

CENTRAL LANCASHIRE URBAN VILLAGE SOUTH RIBBLE



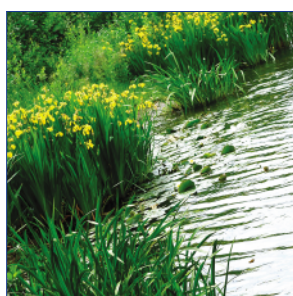
MARCH 2007



Taylor Woodrow

Our vision

is to deliver a quality sustainable development that will create a community of the highest quality in Central Lancashire – an exemplar development, a benchmark for all future urban environments



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1.0 Overview

1.1 The Opportunity

South Ribble now forms part of the Central Lancashire City Region and **The Central Lancashire City** is seen as a key economic driver for the future prosperity of the region.

To deliver the new vision it will be necessary to deliver significant new employment and housing opportunities. South Ribble Borough Council in evidence to the RSS EIP Panel is seeking an additional 7,550 new homes in the Borough by the year 2021.

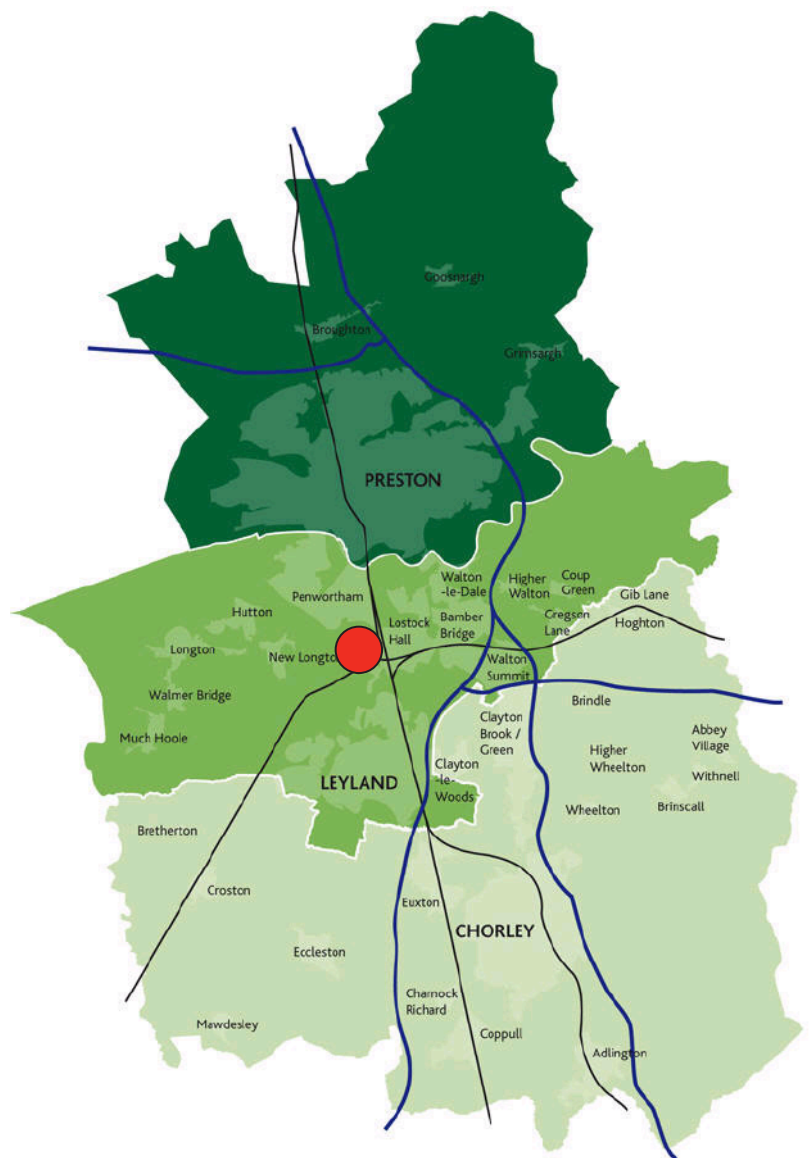


South Ribble Borough Council is already working with Preston City Council and Chorley Borough Council to deliver the new vision through the new Local Development Framework for the Central Lancashire City and consideration is currently being given to the Core Strategy Issues and Options Paper.



South Ribble Borough Council has identified **Central Lancashire Urban Village** as a potential urban extension site.

The purpose of this document is to demonstrate how the site could help to meet the strategic objectives of the new Central Lancashire City and deliver an exciting sustainable development that can make a genuine and lasting contribution to South Ribble.



1.2 The Site

The site is physically bounded by the existing development of Kingsfold to the north, the railway line to the east, Coote Lane to the south and Penwortham Way to the west and extends to some 225 acres gross in total. However, there are a large number of existing properties within the site and many of these are likely to remain, especially those at the southern end of the site fronting onto Coote Lane. Standoff areas are also likely to be required in respect of the O/H power lines, railway line and bypass together with other open space requirements. The net developable area therefore is considered to be 150 acres.



This could provide up to 50 acres of employment land, 10 acres for community uses to provide for a local centre to include a school if necessary, together with 90 acres for residential development, which at PPS3 minimum densities to deliver family housing would accommodate in the region of 1,000 new homes, helping to contribute towards the objectives of the new Central Lancashire City.

The site is therefore capable of delivering a high quality sustainable mixed-use development in an accessible location to create a balanced community and well-designed urban environment in a mature landscape setting.

The site also offers the potential for significant community benefits over other possible locations for development. It could deliver all of the following.

- Improved cross-borough traffic movements by providing the final section of an east-west link road
- High quality employment offer
- Much needed quality family housing including affordable homes

How this might look on the ground and how it would be delivered are covered in the next sections dealing with [The Vision and Delivery](#).

2.0 The Vision

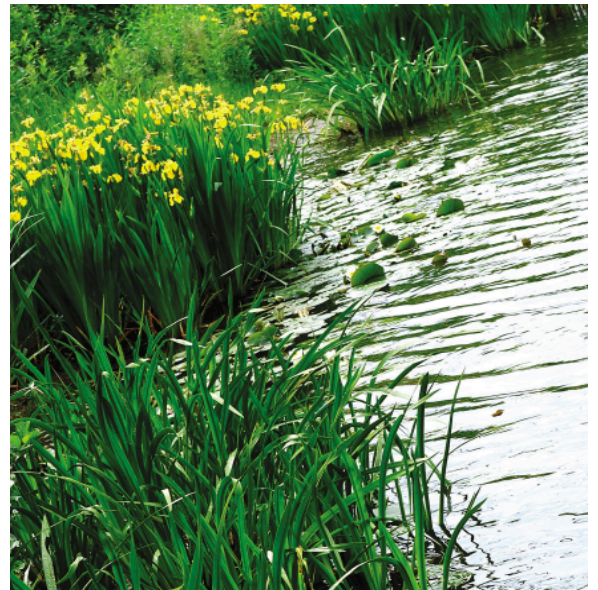
Our vision is to deliver a quality sustainable development that will create a community of the highest quality in Central Lancashire - an exemplar development, a benchmark for all future urban environments.

2.1 Creating a Sustainable Community

The **vision** is to create a sustainable balanced community, offering new housing and employment opportunities together with the necessary physical and social infrastructure to include a new local centre providing for the full range of services to include education, health, leisure and recreation and other local facilities as appropriate.

2.2 Sustainable Development and the Environment

The **vision** is to create a high quality living and working environment using modern methods of construction incorporating the highest standards of design and materials for maximum energy efficiency. Development would incorporate water features to ensure sustainable urban drainage systems together with ecologically friendly green open spaces for amenity and recreational use. These would be linked together via green corridors to encourage walking and cycling and providing safe routes in and out of the site.



2.3 The Economy and Employment

The **vision** is to create a high quality working environment comprising a range of business uses set in an attractive parkland setting that will not only provide employment opportunities for the local community but also attract inward investment, which will support the sub-regional economy. Up to 50 acres of employment land is provisionally earmarked for this purpose. The development will make a significant contribution towards the Central Lancashire City's desire to be recognised as Lancashire's economic driver.





2.4 The Residential Offer

The **vision** is to support the City’s economic growth potential by improving the housing offer for the Borough, helping to create a high quality living environment by providing homes for the whole community with a mix of house types, tenure and price to accommodate families with young children, the elderly and affordable homes for the less affluent sections of the community. The quality in both design and construction will be of the highest possible standard. Up to 90 acres is available to deliver 1,000 new homes in the Borough by the year 2021.



2.5 Accessibility and Infrastructure

Fundamental to the **vision** is the delivery of the link road, first proposed as part of the Central Lancashire New Town and a long-standing aspiration on the part of South Ribble Borough Council. The last remaining section between the A582 Penwortham Way and B5254 Leyland Road would finally be provided to include a new road bridge crossing over the west coast main railway line.

The site is already a highly sustainable location for development in terms of accessibility and the provision of the link road would significantly improve this, whilst at the same time delivering significant and long-awaited borough-wide benefits.

In developing the site, consideration would also be given to the following

- New and improved bus routes to and from the site.
- Park and Ride facilities.
- New and improved external links to existing community facilities to help consolidate the development into its surroundings via green corridors within the site for walking and cycling.



3.0 Delivery

3.1 The Development Team

Taylor Woodrow plc is a housing and development company delivering housing under the **Bryant Homes** brand through Taylor Woodrow Developments Limited. The commercial development will be delivered by Taylor Woodrow.



Taylor Woodrow has a proven track record of delivering sustainable communities. Our commitment to sustainability is evidenced in our CSR policy, which won Best Corporate Social Responsibility Report at the 2005 Sustainability Awards. This together with all the supporting policies that define our values and commitments can be viewed on our website www.taylorwoodrow.com

Taylor Woodrow is currently involved in over 40 major mixed-use projects throughout the UK delivering employment and housing as the following examples illustrate

- Winton Urban Village, Northwich – 1,200 homes/10,000 sq m commercial
- Greenwich Millennium Village – 1,300 homes/3,000 sq m commercial
- Newcastle Great Park – 1,250 homes/305,000 sq m commercial
- Swindon – 4,500 homes/4,000 jobs

Taylor Woodrow has a dedicated national team bringing best practice and innovation to the promotion of sites through the planning process.

The Strategic Developments team has significant experience in project management, planning, sustainability, affordable housing and energy efficiency. Where needed the in-house team is assisted by consultants with specialist knowledge and skills.



3.2 Site Assembly

Taylor Woodrow already has some 50 acres of land under control and is currently negotiating with other landowners to assemble the site. English Partnerships has a major landownership and one agent represents the majority of the remaining landowners.

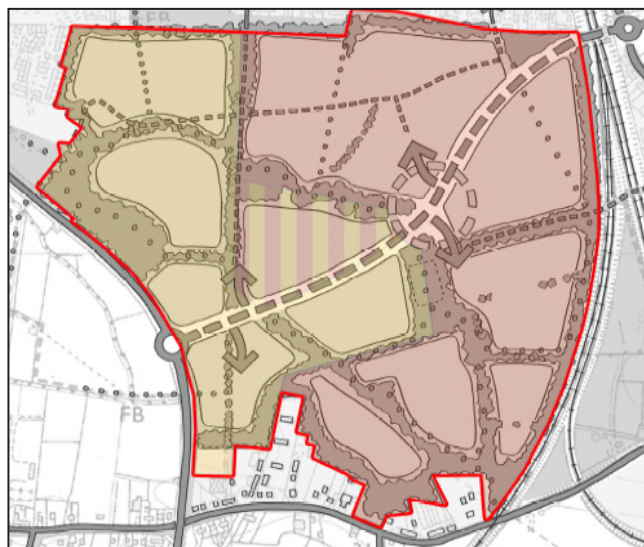
Control of the site by a single developer will ensure delivery of the development to include infrastructure in accordance with a phasing programme, which would be guaranteed through the appropriate legal planning agreements.

3.3 Phasing

If the site is allocated in the LDF then planning permission could be forthcoming by 2011 enabling development to begin in that year with the first units being delivered the following year in 2012. It is anticipated that the build programme would be over a 10-year period delivering 1,000 houses by the year 2021 at a rate of 100 per year. An indicative project delivery programme is attached as [Appendix 6](#).

In order to fund the significant infrastructure likely to be required it is envisaged that the development would be delivered in two phases. Phase 1 would deliver the first 250 houses together with some employment. Phase 2 would deliver the remaining 750 houses together with the balance of employment (see [Appendix 4: Phasing Plan](#)).

The infrastructure would be delivered at the end of phase 1 and beginning of phase 2. This would include social infrastructure to provide community facilities together with physical infrastructure to provide the link road.



3.4 Link Road

The timescale for delivery of the link road is in Year 4 of the development programme (see [Appendix 6: Project Programme](#)).

Lancashire County Council as highway authority is generally supportive of the road and has no objections in principle.

We will also be consulting with Network Rail regarding a new road bridge.

A separate Technical Note is attached as [Appendix 5](#).



3.5 Partnership and Community

In taking the site forward Taylor Woodrow will continue to work closely with South Ribble Borough Council in promoting the site through the LDF. We will fully consult with all other agencies responsible for delivery and will be working very much in partnership with English Partnerships as a major stakeholder. We will also fully engage with the local community throughout.

Taylor Woodrow is totally committed to working with communities as evidenced by the fact that two of our developments at Grand Union Village and Swindon SDA are featured in the Llewelyn-Davies *“Statements of Community Involvement Final Report: Good Practice Guide 2003”* to the then ODPM.

It is envisaged that a community forum would be established at an early stage to facilitate this.



4.0 Conclusion

The Central Lancashire Urban Village represents a genuine opportunity to create a truly sustainable development in South Ribble, one that the Borough can be proud of.

The ability to deliver an employment and housing offer responsive to the needs of the local community is rare, which serves to further emphasise the opportunity that exists through the creation of the Central Lancashire Urban Village.

The unique offer of the Central Lancashire Urban Village is that it presents the only realistic opportunity to deliver the final section of the much needed link road, which will significantly improve accessibility within the Borough.

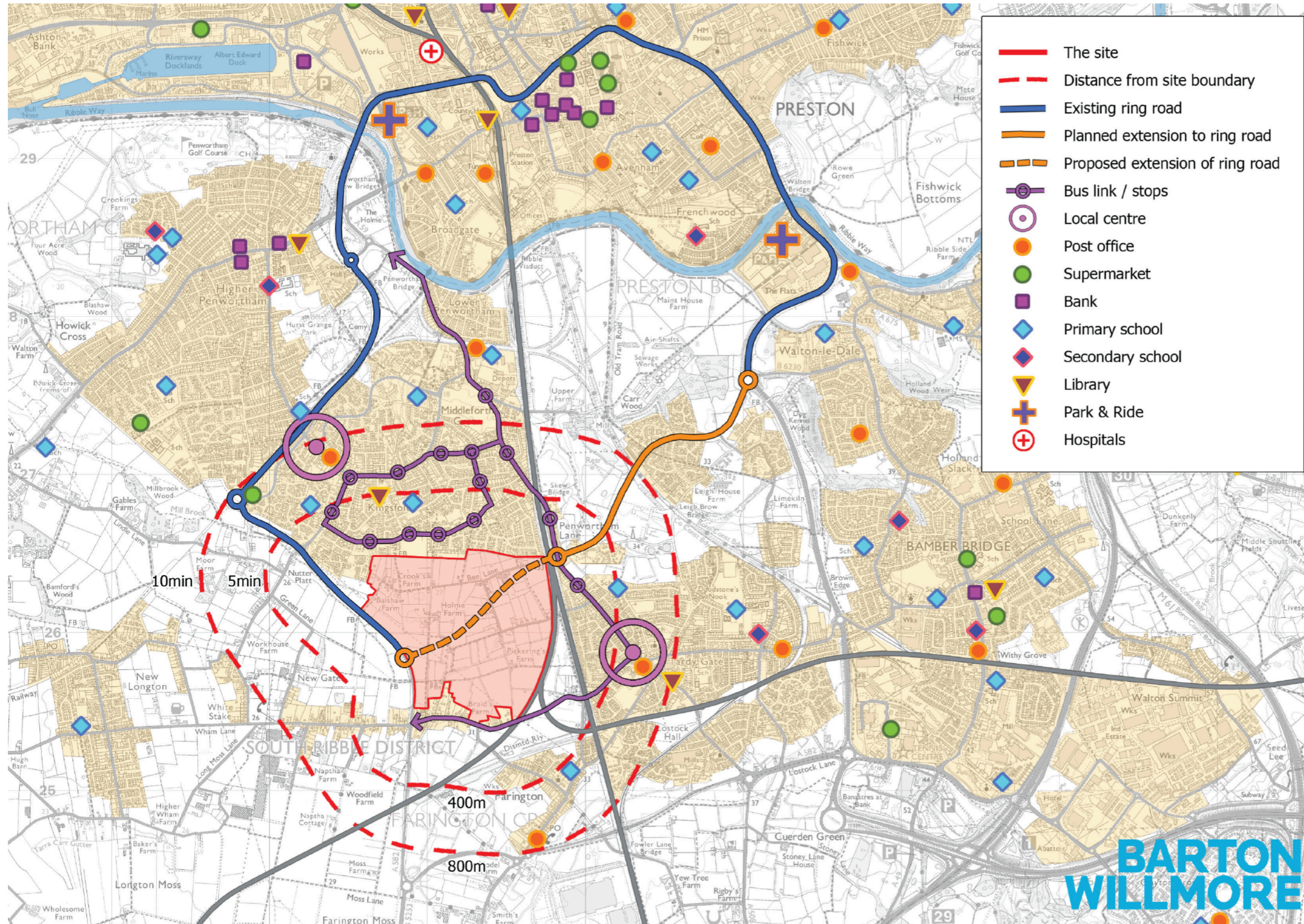
Taylor Woodrow would welcome the opportunity to bring this exciting scheme forward working in partnership with South Ribble Borough Council through the LDF process and bring the vision to reality.

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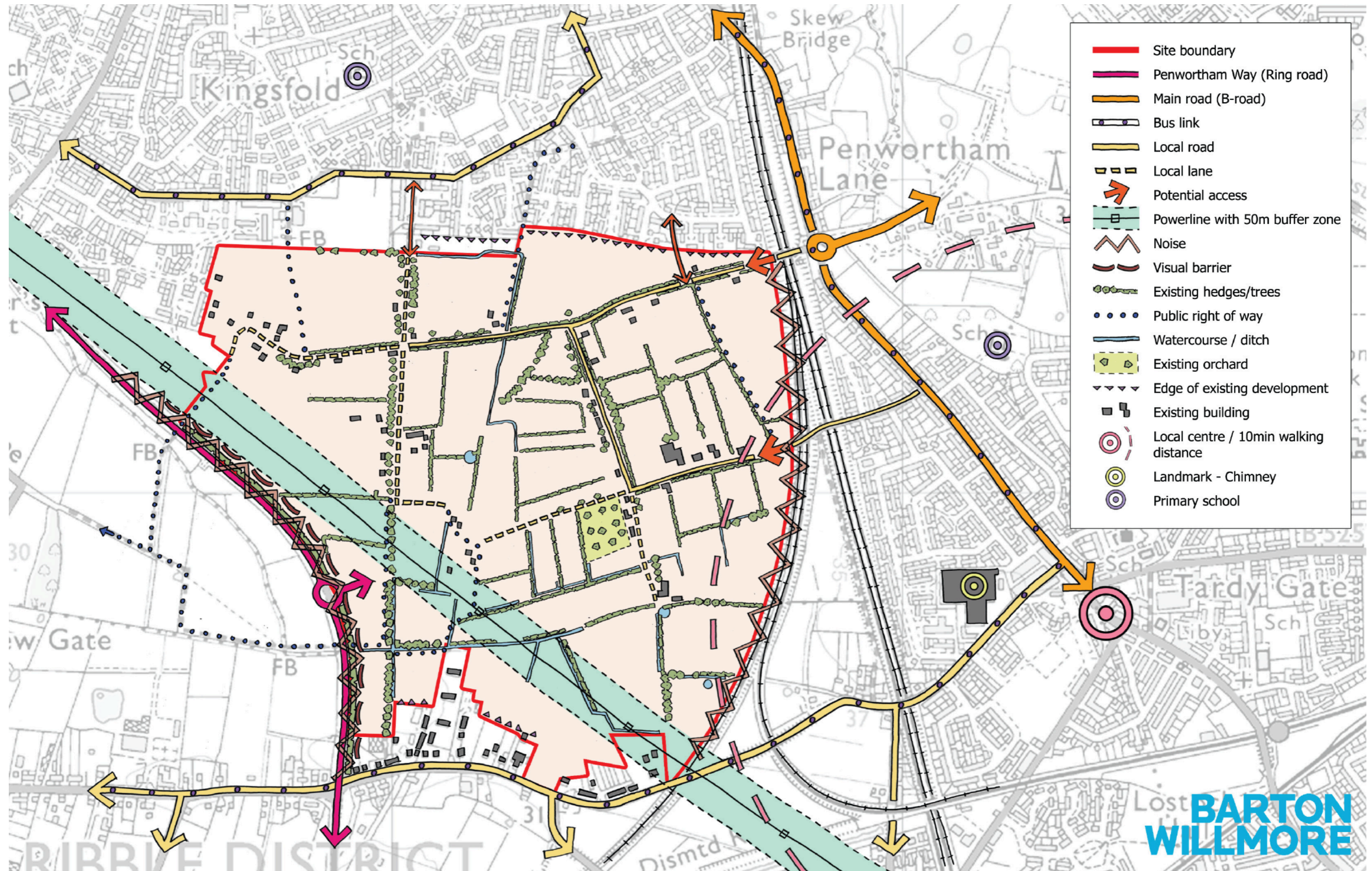
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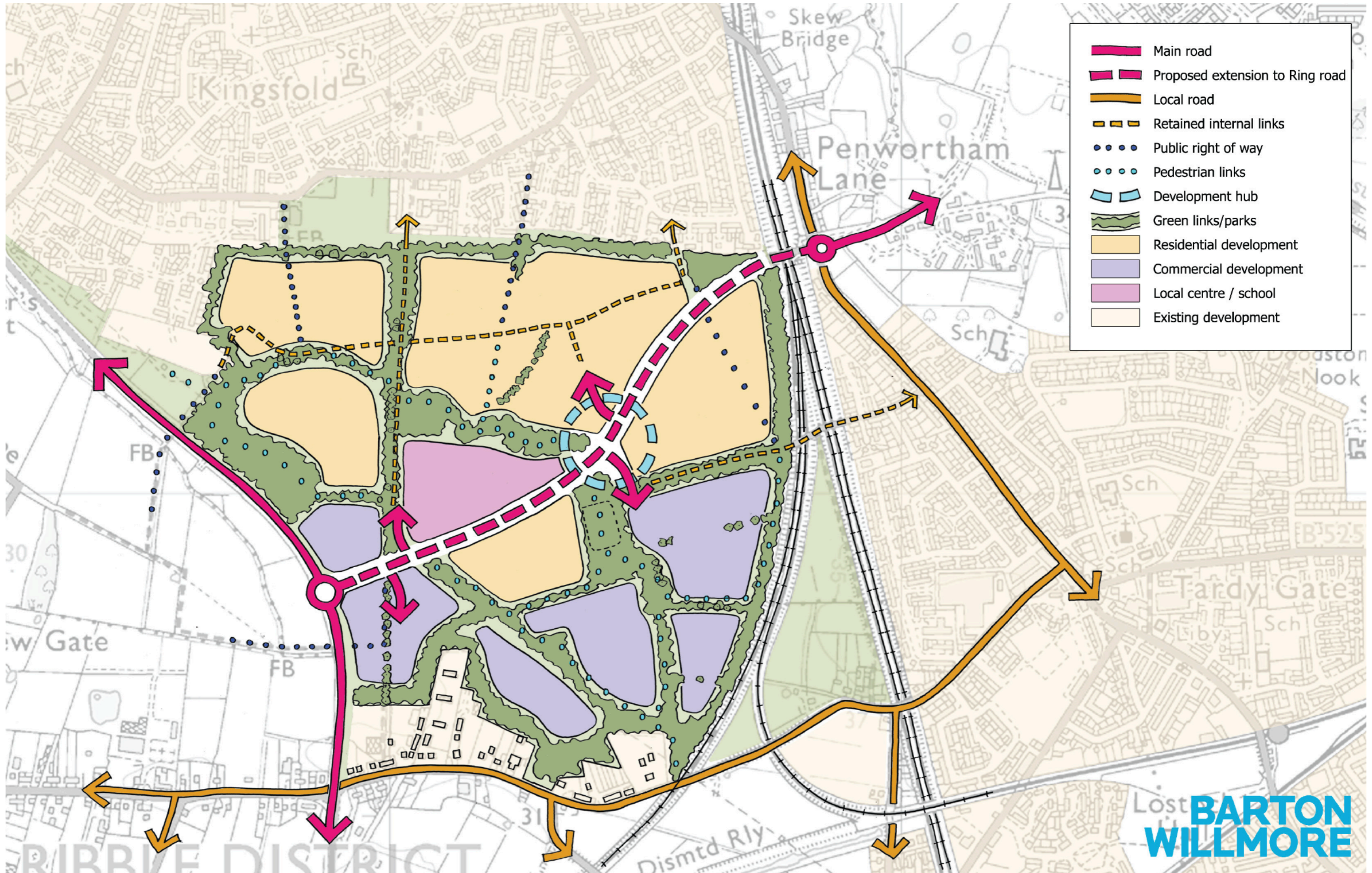
Appendix 1 – Strategic Context Plan



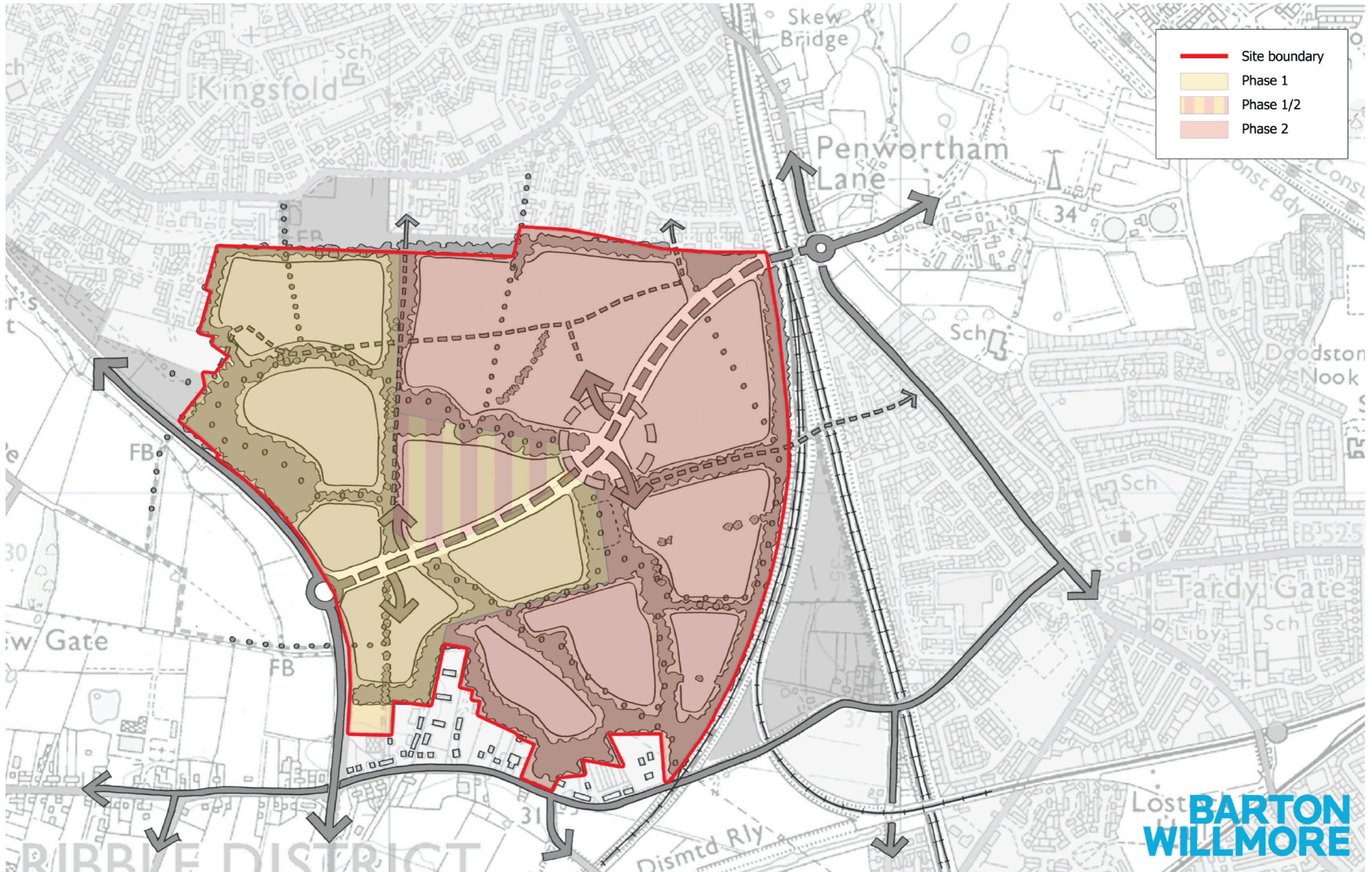
Appendix 2 – Local Context Plan



Appendix 3 – Concept Plan



Appendix 4 – Phasing Plan



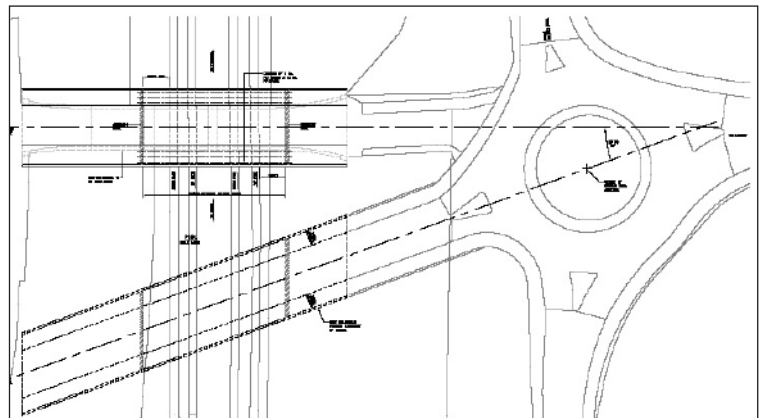
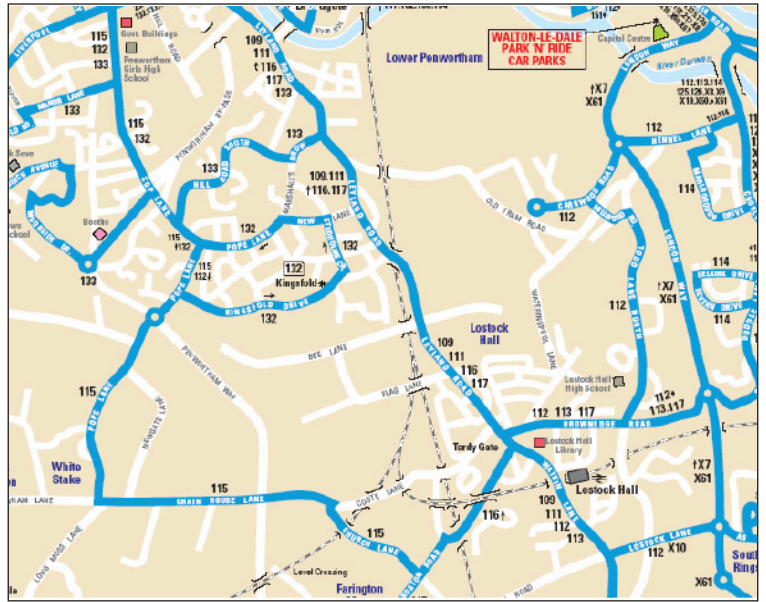
Appendix 5 – Link Road – Technical Note

1.0 Central Lancashire Urban Village – South Ribble

The development in South Ribble is well placed to benefit from a package of transport infrastructure improvements. The site is close to a range of existing local amenities as shown in Appendix 1.

The site is located close to bus routes, notably along Leyland Road and more locally within the Kingsfold area but there is good potential to build upon that further incorporating sustainable transport principles within the development framework. Lancashire County Council has indicated that Park & Ride forms a key part of the sustainable transport strategy for Preston.

A key element will be the extension of the cross-Borough link road through the site to connect in with Penwortham Way. This link road would fit into the roundabout on Leyland Road by the Bee Lane railway bridge and cross over the West Coast mainline on a new bridge to the south.



The link road would be designed to a similar standard as that to the east of Leyland Road, namely as a 7m wide carriageway with joint pedestrian/cycleway on both sides. A number of accesses would be required off this link road to serve the development although there would be no direct frontage access. The link road would reach Penwortham Way at a new roundabout.



It can be seen from the strategic network plan in Appendix 1 that the link road effectively completes a ring road north and south of the River Ribble, linking South Ribble and Preston. Such a ring road should allow opportunities for strategic signing and routing for drivers.

Preston Park & Ride

PORTWAY • WALTON-LE-DALE



There is scope within the development to provide a Park & Ride site to serve the wider area and Taylor Woodrow would welcome the opportunity to work with the highway authority to achieve this amongst a package of sustainable transport measures.

Pedestrian movements would form a key plank of the transport strategy looking to connect to existing centres, bus routes and via an internal network to link trips between the mixed uses on site. Cycle routes would run along the link road and also through the network of internal roads. Train Services are available from Lostock Hall station just over a 2km walk from the site while mainline services run from Preston railway station, a short bus journey to the north.

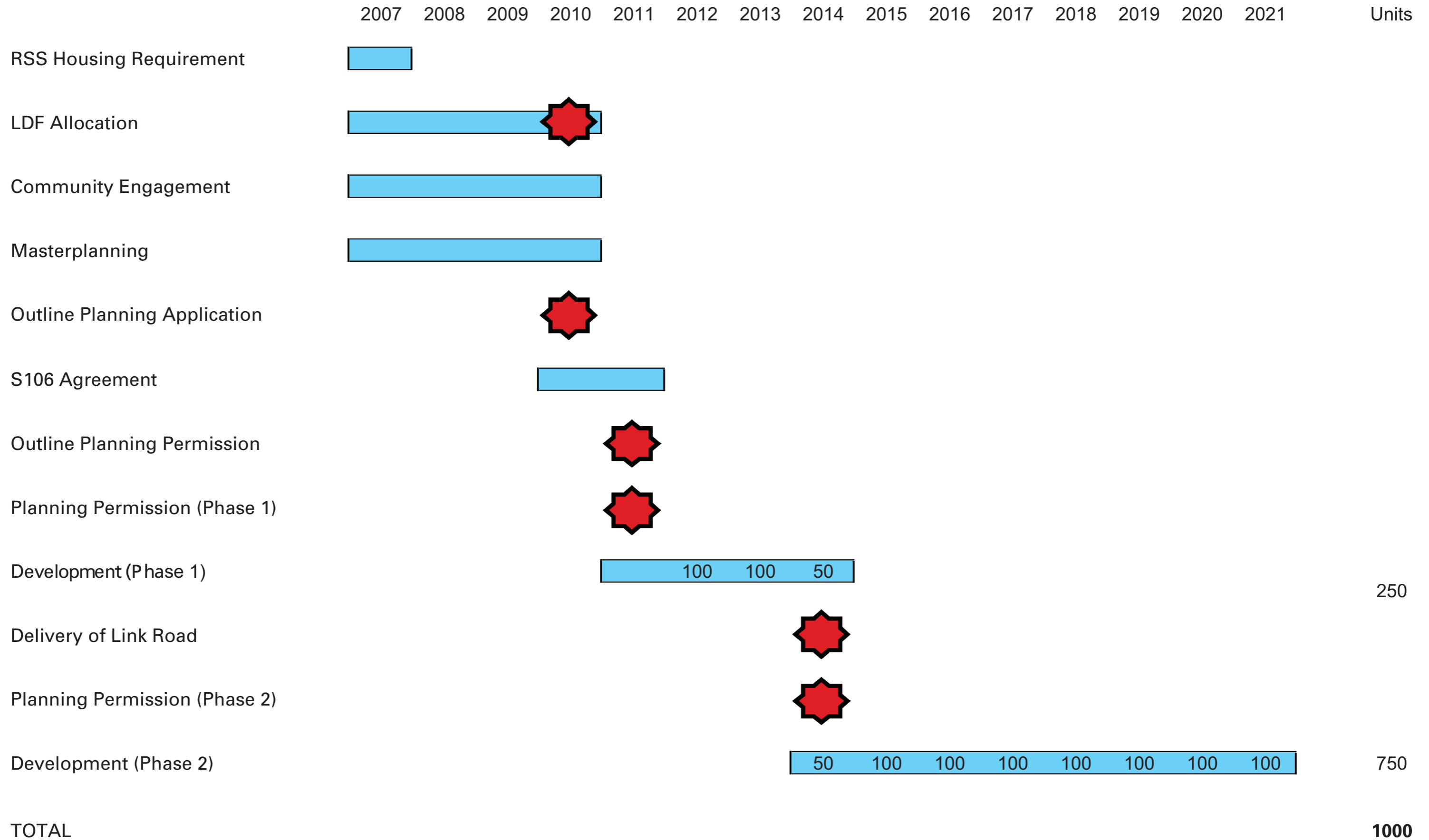
Conclusion

The proposed site is located close to existing local amenities and public transport corridors and is well placed to deliver a strong sustainable access strategy. A key improvement to the network will be the extension of the South Ribble Link Road through to Penwortham Way, effectively completing the ring road and help in the strategic signing and routing of traffic.

Following discussions with the highway authority there is potential for a Park and Ride within the site and this would be explored further.

Sustainable transport measures would form a key plank of the transport strategy for the site ensuring maximum trips on foot, cycle and by public transport.

Appendix 6 – Project Programme



Appendix 7 – TWD – Commercial

K2, St Katharine Docks

156,000 sq ft retail extension to the Town Centre, 1,000 residential units (35% affordable), Bars, Restaurants & Cinema, Hotel and 54,000 sq ft office accommodation.



Cuprum, Glasgow



Part of the comprehensive regeneration of the Anderston Centre, Glasgow. Completed 2003.

Christie Fields, Manchester



Planning granted to develop 150,000 sq ft in four buildings. First building sold to Astra Zeneca, second building sold to Cauldwell Communications in 2003.

Quatro, Camberley



38,319 sq ft, let to Regus. Completed 2002. Development cost circa £8 million.

Princes Way, Solihull



Two four storey office blocks totalling 70,000 sq ft, occupied by Taylor Woodrow and Arcelor. Completed 2002. Development cost circa £16 million.

Church Road, Egham

Prima is about 25,000 sq ft, let to Axon Solutions. Completed 2000. Development cost circa £5 million.



Appendix 8 – TWD – Residential





Taylor Woodrow

www.taylorwoodrow.com