



# Infrastructure Delivery Schedule

August 2020

## IDS Role and Status

This Infrastructure Delivery Statement (“IDS”) for The Lanes forms part of a suite of three Masterplan documents: Masterplan, Design Code and IDS. The purpose of the IDS is to identify the provision of key infrastructure required to ensure the comprehensive development of both the Allocated Land and Safeguarded Land. The IDS provides an indication of the phasing of the overall development across the Site. An Infrastructure Delivery Schedule is presented which identifies the key infrastructure, the planning mechanism to secure it, its scale and funding and indicative delivery programme.

This IDS has been prepared on behalf of Taylor Wimpey and Homes England (The Developers) in accordance with Policy C1 of the South Ribble Local Plan (2012-2026) adopted in July 2015. It relates to the Pickering’s Farm Major Site for Development in Penwortham which comprises 99.78 hectares of land including land allocated as a Major Site for Development (reference EE on the Local Plan Proposals Map) (“the Allocated Land”) and the safeguarded land to Coote Lane (reference S2 on the Local Plan Proposals Map) (“the Safeguarded Land”) referred to herein as the Site.

Local Plan Policy C1 relates to Pickering’s Farm and states:

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

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

The justification to Policy C1 at paragraph 6.10 of the Local Plan states:

*“The comprehensive development of this site is dependent on the provision of infrastructure*

*to ensure a sustainable development. An infrastructure delivery schedule linked to the phases of development on the site will be required. This will be secured through a legal agreement between the developer and the Council to ensure that the development proceeds only when the necessary infrastructure is in place.”*

### Future Planning Applications

Once approved, the IDS will become a material consideration in the determination of all future planning applications within the Site.

Over a number of years, the Developers have invested significant time and money to assemble the site and promote the Site for major development. The Developers do not own or control all the land within the Masterplan area. The Developers own or control 63.8 hectares of land across the Site and the extent of land either owned or controlled by the Developers across the Masterplan area is shown on the Land Ownership Plan.

The Developers are working together to bring forward a residential led development supported by extensive physical and social infrastructure

and are committed to its delivery. They have submitted an outline planning application for a residential led development for up to 1,100 new dwellings on the allocated part of the Site on land that they control and / or own. The outline planning application is the first planning application made within the Site and the subsequent development will deliver a significant proportion of the infrastructure required by the South Ribble Local Plan including:

- 1,100 new open market and affordable residential dwellings (use class C3 and C2);
- A local centre including retail, employment and community uses (use class E);
- Land for the delivery of a two form entry primary school (use class F1);
- Green infrastructure; and
- A large extent of the Cross Borough Link Road extension (‘CBLR’) on land controlled by the Developers.

The extent of the CBLR extension proposed by the Developers includes the primary vehicular access on to Penwortham Way (A582) which once constructed will open up the Site for major development.

The Masterplan proposes in the region of 2,000 new dwellings and supporting infrastructure across the entire Site.

The suite of Masterplan documents provide the basis for landowners and developers to prepare and submit planning applications which are required to be comprehensive and fit with the overall vision and requirements of the Masterplan, Design Code and IDS. To ensure a comprehensive development, it is essential that all development proposed makes appropriate contributions towards the delivery of the infrastructure required by this IDS.

### Aerial View of the Site

Fig 0.1

#### Key

-  Site Boundary
-  Railway Line
-  Adopted Highways



# Planning Mechanisms for Securing the Delivery of Infrastructure

**Land Ownership Plan**  
Fig. 0.2



**Key**

- Masterplan
- Land Owned by Homes England
- Land Controlled by Taylor Wimpey
- Land in Third Party Ownership

At the planning application stage, there are a number of planning mechanisms available to South Ribble Borough Council (“SRBC”) to secure the delivery of infrastructure. These planning mechanisms include planning conditions, s106 agreements, s278 agreements, s38 agreements and Community Infrastructure Levy (“CIL”).

**Planning Conditions**  
The National Planning Policy Framework (“NPPF”) defines a planning condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order. The NPPF states that planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

**S106 Agreement**  
S106 Legal Agreements are a mechanism which make a development proposal acceptable in planning terms and focus on site specific mitigation of the impact of development. Policy A1 of the South Ribble Local Plan relates to developer contributions and states:

*“New development will be expected to contribute to mitigating its impact on infrastructure, services and the environment and to contribute to the requirements of the community. This may be secured as a planning obligation through a Section 106 agreement, where the development would otherwise be unacceptable and through the Community Infrastructure Levy (CIL) by way of a Charging Schedule.*

*The types of infrastructure that developments may be required to provide contributions for include, but are not limited to:*

- a) Utilities and waste (where the provision does not fall within the utility providers’ legislative obligations);
- b) Flood prevention and sustainable drainage measures;
- c) Transport (highway, rail, bus and cycle/footpath/bridleway networks, canal and any associated facilities);
- d) Community infrastructure (such as health, education, libraries, public realm);
- e) Green infrastructure (such as outdoor sports facilities, open space, parks, allotments,

- play areas, enhancing and conserving biodiversity);
- f) Climate change and energy initiatives through allowable solutions;
- g) Affordable housing; and,
- h) Leyland Town Centre regeneration. Where appropriate, the Council will permit developers to provide the necessary infrastructure themselves as part of their development proposals, rather than making financial contributions.”

**S278 Agreement**  
A section 278 agreement is a section of the Highways Act 1980 that allows developers to enter into a legal agreement with the Highways Authority to make alterations or improvements to a public highway, as part of a planning approval. Examples of work covered by an S278 include:

- new access into a development site (i.e. a signalled junction); and
- new improvements to existing junctions on the local highway network close to the site.

**Section 38 Agreement**  
A Section 38 agreement is a section of the Highways Act 1980 that can be used when a developer proposes to construct a new estate road for residential, industrial or general purpose traffic that may be offered to the Highway Authority for adoption as a public highway.

**CIL**  
CIL was introduced by the Government in April 2010. It allows Local Authorities in England and Wales to raise funds from developers who are undertaking new building projects in their area. The money collected by CIL can be used to pay for a variety of infrastructure projects that are identified on a published Infrastructure Delivery Schedule. Infrastructure Delivery Schedules typically include highway infrastructure, public realm, Green Infrastructure, education provision etc. SRBC commenced charging CIL on 1 September 2013 and published a Regulation 123 Delivery Schedule.

In September 2019, the Community Infrastructure Levy (Amendment) (England) (No.2) Regulations 2019 came into force. The 2019 Regulations made a number of changes to the Community Infrastructure Regulations 2010, one of which was the deletion of Regulation 123 Schedules.

The 2019 Regulations requires Local Authorities to publish an Annual Infrastructure Funding Statement by 31 December 2020 which sets out the infrastructure within a Local Authority Area which will be funded by development through CIL. SRBC is in the process of preparing its Annual Infrastructure Funding Statement and have not yet consulted on a draft version. It is understood that SRBC’s Annual Infrastructure

Funding Statement will be published later this year. In the absence of a published Infrastructure Funding Statement, it has been agreed with Officers that the revoked CIL Regulation 123 List will be used to identify the infrastructure that CIL contributions made by future developments at the Site will contribute towards.

Relevant to the Masterplan are the following projects on SRBC’s former Regulation 123 Charging Schedule:

- Cross Borough Link Road;
- New primary care facility at Penwortham / Lostock Hall; and
- Penwortham / Lostock Hall 2 form entry primary school.

SRBC’s charging schedule sets the following charges which are subject to indexation:

- i) Dwelling houses (excluding apartments) – £65 sqm
- ii) Dwelling apartments - £0 sqm
- ii) Convenience retail (excluding neighbourhood convenience stores) – £160 sqm
- iii) Retail warehouses, retail parks and neighbourhood convenience stores – £40 sqm.

SRBC’s CIL policy allows for instalments and infrastructure in kind. The instalments policy states that where an outline permission permits development to be implemented in phases, each phase of the development is a separate development and will be collected in accordance with this instalments policy. In terms of infrastructure in kind, there may be instances where Developers deliver physical or social infrastructure in lieu of providing CIL payments either in full or at a reduced rate.

## Phasing

### Development Phasing

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

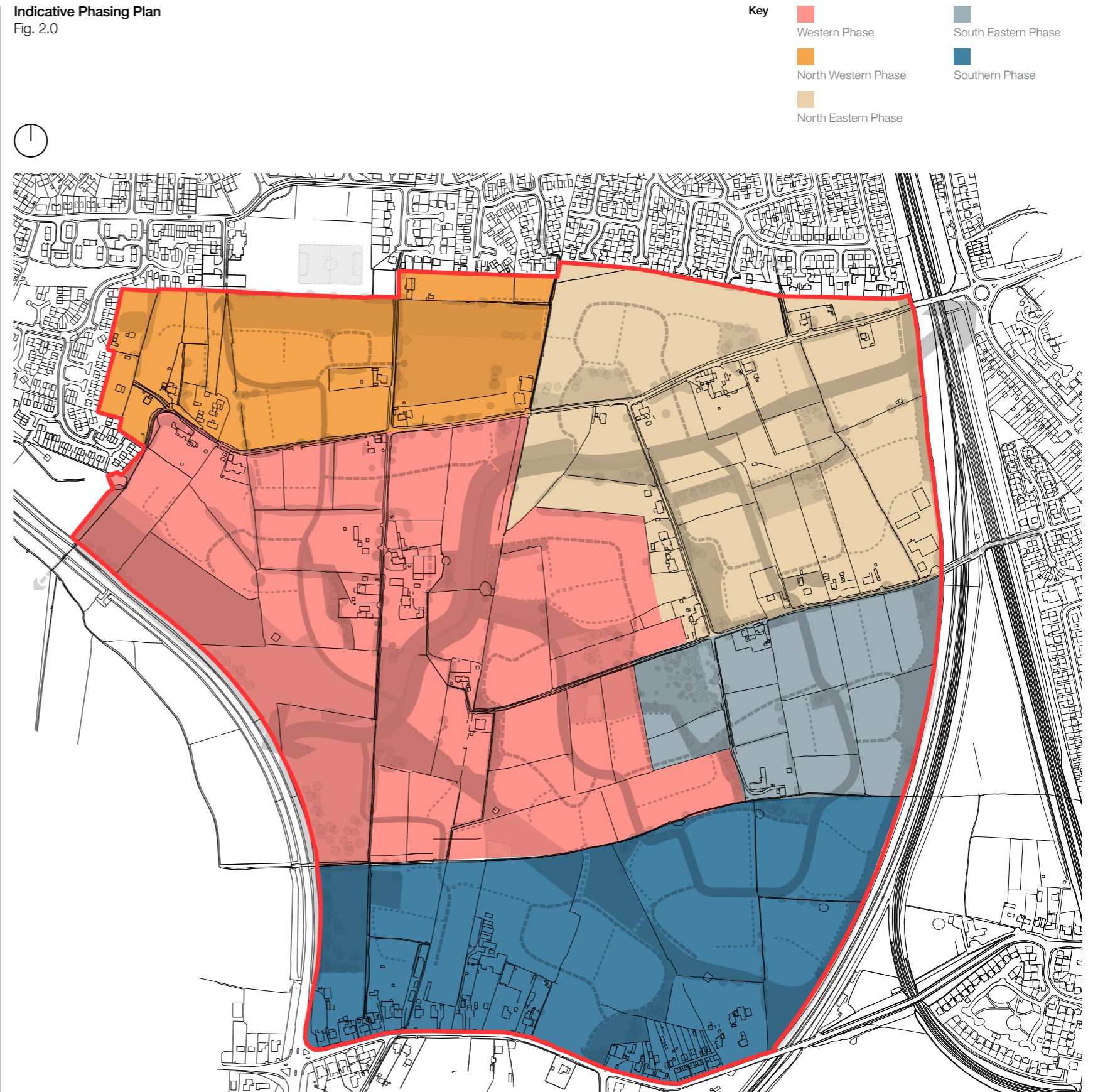
The Indicative Phasing Plan for the Site envisages that it will be delivered in 5 phases. The Indicative Phasing Plan does not identify the sequence of the delivery of these phases and it is proposed that phases or sub-phases will be promoted for residential led development at the planning application stage.

Each planning 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 IDS. 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 and sub-phases of the proposed development. The timing for the submission of the Detailed Phasing Plan is to be agreed with SRBC during the determination of future planning applications.

It is intended that once the Masterplan has been endorsed and 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.

### Indicative Phasing Plan

Fig. 2.0



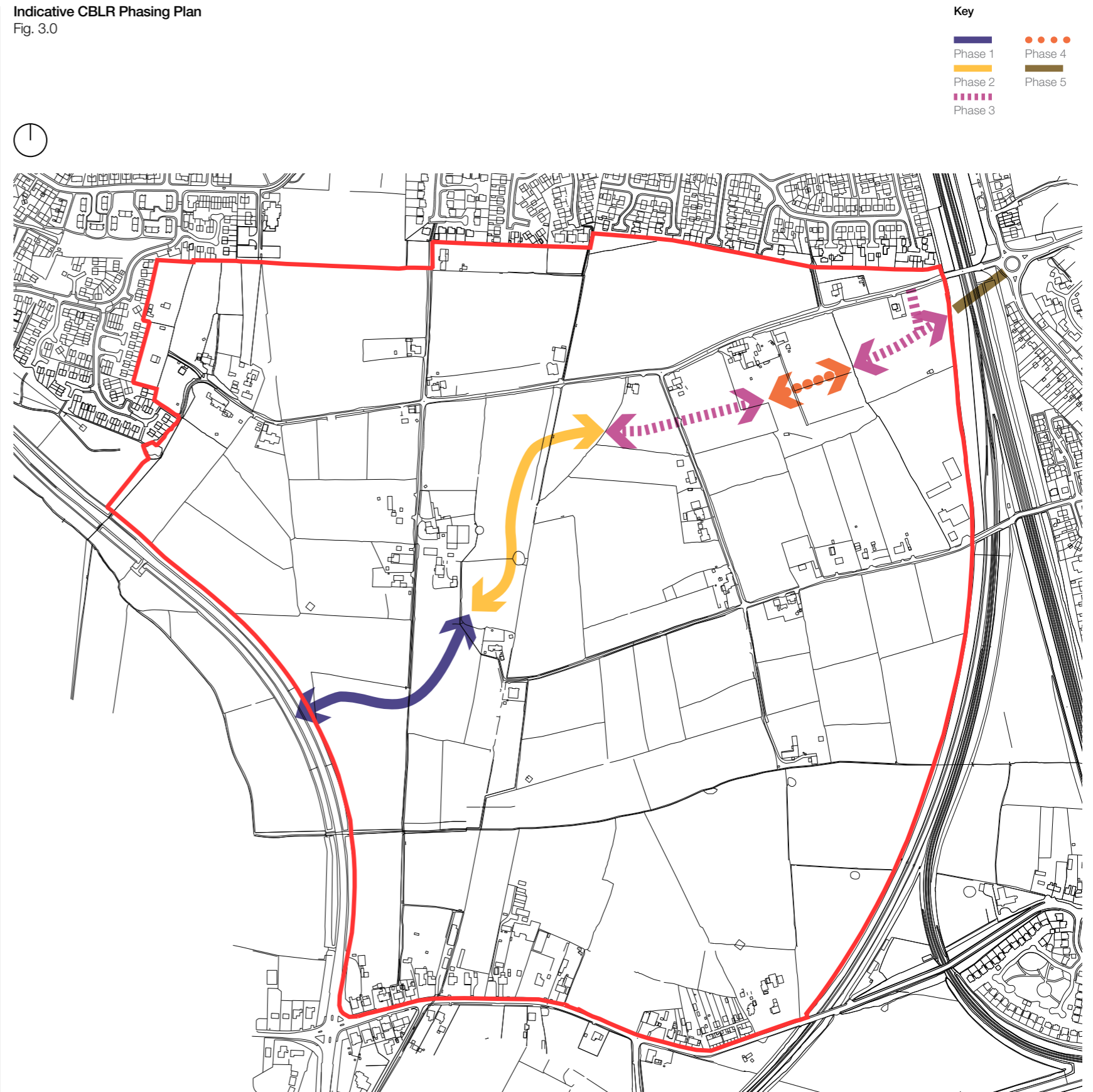
# Phasing

An indicative phased approach to the delivery of the Cross Borough Link Road ("CBLR") extension as shown on the Indicative CBLR Phasing Plan is required to ensure that the road is delivered in a viable way. It is proposed that the CBLR extension will be delivered in 5 phases as follows:

- **Phase 1:** New signal-controlled access junction from Penwortham Way and the first phase of road into the site to be delivered by the Developers providing access to the western and north western phases of the development.
- **Phase 2:** the second phase of road to be delivered by the Developers providing access to the south eastern, and southern phases of the development.
- **Phase 3:** The north eastern phase of the development to be delivered by the Developers on land that they control. This phase of the development will include a short term priority junction connection to Bee Lane which will be delivered by the Developers and restricted to existing development traffic using Bee Lane and 40-50 new dwellings on the Developers parcel of land in the north east corner of the site. The Developers proposed development on this parcel of land will not preclude the delivery of the long-term aspiration of SRBC and LCC to connect to a new bridge over the West Coast Mainline and the existing Leyland Road roundabout.
- **Phase 4:** The fourth phase of the road will be delivered by a third party developer or landowner (in the same way as Phases 1-3) or by SRBC or LCC following the use of Compulsory Purchase Order ('CPO') powers on land which is in third party control or ownership.
- **Phase 5:** The final section of the road will comprise a new bridge over the west coast mainline to connect to the existing Leyland Road roundabout. Improvements to the existing Leyland Road roundabout will also be delivered as part of this phase of the CBLR. The new bridge will be delivered using CIL.

In accordance with Policy A2 of the South Ribble Local Plan, the Masterplan protects the land required from physical development for the delivery of the CBLR within the Site. Planning permissions granted for the CBLR extension should enable the phased delivery of the road and to take full account of the land ownership at the site

**Indicative CBLR Phasing Plan**  
Fig. 3.0



## Infrastructure Delivery Schedule

The IDS sets out the key infrastructure proposed across the Site. It describes how the delivery of the key infrastructure will be secured and the timing for the delivery of this infrastructure. The IDS identifies a series of priorities for the delivery of physical and social infrastructure as core components of the Masterplan. Some of the key infrastructure is required in the short term with other infrastructure identified as long term requirements.

Infrastructure	Planning Mechanism	Scale	Funding and Indicative Delivery Programme
Affordable Housing	S106 Agreement and / or Planning Condition	Policy 7 of the Central Lancashire Core Strategy sets a target of 30% affordable housing in the urban areas of South Ribble which includes the Masterplan area.	All planning applications for residential development within the Site will be assessed against Policy 7 of the Central Lancashire Core Strategy.  The amount, mix, location and phasing of affordable housing will be discussed and agreed with SRBC in the lead up to and during the determination of planning applications for residential development within the Site.
Education	CIL and S106 Agreement	Through discussions with the Local Education Authority ("LEA"), it is agreed a two-form entry primary school will be provided for within the Site.  A site extending to 1.6 hectares is required as well as an external car parking and drop off area.	The primary school is likely to be located within the north western phase and a site will be secured as part of the Developers outline planning application.  The delivery of the two-form entry primary school will be funded by CIL.  As the land for the school will be provided by the Developers, an in-lieu provision will be made to allow for the transfer of the site. The extent of the in-lieu provision will be calculated through a Red Book Valuation undertaken by LCC Estates Team and conjunction with the Developers. The LEA will deliver the two-form entry primary school.  The land for the school will be provided by the Developers and the LEA has requested that the land for the school will need to be delivered by 10 years from the occupation of the 300th dwelling on site. The land for the school will be secured by S106 Agreement
Health Care	CIL	SRBC's former Regulation 123 Schedule identifies the delivery of a new primary care facility in Penwortham.	Following discussions with the Clinical Commissioning Group ("CCG") and SRBC, CIL contributions secured from future planning applications for residential development at the site will make a contribution towards either improving existing medical facilities in the Penwortham area and / or towards the delivery of a new medical centre for Kingsfold Medical practice.
Community	CIL	Policy 7 of the Penwortham Neighbourhood Plan states that:  <i>"The Town Council will promote the Centre for wider usage and commit its resources to extend the facility to include the provision of a multi-use hall and cafeteria".</i>	CIL contributions secured from future planning applications for residential development at the site will make a contribution towards extending the Penwortham Community Centre in line with the aspirations of Policy 7 of the Penwortham Neighbourhood Plan.
Local Centre	Developer Outline Planning Application	In accordance with Policy C1 of the South Ribble Local Plan, a local centre delivering employment, retail, commercial and community uses will be provided as part of the Masterplan. It is proposed that the Local Centre will be up to 2,500 sq m in size.	The local centre will be funded and delivered by the Developers and is proposed as part of their outline planning application. The Local Centre will be delivered in the western phase of the development.
Green Infrastructure	S106 Agreement and / or Planning Condition	In accordance with Central Lancashire's Open Space and Playing Pitch SPD, each planning application for residential development will be required to deliver Green Infrastructure in the form of amenity greenspace, provision for children, natural and semi natural provision and allotments and community gardens. Biodiversity Net Gain will also be expected to be achieved either on site or through off site provision.	Each planning application proposing residential development within the Site will be required to deliver Green Infrastructure in line with the requirements of Central Lancashire's Open Space and Playing Pitch Strategy.



Table Continues Overleaf...

## Infrastructure Delivery Schedule

Infrastructure	Planning Mechanism	Scale	Funding and Indicative Delivery Programme
Sports and Recreation	S106 Agreement	<p>In accordance with the Central Lancashire Open Space and Playing Pitch SPD, each planning application for residential development will be required to make a financial contribution towards playing pitch provision in the Penwortham area.</p> <p>Policy 6 of the Penwortham Neighbourhood Plan states:</p> <p><i>“The Town Council will, in working through the Masterplan preparation for the Pickering’s Farm site, seek to locate the new sporting facilities adjacent to the existing Community Centre (see map at Appendix 11 of the NDP)”</i></p>	Financial contributions made by planning applications for residential development within the Site towards playing pitch provision will be used towards the delivery of a new 3G pitch on land adjacent to Penwortham Community Centre.
Air Quality and Travel Planning	S106 Agreement / Planning Condition	<p>Each planning application proposing development within the Site will be supported by a Transport Assessment, Air Quality Assessment and Travel Plan. Where the assessment requires air quality mitigation and / or Travel Plan measures, the mitigation and / or measures will be secured by planning condition and / or s106 Agreement. Future Travel Plan measures could include:</p> <ul style="list-style-type: none"> <li>• Appointment of Travel Plan Co-ordinator;</li> <li>• Improvements to walking and cycling routes;</li> <li>• Ensure travel awareness amongst residents;</li> <li>• Creation of a travel database with information of the current and historic travel patterns of residents;</li> <li>• Ensure the availability of the most up to date travel information;</li> <li>• Ensure that all residents receive a Welcome Pack, which will contain details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site;</li> <li>• Promotion of a Lift Share scheme; and</li> <li>• Promotion of Travel Awareness initiatives such as ‘Cycle to Work’ week.</li> </ul>	All planning applications for development within the Site will be assessed against Policy 7 of the Central Lancashire Core Strategy.
<b>Transport and Highways Infrastructure</b>			
CBLR Extension (Penwortham Way to Leyland Road)	Planning Condition / S38 Agreement / S278 Agreement	<p>Policy A2 of the South Ribble Local Plan requires land to be protected for the delivery of the CBLR which comprises a road to be constructed through the Major Development site at Pickering’s Farm as shown diagrammatically on the Policies Map.</p> <p>The Masterplan protects the land required for the delivery of the CBLR.</p>	<p>The CBLR will be delivered in phases from west to east across the Allocated Land in conjunction with the delivery of the proposed housing as set out on Page 5.</p> <p>In the short term, the north eastern parcel of the Developers land will be limited to 40-50 new dwellings served via a new priority-controlled junction onto Bee Lane together with improvements to the existing Bee Lane Bridge, as shown in Section 6 of the Masterplan.</p> <p>The proposed short-term access proposal will not preclude the delivery of the long-term aspiration of SRBC and LCC to connect to a new bridge over the West Coast Mainline and the existing Leyland Road roundabout.</p> <p>The vast majority of the CBLR extension will be delivered by the Developers on land that they own or control within the Allocated Land.</p> <p>The full delivery of the CBLR will require land controlled or owned by third party landowners and developers within the Allocated Land. This part of the CBLR will be expected to be delivered by the third part landowners and developers or SRBC could utilise CPO powers to acquire the land.</p> <p>As the Developers will deliver those parts of the CBLR which are located on their land, CIL “infrastructure in kind” relief could be applied (as the CBLR falls on the former SRBC Regulation 123 Schedule), and the cost of delivering those parts of the CBLR could be offset against the Developers overall CIL liability.</p>



Table Continues Overleaf...

## Infrastructure Delivery Schedule

Infrastructure	Planning Mechanism	Scale	Funding and Indicative Delivery Programme
<b>Transport and Highways Infrastructure</b>			
Improvements to the Local Highway Network and New CBLR Bridge	Planning Condition / S278 Agreement	Through discussions with LCC Highways, the following works will be agreed and secured as required as part of the Developers outline planning application: <ul style="list-style-type: none"> <li>· A59 Golden Way/A59 roundabout;</li> <li>· A582 Flensburg Way/A582 Croston Road/Fidler Lane/Croston Road roundabout; and</li> <li>· A582 Croston Road/A582 Farington Road/Centurion Way roundabout.</li> </ul>	The timing for the delivery of these off-site highways works will be agreed between the Developers and LCC Highways during the determination of the Developers outline planning application. The timing of the works will be secured by planning condition and will be completed through a s278 Agreement.
	CIL	At the time the full connection of the CBLR extension (including the part of the CBLR on land controlled by third party landowners and / or developers) is provided, a new bridge over the Westcoast Mainline is required to connect the CBLR extension with Leyland Road roundabout.  A 2D potential design of this bridge is provided in Section 6 of the Masterplan and the Developers outline planning application safeguards the land required to deliver this bridge.	All future planning applications for development at the site will be expected to make CIL contributions and a proportion of these contributions will be used to deliver the new bridge over the Westcoast Mainline.
	S278 Agreement / s106 Agreement	All future planning applications proposing development within the Site will be required to be supported by a Transport Assessment to assess the impact of their proposed development on the local highway network.  A Technical Assessment of the Site has been undertaken by Eddisons and is provided at Appendix 1 of the Masterplan. On the basis of 2,000 new dwellings, employment, commercial and community uses, the Technical Assessment concludes that the following improvements to the local highway network may be required: <ul style="list-style-type: none"> <li>· Potential traffic calming and speed reduction measures to Chain House Lane and Coote Lane;</li> <li>· Potential footway and bus stop improvements to Chain House Lane;</li> <li>· Highway mitigation scheme consisting of potential signalisation at the B5254 Leyland Road/Bee Lane/The Cawsey roundabout;</li> <li>· Highway mitigation scheme consisting of potential signalisation or the limiting of the number of dwellings accessing the site at the B5254 Leyland Road/Flag Lane T junction;</li> <li>· Contribution towards public realm and bus priority measures at the Leyland Road corridor/Tardy Gate District Centre;</li> <li>· Potential minor junction improvements or adjustments to signal timings at the A582 Penwortham Way/Chain House Lane Signalised Crossroads.</li> </ul>	The nature and scale of future improvements to the local highways network are to be discussed and agreed as part of future planning applications for development within the Masterplan area with LCC and SRBC.  Potential improvements to the local highway network have been identified through the Highways Technical Assessment of the Site, however, the exact nature, scale and phasing of the improvements required will need to be informed by Transport Assessments in support of planning applications for development within the Site and agreed with LCC and SRBC.
Penwortham Way Dualling	CIL	A planning application (ref: 07/20/00015) proposing the dualling of the Penwortham Way has been made by LCC and is currently pending determination. The plan which shows the dualling of the Penwortham Way is provided in Section 6 of the Masterplan.	All planning applications for development within the Site will make a CIL contribution a proportion of which will be used towards the funding of the delivery of the Penwortham Way dualling.  As described above, LCC has requested highways improvement works by the Developers to some junctions on the Penwortham Way which will be delivered by a s278 Agreement. The delivery of these junction improvements would contribute towards the dualling of the Penwortham Way and if these works are delivered by the Developers, CIL "infrastructure in kind" relief would apply taking into account the cost of these works.
Penwortham Way Vehicular Access	S278 Agreement	A traffic controlled junction on to Penwortham Way is proposed by the Developers outline planning application and will be delivered by the Developers.  The Developers planning application proposes two junction options providing access to the existing Penwortham Way and access to the "dualled" Penwortham Way.  The design of the Penwortham Way junction in both options is provided in Section 6 of the Masterplan.	The delivery of this junction will be provided by the Developers at the beginning of the construction phase on the site. This will be secured by planning condition and will be delivered via a S278 Agreement by the Developers.
Improvements to Existing Lanes	S278 Agreement	Each planning application proposing development within the Site will require a Transport Assessment to be submitted and be expected to make improvements to the existing lanes.	The nature, scale and timing of the improvements to existing lanes will be agreed between SRBC, LCC and the Applicants as part of future planning applications within the Site.
Improvements to the Local Pedestrian and Cycle Network	S106 Agreement	Each planning application proposing development within the Site will require a Transport Assessment to be submitted and be expected to make improvements to the local pedestrian and cycle network.	The timing and scale of financial contribution towards improvements to pedestrian and cycle infrastructure will be agreed between SRBC, LCC and the Applicants as part of future planning applications within the Site
Public Transport Improvements	S106 Agreement	Each planning application proposing development within the Site will require a Transport Assessment to be submitted and be expected to make improvements to public transport.	The timing and scale of financial contribution towards improvements to public transport will be agreed between SRBC, LCC and the Applicants as part of future planning applications within the Site.





THE  
LANES  
PENWORTHAM



Clients

Taylor Wimpey



Homes England



Project Team

5plus Architects  
Masterplanners



Eddisons  
Transport Consultant



Xanthe Quayle  
Landscape Architects



Avison Young  
Planning Consultants

