

# Pickerings Farm

Bee Lane, Penwortham, South Ribble Borough



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# Executive Summary

This Development Statement has been prepared by Taylor Wimpey UK Ltd (TWUK) and the Homes and Communities Agency (HCA) who are working in partnership on the promotion and construction of a residential led mixed use development at Pickerings Farm, Bee Lane, Penwortham.

The purpose of the Development Statement is to promote the allocation of the site through SRBC's emerging Local Plan for a residential led mixed use development. The site will deliver up to some 2,000 family orientated new homes that encompass new community, recreation and employment facilities over the planning period and beyond.

## The Vision for Pickerings Farm

The Vision for Pickerings Farm is for a well connected residential led mixed use development based on a highly permeable, pedestrian friendly and distinct community. The development will provide a sustainable mix of dwellings and facilities focused around a number of integrated and overlooked, high quality open spaces for the existing and proposed community to use. The key to the success of the scheme is the delivery of essential local infrastructure in a phased and managed approach. The aspiration is for the site to become an asset for the local people and the Borough of South Ribble making the proposed facilities and open spaces available for all the public to enjoy.

## Development Evidence Base

To demonstrate the deliverability of proposals and the suitability of the site for development in accordance with the National Planning Policy Framework (NPPF) an extensive suite of technical studies have been carried out. The technical work undertaken to date demonstrates that the site is suitable and can accommodate a high quality residential led mixed use development, which will integrate into and enhance the wider area.



## The Site and Surroundings

The Pickerings Farm site comprises 90 hectares of land. It is generally flat and predominantly in agricultural use.

The site is situated immediately to the south of the existing residential area of Kingsfold. To the west of the site is Penwortham Way (A582), which is a major highway connecting the site with Preston, Leyland and the M6 motorway. To the south is Chain House Lane, which is flanked with commercial businesses and residential properties, and to the east is the West Coast railway line.

Pickerings Farm is situated in a highly sustainable location situated in close proximity to both Leyland and Preston City Centre, which support both major employment opportunities, service provision and other key facilities.

## Planning Guidance

There is an overriding case in planning terms for the allocation of Pickerings Farm as a residential led mixed use development. The site is allocated in the Adopted South Ribble Local Plan as Safeguarded Land which demonstrates a longstanding acknowledgement that the site has the potential to be a suitable location for future development.

A substantial level of residential development is required across the plan period that Pickerings Farm will be an integral part of the Council's future housing supply. The Development Statement demonstrates that the site should be allocated for housing within the Councils emerging Site Allocations DPD.

The adopted Site Allocations DPD Core Strategy allocates three Strategic Locations which includes the South of Penwortham and North of Farington Strategic Location for between 1,200 and 2,000 homes. It is therefore logical to utilise land at Pickerings Farm which has previously been acknowledged by the Council through the adopted Local Plan, Central Lancashire Core Strategy and SHLAA to be suitable location for new development within the Site Allocations DPD.

## Suitability of the Site for Development

In spatial terms, Pickerings Farm is situated in a sustainable location, with excellent access to local facilities and employment. The site is positioned in close proximity to both Leyland Town Centre and Preston City Centre where existing major shopping and employment opportunities can be found. In addition, there are a wide range of local services and facilities in the immediate vicinity of the site at Kingsfold Local Centre and Tardy Gate District Centre. The site is in a highly accessible location and represents a significant opportunity for investment to be secured within the Borough, through a housing led development offering quality for all tenures, new and varied job opportunities and substantial benefits secured through planning gain.

A full technical, environmental and a physical analysis of the site has been undertaken by Arup. Factors including archaeology; flood risk; ground conditions; ecology; trees and hedgerows; landscape; air quality; utilities; drainage and sewerage; and highways have been considered.

Through this ongoing work the Development Statement demonstrates that in principle there are no known constraints that would prevent the site coming forward for development.

### Air Quality

SRBC is obliged under the National Air Quality Strategy to produce Action Plans to address Air Quality Management Areas (AQMA's). Two declared AQMA's have been identified in the vicinity of the site:

1. The junction of Priory Lane and the A59 Liverpool Road, Penwortham; and
2. The junction of Leyland Road and Brownedge Road, Lostock Hall.

The Action Plans to address these two AQMA's have not yet been developed by SRBC. Notwithstanding, Air Quality Assessments will be undertaken and measures will be introduced not only to mitigate the impact of the proposed development but also to improve the current air quality in the Tardy Gate area.

### Drainage and Sewerage

The Preliminary Utilities Assessment undertaken has identified a range of viable options for discharging surface water and foul water from the proposed development. Further work is now being undertaken with United Utilities and the Environment Agency to develop these options further. There are no drainage and sewerage constraints preventing the proposed development coming forward.

It is understood that Tardy Gate experiences existing drainage problems and whilst these implications are not the responsibility of TWUK or the HCA, the developer has commissioned investigations to assess what improvements can be made in this area by the scheme which will be a direct benefit to the community.

### Highways and Transport Strategy

Discussions between TWUK, the HCA, South Ribble Borough Council (SRBC) and Lancashire County Council (LCC) highways will continue throughout the planning process. On completion of the development and validation of the LCC Strategic Highways Model of the Central Lancashire region, the model will be used to investigate the most appropriate options for addressing local transport impacts and contribution to wider strategic transport benefits to SRBC.

To enhance the sites strong sustainability credentials, a Sustainable Transport Strategy will be created which includes the following:

- A potential Park and Ride scheme;
- Enhancements to public transport;
- Existing public rights of way will be retained and incorporated where possible;
- The development's internal walking and cycling network will be improved;
- Improvements will be made to Lostock Hall Railway Station and the Tardy Gate area; and
- A Travel Plan will be implemented.

## Deliverability of Development

The NPPF requires Local Planning Authorities to identify sufficient deliverable housing sites. To be considered deliverable, sites should be at the point of adoption with specific reference to Pickerings Farm:

- Be available – substantial progress has already been made with land acquisition and a significant proportion of the site is currently available for development. Negotiations with the owners of the remaining land interest are ongoing;
- Be suitable – the site offers a suitable location for development now and will contribute to the creation of a sustainable mixed use community;
- Be achievable – there is an excellent prospect that a proportion of housing will be delivered on the site within the next five years; and
- Be viable - TWUK and the HCA have reviewed the economic viability of the development. The delivery of housing, the range of uses and infrastructure requirements in a phased way at the site is economically viable.

TWUK and the HCA demonstrate that the site is deliverable (i.e. it is available, suitable, achievable and viable) in accordance with the NPPF.







## Mix of Potential Uses

The site is in close proximity to a wide range of shops, employment, education and other facilities and services. In the majority of cases there is capacity within the surrounding infrastructure to accommodate the development. However it is recognised that there are local priorities for the provision of new elements of infrastructure. Due to the scale and the proposed phasing of the development, it is possible for new services and facilities in identified areas to be provided on the site where appropriate to improve existing facilities in the local area.

The following components could be delivered as part of the proposed development:

- Residential development comprising up to 2,000 dwellings with a varied type, mix and tenure including an affordable housing provision;
- Provision of mixed employment uses on site falling with use classes B1 and B2;
- Pickerings Farm local centre consisting of 5 to 10 modern units, which may include a GP surgery, a dentist and a pharmacy, and a convenience store;
- A dual entry primary school;
- A nursery;
- An older people's housing facility for approximately 70 residents;
- Improvements to the Penwortham Community Centre, Kingsfold; and
- Expansion to the mobile library circuit.

## Infrastructure

It is understood that the Council requires infrastructure improvements in a number of areas including:

- A new road linking Leyland Road and Penwortham Way;
- Environmental Improvements to Tardy Gate;
- Improvements to Penwortham Way;
- Other highways improvements including to Leyland Road;
- A new Park and Ride scheme;
- Consolidation and enhancement of existing open space;
- A new primary school;
- A new medical centre;
- A new railway station;
- Pedestrian and cycle improvements;

- A rapid transit route; and
- Potential assistance with the delivery of Cuerden Regional Investment site.

Further detailed commentary against each of the above matters is provided in the Development Statement. In addition, discussions with Members and Officers at SRBC will continue throughout the planning process in relation to the deliverability of these matters.

## Phasing

Pickerings Farm is to be developed in a phased manner. Each phase will contribute towards the delivery of necessary infrastructure identified by SRBC both within and around the site. This will help to ensure that the site is developed out in a sustainable manner and does not overstretch the existing infrastructure network.

An Indicative Phasing Strategy has been worked up and will be discussed and agreed with Officers and Members at SRBC. This strategy has been based upon the future infrastructure, employment and housing requirements of the Borough. The phasing plan reflects these priorities in an appropriate way and the likely infrastructure delivery that could be achieved in each phase. The proposed phasing strategy is based on TWUK and the HCA submitting a hybrid planning application in late 2013.

The Development Statement demonstrates that consideration has been given to SRBC's and LCC's infrastructure requirements and provides an indication as to the level of measures that will be delivered by the proposed development. It also provides an Indicative Phasing Strategy which seeks to deliver as much of the proposed infrastructure as financially viable within the early stages of the site's overall development.

It is clear that the residential led mixed use development will deliver a range of benefits that could not be secured through a series of smaller developments within the South of Penwortham and North of Farington Strategic Location.

## Key Community Benefits

Allocation of the site for development in SRBC's emerging Local Plan will allow a high quality residential led mixed use development to be delivered which will secure the following community benefits:

- **Infrastructure Delivery:** The scale of development and phased approach will enable local infrastructure to be delivered in a coordinated manner, to meet local requirements and minimise impact on the surrounding area;
- **Housing Need:** The site presents an important opportunity for SRBC to meet future requirements for family housing across the Local Plan period and beyond;
- **A Mix of Uses:** In meeting acknowledged local needs, the site has the ability to deliver a dual entry primary school, a nursery school, improvements to Penwortham community centre, local youth facilities, a mobile library circuit, a 70 bed older persons housing facility, a small retail offer, a health centre and B1 and B2 employment premises;
- **Open Space Enhancement:** The proposed development will have full consideration to the existing landscape character and a series of publically accessible open spaces will be provided across the site, which includes the expansion of Kingsfold Community area to the immediate north of the site;
- **Employment Retention:** This high quality and highly sustainable development will present an attractive proposition to families and allow the Borough to retain highly skilled workers and educated professionals;
- **Affordable Housing:** Pickering's Farm can provide in the region of 2,000 new family orientated homes for the Borough. Taking guidance from SRBC's Officers and Members an affordable housing provision will be delivered;
- **Link Road Delivery:** Development of the Pickering's Farm site will enable the completion of a key highways link, connecting Penwortham Way to Leyland Road which is deliverable through the land controlled by TWUK and the HCA;
- **Tardy Gate Environment Improvements:** Through development of the site TWUK and the HCA will be able to make environmental and highways improvements to the Tardy Gate District Centre as part of the first phase of development;
- **Off Site Highway Improvements:** The proposed development will deliver highways improvements to the local highway network which could include enhancements to the Penwortham Way and Leyland Road;
- **New Jobs:** The increase in local population will generate around £19 million of additional spending in the local economy (and £23 million in wider Central Lancashire area) which will support approximately 240 new jobs (290 in Central Lancashire) and a further 25 jobs when multiplier effects are factored in (60 in Central Lancashire);
- **New Homes Bonus:** The new homes built at Pickering Farm would generate £15 million for SRBC through the New Homes Bonus introduced recently by the Coalition Government;
- **Enhancing Existing Centres:** The increased spending will support approximately 8,000 sq m of retail floor space in the local area in addition to that provided on site (10,000 sq m in Central Lancashire). This will make an important contribution to maintaining the vitality and viability of existing centres at Penwortham, Kingsfold, Tardy Gate and Leyland as well as providing additional comparison spend to support the new Tithebarn development in Preston City Centre which recently received planning permission;
- **Construction Jobs:** The build out of the development would support around 1,640 person years in employment;
- **Employment Provision Jobs:** The employment space provided on site could be expected to generate just under 800 jobs and £19 million per annum in gross salaries. The new office space could also contribute toward the diversification of SRBC's employment base which is an objective of the Borough Council's economic development and regeneration strategy;
- **Social and Community Jobs:** New social and community facilities on site could be expected to support an additional 110 on site jobs and generate a further £2 million in salaries;
- **Indirect Job Creation:** Taken together, it is estimated that the on-site employment uses will create a further 90 jobs in South Ribble as a result of induced and indirect supply chain impacts, a figure which would increase to 180 across the whole of Central Lancashire;
- **Highly Skilled Labour:** The development could increase the supply of highly skilled labour by 10% in South Ribble and 3% in Central Lancashire as a whole. This could lead to numerous benefits for the Preston conurbation as a whole, including addressing local imbalances in the demand and supply of labour. The key locations of future employment growth are all within 10 or 20 minutes drive of the site (Preston City Centre, Cuerden, Buckshaw Village and Samlesbury), meaning employers will have good access to an increased pool of highly skilled labour; and
- **Increase Productivity:** It is estimated that the impact of the increase in labour force could increase the productivity of the Central Lancashire area by 0.2% contributing an additional £15 million in Gross Value Added (GVA) for the Central Lancashire economy. This is in addition to the £106m of economic activity generated by residents of Pickering's Farm.







## Conclusion

The Development Statement demonstrates that Pickerings Farm is a highly suitable and sustainable opportunity which should be brought forward for development as part of the Council's emerging Local Plan. This potential residential led mixed use development offers an important opportunity to facilitate the delivery of some of the Borough's aspirational new infrastructure requirements, attract new investment in to the area and meet the needs of the local communities. All shaped through a partnership by TWUK and the HCA, a high quality and comprehensive development can be delivered which comprises up to some 2,000 new family homes.

There are significant benefits associated with the allocation of land at Pickerings Farm as a residential led mixed use development. National policy in the NPPF seeks to provide mixed and sustainable communities and to ensure that housing is developed in suitable locations that offer a range of community facilities with good access to jobs, key services and infrastructure. The Development Statement demonstrates that the release of Pickerings Farm for development will meet all of these objectives.

TWUK and the HCA have created a vision for the site which will be expanded through strong consultation with Council Members and Officers and local communities throughout the development process.

The majority of the site totalling 77 hectares (189 acres) is currently controlled by the HCA and TWUK who have reached agreement to work together as Development Partners to ensure that the site is developed in a timely and comprehensive manner.

The Development Statement demonstrates that Pickerings Farm satisfies the requirements of the NPPF in terms of being available, suitable, achievable and viable. The site has significant sustainability credentials being located close to key infrastructure routes and within 2 km of a range of key services such as retail, education, health care, recreation facilities and public transport routes. These sustainability credentials will be enhanced significantly following improvements to social and economic infrastructure that the development will deliver.

The HCA and TWUK wish to work closely with SRBC and the local communities to meet the aspirations of quality homes, investment, creation of new jobs and the delivery of key infrastructure through bringing Pickerings Farm forward for development. In order to achieve this goal, it is respectfully requested that the site is allocated for residential led mixed use within the emerging Site Allocations DPD.



# Contents



<b>1. Introduction</b>	<b>1</b>
<b>2. Development Partners</b>	<b>4</b>
<b>3. The Site and Surroundings</b>	<b>9</b>
3.1 Visual Appraisal	
<b>4. Planning Guidance</b>	<b>15</b>
<b>5. Suitability of the Site for Development</b>	<b>25</b>
5.1 Spatial	
5.2 Site Technical Analysis	
5.3 Infrastructure	
<b>6. Deliverability of Development</b>	<b>36</b>
<b>7. Potential Mix of Uses</b>	<b>41</b>
7.1 Socio - Economic Analysis for Pickering's Farm	
<b>8. Design and Form of Development</b>	<b>49</b>
8.1 Key Design Considerations	
8.2 Opportunities in Development	
8.3 Developing the Vision	
8.4 Illustrative Masterplan	
8.5 Landscape Proposals	
8.6 Character Areas	
<b>9. Infrastructure and Phasing</b>	<b>70</b>
9.1 Infrastructure	
9.2 Phasing	
<b>10. Key Community Benefits</b>	<b>79</b>
<b>11. Conclusions</b>	<b>83</b>

<b>FIGURE 1 :</b>	<b>Site Location Plan</b>	<b>8</b>
<b>FIGURE 2 :</b>	<b>Aerial Plan of the Site</b>	<b>9</b>
<b>FIGURE 3 :</b>	<b>View Points Plan Indicating the Direction of Site Photography</b>	<b>11</b>
<b>FIGURE 4 :</b>	<b>South Ribble Borough Local Plan Proposed Map Extract</b>	<b>16</b>
<b>FIGURE 5 :</b>	<b>Strategic Housing Land Availability Plan</b>	<b>19</b>
<b>FIGURE 6 :</b>	<b>The Sites Sustainability Credentials</b>	<b>24</b>
<b>FIGURE 7 :</b>	<b>Site Analysis Plan</b>	<b>48</b>
<b>FIGURE 8 :</b>	<b>Site Opportunities Plan</b>	<b>50</b>
<b>FIGURE 9/10 :</b>	<b>Concept Sketches</b>	<b>52/54</b>
<b>FIGURE 11 :</b>	<b>Illustrative Masterplan</b>	<b>56</b>
<b>FIGURE 12 :</b>	<b>Landscape Plan</b>	<b>58</b>
<b>FIGURE 13 :</b>	<b>Character Areas Plan</b>	<b>60</b>
<b>FIGURE 14 :</b>	<b>Character Areas on an Aerial Photograph</b>	<b>61</b>
<b>FIGURE 15 :</b>	<b>Bee Lane Character Area - Wider Context</b>	<b>62</b>
<b>FIGURE 16 :</b>	<b>Bee Lane Character Area Plan</b>	<b>63</b>
<b>FIGURE 17 :</b>	<b>Lords Lane Character Area - Wider Context</b>	<b>64</b>
<b>FIGURE 18 :</b>	<b>Lords Lane Character Area Plan</b>	<b>65</b>
<b>FIGURE 19 :</b>	<b>Watermeadows Character Area - Wider Context</b>	<b>66</b>
<b>FIGURE 20 :</b>	<b>Watermeadows Character Area Plan</b>	<b>67</b>
<b>FIGURE 21 :</b>	<b>Phasing Plan</b>	<b>72</b>
<b>TABLE 1 :</b>	<b>Extract from RSS Table 7.1 Distribution of Regional Housing Provision 2003 - 2021</b>	<b>15</b>
<b>TABLE 2 :</b>	<b>Table 53 Mixed Use</b>	<b>18</b>
<b>TABLE 3 :</b>	<b>Pickering's Farm SHLAA Extract</b>	<b>18</b>
<b>TABLE 4 :</b>	<b>Indicative Phasing Strategy</b>	<b>73</b>
<b>TABLE 5 :</b>	<b>Extract from the Central Lancashire Infrastructure Delivery Scheme (June 2010)</b>	<b>74</b>







# Introduction







# 1. Introduction

## Pickerings Farm

This Development Statement has been prepared by Taylor Wimpey UK Ltd (TWUK) and the Homes and Communities Agency (HCA) who are working in partnership on the promotion and construction of a residential led mixed use development at Pickerings Farm (the site).

These two organisations have a strong and successful history of working together on similar projects in the North West and across the UK. Examples of these projects are provided in Section 2 of this document.

Working alongside South Ribble Borough Council (SRBC), our aim is to deliver a well planned and comprehensive development in accordance with an agreed timetable. The development will be implemented through a strategy aimed to carefully measure and minimise the impacts on the surrounding existing community.

The purpose of this document is to promote the allocation of the site through SRBC's emerging Local Plan for a residential led mixed use development. The proposed allocation will deliver up to some 2,000 family orientated new homes that encompass new community, recreation and employment facilities over the plan period and beyond.

## The Vision for Pickerings Farm

The vision for Pickerings Farm is for a well connected residential led mixed use development based on a highly permeable, pedestrian-friendly and distinct community. The development will provide a sustainable mix of dwellings and facilities focused around a number of integrated and overlooked, high quality open spaces for the existing and proposed community to use. The key to the success of the scheme is the delivery of essential local infrastructure in a phased and managed approach. The aspiration is for the site to become an asset for the local people and the Borough of South Ribble making the proposed facilities and open spaces available for all the public to enjoy.

## Development Evidence Base

To demonstrate the deliverability of the proposals and the site's suitability for development in accordance with the National Planning Policy Framework (NPPF); the following assessments have been undertaken:

### Technical / Environmental / Physical

- Ground Conditions - High Level Desktop Study (Arup)
- Flood Risk Assessment Scoping Study (Arup)
- Ecology Appraisal (Arup)
- Preliminary Landscape and Visual Assessment (Arup)
- Tree and Hedgerow Survey (TPM Landscape/Arbolution Professional Tree Consultancy Ltd/Pennine Ecological Ltd)
- Archaeological Technological Appraisal - Desktop Study (Arup)
- Preliminary Utilities Assessment (Arup)
- Preliminary Drainage Strategy (Arup)
- Preliminary Sustainable Transport Opportunities (Arup)
- Preliminary Transport Analysis Existing Situation: Constraints and Development Opportunities (Arup)
- Draft Transport Assessment Scoping Report (Arup)
- Rail Halt Appraisal (Arup)
- Topographical Survey (Tower Surveys)

### Employment / Social

- Pickerings Farm Social Infrastructure Report (DTZ)
- Pickerings Farm Employment Land Evidence Base (DTZ)
- Socio Economic Impacts Report (Regeneris)

**The technical work undertaken to date demonstrates that the site is suitable and can accommodate a high quality residential led mixed use development, which will integrate into and enhance the wider area. The technical matters are considered further throughout the Development Statement.**



# Development Partners

## 2. Development Partners

A shared vision for Pickerings Farm has brought two major national organisations together to create a sustainable urban extension at Pickerings Farm. TWUK and the HCA share a strong history of successful developments throughout the North West and across the UK, and as such are able to forge a cohesive partnership to aid the delivery of this important site.

Examples of such schemes include:

- **Whittingham Hospital, Preston** - The planning consent consists of 650 new homes (including 72 affordable and 56 conversions). In addition, there are new community facilities to be provided and a new by-pass. TWUK is expecting to be on site in 2011, with a site completion expected around 2020.
- **Greenwich Millennium Village, London** - First Millennium Community started in 1999. The total unit number of new dwellings on site is 2,938, together with offices, light industrial, retail and a community centre and nursery. Phases 1 and 2 were completed in Summer 2009, which equated to 1,095 units. Phases 3, 4 and 5 totaling 1,843 units are anticipated for completion in 2027
- **The Village, Telford Millennium Community, Telford** - The site consists of 675 high quality eco-friendly homes with 30% affordable provision. The site also includes retained and enhanced public spaces, school and a community centre.
- **National HCA initiatives** - TWUK also participates with the HCA in various national initiatives such as Kickstart, HomeBuy direct and the First Time Buyers Initiative.

### Taylor Wimpey

TWUK is a dedicated homebuilding company with over 126 years experience, and have an unparalleled record in its industry. We aim to be the homebuilder of choice for our customers, our employees, our shareholders and for the communities in which we operate.

We have expertise in land acquisition, home and community design, urban regeneration and the development of supporting infrastructure which improves our customers' quality of life and adds value to their homes. We draw on our experience as a provider of quality homes but update that, to the expectations of today's buyers and strive to provide the best quality homes, whilst setting new standards of customer care in the industry.

Our 23 regional businesses in the UK give our operations significant scale and truly national geographic coverage. Each business builds a range of products, from one bedroom apartments and starter homes to large detached family homes for every taste and budget and as a result, our property portfolio displays a surprising diversity.

The core business of the company is the development for homes on the open market, although we are strongly committed to the provision of low cost social housing through predominantly partnerships with Local Authorities, Registered Social Landlords as well as a variety of Government bodies such as the HCA.

With unrivalled experience of building homes and communities TWUK today continues to be a dedicated house building company and is at the forefront of the industry in build quality, design, health and safety, customer service and satisfaction. TWUK is committed to creating and delivering value for our customers and shareholders alike.

TWUK combines the strengths of an international developer with the focus of small local business units. This creates a unique framework of local, national and international knowledge, supported by the financial strength and highest standards of corporate governance of a major plc.

Taylor Wimpey Strategic Land, a division of the UK business, is responsible for the promotion of future development opportunities, such as this site, through the planning system. The local business unit that will, in conjunction with Strategic Land, carry out housing and related development as part of this is Taylor Wimpey North West based in Warrington.







## The Homes and Communities Agency

The HCA is the housing and regeneration agency for England. We were created as a national agency that works locally, providing affordable housing and creating thriving communities in places where people want to live and support local ambition.

The Statutory objectives of the HCA as defined by the Housing and Regeneration Act 2008 are to:

- Improve the supply and quality of housing in England;
- Secure the regeneration or development of land or infrastructure in England;
- Support in other ways the creation, regeneration or development of communities in England or their continued wellbeing; and
- Contribute to the achievement of sustainable development and good design in England, with a view to meeting the needs of people living in England.

The HCA works locally and nationally to enable areas to achieve their ambitions for housing and economic development. The agency has commercial and technical skills to support investment and build local capacity, providing access to services with high development costs and using its national capacity to maximise value for money. It continues to provide resources for housing and communities over and above those that local areas can provide for themselves. As a regulation agency the HCA will take responsibility for the regulation of Registered Providers of affordable housing from the TSA and continue to provide assurance on their economic performance, value for money and accountability to tenants.

The agency's enabling and investment work now covers three core areas:

- Affordable Housing - helping to unlock new supply through investment support, technical assistance to local authorities, and an active programme of developing public land.
- Existing stock - overseeing investment to improve existing social housing stock, supporting initiatives to bring empty homes back into use and playing a 'brokering role' to help improve the energy efficiency of existing affordable stock.
- Land and regeneration – taking the lead from local authorities and working with communities at the neighbourhood level, the agency will provide targeted technical and investment support in particular to help maximise the use of public land assets for those areas that would otherwise struggle to make progress.

For more information, please visit our website at:

[www.homesandcommunities.co.uk](http://www.homesandcommunities.co.uk)

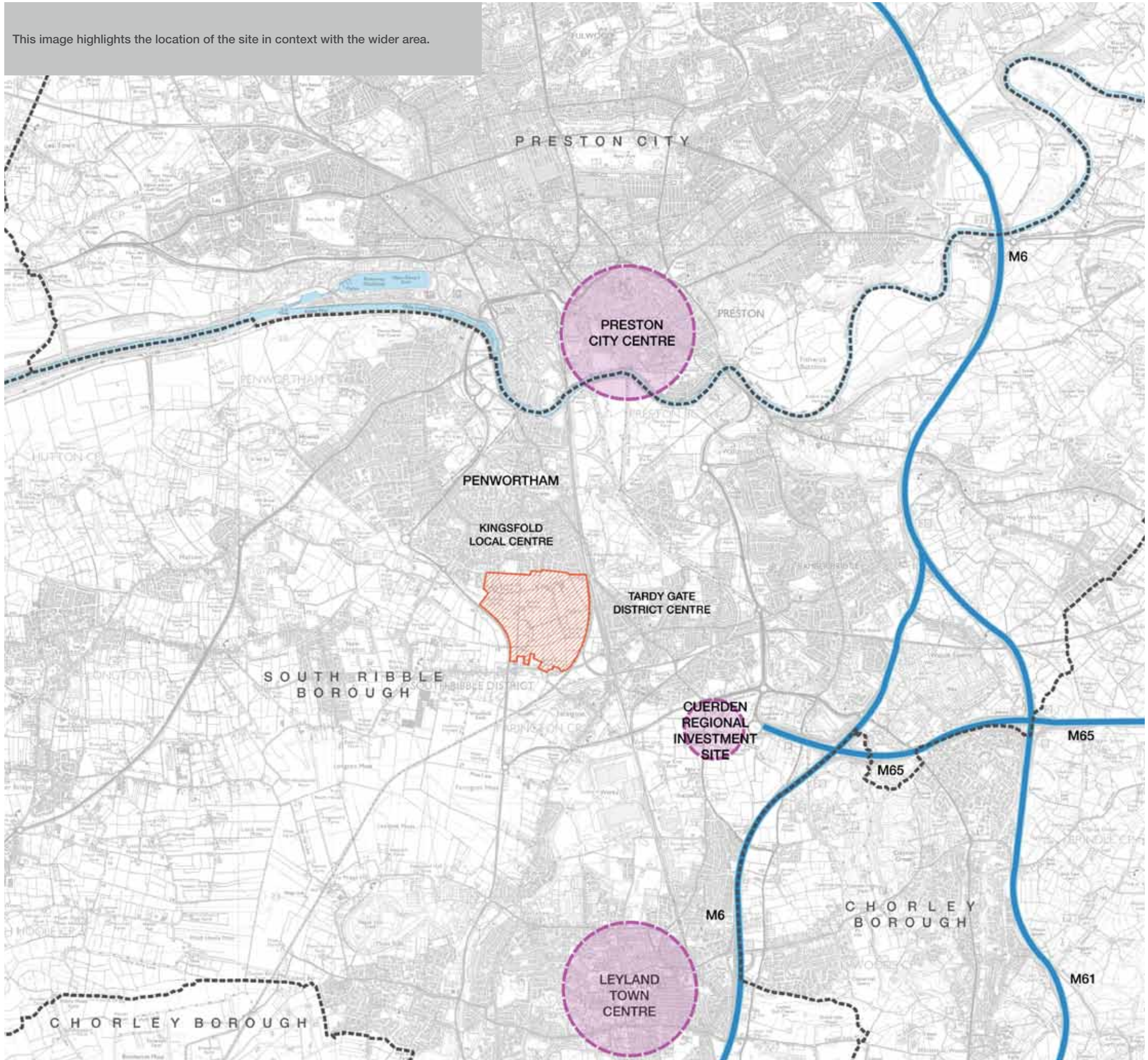




# The Site and Surroundings

**FIGURE 1 : Site Location Plan**

This image highlights the location of the site in context with the wider area.







# 3. The Site and Surroundings

FIGURE 2 : Aerial Plan of the Site



## Key

-  Proposed Pickerings Farm Development Area
-  Bee Lane and Flag Lane Bridges

## Site

The site, which comprises 90 hectares of land, is situated immediately to the south of the existing residential area of Kingsfold. To the west of the site is Penwortham Way (A582), which is a major highway connecting the site with Preston, Leyland and the M6 motorway. To the south is Chain House Lane, which is flanked with commercial businesses and residential properties, and to the east is the West Coast Railway line (Figure 2).

The site is in a highly sustainable location situated in close proximity to both Leyland and Preston City Centre (Figure 1), which both support major employment opportunities, service provision and other key facilities. It is also located adjacent to major distributor roads.

The Pickerings Farm site is generally flat and is predominately in agricultural use. Existing field boundaries are marked by hedgerows of mixed quality that contain a light tree cover. There are a number of farm buildings, small holdings and existing residential properties across the site. A notable feature of the landscape are the overhead powerlines running across the site from the north west through to the south east corner.

The existing Bee Lane and Flag Lane bridges that cross the West Coast Railway Line are the only current points of highway access into the site. Access within the site is via a number of smaller roads to service the existing residents and landowners.

Several public rights of way and adopted highways cross the site, which allow pedestrian access from Penwortham Way, Chain House Lane and the existing residential area of Kingsfold to the north.

Two gas mains cross the site (from west to east) adjacent to the Kingsfold boundary.

## Surroundings

To the west and south of the site beyond Penwortham Way and Chain House Lane respectively is open countryside. To the north is the residential area known as Kingsfold, and to the east, beyond the West Coast Railway Line, is the residential area known as Tardy Gate. Kingsfold has a Local Centre and Tardy Gate a District Centre providing a wide range of shops, services and facilities.





**View A** - View north-east across towards existing community centre and play area.



**View B** - View north-west from Bee Lane across the site highlighting the existing Kingsfold residential area.



**View C** - View east from Bee Lane towards the bridge over the West Coast railway and the residential development beyond.



**View D** - View north along Leyland Road.



**View E** - View south-west highlighting the existing roundabout in between Bee Lane and The Cawsey.



**View F** - View south-east along Leyland Road.



**View G** - View north from the existing bridge on Flag Lane highlighting the existing West Coast railway.



**View H** - View south along Lords Lane highlighting the existing site character



**View I** - View north from Coote Lane highlighting the existing site character.



**View J** - View north-west highlighting the existing electricity line.



**View K** - View north highlighting Chain House Lane and Penwortham Way junction.



**View L** - View south-east along Penwortham Way.



# 3.1 Visual Appraisal

A visual appraisal of the site has been carried out and photographs have been taken from key locations on the site as shown in Figure 3 below. The corresponding photographs along with a description are provided on the previous page.

**FIGURE 3 : View Points Plan Indicating the Direction of site Photography**





# Planning Guidance



- RAILWAY
- SITE BOUNDARY
- VEHICULAR ROUTES



Kingsfold  
Local Centre

West Coast  
Railway Line

Leyland Road

Bee Lane

Flag Lane

Pickerings Farm Site

Penwortham Way

Chain House Lane



# 4. Planning Guidance

The purpose of this section is to provide a summary of key national and development plan policy guidance which is relevant to the proposed allocation of Pickerings Farm for a residential led mixed use development. As a result of ongoing changes to the planning system the planning policy framework may be subject to further change following the publication of this document.

## Development Plan Guidance

The Development Plan comprises the Regional Spatial Strategy for the North West (2008) saved policies of the South Ribble Local Plan (2000), and the adopted Central Lancashire Core Strategy (2012).

### Regional Spatial Strategy (2008)

In May 2010 the Coalition Government signalled its intent to abolish the Regional Spatial Strategy (RSS) and it is proposed that this will be formally undertaken through the Localism and Decentralisation Bill expected to be formally published in mid 2011.

At the time of writing, the RSS forms part of the development plan and the overriding theme of the document is to promote sustainable forms of development.

Policy L4 relates to Regional Housing Provision and indicates that Local Authorities should monitor and manage the availability of land identified in plans and strategies and through development control decisions on proposals and schemes, to achieve the housing provision (net of clearance replacement) set out in RSS Table 7.1.

Table 7.1 for the Greater Preston area sets the distribution of Regional Housing Provision between 2003 to 2021 for Chorley, Preston and South Ribble, which is summarised in Table 1 below.

Policy L4 requires Local Authorities to work in partnership with developers and other housing providers to address the housing requirements including market and affordable housing needs, of different groups, to ensure the construction of a mix of appropriate house types, sizes, tenures and prices, in line with RSS Policies L2, L3 and L5.

It also indicates that Local Authorities should use the results of up to date Strategic Housing Market Assessments (SHMA) and Strategic Housing Land Availability Assessments (SHLAA) to inform the allocation of specific sites. The accompanying text to Policy L4 indicates that the recommended distribution of housing provision between different parts of the North West (Table 7.1), reflects RSS and Regional Housing Strategy objectives, Regional Development Framework and sub regional policies within RSS and takes account of the various strategic priorities and functional linkages that should be focused upon, in each area.

For the Northern Manchester, mid Mersey and Greater Preston area, RSS indicates that the provision of sufficient new residential development to support the potential for economic growth and Local Regeneration Strategies (including replacement and renewal of housing stock), a wide range of general and high quality market housing (in sustainable locations which are well served by public transport), while at the same time ensuring the ability to meet local needs and requirements for affordable housing.

Detailed advice on managing the supply of housing land is set out in PPS3 and in subsequent CLG advice which are discussed in further detail later in this section. Local Authorities should manage their allocation of land and granting of planning permissions to maintain a minimum five year supply of deliverable housing land, and use their housing trajectory to help monitor and manage the achievement of the figures shown in RSS Table 7.1, and the extent to which these meet local need and demand for housing.

The overall housing requirement figures for the period covered by this RSS from 2003 to 2021 and the annual average figures are not absolute targets and may be exceeded where justified by evidence of need, demand, affordability and sustainability issues and fit with relevant local and sub regional strategies.

**TABLE 1 : Extract from RSS Table 7.1 Distribution of Regional Housing Provision 2003 - 2021**

Greater Preston	Total Housing Provision 2003-2021 (Net of clearance replacement)	Annual Average rates of Housing Provision (Net of clearance replacement)	Indicative target proportion of housing provision to use brownfield land & buildings
Chorley	7,500	417	At least 70%
Preston	9,120	507	
South Ribble	7,500	417	

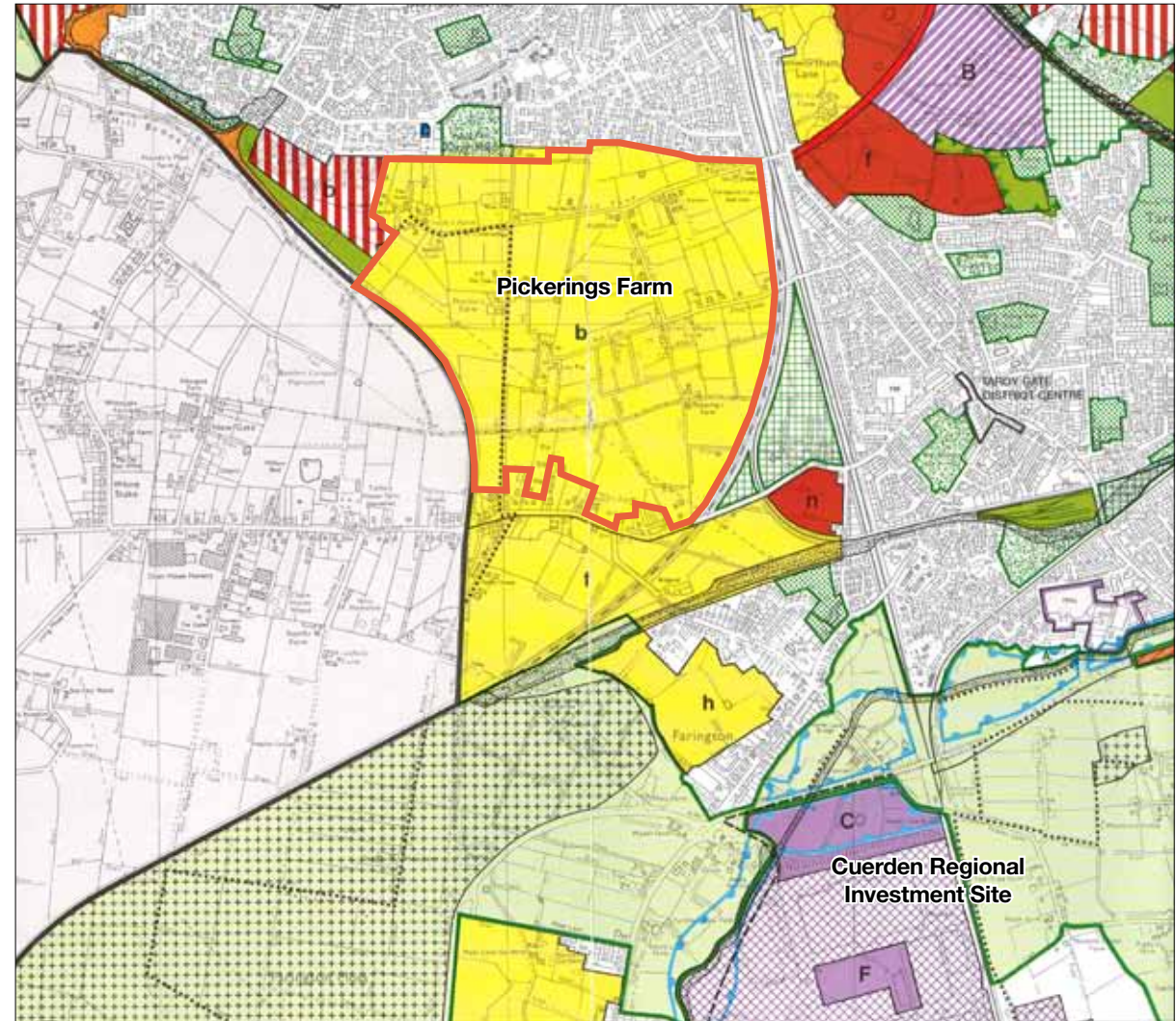
### Adopted South Ribble Local Plan (2000)

The South Ribble Local Plan was adopted in February 2000. A number of policies were saved on 27 September 2007 and therefore remain part of the Development Plan. The Local Plan will remain in place until it is replaced by the Central Lancashire Core Strategy and other Development Plan documents.

The following Local Plan policies are not saved but are relevant to Pickerings Farm and have been summarised to provide context to the site emerging allocation in the Local Plan;

- The site is allocated under Local Plan Policy D8(b) as Safeguarded Land (Figure 4). The policy identifies sites which were not required for development during the Local Plan period but are likely to be required to meet the longer term development needs of the Borough. Pickerings Farm is identified as Safeguarded Land and therefore it is appropriate to consider its allocation for development through the Local Development Framework;
- The Local Plan contains a policy which seeks to protect land which is required for the completion of the Penwortham bypass (Policy T1). The Highways and Transportation Committee of the LCC have previously determined to adopt this route and it is therefore preserved for this purpose in the Local Plan. TWUK and the HCA are committed to working with the Local Authority and LCC to explore options for the delivery of road infrastructure in the vicinity of Pickerings Farm in order to ensure that the development can be adequately accessed whilst limiting impacts on the wider road network.

FIGURE 4 : South Ribble Borough Local Plan Proposed Map Extract



#### Key

South Ribble Borough Local Plan (adopted February 2000)  
- Pickerings Farm allocated as safeguarded land

- Site Boundary
- Safeguarded Land

## Local Development Framework

### Central Lancashire Adopted Core Strategy (July 2012)

The adopted Core Strategy sets out the Central Lancashire Authorities Spatial Planning proposals for the combined area of Preston, South Ribble and Chorley. It sets out the overall strategic direction for growth across the Plan period (until 2026) and seeks to direct the location for major new development during this time including housing and employment development.

The Core Strategy sets out a number of strategic objectives and corresponding policies which are intended to guide future development in the Borough. These include:

- **Policy 1, Locating Growth:** This policy identifies Preston as the focus for growth and investment in addition to the key service centres of Chorley, Leyland and the other main urban areas in South Ribble. The Policy states that growth and investment will be concentrated in the settlements south of the River Ribble comprising Penwortham, focusing on the regeneration of the District Centre but with some greenfield development at the South of Penwortham and North of Farington strategic location. The Core Strategy states that the South of Penwortham and North of Farington Strategic Location (within which the Pickerings Farm site is located) could contribute between 1200 and 2000 dwellings. Pickerings Farm is the most appropriate location for new development within the Strategic Location and TWUK and the HCA request that the site is allocated for housing in the emerging Site Allocations DPD.
- **Policy 2, Infrastructure:** This policy states that the Council will work with infrastructure providers to establish what the infrastructure needs arising from new development are and to determine what could be met through developer contributions, having taken account of other likely funding sources. It states that the Local Planning Authority will set broad priorities on the provision of infrastructure which will be phased with development to ensure appropriate enabling infrastructure is delivered in line with future growth. TWUK and the HCA are committed to working with the Local Authority and infrastructure providers to ensure that the infrastructure needs of the proposed development are adequately met. It is important that all infrastructure improvements are deliverable and viable and TWUK and the HCA will work closely with the Local Planning Authority to agree an appropriate timetable for delivery.

- **Policy 3, Travel:** This policy sets out a number of measures to reduce the need to travel, improving pedestrian and cycling routes as well as public transport measures. The policy also states that the road network will be improved with a bypass of Penwortham and improving the A582 and linking to the A59. The Pickering's Farm proposals are well placed to meet the strategic objectives for travel and the objective to further develop sustainable travel and encourage non-car modes of transport.
- **Policy 4, Housing Delivery:** The Core Strategy policy on housing delivery sets out housing targets for South Ribble. It states that the housing target for the plan period equates to a total of 22,150 dwellings over the 2010-2026 period. The policy states that in the longer term housing delivery will be kept under review and the Council will ensure that there is sufficient deliverable land for a continuous forward looking 5-year supply which will be achieved partly by identifying sites in the Site Allocations DPD. Pickerings Farm provides an important future source of housing development which will be required over the Plan period and given its strategic importance it is required that the site is allocated for housing development in the emerging Local Plan.
- **Policy 7, Affordable Housing:** The policy seeks to enable a sufficient provision of affordable and special housing in Preston, South Ribble and Chorley and as such proposes to set a 30% affordable housing target from market housing schemes. The Council will also consider financial contributions for affordable housing. A Supplementary Planning Document is to be developed to provide further guidance on this issue. Subject to viability testing it is anticipated that the Pickerings Farm scheme will make a valuable contribution to the Borough's affordable housing requirements.

The adopted Core Strategy sets out a number of additional policies in respect of education, the design of new buildings, biodiversity, sport and recreation and sustainability.

Representations were made to the Council on behalf of TWUK as part of the consultation on the Site Allocation DPD. This Development Statement should be read in conjunction with these representations which set out a comprehensive case for the sites future allocation in the Councils Local Plan.





**Site Allocations and Development Management Policies DPD (Publication Version)**

The Council's emerging Site Allocations DPD will allocate sites for future development in the Borough. Policy C1 of the Draft Site Allocations DPD (Publication Version) states:

Planning permission will only be granted for the development of the Pickerings 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 Pickerings Farm site which includes the safeguarded land to Coote Lane as shown on the Proposals 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.

Table 2 of the Site Allocations DPD relates to Major Sites for Development (Residential Led at June 2012) and identifies Pickerings Farm as a residential led mixed use development. The relevant extract from the document is provided at Table 2. The remainder of the Pickerings Farm site to the south has been allocated as Safeguarded Land under Policy C3 of the draft Site Allocations DPD.

**Central Lancashire Strategic Housing Land Availability Assessment (September 2010)**

The Central Lancashire SHLAA has been prepared taking account of RSS policies and housing targets. The document will be revised and updated once the Central Lancashire Authority's housing targets have been set. The SHLAA identifies Pickerings Farm (SHLAA ref: Figure 5) as a site that is suitable, available and achievable for residential development (Table 3). It estimates the site's net housing capacity at April 2015 to be 1,800 units and also indicates that the site requires a policy change through the Local Development Framework as it is allocated as Safeguarded Land. The SHLAA is an accurate reflection of the suitability of the site for residential development in accordance with NPPF and the relevant extracts from the document are provided at Figure 5.

**TABLE 2 : Major Sites for Development (Residential Led) (at June 2012) as stipulated in the Draft Site Allocations and Development Management Policies DPD (Publication Version).**

Proposals Map Ref	Site Name	Site Size (Ha.)	No. of Dwellings	2010 - 2016	2016 - 2021	2021 - 2026
EE	Pickerings Farm, Penwortham	79	1350	300	475	575

**TABLE 3 : Pickerings Farm SHLAA Extract**

<b>SHLAA Ref</b>	FW3
<b>Site Name</b>	Safeguarded site b, Pickerings Farm.
<b>Ward / Settlement</b>	Farington West.
<b>Site Type</b>	Urban Potential.
<b>Net Developable Area</b>	59.50
<b>Estimated Net Housing Capacity at April 2015</b>	1,800
<b>Suitable</b>	Yes
<b>Availability of site for housing?</b>	Yes
<b>Achievable</b>	Yes
<b>How to overcome Identified Constraints</b>	Requires policy change through LDF.
<b>Developable Units 2015/16 to 2019/20</b>	510
<b>Developable Units 2020/21 to 2023/24</b>	480
<b>Brownfield</b>	0
<b>Greenfield</b>	990
<b>Comments</b>	Remaining will be built in following years. Dwelling estimates based on figures from developers own Masterplan. Assumed 3 developers.





## National Planning Guidance

### Presumption in favour of sustainable development

National planning policy guidance is consolidated into the NPPF. The overall emphasis of the NPPF is to facilitate economic growth and secure sustainable development. The policies within the NPPF must be taken into account in the preparation of Local Plans.

Central to the NPPF is a presumption in favour of sustainable development. This means that local planning authorities should positively seek opportunities to meet the development needs of their area. All Local Plans should be based upon and reflect the presumption.

### Core Planning Principles

The NPPF outlines a number of core land-use planning principles that should underpin both plan-making and decision-taking. These state that planning should inter-alia:

- be genuinely plan-led, with succinct Local Plans setting out a positive vision for the future of the area;
- proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs; and
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas.

### Delivering a wide choice of high quality homes

A key objective of the NPPF is to “boost significantly the supply of housing”. The NPPF required Local Planning Authorities to:

*“identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the Plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, LPA’s should increase the buffer to 20% (moved forward from later in the Plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land.”*

To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable. Sites with planning permission should be considered deliverable until permission expires.

The NPPF also states that the supply of new homes can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns.

Section 6 of this Statement details how the site is deliverable in line with the NPPF. TWUK and the HCA are committed to resourcing the delivery of Pickerings Farm and it is intended that residential development will be delivered in the shortest practicable timeframe.

### Plan Making

The NPPF states that *“Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities”*. Local Plans must be prepared with the objective of contributing to the achievement of sustainable development. They should be aspirational but realistic; and address the spatial implications of economic, social and environmental change, consistent with the principles and policies as set out in the NPPF.

This document is intended to provide the necessary evidence base which will be supplemented by further detailed work as part of a planning application, in order for Pickerings Farm to be allocated for a residential-led mixed use development in the emerging Site Allocations DPD.

### Promoting Sustainable Transport

The NPPF provides guidance on the integration of development and transport objectives. Its principle aims are to promote more sustainable transport choices; promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and reducing the need to travel, especially by car. Section 5 of this Statement explores the suitability of Pickerings Farm for development and Section 9 outlines the likely infrastructure requirements.

### Conserving and Enhancing the Natural Environment

The NPPF stipulates that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils; recognise the wider benefits of ecosystem services; minimise impacts on biodiversity and provide net gains in biodiversity where possible; prevent both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and remediate and mitigate despoiled, degraded, derelict, contaminated and unstable land, where appropriate.





## Other Government Guidance

### Building Communities

In 2003 the Government published a policy document entitled ‘Sustainable Communities; Building for the Future’. The policy was introduced to;

- Create sustainable communities in which people want to live and that are economically prosperous.
- Provide decent homes at prices people can afford; which safeguard the countryside; and are well designed.
- Accessible and pleasant living and working environments that are effectively, and fairly, governed with a strong sense of community.

The proposed development at Pickerings Farm accords with this policy as it will complement the existing residential areas and diversify the choice and range of housing to meet local needs. It will provide local employment and facilities to meet the needs of existing and future residents and it will safeguard other areas of the Borough from development pressures whilst being of sufficient scale to offer significant benefits to the wider area.

### Localism Bill

In December 2010 the Coalition Government published the first Localism Bill following its reading in Parliament. The Localism Bill introduces “decentralisation - giving power back to people and communities”. The Bills Agenda identifies a number of measures that allow communities greater involvement in the planning process.

In accordance with the thrust of the Localism Bill, TWUK and the HCA will undertake a comprehensive community consultation strategy in bringing the Pickerings Farm site forward for development. Lexington North in conjunction with HOW Planning will oversee this extensive process which will include ongoing consultation with Council Members and Officers; statutory consultees; key stakeholders including the Parish Councils; residents; businesses and the wider community. A Statement of Community Involvement report will be prepared which summarises the extent of community consultation undertaken by TWUK and the HCA as well as a response to all matters raised throughout the process. This report will be submitted with any future planning application.

The Bill provides an incentive to Local Authorities to build new homes, this is in the new Homes Bonus Scheme (HBS). The HBS will match the additional Council Tax raised over the following 6 years for new homes with a further additional amount for the provision of affordable housing. It is estimated that Pickerings Farm would generate £15 million for SRBC through the NHB. The community, with the Local Authority, are likely to be able to identify where this money should be spent.

The Bill also enables Local Authorities to secure further local infrastructure benefits through the Community Infrastructure Levy (CIL). The provisions intend that contributions to local infrastructure will be set aside by the Local Authority and spent on neighbourhood infrastructure requirements where they are deemed necessary. TWUK and the HCA are in discussions with members and officers at SRBC to discuss the extent and timing of infrastructure that will be delivered as part of the Pickerings Farm development.



## Planning Summary

This section has demonstrated that there is an overriding case in planning terms for the allocation of Pickerings Farm as a residential led mixed use development in the Councils emerging Local Plan. The allocation of the site in the South Ribble Local Plan as Safeguarded Land demonstrates a long standing acknowledgement that the site has the potential to be a suitable location for future development.

The site is clearly suitable for residential development and provides an opportunity to establish a sustainable urban extension to Penwortham which is highly accessible and well served by existing services and retail provision. The site is also available immediately and in the control of a willing developer and Central Government Agency who have an established and successful track record of delivering important housing development.

Detailed studies have been carried out in respect of the deliverability of the site and a proportion of residential development can be delivered within the next 5 years. Due to the scale of the site it is likely that it will take approximately 20 years to develop out in its entirety and therefore it will provide a valuable reserve of housing land, ensuring the Council is in a position to demonstrate a deliverable 5 year supply into the future.

It is clear that a substantial level of residential development will be required across the plan period and Pickerings Farm will be an integral part of the Council’s future housing supply. The Council’s adopted Core Strategy supports the release of Greenfield land in the South of Penwortham and North of Farington (Strategic Location) for future development needs. As such TWUK and the HCA request that Pickerings Farm is allocated for residential led mixed use development in the emerging Local Plan.

The remainder of this document assesses the suitability of the site for development and explores the benefits of the proposals for the Borough.



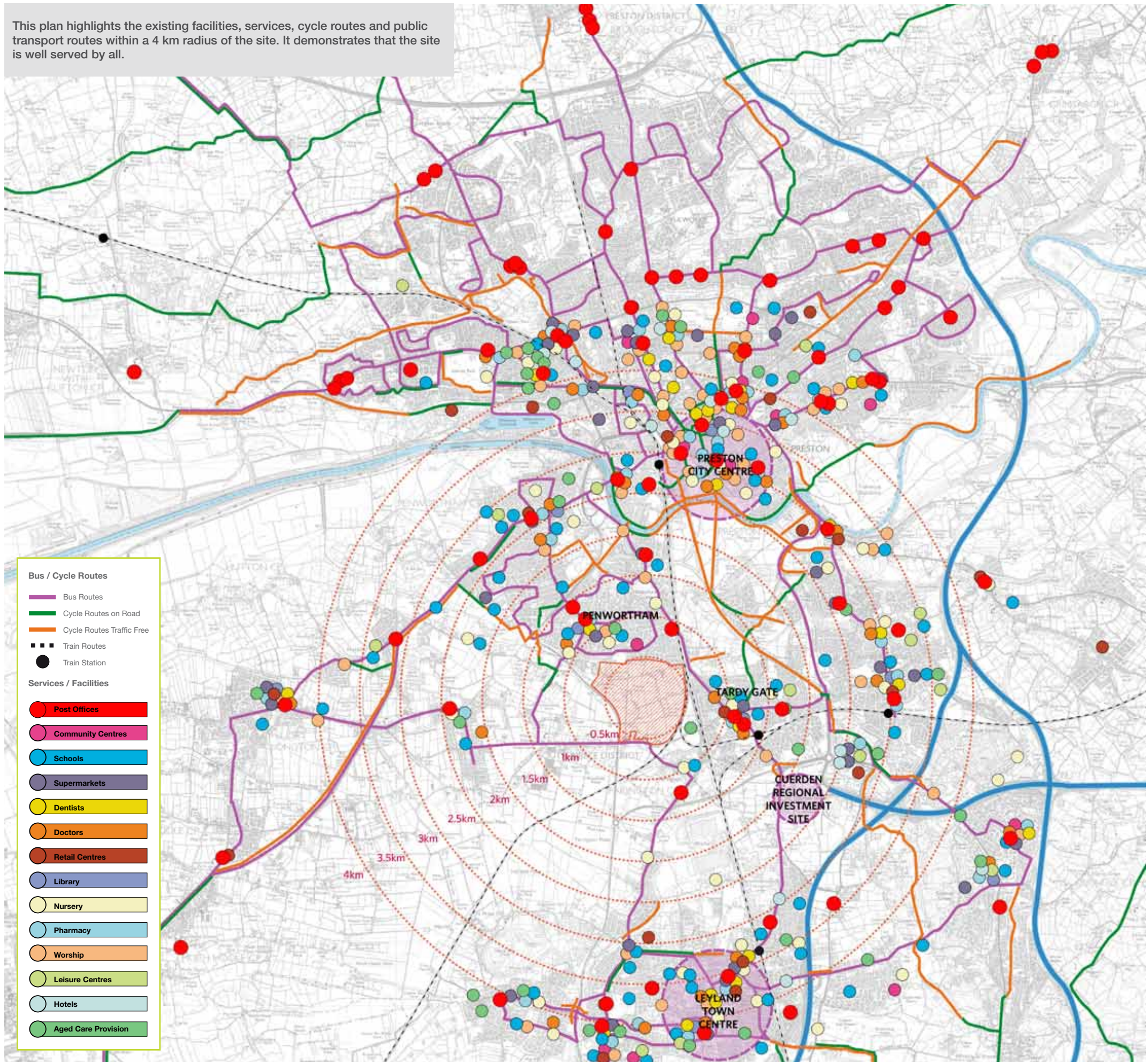


# Suitability of the Site for Development



**FIGURE 6 : The Sites Sustainability Credentials**

This plan highlights the existing facilities, services, cycle routes and public transport routes within a 4 km radius of the site. It demonstrates that the site is well served by all.





# 5. Suitability of the Site for Development

This section assesses the suitability of the site for residential led mixed use development having specific regard to spatial and site technical factors.

## 5.1 Spatial

### Settlement Hierarchy

Following the recent economic downturn there is an established need for new investment to be attracted to South Ribble in addition to the retention of existing business and jobs.

Pickerings Farm represents a significant opportunity for investment to be secured within the Borough, offering quality family homes for all tenures, new and varied job opportunities and substantial benefits secured through planning gain. The site is located in a highly sustainable location appropriate for residential led mixed use development.

The adopted Core Strategy allocates three Strategic Locations one of which is the South of Penwortham and North of Farington Strategic Location within which the Pickerings Farm site is situated.

Pickerings Farm represents the most appropriate opportunity for a strategic sustainable housing led mixed use allocation in the Site Allocation DPD within the defined South of Penwortham and North of Farington Strategic Location.

### Location and Accessibility

The site is positioned in close proximity to both Leyland town centre and Preston City Centre where existing major shopping and employment opportunities can be found. In addition, there are a wide range of local services and facilities in the immediate vicinity of the site at Kingsfold Local Centre and Tardy Gate District Centre. The site is in a highly accessible location.

Pickerings Farm is situated within easy walking distance of major public transport corridors which provide direct routes through to Leyland Town Centre and Preston City Centre. Lostock Hall train station is close by and there are existing links to cycle networks in the immediate vicinity. Figure 6 on the previous page illustrates the sites sustainable credentials highlighting its location in relation to existing community facilities and services.

Pickerings Farm is situated in a sustainable location, with excellent access to local facilities and employment.

The site is also well connected to the wider area, being in close proximity to the M65/M61/M6 interchange and the wider railway network from Leyland and Preston railway stations.







## 5.2 Site Technical Analysis

To demonstrate that this new vibrant community can be built, a full technical, environmental and physical analysis of the site has been undertaken by Arup. Through this ongoing work it is demonstrated that in principle there are no known constraints that would prevent the site coming forward for the proposed scheme.

### Archaeological Technical Appraisal

A review of the available data has been undertaken by Arup, who have confirmed that there is no recorded archaeology, archaeological features or Scheduled Ancient Monuments within the site or its immediate surroundings.

The site is characterised by post-enclosure fields with little evidence of change to the site since at least the late 19th century. Due to the absence of significant development to date on the site, there is the potential (as with every undeveloped site) of unknown buried archaeology surviving. As such, any studies deemed to be necessary in consultation with the Lancashire County Archaeology Service will be undertaken as part of the planning application process.

**There are no known archaeological constraints preventing the site from coming forward for development.**

### Flood Risk Assessment

An important consideration is to understand any issues associated with flood risk. The NPPF requires developers to fully assess the potential for flood risk, particularly when more 'sensitive' uses such as residential are being considered. Due to its importance, Arup has undertaken a Level 2 Scoping Study Flood Risk Assessment (FRA).

When assessed against the Environment Agency's fluvial flood plains map, Pickerings Farm is located within Zone 1, which is defined as an area with the least risk (less than 0.1% annual probability of flooding). However, detailed river network maps suggests that a higher degree of analysis may be required, in the form of fluvial modelling. This high level scoping assessment has established that the uses proposed are appropriate in principle as the general risk of flooding across the site is deemed to be very limited. As the master planning process evolves the location of residential, commercial and open space development will be informed by the detailed outputs of the fluvial modelling.

The key flood risk considerations for the site will be the management of surface and foul water discharges, which are inevitable for a development of this scale. Infrastructure design requirements will therefore be a central element of the evolving masterplan and integral to the evolution of the development proposals.

There are flood risk problems experienced in the wider area and these implications will be considered as part of the Flood Risk Assessment. From the work undertaken the development will not impact the risk of flooding in the wider area.

**There are no known flooding constraints preventing the site coming forward for development.**

### Ground Conditions

A Preliminary Geotechnical Study has been carried out to assess the presence of ground based hazards associated with the site and surrounding areas.

Through the work undertaken, several small pockets of potential contamination have been identified. Such issues are associated with the site's agricultural use, and these areas can be remediated successfully and viably.

Preliminary work has identified that the geology of the site can support the loading of residential properties. Commercial and community buildings will require strengthened groundworks depending on the location within the site.

**There are no known contamination or ground constraints which will prevent the site coming forward for development.**



## Ecological Appraisal

An initial ecological appraisal was conducted by Arup, which involved a desk study and field survey to obtain baseline information about valued ecological features and/or resources within 2 km of the site's boundary.

Key findings from the study confirmed that the site is not covered by, or immediately adjacent to, any statutory or non-statutory designated nature conservation sites.

Following the initial appraisal, further specific species surveys were conducted in 2009 and updated in 2010 and 2012 across the site and confirmed that no Water Voles or Great Crested Newts are present.

The site has the potential to support breeding birds and roosting bats. Surveys to confirm the presence and possible population sizes of both will be necessary at a later stage, and prior to submission of a planning application.

**There are no known ecological constraints preventing the site coming forward for development.**

## Tree and Hedgerow Survey

A tree survey was carried out in accordance with BS 5837: 2005. A small number of trees to the north eastern and south western corners of the site are highlighted in the retention category A: trees whose retention is most desirable.

The proposed development will satisfy the standard interface distances ensuring that the category A trees are retained and where possible the category B trees. This will ensure there are no conflicts with the natural environment and the scheme retains as much of the existing landscape as possible to aid natural integration. Any tree losses will be more than compensated through replacement across the scheme. Most of the hedgerows on the site have limited diversity and would not qualify as 'Important' under the Hedgerows regulations 1997.

It is proposed that selected mature hedges are improved by considered management (for example by hedge laying). There is evidence on site at Nib Lane that this technique has been used in the past. Gaps in the hedges can also be planted with different species, such as Herbaceous hedgerow species, to improve biodiversity and aesthetic value and also to mark different character areas. The proposed scheme will need to satisfy the standard interface distances to ensure that there are no conflicts with the existing landscape.

**There are no known arboricultural constraints preventing the site coming forward for development.**

## Landscape Appraisal

The landscape character of the site is broadly typical of the 'types' and 'areas' identified in the National (No. 32 'Lancashire & Amounderness Plain') and Regional ('Longton-Bretherton Coastal Plain') Landscape Character Assessments. Key features include rectilinear landscape forms, angular woodland blocks, fields defined by extensive drainage systems, raised ditches and causeways, within a gently undulating landform.

At a local level, urban fringe elements such as horse paddocks, pylons and nurseries are characteristic, and the site is surrounded by suburban and industrial age built influences.

To the north there is an obvious visual connection with recently constructed housing that has expanded southwards from Penwortham. On the remaining boundaries of the site this suburban connection is provided through the strong lines of the Penworthan Way (to the west), the railway (to the east) and nineteenth century, piecemeal 'ribbon' development along Chain House Lane (to the south). All of which suggest that this site has a suburban context.

Overall the study area conveys an impression of the site being isolated from the surrounding areas in terms of landscape. This is borne out by the visual containment and heightened by the limited number of roads permeating the site, their narrow width and by virtue of the area lying between railway lines and the Penwortham Way. Views to the nearby Green Belt are absent and the lack of any specific regional or local designations suggests a low degree of landscape sensitivity.

Where the visual effect of the development is considered to be higher when viewed from certain locations, the masterplanning process will provide appropriate mitigation measures to reduce and mitigate visual impact.

Pickerings Farm is not situated in a sensitive landscape area, and an appropriate landscape strategy will mitigate any sensitive views. The masterplan will be developed with strong landscape characters in mind and where possible existing ponds, important hedgerows and trees will be retained. Despite 21st Century development and the degraded pastureland, there is an underlying landscape grain present, which will also help steer the masterplan design

The site's separation from its landscape context creates the potential for a distinct settlement to be created, separate in character from the neighbouring settlements of Kingsfold and Lostock Hall, but still capable of ensuring strong connections.

**There are no known landscape constraints which will prevent the site coming forward for development.**





## Air Quality

There are two declared Air Quality Management Areas (AQMA's) in the vicinity of the site:

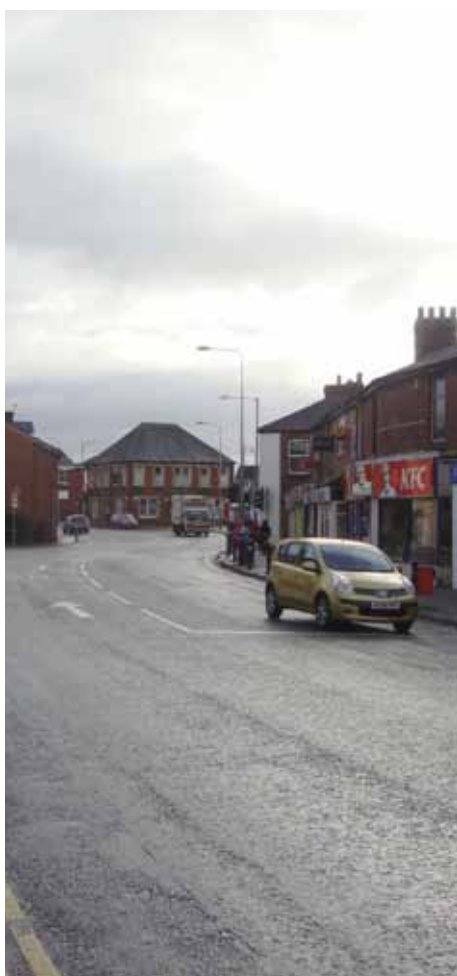
- The junction of Priory Lane and the A59 Liverpool Road, Penwortham; and
- The junction of Leyland Road and Browndedge Road, Lostock Hall (Tardy Gate).

The Leyland Road and Browndedge Road AQMA, located approximately 1 km from the centre of Pickerings Farm, is designated an AQMA due to exceedance in Nitrogen Dioxide (NO<sub>2</sub>). SRBC is obliged under the National Air Quality Strategy to produce Action Plans to address AQMAs although these have not yet been developed for either of the two AQMAs identified. The details of the measures to address poor air quality is not known, although SRBC has published a document; 'Promoting Clean Air in South Ribble: What We Can All Do'. This lists various ways to reduce the impact of car travel, including avoiding using the car for short journeys, combining journeys into one trip and car sharing.

An Air Quality Assessment will be undertaken to consider the implications of the proposed development on local air quality. The assessment will consider existing and future air quality with respect to NO<sub>2</sub>, with and without the proposed development. The transport strategy for Pickerings Farm will concentrate on reducing vehicle trips through the promotion of a variety of initiatives (new public transport routes, new walking and cycling routes etc) to encourage sustainable travel and demonstrate that all reasonable steps are being taken to minimise the impact of traffic on the AQMAs and across the wider area.

The focus of TWUK and the HCA's work will be not only to focus on minimising the impact of Pickerings Farm, but to work with LCC and SRBC to investigate opportunities for reducing the existing levels of traffic within the Tardy Gate area, which would serve to improve air quality and overall amenity. Opportunities being investigated include redirecting existing traffic away from Tardy Gate onto other priority routes and local improvements such as updated traffic signalling and traffic calming. This approach is consistent with the types of measures that have been used to address other AQMAs and is in line with SRBC's 'Promoting Clean Air' document.

**SRBC is obliged under the National Air Quality Strategy to produce Action Plans to address AQMAs although these have not yet been developed for either of the two AQMAs identified. Notwithstanding Air Quality Assessments will be undertaken and measures will be introduced not only to mitigate the impact of the proposed development but also to improve the current air quality in the Tardy Gate area.**



## Tardy Gate District Centre

One of the main concerns of the Council is any impact which the development of Pickerings Farm may have on the District Centre of Tardy Gate. Any development the size of Pickerings Farm has the potential to impact on this District Centre by increasing traffic and reducing the amenity of the area. As such, a principal objective of our development is to seek to minimise where possible any traffic generated by the development having a negative impact on the Tardy Gate District Centre. The Transport Assessment will assess any impact on Tardy Gate and will provide measures and opportunities for connecting the development site and Tardy Gate in a sustainable manner. As part of this work, opportunities are now being explored for reducing existing levels of traffic, and therefore improving amenity and air quality in the area. Early analysis suggest the opportunities for improvement could include the redirecting of existing traffic onto priority routes and local area improvements such as street calming.



## 5.3 Infrastructure

### Utilities

The Preliminary Utilities Assessment has identified that water, gas, electricity and telecommunications can be provided to the development site without the need for any major offsite work.

An existing 400 kV extra high voltage overhead electricity line traverses the site from the south to the north. At this time it is envisaged that this cable will be integrated into the development through appropriate development design and landscaping.

Two intermediate pressure gas mains traverse the fields in the northern portion of the site. Although underground, these pipes will also be incorporated into the scheme through the allowance of suitable easements.

**In summary, a Preliminary Utilities Assessment has been undertaken and the identified electricity and gas provisions can be incorporated into the proposed development. As a result there are no utilities constraints that will prevent the site coming forward for development.**

### Drainage and Sewerage

The Preliminary Utilities Assessment also assessed the existing service provision at the vicinity of the Pickerings Farm site. The purpose of such investigations is to identify potential infrastructure constraints and propose suitable solutions.

#### Surface Drainage

Currently, the surface water run off on the site is serviced by land drains which collect the flows from the adjacent impermeable areas. The culverted land drains identified at the northern end of Moss Lane, which cross the site from east to west, offer a good option for discharging surface water run off from the development. All suitable options are currently being considered as part of a Preliminary Drainage Strategy for the whole site. The use of Sustainable Urban Drainage Systems (SUDS) features will be investigated as the masterplan for the site develops and incorporated as appropriate. SUDS is an approach to drainage which seeks to decrease the amount of surface runoff, decrease the velocity of surface runoff, or divert it for other useful purposes, thereby reducing the contribution it makes to sewer discharge and flooding. SUDS features to be considered will include attenuation tanks and ponds, permeable paving for car parks to facilitate infiltration, swales, and grey water harvesting.

Preliminary discussions with United Utilities (UU), the sewerage service provider for the area, has identified due to existing capacity issues that it is unlikely that the development can be discharged into the existing sewerage system. A Preliminary Surface Water Drainage Strategy developed in conjunction with the Environment Agency (EA) and SRBC has identified an alternative discharge point to Mill Brook and an unnamed watercourse to

the north of the site. Further work to confirm these discharge points is being undertaken.

Through adopting the above measures viable surface water solutions to serve the development can be delivered.

#### Foul Drainage

Solutions relating to foul water drainage as part of a Preliminary Foul Water Drainage Strategy are currently being investigated. Through consultation with United Utilities and SRBC we are aware of capacity issues in the local sewer network as well as treatment capacity constraints at the local treatment works at Walton le Dale. These capacity issues have a significant impact on the local area, evident by hydraulic constraints on Bee Lane and the recently flooded properties at Lostock Hall.

Pickerings Farm is located centrally between the neighbouring Waste Water Treatment Works catchment areas of Longton, Leyland, Walton le Dale and Clifton Marsh. We are currently investigating with United Utilities the most appropriate option for connecting the site to a neighbouring Waste Water Treatment Works. Due to capacity issues at Walton le Dale, connection to this Waste Water Treatment Plant has been discounted as an option. The preliminary assessment has indicated that Clifton Marsh is the preferable connection point and further work is now being undertaken with United Utilities to determine upgrades to the sewerage system which are likely to be required to support the proposed development.

As part of discussions with United Utilities we are also investigating any opportunities to undertake local drainage improvement works within Lostock Hall as part of highways upgrades to Tardy Gate. These improvement works would provide a benefit to properties within Tardy Gate suffering existing flooding.

A suitable solution can be developed to enable foul water drainage of the proposed development and as such there are no known drainage and sewerage constraints preventing the site coming forward.

**In summary, the Preliminary Utilities Assessment undertaken has identified a range of viable options for discharging surface water and foul water from the proposed development. Further work is now being undertaken with United Utilities and the Environment Agency to develop these options further. There are no drainage and sewerage constraints preventing the proposed development coming forward.**

**It is understood that Tardy Gate experiences existing drainage problems and whilst these implications are not the responsibility of TWUK or the HCA, the developer has commissioned investigations to assess what improvements can be made in this area by the scheme which will be a direct benefit to the community.**





## Highways

A preliminary assessment of transportation issues has been undertaken by Arup to consider access points into the site, highway capacity and sustainable transportation measures.

Overall, the assessment indicates that there is unlikely to be adequate capacity in the highway network as it currently stands today, to accommodate the full level of traffic that will result from the proposed development. Leyland Road and Penwortham Way experience high volumes of traffic at peak hours and infrastructure improvements will be required as part of the development to minimise its impact and, where possible improve the current situation.

The existing highway network in the northern part of the Borough is over capacity. Other schemes that could also come forward for development will also impact on varying scales on this wider network. Pickering's Farm will likely have a greater impact on the wider network surrounding the site because of its size, but importantly, also provides the opportunity to make greater improvements to the network.

LCC Highways is currently developing a Strategic Highways Model of the Central Lancashire region which will determine the level of impact on the existing highway network and the level of change resulting from Pickering's Farm and other proposed developments in SRBC. This is discussed further in the section which follows.

With a well thought out and phased package of measures to encourage the use of sustainable transport, along with a programme of local highway improvements that can be undertaken within the highway boundary, the development will mitigate and minimise its impact. TWUK and the HCA, along with Arup are continuing consultations with LCC and the Highways Agency (HA), regarding the links beyond the site boundaries and possible contributions to the improvement of the wider highway network, particularly connections to the motorway.

It is envisaged that the main vehicular access to the site will be taken from the Penwortham Way, with a secondary access point from Chain House Lane. Vehicular and pedestrian accesses already exist across the West Coast Railway Line via Bee Lane and Flag Lane. The proposed access points are deliverable by TWUK and the HCA.

A key transport issue historically associated with the site has been the possible extension of the South Ribble Relief Road from Leyland Road crossing the West Coast Main Line to join the Penwortham Way. The potential exists as part of the Pickering's Farm development to create part of this transport "link" between Leyland Road and Penwortham Way. The exact detail and specification of the new road link is being explored with SRBC and LCC Highways.





## Pickerings Farm Transport Strategy

Our principle strategy for addressing transport issues associated with the development is based on an approach that seeks to reduce the potential car trips to be generated by the residents through promoting a range of public transport, walking and cycling initiatives. Dialogue has already been established with LCC Highways and Highways Agency (HA) Officers in order to ensure the highway authorities are fully aware, and involved in the development of the transport strategy for the site. Issues for consideration include traffic impact and road improvements, public transport enhancements such as new routes or improved frequencies, a possible Park and Ride scheme and new walking and cycling routes.

The congested nature of the road network surrounding the site means that a twin track approach of accommodating the transport requirements of the development will be crucial. Whilst wider highway works, in the form of junction or technology improvements will be needed, a comprehensive package of measures will also be brought forward to promote and encourage sustainable travel. Work has commenced on the development of a Pickerings Farm Sustainable Transport Strategy which, in parallel to discussions with LCC Highways and SRBC, will guide the sustainable transport measures to be implemented as part of the development.

LCC Highways is currently developing a Strategic Highways Model of the Central Lancashire region. This model will be used to assess the need for transport initiatives across the region and determine the type and location of appropriate schemes. Due to the size and complexity of potential transport impacts associated with the Pickerings Farm development the LCC model will be used to investigate the most appropriate options for addressing local transport impacts and contribute to wider strategic transport benefits to SRBC that the development can bring.

There are several key elements to investigate that could form the key elements of the Pickerings Farm Sustainable Transport Strategy. These are briefly discussed below.

A potential Park and Ride site is being investigated as part of the masterplan in association with LCC Highways. Such a scheme could transfer a substantial number of trips from car to bus and has the potential to provide an alternative means of access to Preston City Centre for existing car users as well as new residents and workers located on the site. An initial high level review has also been undertaken for the potential for a bus priority route to be created along the Penwortham Way corridor from Chain House Lane /Penwortham Way traffic lights to the City Centre. However, for Park and Ride (and indeed, any bus services) to be effective as alternative options to car use, bus priority initiatives are required to prevent buses from being held up with the same congestion that delays other traffic. Bus priority consists of a range of measures designed to provide buses with access to road space at the expense of general traffic.





As part of the overall strategy to reduce car trips, enhancements to public transport services will be explored. The site is extremely well located in terms of public transport with a number of services passing in close proximity to the site. For example, there are a number of bus stops close to the east and north of the site on Kingsford Drive and Leyland Road. An initial review of the potential to link and enhance the existing public transport services within the site has been undertaken. There are a number of opportunities to re-route, extend and increase the frequencies of existing services to serve Pickerings Farm.

In addition, feasibility work is being undertaken to examine the possibility of bus priority routes between Leyland and Preston via employment at Cuerden Grange, transport interchanges at Lostock Hall Train Station, and the proposed Pickerings Farm Park and Ride and existing centres at Kingsfold and Tardy Gate. The implementation of a priority bus route would support SRBC's aspiration of a sustainable transport network.

As part of developing this section of the Pickerings Farm Sustainable Transport Strategy discussions will be held with the various Bus Operating Companies.

Where possible existing Public Rights of Way (PRoW) within the site will be retained and incorporated into the internal road network and green lanes. Retained PRoW will be enhanced where possible. Within the site new walking and cycling links will be created to improve the developments internal walking and cycling network and connect the site to the wider environment. The neighbouring locations of Kingsfold, Tardy Gate and Lostock Hall are all within walking distance of the site. Leyland and Preston Centre's are within reach by cycle. In addition, offsite improvements will be investigated including;

- Improved lighting along the Flag Lane Railway Bridge;
- Improved crossing facilities in the vicinity of the bus stops on Leyland Road;
- New signage to Lostock Hall Railway Station;
- Improved connections via the existing footpaths to Penwortham, Lostock Hall railway station and the Tardy Gate area;
- Appropriate treatment such as advanced stop lines or signalised junctions at the Bee Lane/Cawsey Lane/Leyland Road junction; and
- Secure cycle parking provision at Lostock Hall railway station (lockers and cycle stands) as currently there are no dedicated cycle facilities provided.

A Travel Plan is a general term for a package of measures created by developers, employers, schools and others to reduce the impact of travel and transport on the environment. Travel Plans aim to encourage the use of modes of transport other than the car, and use the car itself in less environmentally damaging ways. The benefits of Travel Plans are numerous and include reduced traffic congestion and pollution; improved health and reduced stress for residents and employees; better air quality and less carbon dioxide in the environment. It is usual for a Travel Plan Coordinator to be appointed by the developer to manage and drive forward the objectives of the plan. The Travel Plan will include Travel Plan notice boards, a Travel Information Pack distributed to all residents and employees, a school Travel Plan for the on-site school, a car sharing scheme and possibly a car club.

In parallel with development of the Pickerings Farm Sustainable Transport Strategy, work has commenced to agree a scope for the Transport Assessment with LCC Highways. This Transport Assessment will assess all the transport issues associated with the site and provide a blueprint for the measures, opportunities and facilities that will be required to minimise any adverse impacts produced through development as well as providing key enhancements.

**Discussions between TWUK, the HCA, SRBC and LCC highways will continue throughout the planning process. On completion of the development and validation of the LCC Strategic Highways Model of the Central Lancashire region LCC the model will be used to investigate the most appropriate options for addressing local transport impacts and contribution to wider strategic transport benefits to SRBC.**

**To enhance the sites strong sustainability credentials, a Sustainable Transport Strategy will be created which may include: a potential Park and Ride scheme; enhancements to public transport; retention and incorporation (where possible) of existing Public Rights of Way; improvement to the development's internal walking and cycling network; and improvements to Lostock Hall Railway Station and the Tardy Gate area.**

**In parallel with the Sustainable Transport Strategy, a Transport Assessment will be undertaken to highlight mitigation measures required to ensure that the development proposals are acceptable.**





# Deliverability of Development

# 6. Deliverability of Development

This section assesses the deliverability of the development in light of land ownership, viability and planning considerations.

## Land Ownership

The majority of the site is currently controlled by the HCA and TWUK. The HCA owns the freehold to 37 ha (90 acres) of land within the site and TWUK has entered into option agreements in relation 40 ha (98 acres) of the site. The HCA and TWUK have reached agreement to work together as development partners to ensure that the site is developed in a timely and comprehensive manner. The land under the control of TWUK and the HCA enables the delivery of key infrastructure in a phased manner.

The HCA and TWUK are confident that they will shortly obtain control of the outstanding small parcels of land within the site. In order to achieve this, continuing efforts will be made to negotiate the acquisition of these remaining land interests.

**In summary, the majority of the site is available for development by TWUK and the HCA which is discussed in further detail later in this section.**

## Viability of Development

TWUK and the HCA have reviewed the economic viability of the proposals in terms of land value, attractiveness of the locality, level of potential market demand and projected rate of sales. In addition cost factors associated with the development including site preparation costs, site constraints, possible Section 106 contributions, phased delivery of required infrastructure and land ownership negotiations have been considered. Where constraints have been identified, TWUK and the HCA have considered the necessary mitigation measures and required investment in order to overcome potential issues.

**TWUK and the HCA can confirm that in view of current known information the development of Pickerings Farm is economically viable.**





## Planning Deliverability

### NPPF Requirements

The NPPF requires Local Planning Authorities to identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20%. To be considered deliverable, sites should, with specific reference to Pickerings Farm:

- **Be Available** - Substantial progress has already been made with land acquisition and a significant proportion of the site is currently available for development. Negotiations with the owners of the remaining land interests are ongoing;
- **Be Suitable** - The site offers a suitable location for development now and will contribute to the creation of a sustainable mixed use community;
- **Be Achievable** - There is an excellent prospect that a proportion of housing will be delivered on the site within the next five years.
- **Be Viable** - TWUK and the HCA have reviewed the economic viability of the development. The delivery of housing, the range of uses and infrastructure requirements in a phased way at the site is economically viable.

### Available

The majority of Pickerings Farm has not previously been developed with much of the site being in agricultural use. As such there are no physical constraints to its availability. Substantial progress has already been made by the HCA and TWUK towards securing legal control of the site. The majority of the site is either owned by the HCA or the subject of option agreements. All interests in the site acquired to date have been acquired by negotiation with landowners.

### Suitable

The site rates very well in terms of its sustainability credentials. It is located approximately 4.5km from Leyland Town Centre and 3km from Preston City Centre. The District Centre of Tardy Gate and the Local Centre of Kingsfold are both within walking distance of the site. The area is well provided in terms of primary schools and secondary education. The site can be easily accessed by sustainable modes of transport.

Pickerings Farm represents a significant opportunity to deliver in the region of 2,000 dwellings to contribute towards the Borough's housing needs. This document has demonstrated that with the required improvements, the existing highway infrastructure can accommodate the development of the site for a residential led mixed use scheme. This will be further outlined in detail as the on-going discussion with LCC Highways reach a conclusion.

The site is considered to be a suitable area for housing as there are no physical, technical or environmental constraints preventing its development.

### Achievable

The site is greenfield and a proportion of housing could be brought forward for development within a five year timescale.

## Conclusion

**TWUK and the HCA have demonstrated that the site is deliverable (i.e. it is available, suitable, achievable and viable) in accordance with the NPPF.**

**The NPPF also requires Local Development Documents to set out a housing implementation strategy for the delivery of the housing which should include a risk assessment to identify obstacles and constraints to housing delivery. On the basis of the land ownership position set out above, the commitment of TWUK and the HCA to the site, and the positive viability work undertaken to date, the risk of the proposed level of housing not being brought forward within the plan period is very limited.**

**In summary, TWUK and the HCA have demonstrated that a large scale residential led mixed use development on the site is deliverable.**





# Potential Mix of Uses



A. Doctor's surgery in Tardy Gate



B. Local amenities in Tardy Gate



C. Booth's Supermarket Penwortham



D. Penwortham Community Centre



E. Existing Kingsfold play area



G. Tardy Gate District Centre



F. Post Office in Tardy Gate



# 7. Potential Mix of Uses

## 7.1 Socio-Economic Analysis for Pickerings Farm

This section identifies the potential mix of uses in addition to the residential development that could be accommodated at Pickerings Farm as part of the proposed Masterplan. The proposed development will be anchored by a high quality residential scheme of up to some 2,000 dwellings. The type, mix and tenure of the housing development will be varied and will include an affordable housing provision which will be agreed with Officers and Members at SRBC.

The proposed housing will assist the Council in meeting its housing requirements over the Local Plan period and will allow a mix of other uses to be delivered. This Development Statement has demonstrated that the site is situated in a sustainable location and that housing development is suitable and deliverable. The Development Partners have significant expertise and experience in delivering comprehensive and quality residential development on this scale.

The community benefits that will be secured as part of the development are set out in section 9 and the other components that could be provided as part of the comprehensive mixed use scheme are described below.



## Employment Opportunities

DTZ has produced an Employment Study of Central Lancashire to understand the need for new employment development sites and where this growth would be best located.

Consultation with a number of key stakeholders revealed support for bringing forward Pickerings Farm as a mixed use development. However, the study indicates due to the recession the freehold market for employment uses has collapsed and that occupier confidence remains low.

Pickerings Farm is strategically well located, however, the Council's other preferred employment locations promoted in the Council's emerging Local Plan are in stronger positions to access key motorway junctions for employment traffic, such as Cuerden Regional Investment Site.

Employment development in the form of B1 and B2 uses could be delivered and will be subject to end user demand.

Good public transport to encourage sustainable travel patterns will be required.

A prominent road frontage location will be key to the success of the employment uses on site.

**In summary, Pickerings Farms location is highly appropriate for a new sustainable residential led urban extension which could deliver an element of employment provision in conjunction with end user demand. The background information necessitates a cautious approach to the scale and form of employment development to be included within the scheme. The need to secure a flexible development mix will be crucial in order to respond to this market uncertainty. DTZ has recommended a flexible mix of B1 (Business/Offices), and B2 (General Industrial) uses for Pickerings Farm.**

## Education

### Nursery/Pre-School

There are 44 nurseries within a 10 minute drive of the site. The nearest are Kingsfold Nursery school to the north, St.Paul's playgroup to the south and Busy Bee Nursery at Lostock Hall. Some demand could be met by these existing facilities and by the proposed expansion of Lostock Hall Library to accommodate nursery provision. However it is likely that there will be a need to provide nursery facilities on site which will add further to its sustainability credentials as well as increasing the range of offer for the wider community.

### Primary Schools

There are 36 primary schools within a 10 minute drive of the site. There are 3 existing primary schools within 800m, which is a 10 minute walking distance of the sites boundary. These are Kingsfold Primary School to the north; Our Lady and St Gerard's RS Primary School in Lostock Hall; and St Paul's C of E Primary School at Farington Moss to the south.

From the work into projected need undertaken by DTZ, a new dual entry primary school will be required to serve the Pickerings Farm development. There is some capacity at nearby schools, however, this is insufficient and the schools are too distant to satisfy the long term needs of the population of Pickerings Farm.

### Secondary Schools

There are 11 secondary schools within a 10 minute drive-time of the site. The nearest 3 schools are within 2.5km and include Lostock High School (1.7km to the east); All Hallows RC High School and Penwortham Girls High School, (2.4km and 2.5km respectively to the north west in Penwortham). Whilst Lostock Hall is the closest to Pickerings Farm in terms of distance, at present the railway line to the east of the site forms a well defined boundary for school catchment areas. As a result, the majority of Pickerings Farm falls within the catchment for Penwortham Girls High School.

LCC report that the number of pupils on the secondary school rolls has been falling consistently over recent years. Consequently, the work undertaken as part of the Local Plan has forecast that there will be sufficient existing secondary school places to support the Pickerings Farm development.

**In summary Pickerings Farm is well located to existing education services and where there is an identified shortfall, such as Primary School provision, the proposed development will contribute towards this. Discussion with LCC as the local education authority are ongoing with regards the provision of an education facility as part of the scheme.**







## Healthcare

The nearest hospitals are approximately 10km from Pickerings Farm and include Chorley and South Ribble District General Hospitals to the south and the Royal Preston Hospital to the north of Preston City Centre.

There are 4 GP practices within a 15 minute (1km) walk of the site. 3 of the practices are closely located to the east of Lostock Hall, namely Lostock Hall Medical Centre (2 GP's), Lostock Hall Village Surgery (1 GP) and Medicare (1 GP). Each of these surgeries has additional clinics including mother and baby, and family planning. Penwortham/Kingsfold Medical Centre, 1km to the north of Pickerings Farm, also has 1 GP. All of these surgeries are currently accepting new patients.

There are 3 dentists operating from 2 practices within a 15 minute (1km) walk from Pickerings Farm. There are 2 dentists at Lostock Hall Dental Care and 1 dentist at Wiper IQ in Kingsfold. The majority of other dentists within a 10 minute drive are located in Preston, Leyland or Bamber Bridge.

**Gap analysis has identified that the Pickerings Farm development could result in the demand for a pharmacy, 3 dentists and 2 GPs. The type and quantum of healthcare services required will be determined in consultation with the Local Health Authority and will be accommodated where necessary within the proposed development.**

## Older Peoples Housing Needs

In light of the large anticipated growth of the older population, there is likely to be demand for an element of aged care provision at Pickerings Farm. The gap analysis identifies existing facilities at Lostock Hall and Kingsfold, however these are operating close to capacity.

**A care home able to facilitate in the order of 70 places may be feasible in this location and could be included within one of the phases of development.**

## Retail

### Supermarkets

There are 20 supermarkets within a 10 minute drive of the Pickerings Farm site, made up of a mixture of large, mid-sized and neighbourhood sized stores. 4 of these supermarkets are within a 5 minute drive of Pickerings Farm, and with the exception of the mid-sized Booths supermarket at Penwortham to the west, the other 3 are all small scale convenience stores. The closest is the Spar at Tardy Gate and a Co-op at Kingsfold, both within 1km of the site. There is also a Spar 2km to the north at Higher Penwortham.

The nearest supermarkets are some distance from the site with a Sainsbury's at Bamber Bridge to the east, a Tesco Express at Earnshaw Bridge to the south and a Booths to the north west at Penwortham.

### Main Centres

Preston City Centre is located approximately 3km to the north of Pickerings Farm and is a key regional shopping centre.

Leyland Town Centre is located approximately 4.5km to the south and provides a wide range of shopping facilities.

### District Centres

Tardy Gate, within the neighbourhood of Lostock Hall, is identified as a District Centre and is within a 5 minute (1km) drive of the centre of the site. Within a 10 minute drive of Pickerings Farm are both Bamber Bridge and Penwortham District Centres.

Tardy Gate has 46 retail units (including public houses), an anchor grocery store (Spar) and a wide range of occupiers including newsagents, pharmacy, bakery and hairdressers. Only two of the units are vacant, suggesting that businesses are trading well and that the centre is healthy.

### Local Centres

Kingsfold is the only Local Centre within a 5 minute drive (1km) of Pickerings Farm. This Local Centre has 22 retail units (including public houses) and also has a wide range of local retailers including a pharmacy, greengrocer, florist and off-licence. A Co-op is the anchor grocery store and there is a Post Office. Only one unit is vacant suggesting this Local Centre is performing well.

**Based on the research of retail provision within the wider area and with regard to national and local retail planning policy Pickerings Farm will create a distinctive place supported by a 'neighbourhood' small scale retail provision. This will be in an accessible and visible location, and be combined with other social infrastructure facilities.**

**Models of urban capacity indicate that the Pickerings Farm development will provide sufficient population to support a group of shops and will be of a scale to serve the needs of the development only to avoid impacts on the centres of Tardy Gate and Kingsfold. Consequently, it is likely that the retail element of the masterplan will be anchored by a grocery chain store of 'neighbourhood' scale and be supported by up to 10 modern retail units dependant upon the demands of the market. The retail provision could include a public house and a pharmacy.**



## Sports and Recreation

Pickerings Farm is located in close proximity to sports and recreation facilities. There are 8 existing indoor leisure centres within a 10 minute drive of the site, 3 of which have swimming pools, namely Penwortham Leisure Centre, Bamber Bridge Leisure Centre and a dual public/school pool at Hutton Grammar School, Penwortham.

The nearest indoor sports facility is at Lostock Hall Sports Centre within 1.7km of the site. This centre offers a multi-purpose sports hall, floodlit tennis courts and outdoor training area, a small fitness room, 4 indoor cricket practice bays and a synthetic cricket wicket. South Ribble Tennis centre is also located at Bamber Bridge.

There are 9 members only health and fitness centres located within the 10 minute drive.

Cuerden Valley Park to the south east caters for more informal recreation needs, with a cycle route, visitor centre and fishing lake amongst the facilities available.

**In summary, Pickerings Farm is located in close proximity to a wide range of extensive sports and recreation facilities.**

## Community

There are currently 7 community centres/meeting spaces within a 10 minute drive of Pickerings Farm. Penwortham Community Centre in Kingsfold directly adjoins the northern boundary of the Pickerings Farm site and presents an opportunity for enhancement. This centre hosts regular activities including luncheon clubs, keep fit, after school clubs, youth clubs and dog training. Double Bridge Youth and Community Centre is situated within a 15 minute walking distance, at Lostock Hall to the east.

There are 4 youth centres and 3 community centres incorporating youth provision within the 10 minute drive of Pickerings Farm, the majority of which are focused around Preston City Centre.

**Pickerings Farm is well related to the community facilities especially the Penwortham Community Centre which resides to the north of the site. Opportunities for enhancements to this facility will be delivered by the development.**

## Library

There are 7 branch libraries within a 10 minute drive at Lostock Hall, Clayton Green, Bamber Bridge, Kingsfold, Higher Penwortham, Harris and Talbot in Preston. In addition, a mobile library visits many parts of the Pickerings Farm catchment on a fortnightly basis. The facilities at Kingsfold and Lostock Hall are closest to the site and would serve the new community.

**It may be possible to expand the mobile library circuit to serve the Pickerings Farm development.**

## Places of Worship

There are a number of places of worship close to Pickerings Farm:

- Kingsfold Methodist Church - 1.1km in distance and provides a Sunday School, ladies choir, female aerobics, walking group, Scouts and Guides, together with community rooms and a number of regular church services.
- Calvary Christian Fellowship - 1.4km in distance at Lostock Hall.
- St Leonards C of E Church - 1.4km in distance in Penwortham and provides a Mothers' Union, Tuesday Club, a musical theatre group, play group and function rooms.
- Our Lady Roman Catholic Church, Tardy Gate.
- St Paul's, Church Lane, Farington.
- St James Church, Lostock Hall provides a Sunday Club, walking group, Mothers and Toddlers Groups, Drama Group and a Choir.

**At this stage it is envisaged that there is adequate existing provision with the potential for dual use of the school hall if required.**





## New Railway Station?

The feasibility of locating a new railway station at Farington as part of the proposed development has been undertaken by Arup. Four potential locations within and surrounding the site were identified and reviewed as part of this feasibility study. Each location was analysed in terms of trackside location, road access, disabled access and timetable capacity. The analysis of the four potential locations has determined that none of the locations are considered to offer a service pattern that would be attractive to local passengers without substantial costly enhancements. Furthermore, the majority of the four possible locations are unable to offer the land requirements to meet the technical specifications (such as disabled access) of a rail halt. A new station has therefore been discounted as being both unfeasible and unviable. Locating a new station so close to existing stations would be very unusual, and as such improving connections to Lostock Hall Train Station is the preferred and more beneficial approach.



## Summary

This section has considered the potential mix of uses that could be provided as part of the proposed Pickerings Farm Development.

The site is in close proximity to a wide range of shops, employment, education and other facilities and services. In the majority of cases there is capacity within the surrounding infrastructure to accommodate the development. However it is recognised that there are local priorities for the provision of new elements of infrastructure. Due to the scale and proposed phasing of the development, it is possible for new services/facilities in identified areas to be provided on the site where appropriate and enhance/improve existing facilities in the local area.

Based on the work by DTZ, TWUK and the HCA propose that the following components could be developed as part of the development:

- Provision of mixed employment uses (B1 and B2) on site to meet end user demand;
- Pickerings Farm Local Centre (consisting of around 5-10 modern units, which could include a GP surgery, a Dentists, and a Pharmacy; anchored by a 'convenience store' of neighbourhood scale);
- A dual entry primary school;
- A nursery;
- An Older Peoples Housing facility for around 70 residents;
- Improvements to the Penwortham Community Centre, Kingsfold, and
- Expansion to the mobile library circuit.

These measures will be delivered as part of the overall development of the mixed use scheme. In conjunction with possible grant funding, these measures will be delivered by the development within the relevant phases discussed later in this document.

Taking all these measures into consideration and when combined with the excellent existing public transport services and public infrastructure surrounding the site, Pickerings Farm is a very sustainable option to manage the growth of the Borough.

In conclusion the development of Pickerings Farm will generate more economic activity in the surrounding area for existing businesses and services, and it will strengthen the existing centres of Tardy Gate and Kingsfold.

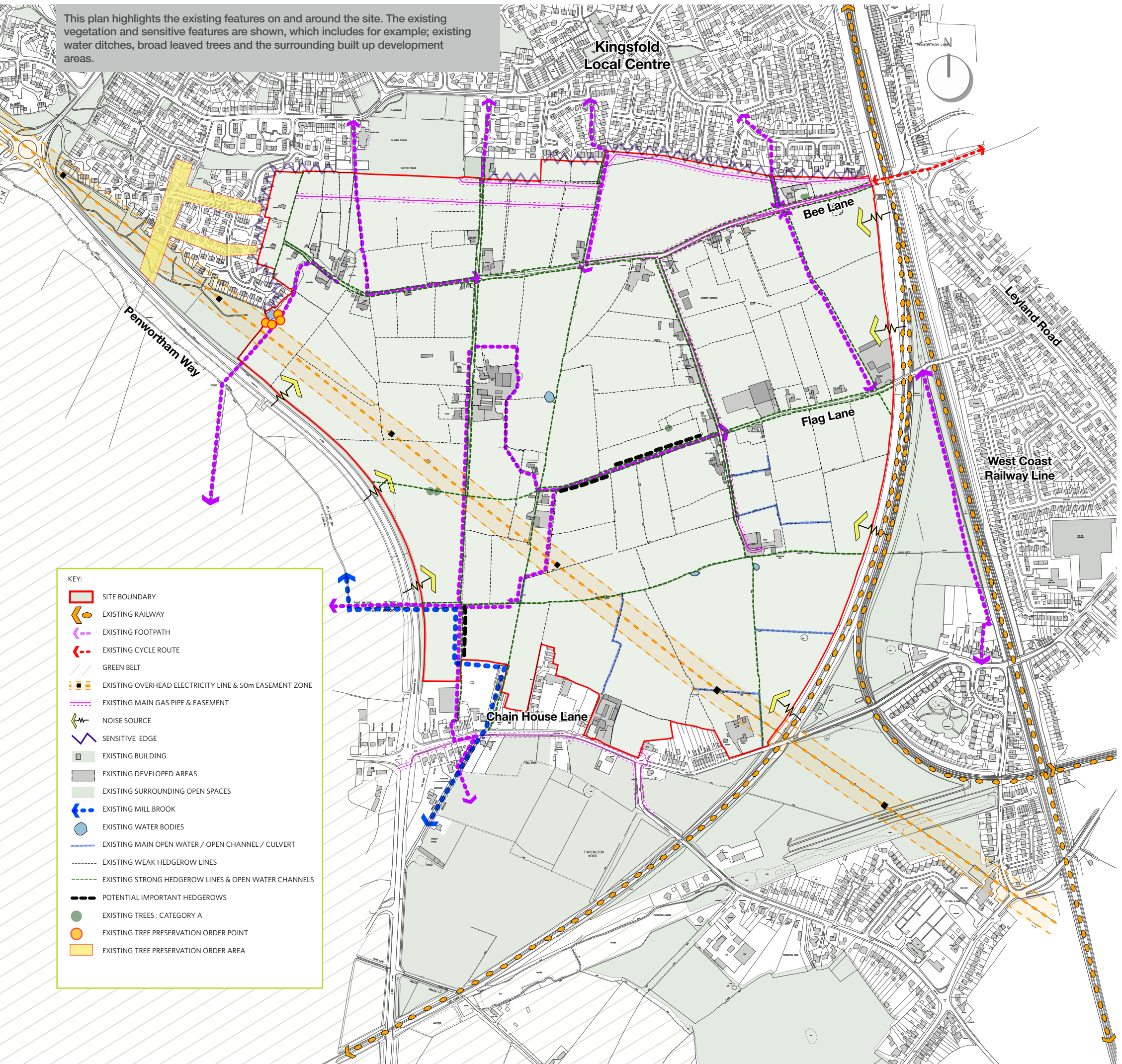




# Design and Form of Development

**FIGURE 7 : Site Analysis Plan**

This plan highlights the existing features on and around the site. The existing vegetation and sensitive features are shown, which includes for example; existing water ditches, broad leaved trees and the surrounding built up development areas.



- KEY:**
- SITE BOUNDARY
  - ⤴ EXISTING RAILWAY
  - ⤴ EXISTING FOOTPATH
  - ⤴ EXISTING CYCLE ROUTE
  - GREEN BELT
  - EXISTING OVERHEAD ELECTRICITY LINE & 50m EASEMENT ZONE
  - EXISTING MAIN GAS PIPE & EASEMENT
  - ⚡ NOISE SOURCE
  - ⤴ SENSITIVE EDGE
  - EXISTING BUILDING
  - EXISTING DEVELOPED AREAS
  - EXISTING SURROUNDING OPEN SPACES
  - ⤴ EXISTING MILL BROOK
  - EXISTING WATER BODIES
  - EXISTING MAIN OPEN WATER / OPEN CHANNEL / CULVERT
  - EXISTING WEAK HEDGEROW LINES
  - EXISTING STRONG HEDGEROW LINES & OPEN WATER CHANNELS
  - POTENTIAL IMPORTANT HEDGEROWS
  - EXISTING TREES : CATEGORY A
  - EXISTING TREE PRESERVATION ORDER POINT
  - EXISTING TREE PRESERVATION ORDER AREA



# 8. Design and Form of Development

Having reviewed the potential mix of uses, this chapter seeks to demonstrate the best framework, hierarchy and location for these uses. The following analysis looks at the opportunities presented by the site, concluding with a framework structure and the recommendation of 3 new character areas.

## 8.1 Key Design Considerations

It is important in the masterplanning process to understand the existing site features, which are illustrated on Figure 7. These features provide a unique character for the masterplan and help to integrate it within the existing context. Based on the technical, physical and environmental work undertaken by Arup and 5plus Architect's analysis, the key areas to be addressed in the design of the masterplan for the site are:

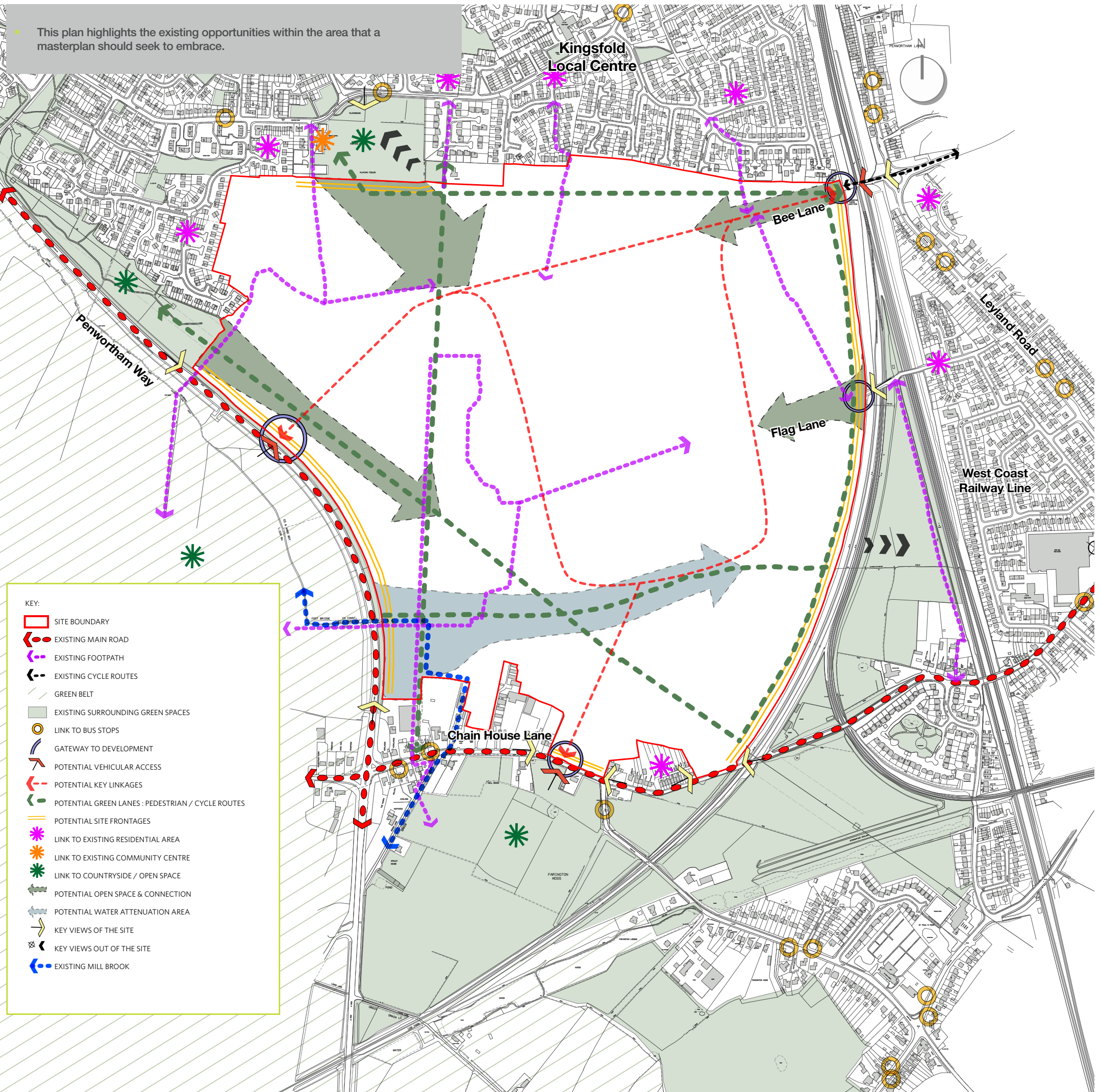
- **Penwortham Way** - The site is bound to the west by Penwortham Way, a main route to and from Preston. The proposed development should open up controlled views to the site from the existing road corridor to gain frontage and visual prominence, whilst also delivering an attractive, soft edge to the adjacent Green Belt area.
- **West Coast Mainline** - The site is bound to the east by the West Coast Mainline. The proposed development will need to satisfy the normal residential offset distances. A suitable landscaped edge treatment should be provided to soften the physical impact and noise levels of the railway from proposed dwellings.
- **Highways** - The proposed access points will be located in safe positions and the surrounding highway network will be able to accommodate the likely traffic flows. The initial work undertaken by Arup demonstrates that the site can be accessed safely and further detailed consultations are being undertaken with the Highway Authority on the proposed vehicular access points into the site and mitigation measures required to address the identified highway capacity issues.
- **Existing Roads** - A number of roads and lanes run across the site and many have services underneath. These should be retained where possible to retain connections and character.
- **Public Rights of Way** - Several PRow traverse the site. The masterplan will where possible enhance these PRow and also provided linkages to other proposed pedestrian and cycle routes in and around the site.
- **Green Belt** - The site is bound to the west by the Green Belt. The scheme will address the frontage in a sensitive manner without significantly changing the existing character of the area.
- **Tree Preservation Orders** - A Group Tree Preservation Order (TPO) is located adjacent to the north-west boundary of the site. An Area TPO is also present, although this is situated outside of the site boundary, to the north west. The proposed scheme will satisfy the required interface distances to ensure that there are no conflicts with protected trees.
- **Vegetation and Watercourses** - Trees and hedgerows identified as being of very high quality, or those which are protected by legislation will be, where possible, retained and enhanced as integral elements of the Masterplan. The development will draw upon existing species and vegetation patterns such as the common occurrence of single Ash trees within Hawthorn hedgerows and clusters of trees surrounding isolated properties.
- **Green Infrastructure (GI)** - The northern portion of the site falls within an area identified as requiring improvement to its GI. A deficiency of accessible amenity grassland at the Charnock Ward to the north east of the site and of formal parks and gardens at Kingsfold have been identified. Provision for young people is also a priority. These issues will be addressed in the landscape proposals for the site.
- **Overhead Electricity Lines and Underground Pipelines** - An overhead electricity line (400 kV) traverses the site in a north west to south east direction close to Penwortham Way. The necessary easement will provide a safeguarded route that could present an opportunity within the masterplan to provide a green transport routes and an ecologically enhanced area through the site.
- **Gas Mains** - Two intermediate pressure gas mains traverse the site in an east to west direction across several fields in the northern area of the site close to the boundary with Kingsfold. Although underground, these pipes should be incorporated into the scheme through the allowance of suitable easements and/or be incorporated within the proposed highways or landscaped open space proposals.
- **Residential Amenity** - The site is bound by an existing large residential area to the north and a smaller linear housing area to the south. A number of properties ranging in size are pepper-potted across the site. The proposed development will satisfy the required residential interface distances to ensure that any potential overlooking issues are minimised. Where certain properties are being retained by the owners, these should be satisfactorily incorporated into the development. Where possible, existing rear boundaries will be secured to form a complete development block.
- **Design and Form** - The development will be compatible with and contribute to the built environment of the surrounding area. As such the Masterplan will reflect local character and distinctiveness, to maintain a strong identity for Tardy Gate, Kingsfold and Chain House Lane.

The presence of certain physical, technical and environmental aspects will help shape the development and provide a unique character for the proposals. In addition, the setting location and nature of the site present a number of valuable and important opportunities which are illustrated on Figure 8 overleaf.



**FIGURE 8 : Site Opportunities Plan**

This plan highlights the existing opportunities within the area that a masterplan should seek to embrace.



## 8.2 Opportunities in Development

### Environment and Community

- **Housing Need** - The site can accommodate in the region of 2,000 family orientated dwellings. It therefore has the potential to make a major contribution to meeting the Borough's current and future housing requirements.
- **Affordable Housing** - The development of the site offers opportunities to provide affordable housing for the local population in accordance with SBRC policy requirements and housing needs.
- **Landscape Impact** - The allocation of this site offers the opportunity for a major urban extension with little impact on the landscape character to be created. Indeed, the proposals will provide opportunity for enhancement and strengthening of the landscape character.
- **Open Space** - The development will create public open space facilities that will strengthen the existing provision in the area and make enhancements for the benefit of existing and future residents. The masterplan will incorporate a sequence of open spaces throughout the site that link into the existing provision, the Green Belt area and open countryside beyond.
- **Inclusiveness** - The layout design, urban detailing and homes proposed will create an inclusive community.

### Character

- **Biodiversity** - Preston Junction Local Nature Reserve consisting of predominantly broadleaved woodland is located close to the site circa 750m to the north east. 5 Biological Heritage Sites comprising of species-rich neutral grasslands and ancient semi-natural woodlands are also located within 2km of the site. These local wildlife areas present opportunities for habitat linkages from the site. A National Nature Reserve known as Ribble Coast & Wetlands is not locally relevant being approximately 5 km from the site, however wildlife linkages could be created via the land in between, which is designated as Green Belt. On-site habitat areas and linkages will also be enhanced and the hedgerows and ditches present linear wildlife corridors.
- **Public Realm** - A high quality approach to the public realm is essential to the delivery and the setting of a successful sustainable development. A coherent, interlocking and mutually supportive public realm hierarchy will be provided which is consistent with site wide sustainable movement. The public realm will reflect the vision and aspirations of the wider community.

- **Urban Form** - The development will also enhance the local character and distinctiveness of the area, including the creation of appropriate frontages to Penwortham Way and Chain House Lane.
- **Legibility** - Residents, workers and visitors will be able to easily orientate themselves and find their way around the new development. This will be helped by a logical hierarchy of street patterns avoiding arbitrary complication, focal points, local character areas, variations in scale, density and carefully planned vistas from within and outside of the site.
- **Topography** - The gently undulating landform, with localised high points will be drawn upon and utilised during development of design proposals. For example high density development will be proposed where the land is lower to reduce the impact on the character of the wider area. The road embankment along the southern section of Penwortham Way could also provide design opportunities.
- **Views** - Views out of the site are currently very limited, providing little visual connection with the surrounding context. There are no views to the nearby Green Belt across Penwortham Way, creating a very enclosed repressive character on the eastern edge of the site. Controlled views to the Green Belt will be created through the trees to address this. Views into the site from Penwortham Way, Coote Lane bridges and the railway lines will also be considered as part of the masterplanning process.

### Streets, Parking and Pedestrians

- **Connectivity** - The proposed development will facilitate the improvement of public transport links and sustainable green travel, including pedestrian links and cycle ways, to further enhance the site's existing strong sustainable credentials.

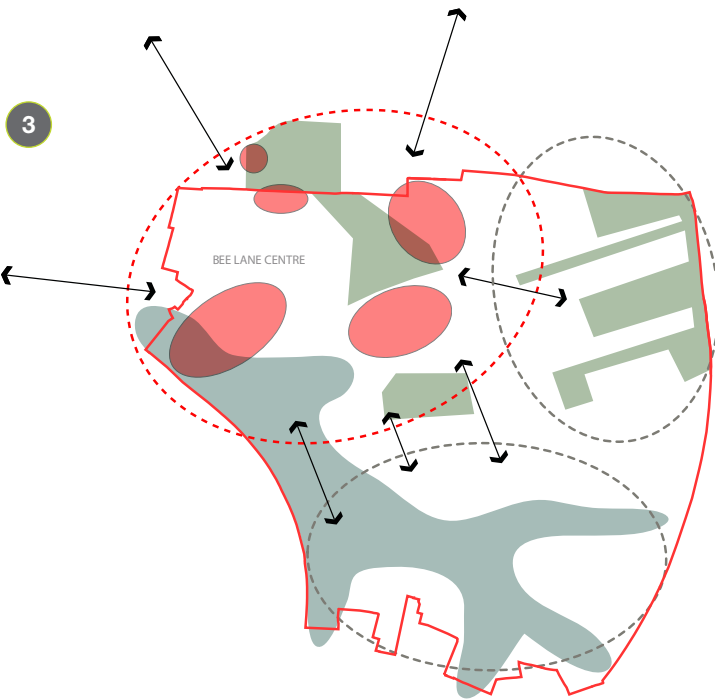
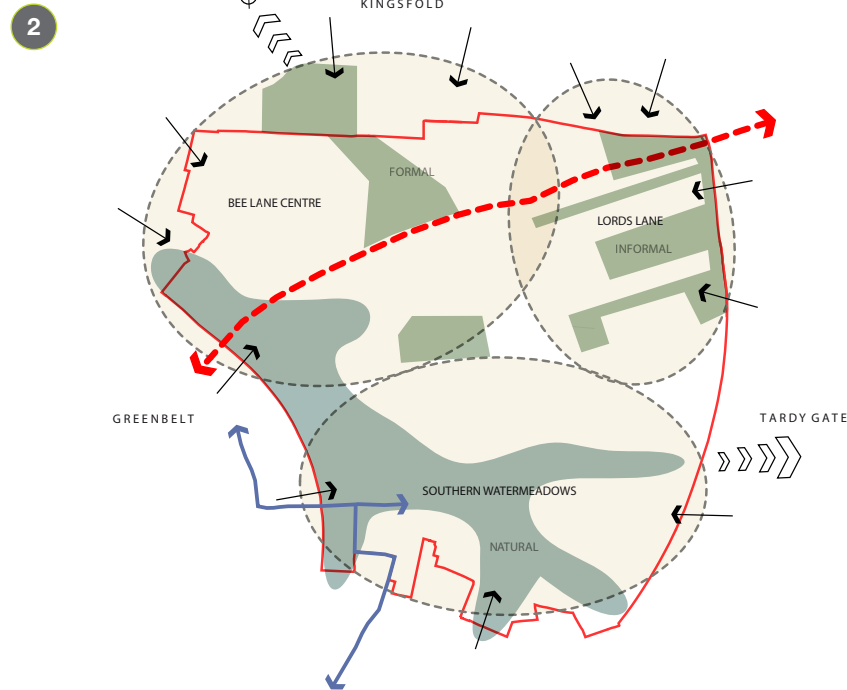
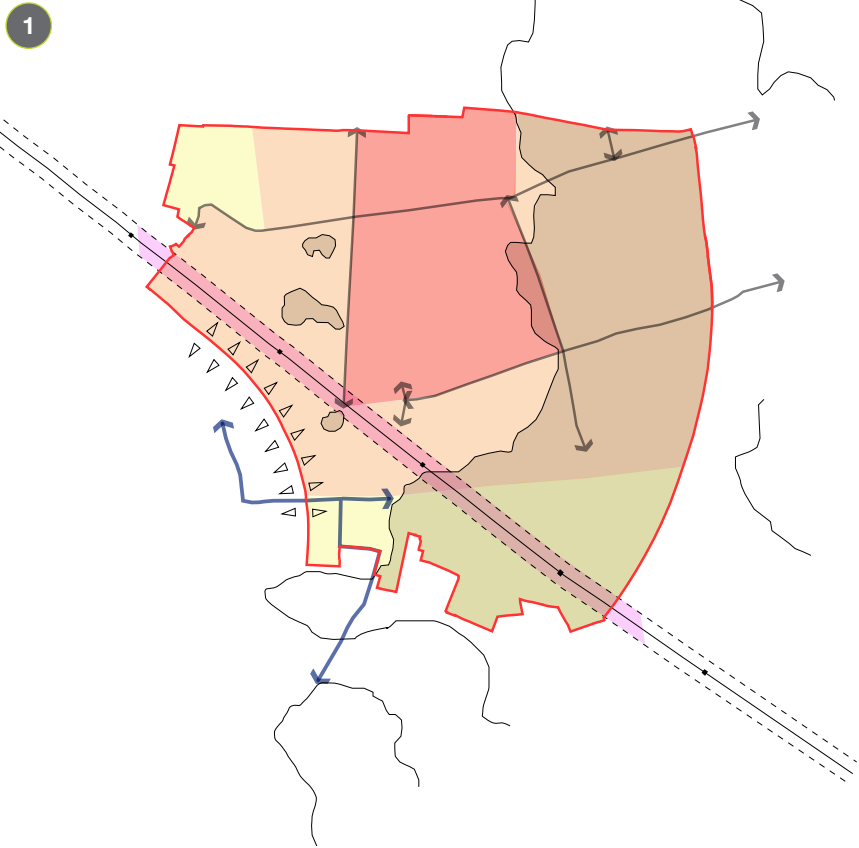
### Design and Construction

- **Environment and Energy Efficiency** - A high quality design will integrate with the wider environment, respecting and where possible improving the local area. Energy efficiency and the Code for Sustainable Homes are being considered by the design team and will be incorporated in an effective and an efficient manner. The primary focus of creating a sustainable development will include passive design, orientation and material improvements before adding technological solutions. Materials and construction methods, for landscape and ground works as well as buildings will be responsibly sourced as well as of high quality.



**FIGURE 9 : Concept Sketches**

The diagrams below highlight the main concepts guiding the Indicative Masterplan.



- 1**
- KEY
- EXISTING ROADS
  - EXISTING MILL BROOK
  - EXISTING ELEC. EASEMENT
  - HIGH POINT LEVELS C. 30m
  - HIGH DENSITY
  - MEDIUM DENSITY
  - LOW DENSITY

- 2**
- KEY
- - - PROPOSED NEIGHBOURHOOD
  - PROPOSED POS
  - PROPOSED BEE LANE BOULEVARD
  - EXISTING MILL BROOK
  - ← PHYSICAL & VISUAL INFLUENCES
  - 《《《 VISTAS

- 3**
- KEY
- ← CONNECTIONS
  - - - SOCIAL HUB
  - FACILITIES HUBS
  - POS

## 8.3 Developing the Vision

### Design Vision

The vision for Pickerings Farm is to provide a sustainable well connected residential led mixed use development within a highly permeable, integrated, pedestrian-friendly and distinct community. A true sustainable mix of dwellings and facilities focused around a series of well connected, overlooked, high quality open spaces will be provided. These open spaces will have an important role in providing a focus and identity to their specific area and help to provide a unique development suited to the existing context.

The proposed development will complement and integrate with the existing residential areas to the north and south of the site and diversify the choice and range of housing, services and facilities to meet local needs. Due to the site's containment, location and topography the development will have little visual impact on the existing residential areas.

The sketches opposite (Figure 9) highlight the key existing site assets and the driving concepts behind the illustrative masterplan.

### Concept Sketches

#### Concept Sketch 01: Site Assets

The first concept image highlights the main site assets that will be nurtured and enhanced to integrate the development and provide a unique site specific development character.

The higher density development (highlighted in shaded red) will be accommodated in the centre of the site with minimal impact due to the lower topography land level. Around this the development density will reduce to respect the immediate surrounding context.

The existing Mill Brook (highlighted in dark blue arrows) is a natural feature that will be enhanced to provide a unique character for the development and will be used within a sustainable drainage strategy.

The electrical power lines (highlighted in shaded pink) that transverse the site will provide an attractive landscaped area, helping to form a strong sustainable transport network through green lanes and provide a vista to the surrounding hills.

The existing roads and lanes running across the site (highlighted in a dark grey arrows) will be retained where possible to maintain access to existing properties, preserve utility lines and retain the existing character.

#### Concept Sketch 02: Place Making and Character

Three clear character areas will be created for the site that draw upon and enhance the existing local character, site assets, surrounding context and heritage found within the site.

The first character area; Bee Lane Centre, will be a new social hub positioned within the higher density heart adjacent to the existing northern residential area and community centre focused around a new formal open space that is an extension of the existing open space to the north in Kingsfold.

The second character area, Lords Lane, to the east, will be a medium density residential area that extends the existing northern residential layout into the site with a focus around a sequence of smaller open spaces.

The third character area, Southern Watermeadows, to the south, will be predominately a lower density residential area focused around Mill Brook and a proposed watermeadow area.

#### Concept Sketch 03: Sustainable Community

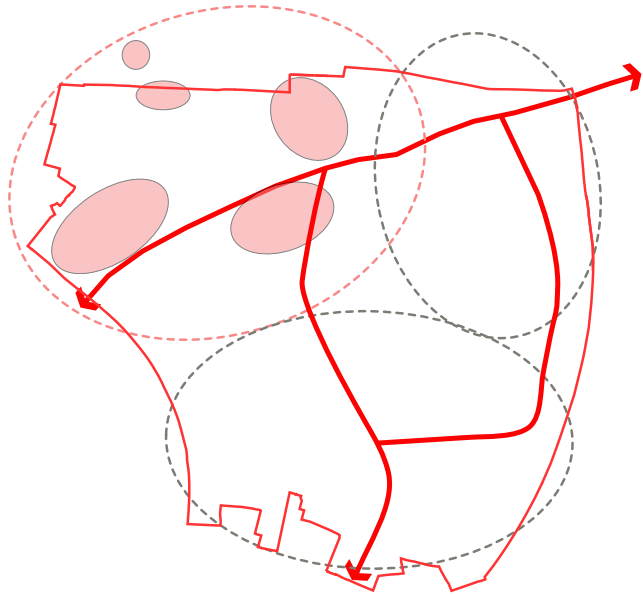
The social hub to the north allows the creation of a well connected masterplan that fully relates to, welcomes and strengthens the existing Kingsfold community. The diverse range of facilities and services within the hub are based on the social infrastructure study carried out. The hub should create choice, reduce necessary travel distances and carbon emissions. The proposed green lanes and connected open spaces across the site will seek to promote sustainable lifestyles and strengthen the land's bio diversity. There will be a diverse range of housing types and tenures reflecting the local community's needs and aspirations to create a new attractive, integrated, sustainable community.



**FIGURE 10 : Concept Sketches**

The diagrams below highlight the main concepts guiding the Indicative Masterplan.

4



4

- KEY
- PRIMARY ROUTE
  - - - SOCIAL HUB
  - FACILITIES HUBS

5



5

- KEY
- - - HISTORICAL DOMINANT HEDGEROWS
  - - - MINOR HEDGEROWS
  - POS
  - EXISTING POS
  - ▨ GREEN BELT

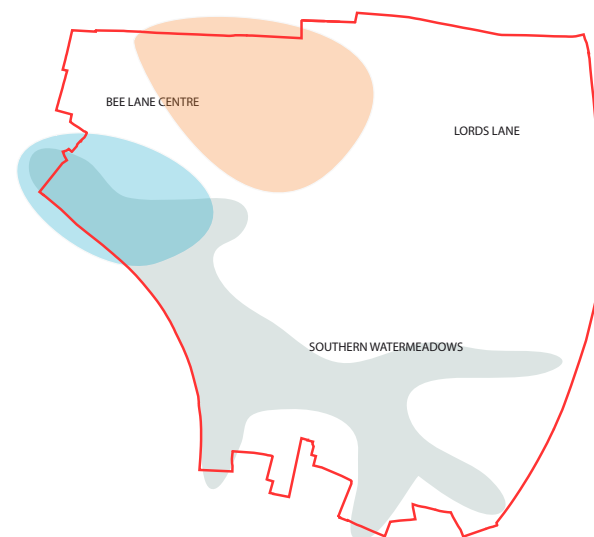
6



6

- KEY
- GREEN LANE
  - - - DOMINANT HEDGEROWS
  - - - MINOR HEDGEROWS
  - POS

7



7

- KEY
- MIXED USE ZONE
  - EMPLOYMENT ZONE
  - POS

#### Concept Sketch 04: Movement Framework

The proposed Bee Lane boulevard link running east to west across the site will unite Tardy Gate, the proposed local centre, primary school, the large formal open space, the employment hub and Penwortham Way. The road will be truly integrated into the residential character of the site and be designed in such a way to reduce traffic speed.

To the south of Bee Lane a primary loop will be provided to integrate all the neighbourhood areas and allow for a bus route to be incorporated. Branching from this loop will be a further network of interconnected residential streets prompting movement in every direction across the site. The aim is to create a very clear infrastructure network that is easy to navigate.

#### Concept Sketch 05: Landscape & Ecology

Each neighbourhood area will have a particular landscape character suited to the site features. Formal open space to the north next to the community centre, semi-formal open spaces next to the residential areas of Kingsfold and Tardy Gate to the east and an informal watermeadow area to the south next to Mill Brook, will be provided to blur the boundary between the development and open countryside beyond.

#### Concept Sketch 06: Sustainable Framework

The existing historical footpaths and hedgerows have been analysed. Strong dominant lines will be retained where possible to preserve the existing pedestrian movement and retain the landscape character. These retained hedgerows and lanes should enhance the existing biodiversity and form a network of pedestrian / cycle friendly green lanes promoting sustainable transport connections between each neighbourhood area. These green lanes will also be extended out of the site to connect into the existing surrounding sustainable routes to Kingsfold, Tardy Gate, Lostock Hall, Farington, New Longton, River Ribble and Preston.

## Nature of the Scheme

In summary the nature of the masterplan will be influenced by the following:

- The surrounding roads have been assessed and the optimum key access points will be included in the masterplan;
- Existing roads on the site will be retained where possible to reduce the impact on existing residents and services;
- Existing bridges over the main West Coast and local railway lines will be retained with routes connecting to these;
- Where possible the existing Public Rights of Way across the site will be incorporated within the scheme forming a network of green lanes;
- Existing and potential cycle routes will be extended into the site and incorporated within the green lanes of the masterplan;
- The proposed services and facilities have been positioned in such a way to respect the existing catchment areas of the local services;
- Existing properties can be retained within the site and will be incorporated into the masterplan;
- Existing property site boundaries are to be respected and secured where possible;
- The proposed density and character of the development will be sympathetic to the existing grain and character of the surrounding area;
- The scheme will seek to enhance the existing biodiversity by retaining the main landscape features across the site;
- The development will create significant areas of publicly accessible open space that will serve new and existing residents;
- The scheme will also extend and enhance the existing surrounding public open space, at Kingsfold Drive, right into the heart of the masterplan.
- The existing water bodies on the site will be retained where possible to strengthen existing local biodiversity. For example Mill Brook will be incorporated into the proposed watermeadows area to the south; and
- The existing overhead power lines and underground gas pipeline will be respected and accommodated into the proposed masterplan without severely affecting the aesthetics of the development.

**FIGURE 11 : Illustrative Masterplan**

The plan below highlights the Indicative Layout showing development areas with key frontages.

- | KEY |   |
|-----|---|
|     | SITE BOUNDARY   |
|     | PROPOSED RESIDENTIAL DEVELOPMENT AREAS  |
|     | PROPOSED LOCAL CENTRE WITH ANCILLARY EMPLOYMENT USES, TO MEET END USER DEMAND |
|     | PROPOSED DUAL ENTRY PRIMARY SCHOOL & NURSERY                                  |
|     | PROPOSED EMPLOYMENT OR PARK & RIDE AREA                                       |
|     | PROPOSED AGED CARE PROVISION  |
|     | PROPOSED PUBLIC HOUSE   |
|     | PROPOSED PUBLIC OPEN SPACE (POS)  |
|     | PROPOSED PRIMARY VEHICULAR & BUS ROUTES                                       |
|     | KEY JUNCTION AREAS  |
|     | EXISTING VEHICULAR ROUTES ON SITE   |
|     | POTENTIAL ACCESS POINTS TO DEVELOPMENT BLOCKS                                 |
|     | PROPOSED GREEN LANES: PEDESTRIAN / CYCLE ROUTES                               |
|     | EXISTING WATER BODIES   |
|     | EXISTING ELEC. OVERHEAD LINE  |
|     | PROPOSED WATER ATTENUATION AREAS  |
|     | PROPOSED TREE BUFFER  |
|     | HEART OF THE DEVELOPMENT  |
|     | EXISTING GREENBELT  |
|     | EXISTING SURROUNDING GREEN SPACES   |
|     | POTENTIAL ENABLING LAND   |





## 8.4 Illustrative Masterplan

Based on all the technical work and social research undertaken to date, an Illustrative Masterplan has been prepared to demonstrate how development could be accommodated on the site. The Masterplan proposals are shown on Figure 11 on the previous page and described below.

### Design Summary

The main highlights of this Illustrative Masterplan are:

- The formation of a social hub to the north, adjacent to the existing Kingsfold community centre expanding and enhancing existing services and facilities;
- A local centre situated within the northern area of the site, off the proposed Bee Lane boulevard link road providing a diverse range of services and facilities for new and existing residents;
- An employment area located within the busiest, most active area of the site, fronting Penwortham Way;
- Provision of a network of sustainable pedestrian friendly green lanes around the site along historical footpaths and existing dominant hedgerows helping to promote a sustainable lifestyle across the site;
- Extension of the green lanes out of the site where possible to form strong sustainable connections to surrounding areas;
- Potential water attenuation area to the south of the site enhancing the existing Mill Brook and using it as part of a sustainable drainage strategy;
- Provision of a sequence of linked, well fronted and connected formal and informal open spaces each providing identity for their specific character;
- Formal landscaping to the north adjacent to the Kingsfold community centre;
- Semi-formal landscaping to the east adjacent to Kingsfold and Tardy Gate residential areas;
- Informal landscaping to the south softening the boundary between the development and open countryside beyond;
- Higher density development in the north and centre of the site will be provided to reflect the topography of the existing site;
- Low density, larger properties to the south of the site will be provided to reflect the change between suburbia and small villages to the south and west;
- Strong north to south and east to west connections across the site assists with the integration with the immediate surrounding area and beyond;
- Integration of the existing roads and lanes across the site;
- Integration of the existing footpaths within the residential streets with maximum passive surveillance provided; and
- Appropriately integrated existing properties and boundaries.

### Amount and scale of the scheme

#### Amount

It is envisaged that Pickerings Farm will deliver approximately 2000 dwellings along with the identified important infrastructure improvements. This amount of development can be accommodated on the site at an appropriate density, with significant levels of connections and public open space.

#### Scale

Existing topographical levels have set the general density across the site and within these key buildings will act as wayfinding elements throughout the development that will emphasise key routes, gateways, junctions, external open space and provide a focus at the end of key vistas.

A range of family orientated dwellings will be proposed, with the scale and proportion of these building types reflecting the existing scale of development within the area.

#### Potential Enabling Land

Other land under HCA control is available to the south of Pickerings Farm, beyond Chain House Land, that can be used for 'soft end' uses appropriate with a development of this scale. This could include allotments, green space, dog walking routes, ancillary cycling/jogging routes or areas designated for the detention of surface water as part of a sustainable drainage scheme.

FIGURE 12 : Landscape Plan

The plan below highlights the indicative landscape scheme for the site.



- SITE BOUNDARY
- - - ENABLING LAND BOUNDARY
- WATER ATTENUATION
- STRUCTURAL PLANTING
- HARD STANDING
- MEADOW GRASSLAND
- AMENITY GRASSLAND
- EXISTING OFF SITE PLANTING
- PRODUCTIVE GROWING / ALLOTMENTS
- - - HEDGEROWS



## 8.5 Landscape Proposals

### Landscape Proposals

The following key issues were considered during the development of the landscape proposals for the site (Figure 12) which include the Landscape Character, Landscape Planning Designations & Biodiversity, Green Infrastructure, Sustainable Transport, Visual Assessment, Topography, and Site 'Severance'.

A series of Strategic Principles have been drawn up which address specific landscape issues identified during analysis. These principles drove the formation of the landscape vision for the team.

### Overarching Landscape Masterplan Aspiration

The development of a Green Infrastructure Vision for the site which is embedded in the Illustrative Masterplan and delivers the very essence of the site; including a clear understanding of existing and potential sustainable movement user requirements; a clear understanding of Public Open Space (POS) requirements of the locality; and the potential for habitat linkage, creation and enhancement. In this way a Green Infrastructure framework will be delivered that is place and people centred, and which seamlessly integrates the sustainable movement offer with an attractive and interlocking series of accessible open space opportunities and enhanced habitat areas as well as the central components of residential and employment development with its associated highway and water management functions.

### Proposed Public Open Space

A review of SBRC's adopted 'Interim Planning Policy: Open Space' identified the requirement for several different public open space typologies. These have been incorporated into the Landscape Framework Plan and are summarised below:

#### Formal Parkland

The large area of public open space proposed to the north of the site aims to address the deficiency of formal parks and gardens at Kingsfold, and is located in a position which is sufficiently close to the existing community to be possible for both to enjoy. This space will provide an attractive setting and pedestrian link from the proposed local centre to the school, and be visible from the existing community fields therefore promoting community cohesion. It will also support the delivery of the key north to south Green Lane link. It is envisaged that this space will provide opportunities for sitting, picnicking, informal sports, play, public events and performances, and also off-road pedestrian and cycle links.

#### Productive Play

This central green space consists of formal rows of orchard trees, taking its cue from the existing over-mature orchard on Nib Lane, and a naturalistic area which surrounds an existing pond. It is proposed that integrated opportunities for play are created, such as multi-stemmed trees for climbing, boulders and logs for balancing and seating and mown grass pockets and mazes.

#### Sports and Sitting

The green space to the north east of the site addresses the deficiency of accessible amenity grassland at Charnock Ward. Sports pitches are proposed with native screen planting and meadow margins to enhance wildlife value. Seating and informal recreation space is also provided in this locality, and also in the smaller scale space to the south at the crossroads of Lords Lane/Flag Lane/Nib Lane.

#### Mill Brook Watermeadows

With a view to re-emphasising the strong, unique landscape grain of the locality, providing an attractive setting for development and delivering a strong green infrastructure framework for the Indicative Masterplan we have proposed to reinstate the main east to west 'ditch' through the site as a distinctive public open space corridor. This provides for SUDS, recreation and wildlife benefits in the most appropriate part of the site. Allotments are also proposed to provide community growing space for residents.

#### Pylon Easement – Green Mosaic

The presence of the existing electricity pylons clearly renders their easement areas inappropriate for designated Public Open Space and as such a mosaic of natural and semi-natural green spaces are proposed in these zones in combination with sustainable movement routes and water management features.

#### Biodiversity

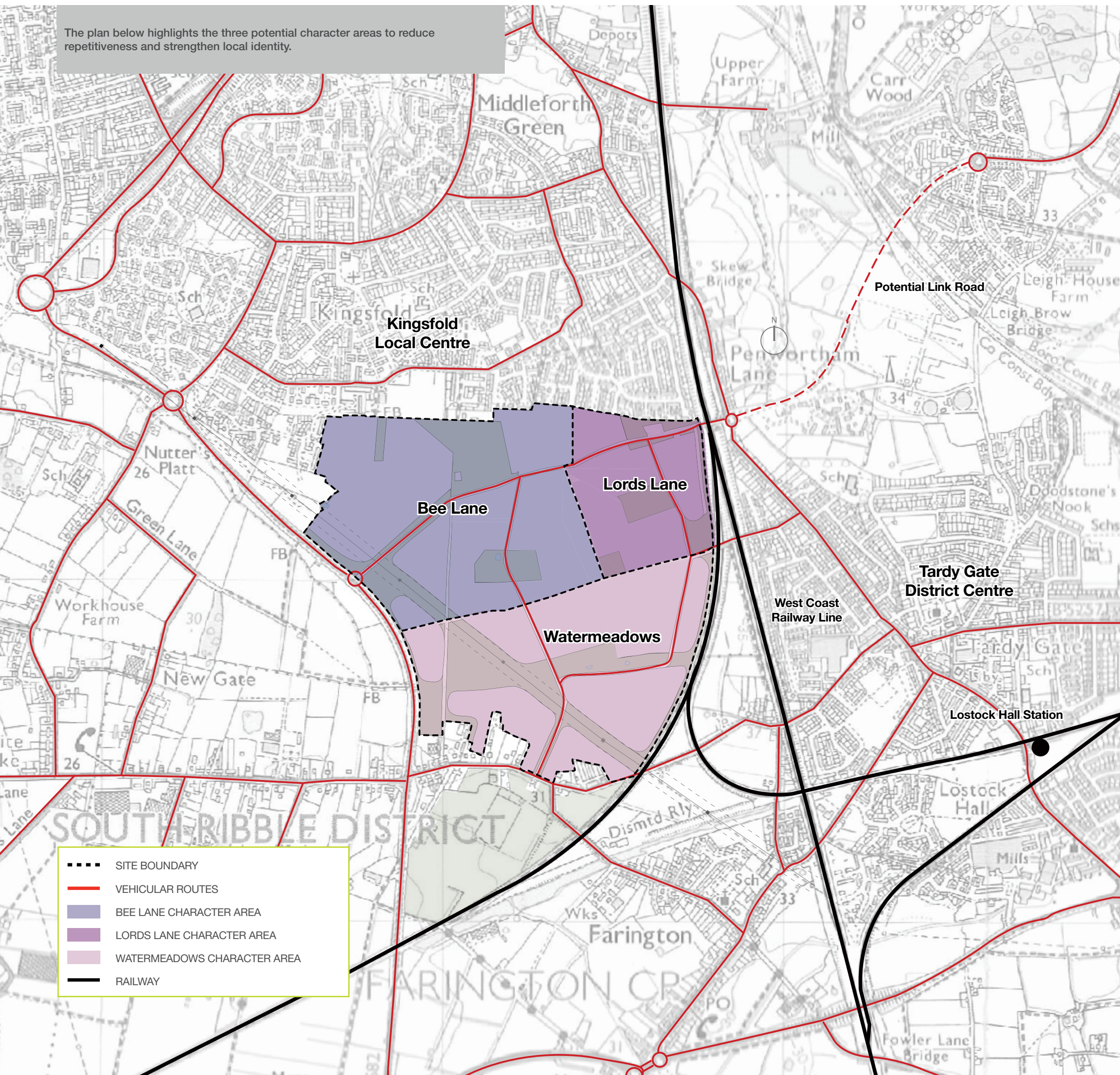
Given the relatively poor nature of biodiversity on the site the approach has been to retain and enhance local features where possible with a view to their enhancement for biological gain at a detailed design level and enlargement of a broader offer in the case of Mill Brook Water Meadow. The green infrastructure approach maximises the potential for habitat linkage through the development of new trees, hedgerows and ditches as linear wildlife corridors.

An integrated approach to the provision of open space, sustainable movement and habitat enhancement as part of a wider public realm framework should assist in the delivery of a strong, place specific and people centred masterplan.



**FIGURE 13 : Character Areas Plan**

The plan below highlights the three potential character areas to reduce repetitiveness and strengthen local identity.





## 8.6 Character Areas

The scale of this site is sufficient to justify more than one character and typology of development. The integration of this site into the community which it bounds creates different design requirements in different locations. To reduce repetitiveness, and provide a legible street hierarchy and create a sense of place throughout the development the Illustrative Masterplan has been broken down into three clear and strong character areas. These areas will respond positively to their immediate surroundings, respecting and enhancing the local character, site assets and surrounding context.

The north west portion of the site will respond to the needs and integration with Kingsfold (Bee Lane Character Area). The north-east of the site will seek to improve the green space and integration issues surrounding Tardy Gate (Lords Lane Area). Finally the southern areas of the site are more rural in character and respond to the adjacent green infrastructure (Watermeadows Character Area). Each of these neighbourhoods will have a finer grain of detail developed during the next stage of design and will be broken down further into a number of smaller sub-character areas. These three main character areas are highlighted on Figure 13 on the previous page and on Figure 14 below.

### Maintaining Character Area Quality

It is the intention that a hybrid planning application will be submitted for a residential led mixed use development at the end of 2013. As part of the application a comprehensive suite of supporting documents including a Design and Access Statement and a series of parameters plans will be provided. These documents will describe how the site will be developed in the future and will provide comfort to the Council that if any other developers acquire parts of the site that they will have to bring high quality attractive developments forward in line with SRBC's, TWUK and the HCA's aspirations. The development of the character areas outlined will assist all parties in ensuring a rich variety of housing and supporting spaces are provided.

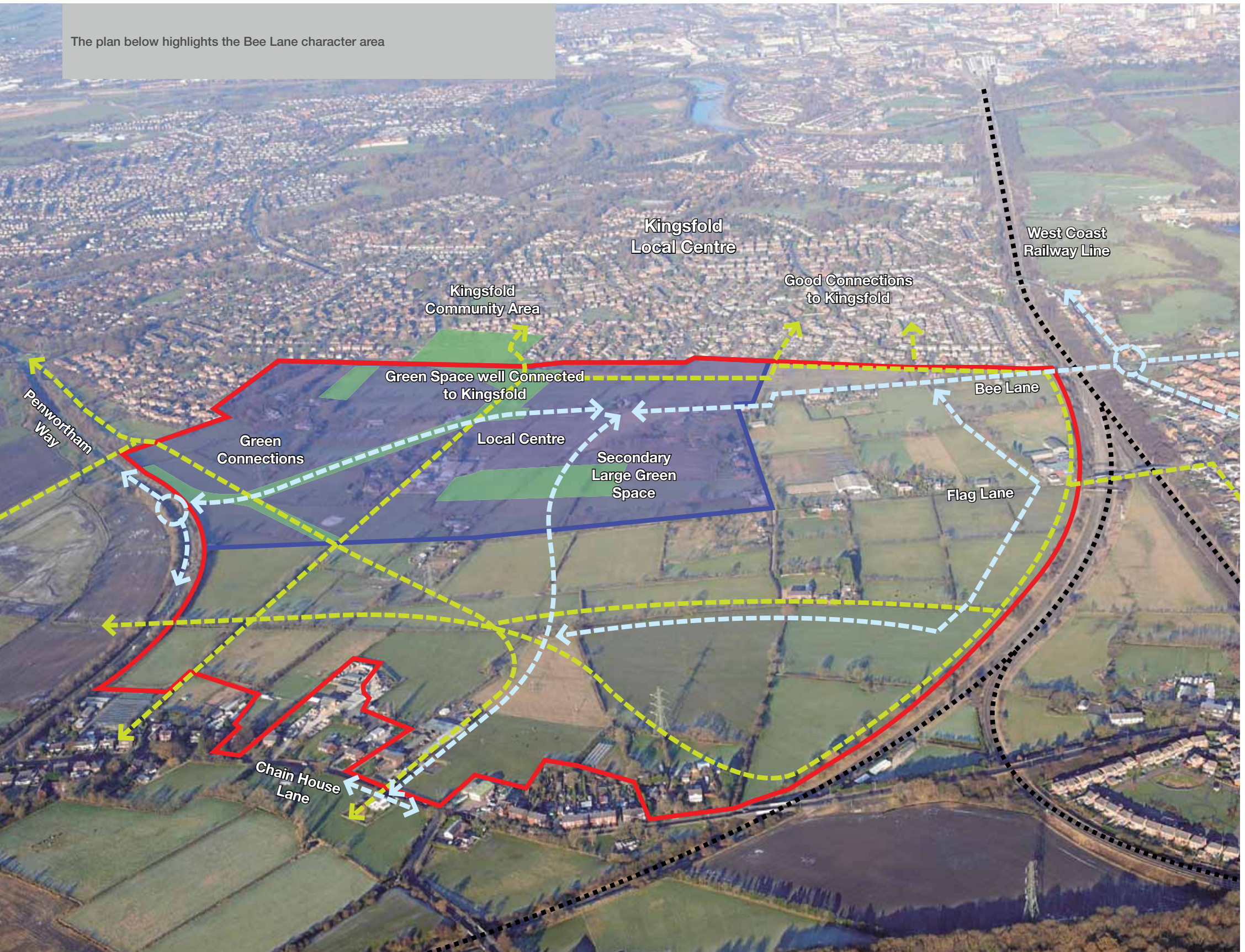
**FIGURE 14 : Character Areas on an Aerial Photograph**





FIGURE 15 : Bee Lane Character Area - Wider Context

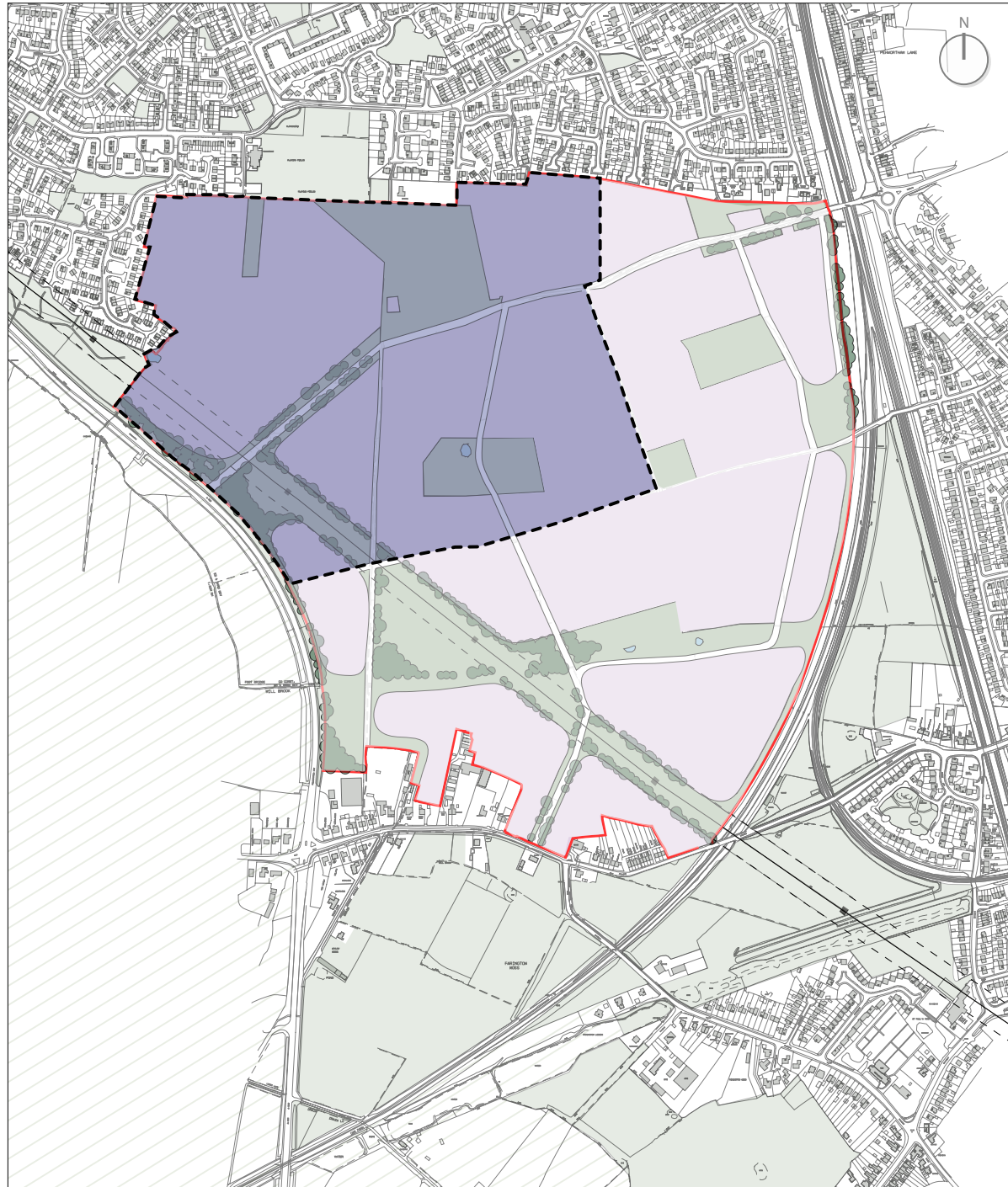
The plan below highlights the Bee Lane character area



- |   |  |  |                         |
|---|--|--|-------------------------|
|  | KEY VEHICULAR ROUTES                       |  | BEE LANE CHARACTER AREA |
|  | GREEN INFRASTRUCTURE & PEDESTRIAN PRIORITY |  | RAILWAY                 |
|  | SITE BOUNDARY                              |  | PUBLIC SPACES           |



**FIGURE 16 : Bee Lane Character Area Plan**



## Bee Lane Neighbourhood Area

The character area of the Bee Lane Centre focuses around a new community hub positioned within the higher density heart, to the northern edge of the site. This area is suitable to provide the highest density of development compared with the remainder of the site due to its proximity to Kingsfold and the natural topography. This character area is in a naturally lower part of the site and therefore can accommodate the highest built form without affecting the wider area visually. The area incorporates; civic, educational, residential and commercial elements, blending uses together to create a mixed community.

The social hub will aid integration with the existing community and enhance the existing services and facilities available in Kingsfold. The focus of the social hub will be centred around a large formal public open space with all the proposed services clustered around it. The proposed layout extends the existing northern residential layouts and public open space into the site to attract the existing residents to the local centre and into the development. Sustainable green lanes will provide the necessary green infrastructure to connect this space and the other public open spaces within the site to form an integrated network. The main infrastructure for the area is the Bee Lane Boulevard that sits to the south of the central open spaces, opposite the local centre and links the existing Tardy Gate residential area to Penwortham Way.

An employment hub is positioned to the west of this neighbourhood next to the proposed Penwortham Way gateway and the busier western edge of the site.

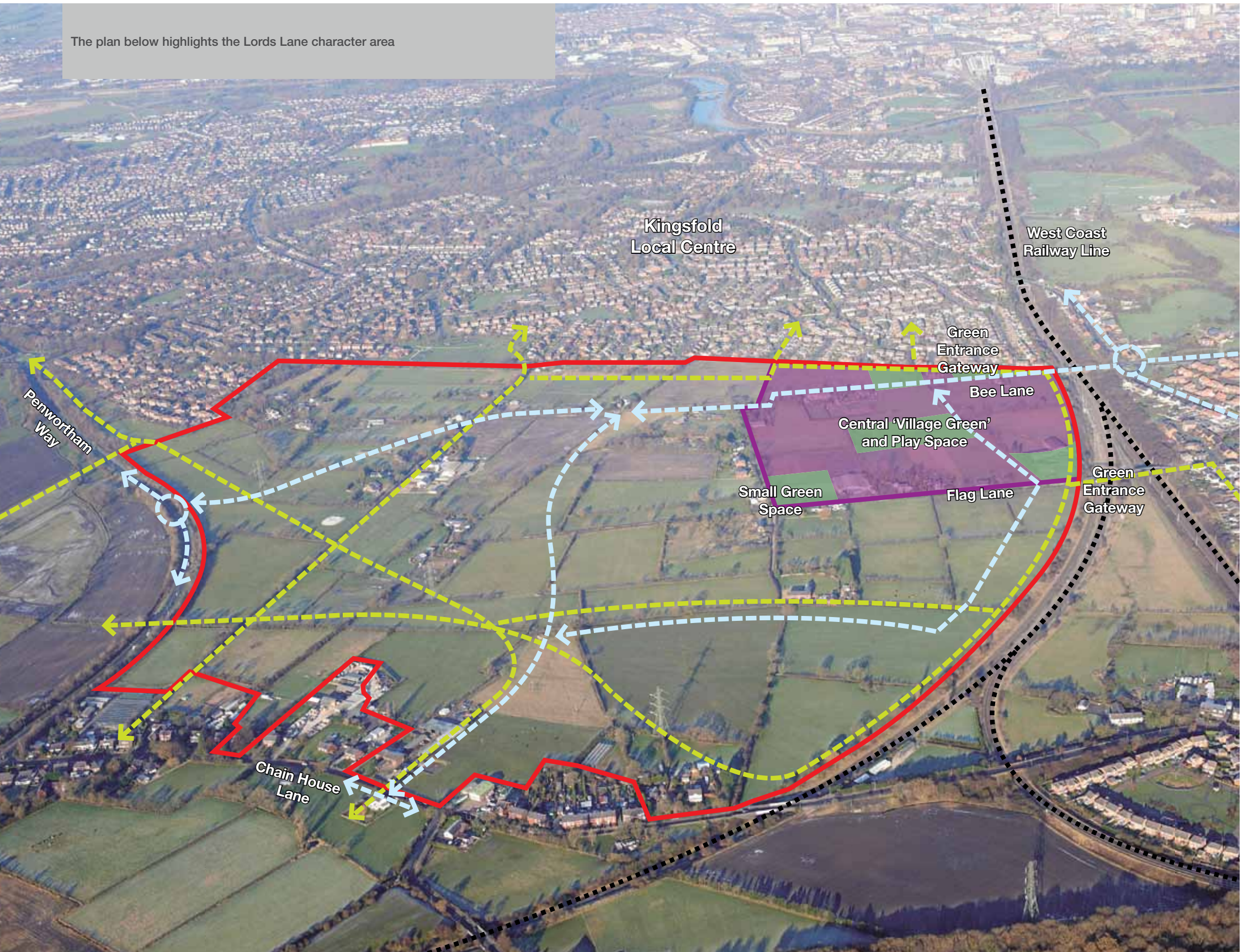
A generous tree planting area is created against Penwortham Way to extend the existing north western landscaped area into the site and soften the impact of development against the Green Belt. From this gateway a tree lined boulevard along Bee Lane will be formed with a focus towards the central open space. Sitting on one side of this boulevard is the employment area, located next to Penwortham Way, providing essential access and key frontage for potential tenants. On the opposite side of the boulevard will be a gateway residential area and public house fronting onto the central open space.

This character area will provide a vibrant centre for the wider masterplan, and will seek to deliver the necessary infrastructure in the early phases of the overall masterplan framework.



FIGURE 17 : Lords Lane Character Area - Wider Context

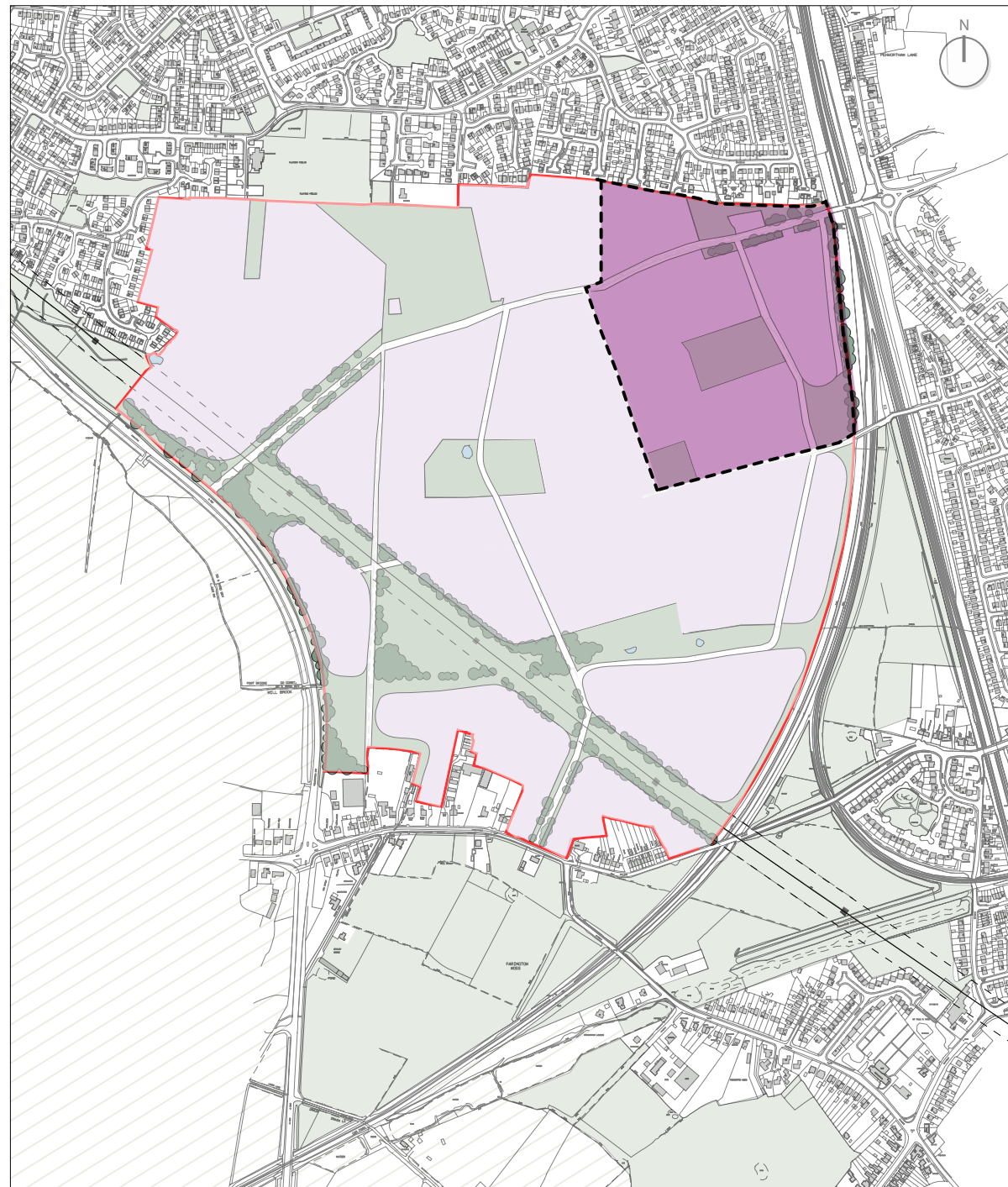
The plan below highlights the Lords Lane character area



- |   |  |  |                           |
|---|--|--|---------------------------|
|  | KEY VEHICULAR ROUTES                       |  | LORDS LANE CHARACTER AREA |
|  | GREEN INFRASTRUCTURE & PEDESTRIAN PRIORITY |  | RAILWAY                   |
|  | SITE BOUNDARY                              |  | PUBLIC SPACES             |



**FIGURE 18 : Lords Lane Character Area Plan**



- SITE BOUNDARY
- LORDS LANE CHARACTER AREA

## The Lords Lane Residential Area

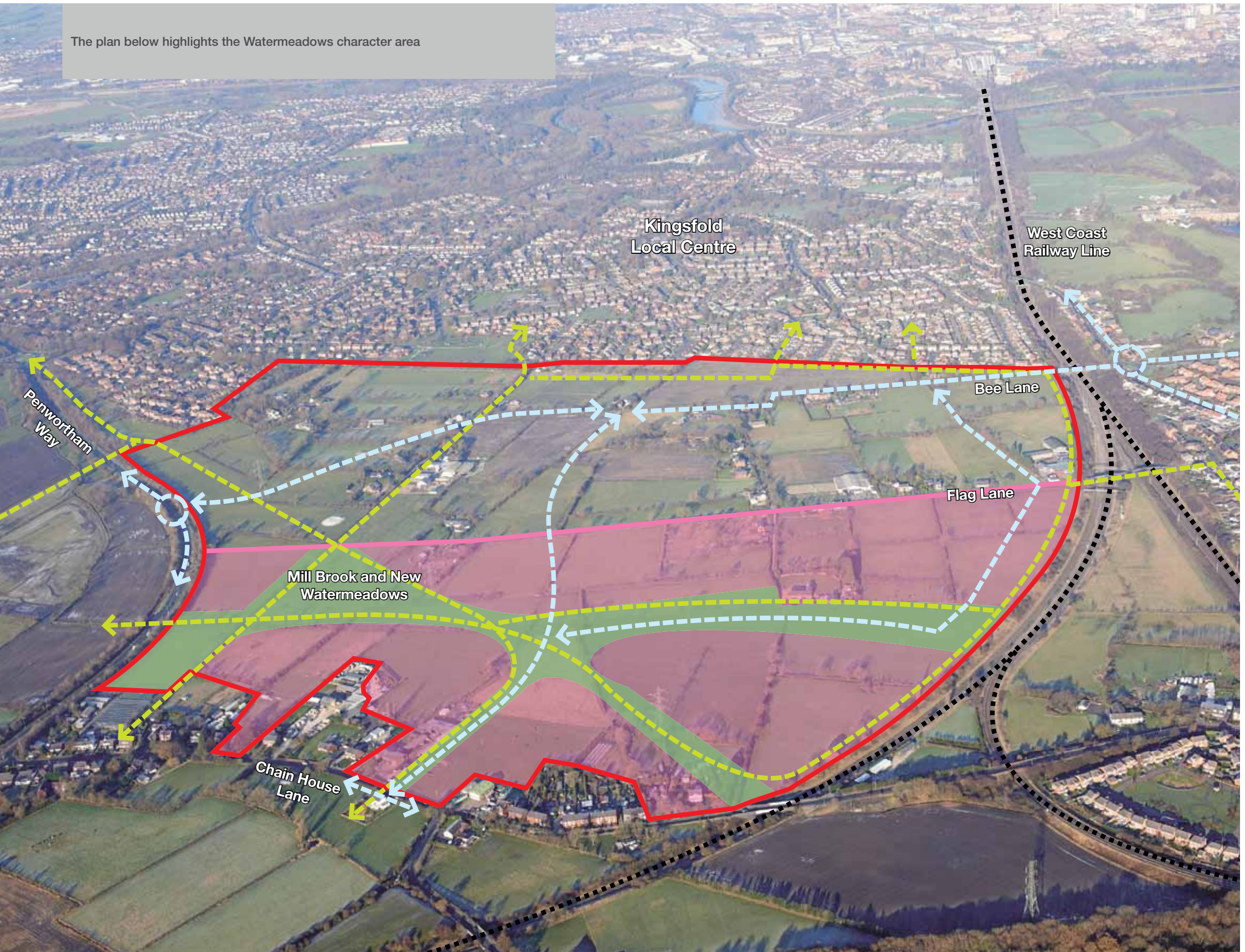
Lords Lane is positioned to the north east of the site where the existing residential streets are extended into the site to allow integration. The railway provides a significant barrier between the site and Tardy Gate, but effort has been made to ensure the gateways from Tardy Gate provide instant green resources which are lacking in the area. The layout will reflect the existing street pattern of the Tardy Gate area.

This area embraces the surrounding northern and eastern residential context at Kingsfold and Tardy Gate respectively, providing an ordered and medium density housing layout focused around a sequence of smaller open spaces. The proposed open spaces within the area will provide a natural resource and opportunity for play for the existing residents of Tardy Gate where there is a current shortage. These open spaces are connected to the sequence of green lanes and help to aid pedestrian east to west movement from Tardy Gate to the proposed Local Centre. The character of this area is rooted in smaller, intimate lanes and green spaces. Care will be taken when designing the eastern edge of this character area to provide the right balance between screening of the railway to avoid damage to amenity, whilst ensuring a sufficiently active edge to avoid any anti-social behaviour.



FIGURE 19 : Watermeadows Character Area - Wider Context

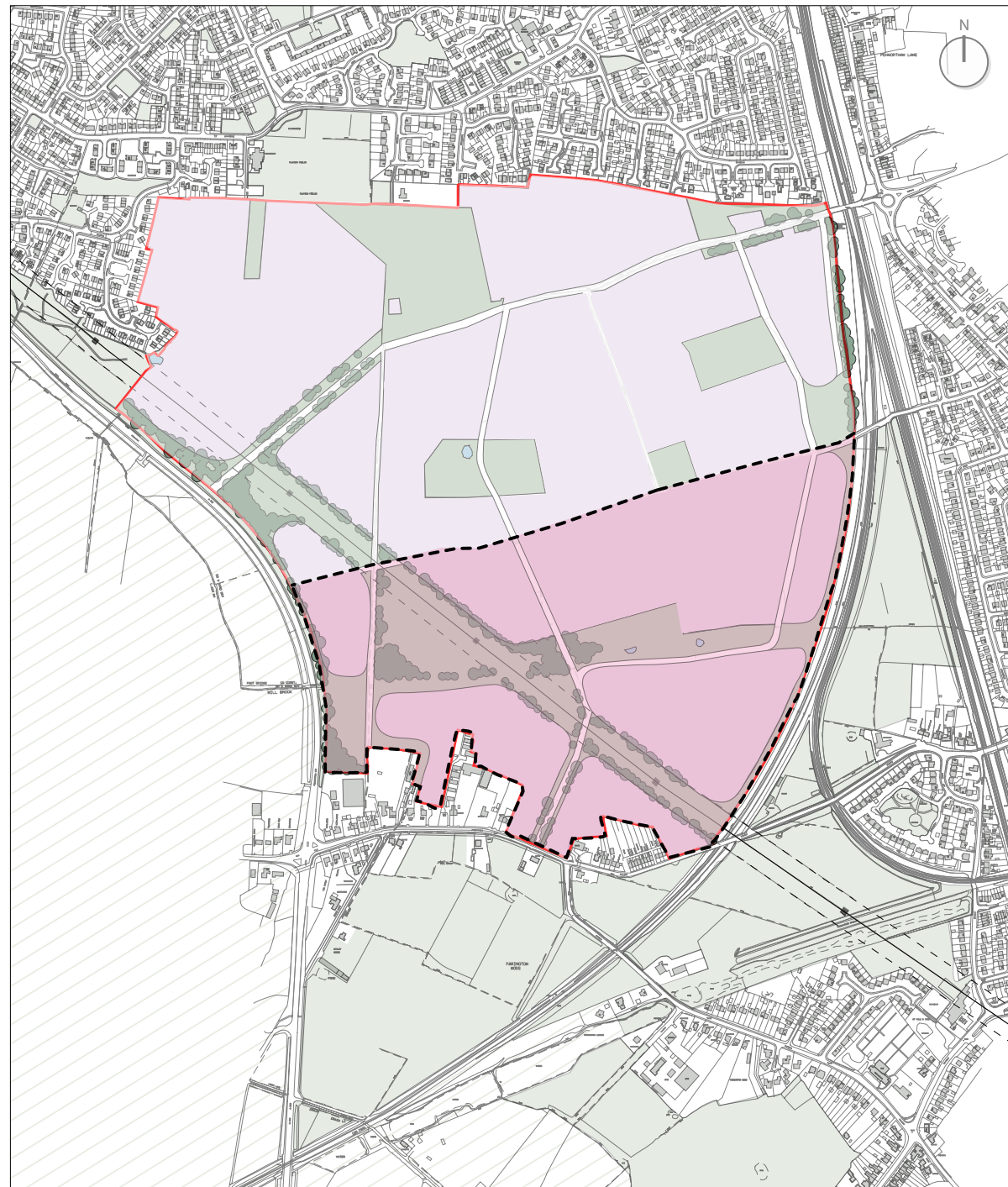
The plan below highlights the Watermeadows character area



- |   |  |  |                                 |
|---|--|--|---------------------------------|
|  | KEY VEHICULAR ROUTES                       |  | THE WATERMEADOWS CHARACTER AREA |
|  | GREEN INFRASTRUCTURE & PEDESTRIAN PRIORITY |  | RAILWAY                         |
|  | SITE BOUNDARY                              |  | PUBLIC SPACES                   |



**FIGURE 20 : Watermeadows Character Area Plan**



- SITE BOUNDARY
- THE WATERMEADOWS CHARACTER AREA

## Southern Watermeadows Residential Area

This area is designed around the existing Mill Brook, the hedge patterns and the natural interface to the Green Belt. This area has been highlighted by the technical studies as an area where water attenuation would be appropriate within the proposed large open space. This would form a key role in the sustainable drainage strategy. The intention is that surface water from the remainder of the development will collect in this area before being released into the brook and will form a unique, site specific, sustainable and attractive watermeadow outlook for residents.

The east to west elongation of the proposed open space follows and retains one of the Borough's most dominate hedgerow lines and also picks up on the existing view of the Tardy Gate industrial chimney helping to break down the potential channel of the electrical easement. In this way the character of this area respects the existing ecological value of the site, and builds on the opportunities presented.

The neighbourhood will have the lowest density of the three character areas resulting in an informal layout reflecting the more natural landscape characteristics and context of the surrounding southern area. It is anticipated that this area would be developed towards the end of the redevelopment of the site as a whole.





# Infrastructure and Phasing

# 9. Infrastructure and Phasing

This section describes the potential infrastructure and associated improvements that could be implemented as part of the Pickerings Farm scheme and considers the proposed phasing of the development. These schedules will be discussed in further detail with Members and Officers at SRBC.

## 9.1 Infrastructure

It is understood that the Council requires infrastructure improvements in a number of areas:

### A New Road Linking Leyland Road and Penwortham Way

Technical assessments have been undertaken and a new road linking Leyland Road and Penwortham Way will be delivered in a phased way as part of the proposed development. Requests have been made that this road is provided up front prior to any built development being provided, however due to the level of funding that such infrastructure will require this approach is not financially viable. Delivery of this road will be possible as the scheme progresses and treated as a priority.

TWUK and the HCA will engage in discussions with SRBC as to the timing of the delivery of this road to agree a phasing of development which sets triggers for infrastructure delivery based on the level of development proposed. This will ensure that the new road link is deliverable and economically viable.

### Environmental Improvements to Tardy Gate

Highways and environmental improvements to Tardy Gate will be delivered by the proposed development. Assessments are ongoing to review the improvements that can be made in these areas, however measures could include widening of the roads, shared services, public realm, and some partial pedestrianised streets. TWUK and the HCA will continue discussions with SRBC and LCC Highways on this matter.

### Improvements to Penwortham Way

TWUK and the HCA are investigating whether improvements can be made to the Penwortham Way. Further assessments are required and due to landownership constraints it may be that TWUK and the HCA can only deliver improvements to the stretch of road aligning the western boundary of the site. Discussions with SRBC and LCC Highways with regards to this matter are ongoing.

### Other highways Improvements Including Leyland Road Improvements

A full Transport Assessment is currently being undertaken which will highlight areas of the local highway network which require improvements. Arup are working closely with LCC Highways on the Transport Assessment and it is proposed that the development will be tested by a strategic highways network model created by LCC highways.

Discussions with SRBC and LCC Highways are ongoing and it is proposed that where appropriate, the development will deliver improvements to the existing highways network.

### Park and Ride Scheme

The adopted Core Strategy highlights the requirement for a new Park and Ride scheme in the area. There is no identified site for this facility within the adopted Core Strategy, however the proposed Masterplan shows an option for a new Park and Ride scheme to be provided as part of the proposed development. The Park and Ride scheme will be delivered subject to viability testing.

### Consolidation and Enhancement of Existing Open Space

The Kingsfold Community Centre and existing open space located immediately to the north of the site will be consolidated and enhanced as part of the proposed development. A new area of open space within the northern portion of the site will extend the existing open space to create a large high quality area which will be accessible to the local community.

### A Primary School

A new primary school and nursery could be delivered as part of the proposed development. Discussions with LCC and SRBC in relation to this requirement are ongoing.







### A Medical Centre

A new medical centre potentially accommodating a pharmacy, dentist and doctors could also be delivered as part of the proposed development. Discussions with SRBC and the Local Health Authority will be undertaken to understand the type and quantum of health care services that are required and where appropriate will be accommodated on the site.

### A Railway Station

Work has been undertaken to investigate whether a new railway halt can be provided as part of the proposed development. This work has concluded that it is unfeasible and unviable to provide a new station at the site. However, the proposed development will deliver improvements to Lostock Hall Railway Station, the extent and type of which will be agreed with SRBC through ongoing discussions.

### Pedestrian and Cycle Improvements

New walking and cycling links will be created as part of the proposed development to connect the site to the wider environment. The surrounding areas of Kingsfold, Tardy Gate and Lostock Hall are within walking distance and Leyland and Preston can be reached by cycle. Internal walking and cycling networks will be created as well as off site improvements which are currently being investigated.

Off site improvements could include improved lighting along the Flag Lane railway bridge; improved crossing facilities in the vicinity of the bus stops on Leyland Road; new signage to Lostock Hall railway station; improved connections via the existing footpaths to Penwortham, Lostock Hall railway station and Tardy Gate; potential treatment to the Bee Lane/Cawsey Lane/Leyland Road junction; and secure cycle parking at Lostock Hall railway station.

Pedestrian and cycle way improvements are currently being considered and will be worked up in conjunction with SRBC and LCC Highways.



### Tram Power

It is understood that Tram Power, a private company, have proposals to develop a tram network within Central Lancashire. The company's plan is to develop an extensive tram network linking South Ribble and Preston. TWUK and the HCA are investigating whether the proposed development could link into the new tram network proposals. Further detailed work with regards to this matter is required and will be undertaken by TWUK and the HCA.

### The delivery of Cuerden

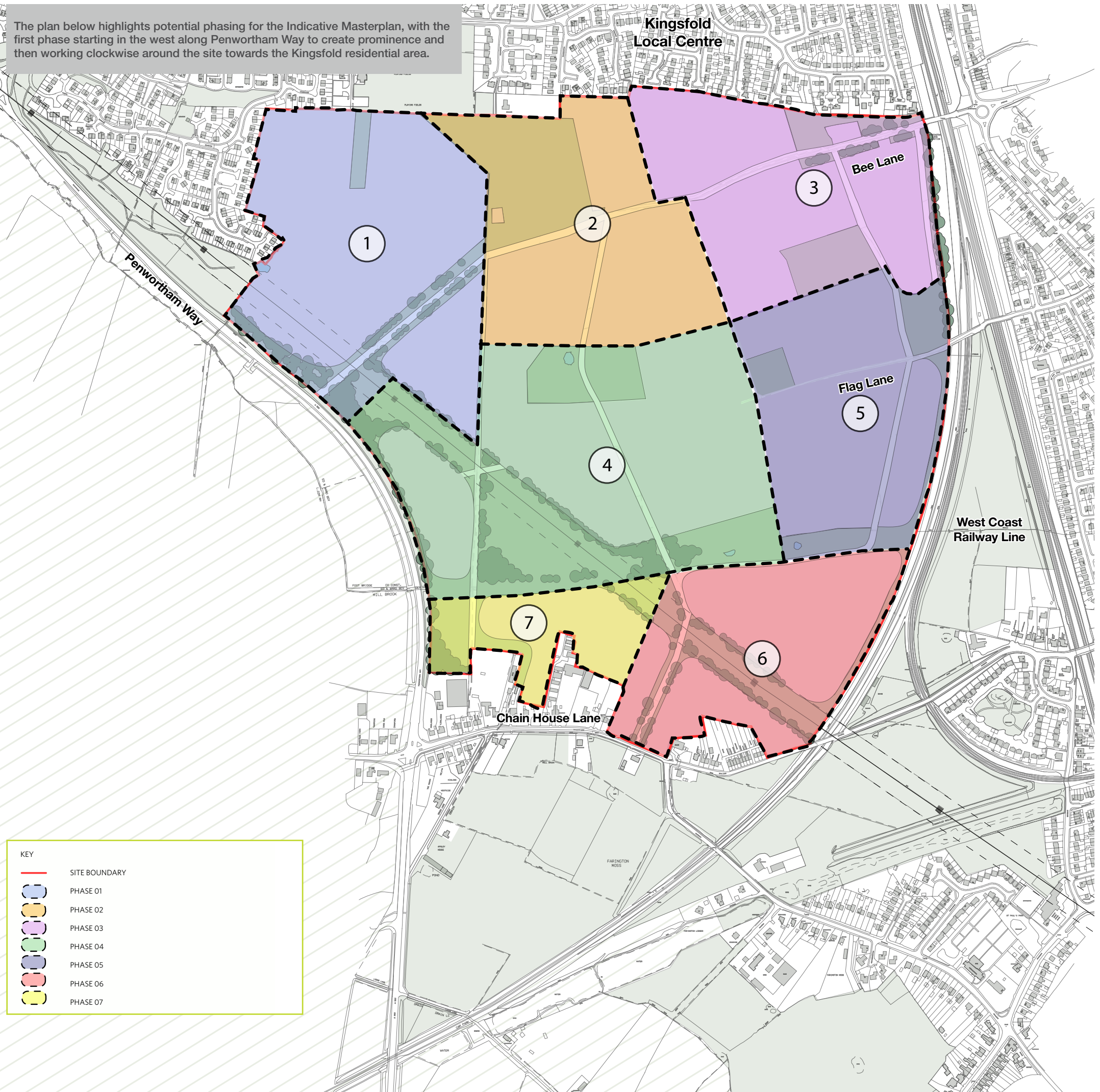
TWUK and the HCA are investigating the potential for the Pickerings Farm development to assist in the delivery of the Cuerden Regional Investment site. Discussions with Officers and Members at SRBC are ongoing to consider this approach in further detail.

### Bus Rapid Transit Route

Bus rapid transit routes are proposed around the Borough of South Ribble. One of the schemes proposed is a new bus lane along the Penwortham Way serving a potential Park and Ride site in Penwortham. TWUK and the HCA are investigating the potential for providing a bus lane on the Penwortham Way and discussions with SRBC and LCC Highways on this matter are ongoing. It is likely that if any enhancements can be delivered, they will only be achievable along the stretch of road which bounds the Pickerings Farm site western boundary due to landownership.

**FIGURE 21 : Phasing Plan**

The plan below highlights potential phasing for the Indicative Masterplan, with the first phase starting in the west along Penwortham Way to create prominence and then working clockwise around the site towards the Kingsfold residential area.





## 9.2 Phasing

Pickerings Farm is to be developed in a phased manner over a 20 year period. Each phase will contribute towards the delivery of necessary infrastructure identified by SRBC both within and around the site. This will help to ensure that the site is developed out in a sustainable manner and does not over stretch the existing infrastructure network. The comprehensive approach to development will ensure that the scheme will have a measured and acceptable impact on the surrounding areas.

An Indicative Phasing Strategy has been worked up and will be discussed and agreed with Officers and Members at SRBC. The strategy has been based upon the future infrastructure, employment and housing requirements of the Borough. The Phasing Plan (Figure 21) reflects these priorities in an appropriate way and the likely infrastructure delivery that could be achieved in each phase.

The Pickerings Farm allocation under Policy C1 of the Site Allocations DPD and Phases 1-5 shown in Figure 21 on the previous page correlate. Table 4 below summarises the Indicative Phasing Strategy for Phases 1-5. The proposed timetable is based on TWUK and the HCA submitting a hybrid planning application in late 2013. The pace of build stated below is based on build rates being achieved in the current market.

The early phases of development will primarily focus on the northern sections of the site as part of the Bee Lane corridor to ensure that the development is completed in the most appropriate manner to provide key infrastructure at the correct phase of development. TWUK and the HCA consider that the development should commence from Penwortham Way via the creation of new highway infrastructure. This primarily includes the “link” connecting Leyland Road with Penwortham Way, which will be brought forward in the early stages when financially viable. From this position a wide number of opportunities will be presented early in the development for residential and other uses to start to shape, create and design the “heart” of this new development. Later phases have the potential to provide additional infrastructure requirements, subject to needs testing and provision gaps identified in the local area.

It is the intention of the Phasing Strategy that the development will be programmed in a comprehensive and co-ordinated manner to deliver a high quality sustainable urban extension for the Borough of South Ribble.

**TABLE 4 : Indicative Phasing Strategy**

Phase	Timescale	Total Housing units	Physical Infrastructure	Open Space	Housing Area	Other Infrastructure in phase	Total area
1	2011-2016 2017-2021	150 150	3.4 ha	1.8 ha	7.0ha	Phase 1 of Link Road Extension (Leyland Road to Penwortham Way)	16.2 ha
2	2017 – 2021	150	3.5 ha	2.2 ha	4.8ha	Phase 2 of Link Road Extension (Leyland Road to Penwortham Way) Tardy Gate Improvements	10.5 ha
3	2017 – 21	300	4.4 ha	1.8 ha	8.0ha	Phase 3 of Link Road Extension (Leyland Road to Penwortham Way) Public House Retail Centre Employment Area (to meet with end user demand)	14.2 ha
4	2022 – 26	300	3.9 ha	8.0 ha	10.1ha	Aged Care Provision PCT	22.0ha
5	2022 – 26	300	0.3 ha	1.7 ha	9.4ha	Nursery Primary School	11.4ha
<b>Total</b>	<b>2011– 26</b>	<b>1,350</b>	<b>15.5 ha</b>	<b>15.5 ha</b>	<b>39.3 ha</b>	-	<b>74.3ha</b>

## Central Lancashire Infrastructure Delivery Schedule (June 2010)

Table 5 demonstrates the high number of projects identified within the Central Lancashire Infrastructure Delivery Schedule in the proximity of Pickerings Farm. These potential projects at present are very difficult to achieve due to the high capital value of delivery.

Pickerings Farm offers the potential in association with other developments across the Borough to assist in the creation of valuable new assets through specific financial contributions. The site, due to TWUK and the HCA's landownership, has a far greater potential to deliver and fund some of the Council's ambitions in a co-ordinated and deliverable manner. This is important as the level of infrastructure and significant benefits proposed could not be achieved through the delivery of a number of unrelated smaller developments.

### Summary

This section demonstrates that consideration has been given to SRBC's and LCC's infrastructure requirements and provides an indication as to the level of measures that could be delivered by the proposed development.

It also provides an Indicative Phasing Strategy which seeks to deliver as much of the proposed infrastructure as financially viable within the early stages of the site's overall development.

It is clear that the residential led mixed use development will deliver a range of benefits that could not be secured through a series of smaller developments across the Borough.

Further assessment work is being undertaken by TWUK and the HCA and discussions with SRBC and LCC Highways are ongoing with regards to the delivery of these infrastructure requirements.

**TABLE 5 : Extract from the Central Lancashire Infrastructure Delivery Scheme (June 2010)**

Timescale	Project identified within Central Lancashire Infrastructure Delivery Schedule (June 2010) and Timescale	Cost Estimate	Potential Funding Sources	Deficit
2012 – 18	Bus Rapid Transit Routes for: 'Preston-Tardy Gate-Leyland' and Cottam - Preston and 'Chorley - Bamber Bridge - Preston' (via B6258) - HOV/Bus lanes on A582 corridor serving Penwortham Park and Ride site. Park and Ride at Broughton with bus priority on route to City Centre, Cuerden Interchange with possible Park & Ride. Smartcard integrated ticketing and travel planning programme. Active travel routes linking to key transport hubs	£56m	Funding bid to Central Government, Major Scheme Bid or Developers	£56m
2010 – 25	Improvements to cycle paths connecting Lostock Hall School, Walton Park, Capitol Centre, Brownedge Rd and Factory Lane to the railway and tram road links into Preston.	£1m	Developer contributions	£1m
2010 – 25	Cycle links around the Penwortham area	£0.4m	Developer contributions	£0.4m
2015 – 25	River Lostock Corridor (Leyland North) to Lancashire Business Park	£0.1m	Developer contributions	£0.1m
2015 – 20	Highway improvements to connect Cuerden Regional investment site to national highway network and to housing growth areas and improving the A582	£14m	Developer contributions	£14m
2015 – 20	Penwortham Bypass – Blue Route (2.3km)	£15m	Developer contributions	£15m
2014 – 24	Penwortham Bypass – new route – A59 – A582 (1.3km)	£7m	Developer contributions	£7m
2021 – 26	Penwortham/Lostock Hall up to 2 form entry primary school plus site* *Phase 2 of the Pickerings Farm Development identified the potential for a Primary School and Nursery to be delivered on site 2015 - 17	£10m	Developer contributions	£10m
2021 - 26	New primary care facility at Penwortham/Lostock Hall	£3.5m	PCT/Developer contributions	£3.5m





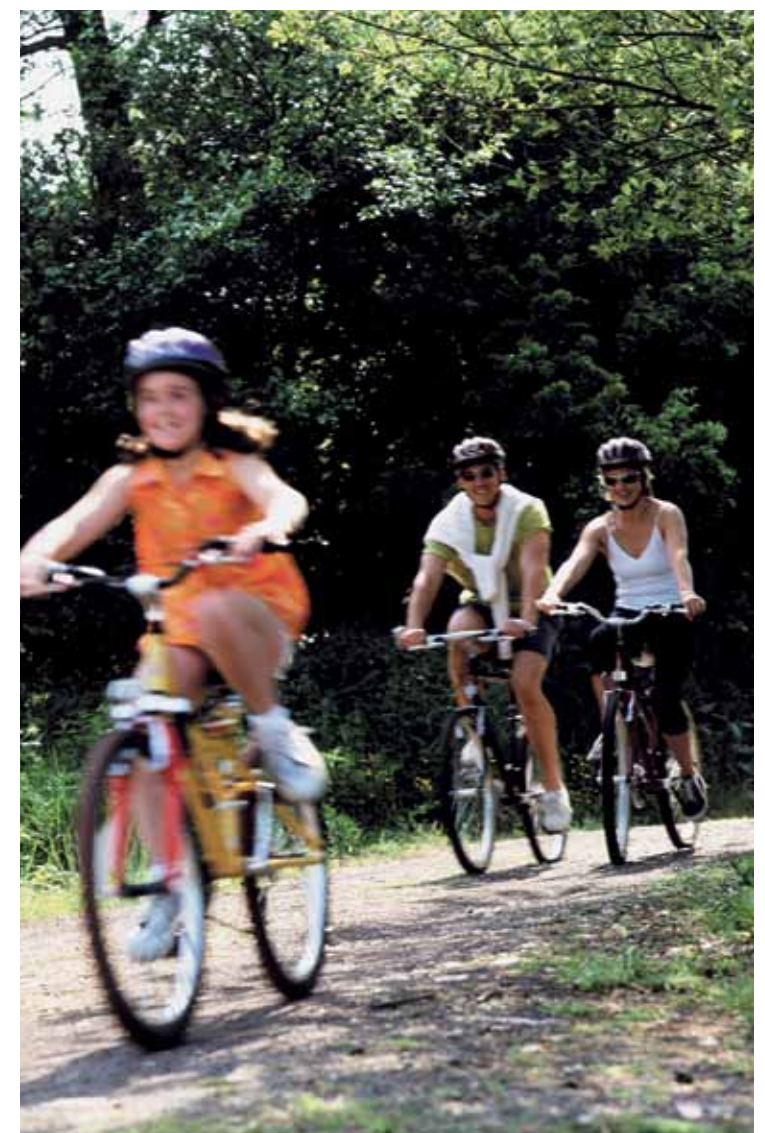




10

Key Community Benefits







# 10. Key Community Benefits

Allocation of the site for development in SRBC's emerging Local Plan will allow a high quality residential led mixed use development to be delivered which will secure the following community benefits:

- **Infrastructure Delivery:** The scale of development and phased approach over a 20 year period will enable local infrastructure to be delivered in a coordinated manner, to meet local requirements and minimise impact on the surrounding area;
- **Housing Need:** The site presents an important opportunity for SRBC to meet future requirements for family housing across the Local Plan period and beyond;
- **A Mix of Uses:** In meeting acknowledged local needs, the site has the ability to deliver a dual entry primary school, a nursery school, improvements to Penwortham community centre, local youth facilities, a mobile library circuit, a 70 bed older persons housing facility, a small retail offer, a health centre and B1 and B2 employment premises to meet end user demand;
- **Open Space Enhancement:** The proposed development will have full consideration to the existing landscape character and a series of publically accessible open spaces will be provided across the site, which includes the expansion of Kingsfold Community area to the immediate north of the site;
- **Employment Retention:** This high quality and highly sustainable development will present an attractive proposition to families and allow the Borough to retain highly skilled workers and educated professionals;
- **Affordable Housing:** Pickerings Farm can provide in the region of 2,000 new family orientated homes for the Borough. Taking guidance from SRBC's Officers and Members an affordable housing provision will be delivered;
- **Link Road Delivery:** Development of the Pickerings Farm site will enable the completion of a key highways link, connecting Penwortham Way to Leyland Road which is deliverable through the land controlled by TWUK and the HCA;
- **Tardy Gate Environment Improvements:** Through development of the site TWUK and the HCA will be able to make environmental and highways improvements to the Tardy Gate District Centre as part of the first phase of development;
- **Off Site Highway Improvements:** The proposed development will deliver highways improvements to the local highway network which could include enhancements to the Penwortham Way and Leyland Road;
- **New Jobs:** The increase in local population will generate around £19 million of additional spending in the local economy (and £23 million in wider Central Lancashire area) which will support approximately 240 new jobs (290 in Central Lancashire) and a further 25 jobs when multiplier effects are factored in (60 in Central Lancashire);
- **New Homes Bonus:** The new homes built at Pickering Farm would generate £15 million for SRBC through the New Homes Bonus introduced recently by the Coalition Government;
- **Enhancing Existing Centres:** The increased spending will support approximately 8,000 sq m of retail floor space in the local area in addition to that provided on site (10,000 sq m in Central Lancashire). This will make an important contribution to maintaining the vitality and viability of existing centres at Penwortham, Kingsfold, Tardy Gate and Leyland as well as providing additional comparison spend to support the new Tithebarn development in Preston City Centre which recently received planning permission;
- **Construction Jobs:** The build out of the development would support around 1,640 person years in employment;
- **Employment Provision Jobs:** The employment space provided on site could be expected to generate just under 800 jobs and £19 million per annum in gross salaries. The new office space could also contribute toward the diversification of SRBC's employment base which is an objective of the Borough Council's economic development and regeneration strategy;
- **Social and Community Jobs:** New social and community facilities on site could be expected to support an additional 110 on site jobs and generate a further £2 million in salaries;
- **Indirect Job Creation:** Taken together, it is estimated that the on-site employment uses will create a further 90 jobs in South Ribble as a result of induced and indirect supply chain impacts, a figure which would increase to 180 across the whole of Central Lancashire;
- **Highly Skilled Labour:** The development could increase the supply of highly skilled labour by 10% in South Ribble and 3% in Central Lancashire as a whole. This could lead to numerous benefits for the Preston conurbation as a whole, including addressing local imbalances in the demand and supply of labour. The key locations of future employment growth are all within 10 or 20 minutes drive of the site (Preston City Centre, Cuerden, Buckshaw Village and Samlesbury), meaning employers will have good access to an increased pool of highly skilled labour; and
- **Increase Productivity:** It is estimated that the impact of the increase in labour force could increase the productivity of the Central Lancashire area by 0.2% contributing an additional £15 million in Gross Value Added (GVA) for the Central Lancashire economy. This is in addition to the £106m of economic activity generated by residents of Pickerings Farm.

**In summary, the proposed development will secure a wide range of community and economic benefits. These benefits could not be secured by a series of smaller scale residential developments which adds further weight to the justification for Pickering's Farms allocation for residential led mixed use development in the Councils emerging Local Plan.**





# Conclusions







# 11. Conclusions

This document demonstrates that Pickerings Farm is a highly suitable and sustainable opportunity which should be brought forward for development as part of the Council's Local Development Plan. This potential residential led mixed use development offers an important opportunity to facilitate the delivery of some of the Borough's aspirational new infrastructure requirements, attract new investment into the area and meet the needs of the local communities through targeted affordable housing. All shaped through a partnership by TWUK and the HCA, a high quality and comprehensive development can be delivered which comprises up to some 2,000 new family homes.

Pickerings Farm offers the potential to contribute towards the delivery of the Council's infrastructure requirements for the benefit of the Borough as a whole. The site, due to its coordinated delivery schedule and net capital value, has a robust ability to cross fund some of the Boroughs ambitions in a functional and realistic manner.

The detailed work undertaken by TWUK and the HCA into site comparative analysis across the Borough demonstrates that due to the size of other potential development sites and the numerous developers involved, the contributions offered and infrastructure delivered as part of the Pickerings Farm development are unlikely to be secured by a series of other uncombined smaller developments.

## Pickerings Farm

There are significant benefits associated with the allocation of land at Pickerings Farm as a residential led mixed use development. Government Policy in the NPPF seeks to provide mixed and sustainable communities and to ensure that housing is developed in suitable locations that offer a range of community facilities with good access to jobs, key services and infrastructure. This document demonstrates that the release of Pickerings Farm for development will meet all of these objectives.

TWUK and the HCA, with best practice guidance in mind, will deliver the scheme vision: **A highly permeable, pedestrian friendly and distinct community; providing a true sustainable mix of dwellings and facilities focused around a number of integrated and overlooked high quality open spaces for community use will be created. The aspiration is for Pickerings Farm to become an asset for the Borough and the local people.**

**This vision we hope will be expanded through strong consultation with Council Members and Officers and local communities throughout the planning and development process.**

**The majority of the site (189 acres or 77 ha) is currently controlled by the HCA and TWUK who have reached agreement to work together as development partners to ensure that the site is developed in a timely and comprehensive manner. HCA owns the freehold to 90 acres of land within the site and TWUK has entered into option agreements in relation to 98 acres and is progressing negotiations in relation to the remainder of the land.**

**This Development Statement demonstrates that Pickerings Farm satisfies the requirements of NPPF in terms of being available, suitable, achievable and viable. The site has significant existing sustainability credentials being located close to key infrastructure routes and within 2 km of a range of key services such as retail, education, health care, recreation facilities and public transport routes. These sustainability credentials will be enhanced significantly following the improvements to social and economic infrastructure that the development will bring.**

**The HCA and TWUK wish to work closely with SRBC and the local communities to meet their aspirations of quality homes, investment, creation of new jobs and the delivery of key infrastructure through bringing Pickerings Farm forward for development.**

**In order to achieve this goal, it is respectfully requested that SRBC formulates a residential led mixed use allocation within the Council's Local Plan.**

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