

Infrastructure Delivery Schedule



December 2019

Introduction

IDS Role and Status

This IDS for The Lanes forms part of a suite of three Masterplan documents: Masterplan, Design Code and Infrastructure Delivery Schedule. The purpose of the IDS is identify the provision of key infrastructure required to ensure the comprehensive development of the wider site. The IDS provides an indication of the phasing of the overall development across the Masterplan area. In addition, a schedule is provided which identifies the key infrastructure, its funding and delivery mechanism and indicative delivery programme. Once approved, the IDS will become a material consideration in the determination of all future planning applications within the Masterplan area.

This Infrastructure Delivery Schedule (IDS) has been prepared by 5plus 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. The IDS relates to the Pickering’s Farm Major Development Site in Penwortham which comprises 99.78 hectares of land including land allocated for Major Development (reference EE on the Local Plan Proposals Map) and the safeguarded land to Coot Lane (reference S2 on the Local Plan Proposals Map).

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 Coot 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.”

Furthermore, 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.”

The purpose of the IDS is to set out the provision of key infrastructure required to ensure the comprehensive development of the site. The IDS provides an indication of the phasing of the overall development across the Masterplan area. In addition, a schedule is provided which identifies the key infrastructure, its funding and delivery mechanism and indicative delivery programme.

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 are working together to bring forwards a residential led development supported by extensive physical and social infrastructure and are committed to making a major investment. However, it is essential that all development promoted on third party land makes its own appropriate contributions towards the delivery of required infrastructure.

Aerial View of the Site
Fig 0.1



Planning Mechanisms for Securing the Delivery of Infrastructure

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 the 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 council 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 signalised 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 has published an Infrastructure Delivery Schedule. Relevant to the site are the following projects:

- 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:

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

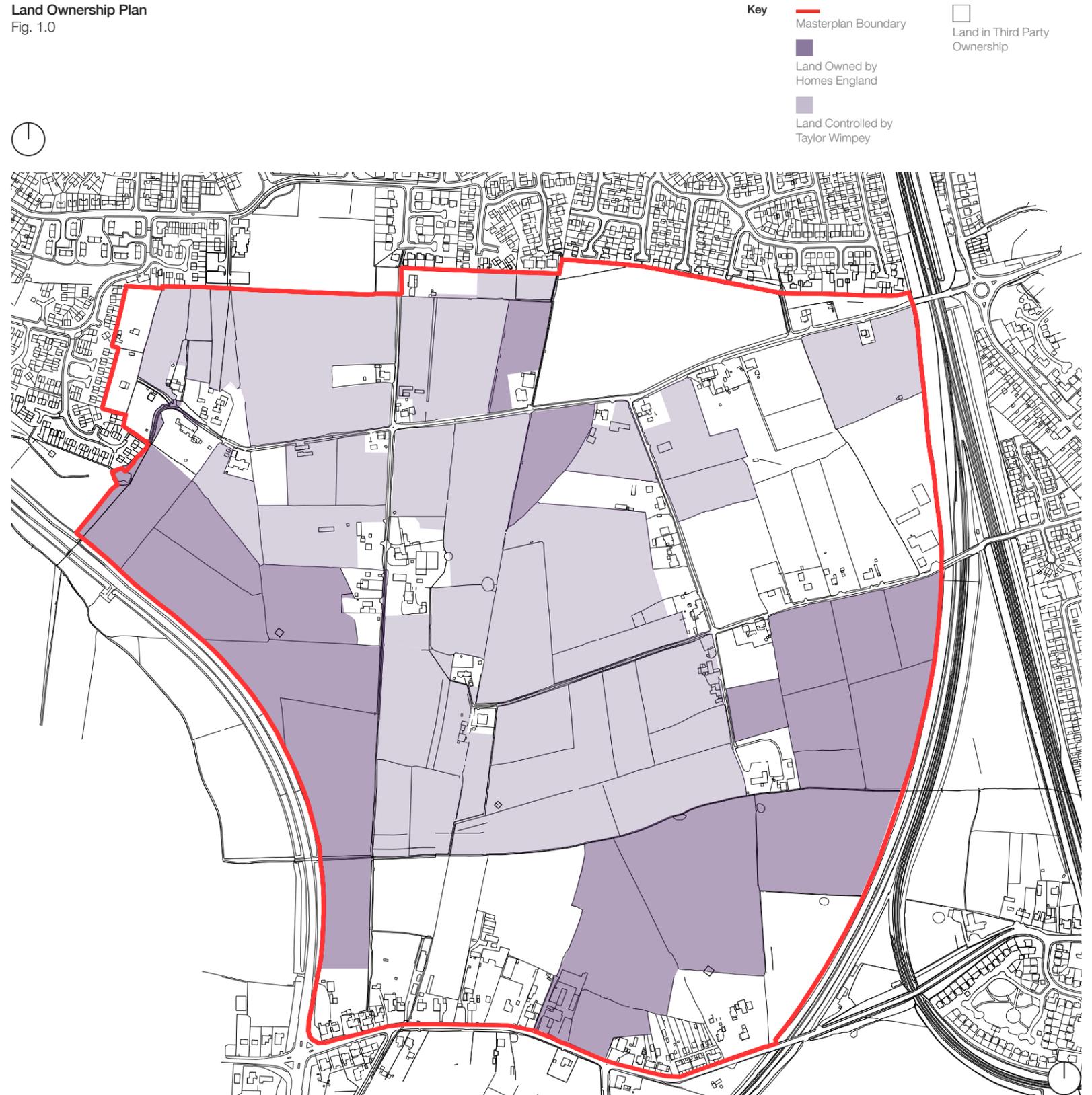
SRBC has also introduced an instalments policy. The instalments policy states that where an outline permission permits development to be implemented in phases, each phase of the development is a separate development and will be collected in accordance with this instalments policy.

As part of the development, there may be instances where the Developers deliver physical or social infrastructure in lieu of providing CIL payments.

Phasing

The Developers do not control the entire landownership within the Masterplan area. Of the 90 hectares, the Developers control 63.8 hectares of land. The extent of the land controlled by the Developers across the Masterplan area is shown on the Landownership Plan.

Land Ownership Plan
Fig. 1.0



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.

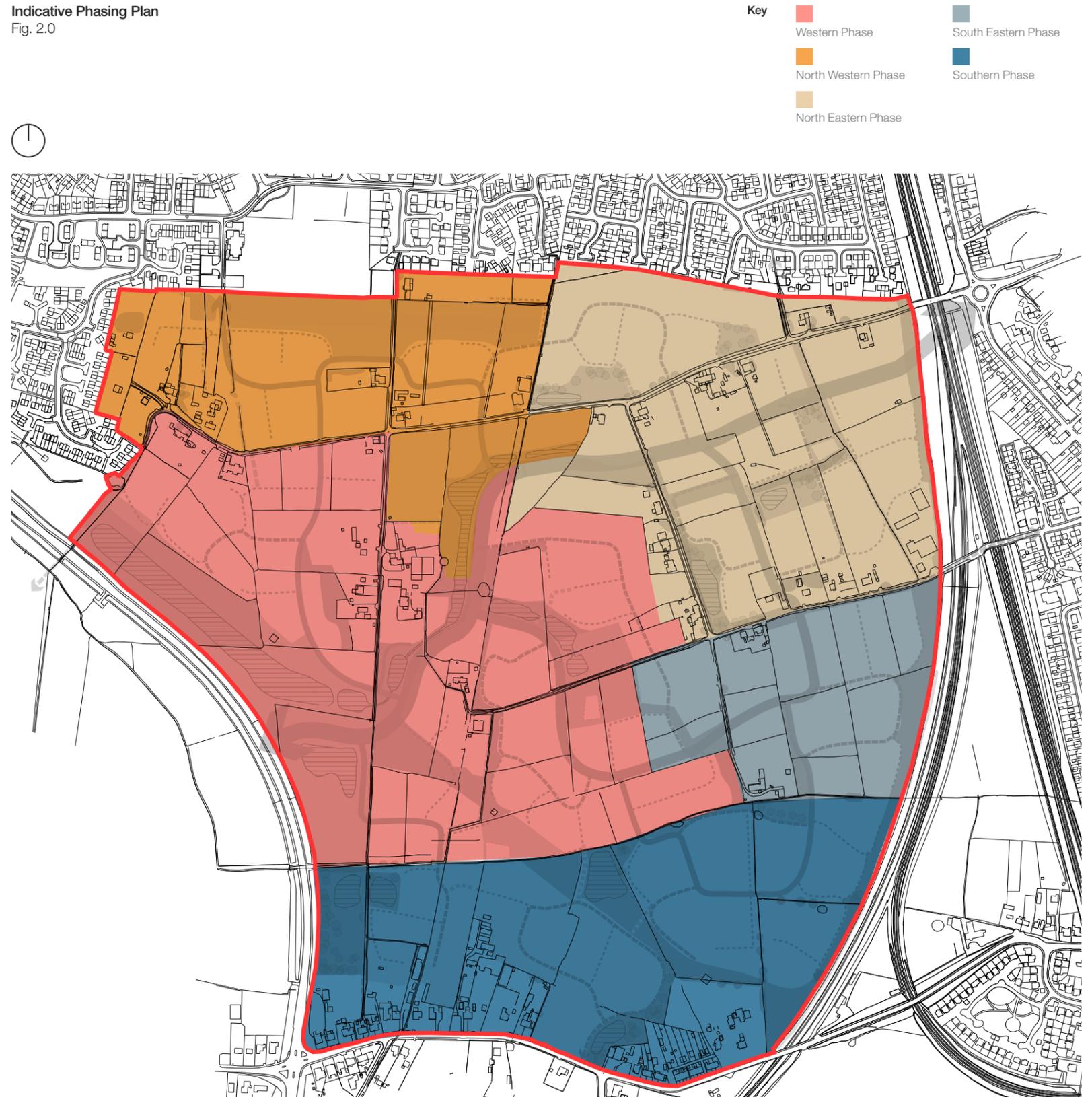
The Indicative Phasing Plan for the Masterplan area envisages that the site will be delivered in 5 phases. The Indicative Phasing Plan does not identify the sequence of the delivery of these phases and it is proposed that phases or sub-phases will be promoted for residential led development at the planning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

An Indicative Phasing Plan which builds upon the phasing set out in this IDS will be submitted with the Developers' outline planning application. Should SRBC grant the Developers' outline planning permission, a detailed Phasing Plan will be secured by planning condition. This Detailed Phasing Plan will be underpinned by the Developers' detailed design process and will identify the extent and sequencing of the phases and sub-phases of the development. The timing for the submission of the Detailed Phasing Plan is to be agreed with SRBC during the determination of the Developers' outline planning application.

Once planning permission has been granted and development commences on site, there will be between 1 and 4 house builder outlets on the site who could deliver between 30 and 150 dwellings per year.

Indicative Phasing Plan

Fig. 2.0



Phasing

Cross Borough Link Road Extension

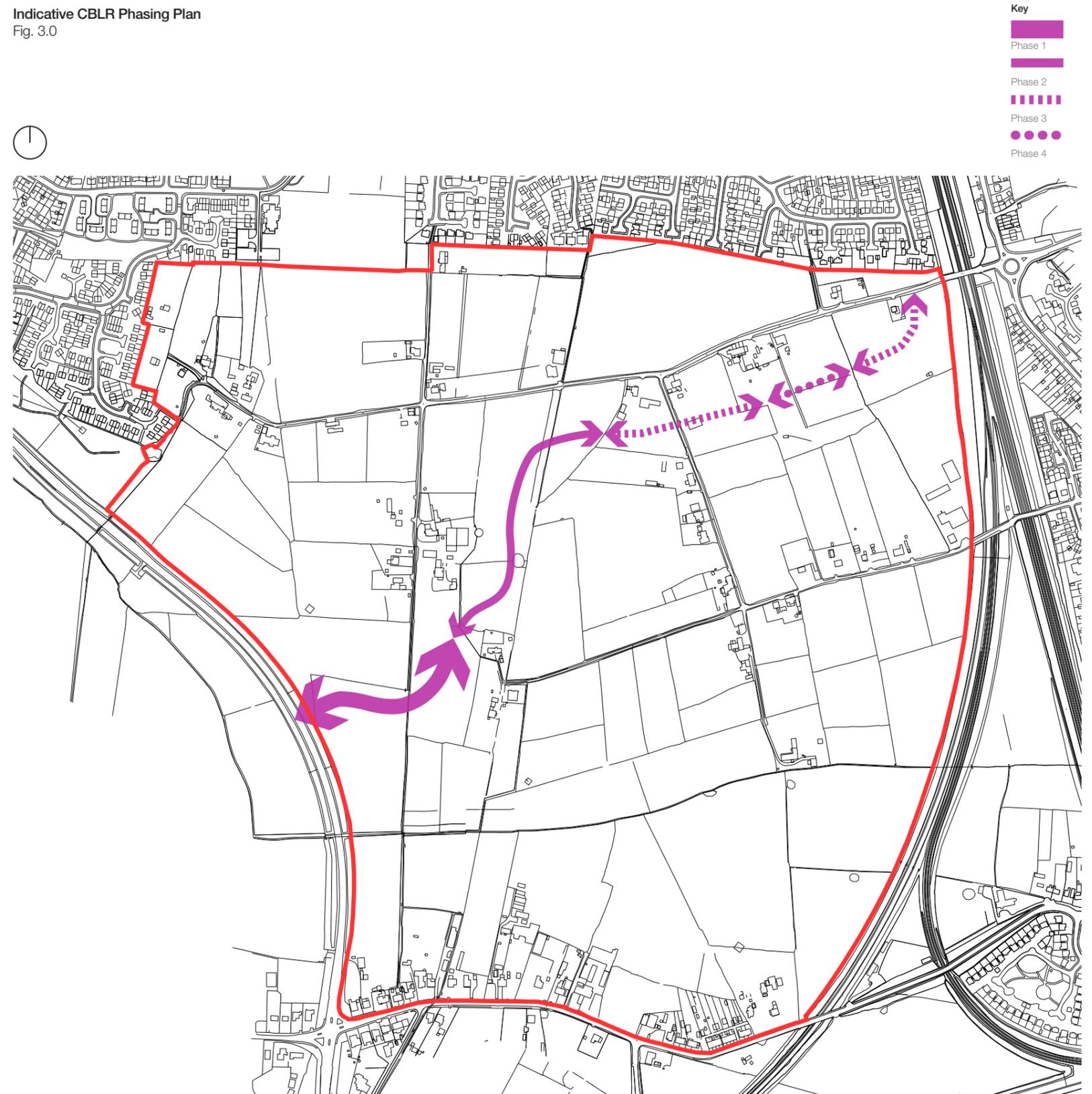
An indicative phased approach to the delivery of the Cross Borough Link Road ('CBLR') extension as shown on the Indicative CBLR Phasing Plan is required to ensure that the road is delivered in a viable way. It is proposed that the CBLR extension will be delivered in 4 phases as follows:

- 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 phased of road to be delivered by the Developers providing access to the south eastern and southern phases of the development.
- Phase 3: the priority controlled access junction from Bee Lane and the third and final phase of road to be delivered by the Developers on land that they control in the north eastern phase of development.
- Phase 4: the final section of the road in the north eastern phase of the development on third party land to 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.

Any planning permission granted for the CBLR extension will enable the phased delivery of the road and to take full account of the landownership at the site.

Indicative CBLR Phasing Plan

Fig. 3.0



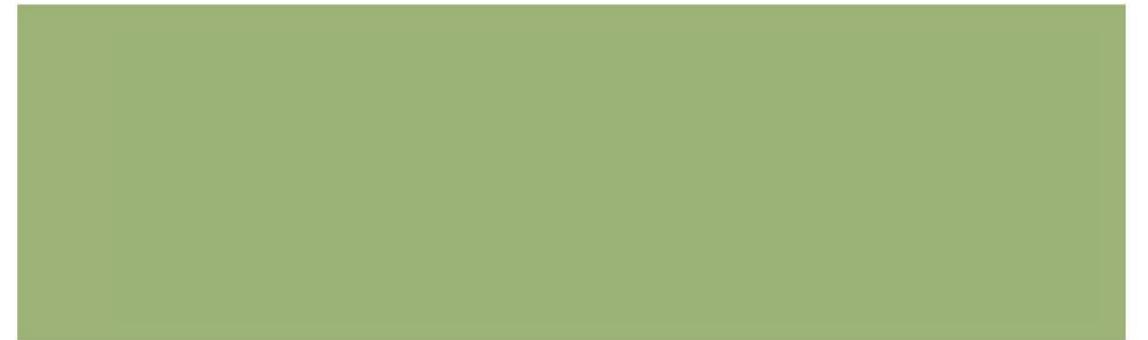
Infrastructure Delivery Schedule

The IDS sets out the key infrastructure proposed across the Masterplan area. 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 aspirational in the long term.

Infrastructure	Funding and Delivery Mechanism	Indicative Delivery Programme
Two form entry primary school	Land to be transferred by the Developers to the Local Education Authority ("LEA"), the timing of which will be secured by planning condition or S106 Agreement. As part of the S106 Agreement the Planning Authority will also determine appropriate financial contributions which will be collected from third party landowners and developers to contribute to the delivery of the school. LEA to deliver the primary school to meet their requirements	The primary school is likely to be located within the north western phase and the timing of the delivery of the primary school will be determined in conjunction with the LEA and SRBC and will be agreed during the determination of the Developers outline planning application. The school will be proposed as part of the outline planning application and the school site will be made available by the Developers at a time to be agreed with the LEA and SRBC during the determination of the planning application.
Apprenticeship and Skills Programme and Centre	The Apprenticeship and Skills Centre will be funded and delivered by the Developers. The delivery of the Apprenticeship and Skills Centre will be secured by planning condition.	The Apprenticeship and Skills Programme will be commenced as part of the first phase of the Developers' development. The Apprenticeship and Skills centre will be delivered as part of the north western phase and will be funded by the Developers. The facility will serve as an Apprenticeship and Skills Centre throughout the Developers' construction phase. The Centre will be transferred to the community after the construction phase and could be used as a community building or other appropriate use.
New local centre	The local centre will be funded and delivered by the Developers. The delivery of the Local Centre will be secured by planning condition.	The local centre will be proposed as part of the Developers' outline planning application and will provide a range of uses including A1-A5, B1 and D1. The Local Centre will be delivered as part of the western phase of development and the timing will be agreed with SRBC as part of the Developers' outline planning application.
Dualling of the A582 Penwortham Way	Delivered by LCC and funded by City Deal	A planning application for the dualling of the A582 Penwortham Way will be submitted by LCC. It is targeted that the planning application will be submitted in late 2019 and the proposed dualling works will be completed in 2021.
Vehicular access onto the A582 Penwortham Way	A traffic controlled junction on to the A582 Penwortham Way will be proposed and delivered by the Developers. The delivery of this junction will be secured by planning condition and via a S278 Agreement with the Developers.	The vehicular access onto the A582 Penwortham Way will be proposed by the Developers as part of their outline planning application for the residential led development and their full application for the CBLR. The planning applications will propose two junction options providing access to the existing Penwortham Way and access to the "dualled" Penwortham Way. The access will be delivered by the Developers prior to the commencement of development.
Vehicular access onto Bee Lane	A priority junction on to Bee Lane will be proposed by the Developers. The delivery of this junction will be secured by planning condition and S278 Agreement with the Developers.	This vehicular access will be proposed by the Developers as part of their outline planning application for the residential led development and their full application for the CBLR. The access will be delivered by the Developers as part of the north eastern phase.
The Cross Borough Link Road between the A582 Penwortham Way and Bee Lane	To be delivered through a combination of S38 and S278 agreements and CIL. Full delivery of the road currently requires land controlled by the Developers and land controlled by third parties. CPO may be required by SRBC to acquire the third party land.	The CBLR will be proposed by the Developers as part of a full planning application. The west to east link road will be phased and delivered in conjunction with the proposed housing. The full delivery of the CBLR currently requires third-party land to be acquired which may require CPO intervention by SRBC and / or third party development.
Off-site highway improvements to the Leyland Road corridor	To be delivered by the Developers and third party Applicants via a Section 278 agreement	The need for and timing of the off site highways improvements to the Leyland Road corridor will be agreed between SRBC, LCC and the Developers as part of the Developers' outline planning application. These works will be phased. Applications promoted by third party Applicants will also be required to assess the impact of their developments on the local highway network and off site highways works may be required following this assessment.
Off-site highway improvements to the A582 Penwortham Way corridor	To be delivered by the Developers and third party Applicants via a Section 278 agreement	The need for and timing of the off site highways improvements to the A582 Penwortham Way corridor will be agreed between SRBC, LCC and the Developers as part of the Developers' outline planning application. These works will be phased. Applications promoted by third party Applicants will also be required to assess the impact of their developments on the local highway network and off site highways works may be required following this assessment.
Financial contributions to improvements to bus infrastructure	To be delivered by the Developers and third party Applicants via a Section 106 agreement, subject to viability.	The timing and amount of financial contribution towards improvements to bus infrastructure will be agreed between SRBC, LCC and the Developers as part of the Developers' outline planning application. These contributions, subject to viability will be phased. Applications promoted by third party Applicants will also be required to contribute towards improvements to bus infrastructure.
Off site improvements to pedestrian and cycle infrastructure	To be delivered by the Developers via S278 or S106 agreements subject to viability.	The timing and amount of financial contribution towards improvements to pedestrian and cycle infrastructure will be agreed between SRBC, LCC and the Developers as part of the Developers' outline planning application. These contributions, subject to viability will be phased. Applications promoted by third party Applicants will also be required to contribute towards improvements to pedestrian and cycle infrastructure.
New bridge crossing the railway line (Long Term Aspiration)	To be funded by CIL	The delivery of the CBLR will not prejudice the aspiration for the delivery of a new bridge crossing the railway line. The planning application for the new bridge and its delivery will be led by SRBC and LCC.



THE
LANES
PENWORTHAM



Clients

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