



The Masterplan

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Clients

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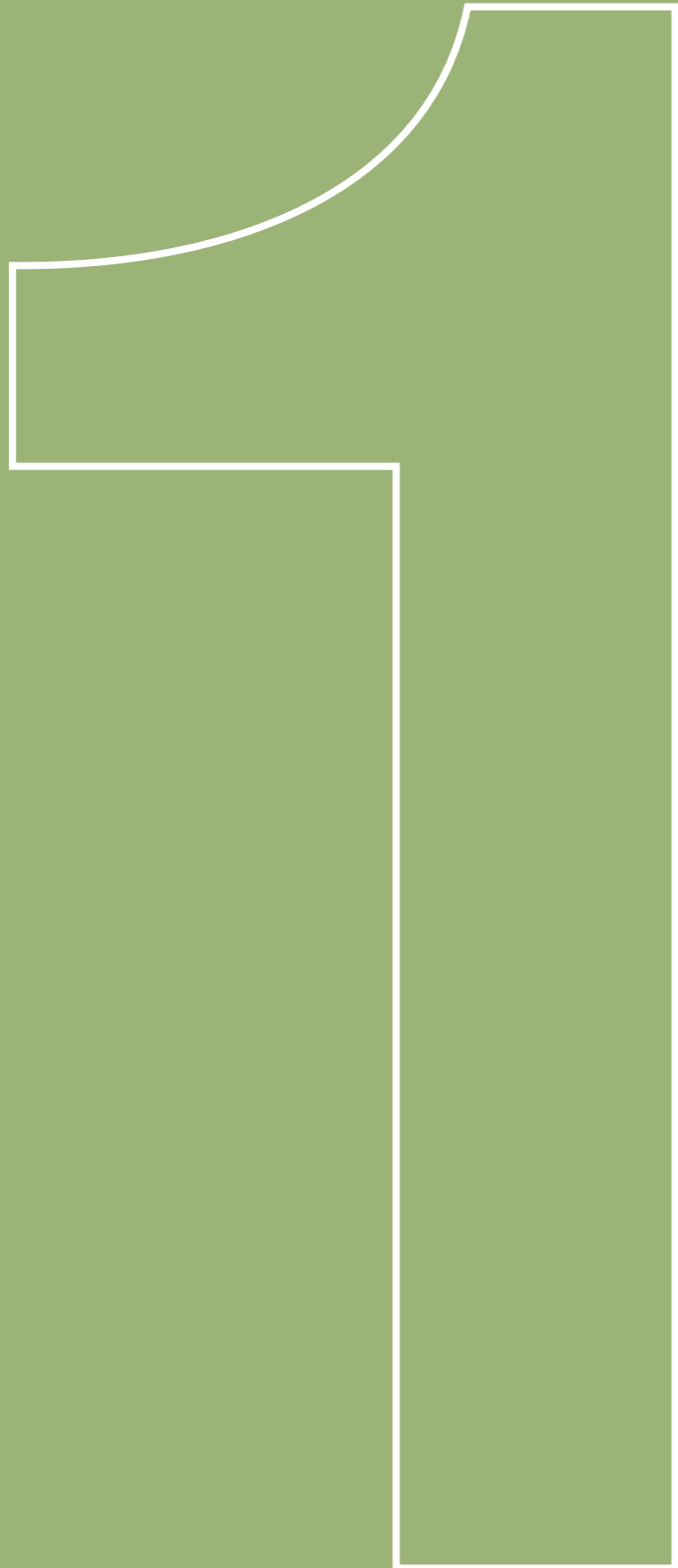
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1.0 Introduction



1.0 Introduction

Introduction

This comprehensive masterplan (The Masterplan) has been prepared by Taylor Wimpey and Homes England to demonstrate how land allocated by Policy C1 of the adopted South Ribble Local Plan could be developed. The Masterplan demonstrates that, in addition to delivering a substantial part of the development plan allocation, the development of the Sites as proposed by the two outline applications will not prejudice the remainder of the allocation, or the land safeguarded for future development from coming forward in a comprehensive manner in future.

The Masterplan proposes the comprehensive residential-led development of the Pickering's Farm Strategic Site (the Site). The revised Masterplan provides a clear framework to guide the future development of the Strategic Site, setting the vision, range of uses, access and movement strategy and associated infrastructure. It sets out a series of land uses, development parameters, a movement strategy and design principles across the allocation site which will ensure all the uses covered by the site allocation policy can be accommodated and laid out in an appropriate and comprehensive manner. The DAS incorporating the Design Code has been prepared by 5Plus Architects to facilitate a consistent high quality of development on land controlled by the Developers, which could be replicated across all the land parcels within the Masterplan area which are controlled by third parties.

The Masterplan seeks to deliver an inclusive residential-led development, which will accommodate approximately 1,350 dwellings and a range of infrastructure necessary within the Plan period, whilst also acknowledging the potential for additional development to continue beyond the Plan period on an area of safeguarded land to the south of the site. The Masterplan makes provision for:

- a two form entry primary school;
- A local centre;
- improved cycling and walking linkages;
- employment development;
- green infrastructure and open space; and
- utility infrastructure;
- potential future access to land safeguarded for development to the south

The Developers through their outline applications are proposing a package of key infrastructure which will include a site for a new two form entry primary school, a local centre and a spine road through the site which could form part of the future CBLR in future.

The Masterplan seeks to create a new vision for living, where people want and have the option to live locally, building a close relationship with their community, whilst also remaining connected to key regional centres through fast, attractive, and direct active travel, alongside sustainable shared travel along routes which prioritise their convenience. It has been prepared in the context of the health and climate agenda, acknowledging national policy as well as South Ribble Borough Council's Climate Emergency declaration and commitment to be carbon neutral by 2030. It allows for the promotion of a healthy living agenda built around an understanding of why and how people travel, as well as what this might look like in a post-Covid world.

This Masterplan is submitted as part of two initial outline planning applications for residential-led development including a total of up to 1,100 dwellings, which have been prepared by Taylor Wimpey and Homes England ('the Developers') on land within the allocation which they control. The outline applications cover approximately two thirds of the C1 allocation and include the infrastructure required to facilitate the development of the whole allocation.

They are supported by a detailed global Environmental Statement which demonstrates the physical suitability of the application sites to accommodate development.

The Masterplan demonstrates how the Applications will deliver the two-form entry Primary School, local centre, S278 works off Penwortham Way and the majority of the central Spine Road, thereby facilitating delivery of the remaining allocated land.

This Masterplan is accompanied by a detailed Design Code, included within the Design and Access Statement, which relates to land controlled by the Developers. The Design Code has been prepared to facilitate a consistent quality and tone of development which can be replicated across all land parcels within the Masterplan.

Details of the consultation which has been undertaken by the Developers in preparing this Masterplan is provided within a separate Statement of Community Involvement. It has been prepared following extensive discussions with South Ribble Borough Council, Lancashire County Council, Penwortham Town Council and other key stakeholders in the local community.

The Opportunity

The Strategic Site has been allocated for residential-led development within the South Ribble Local Plan since 2015. South Ribble Borough Council ("SRBC") has expressed a desire for the site to be developed for many years and this has been evidenced through the site's identification for future development since the 1990s.

The Masterplan provides a framework to guide the future development of the Strategic Site, setting the vision, range of uses, access and mobility strategy and associated infrastructure. Creating a new neighbourhood, with a largely blank canvas in both space and thinking, is an excellent option for the urban planning armoury. Combined with the fact that the recent Covid-19 pandemic has taught us is that the old rules aren't necessarily needed, it provides the opportunity and the confidence to be bold, to make that step change in health and climate, and to be the catalyst for future living.



1.1 The Joint Applicants



The Developers

**Taylor
Wimpey**

Taylor Wimpey is a national developer operating at a local level from 24 regional businesses across the UK and building around 15,000 new high quality homes per year; we have two businesses in the North West of England who build around 1,300 new homes per year.

We are a responsible community developer, committed to working with local people, community groups and local authorities and keeping them informed about our work, both before we build and throughout the life of the development. We focus on getting the basics of homebuilding right first time, such as quality, customer service and health and safety, and we aim to continually improve all parts of our business.

We do much more than build homes – we add social, economic and environmental value to the wider communities in which we operate. We are first and foremost a local business and an important contributor to the local communities in which we build and to the sustainability of those communities and areas.

Every year we create vibrant communities where people want to live and many of our homes are built in areas where there is an under-supply of housing. We also create jobs, deliver improvements to local environments and infrastructure, contribute to community facilities and support local projects and initiatives.


Homes
England

Homes England is the Ministry of Housing, Communities & Local Government's non-departmental public body and brings together land, money, expertise, and planning and compulsory purchase powers, with a clear remit to facilitate delivery of sufficient new homes, where they are most needed, to deliver a sustained improvement in affordability. Homes England works locally in individual communities to help meet local priorities. Homes England invests mostly in building new homes, but also in creating employment floorspace and other community facilities, in cities, towns and villages across the country. The homes funded by Homes England include affordable homes for rent and sale, and homes for rent or sale at market prices. Homes England's investment helps build around half of all new homes built in England each year. This investment also helps increase local growth by creating jobs and supporting businesses.

2.0 The Vision



2.0 A Vision for the Site

This Masterplan sets out a vision for a new place rooted in the existing context. It adopts a policy driven "Vision and Validate" approach to growth and new living, enabling, not just encouraging, climate shift and movement towards healthier, happier, sustainable and stable lifestyles. This new neighbourhood must be a well-connected place that is integrated within the existing communities and encourage activity for health and well-being. It needs to be both a place to settle down for now, and a place for the next generation.

The Masterplan site location is already very well connected to existing residential communities in Penwortham, Kingsfold, Tardy Gate and Lostock Hall. It benefits from an existing network of lanes which provide local access to properties within the site and provide part of an active travel network which also includes Public Rights of Way. These routes penetrate into the surrounding residential areas at numerous points providing existing opportunities for accessibility, which can and will be enhanced.

At the heart of this is mobility. Indeed, the mobility vision is not bound by a 'business as usual' approach. It instead looks towards the future of mobility and capitalises upon changing attitudes, which will create a truly connected and vibrant community

The high-level approach to mobility within The Lanes seeks to encourage a Masterplan that includes every practical form of day-to-day activity, whilst being inclusive of all demographics of society. It enables every form of movement to be undertaken, adopting a travel choice hierarchy that prioritises internal movement. Active travel corridors via the existing lanes can be promoted and enhanced providing links to neighbouring communities, with the careful design of car routes that ensures the new community doesn't rely on single occupancy car use. Overall, the Masterplan proposes a greener type of development which is more acceptable to the local community by making it low-carbon, low-emission and low-traffic, facilitating the creation of a better place to live in.

A new place rooted in the existing context:

The Masterplan proposes the creation of a new neighbourhood based on the existing urban fabric; the complex but well connected arrangement of lanes and footpaths, dominated by hedgerows and interspersed with existing buildings and dwellings provides the Masterplan with a rich starting point.

The site location and existing lanes provide the perfect opportunity to promote local living, active travel and shared travel. This is further enhanced through the mix of uses that are proposed as part of the development which include residential dwellings, a primary school, public open space and a local centre which will include a range of key local services (including a mobility hub). Local living, and indeed virtual mobility, is integral to promoting the internalisation of trips that is required to minimise the pressure on the existing transport networks, and is also the best contribution to happy living and reducing the impacts of climate change.

A place to settle down, a place for the future:

The vision for the site is to provide a new place with all the ingredients needed to create a sustainable community. The residential-led development can include a full range of quality homes, intended as somewhere to settle down and somewhere for the future. The health and well-being of both the existing and new residents is central to the masterplanning and decision-making process. The layout and proposed uses for the site can be future proofed for generations to come. There is an opportunity here to integrate digital and smart technology, thus ensuring that there is suitable space to create opportunities to substitute trips (i.e. can I do it online, can I do it online and have it delivered, can I do it locally).



2.0 A Vision for the Site

A new neighbourhood:

Proposals for the new urban fabric takes inspiration initially from the Garden Village Principles. Well defined public and private spaces will allow the community to have a sense of identity and character. In addition, a range of new community facilities and services embracing the "20-minute town" and "local living" concepts will also provide vital connection points to thread together the development and bring social cohesion.



A well connected place:

The Masterplan gives opportunity to develop a well-connected neighbourhood. Using the existing lanes and footpaths, it is possible to create a range of green spaces providing a wealth of different environments. Both new more formal parkland and informal areas for supporting an abundance of wildlife can be integrated into the Masterplan. This green infrastructure must be well connected to the surrounding areas.



A place that encourages activity:

The Masterplan layout is based on Active Design Principles. It needs to be easier to walk, cycle or use public transport to get to where you need to be. The Masterplan puts an emphasis on turning the existing lanes into sustainable pedestrian and cycle friendly routes; the vast majority of new vehicular traffic will be prevented from using the existing lanes. The green spaces and routes will also support the growth of a community to stay fit and active.



Garden Village Principles

The Masterplan seeks to incorporate a number of the principles of Garden Villages. As set out in the Town and Country Planning Association's Guide 'Understanding Garden Villages: An introductory Guide, the following aspects have been considered:

- Small in scale: Garden villages are defined as between 1,500 and 10,000 homes; this development is at the smaller end of the definition.
- Planned for Healthy Living: The encouragement of walking and cycling and using Active Design principles are embedded in the Masterplan.
- Provision for a vibrant social life: The Masterplan includes for community provision to enable this.
- Designed with High Quality Materials and attention to detail: A Design Code has been prepared by The Developers, and included within the DAS, which addresses material and design detail across the Masterplan area.
- Provision of services for day-to-day needs within walking distance: The Masterplan sets out play spaces, a local centre (including mobility hub) and primary school at appropriate walking distances for existing and new residents to remove the need for car journeys and provide communities a place to integrate.



2.0 Masterplan Vision

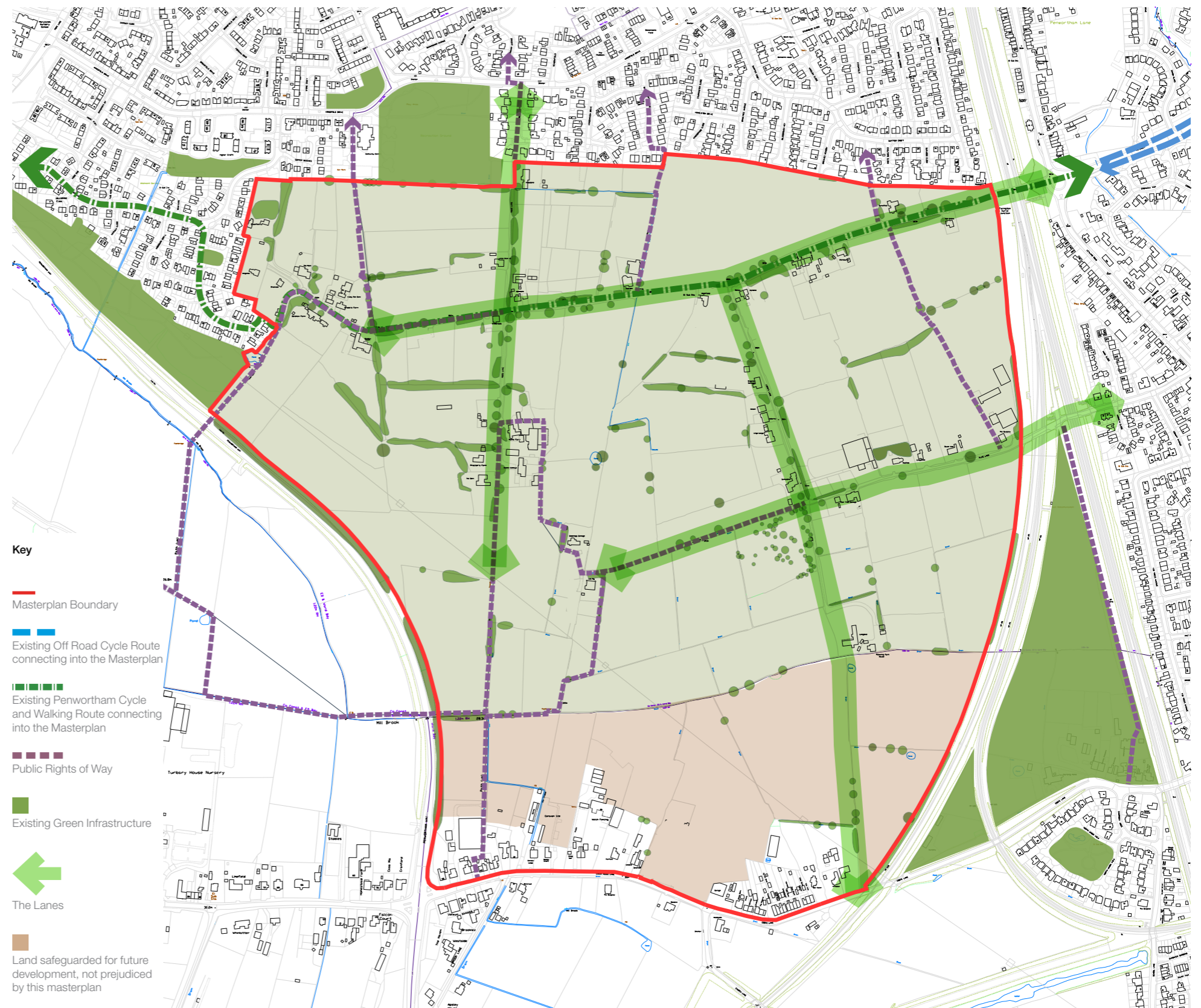
Vision One - A new place rooted in the existing context

Vision One - A new place rooted in the existing context

The Masterplan proposes the creation of a new neighbourhood based on the existing urban fabric; the complex but well connected arrangement of lanes and footpaths, dominated by hedgerows and interspersed with existing buildings and dwellings, provides the Masterplan with a rich starting point.

As the adjacent diagram highlights, the Masterplan connects into the wider network of existing cycle, exercise routes and Public Right of Ways, connecting the new neighbourhood to the existing context.

Masterplan - Vision One
Fig 2.0



2.0 Masterplan Vision

Vision Two - A place to settle down; a place for the future

Vision Two - A place to settle down; a place for the future

The vision for the site is to provide a new place with all the ingredients needed to create a sustainable community. The residential-led development can include a full range of quality homes, intended as somewhere to settle down and somewhere for the future. The Active Travel and health and well-being of both the existing and new residents is central to the masterplanning and decision-making process. The layout and proposed uses for the site can be future proofed for generations to come. There is an opportunity here to integrate digital and smart technology, thus ensuring that there is suitable space to create opportunities to substitute trips (i.e. can I do it online, can I do it online and have it delivered, can I do it locally).

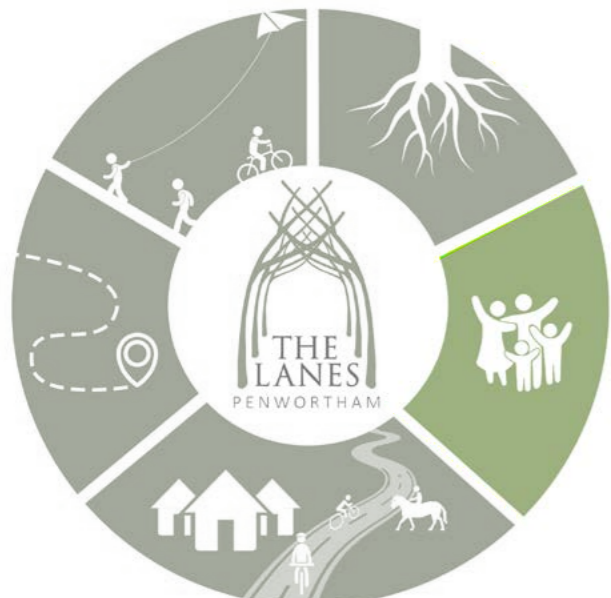
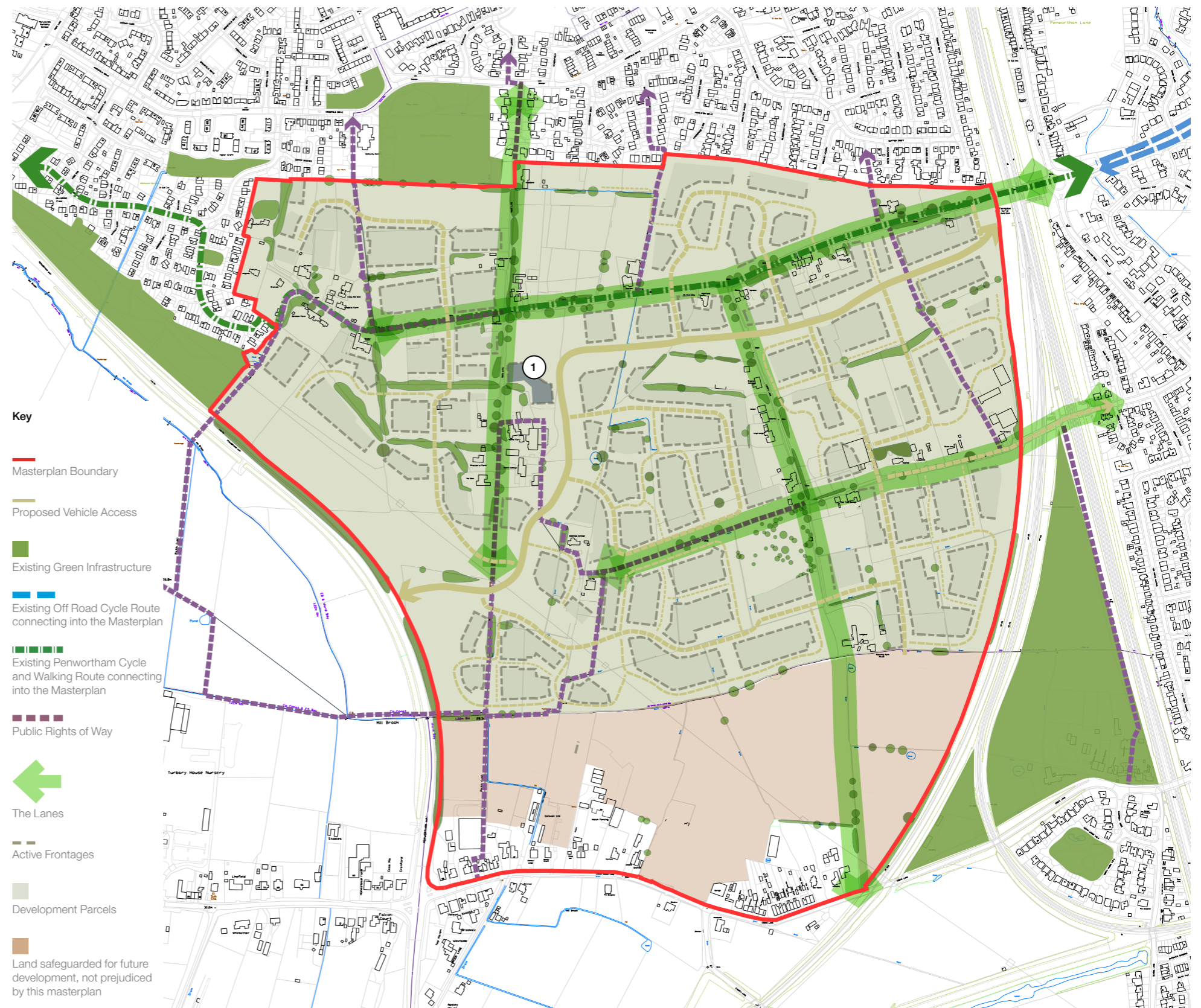
Future residents of the site will be highly digitally connected in all aspects of life. As the planning for the site progresses over time, so will the demographic. This means that when the site is first built out, there will be more Millennials and Generation Z as potential residents, and therefore an expectation for digital connectivity. This would become even more pronounced when the development would be fully completed as more digital natives, those who have grown up in the digital age, would live here. The digital upbringing has made these generations more aware of transportation beyond vehicle ownership, and with external issues increasing price sensitivities, pay-as-you-go and active travel offers an attractive low cost alternative.

The development will contribute to this through the provision of varying house types but also through the creation of a flexible community local centre (including mobility hub and third place working environment) that allows for local living, alongside the other complimentary uses and school. The mobility hub will provide a focal point for onward mobility options such as walking, cycling and buses as well as more innovative solutions including a micro-consolidation centre and demand responsive transport. In addition, no longer is it essential for everyone to travel to a fixed place of employment, nor restrict themselves to working from home. A third place allows for working from home but in a friendly and socially cohesive environment which brings people together and allows for interaction and improved health and well-being.

As iterated in the adjacent diagram, the proposed masterplan provides a residential led development with the creation of a central Local Centre at the heart, creating a place to settle down; a place for the future.

1. Local Centre (including mobility hub and third place working environment)

Masterplan - Vision Two
Fig 2.1



2.0 Masterplan Vision

Vision Three - A new neighbourhood

Vision Three - A new neighbourhood

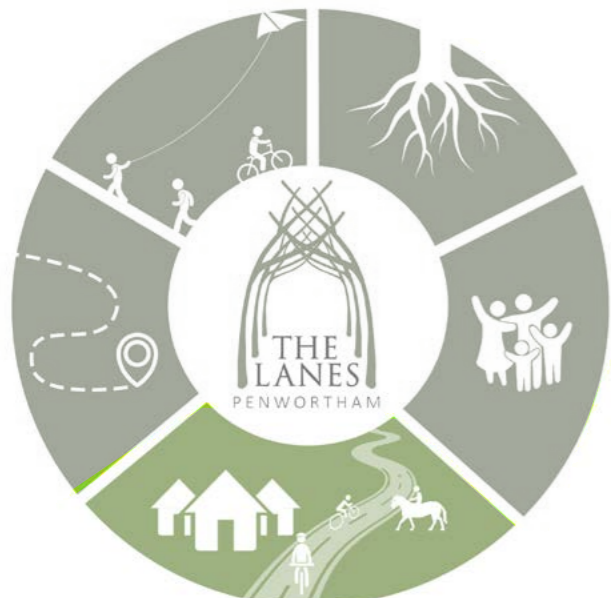
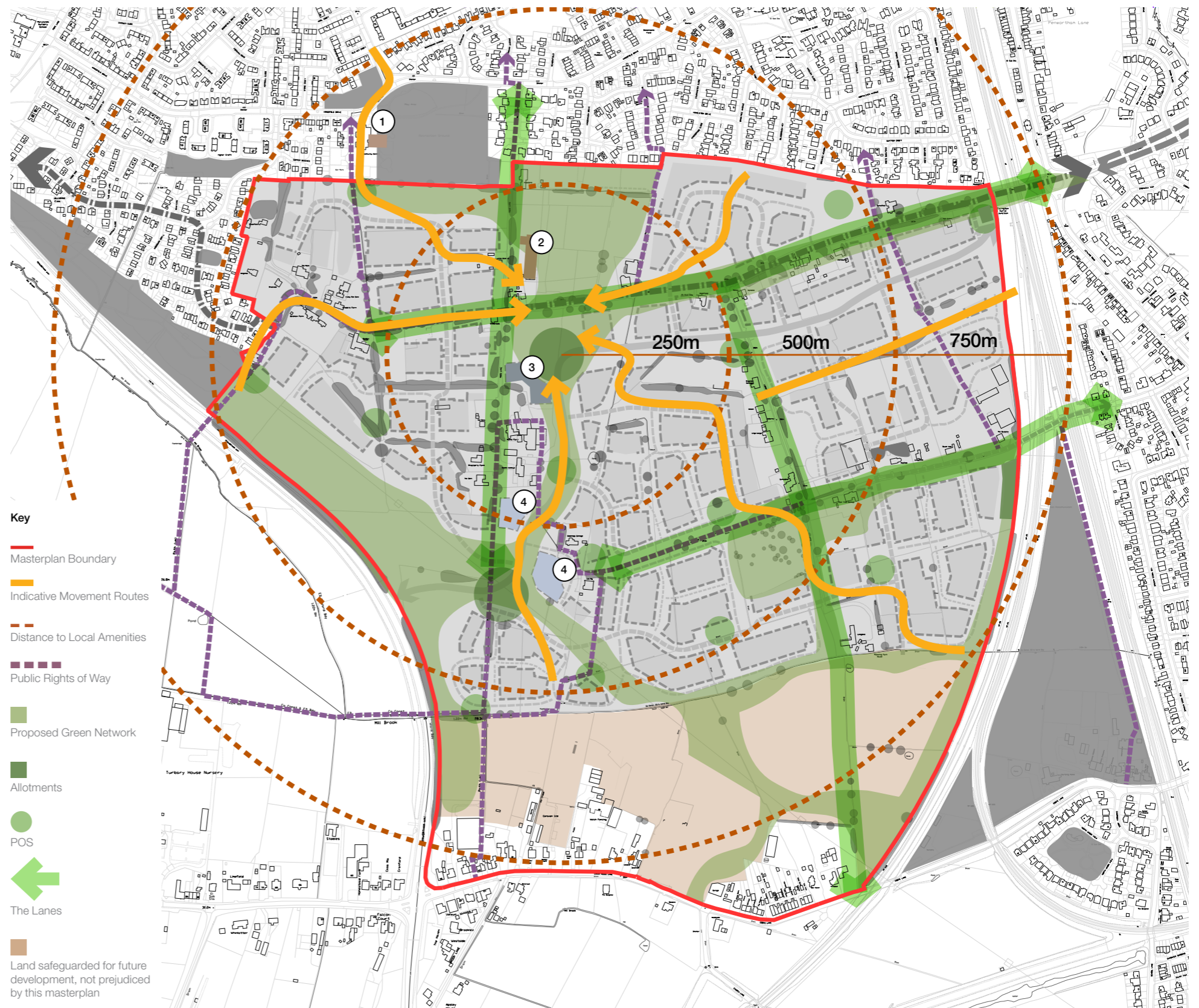
Proposals for the new urban fabric takes inspiration initially from the Garden Village Principles. Well defined public and private spaces will allow the community to have a sense of identity and character. In addition, a range of new community facilities and services embracing the “20-minute town” and “local living” concepts will also provide vital connection points to thread together the development and bring social cohesion.

The provision of a new local centre (with mobility hub), primary school, community uses and green infrastructure on the site, accessed via a network of internal active travel routes (both new and existing), will further encourage local living and active travel as all residents will be within a short walk or cycling distance of an increased number of local amenities.

The Masterplan promotes the Vision and Validate approach, as is illustrated in the adjacent diagram. This highlights indicative movement routes towards the local centre and village green based on 250m, 500m and 750m travel distances, therefore reducing the need for vehicular routes.

1. Potential Penwortham Community Centre Extension
2. 2FE Primary School
3. Local Centre (including mobility hub and third place working environment)
4. Entrance Gateway and initial sales centre for Phase One

Masterplan - Vision Three
Fig 2.2



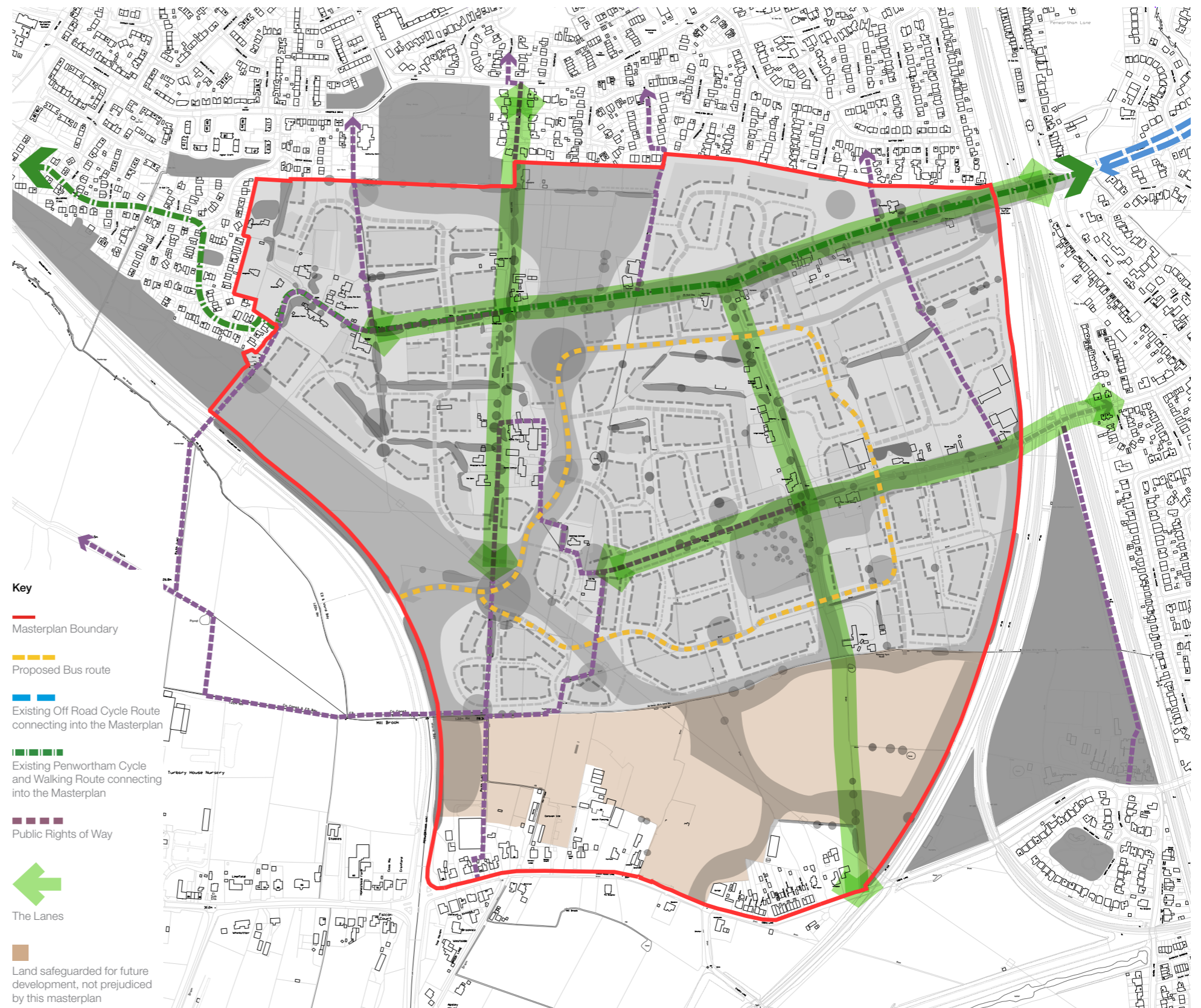
2.0 Masterplan Vision

Vision Four - A connected place

Vision Four - A connected place

The Masterplan gives opportunity to develop a well-connected neighbourhood. Using the existing lanes and footpaths, it is possible to create a range of green spaces providing a wealth of different environments. Both new more formal parkland and informal areas for supporting an abundance of wildlife can be integrated into the Masterplan. This green infrastructure must be well connected to the surrounding areas. As such, the Masterplan facilitates connectivity with a number of local shops services and amenities which are outside of the Masterplan site but are still considered to be local. This is illustrated in the adjacent diagram that highlights the existing active travel routes that have helped to inform the Masterplan.

Masterplan - Vision Four
Fig 2.3



- Key**
- Masterplan Boundary
 - - - Proposed Bus route
 - - - Existing Off Road Cycle Route connecting into the Masterplan
 - - - Existing Penwortham Cycle and Walking Route connecting into the Masterplan
 - - - Public Rights of Way
 - ➔ The Lanes
 - Land safeguarded for future development, not prejudiced by this masterplan



2.0 Masterplan Vision

Vision Five - A place that encourages activity

Vision Five - A place that encourages activity

The Masterplan layout is based on Active Design Principles. It needs to be easier to walk, cycle or use public transport to get to where you need to be. The Masterplan puts an emphasis on turning the existing lanes into sustainable pedestrian and cycle friendly routes; the vast majority of new vehicular traffic will be prevented from using the existing lanes. The green spaces and routes should encourage the growth of a community to stay fit and active.

National planning policy advocates the promotion of socially interactive, safe and accessible developments that enables and supports healthy lifestyles. The Masterplan provides access to a network of high quality open spaces and opportunities for sport and physical activity which is important for the health and well-being of the local community, and will deliver wider benefits for nature whilst supporting efforts to address climate change.

The adjacent diagram highlights the key activity routes across the masterplan to encourage activity on the site whilst connecting into the existing wider network. The proposed exercise track ties into the existing Penwortham Cycle and Walking route providing further traffic-free active travel routes within the site.



Masterplan - Vision Five
Fig 2.4



2.0 Masterplan Vision

Garden Village Principles

Garden Village Principles

As part of the vision outlined on this page, the Masterplan seeks to incorporate a number of the principles of Garden Villages. As set out in the Town and Country Planning Association's Guide 'Understanding Garden Villages: An introductory Guide, the following aspects have been considered:

- Provision of services for day-to-day needs within walking distance: The Masterplan sets out play spaces, a local centre (including mobility hub) and primary school at appropriate walking distances.
- Planned for Healthy Living: The encouragement of walking and cycling and using Active Design principles are embedded in the Masterplan.
- Provision for a vibrant social life: The Masterplan includes for community provision to enable this.
- Small in scale: Garden villages are defined as between 1,500 and 10,000 homes; this development is at the smaller end of the definition.
- Designed with High Quality Materials and attention to detail: A Design Code has been prepared, and included within the DAS, by The Developers which addresses material and design detail across the Masterplan area.

The mix of uses within the Masterplan, along with the creation of a strong community local centre, will promote social interaction with street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, with active street frontages. This aligns with industry best practice embraced by Homes England focussing on integrated neighbourhoods, creating distinctive places and providing streets for all.



3.0 The Site



3.0 The Site

This section describes the Strategic Site and its surroundings along with the Strategic Site's accessibility by a number of sustainable modes of transport.

The Masterplan area extends to 99.78 hectares and comprises land bound by the West Coast mainline railway to the east, Coot Lane to the south and Penwortham Way to the west. Immediately to the north of the site lies the community of Kingsfold and to the east lies Lostock Hall.

The site is located within the administrative boundary of SRBC and within the ward of Charnock. The site is currently occupied by a number of individual properties in private ownership, the majority of which are accessed via Bee Lane, Flag Lane, Lords Lane, Moss Lane and Nib Lane which bisect the site. The remaining properties on the site are accessed directly from Chain House Lane and Coot Lane from the south.

Key corridors on the local highway network include Penwortham Way which provides a primary north/south route; Leyland Road which is a local distributor road on the eastern side of the site and Coot Lane which runs east/west on the south side of the site. The site is partially bordered to the east by the West Coast mainline railway, to the south by Coot Lane and to the north by existing residential development to the south of Kingsfold Drive.

The Site's Context

Penwortham is a town in South Ribble on the south bank of the River Ribble facing the city of Preston. Located close to the M6 / M61 junction, it has excellent connections to Preston, located less than 3 miles to the north, and Manchester, located 35 miles to the south east.

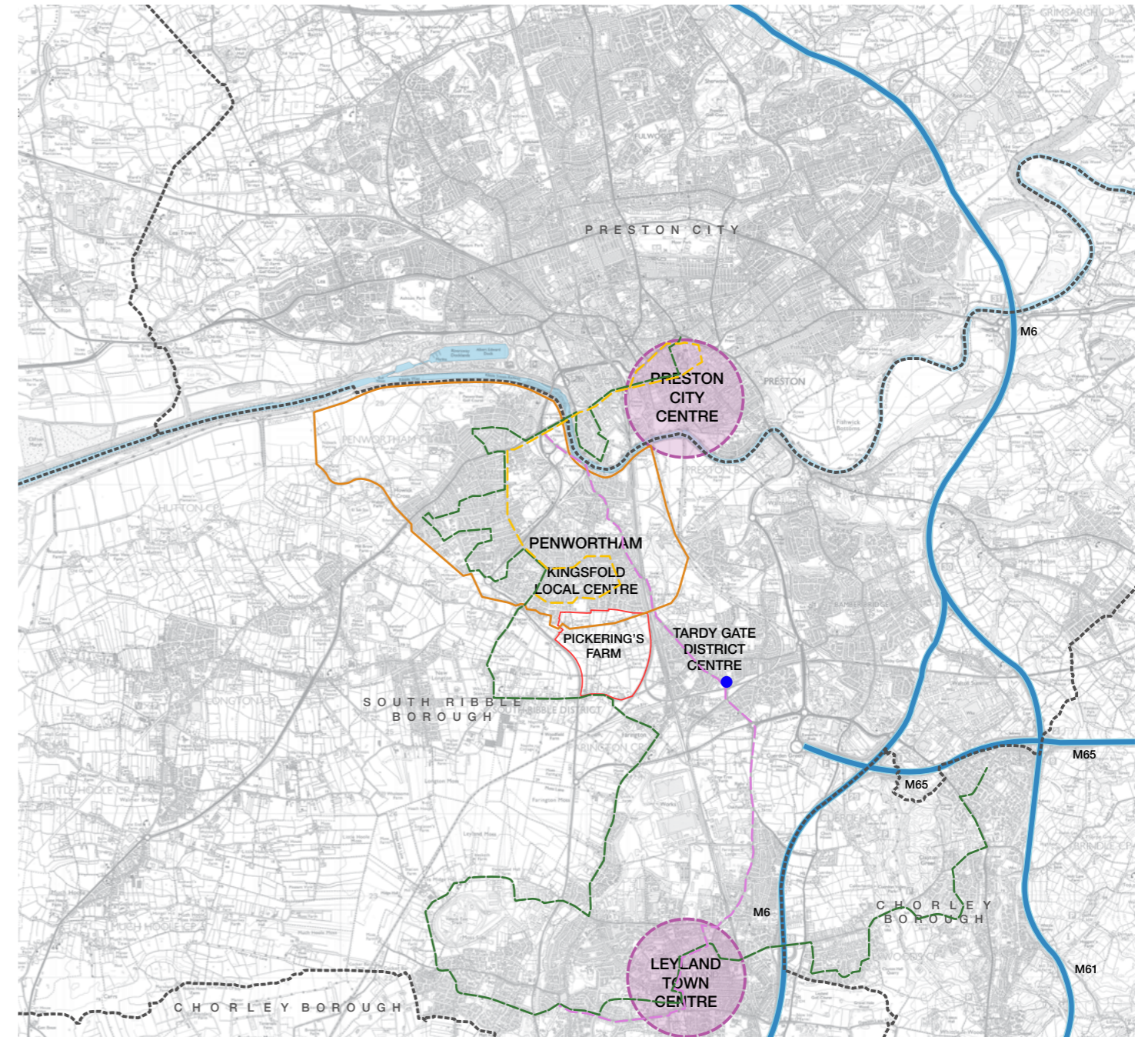
The town consists of three main shopping centres; Middleforth, Kingsfold and Liverpool Road. Liverpool Road is the main through road in Penwortham leading from the city of Preston out to Liverpool and Southport. Liverpool Road and Leyland Road are main commuter routes into and out of the city of Preston, as well as Penwortham Way and the newly opened Penwortham Bypass. It is proposed by LCC that some parts of the Penwortham Way corridor may be widened to alleviate traffic pressure, thereby improving the flow of traffic both into and out of Preston. The Masterplan is not intended to be solely reliant on the provision of widening along the A582 corridor.

Penwortham also has excellent rail links with train stations at Lostock Hall to the south, and Preston to the north, with hourly services from these stations to Blackburn, Burnley, Colne and Blackpool and peak services from York and Leeds.

Aerial View - Masterplan Boundary
Fig 3.0



Site Context
Fig 3.1



Key

- Motorway
- Borough Boundary
- Masterplan Boundary
- Preston & Leyland Centres
- Bus Route 3
- Bus Route 111
- Bus Route 114
- Train Station



3.0 The Site

Existing Access by Sustainable Transport Modes

Kingsfold is immediately accessible via the existing PRow to the north of the site with the remainder of the Kingsfold area accessible within an approximate 20-minute walk or 5 minute cycle.

Numerous dedicated pedestrian and cycle routes, both as part of the internal road network and via segregated routes already connect the site to the surrounding pedestrian and cycle network. These include connections to Bee Lane and Flag Lane and the northern section of Moss Lane towards Kingsfold Drive.

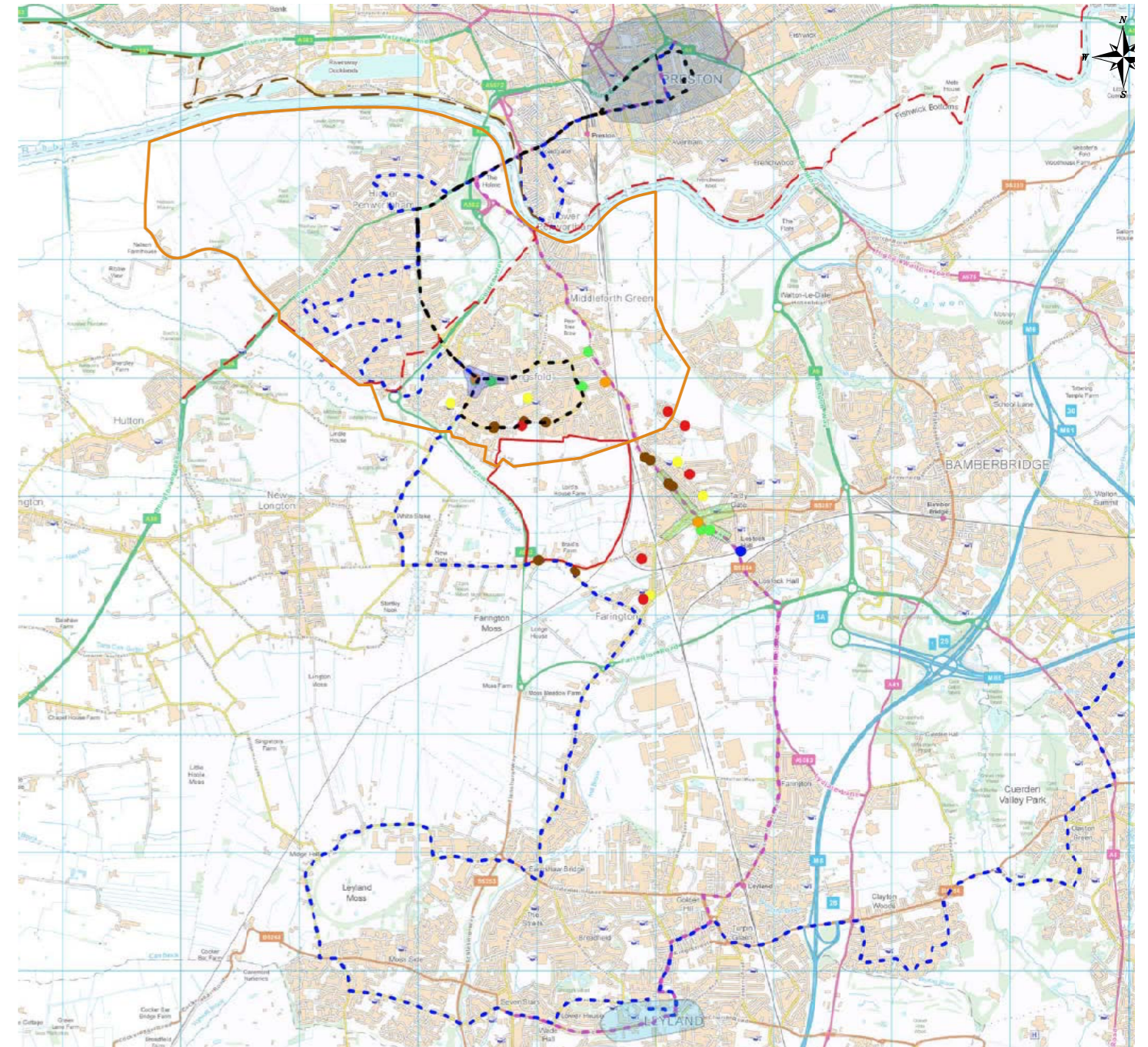
The provision of pedestrian and cycle access throughout the site will be addressed as part of future reserved matters/detailed planning applications as each phase of the site is brought forward, however, the principal points of pedestrian/cycle access into the site are defined on the Masterplan and linked to existing PRowS which in some instances will be upgraded to bridleways.

There are bus stops along the Leyland Road corridor (which also loop around the Kingsfold area north of the site) providing access to 4-6 services per hour to a range of destinations. Applying an indicative 800 metres buffer around these existing stops highlights that full site coverage can be achieved.

The site is also accessible by rail with Lostock Hall railway station located within an approximate 20-minute walk and 5 minute cycle, of the site. The station offers one service per hour to destinations including Preston, Blackburn, Burnley, Nelson and Colne.



Sustainability Plan Fig 3.2



Key

- Masterplan Boundary
- - - Cycle Route 62
- Preston Town Centre
- Education
- Bus Route 3
- - - Cycle Route 622
- Kingsfold District Centre
- Local Play Areas / Parks
- Bus Route 111
- Tardy Gate District Centre
- Train Station
- Post Office
- Bus Route 114
- Leyland District Centre
- Nearest Bus Stops
- Retail
- Penwortham Cycle and Walking Route



4.0 Planning Policy Context



4.0 Planning Policy Context

This section describes the local planning policy relevant to the site. The principle of a residential led mixed use development at the site has been established by SRBC through the adoption of the South Ribble Local Plan in July 2015. In accordance with the South Ribble Local Plan, the majority of the site is allocated as a Major Site for Development with the remainder designated as Safeguarded Land for Future Development.

The Development Plan

The Development Plan for the site comprises:

- The Central Lancashire Core Strategy (adopted in July 2012);
- The adopted South Ribble Local Plan 2012-2026 (adopted in July 2015); and
- The Penwortham Neighbourhood Plan 2016-2026

Central Lancashire Core Strategy

The Central Lancashire Core Strategy was adopted in July 2012 and sets out the Central Lancashire authorities spatial planning proposals for the combined area of Preston, South Ribble and Chorley. The purpose of the Core Strategy is to set the overall strategic direction for planning in the area over the period 2010 to 2026.

The Core Strategy plans to deliver 22,200 new homes (net) during the Plan period. Strategic Sites and Locations were identified as being central to the achievement of the Core Strategy.

Land South of Penwortham and North of Farrington was identified as a Strategic Location in the Core Strategy. The Strategic Location was identified because it is of strategic significance by virtue of its ability to significantly contribute to South Ribble's infrastructure and housing requirements. The Core Strategy identified that the area could contribute between 1,200 and 2,000 dwellings and that the South Ribble Local Plan would identify the extent of land to be brought forward within the Strategic Location.

South Ribble Local Plan

The South Ribble Local Plan was adopted in July 2015 and covers the period 2012 – 2026. The Local Plan sets out the vision for the Borough and the Council's interpretation of the Central Lancashire Core Strategy including development management policies.

The majority of the site is allocated as a Major Site for Development by Policy C1 in the Local Plan. The site's allocated area is shown as site 'EE' on the Local Plan Policies Map. The southern portion of the site is designated as Safeguarded Land for Future Development by Local Plan Policy G3. The safeguarded land is shown as site 'S2' on the Local Plan Policies Map. The areas of the two land parcels (allocated and safeguarded) are broken down as follows:

- Site EE – 78.25 Hectares
- Site S2 – 21.53 Hectares

Policy C1

Local Plan Policy C1 states that:

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

- an agreed Masterplan for the comprehensive development of the site. The Masterplan must include the wider area of the Pickering's Farm site which includes the safeguarded land to Coote Lane as shown on the Policies Map, and make provision for a range of land uses to include residential, employment and commercial uses, Green Infrastructure and community facilities;*
- a phasing and infrastructure delivery schedule;*
- an agreed programme of implementation in accordance with the Masterplan and agreed design code."*

The Masterplan proposes the comprehensive development of the site. It covers both the area allocated for Major Development and the safeguarded land to Coote Lane. This also includes an indicative phasing plan for the site. An agreed programme of implementation for each application which comes forwards within the Masterplan area will be conditioned as part of each application.

The Masterplan also provides a phasing plan to demonstrate how the comprehensive masterplan does not prejudice the remaining allocation. The Masterplan demonstrates how the initial phases (the Developer's Applications) will facilitate the delivery of the wider masterplan vision through the delivery of the infrastructure required by Policy C1 i.e. School land and Local Centre.

Policy G3 – Safeguarded Land for Future Development

Policy G3 states that:

Within the borough, land remains safeguarded and not designated for any specific purpose within the Plan period at the following locations:

- S2 Southern area of the Major Development Site at Pickering's Farm, Penwortham

Existing uses will for the most part remain undisturbed during the Plan period or until the Plan is reviewed. The Masterplan does not prejudice the potential longer term, comprehensive development of the land.

Policy D1

Local Plan Policy D1 identifies the allocation of housing land. The sites listed in Policy D1 are allocated for residential development and related infrastructure which is to be delivered through CIL and / or developer contributions.

The housing land allocated in Policy D1 equates to a total of 6,576 dwellings over the Plan period. The part of the site allocated for Major Development (site EE) is estimated to deliver 1,350 homes.

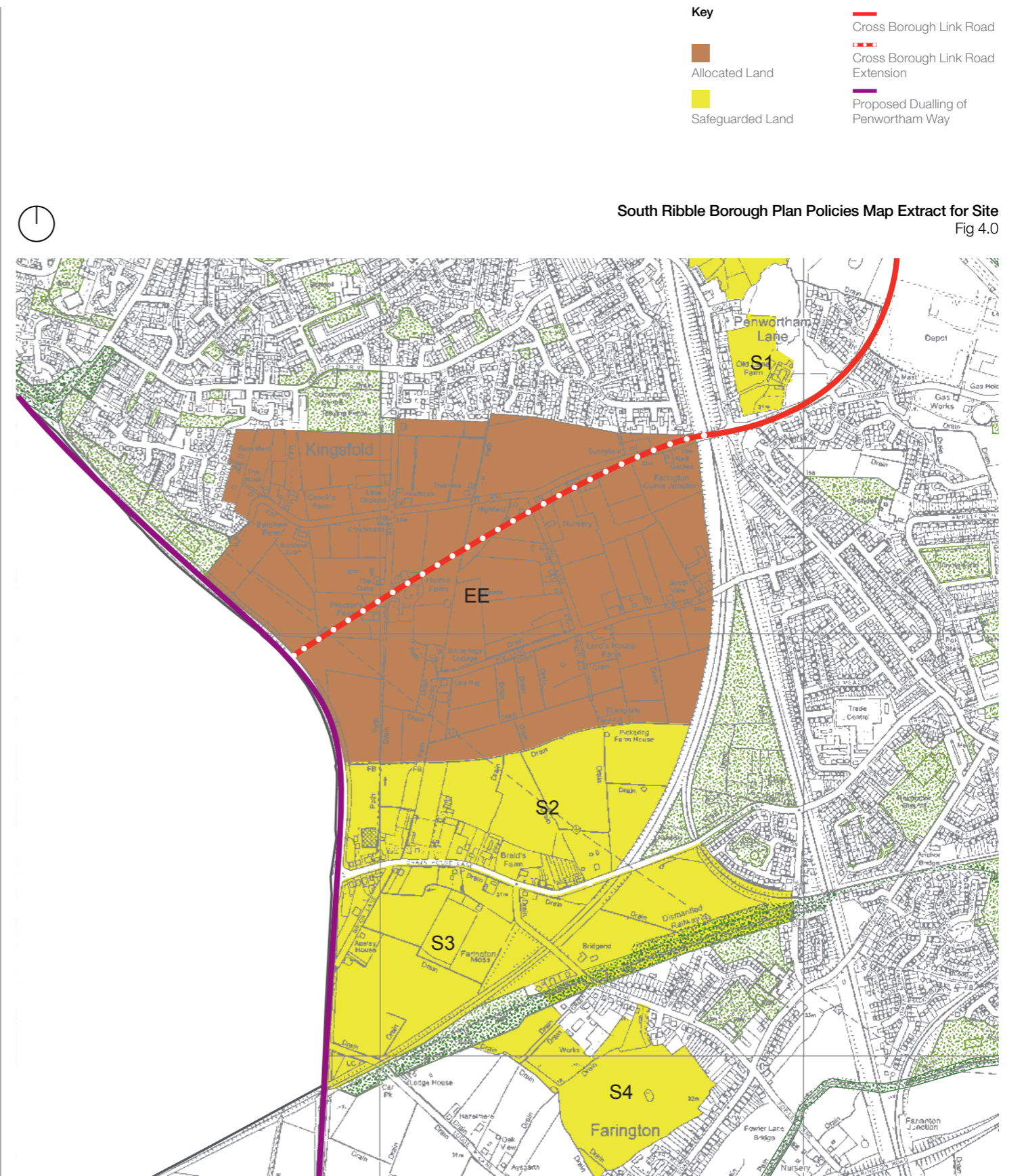
Policy A2

Policy A2 of the Local Plan relates to the CBLR (Development Link Road) and states that:

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

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

This Masterplan addresses the requirement of part (b) of Policy A2 as it protects land from physical development to allow for the delivery of the full CBLR.



4.0 Planning Policy Context

Penwortham Neighbourhood Plan (2016-2026)

The Penwortham Neighbourhood Plan ("PNP") defines the community's vision and aspirations for the town of Penwortham and future development and growth. The PNP acknowledges that the South Ribble Local Plan allocates the site for a residential led development, subject to the preparation of an agreed Masterplan, including phasing and infrastructure delivery and a programme of implementation.

As the site is the largest site within the Neighbourhood Plan area, the PNP contains a number of policies relating to the site, most notably:

- Policy 2 (Requirements for New Large Scale Residential Development) states that: *"the phases of development on the large allocations for residential development should be either relatively small in scale or broken up into smaller parcels (50-150 dwellings), each phase or parcel with its own individual design and place characteristics."*
- Policy 3 (Range of Residential Property) specifies a requirement for single storey properties for use by older people. In Penwortham single storey properties will be provided across the site in the form of apartments, which will have lift access
- Policy 4 (Types of Residential Property) states that: *"in addition to the requirements of Policy 7 of the Central Lancashire Core Strategy, new residential developments in Penwortham, in complying with Policy 3, should provide 10% of the affordable housing, as required by Policy 7 of the Central Lancashire Core Strategy, to be specifically for occupation by older people; and 10% of each development as single storey property suitable for use by older people."*
- Policy 6 (New Sporting Facilities) states that: *"the Town Council will, in working through the Masterplan preparation for the Pickerings Farm site, seek to locate the new sporting facilities adjacent to the existing Community Centre."*
- Policy 8 (Penwortham Cycle and Walking Route), which states that: *"Penwortham Town Council, working with Lancashire County Council, South Ribble Borough Council, the developers of Pickerings Farm and local groups will protect from any form of development that would prejudice the delivery of, a dedicated circular route for cyclists and walkers."*

Central Lancashire Highways and Transport Masterplan (CLHTM)

The CLHTM represents LCC's priorities for future investment in highways and transport across central Lancashire and the start of a delivery programme for the next 13 years which will see new road space built, public transport prioritised along key corridors into Preston and between Leyland and Chorley, and public realm improvements in city, town and local centres.

Four major road schemes are presented in the CLHTM, to be delivered in the period to 2026. Two of these roads have direct relevance to the site due to their proximity and connection to the site.

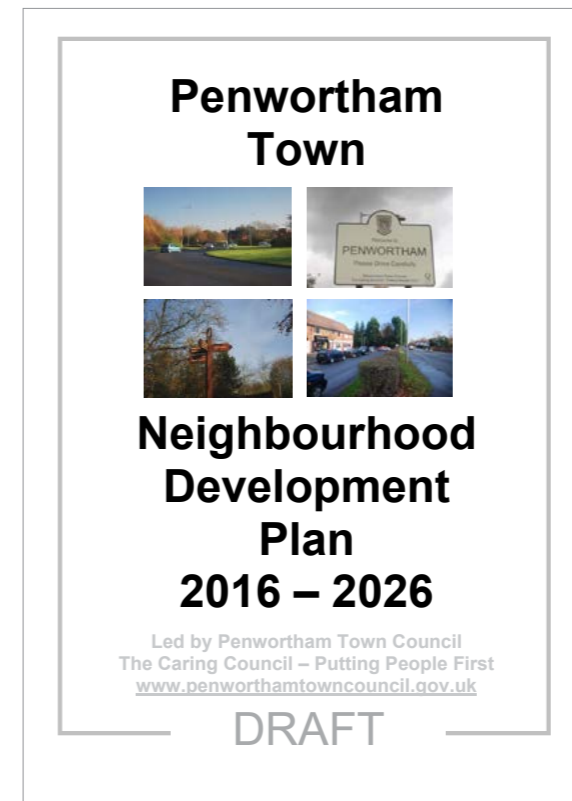
The CLHTM refers to the upgrading of the A582 South Ribble Western Distributor and the B5253 Flensburg Way to improve capacity between Moss Side, Cuerden and Preston City Centre, and support delivery of housing along this corridor and the completion of Penwortham bypass between the Broad Oak roundabout and Howick Cross as being two of four key infrastructure schemes to improve highway capacity.

The two relevant schemes are detailed below:

- 1) A582 South Ribble Western Distributor (Including the Penwortham Way Dualling Scheme) - Upgrading the A582 to a dual carriageway along its full length between Cuerden and Preston city centre and the B5253 south to Longmeanygate; and
- 2) Completion of Penwortham Bypass - The completion of the Penwortham Bypass between the Broad Oak roundabout and Howick Cross

The CLHTM also sets out a network of eight public transport priority corridors that will link Preston, Leyland and Chorley to the main housing and employment areas. Coupled with proposed rail improvements, this will mean that there is a comprehensive public transport network of the highest standard. The network will include the route from Moss Side near Leyland to Cuerden, Lostock Hall and Lower Penwortham, passing the site to reach Preston city centre.

The cost of the transport infrastructure which will be delivered by 2026 under the CLHTM is estimated at £275 million, with various sources of public and private funding.



5.0 Access & Movement



5.0 Access and Movement

This Section sets out the access and mobility strategy for the Strategic Site with more detail provided as part of a Transport Assessment and Environmental Statement which underpins the Masterplan.

National policy over 20 years ago sought to promote a move away from the traditional “Predict and Provide” approach to development, yet many experiences across the UK point to the fact that the majority of developments still provide convenience for motor vehicles in the peak hours. This is contrary to national planning policy and is in conflict with many Council’s Climate Emergency declarations, including SRBC.

In contrast, this Masterplan adopts a “Vision and Validate” approach with a hierarchy for travel choice in the following order:

- Local living and virtual mobility
- Active travel;
- Shared travel; and
- Single occupancy vehicles.

The vision is to promote local living and virtual mobility which are integral to promoting the internalisation of trips which is required to minimise the pressure on the existing transport networks, thereby limiting the need for additional network capacity enhancements which are only likely to encourage more vehicular traffic. Having defined the vision and what the Masterplan wants to achieve, the following strategy outlines how this can be delivered in a robust manner.

This is a prime spot for a new neighbourhood that facilitates the adoption of a “Vision and Validate” approach. This is because it can be readily connected to the higher order city of Preston, with all of its population, employment and higher order leisure and retail facilities, as well as mass transit to more distant places via its railway station, as well as the lower order surrounding settlements, by a network of active travel routes.

Community infrastructure (including primary/ secondary mobility hubs and third place working environments), along with sustainable and active travel routes have been considered before any internal highway layouts for motor vehicles. Although already being well positioned to make good use of existing local services and amenities, the provision of a new Local Centre (with mobility hub), primary school and community uses on the site, accessed via a network of internal active travel routes (both new and existing), will further encourage local living and active travel as all residents will be within a short walk or cycling distance of an increased number of local amenities.

The existing lanes, many of which are already adopted highway and PRow, provide the opportunity to create an active travel network within the site which respects the local setting and seeks to retain much of the rural character. This can be achieved by ensuring there is no increase in motor vehicular traffic using existing lanes, within the site, through infrastructure and alternative routing arrangements. The lanes can continue to be used predominantly by pedestrians and cyclists in a low-speed environment, supplemented by a number of new internal pedestrian and cycle routes to enhance connectivity.

Each of the pedestrian and cycle routes within the site (both new and existing) will be lit, surfaced, be generally overlooked and be of high quality to ensure access on foot and by cycle is maximised. Existing Public Rights of Way will be retained along existing alignments with consideration given to upgrading routes to bridleway status to be determined within future reserved matters detailed planning applications as the site is brought forward. The Masterplan can facilitate delivery of Penwortham Town Council’s vision for a Penwortham Cycle and Walking Route, as noted in their Neighbourhood Plan.

As well as allowing for connections within the site and internal active travel trips, the Masterplan facilitates connectivity with a number of local shops services and amenities which are outside of the Masterplan site but are still considered to be local. An existing network of highway routes (including PRow and adopted highway) allows consideration to be given to improved connections to the west via Bee Lane and Flag Lane, to the north via multiple routes connecting to Kingsfold Drive, to the east connecting into Penwortham Way, and to the south via multiple routes to Chain House Lane and Coote Lane. Cycle connectivity can be provided along The Cawsey to access The Old Tram Road which provides a traffic-free active travel route into the centre of Preston.

A new vehicular site access is proposed on Penwortham Way in the form of a traffic signal controlled junction. This can be designed acknowledging the County Council’s desire to improve the capacity of the Penwortham Way corridor. Access can be provided for a new or extended bus service servicing the site accessing via Penwortham Way with an internal loop provided to ensure good penetration and access to services, remembering that existing services along Leyland Road and Kingsfold will still remain available and attractive to many.

As per the suggested hierarchy, motor vehicles have been considered after local living, active travel and shared travel. All development-related motor vehicle traffic (potentially with the exception of a small parcel of land in the north east corner of the site) will utilise the new access on Penwortham Way and will not be permitted to use the existing lanes. Instead, an internal network will provide a suitable hierarchy acknowledging national design criteria to promote enhanced streets, informal streets and pedestrian-priority streets with appropriate active frontage to reinforce a low-speed residential environment. In line with Policy A1, a route will be protected by designing the Central Spine road to accommodate such a route if required in the future.

The overarching concept which underpins the access and movement strategy is that planning for people creates places for people, in contrast to planning for cars which has always historically resulted in places dominated by cars.



6.0 Technical Considerations



6.0 Technical Considerations

The Developers have carried out various technical studies and carefully considered the characteristics of the site to ensure that any future development brought forward at The Lanes will respond sensitively to its surroundings and contribute positively to the sustainable growth of Penwortham.

These technical studies form part of the global Environmental Impact Assessment which is submitted in support of the Developers Outline Applications. They demonstrate that the site is physically suitable to accommodate the development for which it is allocated. The following technical matters have been considered within these reports:

- Transport;
- Flood Risk and Drainage;
- Ecology;
- Heritage and Archaeology;
- Trees;
- Ground Conditions and Topography;
- Landscape Effects;
- Climate Change;
- Utilities;
- Air Quality; and
- Noise

The results of the various assessments which have been carried out by the Developers and their team have fed into the production of a Strategic Site wide constraints and opportunities plan. The adjacent plan combines the physical constraints forming the basis upon which the Masterplan has been created.

Key Constraints and Opportunities

Robust analysis has been carried out to determine the principal constraints and opportunities that underpin the Masterplan vision. The key considerations and opportunities presented by the site include:

- The strong character of the lanes on the site (Moss Lane, Bee Lane, Nib Lane and Lords Lane) which are widely used by existing communities for both circular routes within the existing neighbourhood of Kingsfold and for inter-settlement journeys, for example to Lostock Hall;
- The need to ensure that security and residential amenity of existing local residents is preserved;
- The high voltage pylon corridor running north to south through the site;
- The need to create a 30m buffer zone along the eastern boundary of the site adjacent to the railway;
- The importance of the western boundary of the site and its interface with the wider Ribble Valley landscape, and Green Belt, to the west of Penwortham Way;
- Enhancing pedestrian and cycle links within the Strategic Site and into the surroundings in order to promote sustainable local movement networks;
- Ensuring the protection and enhancement of the existing orchards on the site;
- The need to complement the character and connectivity of the surrounding area through appropriate development densities, street scenes and housing types;
- The potential to develop a high quality, characterful residential scheme and associated employment land/ local centre/ primary school with a coherent landscape structure which conserves the natural assets of the Site; and
- Providing linkages and ensuring connectivity is safeguarded into development parcels within the wider allocation site and the safeguarded land to the south; and
- Creating new and enhance existing ecological networks in order to achieve Biodiversity Net Gain across the site (as dictated by policy at the time of Reserved Matters).

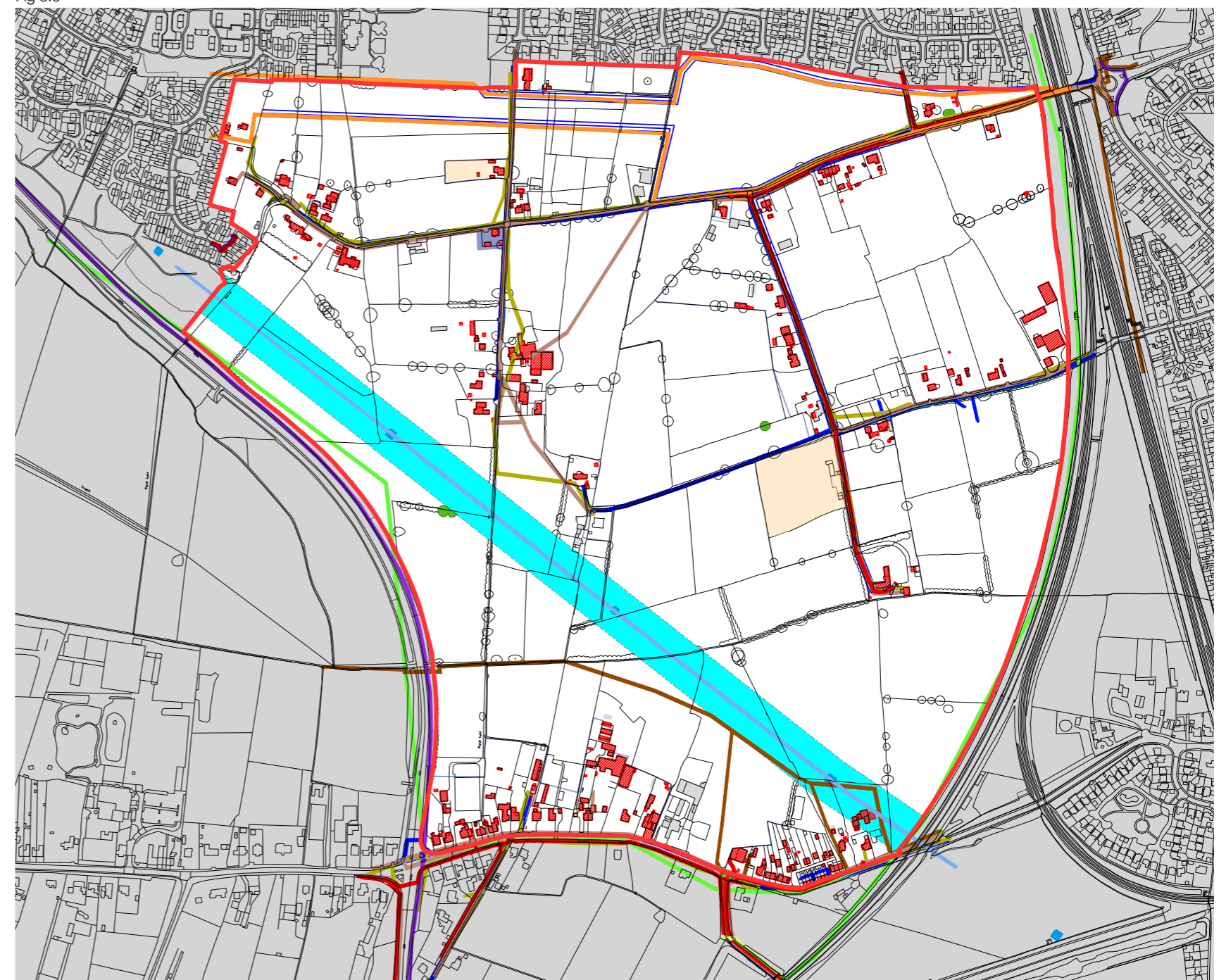
Constraints Plan

This constraints plan has been used as a basis upon which the Masterplan and outline applications has been created.

Key

- | | | | |
|--|----------------|-------------------------|------------------------|
| Masterplan Boundary | Tree Type A | CTL Centurylink | Existing Overhead Line |
| Electricity Pylon Zone | Orchard Land | Existing Electric 6.6kv | Virgin Media |
| Pylon Location | Existing Water | Existing Electric 11kv | Gas LP Mains |
| Existing Dwellings and business premises | BT Internet | Existing Electric LV | Gas IP Mains |
| | | | Gas MP Mains |

Constraints Plan Fig 6.0



7.0 Masterplan Vision



7.0 Masterplan Vision Introduction

The Masterplan vision is to create a sustainable, active and attractive residential led development with a distinctive character that offers a choice of high-quality new homes that integrate with existing communities through the creation of green lanes and to meet local needs. The Masterplan references the framework set out in line with the National Model Design Code. The Masterplan vision seeks to meet the following goals:

- Delivery of quality new family homes which make best use of the land.
- Delivery of a two form entry primary school
- Delivery of a local centre (including mobility hub) which would be in keeping with the surroundings, create a local facility and provide employment opportunities.
- Facilitate cycle and pedestrian links to new and existing facilities, green spaces and the open countryside.
- Achieve a choice of housing with a mix of house types, tenures and size to meet identified local needs.
- The creation of a network of green spaces such as green corridors and tree lined streets
- Provide high quality, accessible, green space for the benefit of existing and future residents.
- Invest in the community with the creation of additional direct and indirect employment both during and after the development.
- Enhance the ecological value and biodiversity of the existing vegetation within the Strategic Site and along the site boundaries.
- Create a safe and desirable place to live with a safe and attractive environment that builds upon the strength of the local community.
- Provide high quality design which will complement and enhance the existing environment and create a good standard of amenity and living environment.
- Protect existing residential amenity.
- Capitalise on assets such as established hedgerows, interesting landform and established recreational routes.

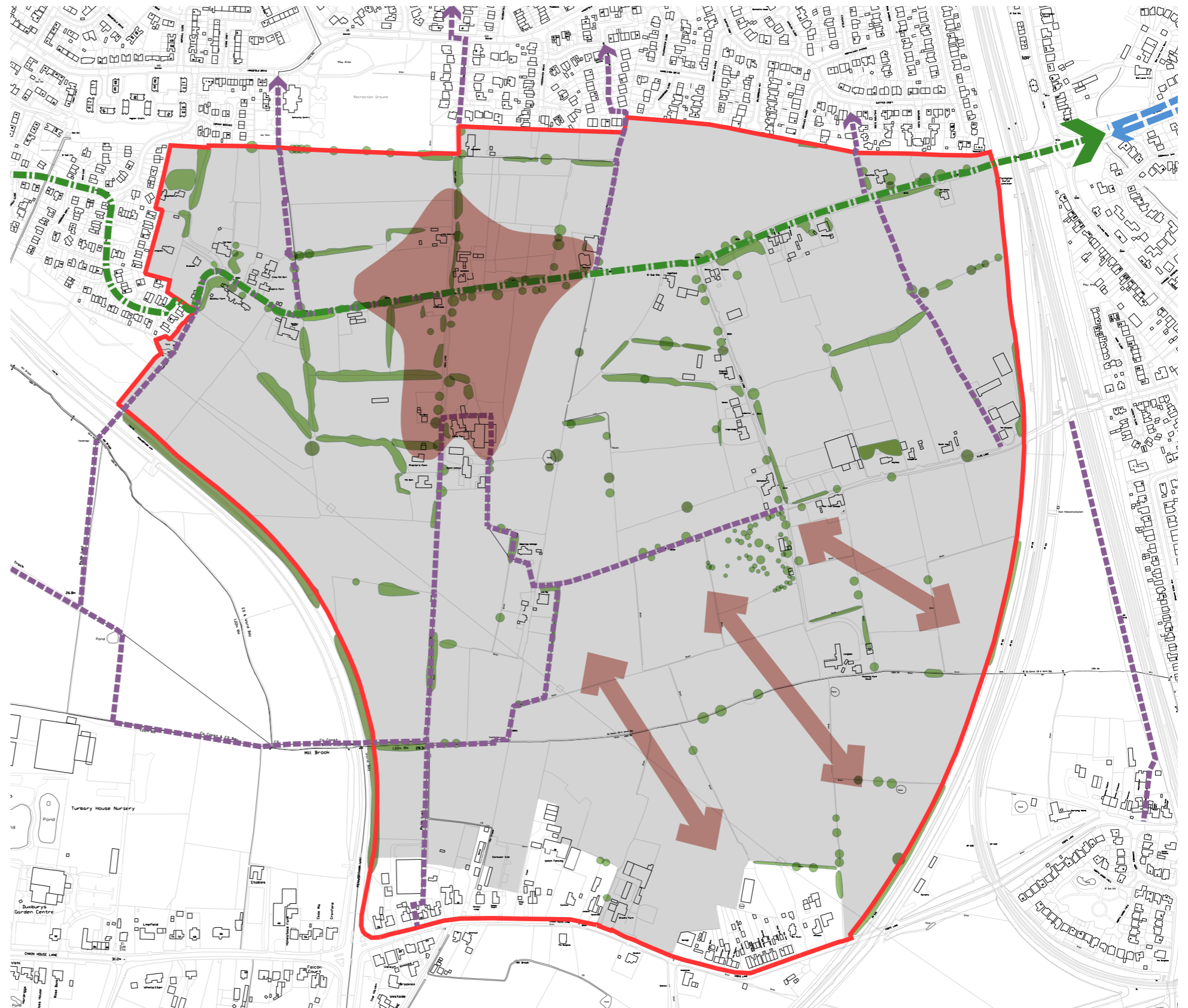
The following pages set out the key principles of place-making which are embedded into the Masterplan and have helped shape the design and layout of the proposals.

This analysis has identified a number of gaps that exist prior to any proposals. In particular there is a disconnect in the various PROW in the area highlighted on the adjacent diagram, and a general lack of connectivity in the South East of the site.

Identifying the gaps
Fig 7.0

Key

- Masterplan Boundary
- Existing Off Road Cycle Route connecting into the Masterplan
- Existing Penwortham Cycle and Walking Route connecting into the Masterplan
- Public Rights of Way



7.0 Masterplan Vision Pedestrian and Cycle Links

An extensive network of footpaths, cycleways and bridleways will be created and/or retained across the site. The rural character of the existing lanes will be preserved where possible so that there is no increase in vehicular traffic within the proposed development. Given that the existing lanes are not currently designed for two-way traffic, the vision is to retain these routes for existing residents access only, with priority for pedestrian and cycle movement. These green routes will connect to a series of green spaces. E.g. the new green space associated with the local centre.

Movement and Access

The access and mobility strategy seeks to enable every form of movement to be undertaken whilst prioritising internal movement in order of policy priority; namely virtual mobility, active travel, shared travel and single occupancy car travel.

First of all, within the Masterplan site, the development proposals include many practical forms of day-to-day activity across all sectors of society and age categories including homes of every type, schools, local shared work hubs, social facilities, with shops that can be sustained, community hubs or mobility hubs (possibly including community concierge teams), micro-consolidation centres (complementary to virtual mobility).

Both internally and externally, it is possible to maximise the benefits of the existing active travel network for local movement. Shared travel routes and facilities for local and wider movement (including primary and secondary mobility hubs) can be considered, drawing on classic mobility (i.e. two wheels and two feet) and emerging technologies.

Finally, it should be possible to design carefully the primary motor vehicle access on Penwortham Way to facilitate connections to routes providing access to employment and the strategic road network to and from the region, whilst minimising the propensity for less useful journeys and minimising the unnecessary effects on motorway junctions and the wider area.







Through this access and mobility strategy, the Masterplan can do more for creating economic and social betterment, whilst also having a positive effect on climate change, social inclusion and physical and mental health.

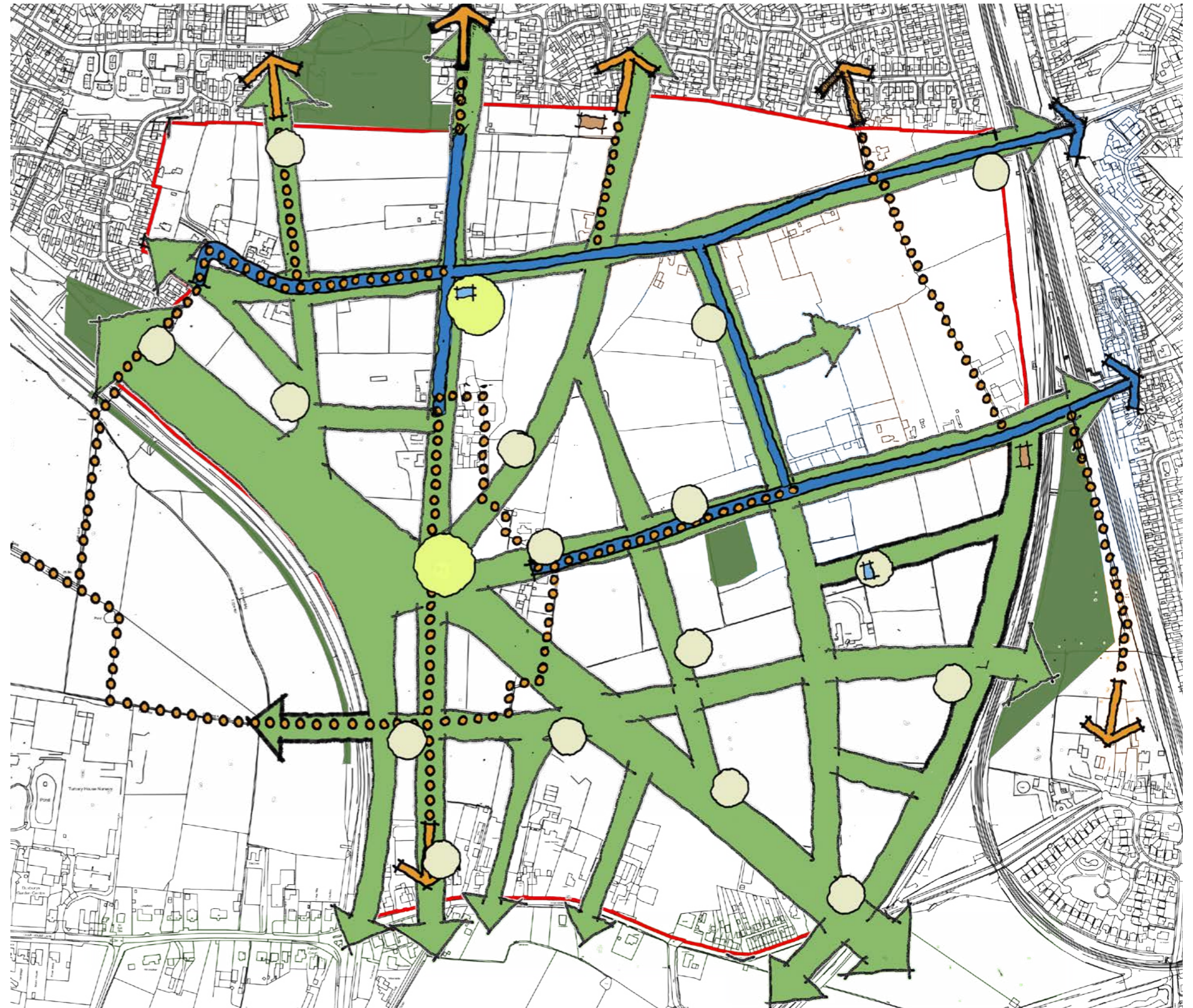
The consequence of robustly implementing this vision is happy people that interact with one another, a healthier lifestyle, a community that doesn't rely as heavily on driving oneself, an economy with minimal environmental impact, a catalyst for improving climate effects, social inclusion and integrated living across the sub region and minimal effects on the local and strategic highway networks for the level of development.

Pedestrian and Cycle Links

Fig 7.1

Key

-  Masterplan Boundary
-  Green Lanes
-  Proposed Active Travel Route
-  Primary POS
-  Secondary POS
-  Existing PRoW



7.0 Masterplan Vision

Green Infrastructure and Public Open Space

The table below indicates the Public Open Space (POS) policy target for 1,350 dwellings.

POS Typology	Contribution Required For 1,350 dwellings	Amount Proposed in the Masterplan
Amenity Green Space	4.31 ha	10.15 ha
Equipped Play Areas	0.26 ha	0.34 ha
Parks & Gardens	N/A (not looking for on-site provision as within 1000m of Central Parks)	N/A
Natural & Semi-natural	6.20 ha	11.74 ha
Total	10.77 ha	22.23 ha

Given the provision of Parks and Gardens in the vicinity of the site, that is at Hurst Grange Park, SRBC have confirmed that this type of provision is not required. The POS provided underneath the pylons, and the lanes, is also not required to meet the POS policy requirements.

An integrated approach to the provision of POS should be undertaken for the wider Masterplan area. With reference to quantum and accessibility standards set out in the Central Lancashire PPG17 Open Space Study (2012) the extent of each 'type' is indicated on the adjacent plan, namely amenity greenspace, natural green space, play provision, and allotments. Within the Masterplan site there is an opportunity to provide:

- A generous provision of amenity green space including amenity space for community events at the centre of the site in the vicinity of Moss and Bee Lanes;
- Substantial expansion of natural green space linking with key existing green infrastructure resource, namely Golden Way Local Nature Reserve and the Mill Brook, closely aligned with the sustainable movement corridors of the Lanes and Public Rights of Way, are proposed to create a robust green network;
- Financial Contributions towards Sport and Recreation: A section 106 financial contribution will be provided towards offsite sport and recreation by the Developers in accordance with the requirements of Policy G11 of the South Ribble Local Plan. The detail of these improvements will be developed through further consultation with Sport England and Penwortham Town Council and will have regard to the up to date evidence base of the need for new sporting facilities;
- Financial Contributions towards the Penwortham Community Centre: A contribution towards the extension and improvements to Penwortham Community Centre will be secured by CIL in accordance with the aspirations of Policy 6 of the Penwortham Neighbourhood Plan. The improvements will be delivered by Penwortham Town Council.

- Design green spaces with play opportunities in mind so that it becomes an integrated offer accessible to all. This will include natural play and more formal, equipped play provision. Two key Local Equipped Areas of Play ("LEAP") associated with key amenity spaces are proposed.

Details of landscaping for each development parcel would be a matter for future applications guided by the masterplan wide design codes, however any proposed development should support the wider landscape and green infrastructure framework as well as principles for Healthy and Green Streets.

The key principle of place-making on the Site is the retention of the site's natural assets and key landscape features, where possible. These features include the existing lanes, mature trees and field boundary hedgerows. These would be managed to ensure that they are safe and visually attractive. Works may include removal of dead wood, crown thinning, crown lifting, selective tree removal, and hedgerow reduction and management.

Private areas to the front of properties will be laid out using ornamental shrubs and trees to define boundaries and provide green frontages along the streets. The proposals will be supported by green infrastructure typologies including amenity grassland areas, natural and semi natural green space, street tree planting and allotments and local areas of play.

The land under the pylon has an essential green network role of linking offsite biodiversity (Golden Way LNR) into the core of the site and with the safe guarded land. It will predominately include natural green space of wood and scrubland, linking with existing woodland belt along Penwortham Way. It will also accommodate sustainable drainage (swales) and amenity areas at the key arrival point into the neighbourhood from Penwortham Way. New cycle and pedestrian routes will be integrated into the corridor to link with existing on and off site provision.

Green Infrastructure and Public Open Space
Fig 7.2



7.0 Masterplan Vision

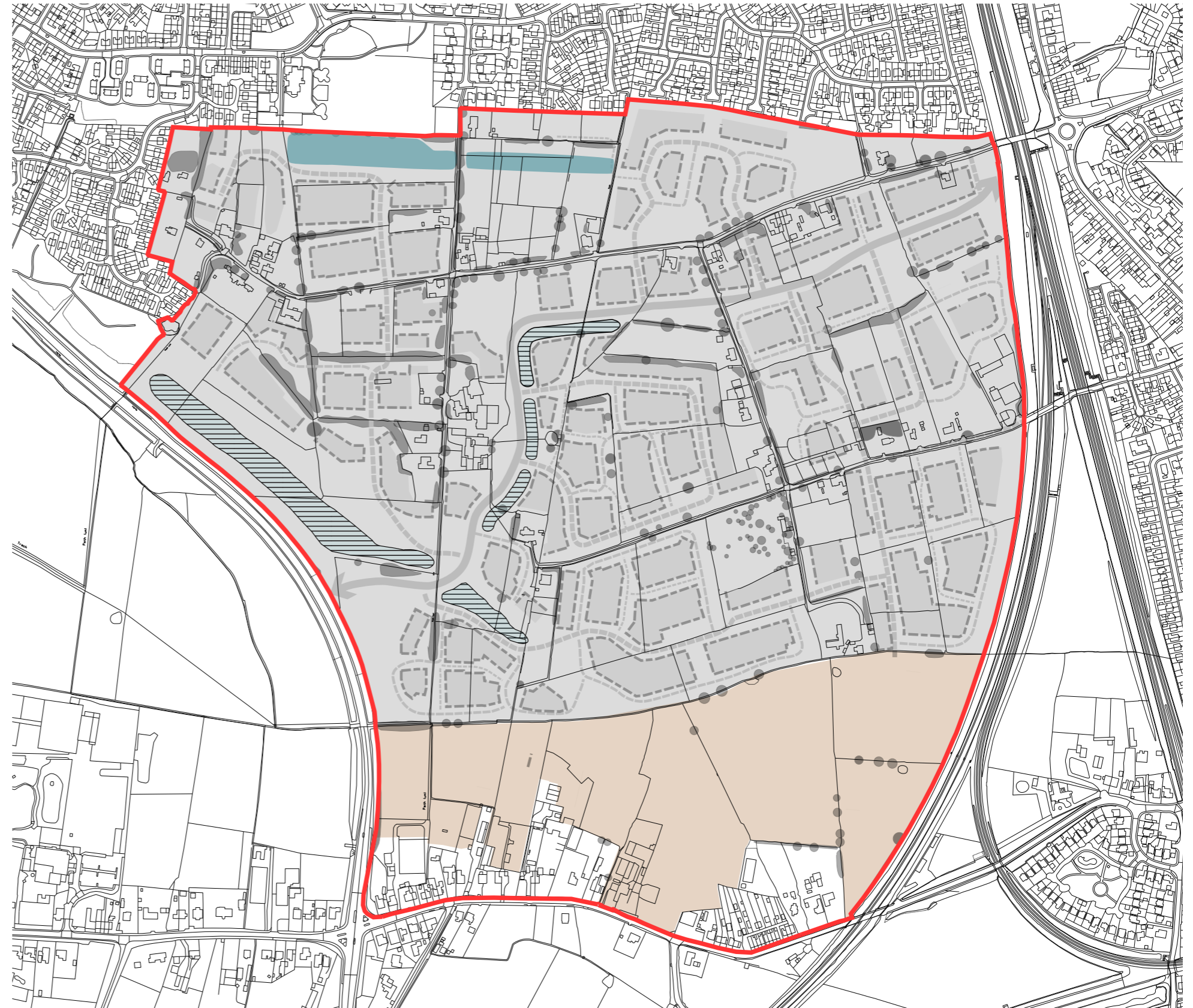
Drainage network, including Sustainable Urban Drainage Systems (SUDS)

The creation of an appropriate network of blue infrastructure is a core feature of the Masterplan.

A network of swales, underground drainage and an attenuation basin will be designed to work with the existing levels in order to appropriately drain the site.

An attenuation basin will be located in the lowest area of the Site alongside Penwortham Way. Swales will weave through the retained open spaces throughout the development and feed into the attention basin. These features will be designed and appropriately planted and maintained to increase biodiversity.

Drainage Network
Fig 7.3



Key

Masterplan Boundary

Flood Basin Area

Attenuation Basin/ Swale

Land safeguarded for future development, not prejudiced by this masterplan

7.0 Masterplan Vision

Development Parcels and Infrastructure

Having defined the areas of greenspace and the movement network the remaining areas will be considered for development in accordance with planning policy. Development parcels should be designed with active frontages creating lively streetscapes with strong cores and semi-private frontages that together ensure the security of the scheme as whole.

The Masterplan has been designed to ensure that areas of public open space are overlooked by building frontages as is highlighted in the adjacent diagram.

As advocated in the CIHT's Creating Better Streets: Inclusive and Accessible Places document, the street hierarchy is broken down into the following:

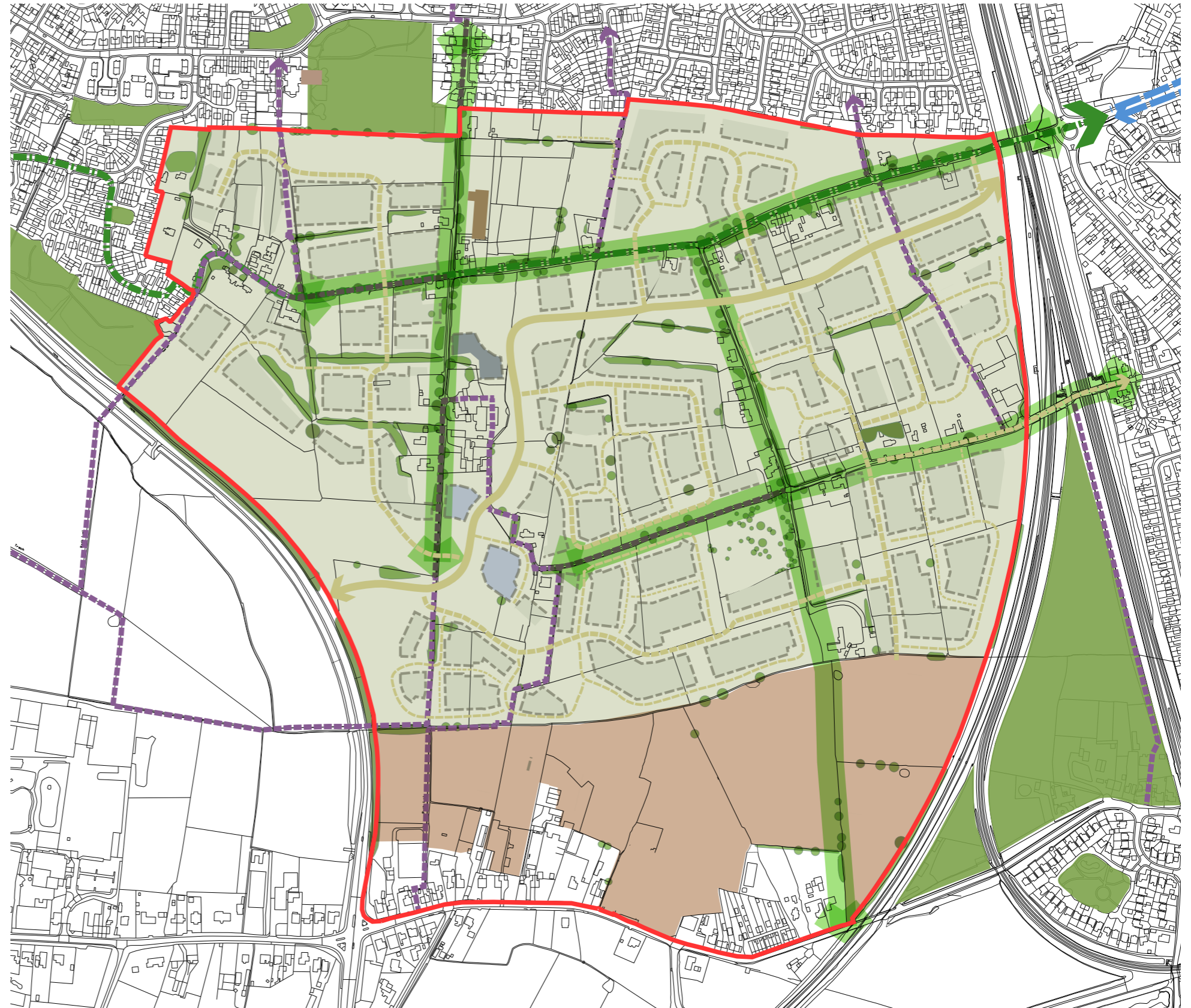
Enhanced streets - Streets where the public realm has been improved and restrictions on pedestrian movement (e.g., guardrail) have been removed but conventional traffic controls largely remain.

Informal streets - Streets where formal traffic controls (signs, markings and signals) are absent or reduced. There is a footway and carriageway, but the differentiation between them is typically less than in a conventional street.

Pedestrian prioritised streets - Streets where pedestrians feel that they can move freely anywhere and where drivers should feel they are a guest. Under current legislation, this does not give formal priority to pedestrians.

Development Parcels and Infrastructure

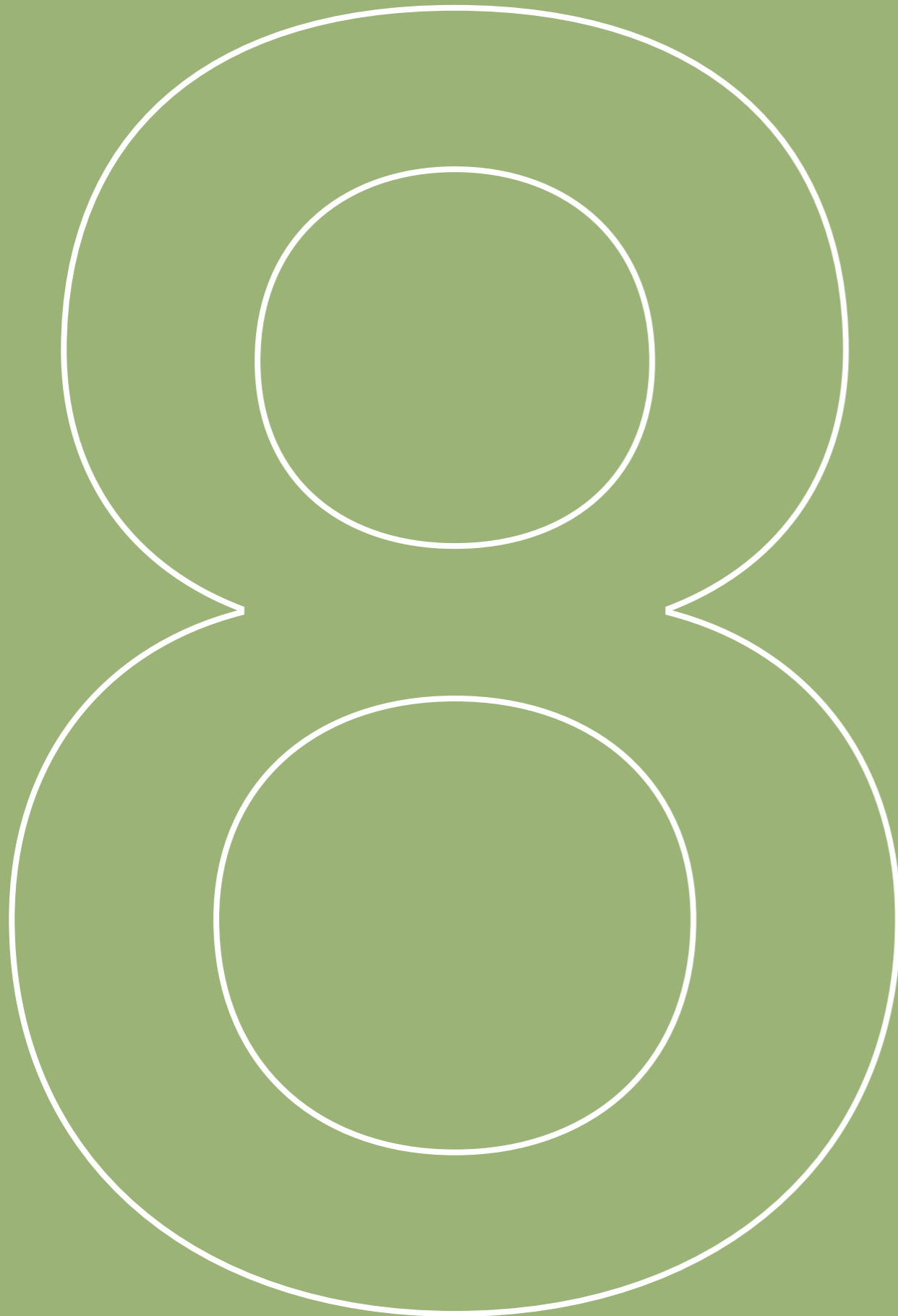
Fig 7.4



Key

-  Masterplan Boundary
-  Spine Road
-  Enhanced Streets
-  Informal Streets
-  Pedestrian Prioritised Streets
-  Existing Green Infrastructure
-  The Lanes
-  Public Rights of Way
-  Active Frontages
-  Development Parcels
-  Land safeguarded for future development, not prejudiced by this masterplan

8.0 Development Parameters



8.0 Development Parameters

A series of broad Development Parameters have been designed to establish a framework for the future redevelopment of the site which are presented in this section. All future planning applications should broadly comply with these parameters.

A Design Code has been prepared and included within the Design and Access Statement, which relates to a range of character areas that have been established across the site.

Land Uses

The Masterplan proposes a residential-led scheme on the extent of the site allocated by Policy C1 of the South Ribble Local Plan. The Masterplan site should aim to deliver in the region of 1,350 new homes on the site. The scheme will deliver:

Residential

The proposed residential development will comprise a mix of detached, semi-detached, mews and apartment dwellings ranging from 1 – 5 bedrooms size. The residential development will provide open market, affordable and retirement / extra care properties.

The Developers outline planning applications proposes affordable housing at 30% in line with SRBC's policy. All other future residential parcels should deliver affordable housing at 30% unless it can be demonstrated that it would be unviable to do so.

Education Facilities

A new two form entry primary school is proposed as part of the Masterplan. The need for a new two form entry primary school has been confirmed through consultation with LCC's School Planning Team who have based their recommendation on an estimate of how many children of primary school age will be generated by the development.

The primary school location has been carefully thought out through discussions with various consultants and the Lancashire County Council Education team. An area of 2ha has been allocated for the school site which sits to the north of the allocated site and will be easily accessible via active travel corridors, the internal bus loop and primary roads. The school site is regular in shape and has no constraints that would preclude its development once conventional mitigation measures are introduced.

The proposed school site is located on land controlled by the Developers and is therefore proposed by their outline planning applications to help facilitate the education infrastructure required for the remaining allocated land.

A New Local Centre

A new Local Centre is also proposed as part of the Masterplan. The Local Centre will be positioned near the heart of the development and will be well connected with green space, pedestrian and cycle links. The Local Centre will contain a range of services and facilities (including a mobility hub) for the use of residents of the development and the surrounding area.

The Local Centre could contain convenience retail, farm shop, offices as well as a range of other services and facilities for example pharmacy, gym, dry cleaners and hairdressers.

The proposed local centre is located on land controlled by the Developers and is therefore proposed by their outline planning applications and facilitates the delivery of the wider allocation.

The Masterplan will make provision for the inclusion of an alternative workplace to be located within the new local centre.

A Temporary Apprenticeship and Skills Centre

A temporary Apprenticeship and Skills Programme and Centre is proposed by the Developers. The Apprenticeship and Skills Training Scheme will be designed to help provide people with the skills needed to those wanting to pursue a career in construction.

Green Infrastructure

A strong green infrastructure network will be provided across the site. The green infrastructure will have differing forms, functions and uses and will be connected by the extensive network of green links across the site. On site green infrastructure provision could include amenity green space, equipped play areas, natural / semi natural open space, allotments and biodiversity net gain.

In accordance with Policy 5 of the Penwortham Neighbourhood Plan, the Developers will make S106 financial contributions towards improvements to existing sports pitch facilities. These improvements could be on land adjacent to the existing Penwortham Community Centre and will confirmed following further consultation with Sport England. All other developers on the site should make proportionate contributions towards green infrastructure, local recreational facilities and public open space, having regard to the up to date evidence base of the need for new sporting facilities.

The existing orchards to the west of Lords Lane and south of Nib Lane and west of Moss Lane are proposed for retention as part of the Masterplan.

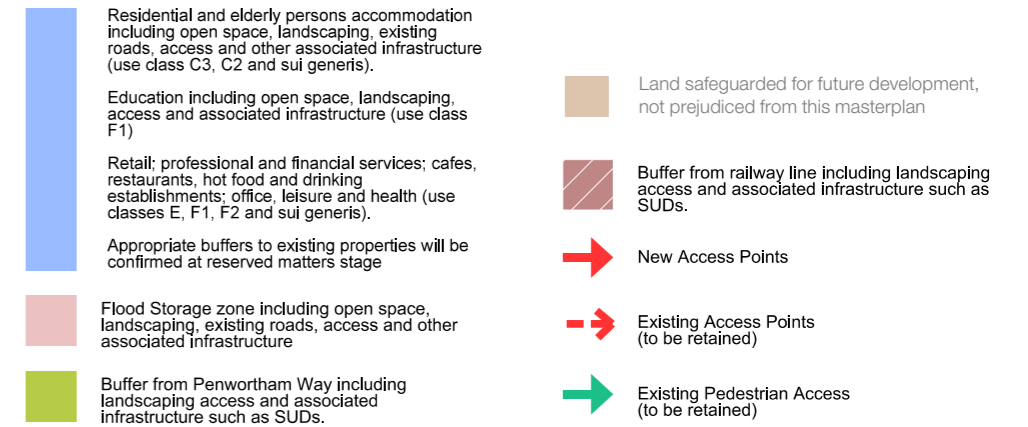
Facilitating the Future Development of Safeguarded Lane Parcel S2

Immediately to the south of the Masterplan site is an area of land which is not allocated but which has been released from the Green Belt and safeguarded for future development.

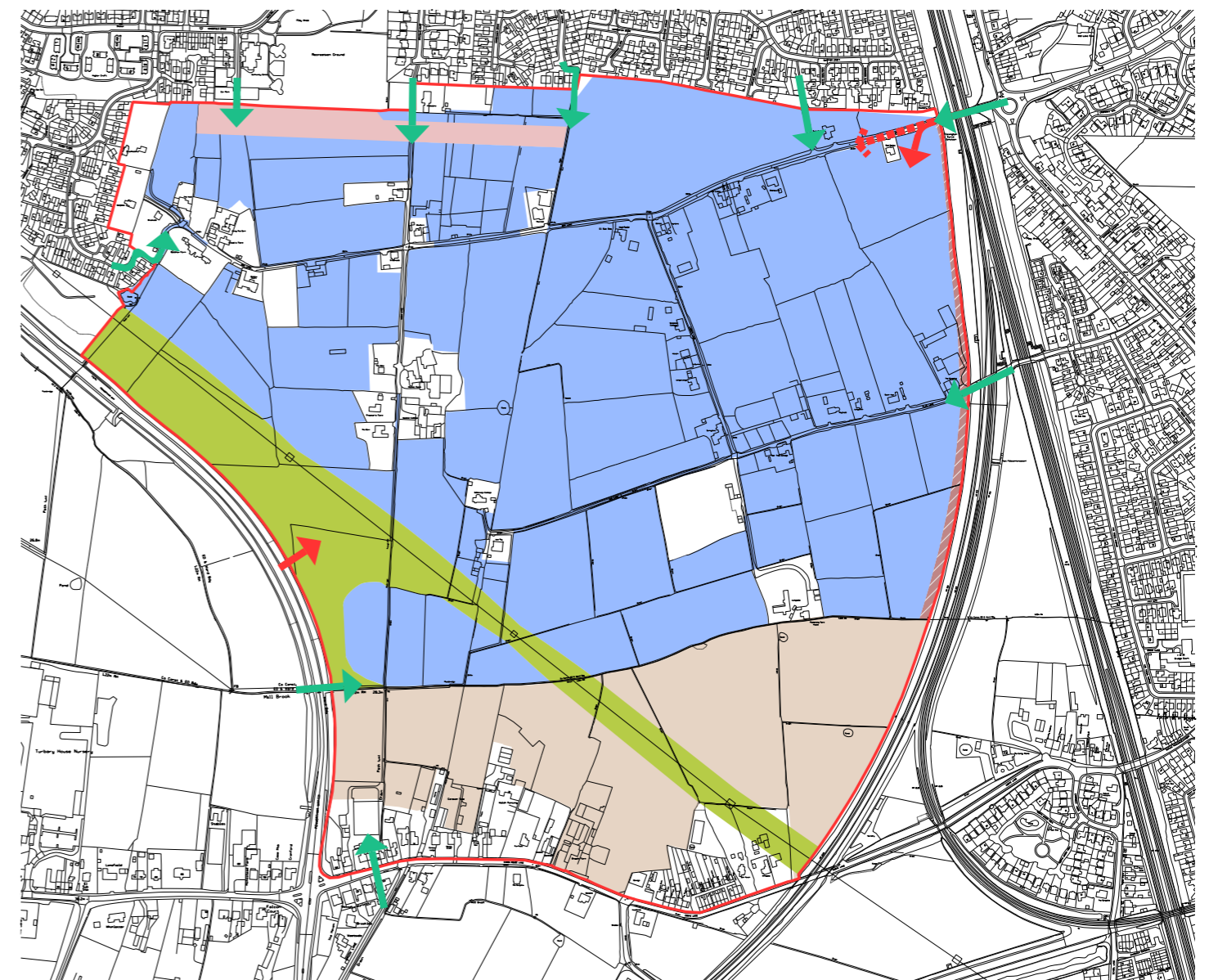
Policy G3 of the South Ribble Local Plan states that safeguarded land parcels are not designated for any specific purpose within the Plan period.

The Masterplan will therefore facilitate the future development of parcel S2 for future uses that are assessed to be appropriate by indicating the locations of safe and secure access points in to this land parcel from the southern boundary of the allocated site.

The Masterplan has also identified an appropriate development parcel within the remit of safeguarded land parcel S2 which has taken in to account the sites existing physical constraints identified in Section 6 (e.g pylon corridor and proximity to the West Coast Mainline).



Land Use Parameter Plan
Fig 8.0



8.0 Development Parameters

Design and Built Form

Scale and Density

The Masterplan proposes to create a new residential led mixed use neighbourhood. Varying densities of development will be applied across the site to reflect its physical characteristics and surroundings as well as potential visual effects within the locality.

In order to aid the creation of a high-quality mixed community and encourage good design, a series of Character Areas have been established across the site. Each Character Area will be developed to have its own identify with varying scale and densities ranging from low, medium to higher densities depending on the location. The scale and density of development will be appropriate having regard to the character and appearance of the area and will enable in the region of 1,350 new dwellings to be delivered by the Masterplan in accordance with the requirements of the South Ribble Local Plan.

The majority of the proposed housing will be of traditional scale ranging from 2 - 3 storeys in height to promote good urban design and to achieve a high quality place making. It is proposed to incorporate higher density development both in the north western part of the site to mirror existing housing densities at Kingsfold, and around the new local centre.

Apartments and bungalow properties should be proposed in certain locations where appropriate.

Building Heights

Building Heights will be in line with the Developers' Landscape and Visual Impact Assessment which will form a supporting document to their outline planning applications. As outlined in Fig. 8.1, the Masterplan proposes a mix of heights up to 3 storeys across the site.

Appearance

Details for the proposed house types and elevations would be a matter for future planning applications within the Site. However, the proposed elevations of the development should draw on the surrounding character in order for the development to assimilate with the surroundings.

Buffers to Existing Properties

In line with best practice, and with reference to the Central Lancashire Design Guide SPD, new dwellings should be set away from existing. The general principle to follow is that dwellings should have a back to back separation of 21m and a back to gable of 13m. This would typically generate back gardens of 10.5m long. In all cases this is achieved.

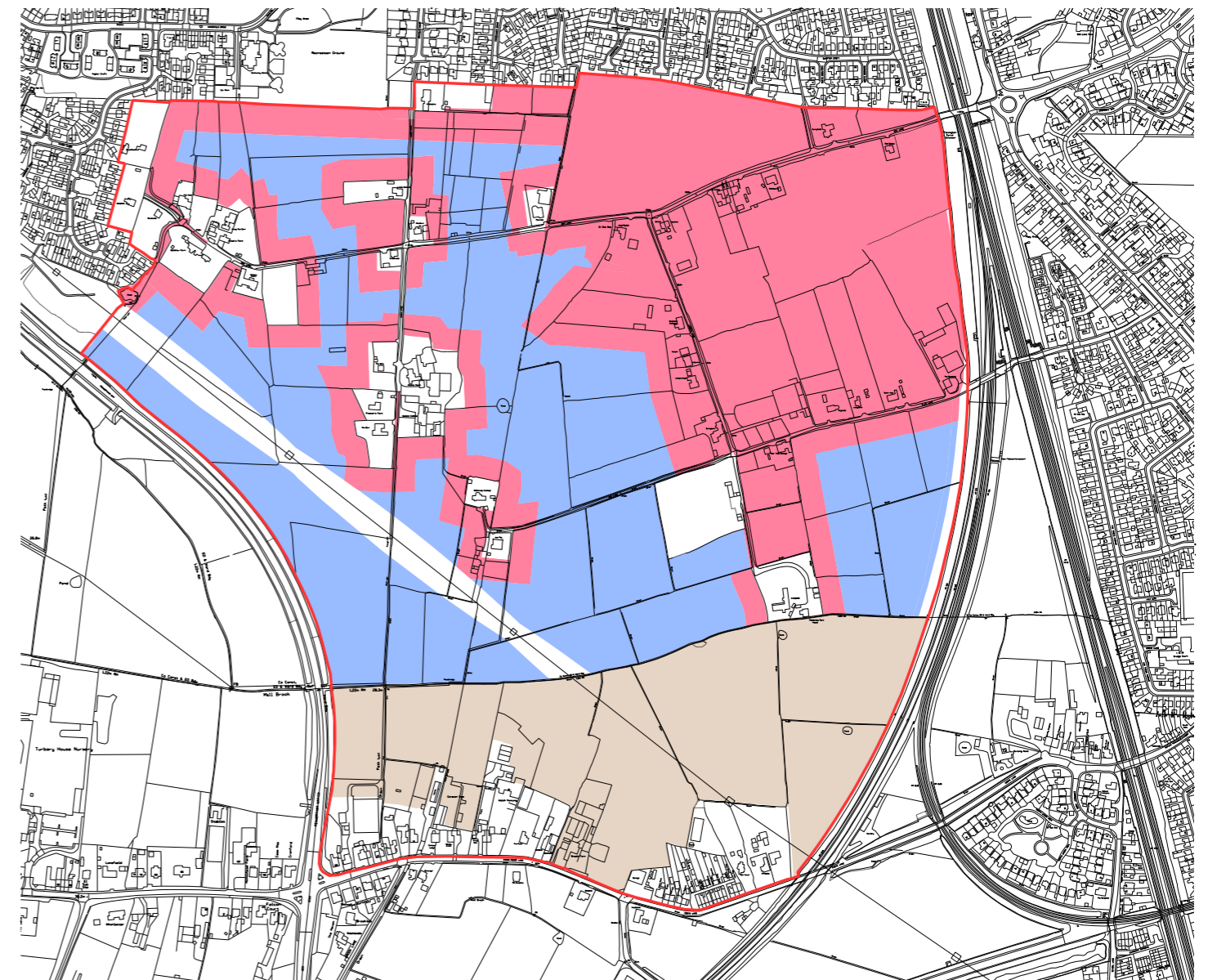
Parking Provision

Parking throughout the development should be provided in accordance with relevant Parking Standards contained within the SRBC Local Plan and in agreement with LCC. This will ensure that the potential impacts of on-street parking, as a result of the proposed school and local centre, as well as other uses, do not have an impact on the operational reliability of the highway network.

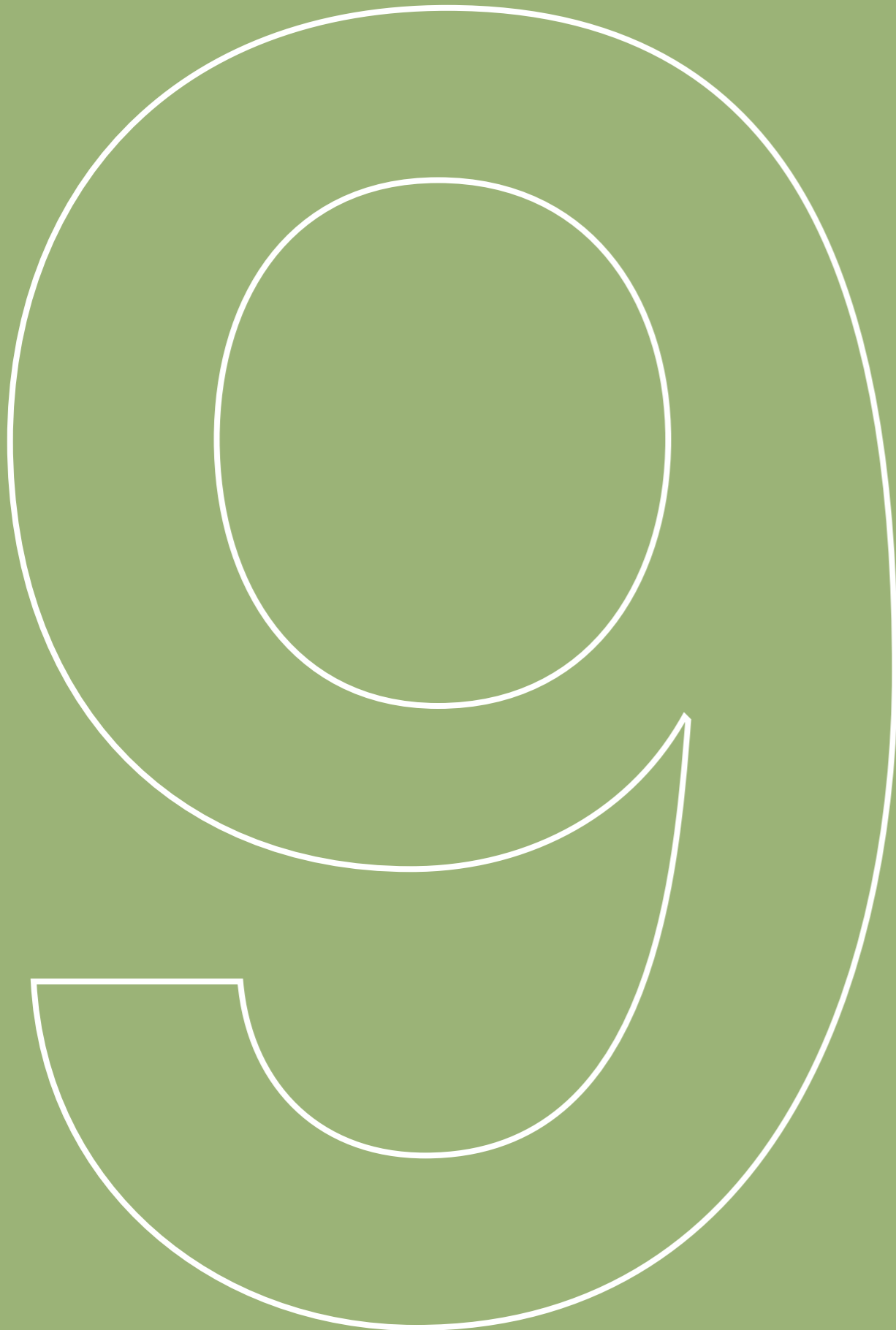
Consideration will be given to the traffic management measures and the implementation of traffic regulation orders as appropriate. Detailed parking provision by land-use will be addressed in subsequent Transport Assessments as the development is brought forwards on a phase by phase basis.



Building Heights Parameter Plan
Fig 8.1



9.0 The Illustrative Masterplan



9.0 Masterplan Vision

The Masterplan

The Illustrative Masterplan sets out how the development of the site could come forward. It brings together the framework of design parameters described in the previous section.

The Masterplan proposes to deliver a residential-led mixed use development and makes provision for a range of uses including residential; a new local centre comprising retail, community and employment; education, and Green Infrastructure.

A high-quality residential scheme is proposed which will deliver the following:

- Around 1,350 high quality new homes, at an average density of 35 dwellings per hectare, appropriate to current requirements of Penwortham and suited to local area with a mix of housing types, tenure, and sizes;
- A two form entry primary school;
- A new Local Centre to include a mobility hub and employment provision
- A safe and attractive multifunctional network of greenspace
- Local play space catering to the needs of the existing and new communities within the green infrastructure areas running through the Site;
- Extension of the existing footpath network to improve accessibility to the proposed greenspaces and high vantage points for both existing and future residents;
- A residential area with distinctive and attractive character areas, created through variations in street pattern and street treatments, and in the relationship between buildings and open spaces; and
- Linkages and access into all parcels within the Site and to the safeguarded land to the south of the allocation site.

The Masterplan

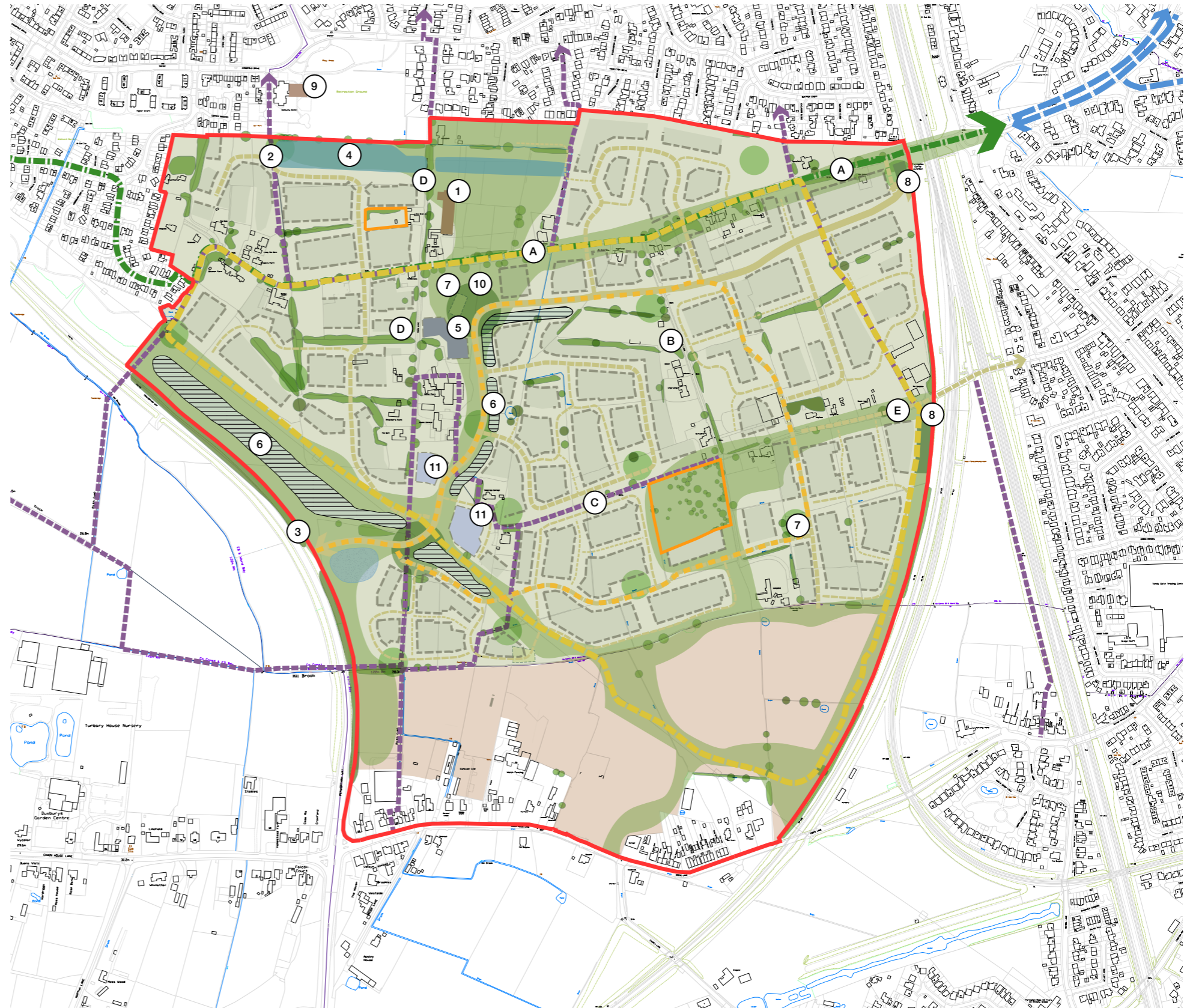
1. New primary school
2. Pedestrian / cycle link to Kingsfold
3. Entrance Gateway – A new route from Penwortham Way direct to the heart of the new community.
4. Area to manage and contain existing surface water.
5. New local facilities including a mobility hub, employment and community uses
6. Sustainable Urban Drainage
7. Children's Play Areas (LEAP)
8. Allotments
9. Potential Extension to existing Community Centre
10. The Village Green
11. Entrance Gateway and initial sales centre for Phase One

- A. Bee Lane
- B. Lord's Lane
- C. Nib Lane
- D. Moss Lane
- E. Flag Lane

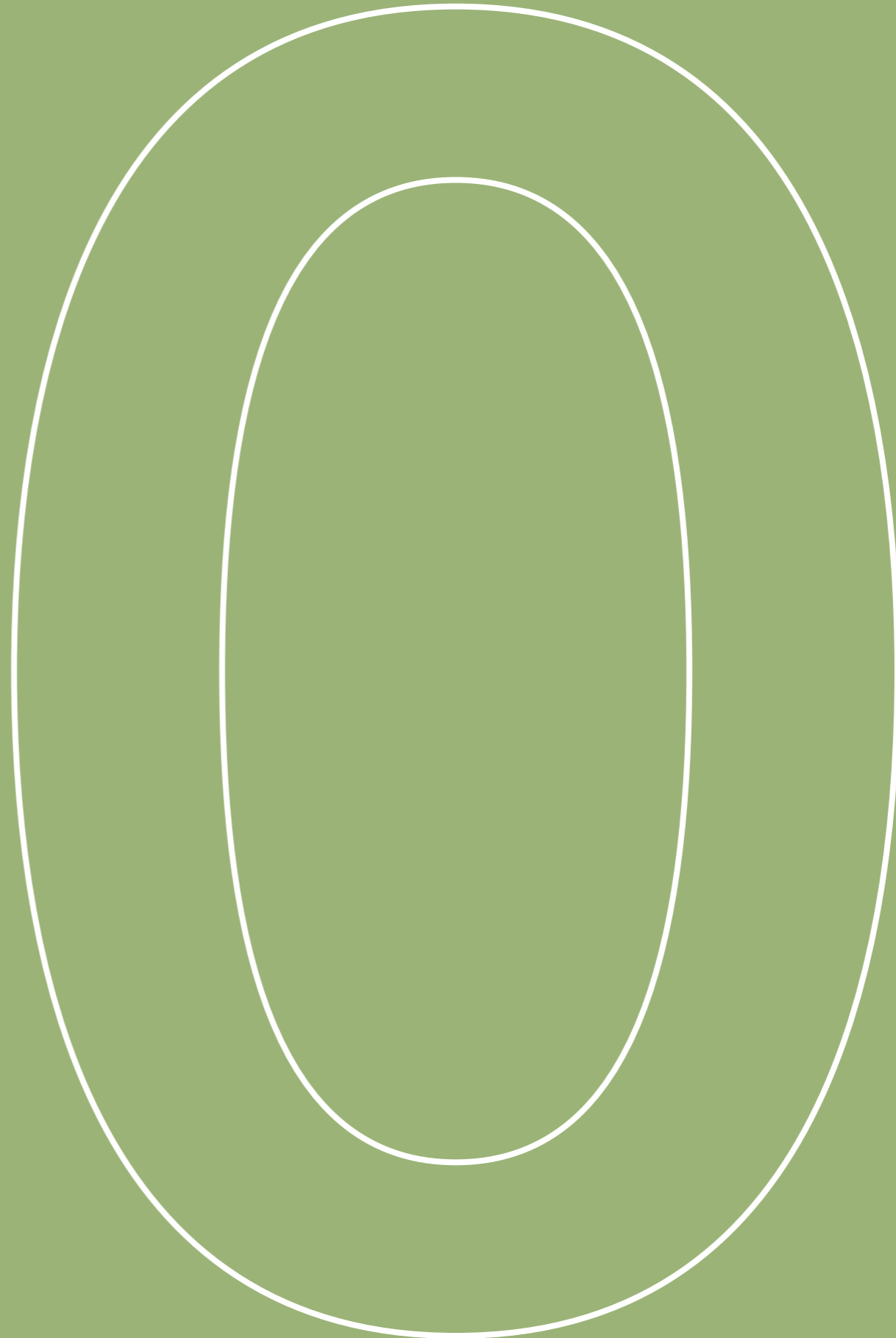
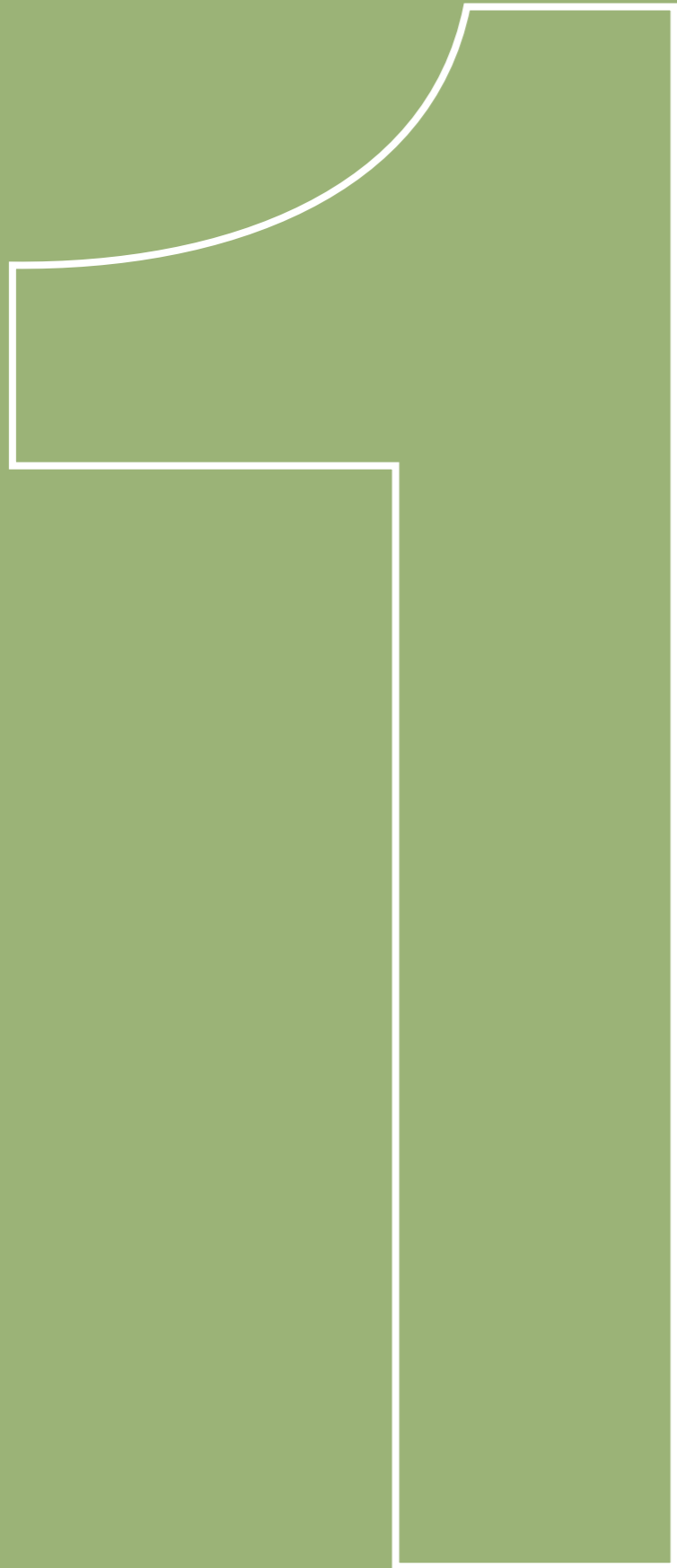
Key

- Masterplan Boundary
- Orchard Boundary
- Spine Road
- Enhanced Streets
- Informal Streets
- Pedestrian Prioritised Streets
- LEAPS
- Network of Public Open Space
- Existing Off Road Cycle Route connecting into the Masterplan
- Existing Penwortham Cycle and Walking Route connecting into the Masterplan
- Flood Basin Area
- Attenuation Basin/ Swale
- Exercise Track (using existing lanes and infrastructure where available)
- Proposed Bus Route
- Public Rights of Way
- Dwelling Frontages
- Development Parcels
- Land safeguarded for future development, not prejudiced by this masterplan

Illustrative Masterplan
Fig 9.0



10.0 Development Phasing



10.0 Development Phasing

To deliver a comprehensive and sustainable development at the Site in a viable way and inline with policy, it is essential that appropriate physical and social infrastructure is delivered as part of a co-ordinated and phased approach to development.

The Indicative Phasing Plan for the Site envisages that it will be delivered in 9 phases. The Indicative Phasing Plan does not identify the sequence of the delivery of these phases and it is proposed that phases will be promoted for residential led development at the planning applications stage. Albeit, as the land under the Developer's control and within the application will likely be approved and delivered first alongside the associated community facilities therefore facilitating the delivery of the uncontrolled land in due course.

Each reserved matters application will be required to provide an Indicative Phasing Plan for the development proposed by that planning application which builds upon the phasing set out in this Masterplan.

At the time, SRBC grants future planning permission, a detailed Phasing Plan for that proposed development will be secured by planning condition. The Detailed Phasing Plans will be underpinned by the detailed design process and will identify the extent and sequencing of the phases of the proposed development.

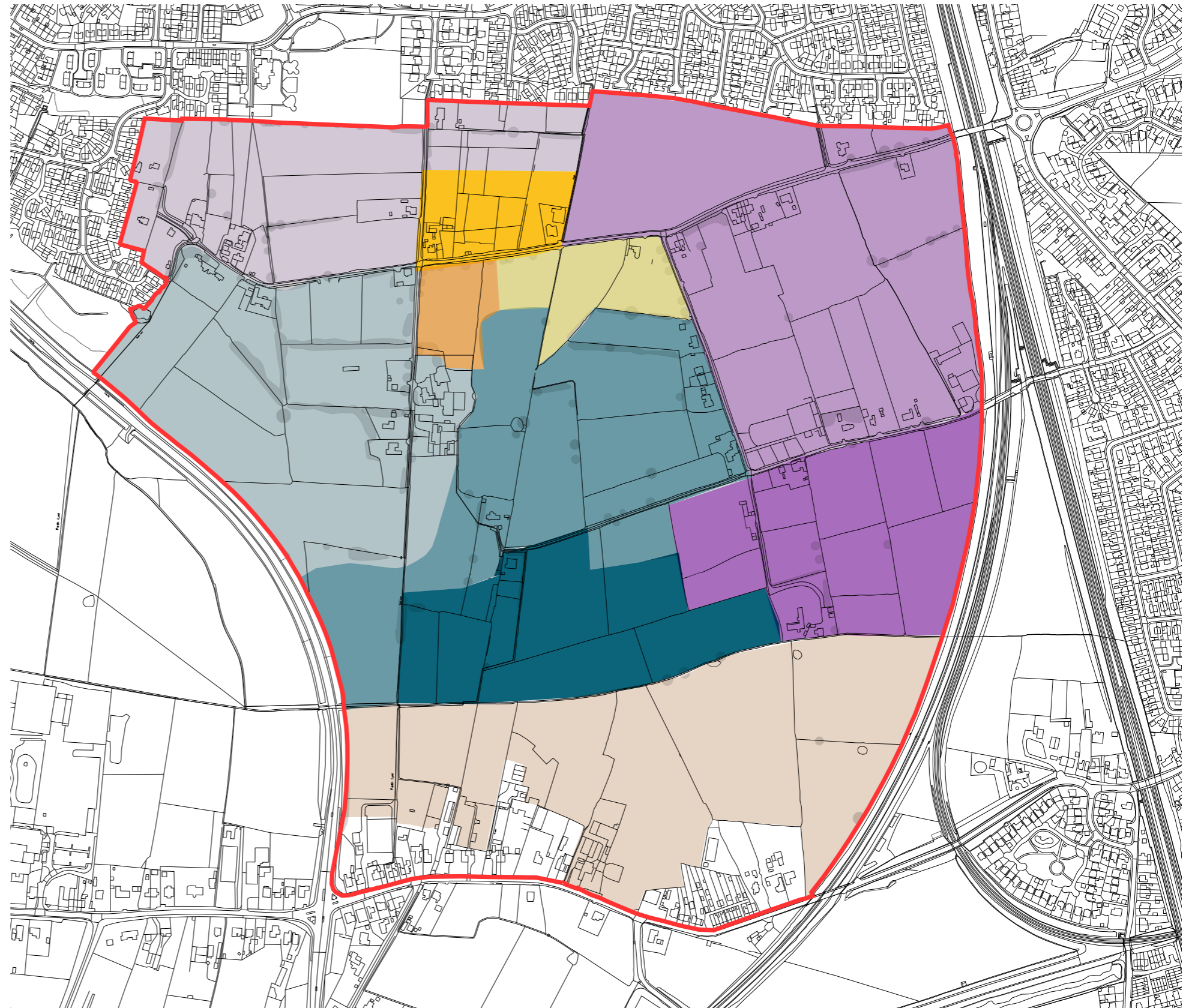
It is intended that once planning permission(s) have been granted that there will be between 1 and 4 house builder outlets on the site who could deliver between 30 and 150 dwellings per year in aggregate.

Key

- Masterplan Boundary
- North Western Phase
- North Eastern Phase
- South Eastern Phase
- Southern Phase
- Central Phase
- Western Phase
- School Phase
- Local Centre Phase
- Bee Lane Phase
- Land safeguarded for future development, not prejudiced by this masterplan

Development Phasing

Fig 10.0





THE
LANES
PENWORTHAM