plots should have regard to their developability and be of sufficient size to provide for appropriate levels of car parking, servicing and landscaping requirements.

#### 5.15 **Community Facilities and Services**

A Neighbourhood Centre facility should be incorporated into the scheme to support the community created by the development. The Masterplan allocates 0.97 hectares of land for a Neighbourhood Centre. The size of this facility is flexible but it could include a mix of uses, including an A1 shop, restaurant, public house and newsagent.

5.16 The Neighbourhood Centre should be located adjacent to the main distributor road/bus route to support service vehicle access and to provide access via the public open space for pedestrians and cyclists. The community facilities and services, due to their location would be accessible from Moss Side through the existing public open space.

#### 5.17 **Climate Change and Sustainability**

The design should aim to minimise the development's greenhouse gas emissions through appropriate energy efficient design and management. In particular:

- Minimising energy demand for the site through orientation and passive solar design;
- Maximising the thermal efficiency of individual buildings through thermal mass and insulation; and
- Minimising demand for water heating space and cooling, lighting and power in individual dwellings through efficient equipment and controls

5.18 The development should maximise energy efficiency and energy use in accordance with current planning policy requirements and best practice examples. In accordance with RSS Policy EM18, the development will be required to provide at least 10% of the development's energy demand from renewable sources.

5.19 All residential development will be required to meet the Code for Sustainable Homes criteria. Level 4 compliance is required by 2013 and Level 6 by 2016. The appropriate level of the Code will relate to that being applied through planning policy at the time of the commencement of development of each



phase. The residential development should also aim to meet the 20 Building for Life criteria of CABE and the House Builders Federation. Consideration should also be given to the provision of Lifetime Homes in the development.

- 5.20 Non-residential buildings will be required to meet at least BREEAM standard 'very good'. The Council will require a statement from the applicant to show how this has been achieved.

#### **5.21 Landscape, Environment, Ecology, Open Space Provision and Archaeology**

##### **5.22 Landscape and Environment**

The Masterplan proposes the retention of 2.37 hectares of existing on site planting, the retention of 7.92 hectares of existing landscape and 1.77 hectares of proposed landscape structure. The distribution and scale of these features is included on the Masterplan in Appendix A.

- 5.23 The Test Track site is surrounded by predominantly deciduous woodland of varying widths. This, in addition to the screening function of the former Test Track, is a valuable wildlife corridor, linking to surrounding agricultural land. The greater majority of this buffer is retained in the proposals and incorporated into the overall landscape framework. This woodland screen is required to be breached in two or three locations in order to gain road access to the central core of the site, and also in order to accommodate the routes of footpaths and cycleways, although the latter would have minimal impact both physically and visually.

- 5.24 There is a need for the landscape structure to respect and enhance the existing landform and separate the employment and residential land. The site is very large and there is an important inter-relationship between the proposed employment and residential areas.

- 5.25 The developer should in the first instance avoid loss of or damage to the sites environmental assets. Where the proposed development will cause unavoidable damage, mitigation or appropriate compensation measures should be implemented to ensure that there is no net loss in resources as a minimum requirement (RSS policy EM1).

- 5.26 The provision of a comprehensive hard and soft landscape design scheme will be a condition of any planning consent for the development of this site but the Council suggests a scheme is submitted with a planning application to ensure effective integration between the design of the built form and all external spaces. A landscape design scheme should include appropriate planting to provide an attractive setting to the buildings and soften the impact of the development on the surrounding area.
- 5.27 The developer would be required to provide landscaping as part of an agreed scheme and to provide annual maintenance at their own cost.
- 5.28 **Ecology**  
PPS9 paragraph 14 indicates that new development will be expected to protect and enhance existing biodiversity and to create new habitats together with the resources for the management of those habitats into the future. The companion guide to PPS9 provides advice on how developers should build biodiversity into proposals.
- 5.29 An ecological survey was undertaken in 2005 as part of the draft Development Brief preparation process. Due to the time interval since the undertaking of this first survey, a further detailed ecological assessment will be required to guide the development layout and identify opportunities and constraints. The survey should consider UK and Landscape Biodiversity Action Plan habitats and species in addition to Habitats and Species of Principal Importance (Section 41 NERC ACT 2006). All habitats identified need to be mapped and areas quantified for mitigation and/or compensation.
- 5.30 Development on site should include measures to enhance existing biodiversity and to create new varied habitats and a rich diversity of trees and planting throughout the built environment. Various opportunities exist for buildings to support biodiversity and it is desirable that habitats are integrated into the design of buildings where appropriate. Nesting boxes and other spaces for birds and bats should, where appropriate, be provided on buildings or in communal green spaces as part of a comprehensive ecological strategy for the development. Preferred habitats for enhancement and creation will be

those listed as being of principal importance in Government Circular 06/2005 and highlighted within the UK and the Lancashire Biodiversity Action Plan.

#### **5.31 Public Open Space**

Policy OS1 sets out the Public Open Space requirements for all new developments. The Masterplan makes provision for 11.40 hectares of Public Open Space. The appropriate level of open space provision will relate to that being applied through planning policy at the time of the commencement of each phase of development. The Public Open Space should provide a network of multi-functional green infrastructure throughout the site and link to the surrounding area. The distribution of on site Public Open Space is included on the Masterplan in Appendix A.

5.32 The principal area of existing open space lies to the south of the Test Track. This land provides a valuable open space provision for the residents of Moss Side, to the south and would also benefit the residential areas shown on the Masterplan in Appendix A. For this reason it is not intended to recommend major built intrusion into this area. The Masterplan however identifies opportunities for the inclusion of community and recreation facilities to utilise some of the open space and increase the integration between new and existing development and ensure the maximum accessibility to such facilities for the community as a whole. The Masterplan incorporates the provision of formal playing fields within its layout.

5.33 Informal play areas and formal equipped playgrounds are incorporated into the Masterplan layout. These areas serve as traffic free routes through the development, benefiting the play area, and accommodate cycleways linking to the wider cycle network within the Borough. It is envisaged that these routes could be designated as public rights of way to give some degree of status and protection. All proposed routes should link to the existing footpath network within the public open space area to the south and also to the area proposed for employment land to the north east of the residential areas.

#### **5.34 Archaeology**

A full archaeological investigation of the site should be carried out prior to the commencement of development, in order to assess the character and quality of any archaeological remains that are located on site. The findings of the

study will identify appropriate measures required to mitigate the impact of development and influence the design and layout of the scheme. The scheme should take into consideration the Test Track facility as well as the pre-test track landscape and any buried remains that may exist within the site.

### **5.35 Transportation Issues**

5.36 Discussions have been held with Lancashire County and South Ribble Borough Council for a number of potential schemes on this site. Different access solutions have been considered and outlined in Feasibility Reports and have been critical to discussions with highway officers. Discussions have related to access proposals, potential trip generation and distribution, and improvements to sustainable access.

5.37 The development will be designed to maximise permeability and connections on foot and by cycle while offering frequent transport connections to key amenities for typical trip purposes. Connections to the surrounding area will ensure that off-site facilities are within easy access by non-car modes and, combined with a Travel Plan, will promote sustainable travel for residents and employees of the development.

### **5.38 Site Access Strategy**

The Access Strategy for the site is included in Appendix C of the Development Brief.

5.39 Vehicular access to the site is proposed via Aston Way, to serve the employment area, and via Titan Way, to serve the residential area. These arrangements will segregate residential and employment traffic and no link between these two roads will be provided within the site. The Aston Way access road will form an extension of the existing alignment.

5.40 The Titan Way access road will use the current alignment from the Aston Way roundabout, past the existing employment premises and divert into the site. This access will serve the whole residential development along with the neighbourhood centre.

- 5.41 Potential emergency access points have been identified as part of the Access Strategy, on Longmeanygate and from the employment area on Aston Way.
- 5.42 The development should provide footway connections to the surrounding footpath network to maximise permeability for those living or working within the scheme as well as those within the surrounding area. The extent of the site offers the opportunity to connect to Longmeanygate along the north and west edges of the development while connections through the existing recreational area along the southern edge will allow access to Moss Side and its facilities. Connections to the east of Comet Way and Titan Way will offer access to existing employment areas.
- 5.43 Many of the footway connections throughout the site, along with external connections, should be constructed as shared use for cyclists. These routes will encourage cycling within the site as well as offer easy access to off-site destinations such as schools and employment areas.
- 5.44 The proposed development offers the opportunity to improve access to bus services, in particular the employment premises along Comet Way and Aston Way. The current road closure between Paradise Lane and Titan Way should be opened as a bus only link to allow an enhancement of existing bus services. There is potential to divert the existing bus services into the site.
- 5.45 The development layout will be designed to ensure that all residents have the opportunity to travel by bus with all dwellings to be located within 400 metres of a bus stop, while footway connections to the employment area will ensure that those working within the site will also benefit from good levels of access to services.
- 5.46 Appendix D of the Development Brief highlights the bus routes located near to the development.
- 5.47 Leyland station is ideally located on the rail network to benefit from services across the North West with connections to Preston, Blackpool and the Lake District to the north, Wigan, Warrington and the Midlands to the south, and Chorley, Bolton and Manchester to the south east. These destinations offer



easy access to major shopping and employment centres as well as leisure travel across the country.

5.48 The station is easily accessible from the development by travelling on the 111 bus service from either Dunkirk Lane or Leyland Lane, which then stops directly outside the station.

5.49 There is local support for the re-opening of Midge Hall station, which would offer services to Preston and to Ormskirk, with onward connections to Liverpool.

5.50 **Car parking provision**

Appropriate car parking provision will be provided in accordance with standards set out in Regional Spatial Strategy, or appropriate planning policy document. Car parking spaces should be an integral part of the layout and design of the new dwelling. Consideration is required to ensure that parking is convenient, easy to use and well located to overcome the problems arising from haphazard on-street parking.

5.51 **Travel Plan**

The development will be supported by a Travel Plan that will encourage use of non-car modes, while reducing reliance on the private car, particularly for short journeys. The Travel Plan will include a range of measures and initiatives to make travel by non-car modes an attractive alternative to driving in order to meet specified targets for modal share. The Developer is required to provide funding for the appointment of a Travel Plan Co-ordinator, plus an appropriate budget to allow the Travel Plan co-ordinator to implement measures identified in the Framework Travel Plan and the cost of providing Travel Information Packs etc. Travel Information Packs should be provided for all new homes/businesses; the packs should contain relevant transport information and site specific maps, details of walking and cycling routes. The Developer must commit to develop a plan with agreed targets for non car modes of travel within 12 months of first occupation.

5.52 The Final Travel Plan should have agreed targets for the use of non car modes of transport, with details of monitoring arrangements and review of the Travel Plan for a period of 5 years post completion of the development. The

developer must commit to the financial penalties and/or mitigation measures outlined in the plan if targets are not achieved in the agreed timescale.

#### 5.53 **Developer Contributions**

The developer will be required to fund public transport infrastructure for the site to a level which will facilitate its use as a viable and attractive service and an alternative to the private car. The financial contribution will be subject to negotiations with the Local Planning Authority and will be informed by the Transport Assessment.

#### 5.54 **Transport Assessment**

A full Transport Assessment, developed in accordance with the Department of Transport's Guidance on Transport Assessments will be required. This document will detail the impact of the proposed development. The assessment should consider the following:

- The Transport Assessment study area should incorporate the following junctions, building upon the existing traffic survey assessment information contained within the Feasibility Reports
  - Titan Way / Comet Road / Aston Way / Reiver Road roundabout
  - Comet Road / Longmenaygate / Flensburg / Schleswig Way roundabout
  - Schleswig Way / Dunkirk Lane signal junction
  - Schleswig Way / Slater Lane signal junction
  - Schleswig Way / Leyland Lane roundabout
  - Flensburg Way / Penwortham Way roundabout
  - Flensburg Way / Croston Road / Farrington Road twin roundabouts; and
  - 'Tiger Junction' Longmenaygate / Croston Road / Golden Hill Lane / Leyland Lane signal junction
- The following links and corridors will also need to be considered
  - Titan Way
  - Comet Road
  - Flensburg Way
  - Penwortham Way
  - Farrington Road / Lostock Lane
  - Longmeanygate

- Golden Hill Lane
  - Schleswig Way
  - Dunkirk Lane / Slater Lane / Fox Lane
  - Dunkirk Lane / Cocker Bar Lane / North Road
  - Reiver Road / Midge Hall Lane / Gill Lane
- The Transport Assessment will identify a range of appropriate measures designed to mitigate the impact of an increase in traffic e.g. capacity impacts, traffic calming, signage and safety improvements.
  - An Access Strategy should be provided to understand the needs of the development in the movement of people and goods (all modes, motorised and non motorised) including primary/secondary accesses/routing etc. ensuring that movements and the needs of the existing network are not compromised and that the development proposal can seamlessly integrate within and suitably connect to the surrounding area. The Access Strategy should outline opportunities to minimise the distance travelled by all modes within the site where appropriate and to destinations external to the site. The emphasis of the strategy should be to promote sustainable travel nodes.
  - A Traffic Survey Assessment to establish the base position on the existing highway network, turning movements and queue lengths.
  - Transport Assessment should take into consideration all committed developments in South Ribble.
  - Transport Assessment should be undertaken for the base year (with junctions validated to flows and queues), the opening year and a design year (5 years post completion of development).
  - An analysis of historic road traffic accident records for the study area, with a particular emphasis on identified 'black-spots'. The analysis should cover the most recent 5 year period of data available.

### **5.55 Community and Social Infrastructure**

#### **5.56 Education**

Prior to any planning application, an assessment of existing educational provision in the locality and the likely future needs as a result of the development, should be undertaken, in consultation with the Education

Authority. This assessment, its findings and recommendations, should accompany any planning application.

#### **5.57 Health Provision**

Prior to any planning application, an assessment of the existing health provision in the locality, and the likely implications and increased pressure on services resulting from the proposed development shall be undertaken, in consultation with the Primary Care Trust. This assessment, its findings and recommendations should accompany any planning application.

#### **5.58 Provision of Services (Water, Waste Water, Electricity, Gas and Telecommunications)**

5.59 Service providers were consulted to identify existing demand and assess the capacity of the network to meet future levels of demand. Notwithstanding this, the relevant service providers for gas, electricity, water, sewer services and telecoms should be contacted regarding infrastructure supply and diversion of surface water if necessary, and any advice taken into consideration. The developer, at the detailed design stage, will be required to demonstrate that there is enough capacity in relation to water, surface water, foul drainage and sewerage treatment to serve the development.

#### **5.60 Developer Contributions**

5.61 South Ribble Borough Council will negotiate appropriate planning obligations with the developer during the determination of the planning application for the development. Developer contributions, including financial contributions, will be sought that meet the requirements of Circular 05/2005, for the provision of facilities or commuted sums commensurate with the scale of development. Draft Heads of Terms for any S106 Agreements will be expected to form part of any formal planning application submission.

#### **5.62 Implementation and Phasing of the Development**

5.63 The comprehensive development of this site is a long term exercise that will be undertaken in phases. Any future planning application should explain the

proposed phasing of development for the site. The phasing programme should demonstrate how the site could be developed incrementally without undue disturbance to new and existing residents.

- 5.64 The deliverability of the site in terms of construction will be assisted by the configuration of development parcels that are capable of proceeding independently. The phasing must ensure that those parts of the site that are not under construction are able to operate with minimal disruption.

## **6. Planning Applications**

- 6.1 This Development Brief does not grant planning permission but acts as a guide to the issues that will be considered by South Ribble Borough Council in the event of a planning application being submitted. Although comprehensive in nature, the Development Brief cannot cover all issues which might arise when planning applications are made for areas covered by the Brief. The Brief refers to planning documents which have been used in its compilation. These documents should not be considered in isolation, nor should the policies specifically referred to be treated as the solely relevant policies. South Ribble Borough Council would recommend consulting other planning documents relevant to the area.
- 6.2 Prospective developers are encouraged to hold early pre-application discussions with the Council in relation to this site.
- 6.3 The developer will be required to undertake a comprehensive Environmental Impact Assessment to consider and address the significant environmental effects of the development. Whilst the final scope of such a document will be a matter for subsequent discussion, it is likely that it will include issues such as transport, landscape, noise, air quality, ground conditions/contamination and visual/landscape assessments.



## **7. Conclusions**

- 7.1 The Development Brief presents an opportunity to comprehensively redevelop the former Leyland Test Track facility primarily for residential and employment uses.
- 7.2 This Development Brief and Masterplan shows that the constraints and opportunities presented at the site are fully understood and have been thoroughly considered. The illustrative layout proposed has been fully informed by an analysis of the site and wider area.
- 7.3 The Masterplan, although not prescriptive, encapsulates the desired objectives for development and any proposal should be broadly consistent with it or demonstrate the advantages of being substantially different. Planning application proposals that accord with the Development Brief are likely to deliver the Council's aims and objectives for the future development of the site.





## **8. Key Contacts**

### **Planning / Housing**

Helen Hockenhull / Mike Eastham  
South Ribble Borough Council  
Civic Centre  
West Paddock  
Leyland  
PR25 1DH

Tel : 01772 421491

Fax: 01772 622287

### **Highways**

David Allen / Neil Stevens  
Lancashire County Council  
PO Box 78  
County Hall  
Fishergate  
Preston  
Lancashire  
PR1 8XJ

Tel: 01772 221611

Fax: 01772 533015

### **Agent**

Graham Cockburn  
Matthews & Goodman LLP  
196 Deansgate  
Manchester  
M3 3WF

Tel: 0161 839 5515

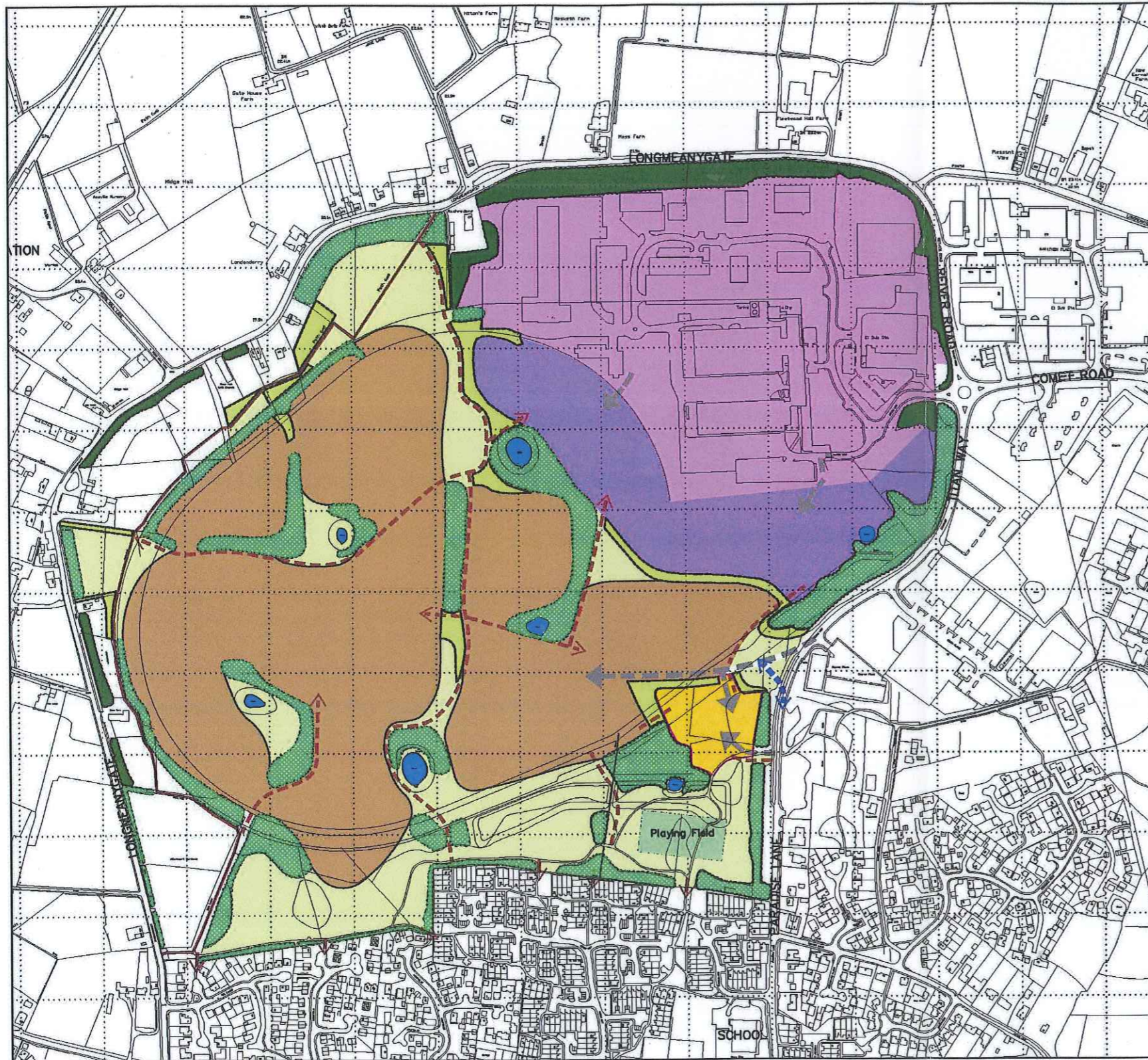
Fax: 0161 839 5590

Email: [gcockburn@matthews-goodman.co.uk](mailto:gcockburn@matthews-goodman.co.uk)

















Appendix A – Masterplan

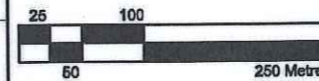


**KEY**

-  EXISTING FOOTPATHS
-  EXISTING EMPLOYMENT USE  
(18.36 hectares)
-  EXISTING PLANTING  
(2.37 hectares)
-  EXISTING LANDSCAPE RETAINED - ONSITE  
(7.92 hectares)
-  PROPOSED LANDSCAPE STRUCTURE - ONSITE  
(1.77 hectares)
-  FUTURE EMPLOYMENT USE  
(6.08 hectares)
-  PROPOSED RESIDENTIAL USE  
(23.43 hectares)
-  PROPOSED NEIGHBOURHOOD CENTRE  
(0.97 hectares)
-  PROPOSED PUBLIC OPEN SPACE  
(11.40 hectares)
-  PROPOSED FOOTPATH LINKS
-  PROPOSED VEHICULAR ACCESS
-  PROPOSED BUS ROUTE ONLY

NOTE:-  
FOR LAND OWNERSHIP  
SEE SEPARATE  
LAND OWNERSHIP PLAN

LEYLAND TEST TRACK  
MOSS SIDE INDUSTRIAL ESTATE

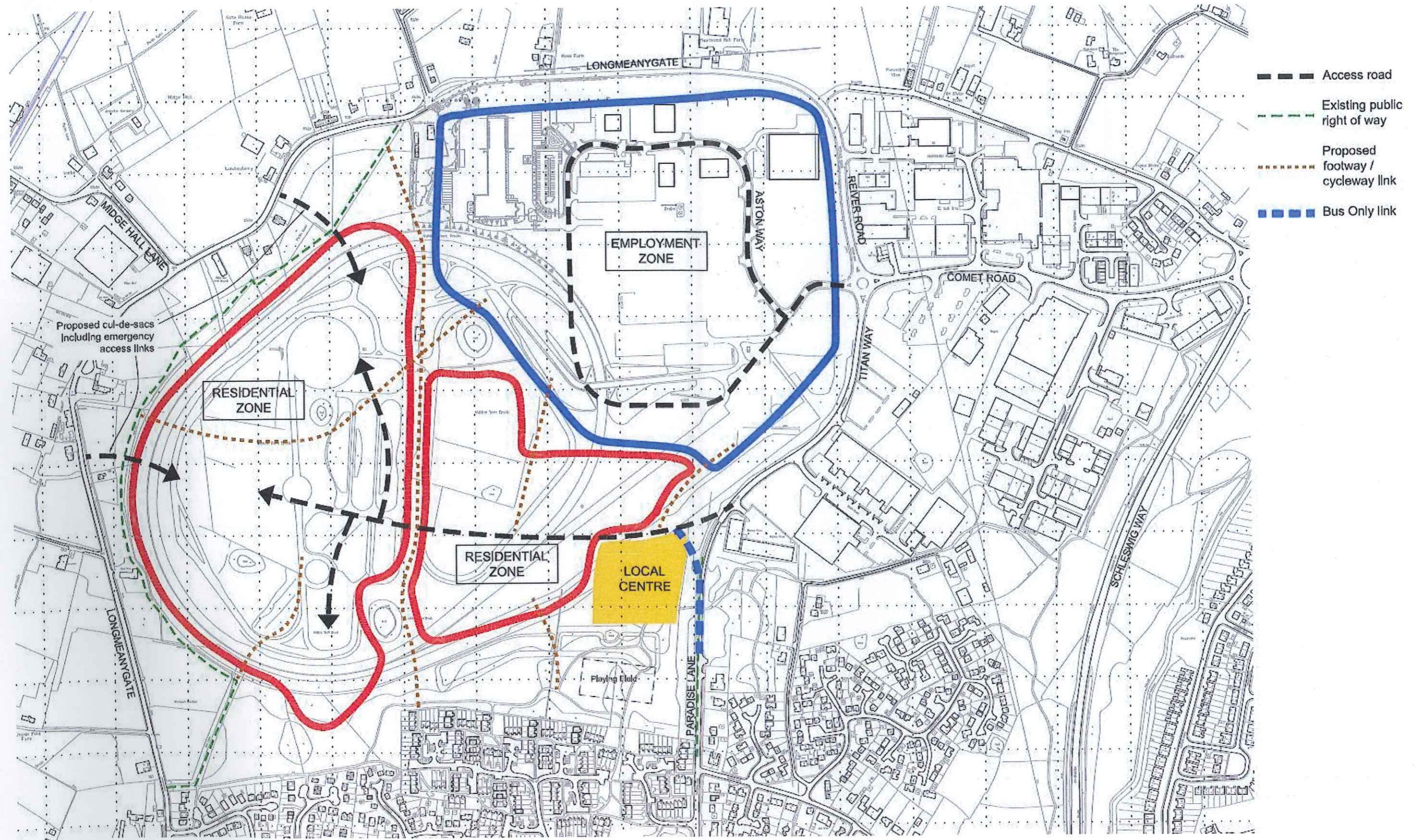






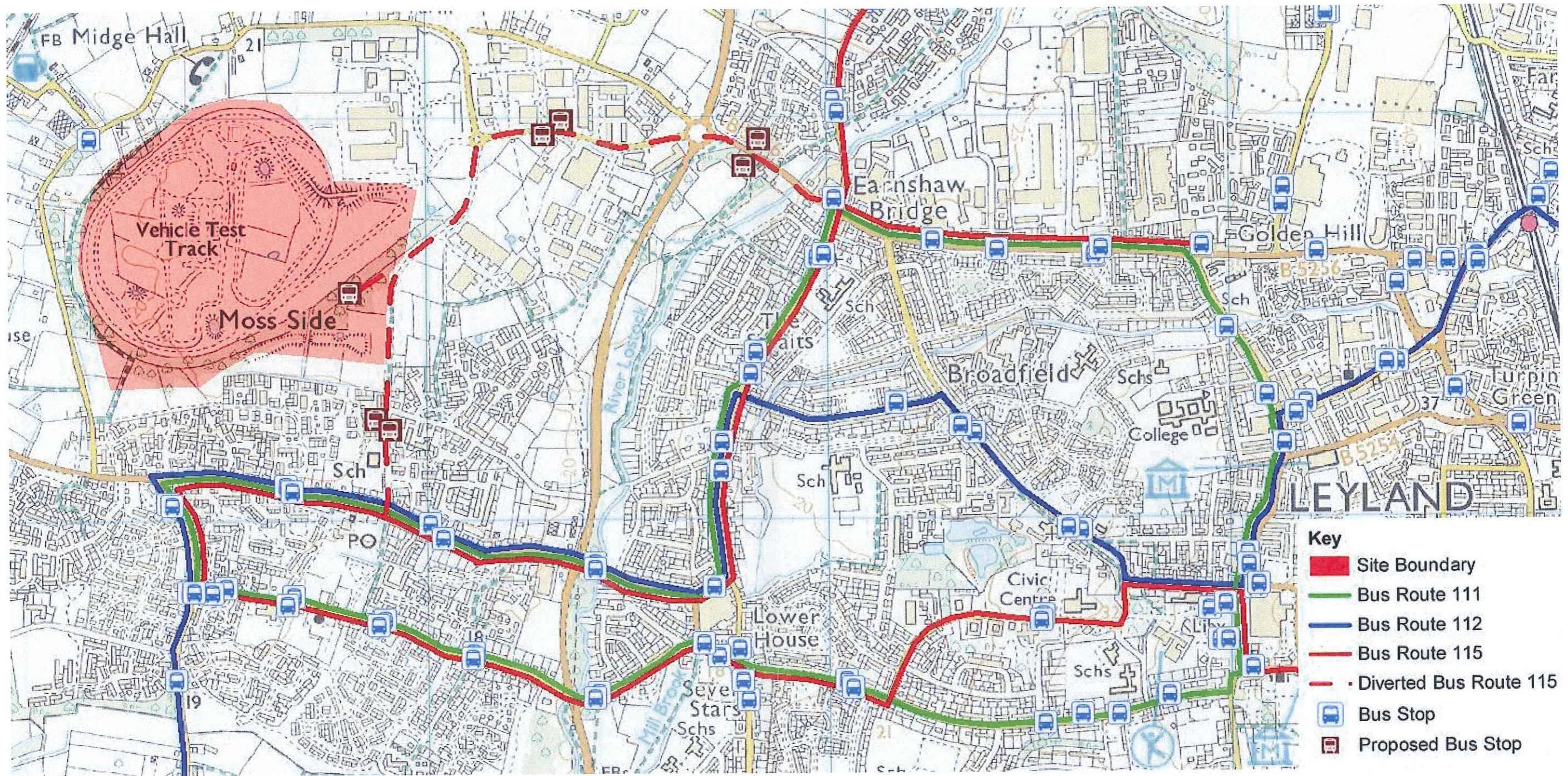


# Appendix C - Site Access Strategy





Appendix D - Bus routes located near development site





## **Appendix E - Planning Policy Framework**

### **National**

Planning Policy Statements (PPSs) (and their predecessors Planning Policy Guidance Notes (PPGs)) are prepared by the Government after public consultation to explain statutory provisions and provide guidance to Local Authorities and others on planning policy and the operation of the planning system.

They also explain the relationship between planning policies and other policies which have an important bearing on issues of development and land use. Local Authorities must take their contents into account in preparing plans. The guidance may also be relevant to decisions on individual planning applications and appeals.

**PPS1: Delivering Sustainable Development** sets out the overarching planning policies on the delivery of sustainable development through the planning system. Good design that creates attractive, usable, durable and adaptable places plays a fundamental part in achieving this. PPS1 is unequivocal that design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.

**Planning and Climate Change Supplement to PPS1** sets out how planning, in providing for the new homes, jobs and infrastructure needed by communities; should help shape places with lower carbon emissions and be resilient to the climate change now accepted as inevitable. When assessing applications for planning permission, it advises local authorities to take into consideration the environmental performance of proposed development and expect new development to, inter alia, take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption, give priority to the use of sustainable drainage systems, provide for sustainable waste management and create and secure opportunities for sustainable transport.

**PPS3: Housing** aims to ensure that all new housing developments are well designed and built to a high standard, located close to public transport services and local amenities, have the appropriate number and mix of both affordable and market housing and that there is sufficient land available to ensure delivery.



**PPS4: Planning for Sustainable Economic Growth** sets out the Government's comprehensive policy framework for planning for sustainable economic development in both urban and rural areas. PPS4 requires local authorities to plan positively for sustainable economic growth through flexible and pro-active policies aimed at supporting the start up and growth of businesses, attracting inward investment and increasing employment, particularly in deprived areas. Local services and rural economies should be protected and there is recognition that rural areas have an important contribution to make to national and regional economies. PPS4 brings together policies for town centre and economic development policies into a single, streamlined document and replaces PPG4, PPG5, PPS6 and PPS7.

**PPS5: Planning for the Historic Environment** sets out the Government's planning policies on the conservation of the historic environment. The guidance provides a new, integrated approach to the historic environment removing the distinction between buildings, archaeological remains and landscapes. A Practice Guide accompanies PPS5 and explains how the policies in the PPS can be applied and explains how the historic environment should be integrated into and considered during the planning process.

**PPS9: Biodiversity and Geological Conservation** sets out the Government's planning policies on protection of biodiversity and geological conservation through the planning system. It encourages local authorities, inter alia, to:

- Maintain, enhance, restore or add to bio-diversity and geological conservation interests;
- Prevent harm to such interests; and
- Ensure networks of natural habitats are protected from development, and, where possible, strengthened by or integrated within it.

PPS9 emphasises that the aim of planning decisions should be to prevent harm to biodiversity and geological conservation interests. Where granting planning permission would result in significant harm to those interests, it is advised that local planning authorities will need to be satisfied that the development cannot reasonably be located on any alternative sites that would result in less or no harm. In the absence of any such alternatives, local planning authorities are required to ensure

that, before planning permission is granted, adequate mitigation measures are put in place. Where a planning decision would result in significant harm to biodiversity and geological interests which cannot be prevented, adequately mitigated against, or compensated for, PPS9 stipulates that the planning permission should be refused.

Many individual wildlife species receive statutory protection under a range of legislative provisions and the Development Management process plays a critical role in ensuring that the statutory protection of these species is applied. Circular 06/05 states unequivocally that the presence of a protected species is a material consideration when a planning authority is considering development proposals.

**PPG13: Transport** aims to promote more sustainable transport choices, promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and reduce the need to travel, especially by car. It specifies that housing should be located principally within urban areas and encourages local authorities to encourage housing development which makes more efficient use of land.

PPG13 recognises that the availability of car parking has a major influence on the means of transport people choose for their journeys. Accordingly, it encourages local authorities to reduce the amount of parking in new developments, as part of a package of planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys. In particular, it specifies that maximum parking standards should be used.

**PPG17: Planning for Open Space, Sport and Recreation** aims to deliver networks of accessible, high quality open spaces and sport and recreation facilities which meet the needs of residents and visitors are fit for their purpose and economically and environmentally sustainable. PPG17 should provide an appropriate balance between new provision and enhancement of existing provision. PPG17 should provide clarity and reasonable certainty for developers and landowners in relation to the requirements and expectations of local planning authorities in respect of open space, sport and recreation provision.

## **Regional Spatial Strategy for the North West**

The Regional Spatial Strategy for North West England provides a framework for development and investment in the region over the next fifteen to twenty years. It establishes a broad vision for the region and its sub-regions, priorities for growth and regeneration, and policies to achieve sustainable development across a wide range of topics – from jobs, housing and transport to climate change, waste and energy.

**RSS Policy DP2** states that building sustainable communities are a regional priority. These communities should meet the diverse needs of existing and future residents, promote community cohesion, equality and diversity, be sensitive to the environment and contribute to a high quality of life, through fostering sustainable relationships between homes, workplaces and other concentrations of regularly used services and facilities.

**RSS Policy DP3** states that economic growth should be supported and promoted in order to close the gap in economic performance between the North West and other parts of the UK.

**RSS Policy DP4** emphasises the importance of making the best use of existing resources and infrastructure. This policy sets out a sequential approach to which development should accord. It states that priority should be given to developments in locations that build upon existing concentrations of activities and existing infrastructure, and do not require major investment in new infrastructure, including transport, water supply and sewerage.

**RSS Policy DP5** relates to managing travel demand, reducing the need to travel and increasing accessibility. The policy seeks a shift to more sustainable modes of transport for both people and freight and encourages an integrated approach to managing travel demand and road safety improvement.

**RSS Policy DP6** states that priority should be given, in locational choices and investment decisions, to linking areas of economic opportunity with areas in greatest need of economic, social and physical restructuring and regeneration. The policy states that proximity to, and access via public transport from areas will be important considerations in the choice of employment locations and sites.

**RSS Policy DP7** asserts that the environmental quality of the region should be protected and enhanced by, inter alia, maintaining and enhancing the quantity and quality of biodiversity and habitat; and promoting good quality design in new development and ensuring that development respects its setting.

**RSS Policy DP9** stipulates that as an urgent priority, proposals, schemes and investment decisions should contribute to reductions in the Region's carbon dioxide emissions and identify, assess and apply measures to ensure effective adaptation to the likely environmental, social and economic impacts of climate change. Encouraging better built homes with good thermal insulation, energy efficiency and microgeneration is identified as a key measure for decreasing carbon dioxide emissions. The policy goes on to state that applicants should ensure that all developments meet at least the minimum standards set out in the North West Sustainability Checklist for Developments, and should apply 'good' or 'best practice' standards wherever practicable.

**RSS Policy W1** indicates that economic development opportunities in Central Lancashire, (including advanced manufacturing and engineering, environmental technologies and biomedical, tourism and conferencing) should be promoted which will strengthen the economy of the Region.

**RSS Policy W3** sets out the provision of employment land (2005-2021) on a sub regional and regional basis. The policy indicates that Lancashire requires an additional 67 hectares (or 294 hectares with 20% flexibility) to be identified during this period of time.

**RSS Policy L4** sets out the regional housing provision targets and sets a South Ribble annual target of 417 dwellings per year, which amounts to 7,500 dwellings across the plan period (2003 – 2021). This policy also sets a target of at least 70% of new housing to use brownfield land and buildings. The policy states that the development of new homes should be encouraged to be built to Code for Sustainable Homes standards and promote the use of the Lifetime Homes standard. New developments should maximise the re-use of vacant and underused brownfield land and buildings and should ensure that the transport networks can accommodate additional demand generated by new housing.

**RSS Policy L5** states that affordable housing requirements, in terms of location, size, type and tenure should be based upon robust evidence. The policy identifies a range of mechanisms to secure the delivery of affordable housing including: seeking a proportion of affordable housing on all development sites which are above relevant thresholds; allocating development sites for sole or primary affordable housing uses; using local occupancy criteria; promoting the rural exception policy; making the most of publicly owned land; making the most of existing housing stock; permitting the conversion of buildings in sustainable locations; encouraging employers to provide housing for key workers; and ensuring that property remains affordable and available in perpetuity, where possible.

**RSS Policy RT2** states that major new developments should be located where there is good access to public transport, backed by effective provision for pedestrians and cyclists to minimise the need to travel by private car.

**RSS Policy RT3** Local authorities should introduce measures to enhance the accessibility by public transport, cycling and walking. Local authorities should work in partnership with public transport providers to improve the quality and provision of public transport services.

**RSS Policy RT9** indicates that Local Authorities should work with partners to develop integrated networks of continuous, attractive and safe routes for walking and cycling to widen accessibility and capitalise on their potential environmental, social and health benefits. Priority should be given to routes linking residential areas with employment areas and community services. Local authorities should ensure that proposals and schemes for new developments incorporate high quality pedestrian and cycle facilities, including secure cycle parking. Routes should connect with those in nearby developments, and provision of all facilities should take into consideration integration with likely future development.

**RSS Policy EM1** encourages local planning authorities to conserve and expand the ecological fabric of the Region and asserts that proposals should seek to avoid loss of or damage to assets, mitigate any unavoidable damage and compensate for loss or damage through offsetting actions.

**RSS Policy EM3** states that proposals and schemes should aim to deliver wider spatial outcomes that incorporate environmental and socio-economic benefits by

conserving and managing existing green infrastructure; creating new green infrastructure; and enhancing its functionality, quality, connectivity and accessibility.

**RSS Policy EM16** states that developers should ensure that their approach to energy is based on minimising consumption and demand, promoting maximum efficiency and minimising waste.

**RSS Policy EM18** requires new residential development above a threshold of 10 dwellings to secure at least 10% of their predicted energy requirements from decentralised and renewable or low carbon sources, unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable.

#### **South Ribble Borough Council Local Plan**

The South Ribble Local Plan was adopted in February 2000 and provides guidance on land use and transportation matters in the Borough up to the year 2006. Policies in the plan were 'saved' in September 2007 and will remain extant until the appropriate Development Plan Documents supersede them.

**SRLP Policy HP1** allocates a range of sites for residential and related development to contribute towards the Borough's housing needs up to 2006.

**SRLP Policy HP4** states that where on-site provision of affordable housing is not practicable or appropriate, off-site provision or financial contributions will be sought by the Council.

**SRLP Policy HP6** indicates that prior to granting of planning permission, suitable arrangements should be made to ensure that the benefit of affordable housing is provided in perpetuity.

**SRLP Policy EMP3** states that within the existing industrial and employment areas development (B1, B2, and B8 uses) will be permitted for expansion or redevelopment; new industrial or business development; or other employment generating uses.

**SRLP Policy EMP6** indicates that planning permission will be granted for the development and/or redevelopment of the area for mixed employment, commercial and housing uses. The policy states that development proposals must deal with the site in a comprehensive manner and contain a predominant element of employment uses.

**SRLP Policy ENV4** indicates that traditional landscape features which are of importance for wild flora and fauna will be protected against any development which may destroy or adversely affect either directly or indirectly their value for nature conservation. If there is an overriding need for development then these features must be satisfactorily retained, maintained or replaced as part of the scheme.

**SRLP Policy ENV5** states that appropriate development schemes should include proposals to permit the enhancement or creation of new habitats either within the site or the local area

**SRLP Policy OSR4** indicates that parks, recreation grounds, public playing fields, play areas and other areas of open space will be retained for their recreation and amenity value. Development will only be approved where the development will enhance the recreational and/or amenity value of the open space; development is of a size and scale that does not detract from the character of the open space; and does not have a detrimental effect on any site of nature conservation value. Alternative open space provision may be secured through negotiation of a S106 agreement.

**SRLP Policy OSR5** indicates that development in areas identified as amenity open space will not be permitted unless it will lead to greater public access to, and enhance the visual amenity of the open space and it would not have a detrimental effect on any site of nature conservation value.

**SRLP Policy T7** states that development will be permitted provided that road safety and the convenient movement of all highway users including cyclists, pedestrians and public transport operators is not prejudiced. Developers will be required to carry out or contribute towards highway works where necessary to protect the safety and efficiency of the road network and to accommodate traffic generated by the development.

**SRLP Policy T13** states that conditions or a planning obligation may be imposed which requires the provision or improvement of facilities for pedestrians which link existing footpath networks, which may entail works beyond the development site.

**SRLP Policy QD1** indicates that planning permission will be granted for development provided that the proposal is well related to neighbouring buildings and to the locality in terms of size, scale, orientation, intensity and external materials; the layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of high quality and will provide an interesting visual environment which respects local character and reflects local distinctiveness; the development would not prejudice highway safety, including pedestrian safety, or the free flow of traffic; appropriate provision is made for car parking and servicing; any noise, disturbance and traffic generation will not be detrimental to the amenity of the area; and the development will not cause harm to neighbouring property by leading to overlooking and loss of privacy, overshadowing or an overbearing effect.

**SRLP Policy QD7** indicates that new residential and other development should provide satisfactory landscaping details to ensure that healthy trees and other important landscape features are retained and incorporated within the development; sufficient space is allowed between the landscape areas/trees and the development to allow for future growth; and wherever possible the landscaping scheme uses locally native species.

**SRLP Policy C1** states that planning permission will be granted for new, extended or multiple use of community services or facilities.

### **South Ribble Interim Planning Policies**

**SRIPP Policy H1R** indicates that the Council permit planning permission in order to maintain a 5 year supply of developable housing land. Where the Council can demonstrate an oversupply of housing of up to 20% over the strategic housing requirement, as identified in the 5 year supply report, the release of further housing land will be restricted to sites that make an essential contribution to the supply of affordable or special needs housing or help achieve the regeneration objectives of the local authority.



**SRIPP Policy H2R** indicates that sites of over 0.4 hectares should be on previously developed land within the existing built up areas, or in exceptional circumstances on greenfield sites allocated in the Local Plan – both of which should be in sustainable locations.

**SRIPP Policy H3R** states that employment sites that have been ranked as 'best urban' and 'good urban' in the Central Lancashire Employment Land Review will be protected for employment uses and therefore not permitted for residential development.

**SRIPP Policy H5R** encourages environmentally sustainable homes, requiring new dwellings to reach Level 3 of the Code for Sustainable Homes by 2010, Level 4 by 2013 and Level 6 by 2016.

**SRIPP Policy OS1** indicates that proposals for all new residential development that results in a net gain of 5 dwellings or more will be required to provide sufficient public open space to meet the recreational needs generated by the development.

**SRIPP Policy HP2R** aligns with national policy outlined in Planning Policy Statement 3, in that it requires developments on sites for 15 or more dwellings or of 0.5 hectares or above to include an element of affordable housing. The Council seeks a provision of 20% of dwellings to be affordable, of which 70% should be social rented and 30% immediate housing for sale or rent.

## **Appendix F – Public Consultation Findings**

### **September to October 2003**

2,962 leaflets and questionnaires were distributed to residential and business addresses in the Moss Side and Midge Hall areas of Leyland. The leaflets invited recipients to two public information events; 20<sup>th</sup> September at Moss Side Community Centre, Dunkirk Lane, Leyland; and 23<sup>rd</sup> September at Midge Hall Methodist Church, Longmeanygate. Residents were encouraged to meet with representatives of the site development team, to ask questions about the site and discuss the emerging development options in further detail. A public information display was also exhibited at Council offices for the duration of the event and all parties were encouraged to fill in and submit a consultation questionnaire by 10<sup>th</sup> October 2003. A total of 325 questionnaires were received and the comments and responses were subsequently analysed as a general indication of the views of the local community.

The following evaluation form collates the feedback received from the questionnaires. Firstly, the evaluation form calculates the total number of responses from the questionnaire. Secondly, the evaluation form focuses on the comments taken from individual's responses to the questions. All of the comments below have been made by local residents of Moss Side and the surrounding area.

#### **Question 1**

What type of use would you like to see at the Moss Side Test Track site?

#### **Employment – 57%**

Offices – 26%

Housing – 43%

A resident of St James Gardens states in question 1, "Leave the test track as it is and encourage business use to the track."

This opinion is shared with 3% of responses gained.

One local resident of Fossdale Moss states in question 1, "The redevelopment should provide café bars, restaurants and a big name cinema."

This opinion is shared with 2% of responses gained.

2 residents of Long Moss state in question 1, "Leisure facilities [should be included in plans for the redevelopment]."

This opinion is shared with 11% of responses gained.

A resident of Boxer Place states in question 1, "[The land for the proposed development should be] left as a wild, green, open space."

This opinion is shared with 20% of responses gained.

One local resident of Cheetham Meadow states in question 1, "[Facilities within the development should include a] sports complex with football, cricket ground and aquatic sports facilities.

This opinion is shared with 5% of responses gained.

One local resident states in question 1, "Shops, a library, dentist and primary and secondary schools should be provided within the redevelopment."

This opinion is shared with 5% of responses gained.

## **Question 2**

What facilities/amenities do you think the redevelopment could provide?

Education – 44%

Community Centre – 26%

Doctor's surgery/Dentist's surgery – 50%

New shopping facilities – 45%

New public transport facilities – 36%

**Youth Centres/Playgrounds – 57%**

A resident of Fernleigh states in question 2, "[New amenities within the development should provide] community care for the elderly."

This opinion is shared with 1% of responses gained.

One local resident states in question 2, "The development should provide an off road track for the local equestrian community."

This opinion is shared with 1% of responses gained.

A resident of Foosdale Moss states in question 2, "[Facilities within the development should include a] swimming pool and leisure centre."

This opinion is shared with 3% of responses gained.

A resident of Dunkirk Lane states in question 2, "[The redevelopment should include] a cinema, golf course, bowling alley, cycling and roller blading track."

This opinion is shared with 6% of responses gained.

A resident of Slater Lane states in question 2, "[A] skate park [should be provided within the development]."

This opinion is shared with 5% of response gained.

A resident of Manor House Close states in question 2, "A hospital [should be provided within the redevelopment]."

This opinion is shared with 1% of responses gained.

One local resident states in question , "A Police Sub Station [should be provided within the redevelopment]."

This opinion is shared with 1% of responses gained.

A representative of Typehouse Creative, Boxer Place states in question 2, "Recreational facilities [should be provided within the development]."

This opinion is shared with 15% of responses gained.

### **Question 3**

If the development incorporates new housing and associated facilities such as a new school and doctor's surgery, do you think these amenities should benefit the wider community, or just the residents of the new development?

#### **The Wider Community – 72%**

Residents of the new development only – 13%

No comment – 15%

### **Question 4**

The South Ribble Local Plan acknowledged its future potential for some housing development. What type of housing would you like to see?

Housing that local people can afford – 30%

Single person dwelling flats – 6%

Family three bedroom/four bedroom houses – 29%

### **A mix of all of the above – 36%**

The following evaluation form focuses on the comments taken from individual's responses to the questions. By grouping the observations, we can condense the information into sub headings, for example, 'traffic', 'transportation', 'housing' and 'industrial'. We have highlighted the main opinion verbatim. All of the comments quoted below have been made by local residents of Moss Side and the surrounding area.

#### **'Traffic'**

A resident of St James Gardens states in question 7, "Calm traffic flow with a Park and Ride scheme."

This opinion is shared with 1% of responses gained.

A resident of Hedgerows Road states in question 7, "The roads [within Moss Side and the surrounding area] cannot take any more traffic."

This opinion is shared with 19% of responses gained.

A resident of Hedgerows Road states in question 7, "The quality of the roads within the local area are questionable."

This opinion is shared with 10% of responses gained.

A resident of Fernleigh states in question 4, "No more houses [should be built]."

This opinion is shared with 4% of responses gained.

A resident of Holmes Meadow states in question 4, "Keep renting to a minimum."

This option is shared with 1% of responses gained.

A resident of Robin Hey states in question 4, "[The development should provide] safe bungalows for the elderly."

This opinion is shared with 4% of responses gained.

A resident of Cocker Lane states in question 4, "Attract middle and high income families/earners. A prestige 'flagship' development would enhance and improve the area's reputation."

This opinion is shared with 2% of responses gained.

One local resident of Longmeanygate states in question 4, "If housing is inevitable, then it should be tied to any industrial/commercial development to minimise travel and further traffic."

This opinion is shared with 1% of responses gained.

One local resident and local employee states in question 4, "Sufficient parking [should be provided] within the development."

This opinion is shared with 1% of responses gained.

### **Question 5**

What form of employment do you think should be provided by the development?

Office – 38%

Manufacturing – 33%

Warehouse – 21%

Retail – 40%

**Leisure – 60%**

Education/care – 41%

A local resident states in question 5, "[Industry within the development should provide] warehouse and manufacturing jobs."

This opinion is shared with 1% of the responses gained.

A resident of Pintail Close states in question 5, "[Industry within the development should provide] jobs within the technological sector."

This opinion is shared with 1% of responses gained.

A resident of Forrester Close states in question 5, "[Jobs in] research and development, there is plenty of local expertise and skills in motor vehicle research and development."

This opinion is shared with 1% of responses gained.

A resident of Slater Lane states in question 5, "[Industry within the development should provide] engineering jobs."

This opinion is shared with 1% of responses gained.

A resident of Cocker Lane states in question 5, "Retail and leisure [jobs] would complement the manufacturing base which already exists in Moss Side."

This opinion is shared with 2% of responses gained.

A resident states in question 5, "No more industrial developments."

This opinion is shared with 1% of responses gained.

2 residents of Long Moss state in question 5, "[The development must attract] companies who offer good training and long term work commitments."

This opinion is shared with 1% of responses gained.

### **Question 6**

Initial thoughts are that vehicle access to the development site should continue to be split, i.e. employment movements from Titan Way and Comet Road to the north, with residential and other movements from Paradise Lane and Longmeanygate to the south. Do you agree? Do you have observations about the question of highway access?

**Yes – 54%**

No – 26%

No comment – 20%

A resident of Dunkirk Lane states in question 6, "[Vehicular] access should be out onto Schleswig Way via Titan Way/Comet Road, not Paradise Lane."

This opinion is shared with 5% of responses gained.

A resident of Slater lane states in question 6, "The road from Longmeanygate to Dunkirk Lane is inadequate [for transport]."

This opinion is shared with 2% of responses gained.

A resident of Wheatfield states in question 6, "[I have] concerns about increased traffic along Dunkirk Lane at peak times [if the development goes ahead]."

This opinion is shared with 1% of responses gained.

A resident of Fossdale Moss states in question 6, "Open up Paradise Lane [for vehicular access]."

This opinion is shared with 1% of responses gained.

One local resident states in question 6, "Paradise Lane would not be suitable for buses due to school access."

This opinion is shared with 2% of responses gained.

One local resident states in question 6, "It is a very busy junction at Paradise Lane, especially at school times, which is a danger to children."

This opinion is shared with 2% of responses gained.

One local resident states in question 6, "Vehicular access should be further up Longmeanygate."

This opinion is shared with 1% of responses gained.

One local resident states in question 6, "No further vehicular access should be provided."

This opinion is shared with 7% of responses gained.

One local resident states in question 6, "All vehicle access should go around Longmeanygate and Dunkirk Lane, not on it."

This opinion is shared with 2% of responses gained.

One local resident of The Hedgerows states in question 6, "Very important that [private vehicles and industrial vehicles] are kept separate."

This opinion is shared with 5% of responses gained.

A resident of St James Gardens states in question 6, "It is important traffic movement is ok [both on and off] the site."

This opinion is shared with 1% of responses gained.

#### **Question 7**

It is acknowledged that highways and public transport issues are very important. What are your own observations about such matters?

A resident of St James Gardens states in question 7, "[Calm traffic flow with a] Park and Ride scheme."

This opinion is shared with 1% of responses gained.



A resident of Hedgerows Road states in question 7, "The roads [within Moss Side and the surrounding area] cannot take any more traffic."

This opinion is shared with 19% of responses gained.

A resident of Hedgerows Road states in question 7, "The [quality of the] roads within the area is questionable."

This opinion is shared with 10% of responses gained.

A resident of Ulnes Walton Lane states in question 7, "More speed control restrictions are needed in the Leyland area."

This opinion is shared with 12% of responses gained.

A resident of Paradise Lane states in question 7, "Keep Paradise Lane closed [to prevent cars using it as a short cut]."

This opinion is shared with 3% of responses gained.

A resident of Foosdale Moss states in question 7, "Dunkirk Lane and Paradise Lane already has too many large, heavy lorries; any more would be intolerable."

This opinion is shared with 8% of responses gained.

A resident of Moss Side states in question 7, "An extra access road [should be provided] into the proposed development."

This opinion is shared with 2% of responses gained.

A resident of Hedgerows Road states in question 7, "There is insufficient funding available for public transport."

This opinion is shared with 1% of responses gained.

A resident of Slater Lane states in question 7, "[Moss Side would benefit from] regular transport service."

This opinion is shared with 21% of responses gained.

One local resident of Paradise Lane states in question 7, "Re-open Midge Hall Station."

This opinion is shared with 18% of responses gained.

2 residents of Long Moss state in question 7, "Create a modern bus station."

This opinion is shared with 3% of responses gained.

One local resident states in question 6 "It is a very busy junction at Paradise Lane, especially at school times, which is a danger to children."

This opinion is shared with 2% of responses gained.

The Laund states in question 6, "Vehicular access should be further up Longmeanygate."

This opinion is shared with 1% of responses gained.

One local resident states in question 6, "No further vehicular access should be provided."

This opinion is shared with 7% of responses gained.

One local resident states in question 6, "All vehicle access should go around Longmeanygate and Dunkirk Lane, not on it."

This opinion is shared with 2% of responses gained.

One local resident of The Hedgerows states in question 6, "Very important that these [private vehicles and industrial vehicles] are kept separate."

This opinion is shared with 5% of responses gained.

A resident of St James Gardens states in question 6, "It is important traffic movement is ok [both on and off] the site."

This opinion is shared with 1% of responses gained.

### **'Transportation'**

A resident of Hedgerows Road states in question 7, "There is insufficient funding available for public transport."

This opinion is shared with 1% of responses gained.

A resident of Slater Lane states in question 7, "[Moss Side would benefit from] regular transport service."

This opinion is shared with 21% of responses gained.

One local resident of Paradise Lane states in question 7, "Re-open Midge Hall Station."

This opinion is shared with 18% of responses gained.

2 residents of Long Moss state in question 7, "Create a modern bus station."

This opinion is shared with 3% of responses gained.

### **'Housing'**

A resident of Fernleigh states in question 4, "No more houses [should be built]."

This opinion is shared with 4% of responses gained.

A resident of Holmes Meadow states in question 4, "Keep renting to a minimum."

This option is shared with 1% of responses gained.

Robin Hey states in question 4, "[The development should provide] safe bungalows for the elderly."

This option is shared with 4% of responses gained.

A resident of Cocker Lane states in question 4, "Attract middle and high income families/earners. A prestige 'flagship' development would enhance and improve the area's reputation."

This opinion is shared with 2% of responses gained.

One local resident of Longmeanygate states in question 4, "If housing is inevitable, then it should be tied to any industrial/commercial development to minimise travel and further traffic."

This opinion is shared with 1% of responses gained.

One local resident of Avocet Court states in question 4, "[The redevelopment should provide] affordable starter homes."

This opinion is shared with 3% of responses gained.

One local resident and local employee states in question 4, "Sufficient parking [should be provided] within the development."

This opinion is shared with 1% of responses gained.

A resident of Fossdale Moss states in question 1, "[The redevelopment should provide] just housing."

This opinion is shared with 2% of responses gained.

### **'Industrial/Employment'**

A local resident states in question 5, "[Industry within the development should provide] warehouse and manufacturing jobs."

This opinion is shared with 1% of responses gained.

A resident of Pintail Close states in question 5, "[Industry within the development should provide] jobs within the technological sector."

This opinion is shared with 1% of responses gained.

A resident of Forrester Close states in question 5, "[Jobs in] research and development, there is plenty of local expertise and skills in motor vehicle research and development."

This opinion is shared with 1% of responses gained.

A resident of Slater Lane states in question 5, "[Industry within the development should provide] engineering jobs."

This opinion is shared with 1% of responses gained.

A resident of Cocker Lane states in question 5, "Retail and leisure [jobs] would complement the manufacturing base which already exists in Moss Side."

This opinion is shared with 2% of responses gained.

A local resident states in question 5, "No more industrial developments."

This opinion is shared with 1% of responses gained.

2 residents of Long Moss state in question 5, "[The development must attract] companies who offer good training and long term work commitments."

This opinion is shared with 1% of responses gained.

One local resident states in question 1, "[The redevelopment should provide] just employment."

This opinion is shared with 3% of responses gained.

A resident of St James Gardens states in question 1, "Leave the test track as it is and encourage business to use the track."

This opinion is shared with 3% of responses gained.

### **'Facilities/Amenities'**

One local resident of Fossdale Moss states in question 1, "[The redevelopment should provide] café bars, restaurants and a big name cinema."

This opinion is shared with 2% of responses gained.

2 residents of Long Moss state in question 1, "Leisure facilities [should be included in plans for the redevelopment]."

This opinion is shared with 11% of responses gained.

A resident of Fernleigh states in question 2, "[New amenities within the development should provide] community care for the elderly."

This opinion is shared with 1% of responses gained.

One local resident states in question 2, "[The development should provide an] off road track for the local equestrian community."

This opinion is shared with 1% of responses gained.

A resident of Boxer Place states in question 1, "[The land for the proposed development should] be left as a wild, green, open space."

This opinion is shared with 20% of responses gained.

One local resident of Cheetham Meadow states in question 1, "[Facilities within the development should include a] sports complex with football, cricket ground and aquatic sports facilities."

This opinion is shared with 5% of responses gained.

One local resident states in question 1, "Shops, a library, dentist and primary and secondary schools [should be provided within the redevelopment.]"

This opinion is shared with 5% of responses gained.

A resident of Fossdale Moss states in question 2, "Facilities within the development should include a] swimming pool and leisure centre."

This opinion is shared with 3% of responses gained.

A resident of Dunkirk Lane states in question 2, "The redevelopment should include a cinema, golf course, bowling alley, cycling and roller blading track."

This opinion is shared with 6% of responses gained.

A resident of Slater Lane states in question 2, "[A] skate park [should be provided within the redevelopment]."

This opinion is shared with 5% of responses gained.

A resident of Manor House Close states in question 2, "A hospital [should be provided within the redevelopment]."

This opinion is shared with 1% of responses gained.

One local resident states in question 2, "A Police Sub Station [should be provided within the redevelopment]."

This opinion is shared with 1% of responses gained.

A resident of Boxer Place states in question 2, "Recreational facilities [should be provided within the redevelopment]."

This opinion is shared with 15% of responses gained.

### **July to September 2009**

Letters were sent out to approx 1300 households and businesses, within 500 metres of the site. Statutory consultees and local councillors were also consulted. In addition to the letter, there was a display set up in Midge Hall Methodist Church, and the South Ribble Gateway in the Civic Centre. A poster was also displayed in the local library, and all information was available on the website for people to view. The consultation was featured in the local press and a presentation was made at the West Leyland Area Committee in September 2009.

Consultation ran from 20<sup>th</sup> July 2009 to 11<sup>th</sup> September 2009, in which time the council received 134 responses. The comments received have been taken into account and the draft Development Brief has been updated accordingly.

The following questions and responses were received through the consultation process:-

#### **Question 1 – What development would you like to see?**

35% Housing

25% Offices

18% Industrial

22% Other

People who ticked the other category were also asked to specify what other use they would like to see. The responses to this included:

- Sports centre/park/sports facilities
- More leisure facilities such as cinemas, theatres, libraries, ice rink etc
- Greenbelt, park, nature reserve, woodland, open space
- Race track/motor sports circuit
- Retail
- Community centre/surgery

**Question 2 – What amenities should the development provide?**

14% Primary School

15% Community Centre

22% GP/Dentist

21% Shops

18% Transport

10% Other

Residents wish to see a range of amenities on site, as part of any development.

Responses in the other category include:

- Better public transport, re-opening of Midge Hall Station
- Leisure/play areas/sports centre/commercial gym with pool
- Cinema or Ice Rink, skate park, bridle path, racing track for young people
- Convenience Store, and large out of town type stores
- Visitor centre
- Greenspace and parkland
- Dentist
- Preschool, school, GP, Community Centre, childrens centre
- Job centre
- Park and ride

**Question 3 – What type of housing would you like to see at the development?**

11% Subsidised housing

8% Single Person  
32% Family Homes  
8% Apartments  
22% Mix  
19% Other

68% of the people who ticked the other category on the questionnaire stated that they did not want any houses to be built on the site. Other responses included flats for the elderly, bungalows, a care home, executive homes and no social homes at all on site.

Additional comments state that there are already enough social/affordable homes in the area and that people would not wish to see any more, and that there are already traffic problems in the area, and development of this site for residential would make the problem much worse.

**Question 4 – What Form of employment do you think should be provided by the Development?**

17% Office  
13% Manufacture  
10% Warehouses  
5% Other  
19% Retail  
22% Leisure  
14% Education/Care

A number of additional comments were received for this question. These include:

- Job creation and apprenticeships
- None/greenbelt
- Retail park
- Wildlife education centre
- Race track

**Question 5 – Do you agree with the proposed mix of uses in the development brief**

54% Yes



46% No

**Question 6 – If you disagree, please say why**

- Not enough employment shown in the masterplan too many houses and road infrastructure is not sufficient to cope
- Prefer no houses on site
- No more council houses
- Should be no development at all – there has been too much in the area
- Insufficient new open space
- Already enough industry in the area
- Don't want Paradise Lane opening up
- More education facilities
- Area needs more entertainment
- Infrastructure is already overstretched

**Question 7 – The Development Brief suggests the provision of 850 homes. Do you think this is a suitable number?**

22% Yes

54% No

24% Don't know

**Question 8 – Do you feel that the proposed Masterplan is appropriate for the site?**

23% Yes

37% No

40% Don't know

**Question 9 – Any additional relevant comments?**

A large number of additional comments were received. A summary of these comments can be found below:

- Too many houses/already been enough development in Leyland area
- The comments received from the public will be ignored
- More jobs/employment
- More recreation facilities, more leisure facilities, include allotments
- No housing association homes

- Traffic is a big issue – no access off Paradise Lane is wanted, and concerns that the area is already busy. Access to the site will be an issue
- Green areas needed
- Better transport links – reopen Midge Hall, better bus services
- Trick question
- Don't forget older people
- Should include community facilities
- Site should be developed but not for housing
- Should be more affordable homes
- Wastewater treatment works does not have the capacity for this and all other developments in area.