

South Ribble Borough Council
Civic Centre
West Paddock
Leyland
Lancashire
PR25 1DH

Tel 0300 123 6780
Email developeras@lancashire.gov.uk
Your ref 07/2021/00886-887/ORM
Our ref 07/2021/00886-887/ORM/NJS1
Date 28th September 2021

(FAO Janice Crook)

Dear Sir/Madam,

Application A: 07/2021/00886/ORM
Application B: 07/2021/00887/ORM

Location: PICKERING'S FARM SITE, PENWORTHAM (LAND EAST OF PENWORTHAM WAY AND WEST OF LEYLAND ROAD)

Proposal A: OUTLINE PLANNING APPLICATION WITH ALL MATTERS RESERVED EXCEPT FOR THE PRINCIPAL MEANS OF ACCESS FOR A RESIDENTIAL-LED MIXED-USE DEVELOPMENT OF UP TO 920 DWELLINGS (USE CLASSES C3 AND C2), A LOCAL CENTRE INCLUDING RETAIL, EMPLOYMENT AND COMMUNITY USES (USE CLASSES E AND SUI GENERIS), A TWO FORM ENTRY PRIMARY SCHOOL (USE CLASS F), GREEN INFRASTRUCTURE, AND ASSOCIATED INFRASTRUCTURE FOLLOWING THE DEMOLITION OF CERTAIN EXISTING BUILDINGS

Proposal B: OUTLINE PLANNING APPLICATION WITH ALL MATTERS RESERVED EXCEPT FOR THE PRINCIPAL MEANS OF ACCESS FOR A RESIDENTIAL DEVELOPMENT OF UP TO 180 DWELLINGS (USE CLASSES C3 AND C2), GREEN INFRASTRUCTURE AND ASSOCIATED INFRASTRUCTURE

I refer to the above applications and would like to thank you for the opportunity to provide comment on the proposals. I have viewed the submitted plans, Transport Assessment and associated scheme correspondence, however my review is still ongoing.

Due to the scale and nature of the application, I will be unable to provide my highway observations within the time you have requested. Upon completion of our reviews we may seek further information from the applicant and their Transport Consultant.

LCC Highways' initial review has raised a number of concerns with the approach presented and these matters will be addressed in more detail in subsequent comments. This is expected to expand the following:

Phil Durnell

Director, Highways and Transport,
Lancashire County Council

Cuerden Mill • Cuerden Way • Bamber Bridge • Preston • PR5 6BS

- i. Masterplan – LCC Highways consider the masterplan as presented does not demonstrate the delivery of the infrastructure necessary to support the scale of development proposed. Any approach taken forward must be fully in line with South Ribble Council Planning policy as set out in detail in our statutory correspondence on the previous application on this site.
- ii. Traditional Transport Assessment – the approach in regard to the TA is not agreed at this stage. All assumptions will require to be evidence based with appropriate validation and to include all committed developments/infrastructure expected to be brought forward in the timeline of this proposal.

'Vision and Validate' – the approach as presented is aspirational. While LCC Highways support proposals that will deliver significant modal shift, these must be realistic and deliver the necessary access to all modes of transport that will be required to support development proposals. Any vision presented must be evidence based. LCC Highways consider a more traditional approach should be presented. This would clearly set the context whereby a realistic and achievable modal shift away from the private car to sustainable modes, Public Transport, walking and cycling, can be set out and evidence based. This would allow a clear understanding of both the sustainable infrastructure and highway infrastructure necessary to support the approach presented for the scale of development proposed.

I hope you will bear this in mind when considering this application. Should you wish to have further discussion with regards to our current position, please contact me c/o developeras@lancashire.gov.uk.

I hope the above is of assistance.

Yours Faithfully,



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