



Masterplan Document

December 2019



Kingsfold

Penwortham Way

Moss Lane

Bee Lane

Leyland Road

Lord's Lane

Flag Lane

Nib Lane

The Site

West Coast
Railway Line

Chain House Lane

Masterplan Role and Status

This Masterplan for The Lanes comprises a suite of three documents: Masterplan, Design Code and Infrastructure Delivery Schedule. The Masterplan is the document which presents and explains the vision for the future redevelopment of the wider site and the technical considerations. The Masterplan will guide all future development across the wider site and once approved, it will become a material consideration in the determination of all future planning applications within the Masterplan area.

Clients

Taylor Wimpey



Homes England



Project Team

5plus Architects
Masterplanners



Eddisons
Transport Consultant



Xanthe Quayle
Landscape Architects



Avison Young
Planning Consultants



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Executive Summary

This Masterplan has been prepared by Taylor Wimpey and Homes England (“the Developers”) to guide the future development of one of the largest allocated sites in South Ribble known as The Lanes, Penwortham “the site”. A separate Design Code and Infrastructure Delivery Schedule has also been prepared by the Developers.

The Site

The Masterplan area extends to 99.78 hectares and in accordance with Policy C1 of the South Ribble Local Plan comprises land bounded by Chain House Lane / Cootie Lane to the south and Penwortham Way to the west. Immediately to the north of the site lies the community of Kingsfold and to the east lies Lostock Hall. The site is currently occupied by a number of individual properties in private ownership, the majority of which are accessed via Bee Lane, Flag Lane, Lords Lane, Moss Lane and Nib Lane which bisect the site.

Planning Policy

The principle of a residential led mixed used development at the site has been established by South Ribble Borough Council (“SRBC”) through the adoption of the South Ribble Local Plan in July 2015. In accordance with the South Ribble Local Plan the majority of the site is allocated as a Major Site for Development (under Policy C1) with the remainder of the site designated as Safeguarded Land for Future Development (under Policy G3). The Masterplan area adjoins additional Safeguarded Land to the south and the Masterplan will not preclude the future development of this land at the appropriate time.

Community Consultation

As part of the preparation of this Masterplan, the Developers have carried out extensive consultation. The Masterplan has been prepared following these initial consultations with property owners and landowners within the site, the local community, Members and Officers at SRBC and Lancashire County Council (“LCC”), statutory organisations, Penwortham Town Council and other stakeholders. This took place between June and September 2018 and sought views on the overall content and vision for the Masterplan.

Taylor Wimpey and Homes England (“The Developers”) in consultation with SRBC and LCC prepared a Draft Masterplan document which was submitted to SRBC on 28 September 2018. SRBC’s Planning Committee endorsed the Draft Masterplan document for consultation at its meeting on 7 November 2018. The consultation on the Draft Masterplan took place between 9th November 2018 and 4th January 2019.

The Masterplan will be used to guide and co-ordinate on-going development within the site. Once approved the Masterplan will become a material consideration in the determination of all future planning applications relevant to the site.

Environmental Considerations

A comprehensive range of environmental considerations have been taken into account in preparing the Masterplan. Technical assessments of the site have been undertaken by an experienced technical team commissioned by Taylor Wimpey and Homes England. A summary of the findings of the specialist technical assessments covering highways, landscape, ecology, flood risk, noise, air quality, ground conditions, utilities and heritage and archaeology is presented within this document. The technical assessments conclude that once conventional mitigation is implemented no constraints have been identified which preclude the future development of the site.

A New Residential Led Mixed-Use Neighbourhood

The Masterplan fully meets the requirements of Policy C1 of the South Ribble Local Plan. It proposes the comprehensive redevelopment of the site and includes the land allocated for Major Development and the land Safeguarded for Future Development at Cootie Lane.

The Masterplan proposes a residential led mixed use development which will deliver in the region of 2,000 new homes. The Masterplan also makes provision for a range of other accompanying uses required by Policy C1 of the Local Plan.

To ensure best practice place-making is achieved throughout the site, a wide range of social and physical infrastructure will be delivered to support the new and existing population.

Once planning permission is granted and development commences on site, there will be between one and four house builder outlets on the site delivering between 30 and 150 dwellings per year.

In accordance with Policy C1 of the South Ribble Local Plan, the proposed uses illustrated on the Masterplan comprise:

- **Residential** – comprising a mix of detached, semi-detached, mews and apartment properties ranging from 1 - 5 bedroomed dwellings in size.
- **A new Local Centre** – which will contain a range of services and facilities and could include a new foodstore, offices, community uses as well as a range of other services and facilities for example a pharmacy, gym, veterinary surgery, dry cleaners and hairdressers.
- **Employment Development** – The Masterplan will make provision for the inclusion of office development to be located within the new local centre.
- **Education Facilities** - A new two form entry primary school is proposed as part of the Masterplan.
- **A New Apprenticeship and Skills Centre / potential Community Centre** - A new Apprenticeship and Skills Programme and Centre is proposed throughout the build phase of the development. Open to all, the Skills Training Scheme will be designed to help provide people with the skills needed to those wanting to pursue a career in construction. The building will be transferred to the community after the construction phase and could be used as a community building or other appropriate use.

- **Green Infrastructure** - A strong green infrastructure network will be provided across the site. The green infrastructure will have differing forms, functions and uses and will be connected by the extensive network of green links across the site. On site green infrastructure provision could include amenity green space, equipped play areas, natural / semi natural open space, playing fields and allotment provision.
- **Cross Borough Link Road** - In accordance with Policy A2 of the South Ribble Local Plan, the Masterplan also proposes the Cross Borough Link Road extension linking Penwortham Way with Leyland Road
- **Site Access** - The primary vehicular access to the site will be via a signal controlled junction from Penwortham Way. Secondary vehicular access to the site will be provided via a connection towards the north-eastern corner of the site, from Flag Lane to the east of the site and Chain House Lane to the south.

A series of Development Parameters have been designed to establish a framework for the future redevelopment of the site. The Development Parameters are reflected in the Masterplan and include:

- A residential led development supported by a mix of uses;
- Scale of development;
- Design;
- Site access and road hierarchy;
- Landscaping planting; and
- Green Infrastructure.

Aerial View of the Site
Fig 0.1






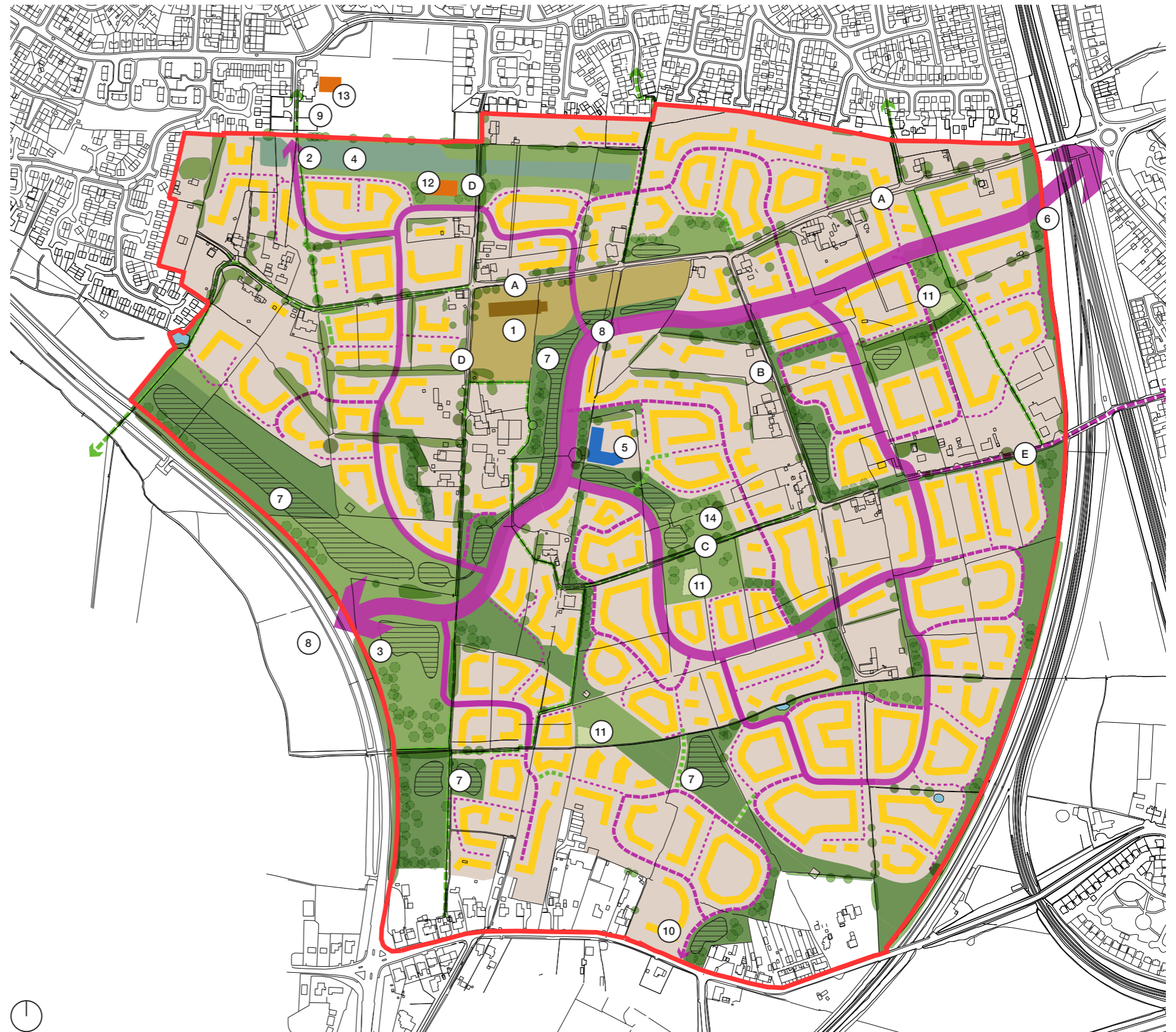
Illustrative Masterplan

1. New primary school
2. Pedestrian / cycle link to Kingsfold. Potential future vehicular link to Kingsfold to be explored subject to legal and cost feasibility.
3. Entrance Gateway – A new route from Penwortham Way direct to the heart of the new community.
4. Area to manage and contain existing surface water.
5. New local facilities including, employment and community uses
6. Potential New Cross Borough Link Road Bridge.
7. Sustainable Urban Drainage
8. Cross Borough Link Road (CBLR)
9. Pedestrian link to Kingsfold.
10. Limited highways access onto Chainhouse Lane
11. Children's Play Areas
12. Training and Skills Centre / potential Community Centre
13. Potential Extension to existing Community Centre, in lieu of item 12 above
14. The Village Green

- A. Bee Lane
- B. Lord's Lane
- C. Nib Lane
- D. Moss Lane
- E. Flag Lane

Key

 Application Red Line	 Secondary Road Network
 Internal Greenspace	 Residential Frontages
 New Formal Amenity Space	 Community Use
 Existing Lanes	 Education
 Public Rights of Way	 Local Centre and Employment uses
 Primary Road Network	



1.0 Introduction

This Masterplan has been prepared in response to the requirements of Policy C1 of the South Ribble Borough Local Plan. The Masterplan proposes the comprehensive development of Pickering's Farm (now known as The Lanes and referred to here after as "the site") and includes the land allocated as a Major Site for Development as well as the safeguarded land to Coote Lane. It presents a Vision and a Development Framework to guide the future development of the site. The Masterplan seeks to deliver an inclusive residential led mixed-use community which could deliver in the region of 2,000 new homes. The Masterplan makes provision for a range of other uses including a primary school; a local centre which could contain local shops, facilities and other community and employment uses; a training and skills centre / community centre and Green Infrastructure.

A separate Design Code and Infrastructure Delivery Schedule has been prepared by Taylor Wimpey and Homes England.

The Opportunity
South Ribble Borough Council ("SRBC") has expressed a desire for the site to be developed for many years and this has been evidenced through the sites allocation for future development since the 1990's.

Masterplan Process and Status

The Masterplan has been prepared following consultation with property owners and landowners within the site, the local community, Members and Officers at SRBC and Lancashire County Council ("LCC"), statutory organisations, Penwortham Town Council and other stakeholders. An initial visioning consultation took place between June and September 2018 and sought views on the overall content and vision for the Masterplan.

Taylor Wimpey and Homes England ("The Developers") in consultation with SRBC and LCC prepared a Draft Masterplan document which was submitted to SRBC on 28 September 2018. SRBC's Planning Committee endorsed the Draft Masterplan document for consultation at its meeting on 7 November 2018. The consultation on the Draft Masterplan took place between 9th November 2018 and 4th January 2019.

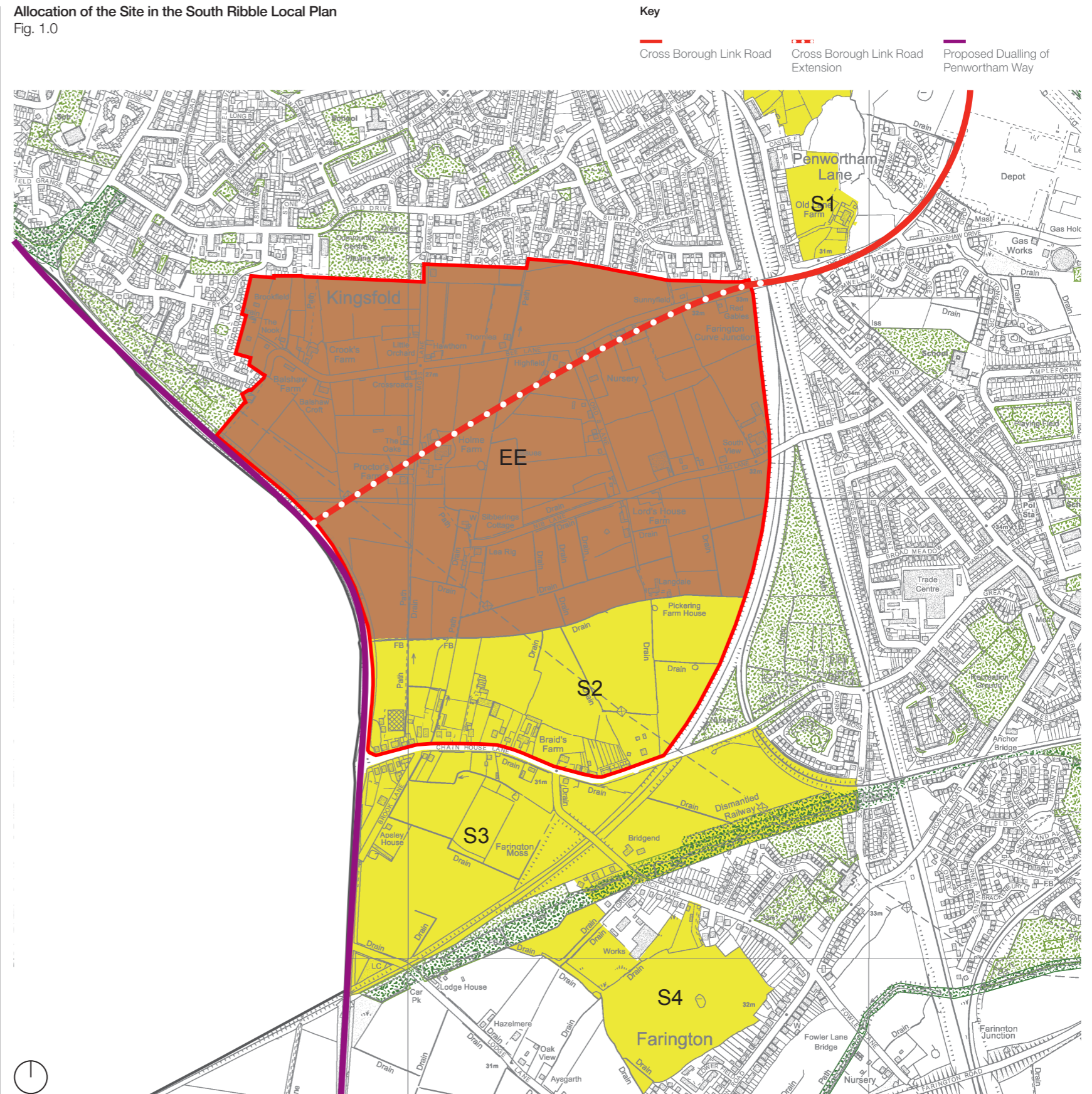
All feedback received during the consultation meetings has been taken into account and where possible the Masterplan has been revised to address this feedback.

Role of the Masterplan

The Masterplan will be used to guide and co-ordinate on-going development within the site. Once approved, the Masterplan will become a material consideration in the determination of all future planning applications within the site.

Allocation of the Site in the South Ribble Local Plan

Fig. 1.0



1.0 Introduction



The Developers

**Taylor
Wimpey**

Taylor Wimpey is a national developer operating at a local level from 24 regional businesses across the UK and building around 15,000 new high quality homes per year; we have two businesses in the North West of England who build around 1,300 new homes per year.

We are a responsible community developer, committed to working with local people, community groups and local authorities and keeping them informed about our work, both before we build and throughout the life of the development. We focus on getting the basics of homebuilding right first time, such as quality, customer service and health and safety, and we aim to continually improve all parts of our business.

We do much more than build homes – we add social, economic and environmental value to the wider communities in which we operate. We are first and foremost a local business and an important contributor to the local communities in which we build and to the sustainability of those communities and areas.

Every year we create vibrant communities where people want to live and many of our homes are built in areas where there is an under-supply of housing. We also create jobs, deliver improvements to local environments and infrastructure, contribute to community facilities and support local projects and initiatives.


Homes
England

Homes England is the Ministry of Housing, Communities & Local Government's non-departmental public body and brings together land, money, expertise, and planning and compulsory purchase powers, with a clear remit to facilitate delivery of sufficient new homes, where they are most needed, to deliver a sustained improvement in affordability. Homes England works locally in individual communities to help meet local priorities. Homes England invests mostly in building new homes, but also in creating employment floorspace and other community facilities, in cities, towns and villages across the country. The homes funded by Homes England include affordable homes for rent and sale, and homes for rent or sale at market prices. Homes England's investment helps build around half of all new homes built in England each year. This investment also helps increase local growth by creating jobs and supporting businesses.

2.0 The Site

The section describes the site, its location and its context.

Masterplan Area
Fig. 2.0



The Site

The Masterplan area extends to 99.78 hectares and comprises land bound by Chain House Lane / Cootes Lane to the south and Penwortham Way to the west. Immediately to the north of the site lies the community of Kingsfold and to the east lies Lostock Hall. The site is located within the administrative boundary of SRBC and within the ward of Charnock.

The site is currently occupied by a number of individual properties in private ownership, the majority of which are accessed via Bee Lane, Flag Lane, Lords Lane, Moss Lane and Nib Lane which bisect the site. The remaining properties on the site are accessed directly from Chain House Lane and Cootes Lane from the south.

The site is partially bordered to the east by the West Coast mainline railway, to the south by Cootes Lane, to the west by Penwortham Way and to the north by existing residential development to the south of Kingsfold Drive. Key corridors on the local highway network include Penwortham Way which provides a primary north/south route; Leyland Road which is a local distributor road on the eastern side of the site and Cootes Lane which runs east/west on the south side of the site.

The Site's Context

Penwortham is a town in South Ribble on the south bank of the River Ribble facing the city of Preston. Located close to the M6 / M61 junction, it has excellent connections to Preston, located less than 3 miles to the north, and Manchester, located 35 miles to the south east.

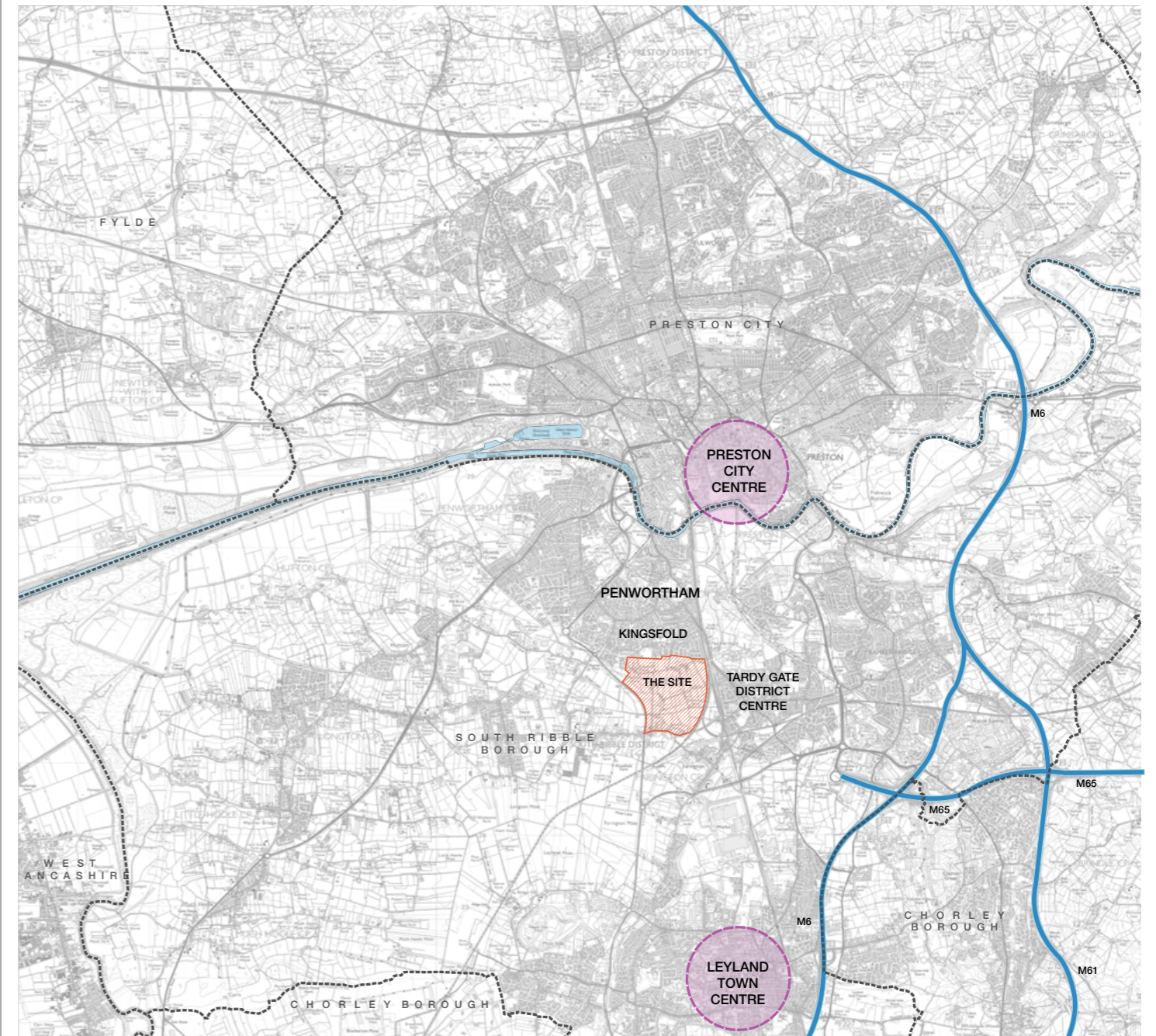
The town consists of three main shopping centres, Middleforth, Kingsfold and Liverpool Road.

Liverpool Road is the main through road in Penwortham leading from the city of Preston out to Liverpool and Southport. Liverpool Road and Leyland Road are main commuter routes into and out of the city of Preston, as well as the Penwortham Bypass. It is proposed by LCC that some parts of the Penwortham Bypass will be widened to alleviate traffic pressure through the shopping area on Liverpool Road, and ensure a freer flow of traffic both into and out of Preston. Works on the dualling of Penwortham Way are anticipated to begin in 2021.

Penwortham also has excellent rail links with train stations at Lostock Hall to the south and Preston to the north, with hourly services from these stations to Blackburn, Burnley and Colne and Blackpool and peak services from York and Leeds.

Site Context

Fig. 2.1



Key

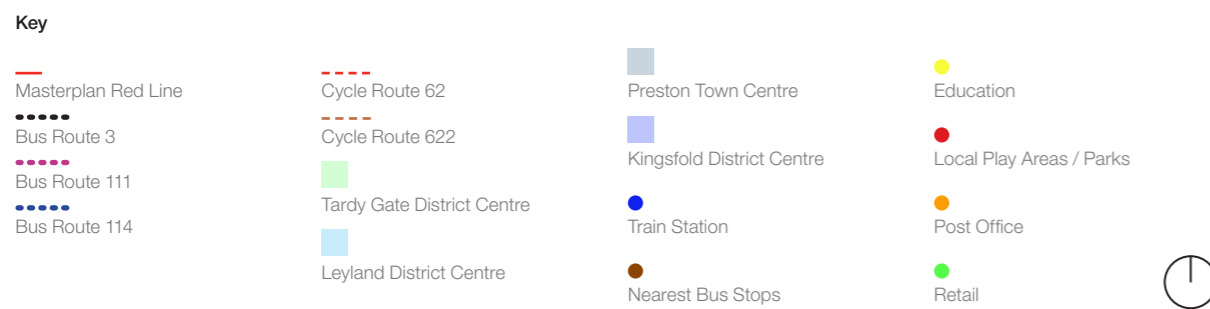
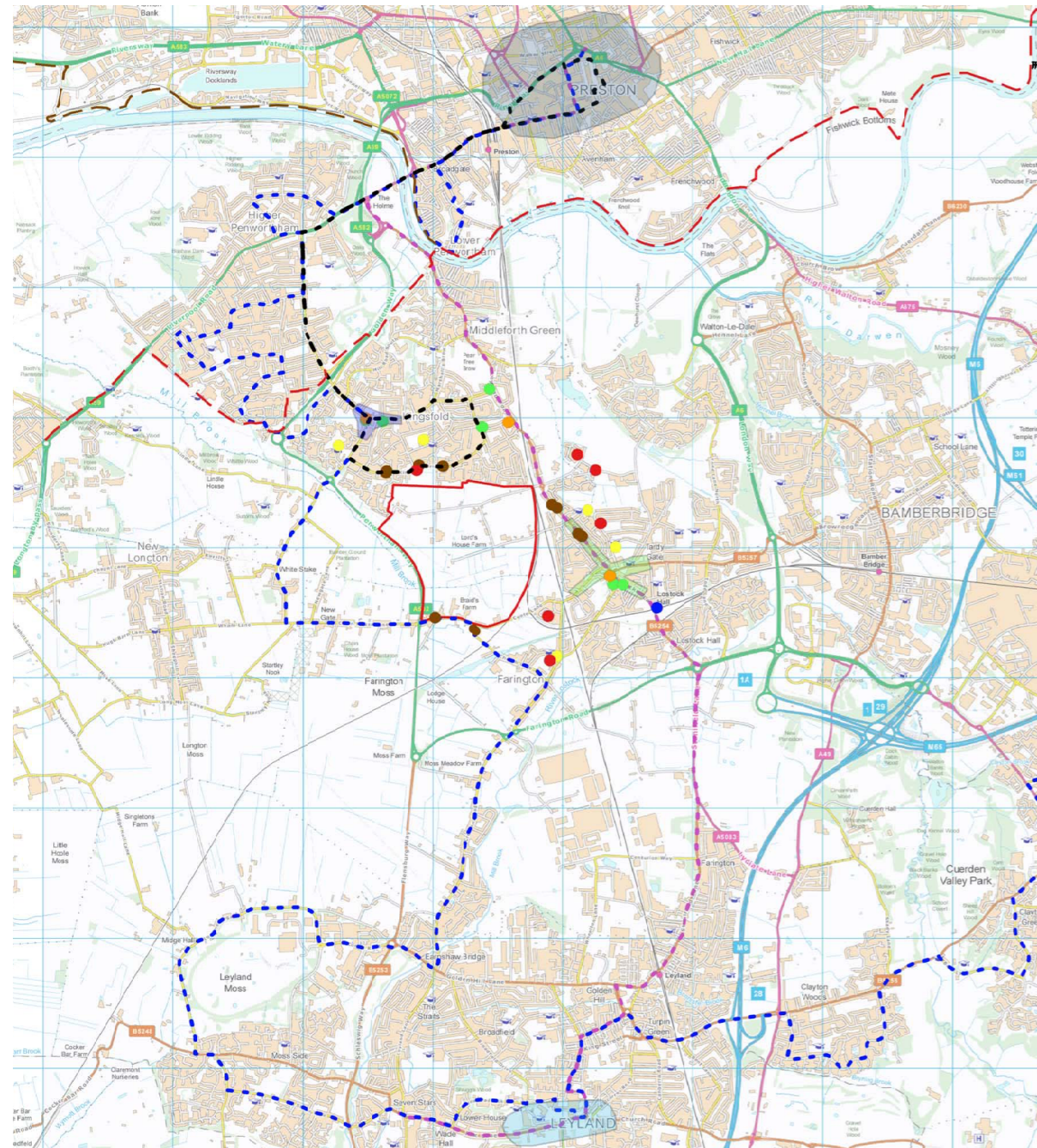
- Motorway
- Borough Boundary
- Penwortham Site
- Preston & Leyland Centres



2.0 The Site

Sustainability Plan

Fig. 2.2



New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

In order to demonstrate how the site can be delivered in a sustainable manner, the opportunities presented by the proposals and the key principles of the Masterplan in terms of access by sustainable modes are detailed below:

Access by Sustainable Modes

The Lanes is located within an approximate 20-minute walk of the majority of Kingsfold along with parts of Tardy Gate, Lostock Hall and Farington, together with their associated local amenities. Numerous dedicated pedestrian and cycle routes, both as part of the internal road network and via segregated routes will connect the site to the surrounding pedestrian and cycle network. These will include connections to Bee Lane and Flag Lane and the northern section of Moss Lane towards Kingsfold Drive.

The provision of a new local centre, primary school and community uses on the site will also encourage sustainable travel as all residents will be within a short walk of these additional local amenities. The provision of pedestrian and cycle access throughout the site will be addressed as part of future reserved matters/detailed planning applications as each phase of the site is brought forward, however, the principle points of pedestrian/cycle access into the site are defined on the Masterplan.

Each of the pedestrian and cycle routes across the site will be lit, surfaced, be generally overlooked and be of high quality to ensure access on foot and by cycle is maximised. Existing Public Rights of Way will be retained along existing and diverted alignments to be determined within future reserved matters detailed planning applications as the site is brought forward. Public Rights of Way will be upgraded and improved where appropriate and consideration will be given to upgrading routes to bridleway status to accommodate equestrian activity.

The proposed development will also provide a shared pedestrian/cycleway as part of the Cross Borough Link Road (CBLR), connecting the A582 Penwortham Way with The Cawsey. The design of these facilities will be addressed through a detailed Cross Borough Link Road planning application by the developer.

A shared pedestrian/cycleway is to be provided along the northern/eastern side of the A582 Penwortham Way as part of the forthcoming Penwortham Way dualling scheme, currently being progressed by LCC. This pedestrian / cycleway will link into the site at the proposed site access and the proposed TOUCAN crossing across the site access arm of the junction.

In order to facilitate bus accessibility, it is considered that a bus service will be able to access the site from Penwortham Way and Leyland Road to connect the site with Preston, South Ribble and Chorley.

The CBLR parameters will be designed to provide a carriageway width sufficient for two-way bus access. Discussions are underway with LCC and local bus operators to establish the potential for diverting a service or providing a new bus service to serve the site. This additional bus provision will ensure that virtually all of the site will be within 400 metres, or 5 minutes' walk, of a bus route to accord with the targets in national guidance. Routing arrangements will be discussed and agreed with LCC and local bus operators as discussions progress.

The site is also accessible by rail with Lostock Hall railway station located within an approximate 20-minute walk of the site. The station offers one service per hour to destinations including Preston, Blackburn, Burnley, Nelson and Colne.

Quiet Lanes

Quiet Lanes are minor rural roads, typically C or unclassified routes, which have been designated by local highway authorities to pay special attention to the needs of walkers, cyclists, horse riders and other vulnerable road users, and to offer protection from speeding traffic. Cars are not banned from Quiet Lanes and their use is shared by all road users. Measures such as lower speed limits and discrete road signs aim to encourage drivers to slow down and be considerate to more vulnerable users who can in turn use and enjoy country lanes in greater safety, with less threat from speeding traffic.

Quiet Lanes have been successfully implemented across the country with the first schemes being located in Norfolk and Kent. The Campaign for the Protection of Rural England (CPRE) published guidance on Quiet Lanes in 2003. This pre-dates the regulations on Quiet Lanes which was published by the Department for Transport in 2006. The CPRE guidance states that Quiet Lanes are a positive way of:

- Providing a chance for people to walk, cycle and horse ride in a safer environment;
- Widening transport choice; and
- Protecting the character and tranquillity of country lanes.

The existing lanes on the site, namely, Bee Lane, Flag Lane, Lords Lane and Moss Lane are ideal to be given Quiet Lane status to ensure that they retain their rural character and that they can encourage new residents within The Lanes development to walk, cycle and horse ride along them without being constrained by any material levels of development generated traffic.

One of the benefits of implementing the Quiet Lanes as part of The Lanes development is that alternative vehicular routes are proposed as part of the wider Lanes development which will assist in encouraging lower vehicular traffic flows on the prospective Quiet Lanes and in turn increasing, and segregating where possible, the flow of pedestrian, cyclists and horse riders along these routes. Consideration of various measures to help deliver the aims of Quiet Lanes will be considered in conjunction with LCC as part of future planning applications, however, appropriate measures could include the following minor and strategic interventions.

Minor interventions:

- varying verge maintenance;
- soft landscaping;
- removal of road signs;
- street lighting provision;
- road surface treatments; and
- lowering speed limits.

Strategic interventions:

- The truncation/closure of existing lanes with conversion to pedestrian/cycle/ bridleway access only. This could be achieved via physical means or through Traffic Regulation Orders;
- Access only and other traffic management arrangements; and
- The adoption of one-way operation along the lanes.

These strategic measures would be subject to suitable alternative vehicular routes being provided to serve existing properties and an appropriate phased approach. The strategic measures would be particularly important in preventing rat running on the proposed quiet lanes and, as such, the proposed internal site layout will seek to accommodate these strategic measures wherever possible. Consideration will also be given to the phasing of the proposals in relation to the implementation of quiet lanes to ensure the safe and efficient operation of the lanes in accordance with CPRE and DfT design guidance.

Traditional traffic calming measures, such as, speed cushions, humps and high visibility signs are less likely to be appropriate due to the rural nature of the roads, however, all measures will be considered in conjunction with LCC to inform the delivery of the Quiet Lane initiative on the site. The implementation of Quiet Lanes within the site would be achievable and provide substantial benefits for the local community and ensure that the existing lanes are used appropriately and will connect to the proposed pedestrian and cycle infrastructure to ensure that the site is as sustainable as possible.

3.0 Planning Policy Context

This section describes the local planning policy relevant to the site and also the Preston, South Ribble and Lancashire City Deal. The principle of a residential led mixed use development at the site has been established by SRBC through the adoption of the South Ribble Local Plan in July 2015. In accordance with the South Ribble Local Plan, the majority of the site is allocated as a Major Site for Development with the remainder designated as Safeguarded Land for Future Development.

The Development Plan

The Development Plan for the site comprises:

- The Central Lancashire Core Strategy (adopted in July 2012);
- The adopted South Ribble Local Plan 2012-2026 (adopted in July 2015); and
- The Penwortham Neighbourhood Plan 2016-2026

Central Lancashire Core Strategy

The Central Lancashire Core Strategy was adopted in July 2012 and sets out the Central Lancashire authorities spatial planning proposals for the combined area of Preston, South Ribble and Chorley. The purpose of the Core Strategy is to set the overall strategic direction for planning in the area over the period 2010 to 2026.

The Core Strategy plans to deliver 22,200 new homes (net) during the Plan period. Strategic Sites and Locations were identified as being central to the achievement of the Core Strategy.

Land South of Penwortham and North of Farrington was identified as a Strategic Location in the Core Strategy. The Strategic Location was identified because it is of strategic significance by virtue of its ability to significantly contribute to South Ribble's infrastructure and housing requirements. The Core Strategy identified that the area could contribute between 1,200 and 2,000 dwellings and that the South Ribble Local Plan would identify the extent of land to be brought forward within the Strategic Location.

South Ribble Local Plan

The South Ribble Local Plan was adopted in July 2015 and covers the period 2012 – 2026. The Local Plan sets out the vision for the Borough and the Council's interpretation of the Central Lancashire Core Strategy including development management policies.

The majority of the site is allocated as a Major Site for Development by Policy C1 in the Local Plan. The sites allocated area is shown as site 'EE' on the Local Plan Policies Map. The southern portion of the site is designated as Safeguarded Land for Future Development by Local Plan Policy G3. The safeguarded land is shown as site 'S2' on the Local Plan Policies Map. The areas of the two land parcels (allocated and safeguarded) are broken down as follows:

- Site EE – 78.25 Hectares
- Site S2 – 21.53 Hectares

Policy C1

Local Plan Policy C1 states that:

"Planning permission will only be granted for the development of the Pickering's 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 Pickering's Farm site which includes the safeguarded land to Coote Lane as shown on the Policies Map, and make provision for a range of land uses to include residential, employment and commercial uses, Green Infrastructure and community facilities;*
- a phasing and infrastructure delivery schedule;*
- an agreed programme of implementation in accordance with the Masterplan and agreed design code."*

The Masterplan proposes the comprehensive development of the site. It covers both the area allocated for Major Development and the safeguarded land to Coote Lane.

Policy D1

Local Plan Policy D1 identifies the allocation of housing land. The sites listed in Policy D1 are allocated for residential development and related infrastructure which is to be delivered through CIL and / or developer contributions.

The housing land allocated in Policy D1 equates to a total of 6,576 dwellings over the Plan period. The part of the site allocated for Major Development (site EE) is estimated to deliver 1,350 homes. In addition, the safeguarded land is estimated to deliver in the region of 650 homes.

Policy A2

Policy A2 of the Local Plan relates to the CBLR (Development Link Road) and states that:

"Land will be protected from physical development for the delivery of the Cross Borough Link Road. The Cross Borough Link Road comprises:

- A road to be constructed from Carwood Road to The Cawsey, as shown on the Policies Map.*
- A road to be constructed through the major development site at Pickering's Farm as shown diagrammatically on the Policies Map."*

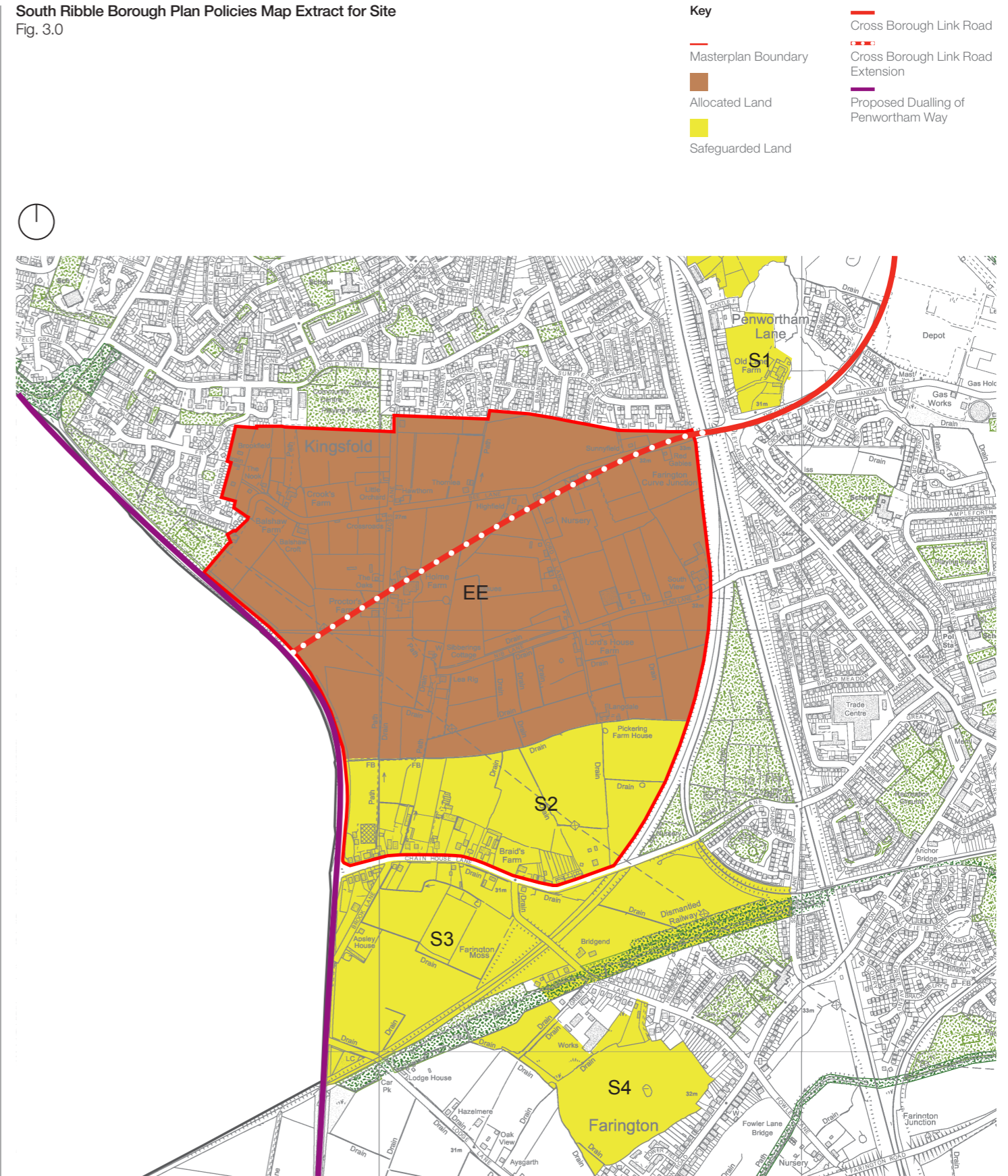
This Masterplan addresses the requirement of part (b) of Policy A2 as it provides for the provision of the CBLR extension which will run from west to east as shown on the Local Plan Policies Map.

Safeguarded Land parcel 'S2' forms the southern part of the Masterplan area. Additional Safeguarded Land parcels S3 and S4 are located outside of the Masterplan area to the south of the site. The Developers have given consideration to these future development parcels and have taken steps to ensure that the Masterplan will facilitate the future development of parcels S3 and S4 at the appropriate time.

Other Relevant Local Plan Policies

All other relevant Local Plan policies which future planning applications at the site will be assessed against are set out at Appendix 1.

South Ribble Borough Plan Policies Map Extract for Site Fig. 3.0



3.0 Planning Policy Context

Penwortham Neighbourhood Plan (2016-2026)

The Penwortham Neighbourhood Plan ("PNP") defines the community's vision and aspirations for the town of Penwortham and future development and growth. The PNP acknowledges that the South Ribble Local Plan allocates the site for a residential led development, subject to the preparation of an agreed Masterplan, including phasing and infrastructure delivery and a programme of implementation.

As the site is the largest site within the Neighbourhood Plan area, the PNP contains a number of policies relating to the site, most notably:

- Policy 2 (Requirements for New Large Scale Residential Development) states that: *"the phases of development on the large allocations for residential development should be either relatively small in scale or broken up into smaller parcels (50-150 dwellings), each phase or parcel with its own individual design and place characteristics."*
- Policy 3 (Range of Residential Property) specifies a requirement for single storey properties for use by older people. In Penwortham Single storey properties will be provided across the site in the form of apartments, which will have lift access
- Policy 4 (Types of Residential Property) states that: *"in addition to the requirements of Policy 7 of the Central Lancashire Core Strategy, new residential developments in Penwortham, in complying with Policy 3, should provide 10% of the affordable housing, as required by Policy 7 of the Central Lancashire Core Strategy, to be specifically for occupation by older people; and 10% of each development as single storey property suitable for use by older people."*
- Policy 6 (New Sporting Facilities) states that: *"the Town Council will, in working through the Masterplan preparation for the Pickerings Farm site, seek to locate the new sporting facilities adjacent to the existing Community Centre."*
- Policy 8 (Penwortham Cycle and Walking Route), which states that: *"Penwortham Town Council, working with Lancashire County Council, South Ribble Borough Council, the developers of Pickerings Farm and local groups will protect from any form of development that would prejudice the delivery of, a dedicated circular route for cyclists and walkers."*

City Deal

City Deal is a national initiative introduced by the Government as a way of targeting economic growth in key cities across the country. The Preston, South Ribble and Lancashire City Deal was agreed and signed in September 2013.

The City Deal Partners are the Lancashire Enterprise Partnership ("LEP"), Central Government, LCC, SRBC, Preston City Council and Homes England. The City Deal is a ten-year infrastructure delivery programme. It is funded through local and national private and public sector resources. The private sector contributes through Community Infrastructure Levy ("CIL") and other developer contributions. The public sector contributes through a number of ways including retaining the value uplift from land sales by Homes England.

The City Deal will generate more than 20,000 new private sector jobs; nearly £1 billion growth in Gross Value Added; 17,420 new homes; and £2.3 billion in leveraged commercial investment. The City Deal will see investment pumped into South Ribble, resulting in new roads, better public transport, improved public spaces and reduced congestion. Required infrastructure to support population growth, such as new schools and health centres, will also be provided. A City Deal Infrastructure Delivery Programme and City Deal Investment Fund have been established by the City Deal Partners which together are worth £450m over the lifetime of the Deal.

Central Lancashire Highways and Transport Masterplan (CLHTM)

The CLHTM represents LCC's priorities for future investment in highways and transport across central Lancashire and the start of a delivery programme for the next 13 years which will see new road space built, public transport prioritised along key corridors into Preston and between Leyland and Chorley, and public realm improvements in city, town and local centres.

Four major road schemes are presented in the CLHTM, to be delivered in the period to 2026. Two of these roads have direct relevance to the site due to their proximity and connection to the site.

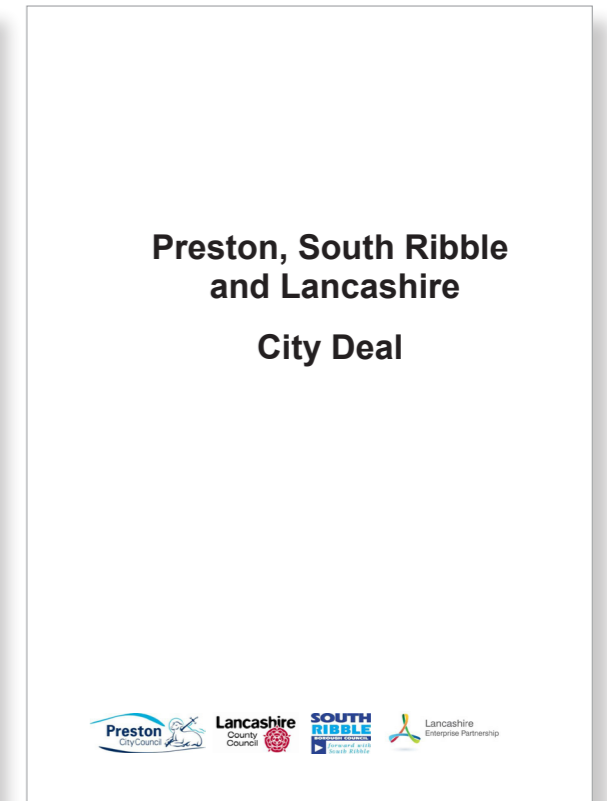
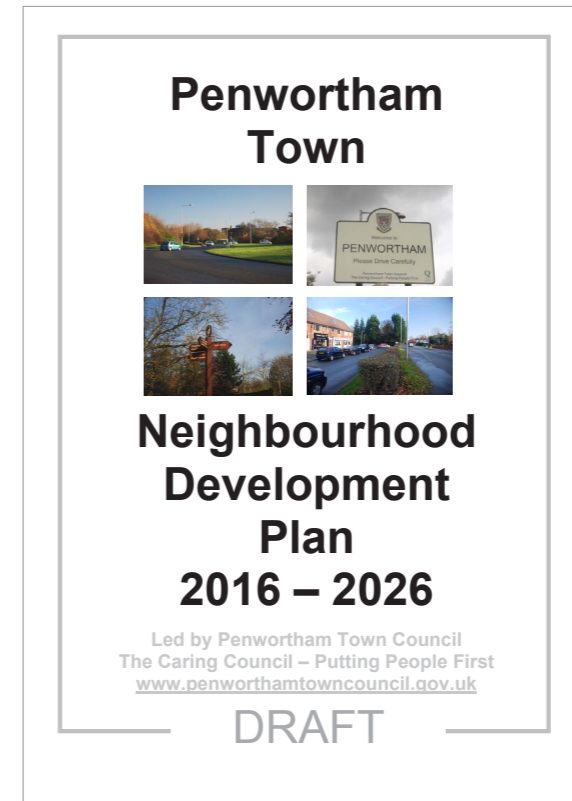
The CLHTM refers to the upgrading of the A582 South Ribble Western Distributor and the B5253 Flensburg Way to improve capacity between Moss Side, Cuerden and Preston City Centre, and support delivery of housing along this corridor and the completion of Penwortham bypass between the Broad Oak roundabout and Howick Cross as being two of four key infrastructure schemes to improve highway capacity.

The two relevant schemes are detailed below:

- 1) A582 South Ribble Western Distributor (Including the Penwortham Way Dualling Scheme) - Upgrading the A582 to a dual carriageway along its full length between Cuerden and Preston city centre and the B5253 south to Longmeanygate; and
- 2) Completion of Penwortham Bypass - The completion of the Penwortham Bypass between the Broad Oak roundabout and Howick Cross

The CLHTM also sets out a network of eight public transport priority corridors that will link Preston, Leyland and Chorley to the main housing and employment areas. Coupled with proposed rail improvements, this will mean that there is a comprehensive public transport network of the highest standard. The network will include the route from Moss Side near Leyland to Cuerden, Lostock Hall and Lower Penwortham, passing the site to reach Preston city centre.

The cost of the transport infrastructure which will be delivered by 2026 under the CLHTM is estimated at £275 million, with various sources of public and private funding, including City Deal funding, identified to support it.



4.1 Engagement & Consultation

To prepare the Masterplan, the Developers carried out extensive consultation on both the vision for the site and draft Masterplan document. Full detail of the consultation undertaken and the feedback received can be found within the accompanying Statement of Community Involvement prepared by Lexington, which should be read in conjunction with this Masterplan.

Visioning Consultation

Engagement & Consultation

This visioning consultation was a community led process, which provided local residents, and key stakeholders with the opportunity to input their views and aspirations for the new neighbourhood, including opportunities to embrace new technologies, deliver jobs and establish new community services and facilities.

Consultation with South Ribble Borough Council

Prior to commencing the main consultation exercise with local residents and key stakeholders, the Developers held two 'Steering Group' meetings on 12 March and 14 May 2018, which were attended by representatives from SRBC and LCC. The purpose of these meetings was to discuss and agree the format and content of the Masterplan, the inclusion of various social and physical infrastructure elements and the Developers' strategy and timescales for bringing development at the site forwards.

Following the Steering Group meetings, further feedback was received from LCC Education Officers with regards to local educational needs. This feedback established the need for a new two form entry primary school on the site and this is incorporated into the Masterplan as a key social infrastructure requirement.

Consultation with Lancashire County Council

In addition to LCC's attendance at the various Steering Group meetings, a formal pre-application meeting with LCC was held on 25 July and a subsequent meeting with LCC and Cllr. Iddon was held on the 6 September. Further liaison has been undertaken with key LCC Officers to inform the evolving Masterplan process. LCC were instrumental in the internal highway layout shown on the Masterplan and provided input into key highways elements such as road hierarchy, which has been agreed in principle, and the design and trajectory of the main vehicular route through the site.

Consultation with Key Stakeholders

The Visioning consultation ran for a period of five weeks between Tuesday, 26 June and Friday, 20 July and included two Public Exhibitions held on Tuesday, 10 July and Friday, 13 July. A series of focus meetings with residents and landowners, Officers and Members at SRBC and LCC and other stakeholders including Penwortham Town Council also took place during the consultation exercise. A website was also created.

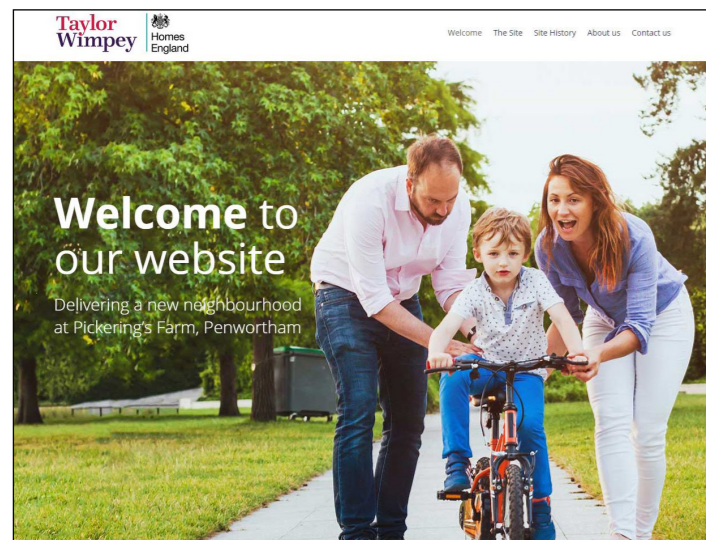
A summary of the activities undertaken during this visioning consultation is provided below:

- An initial meeting with Councillor Cliff Hughes, the Cabinet Member for Strategic Planning, Housing and Economic Growth, took place on Tuesday, 19 June to provide a briefing on the Masterplan process and vision consultation exercise ahead of the launch of the consultation;
- Residents living within the site's boundaries were advised of the consultation ahead of the launch via a written letter and door knocking exercise on Monday, 25 June;
- Leaflets advertising the visioning consultation were distributed to approximately 6,500 residents and businesses on Tuesday, 26 June;
- Key political stakeholders, including SRBC Ward Members, Cabinet Members, MP and Penwortham Town Council were informed of the consultation via letters on Tuesday, 26 June;
- A press release was issued and published in the Lancashire Evening Post and on Blog Preston on Tuesday, 26 June advising of the launch of the consultation. SRBC also published news of the consultation on its website;
- A project website detailing information about the consultation, alongside ways to provide feedback as part of the visioning exercise, was launched by the Developers and advertised within the consultation leaflet, letters to stakeholders, press release and on social media channels;
- A dedicated Facebook page was established detailing information about the consultation, including links to the project website. Facebook adverts were also launched to those living within 3km of the site, resulting in over 25,000 views.
- Two public exhibitions were held on Tuesday, 10 July and Friday 13 July at Kingsfold Methodist Church and Leyland Market respectively, providing an opportunity for local people to view and comment on the Masterplan vision, as well as speak to members of the development team that were on hand;

- A game of 'MasterCraft' was launched on social media, with 10 pieces of a giant puzzle hidden around the community and a further 10 pieces deposited into local schools. The aim of the game was for the community to return all 20 pieces to complete the puzzle during the exhibition scheduled in Penwortham.

- A Community Information Line and dedicated email address was established to deal with any enquiries relating to the scheme and to meet requests for further information;

- A further four meetings were held with local political representatives. The week before the launch of the consultation on Friday, 6 June, the development team met with Cabinet Members and ward representatives to discuss their thoughts on the vision for the site and the forthcoming consultation. Ahead of the Penwortham exhibition, the development team also met with representatives from Penwortham Town Council on Tuesday, 10 July. On Friday, 10 August, a further meeting was held with ward representatives and with a Member of the Town Council. These meetings were complemented by two focused masterplanning sessions and two Steering Group meetings, as detailed within the 'Further Engagement' heading.



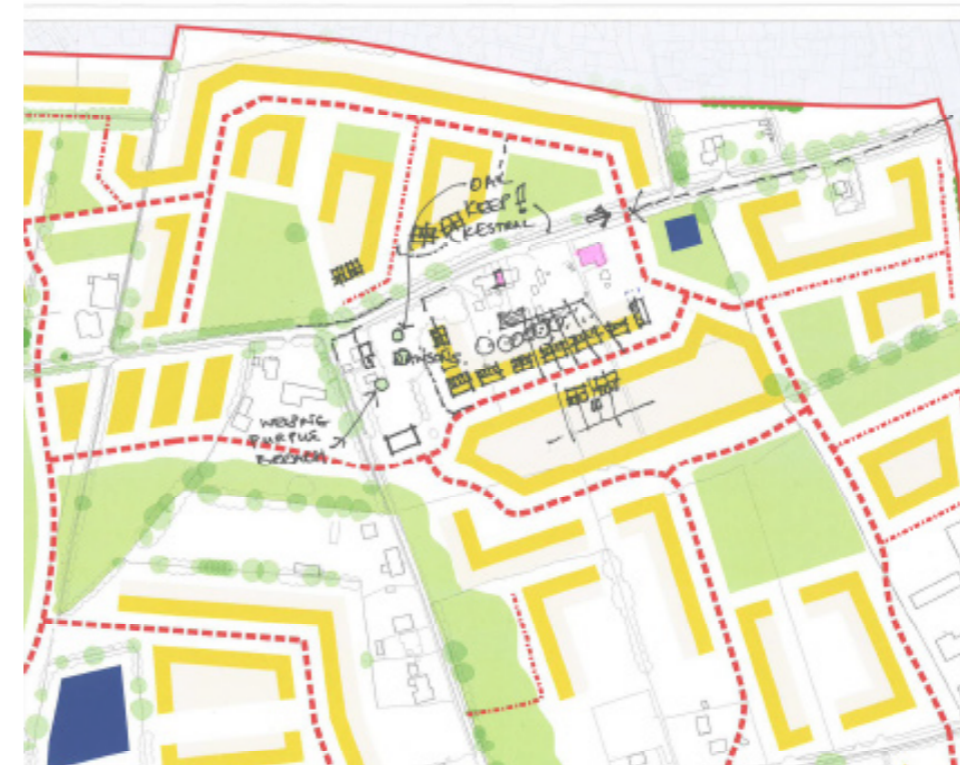
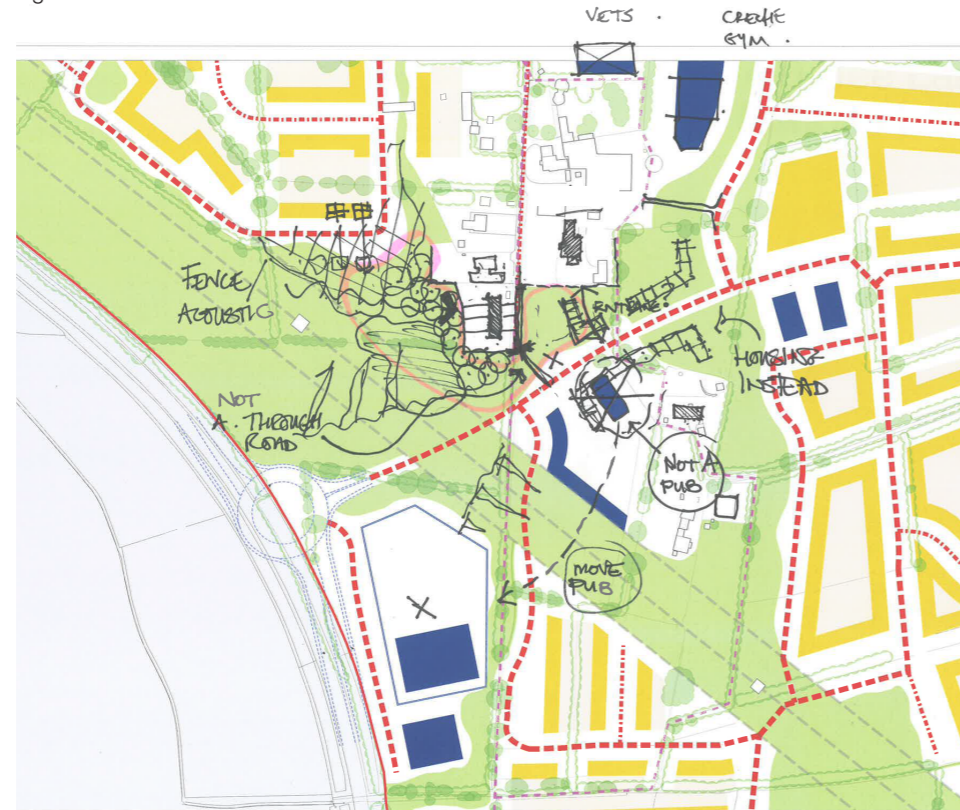
4.1 Engagement & Consultation

Further Engagement

Following the end of the formal consultation, the development team held two further successful drop in masterplanning sessions in August 2018 for those living within the site's boundaries. During these sessions, residents were engaged to understand their thoughts on an initial draft version of the Masterplan which had been developed since the main visioning consultation, specifically focussing on the area around their homes. During these conversations, the Masterplan was amended, where possible, to consider resident's ambitions, including in relation to the position of the allotments. The Developers have also held a series of one to one sessions with residents of the site to establish the most effective way of integrating their properties into the development.

Further conversations were held with political stakeholders in the form of two Steering Group meetings held on 21 August and 10 September. These meetings were attended by between 10 – 20 stakeholders from Penwortham Town Council, Members and officers from SRBC and LCC. During these meetings, matters discussed included the access to and from the site.

Masterplan Sketches developed with residents at the Community Consultation event on 14th August 2018
Fig. 4.0



Feedback Received

The Statement of Community Consultation prepared by Lexington and submitted to SRBC provides detail of the feedback received from specific organisations and local residents on the Visioning Consultation.

A feedback form allowing local people and stakeholders to comment on the vision for the site was provided throughout the consultation period. This was provided on the dedicated project website and available on hand during the public exhibitions. In total, 53 individuals made submissions during the consultation. The main concerns of residents focussed on the following three key topic areas:

- i) Existing traffic and road capacity issues in the locality and the ability of the highway network to accommodate any new development at the site;
- ii) The loss of green open space at the site, which is utilised by local residents; and
- iii) The lack of local services and social infrastructure to service new development on the site, in particular food store and doctor's surgery and educational facility capacity.

Other feedback received from the local community during the community consultation focussed on:

- Residents were asked to detail the community services they would like to see delivered on site, with a school the most popular response; 22 people indicated they would like to see this.
- Respondents also indicated that cycling routes and walking routes should be established, alongside a local park and opportunities to support wildlife.
- Respondents also detailed their ambitions to see solar panels, opportunities for renewable energy and car charging points on site.
- Allotments were further cited as a desirable asset for the new community.
- With regards to transport and access, respondents indicated a desire to see the local bus service connect to the site to provide public transport facilities for the new residents.
- The need for the Cross Borough Link Road extension was also referenced by respondents, who suggested that this road should be accessed from Penwortham Way.
- Regarding the types of homes that will be delivered, 11 respondents stated that the homes delivered should be high quality.
- The delivery of housing which includes office space and homes suitable for the elderly, was also raised by respondents.
- Respondents were also asked about the types of jobs that should be created on site, with the majority – 21 individuals – indicating a desire to see new shops delivered on site, creating related jobs.

4.2 Draft Masterplan Consultation

Engagement & Consultation

Following a review of the feedback received to the visioning consultation, a second round of consultation on the draft Masterplan took place between November 2018 and January 2019.

Exhibition in January 2019 at South Ribble Borough Council



Consultation with Key Stakeholders and Local Residents

The draft Masterplan was submitted to SRBC in September 2018, following which it was endorsed for further consultation by Planning Committee in November 2018. This further consultation exercise took place from 9 November 2018 – 4 January 2019.

The activity undertaken during this consultation included a further two public exhibitions, which took place on at the Penwortham Community Centre on Tuesday 20 November and Tuesday 27 November. A total of approximately 200 attendees visited one of the events, including Borough, County and Town Council representatives.

A summary of activities undertaken during the draft Masterplan consultation is included below:

- A leaflet was issued on Friday 9 November to the same 6,500 residents notified of the first round visioning consultation. A letter was also issued to residents living within the site to ensure they were fully aware of the consultation on the draft Masterplan;
- The draft Masterplan document was made available in a number of civic locations, including the Civic Centre in Leyland, Kingsfold Library and Lostock Hall Library. A dedicated page was also established on South Ribble Borough Council's website, displaying key information about the proposals and opportunities to provide feedback;
- The project website was updated to include information about the draft Masterplan, several technical studies undertaken to inform the draft Masterplan and ways to provide feedback on the proposals;
- A press release was issued to the Lancashire Evening Post and Blog Preston regarding the consultation, whilst the Community Information Line and dedicated email address remained open for local people to get in touch and provide their feedback.

Further Engagement

Two Steering Group meetings also took place in January 2019, the first on Thursday 17 January and the second on Thursday 24 January. A key topic of conversation during these meetings was the CBLR Extension and its role as a key transport network both internally to the development and externally within the Borough. In response to feedback raised during these meetings, the CBLR Extension was straightened and widened.

Two further meetings took place with Officers from SRBC and LCC on 31 January and 5 February. The key areas discussed included the alignment of the CBLR, vehicular access onto Penwortham Way and Bee Lane, pedestrian and cycling accesses to the north, the location of the primary school and local centre and open space provision.

A final meeting was held on 4 July 2019 to discuss the feedback from the Workshop held in May 2019. During this meeting SRBC and the Developers discussed the key changes to be made to the draft Masterplan following their discussions with technical consultees.

Following the submission of the Masterplan to SRBC on 29 March 2019, SRBC held a Workshop with technical statutory consultees in May 2019, following which feedback on the Masterplan was provided to the Developers by SRBC. This feedback has been addressed and where possible and the changes requested have been made within the final version of the Masterplan.

Feedback Received

The Statement of Community Consultation prepared by Lexington and submitted to SRBC provides detail of the feedback received from technical consultees, specific organisations and local residents on the draft Masterplan.

A total of 150 individuals provided direct feedback to this round of consultation, either via email, letter or by filling out a feedback form available on the project website or at one of the exhibitions.

Of the 150 respondents, 69 suggested that they did recognise a need for new homes in South Ribble, whilst a further 66 suggested they did not. Despite the majority recognising a need for new homes in the area, approximately 75% did not agree that new homes should be delivered on sites allocated within South Ribble Council's Local Plan.

With regards to the need for new homes in the area, starter homes and affordable homes were identified the most frequently, with 49 individuals each referencing the need for these properties locally.

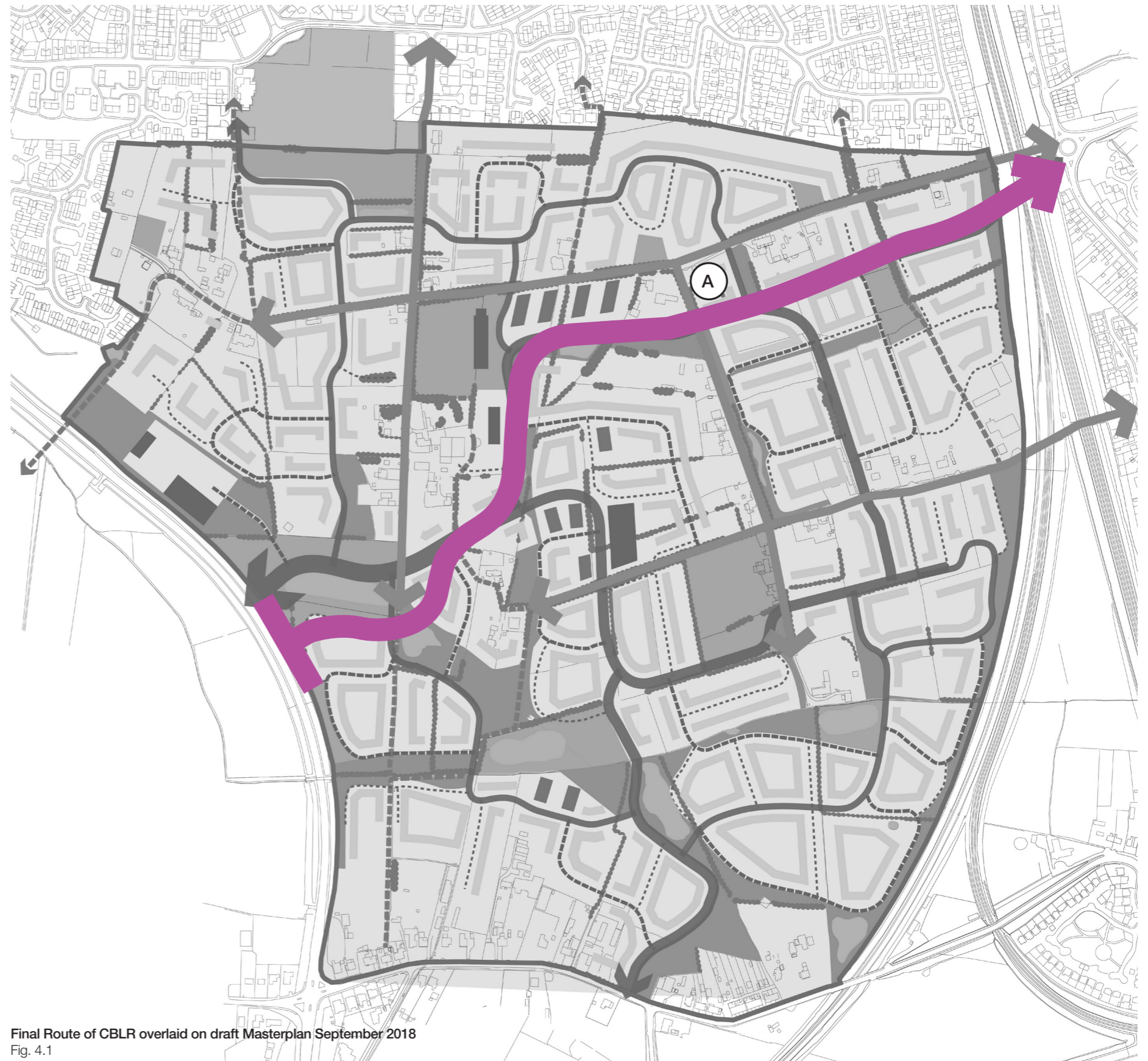
Other feedback to the consultation included:

- A majority of respondents supported the delivery of a new primary school;
- Respondents identified a need for new health facility and food shops;
- The response to the proposed transport strategy and access points was mixed, with traffic the most frequently raised concern; and
- Support for the site's sustainable features, including walkways, cycle routes, bridleways and green spaces.

Taylor Wimpey and Homes England would like to thank everyone that has taken part in both rounds of the consultation for this Masterplan. The feedback received has helped Taylor Wimpey and Homes England establish the blueprint for a new neighbourhood that South Ribble can be proud of. Both Taylor Wimpey and Homes England look forward to working with the local community as the plans progress further.

4.3 Development of the Masterplan

As a result of the consultation process, a number of revisions and developments have been included; these take into account both public opinion and the further technical work undertaken since the start of the process. The main changes are summarised on the next three pages.



Insert A: Cross Borough Link Road

The highway network has been improved in consultation with SRBC and LCC. The main through route has been straightened and become less tortuous to allow a better connection from west to east. The progressive development of this route can be seen in the diagram below.

Detailed tree surveys have identified the quality of the various trees across the site. The CBLR route has also been adapted to assist in retaining Category A trees where possible, and subject to site levels.

The adjacent diagram shows the new direct route superimposed on the previously consulted upon Draft Masterplan from September 2018.

Final Route of CBLR overlaid on draft Masterplan September 2018
Fig. 4.1

Amendments to Draft Masterplan Submitted September 2018

Insert B: Removal of commercial frontage

In the draft Masterplan a space along the frontage of Penwortham Way was reserved for future commercial development. This has now been removed from the scheme. This area will now be used for SUDS and Swales as shown on the Masterplan.

Insert C: School Location

The school in the Draft Masterplan was shown in a similar position but as a single form entry school on a smaller site.

The final location on the Masterplan is in the same location but larger and capable of accommodating a two form primary school. It is well positioned between the new Local Centre and the existing greenspaces in Kingsfold. It is well located on both the CBLR and adjacent to the Quiet Lanes and public footpaths to encourage active lifestyles.

Insert C: Distribution of Apartments

In the draft Masterplan, a small number of large apartment clusters were shown. This did not allow for a phased release of apartments. The Masterplan now seeks to distribute a larger number of smaller apartment blocks across the whole site, allowing a smaller number of apartments to come forwards as part of each phase of development. The school has expanded onto the site previously occupied by the apartment blocks.

Insert D : Access from Penwortham Way

The final location of the main western access has been carefully considered from a technical and ecological point of view. The entrance to the development off Penwortham Way has been moved approximately 50m as a result of this. This allows the natural hedge features to dominate the vista approaching the new development and reduces the impact of the pylons at the entrance and on the approach to the development.

Insert E: No through road to Chain House Lane.

In order to reduce traffic onto Chain House Lane, the vehicle links between the allocated and safeguarded land off Chain House Lane have been replaced by pedestrian and cycle routes. This will result in a smaller number of dwellings (up-to 250 dwellings) being accessed off Chain House Lane once this part of the site is developed.



Elements of Masterplan overlaid on draft Masterplan September 2018
Fig. 4.2

Amendments to Draft Masterplan Submitted September 2018

Surface Water Drainage

As part of the technical studies, and through discussions at the public consultation events, careful consideration of the surface water drainage has led to a solution of swales to be implemented across the site. A number of catchment areas have been determined, and the quantity and location of these have been integrated into the Masterplan. This has led to the changes in Insert F and G.

Insert F: Surface Water Storage

The area to the north of the masterplan has been reviewed, and development has been removed from a wider area to allow a dedicated areas for surface water storage. As a result the likelihood of instances of surface water flooding will be addressed.

Insert G: Removal of development to the frontage onto Penwortham Way

The area directly to the east of Penwortham Way and to the South of the new entrance has been reviewed. Development has been removed from this area, and Sustainable Urban Drainage systems (SUDS) introduced. SUDS have also been introduced in a number of other areas.

Insert H : Location of Local Centre and the Village Green

The commercial units for the Local Centre have moved onto the CBLR to give maximum commercial viability. Clear visibility back to Penwortham Way has been included.

A clear strong walking route has been provided to the central green space; the central green space is located off a primary road.

The proposed Village Green space to the south of Nib Lane was not well connected to the proposed Local Centre. As the character of the Local Centre has developed and the detail of the local facilities to be provided has evolved, the green space has moved further to the north west. This will allow for better walking connections between this great space and the heart of the development.

Insert J: Straightening of the CBLR

This areas shows further straightening of the link road to ensure a clear flow across the Masterplan.



Elements of Masterplan overlaid on draft Masterplan September 2018
Fig. 4.3

5.0 Vision for the Site

This Masterplan sets out a vision for a new place rooted in the existing context. This new neighbourhood must be a well connected place that encourages activity. It needs to be both a place to settle down for now, and a place for the next generation.

A new place rooted in the existing context:

The Masterplan proposes the creation of a new neighbourhood based on the existing woven fabric; the complex arrangement of lanes and footpaths, dominated by hedgerows and interspersed with existing buildings and dwellings give the Masterplan a rich starting point. The transformation of the area within the Masterplan boundary could provide a range of Character Areas, connected by a new network of well-defined streets and public spaces. These areas of formal and informal greenspaces could be located to ensure clear biodiversity corridors as well as pedestrian and cycle routes. Extending the existing recreational space adjacent to Kingsfold Community Centre and linking this through green corridors to new public green spaces across the site could help provide intuitive linkages through the masterplan area.

Using the existing landscape framework, the Masterplan could deliver a variety of open spaces providing a broad range of uses for existing and future residents.

Formal amenity space could be sited to provide a positive setting to community facilities and at key gateways to the scheme. As such a key community 'village green' could be delivered in the heart of the site accessed from a primary road. Further key amenity space could be proposed in connection with Kingsfold playing fields. To ensure easy access to local provision further amenity green spaces could be provided at locations within the Masterplan; linking to wider semi-natural green space associated with the sustainable drainage network and key sustainable links across Penwortham Way to the wider landscape.

Equipped play provision could be provided in association with these amenity green spaces to ensure accessibility and walking distance standards are met.

A number of potential locations could also be identified for allotments, which could provide provision for existing residents of the Kingsfold and Chainhouse Lane area to provide new provision within the core of the new neighbourhood.

Additional 'connective' internal greenspace could be provided within the Masterplan area, associated with the key amenity spaces and principal movement corridors as well as Public Rights of Way and hedgerows, with the express intention of delivering a continuous, coherent, green and mature landscape setting for development at the earliest opportunity. User provision within these greenspaces may include informal uses such as natural play, dog walking, nature watching, community woodland and off-road cycling. These greenspaces could also naturally align with the sustainable drainage vision for the site, to create the opportunity for the delivery of ecological features including swales, wetlands and ponds.

All internal green and amenity space could be located to be easily accessible through the sustainable movement network. Biocorridors, largely consistent with the green space provision, could also be integrated into the Masterplan. This is so that existing biodiversity can be maintained and enhanced with opportunities for movement of species within and through the site.

A place to settle down, a place for the future:

The vision for the site is to provide a new place with all the ingredients needed to create a sustainable community. The residential led development could include a full range of quality homes, intended as somewhere to settle down and somewhere for the future. The health and well-being of both the existing and new residents is central to the masterplanning and decision making process. Part of this sustainable community also needs to cater for our aging population. The Developers are designing a place for now and for the long term. This place must be future proofed for generations to come. There is an opportunity here to integrate digital and Smart Technology, thus ensuring that there is suitable space to create small home offices within these homes.



5.0 Vision for the Site

A new neighbourhood:

Proposals for the new urban fabric takes inspiration from the Garden Village Principles. Well defined public and private spaces could allow the community to have a sense of identity and character. A range of new community facilities and services could provide vital connection points to thread together the development and bring social cohesion. There needs to be places for the community to come together on site, with new community uses, a new school, the existing active dairy and new allotments. A local centre including retail facilities could provide a focused centre to the development. The development could also forge strong connections outside the red line, engaging with other local centres and services, as well as with the local farming community.



A well connected place:

The Masterplan gives opportunity to develop a well connected neighbourhood. Using the existing lanes and footpaths, it is possible to create a range of green spaces providing a wealth of different environments. Both new more formal parkland and informal areas for supporting an abundance of wildlife can be integrated into the Masterplan. This green infrastructure must also be well connected to the surrounding areas.



A place that encourages activity:

The Masterplan layout is based on Active Design Principles. It needs to be easier to walk, cycle or use public transport to get to where you need to be. The Masterplan puts an emphasis on turning the existing lanes into sustainable pedestrian friendly routes; new cars and buses will be discouraged from using the existing lanes. The green spaces and routes could encourage the growth of a community to stay fit and active. Outdoor gyms could be available for all in a few locations.



Garden Village Principles

As part of the vision outlined on this page, the Masterplan seeks to incorporate a number of the principles of Garden Villages. As set out in the Town and Country Planning Association's Guide 'Understanding Garden Villages: An introductory Guide, the following aspects have been considered:

Small in scale: The heart of the development establishes the new identity 'The Lanes'; Garden villages are defined as between 1,500 and 10,000 homes; this development is at the smaller end of the definition.

Planned for Healthy Living: This principle is achieved by encouraging walking and cycling and using Active Design principles. These are embedded in the Masterplan, re-using existing footpaths and developing the school and local centre at the heart of the Masterplan.

Provision for a vibrant social life: There will need to be a long term artistic and cultural strategy to help achieve this, but in the first instance the Masterplan includes for community provision to enable this.

Designed with High Quality Materials and attention to detail: A separate Design Code has been prepared by The Developers which addresses material and design detail across the Masterplan area.

Provision of services for day-to-day needs within walking distance: The Masterplan sets out play spaces a local centre and primary school at appropriate walking distances. Dialogue has also been ongoing relating to the community provision to deliver some health care facility access supported by the local existing GP provision.



6.0 Access and Movement

This section presents the access and movement strategy for the site. It is based on detailed consultation with SRBC and LCC.

Penwortham Way

Penwortham Way is proposed to be improved from its current single lane in each direction to a formal two lane dual-carriageway. Should LCC propose to widen the road to the east it will encroach slightly into the site which will be reflected in the Masterplan. Planning consent for the dualling of Penwortham Way will be sought by LCC in 2020. The planning application will include a formal Transport Assessment that will consider the impact of the dualling scheme on the operation and safety of the local highway network. This is illustrated in fig 6.0.

Any future development within the Masterplan boundary will clearly need to ensure that the proposals will not prejudice the Penwortham Way dualling scheme. Discussions between LCC and the Developers will continue to ensure that the delivery of the site's new access and dualling are seamless.

Site Access

The design and location of the main vehicular site access from Penwortham Way has been discussed and agreed in principle with LCC. This junction will be signal controlled to allow:

- (a) formal pedestrian crossing facilities at this location; and
- (b) allow LCC more control of the traffic flow along the carriageway as the junctions to the north and south are also signal controlled.

Two initial access options have been developed as detailed below:

- **Proposed Site Access Arrangement (Single Lane)** – consisting of a signal-controlled T-junction with right-turn lane for traffic accessing the site from the south and TOUCAN crossing across the site access approach arm. This option ties into the existing Penwortham Way carriageway alignment and width.
- **Proposed Site Access Arrangement (Dualled Approach)** – consisting of a signal-controlled T-junction with right-turn lane for traffic accessing the site from the south and TOUCAN crossing across the site access approach arm. This option ties into LCC's proposed Penwortham Way dualling scheme alignment and width. This is shown in fig 6.1.

Additional accesses to the site will be provided via Bee Lane (to the northeast), Flag Lane (to the east) and Coote Lane (to the safeguarded land to the south). The accesses from Flag Lane and Coote Lane may provide limited access to the overall site for general traffic, acting primarily as limited-use residential access roads, cycling and pedestrian access. This strategy will be managed on site through careful consideration of measures that will control traffic flow throughout the site and in particular on 'the lanes'.

Two options, proposing a short and long term vision for the access point at Bee Lane have been developed:

- **Bee Lane short-term option** – this option will be informed by the Transport Assessment submitted in support of the Developers' outline planning application for the site and is shown in figure 6.2. Discussions in relation to the point of access are ongoing with LCC, however, a range of improvements to the Bee Lane bridge will be considered, including:
 - Consideration of controlled single lane operation of the bridge crossing;
 - Provision / improvements to pedestrian facilities over the bridge; and
 - One-way operation of lanes.
- **Bee Lane long term option** – in the long term, the Masterplan allows for the future provision of a new a bridge across the West Coast Mainline (WCML) to connect with the B5254 Leyland Road corridor and The Cawsey. This is shown in figure 6.3. The delivery of the new bridge is a key aspiration of SRBC and would require third party land to deliver.

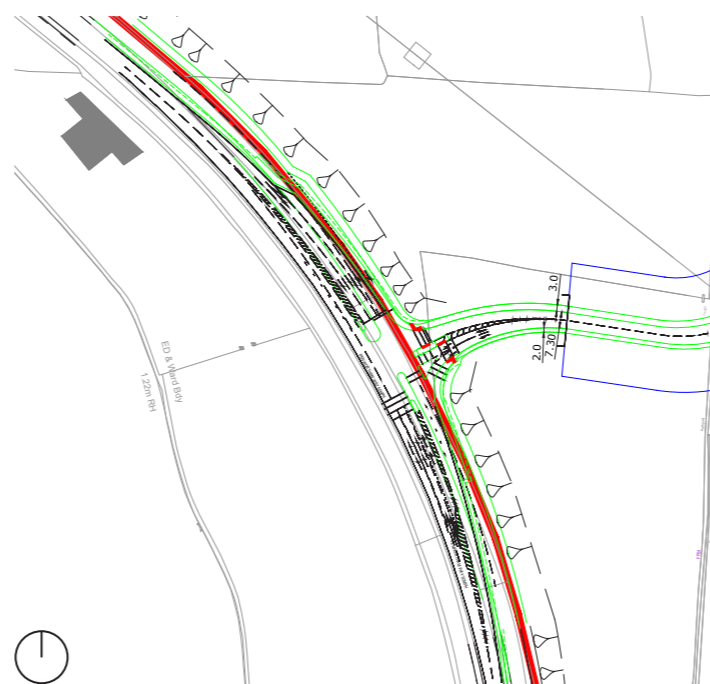
The inclusion of a short and long-term option for Bee Lane demonstrates that the Masterplan will not prejudice the completion of a new WCML bridge. Consultation with SRBC and LCC on the alignment of the CBLR extension will continue to ensure that it will not preclude connection to cross the WCML in the longer term.

The vehicular route between Penwortham Way and Bee Lane will be phased throughout the wider development and consultation with SRBC and LCC on the site access options will continue as part of the developer planning application process.

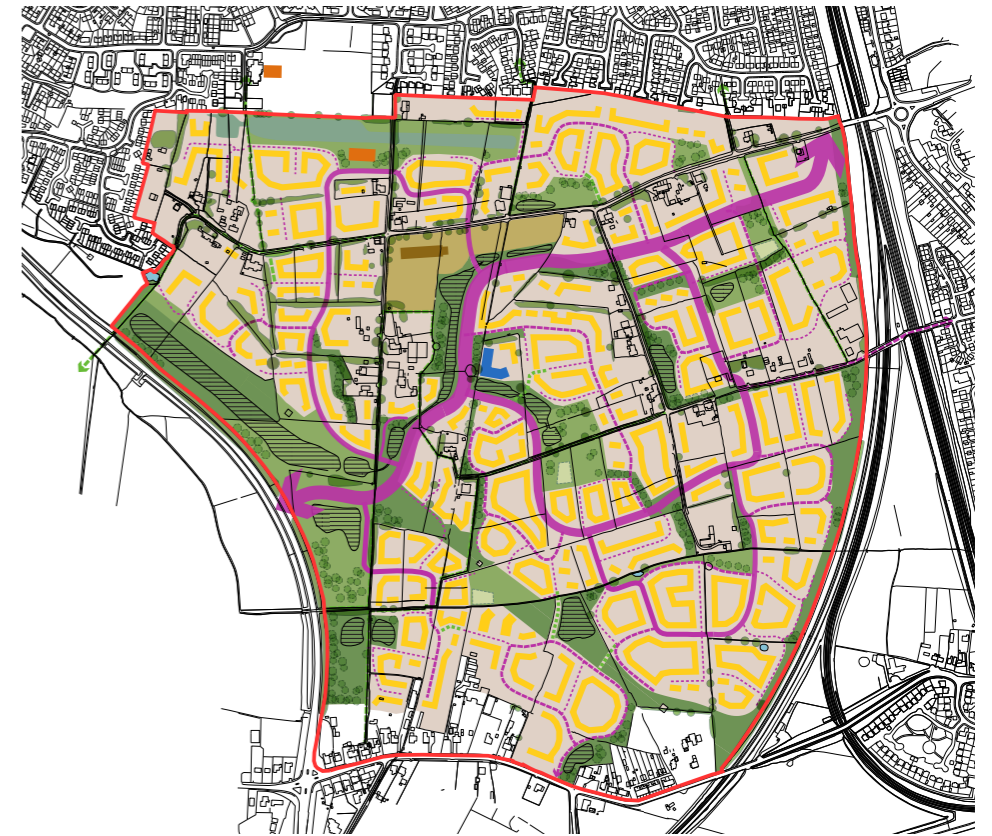
LCC Proposals for the Dualling of Penwortham Way
Fig. 6.0



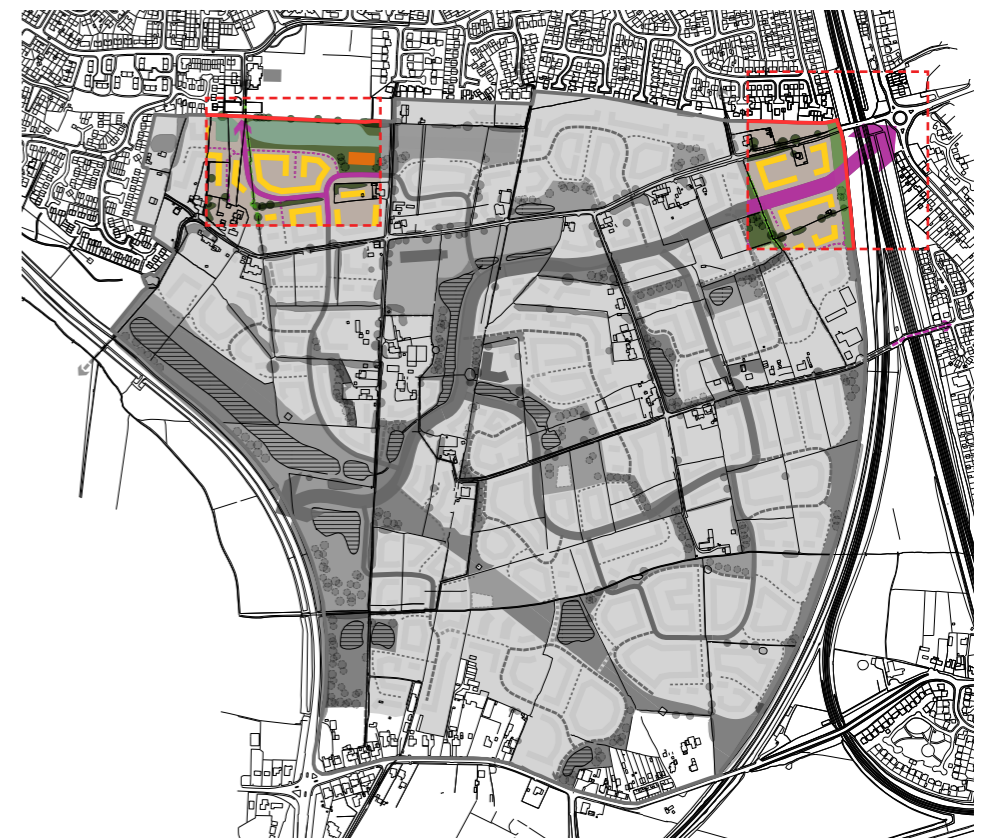
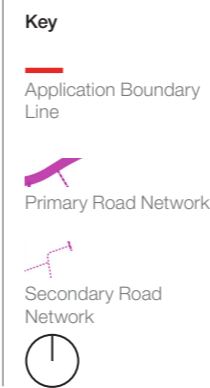
Principal Access for Penwortham Way – With Dualling
Fig. 6.1



The Proposed Road Network - Short Term
Fig. 6.2



The Proposed Road Network - Long Term variations highlighted
Fig. 6.3



6.0 Access and Movement

Pedestrian and Cycle Access

The site is highly accessible by foot and by bicycle. The main point of pedestrian and cycle access will be from the proposed vehicular access points, however, the proposals ensure that the site is permeable in numerous directions to maintain and promote better pedestrian and cycle linkages to the wider area.

The Sustainable Movement Plan provides an illustration of the numerous pedestrian and cycle routes both into, out of and through the Masterplan area. The proposed 'quiet lanes', as described earlier in this chapter, will be very lightly trafficked and will provide an attractive and direct network of pedestrian, cycle and bridle routes throughout the site to ensure permeability as well as direct connections to various 'day to day' amenities within the vicinity of the site. These connect well with the already established footpaths and cycle networks adjacent to the site.

The details of any amendments to the 'Quiet Lanes' or any other new and dedicated pedestrian or cycle access will be the subject of discussions with LCC at the time of the Developers' planning application.

Inclusive Access

The Masterplan will ensure that the site can be inclusively accessed. The design of the vehicular, pedestrian and cycle access points will be designed to ensure that access for all can be achieved. This will flow through the site in terms of pedestrian routes into, out of and through the Masterplan area.

Access to Existing Properties

Access to existing properties in private ownership will be maintained. All existing rights of access will be maintained with acceptable alternatives provided where appropriate.

Opportunities created to review, and where appropriate downgrade, existing lanes through the provision of any new access points will be considered and agreed with LCC.

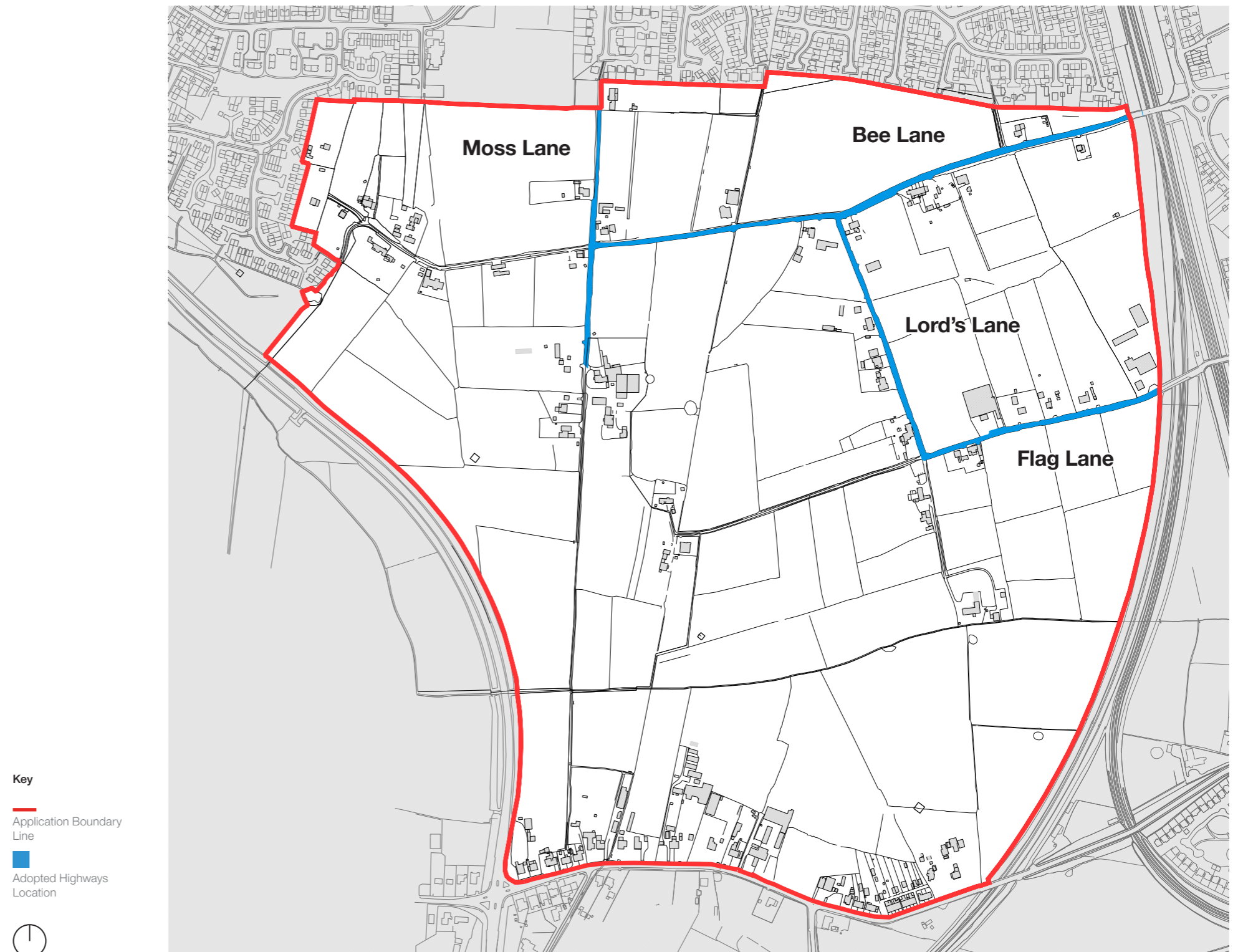
New access points will be constructed to appropriate design standards.

Internal Access

Bee Lane, Flag Lane, Nib Lane, Moss Lane and Lords Lane will be retained, unless appropriate alternative access routes are delivered, allowing for continued vehicular access to existing properties. Where possible the lanes will be converted to pedestrian and cycle priority and the rural character will be preserved, through potential 'quiet lane' status. This will create an enhanced network of pedestrian and cycle friendly routes across the site. The extent of the adopted highway within the site boundary is shown on the adjacent plan. The plan shows that Bee Lane is adopted from the Cawsey up to the intersection with Moss Lane. The section of road between Bee Lane and Flag Lane is adopted and Flag Lane is adopted from the intersection with Lords Lane up to the eastern edge of the site. Moss Lane is partially adopted from the site's northern boundary up to Holme Farm.

Adopted Highways within the Site

Fig. 6.4



6.0 Access and Movement

Street Hierarchy

The street hierarchy will comprise:

- The primary internal spine road will link the primary signalised access junction on Penwortham Way to Leyland Road. This route is aligned to discourage drivers travelling directly through the site.
- The primary access routes will have carriageway widths of between 6.5 and 7.3 metres wide.
- 2.0 metre wide footways will be provided on both sides of the primary access roads as a minimum.
- A shared or segregated footway/cycleway of 3.0m to 3.5m wide will be provided along the main spine road through the site linking Penwortham Way to Bee Lane.
- Residential access roads of 5.5 metres wide with 2.0 metre footways will be provided linking the main residential areas of the site to the proposed spine road and 4.5 metre wide private drives roads will be used for cul-de-sacs and roads serving a limited number of dwellings.
- The proposed lanes will be retained/improved and the internal layout of the site will be designed to provide a safe environment for pedestrians and cyclists with clearly defined walkways, crossing points and traffic calming features where appropriate.
- As detailed in Section 9.0 of this Masterplan, parking provision for all uses on the site will be provided in accordance with relevant Parking Standards and in agreement with LCC.

Improvements to the Local Highway Network

The proposals will ensure that the site is as accessible as possible by non-car travel modes. This will assist in reducing the reliance on the private car. However, there will be a large amount of traffic generated by the site during the traditional weekday peak periods and as such there will be some highway improvements required in the area that will improve the capacity of the local highway network. Off-site mitigation is also likely to be required. A highways modelling exercise will be undertaken and the extent of any required off-site highway works, and infrastructure contributions, will be discussed with LCC during the planning process.

Public Transport Opportunities

There are a number of opportunities to deliver public transport service improvements in the area. Wider proposals for Bus Priority on the Leyland Road corridor are under consideration by LCC.

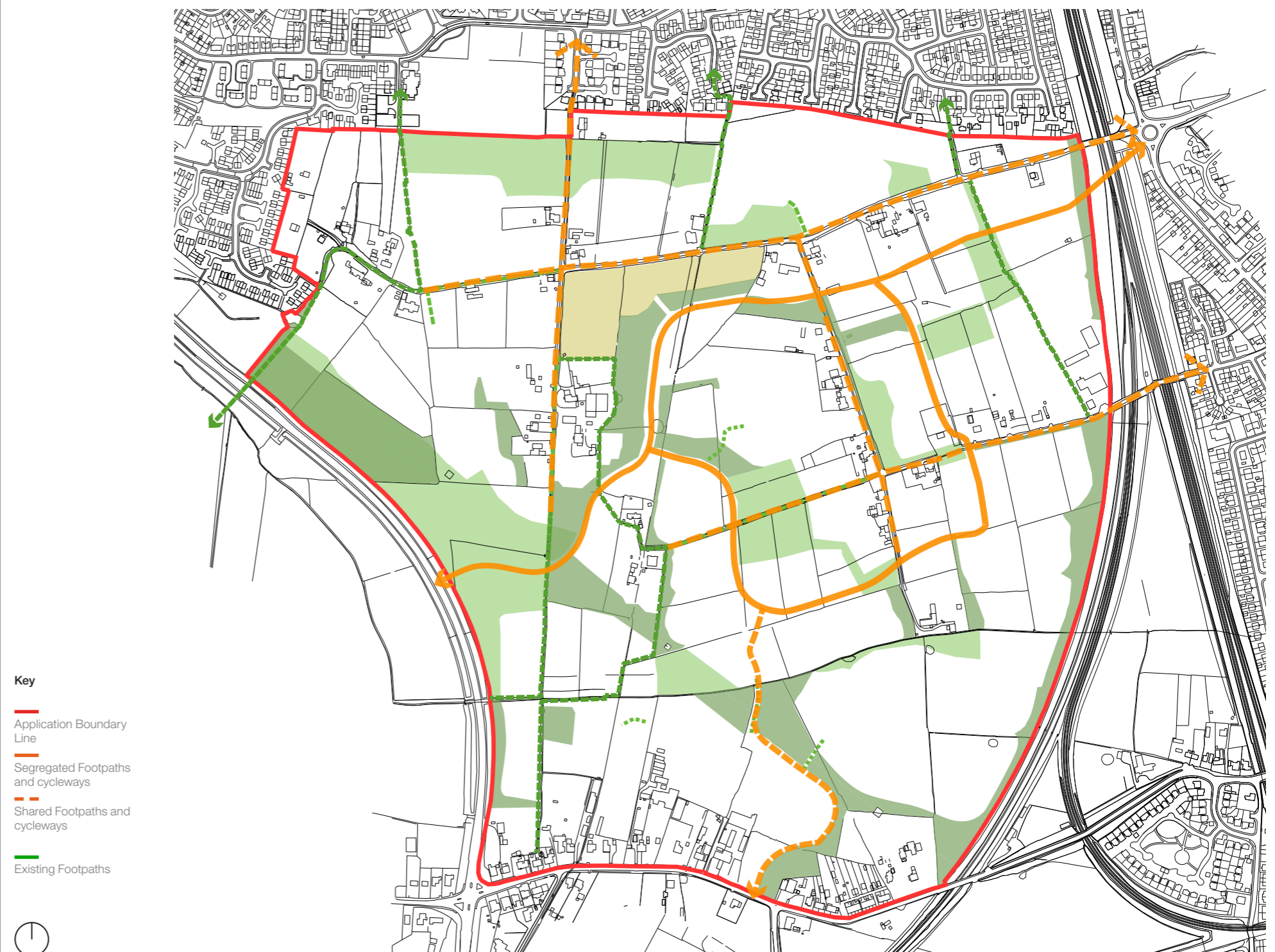
The Masterplan will allow for the potential future operation of bus services through and/or around the site and will provide high quality pedestrian linkages to ensure public transport facilities and service provision are within appropriate walking distances of properties. The primary public transport corridor is currently via Leyland Road and Coote Lane.

Discussions are underway with local bus operators to establish the potential for diverting an existing bus service to serve the site and any service improvements will seek to provide a frequent service throughout the day and also consider weekends to a range of destinations. Bus routes will be designed to take into account the phasing of the development and appropriate access to services will be provided for all land uses on the site. This will ensure that the site is directly accessible by bus and provide a bus service accessible to the vast majority of the site within a 5 minute walk.

The Developers' outline planning application will be supported by a comprehensive Transport Assessment and bespoke Travel Plan document, to ensure the most sustainable development possible at the site. The scope of these documents will be agreed with LCC.

Sustainable Movement Plan

Fig. 6.5



6.0 Access and Movement

Cross Borough Link Road Extension

The CBLR has been completed between Carrwood Road and The Cawsey. This will link up to Leyland Road to the east of the site. The CBLR extension will be a primary route through the site from Penwortham Way linking to the Cawsey to the north east. The CBLR extension will be delivered in phases from west to east across the site. A signal controlled junction is proposed on Penwortham Way, which will create a gateway into the development and will be the main vehicular access into the site. In the east, the CBLR extension will connect to the Cawsey.

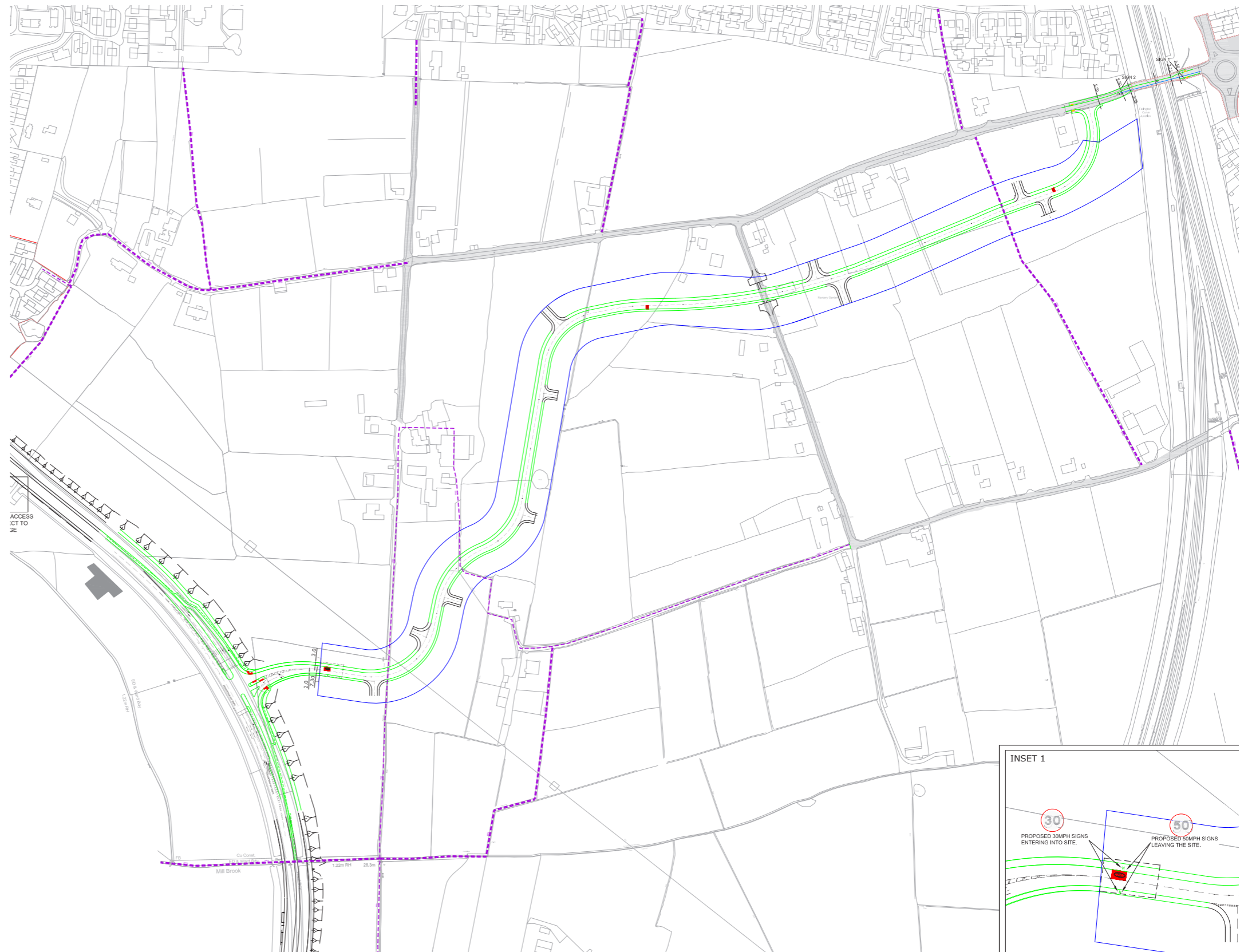
The Masterplan demonstrates that the proposals at the site will not prejudice the completion of a new bridge on the WCML. Consultation with SRBC and LCC on the alignment of the CBLR extension will continue to ensure that it will not preclude connection to cross the WCML in the longer term.

This strategy has been agreed with LCC during the various meetings and liaison described in the consultation section of this document. The main vehicular route through the site will provide a road width of between 6.5m to 7.3m with the exception of the easternmost section of Bee Lane which will remain as existing although some localised improvements are proposed on the eastern section of Bee Lane which will formalise traffic movements through this section. All of these works can be carried out within existing limits of highway adoption. Any other potential amendments to this section of Bee Lane will be the subject of the later phases of development the wider Masterplan.

The Developers will submit a full planning application for the CBLR extension connecting Penwortham Way to Leyland Road via Bee Lane. The Developers will only be able to deliver the extension of the CBLR which sits on land in their control. The adjacent plan identifies the indicative CBLR route.

Indicative CBLR Route

Fig. 6.6



7.0 Environmental and Site Considerations

This section describes the environmental considerations at the site which have been taken into account in preparing the Masterplan. A range of technical assessments of the site have been undertaken by an experienced technical team commissioned by Taylor Wimpey and Homes England. A summary of the findings of the technical assessments is presented in this section. The technical assessments conclude that once conventional mitigation measures have been implemented no constraints have been identified which preclude the future development of the site.

Ecology

Fig. 7.0

A Phase 1 Habitat Survey, Hedgerow Regulations Assessment and protected species surveys for great crested newts, badgers, water voles, birds and bats have been undertaken to identify any ecological constraints present on the site.

No evidence of great crested newts, badgers or water voles was found during the surveys and the site is considered to be unsuitable for reptiles. The hedgerows and trees on the site provide abundant nesting opportunities for local bird populations as well as foraging habitat for bats. A large number of the trees were found to contain features which could be used by roosting bats, although no evidence of roosts was found during the surveys.

Allocated area – the proposed development will seek to retain existing ecological features where possible. Where such features are to be removed to facilitate the development these will be replaced/mitigated elsewhere within the scheme wherever possible. The site will be enhanced for local wildlife through the creation of green corridors and biodiversity areas (wetland areas, wildflower meadows and woodland planting) to maintain habitat connectivity within the site and the surrounding landscape as well as native species planting and the installation of features such as bird and bat boxes.

Safeguarded area – habitat connectivity between the allocated area will be maintained and strengthened through the creation of landscaped areas to link the site and the wider landscape. The proposed development will include enhancement measures such as bat and bird boxes and native species planting.

The creation of a biodiversity corridor will complement the existing network of hedgerows and significantly enhance habitat connectivity both within the site and the wider landscape for local wildlife. The biodiversity network will include areas which are not publicly accessible to maintain their value to local wildlife. However the proposed development will also incorporate wildlife-friendly features which can be accessed and enjoyed by local residents. This may include play areas set in wildflower meadows, woodland walks and a community orchard. A biodiversity offsetting scheme will be designed to mitigate for habitat losses and enhance opportunities for local wildlife both within the site and within the Penwortham area. Together this will result in a net gain in biodiversity as a result of the development.

Within the natural and semi natural greenspace on the site, an ecology wildlife area will be created. This could include habitat areas, woodlands, educational boards, seating and footways etc. This facility will be for the use of the existing community, the new residents of the scheme and local schools.

Woodland is a scarce habitat in Lancashire. The proposed development will not result in the loss of any woodland and the landscaping scheme will incorporate several parcels of woodland planting which will provide a valuable resource for local wildlife.

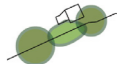
Sensitive lighting design will be implemented to minimise light spill on to retained or newly created habitats to maintain dark habitat corridors. This will be particularly beneficial to species such as bats and barn owls which have been recorded within the site.

Key

Masterplan Boundary



Species-Poor Intact Hedges



Existing Trees



7.0 Environmental and Site Considerations

Trees

Fig. 7.1

Hedgerows are considered to be the most ecologically valuable habitat on the site with over 10,000 linear metres included. A number of hedgerows have been assessed to be "important", from an ecological perspective. Where possible hedgerows will be retained by future development. The remainder of the site is considered to have low ecological value, and therefore there are significant opportunities to enhance the site for local wildlife.

Enhancement of the biodiversity of the site can be achieved through a delivery of a network of 'biocorridors' linking existing resources to new and proposed resources.

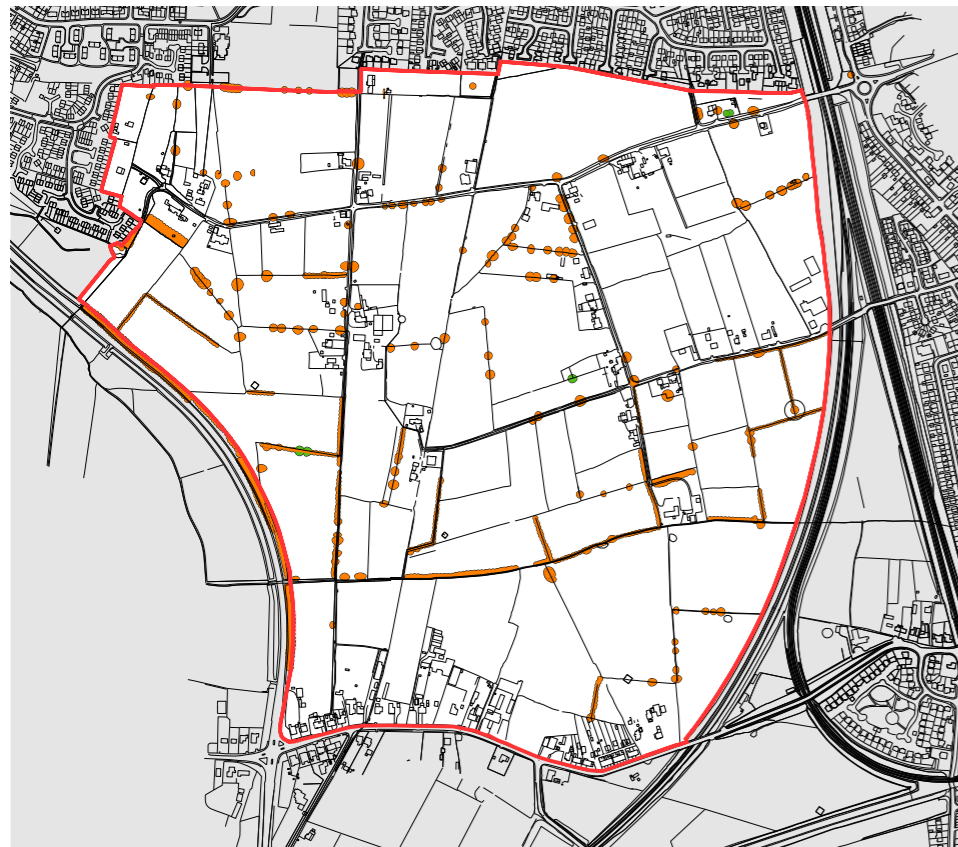
Recent dialogue with SRBC has confirmed there are no TPO's on site. The design team have considered the arboricultural character of the site as a key attribute throughout the development of the Masterplan.

Spread throughout the site are numerous trees that have been deemed of such quality that they should remain untouched within the Masterplan. These are indicated as 'Tree Type A'. These trees will have a buffer zone around their current canopy spread to allow further growth without affecting new development. Where possible 'Tree Type B' will also be retained.

An iterative design process has resulted in the retention and protection of key habitat features or like-for-like replacement within the scheme as a minimum. The development will include the planting of 1,100 new trees which will contribute towards the health and wellbeing of future residents of the site.

Key

- Masterplan Boundary
- Tree Type A
- Tree Type B



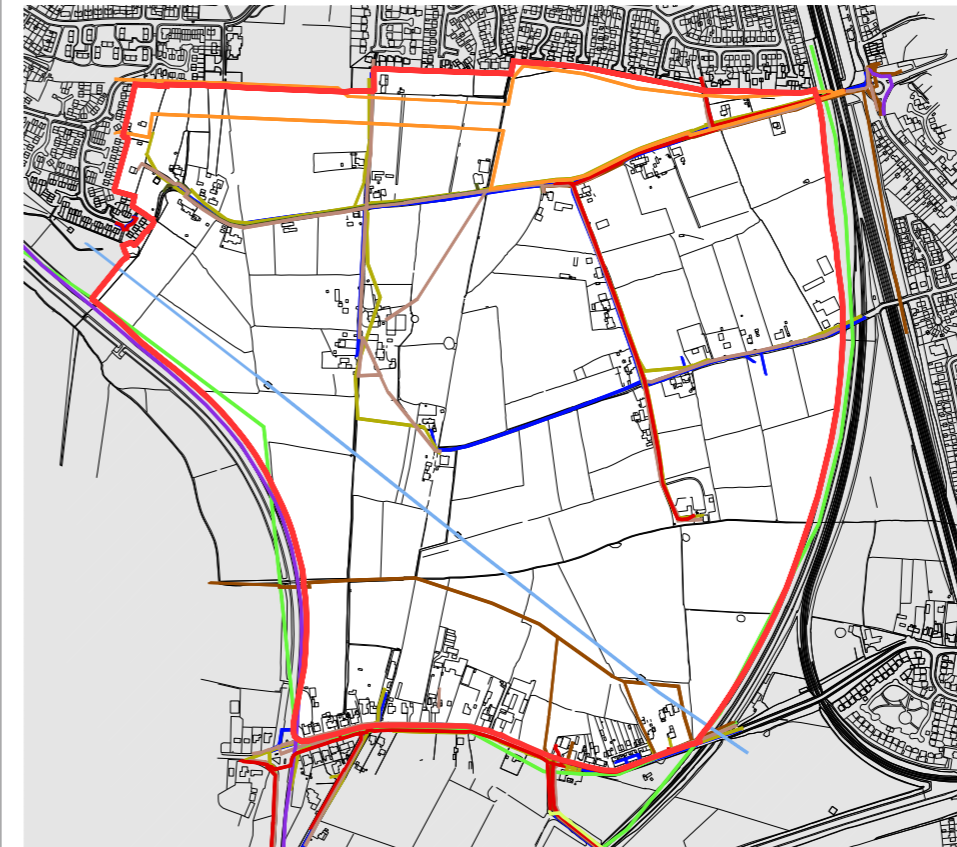
Site Wide Utilities

Fig. 7.2

Records obtained by Electricity North West, Cadent Gas, United Utilities Water, BT Openreach, Virgin Media and Centurylink have been used to inform the development of the Masterplan to ensure minimal impacts on the existing site infrastructure.

Key

- | | |
|--|--|
| — Masterplan Boundary | — Existing Electric LV |
| — Existing Water | — Existing Overhead Line |
| — BT Internet | — Virgin Media |
| — CTL Centurylink | — Gas LP Mains |
| — Existing Electric 6.6kv | — Gas IP Mains |
| — Existing Electric 11kv | — Gas MP Mains |



7.0 Environmental and Site Considerations

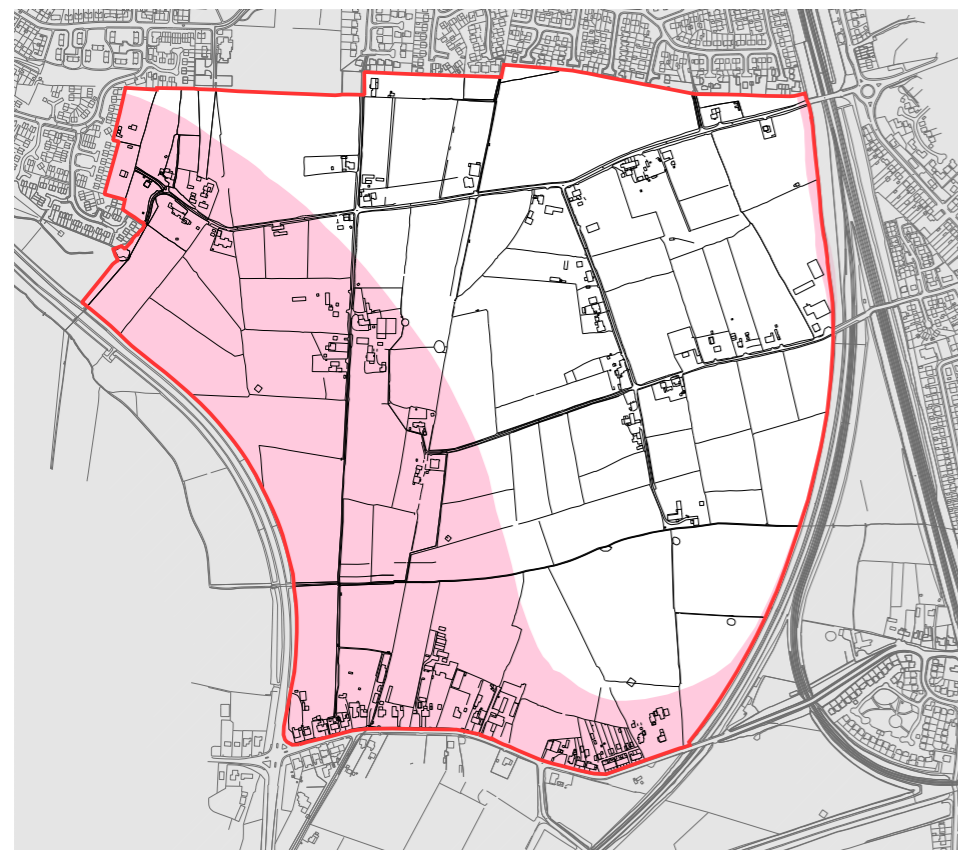
Noise Impacts prior to mitigation

Fig. 7.3

Noise modelling software has been used to predict the road and rail traffic noise levels associated with construction and operation on sensitive receptors both on and off site. Vibration sources associated with train pass-bys have also been assessed. With regards to transportation sound, it is necessary that good acoustic design is incorporated into the design for areas bordering roads, especially Penwortham Way. The diagram below shows the current impact of road noise prior to mitigation and development.

Good Acoustic Design should be followed across the site, particularly for areas closest to the roads. Private gardens will be located and orientated such that they are on the side of the dwelling away from the roads and that gaps between those dwellings facing the roads are kept to a minimum. With regards to internal noise levels, alternative ventilation for certain habitable rooms across the site is likely to be required depending on the siting of the dwellings and orientation of the rooms.

To prevent unnecessary discomfort to future residents, homes that lie within the 50 dB(A) zone post mitigation should not have all of the back gardens fronting on to Penwortham Way. This will minimise the impact of noise levels from Penwortham Way through good design and siting.



Key

- Masterplan Boundary
- > 50dB(A) prior to mitigation

Air Quality Boundary Zones

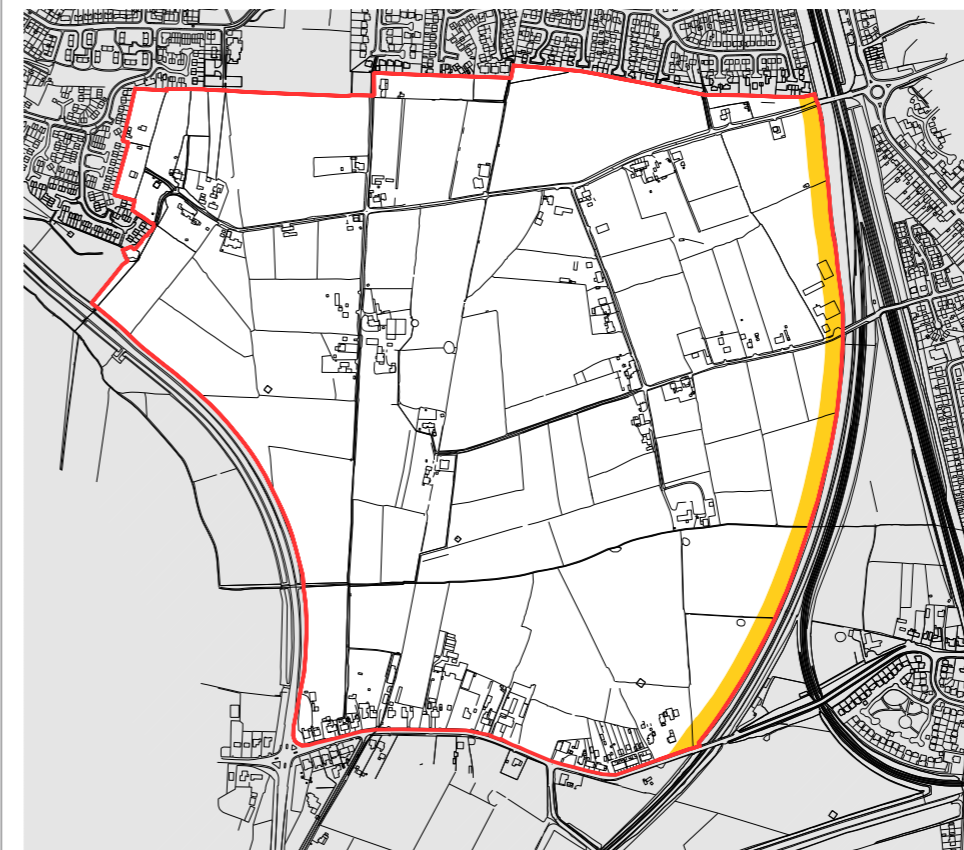
Fig. 7.4

The site is not located within an Air Quality Management Area (AQMA); the closest AQMA is located 400m to the east of the site on Leyland Road. All receptors sensitive to road vehicle exhaust emissions have been modelled including those within the AQMA in order to quantify the impact of the traffic generated by the development on receptors. The modelling has shown that the concentration of NO₂, PM10 and PM2.5 are predicted to be below all relevant quality objectives.

However as the site is located in proximity to Penwortham Way and adjacent to a railway line there is the potential for elevated pollutant levels as a result of road vehicle exhaust emissions and diesel locomotive emissions (although these levels are still below relevant air quality objectives). Providing that the proposed residential units are not located immediately adjacent to Penwortham Way and are greater than 30m away from the railway line, the future site users will not be exposed to elevated pollutant concentrations. As can be seen from the plan below, a 30m buffer zone from the railway tracks has been indicated for the purposes of air quality in line with local and national requirements. As such, air quality is not considered a constraint to future development.

Key

- Masterplan Boundary
- Railway Line Buffer Zone



7.0 Environmental and Site Considerations

Heritage and Archaeology

Fig. 7.5

Designated Heritage Assets - Five Grade II Listed Buildings are located within 1km of the site boundary, the closest being the Church of St Paul, Farrington, which is located approximately 450m to the south east. There is not considered to be any potential for adverse impacts to the heritage significance of these assets and they should not impose any constraints on the development of the site.

Non-designated Heritage Assets - Seven non-designated heritage assets are recorded within the site. One of these assets represents the site of a former pre-1848 farmstead now occupied by housing, whilst the other six represent extant pre-1848 farmsteads. These structures are not considered to impose any constraints on the development of the site.

The site is generally considered to have low potential for the presence of currently unknown significant non-agricultural archaeological remains of all periods.

In summary, the findings of the assessments which have been undertaken have provided a basis upon which the Masterplan has been developed. There have been no barriers to development identified which would preclude the site from being developed in line with planning policy requirements.

Key

- Masterplan Boundary
- Heritage Asset (not listed)



Flood Risk and Drainage

Fig. 7.6

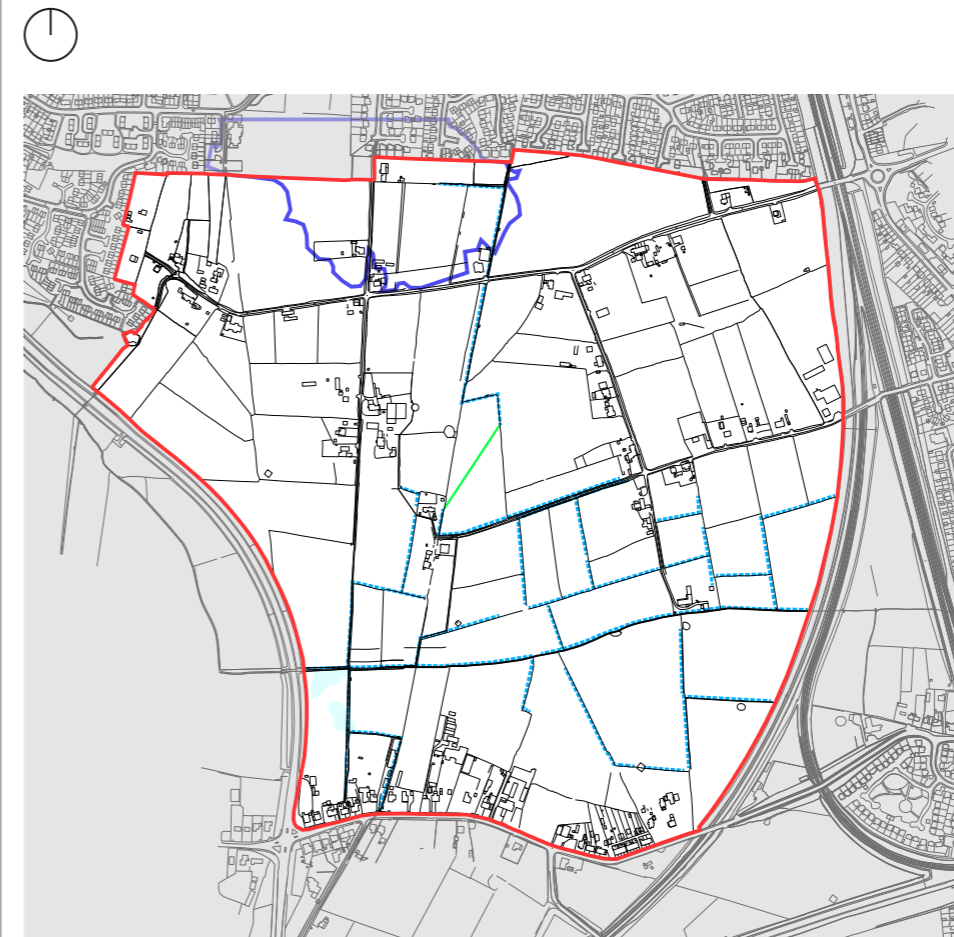
The site is in an area identified as having a 'low' probability of flooding on the Environment Agency Flood Data Map and is located in Flood Zone 1 (least risk). Mill Brook is located adjacent to the sites south-western boundary and is a tributary of the River Ribble, which itself is located approximately 1.5km north of the site. The river Lostock is located approximately 700m south east of the site beyond Farrington.

There are a number of Ordinary Watercourse features present within the site itself which generally drain to the south and east of the existing site. These are primarily open channels located along field boundaries adjacent to hedge and fence lines. Mapping also identifies sections of culvert within the site linking these open channels. It is important that where possible these surface water features are maintained within the development to ensure that existing area of the site can continue to drain as the existing regime.

It is recommended that where possible, development is directed to areas outside of the suggested pluvial flood zone. Where this is not considered practicable then further modelling should be undertaken to inform potential mitigation measures for alleviating/ managing flood risk. This should also extend to the wider watercourse network within the site.

With regards to drainage, there is limited existing drainage infrastructure present within the vicinity. Surface water runoff from the site is managed through a network of existing ordinary watercourses and limited natural infiltration. There are no foul or combined sewers present within the site boundary and the existing properties are served by Septic Tanks and Cesspits.

It is intended that surface water runoff from the site will be restricted with discharge to Mill Brook either directly or indirectly through the existing watercourses within the site or the culverted tributary to the north. Restricted rates, attenuation volumes and points of connection will be proposed once the Masterplan has been developed further. Based on anticipated ground conditions and the potential for shallow groundwater, infiltration is not considered as a suitable method of surface water disposal.



Key

- Areas of Further surface water Investigation
- Existing drainage ditches within landscape
- Culverted drainage

7.0 Environmental and Site Considerations

Ground Conditions and Topography

Fig. 7.7

The site has remained largely as undeveloped agricultural land since earliest mapping records with the exception of residential properties and light industrial activities (e.g. dairy farm and garages). Numerous drainage ditches, tertiary water courses and ponds are present across the site, including in-filled pond features.

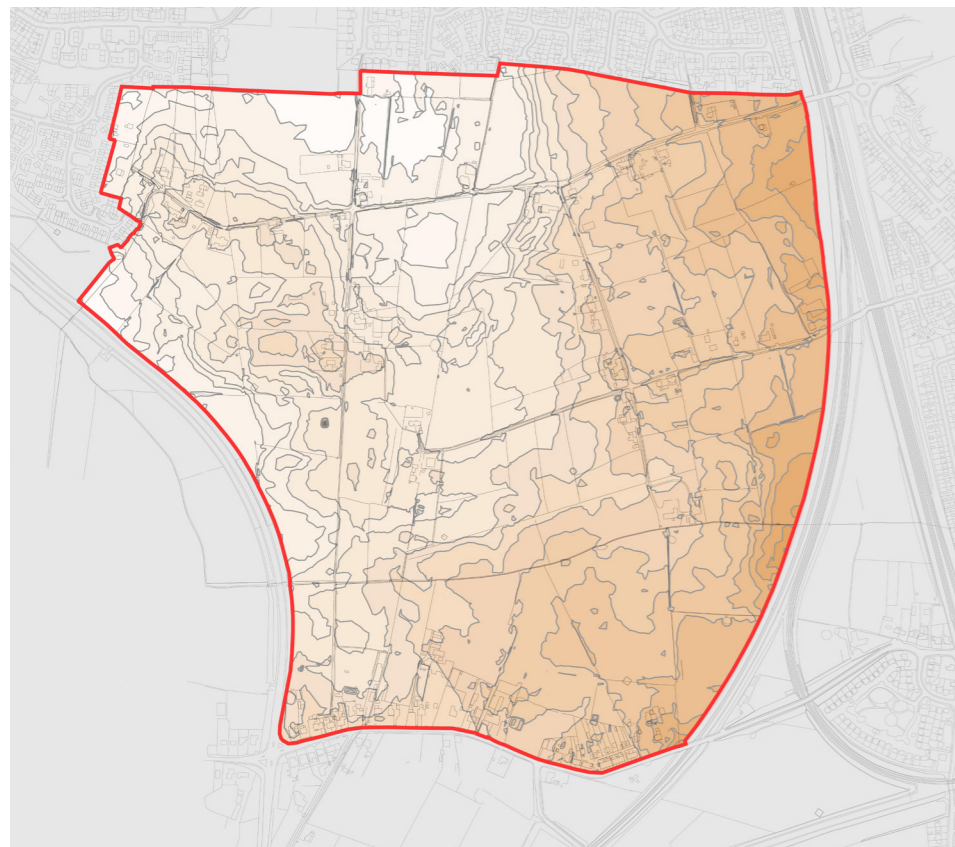
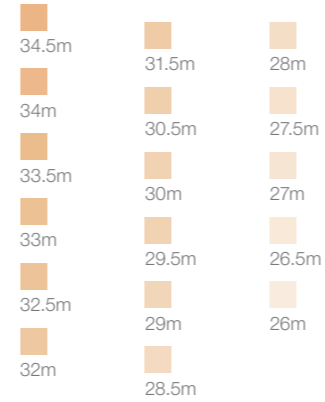
Historical borehole records (covering approximately 50% of the site footprint) indicate that ground conditions across the site comprise topsoil to depths ranging between 0.3 and 0.6 metres below ground level (mbgl) overlying generally firm to stiff (locally soft) clay to depths in excess of 6.6mbgl. It is considered that, given the strengths recorded, these clays are likely to provide a suitable founding stratum for low-rise residential houses subject to completion of a detailed site investigation.

Topographically, the site is relatively flat with occasional areas of undulation including one mounded area of note in a field on the western portion of the site and it is unlikely that bulk earthworks will be required for the creation of development platforms.

It is considered that site features encountered during the site walkover and findings from the desk-based study would not preclude the site's future development.

Key

Masterplan Boundary



Pylon Corridor

Fig. 7.8

Overhead Electricity Pylon's pass through the site creating a corridor constraint. Due to restrictions for development underneath the pylons, green spaces will be incorporated to help break up and minimise the visual impact of the pylons. The Masterplan ensures that neither new homes nor gardens are proposed directly under the power lines, and that a set off in line with good practice is observed. This Pylon Corridor will be utilised in a variety of ways, with formal, informal and Sustainable Urban Drainage elements. The corridor also provides opportunity for a linear biodiversity corridor.

The design team has expressly sought to integrate the constraints associated with the pylon corridor seamlessly into the future vision for the site. A mosaic of greenspace provision, both formal and informal, combined with movement corridors (including Public Rights of Way) and existing landscape features such as hedgerows will enable development to be positively 'set' within the Masterplan regardless of the proximity of the corridor. This approach also ensures the corridor is properly integrated into the Vision diminishing visual impact or potential blight associated with it.

Key

Masterplan Boundary

Electricity Pylon Zone

Pylon Location



7.0 Environmental and Site Considerations

Landscape Resource

Extensive landscaping and green infrastructure will be provided across the site having regard to the key landscape issues and design drivers and the requirements of the Central Lancashire Open Space and Playing Pitch Supplementary Planning Document adopted in May 2014.

There are opportunities to deliver extensive green infrastructure across the Masterplan. The green infrastructure will have differing forms, functions and uses and will be connected by the extensive network of green links across the site. Discussions with SRBC will continue on the type and extent of green infrastructure which will be provided. On site green infrastructure provision could include amenity green space, equipped play areas, natural / semi natural open space, playing fields and allotment provision. Through discussions with SRBC and Penwortham Town Council, the Masterplan will create connections for bio-diversity to the existing open space off Kingsfold Drive.

The key landscape issues and design influences across the site have been identified as follows:

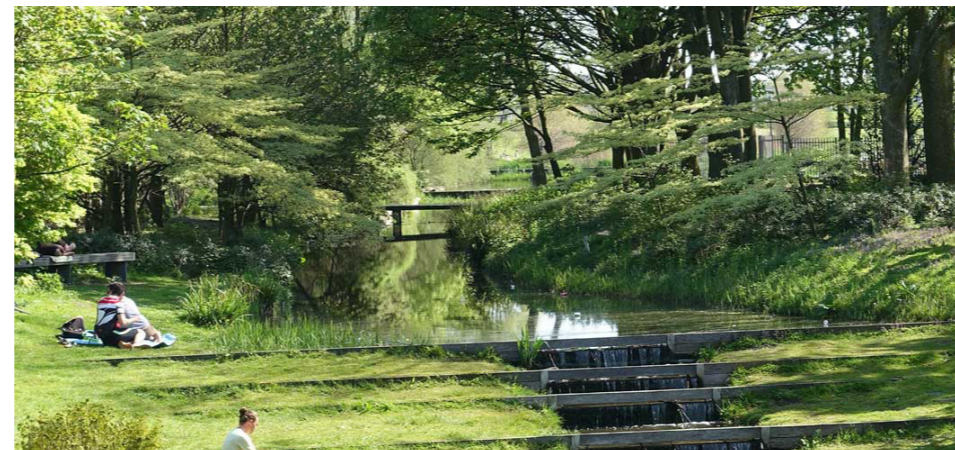
- The strong character of the lanes on the site (Moss Lane, Bee Lane, Nibb Lane and Lords Lane) which are widely used by existing communities for both circular routes within the existing neighbourhood of Kingsfold and for inter-settlement journeys, for example to Lostock Hall;
- The importance of the western boundary of the site and its interface with the wider Ribble Valley landscape, and Green Belt, to the west of Penwortham Way;
- The significant challenge of the high voltage pylon corridor across the site and the potential for a range of landscape typologies for the positive integration of this feature within future development parcels; and
- The prevalence of straight line landscape forms and patterns in the landscape, and the potential to shape new, appropriate development within this established landscape pattern.

The Masterplan will respond to these issues and development will be successfully integrated into the existing site context, providing opportunities for landscape enhancement and creation, as well as retention of key existing features, including:

- The retention of the key lanes as Quiet lanes and sustainable movement routes, both connecting key locations within the Masterplan area and providing wider connectivity with the broader communities of Middleforth, Lostock Hall and Leyland;
- The retention and integration of hedgerow boundaries within public realm and open spaces to reinforce a sense of place as well as integrate ecological corridors within the structure of the development and connections with the wider landscape to the west as well as local linkages, for example Penwortham Way and Kingsfold public open space;

- The shaping of public open space within the development to optimise liveability within the public realm, for example microclimate and accessibility; and
- The retention and potential expansion of wet ditches on site with a view to the development of an on-site, integrated water management system.

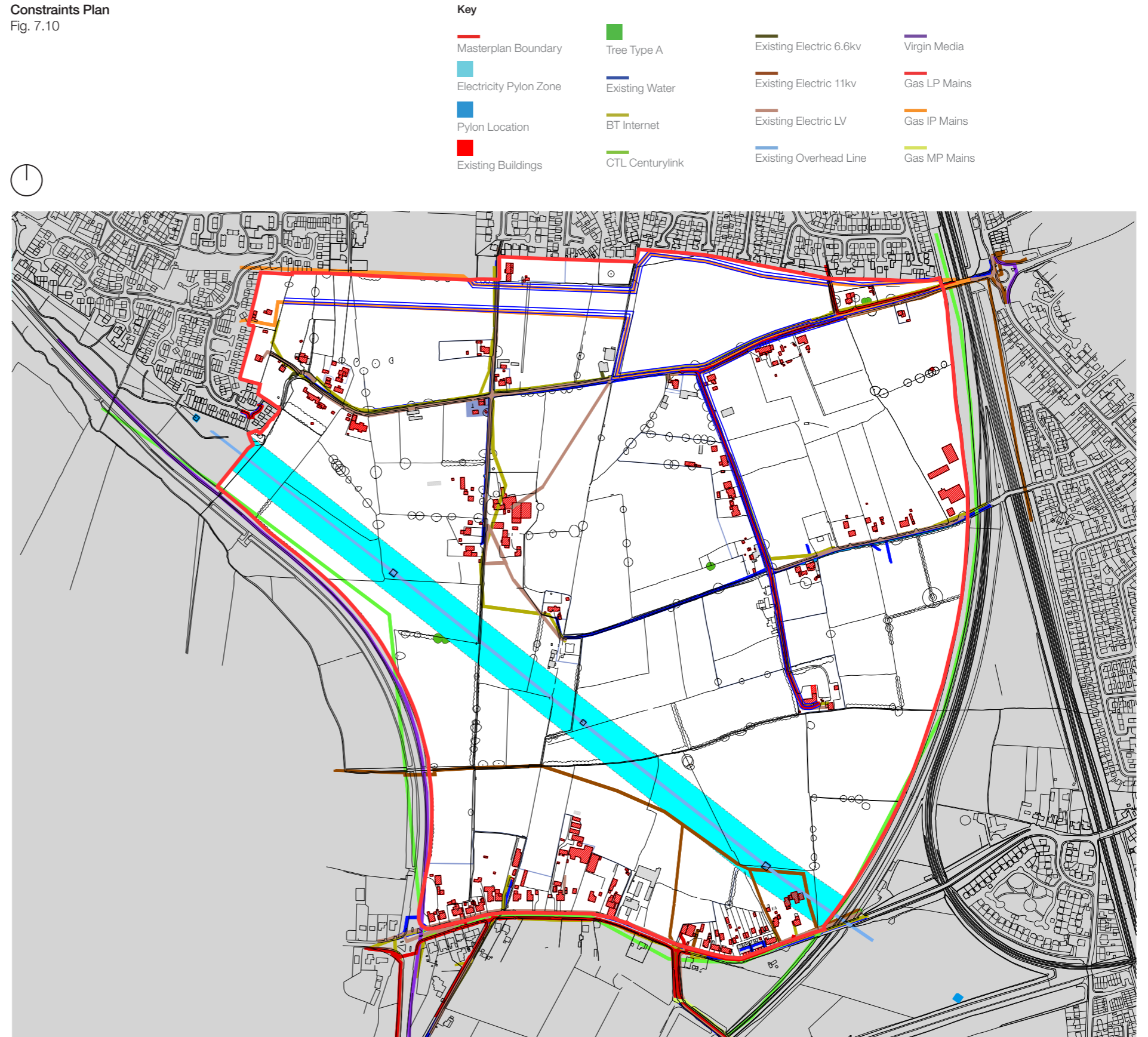
A landscape led approach, which centres on retaining, enhancing and building on the existing green infrastructure resource to provide a multifunctional system for the new neighbourhood for the long term. The objectives of a garden community approach have therefore been embodied into the Masterplan at the earliest stage of the process in an exemplary manner.



7.0 Environmental and Site Considerations

The adjacent plan combines all the physical constraints identified earlier in this section. This constraints plan has been used as a basis upon which the Masterplan has been created.

Constraints Plan
Fig. 7.10



7.0 Hierarchy of Green Spaces

Hierarchy of Green Spaces

The diagram to the right sets out the green and blue framework for the masterplan, with a series of well connected green spaces.

A full variety of greenspaces will be provided, with more information about the quality and character of each area in the accompanying Design Codes.

Numeric Key

1. Primary school with playing fields – Located between new and existing communities
2. Potential Multi-functional Community Centre with associated external spaces
3. Area to manage and contain existing surface water.
4. Sustainable Urban Drainage
5. Pedestrian links to the north
6. Children's Play Areas
7. Village Green / Formal outdoor space
8. Enhanced Green Routes

- A. Bee Lane
- B. Lord's Lane
- C. Nib Lane
- D. Moss Lane
- E. Flag Lane



Key

- Masterplan
- Internal Greenspace
- New Formal Amenity Space
- Sustainable Urban Drainage
- Existing Lanes
- Public Rights of Way



8.0 Physical and Social Infrastructure Requirements

8.0 Physical & Social Infrastructure Requirements

This section summarises the type and extent of physical and social infrastructure which is required as part of the site's development. The physical and social infrastructure has been identified through consultation with SRBC, LCC, relevant authorities and stakeholders.

The future residents of the development who will live and work at the site will increase the demand for and use of:

- Physical infrastructure such as roads and public transport; and
- Social infrastructure used by local communities on a day to day basis including open space, schools and community facilities.

Policy C1 of the South Ribble Local plan requires the Masterplan to make provision for a range of land uses to include residential, employment and commercial uses, Green Infrastructure and community facilities. The justification to the policy states that the comprehensive development of the site is dependant on the provision of infrastructure to ensure sustainable development.

An Infrastructure Delivery Schedule linked to the phases of development has been prepared by the Developers.

Following consultation with SRBC, LCC, relevant authorities and stakeholders, it is expected that the future development of the site will deliver the following physical and social infrastructure. This infrastructure will provide direct benefits to both existing and future residents of the development and the surrounding area:

The Cross Borough Link Road Extension
In accordance with Policy A2 of the South Ribble Local Plan, an extension to the CBLR is required. The CBLR extension will be a primary route through the site from Penwortham Way linking to the Cawsey to the north east. As part of the development proposals, the CBLR extension will be delivered in phases.

The CBLR extension will connect to Penwortham Way in the west. A signal controlled junction is proposed which will create a gateway into the development and will be the main vehicular access into the site. In the east, the CBLR extension will connect to the Cawsey. In the short term it is proposed that the CBLR extension will connect to the existing Bee Lane in the form of a priority give-way arrangement with traffic calming proposed on to the existing Bee Lane bridge as shown in figure 6.4.

In the long term the Masterplan allows for the future provision of a new bridge across the WCML to connect with the B5254 Leyland Road corridor and The Cawsey as shown in figure 6.5.

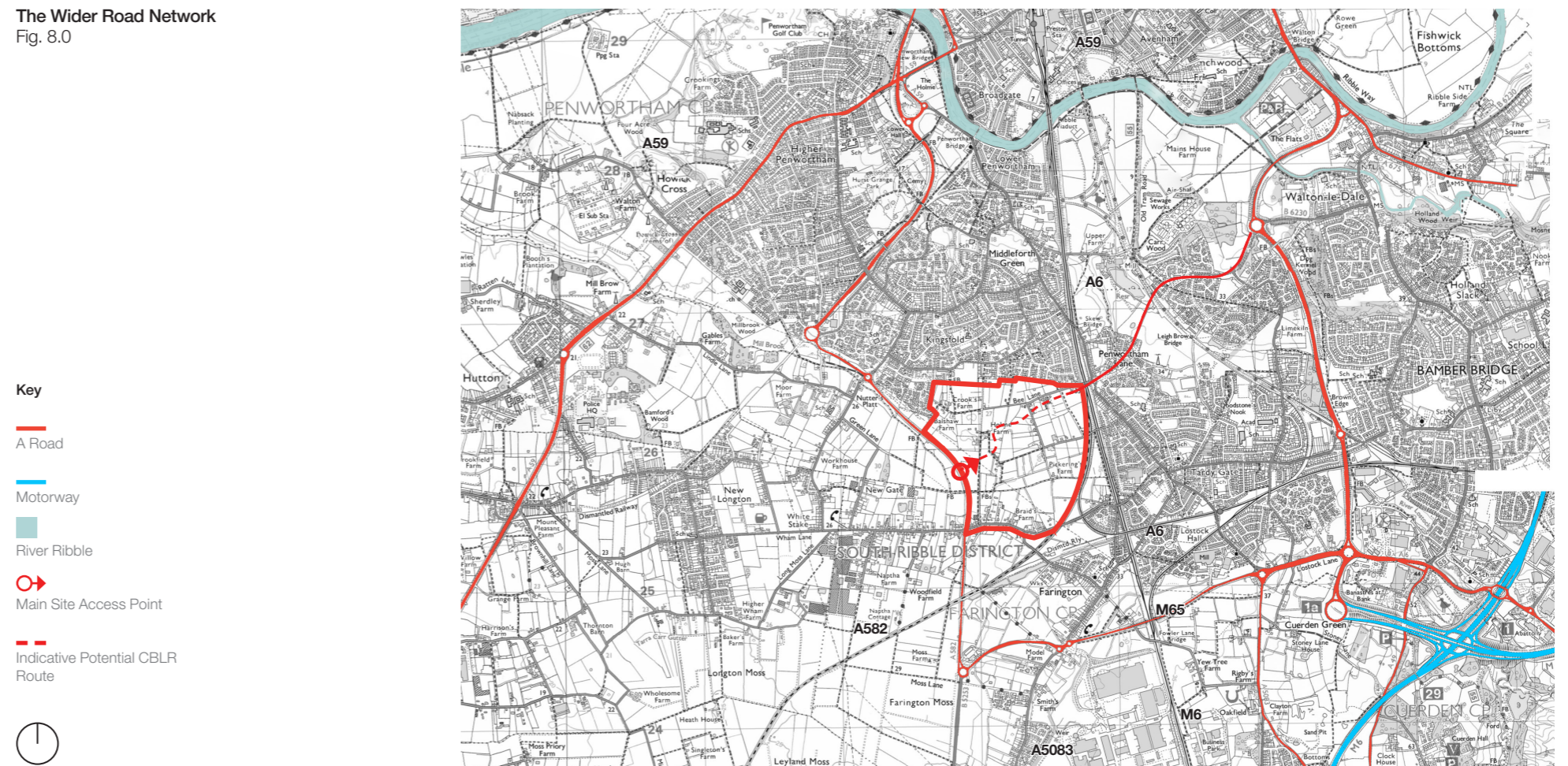
Weight restrictions could be provided where appropriate on existing roads within the site to provide a more conducive environment for pedestrians, cyclists and equestrian use. This will be discussed with LCC during the Developers' planning process.

Local transport improvements
A Transport Assessment has been prepared to support the submission of the Developers' planning application at the site. The scope of the Transport Assessment has been agreed with LCC. It may be likely that improvements to the local highway network will be required.

Public transport improvements
The Masterplan will allow for the potential future operation of bus services through and/or around the site and will provide high quality pedestrian linkages to ensure public transport facilities and service provision are within appropriate walking distances of properties.

An extensive network of footpaths, cycleways and bridleways
Will be created across the site. The rural character of the existing lanes will be preserved where possible. Given that the existing lanes are not currently designed for two way traffic, the vision is to retain these routes for pedestrian and cycle movement. These green routes will connect to a series of green spaces. E.g. the new village green.

The Wider Road Network
Fig. 8.0



8.0 Physical & Social Infrastructure Requirements

Green Infrastructure and Public Open Space

The public open space ("POS") proposed in the Masterplan have been developed in consultation with SRBC to meet the POS standards for each landscape typology as set out in Central Lancashire Open Space and Playing Pitch Supplementary Planning Document (Adopted in May 2014). The table below indicates the policy target for 2,000 dwellings or 4,640 people (based on household occupancy of 2.32 persons (in line with the Central Lancashire PPG17 Open Space Study 2012) and the actual provision delivered through the Masterplan.

POS Typology	Contribution Required	Amount Proposed by the Masterplan
Amenity Green Space	6.39ha	15.47ha
Provision for Children	0.39ha	0.59ha
Parks & Gardens	N/A (not looking for on-site provision as within 1000m of Central Parks)	n/a
Natural & Semi-natural	9.19ha	16.39ha
Allotments / Community Gardens	0.37ha	0.43ha
Total	16.36ha	32.88ha

The table proposes that in all cases, the POS typology requirement is met or is significantly exceeded. It has been agreed with SRBC, that given the provision of Parks and Gardens in the vicinity of the site, that financial contributions could be sought to enhance existing provision. The POS provided underneath the pylons and the lanes are not required to meet the POS policy requirements.

An integrated approach to the provision of POS has been undertaken for the Masterplan area. With reference to quantum and accessibility standards set out in the Central Lancashire PPG17 Open Space Study (2012) the extent of each 'type' is indicated on the adjacent plan, namely amenity greenspace, provision for children, natural green space, allotments and playing fields. This builds on the contribution being sought by SRBC to include:

- a generous provision of amenity green space including amenity space for community events at the centre of the site in the vicinity of Nibb Lane;
- substantial expansion of natural green space linking with key existing green infrastructure resource, namely Golden Way Local Nature Reserve and the Mill Brook, closely aligned with the sustainable movement corridors of the Lanes and Public Rights of Way, are proposed to create a robust network;
- investment in sport and young person provision will be focused at the existing Kingsfold play and community area in consultation with SRBC and Penwortham Town Council;

- all green spaces will be designed with play opportunities in mind so that it is an integrated offer accessible to all. This will include natural play and more formal, equipped play provision. Three key Local Equipped Areas of Play ("LEAP") associated with key amenity spaces are proposed as well as incidental natural Local Area of Play ("LAP") associated with key thresholds and interfaces with natural green space;

- in support of the garden community vision, spaces for allotments / community gardens will be identified. Designed to be integrated within the wider green infrastructure offer and to include orchard tree planting these spaces will also be located near to play areas and amenity space to support community cohesion and functionality.

Within the natural and semi natural greenspace on the site, an ecology wildlife area will be created. This could include new habitats, wetland areas, educational boards, seating and footways. This facility will be for the use of local schools.

The development will include the planting of 1,100 new trees which will contribute towards the health and wellbeing of future residents of the site.

Public Open Space
Fig. 8.1



8.0 Physical & Social Infrastructure Requirements

Affordable Housing

Policy 7 of the Central Lancashire Core Strategy relates to affordable housing and special needs housing and states that:

“Subject to such site and development considerations as financial viability and contributions to community services, to achieve a target from market housing schemes of 30% in the urban parts of Preston, South Ribble and Chorley...”

It is the Developers' intentions to provide affordable housing at the site to the extent to which it is viable to do so. Affordable housing will be addressed in detail in the Developers' planning applications having regard to Policy 7 of the Central Lancashire Core Strategy.

A New Local Centre

A new Local Centre is also proposed as part of the Masterplan. The Local Centre will be positioned near the heart of the development and will be well connected with pedestrian and cycle links. The Local Centre will contain a range of services and facilities for the use of residents of the development and the surrounding area. The Local Centre could contain a foodstore, farm shop, offices as well as a range of other services and facilities for example a pharmacy, gym, veterinary surgery, dry cleaners and hairdressers.

The range of services and facilities in the new Local Centre will be determined by market demand and ongoing consultation with SRBC, LCC, Penwortham Town Council, other stakeholders and the local community.

Education Facilities

A new two form entry primary school is proposed as part of the Masterplan. The need for a new two form entry primary school has been confirmed through consultation with LCC's School Planning Team who have based their recommendation on an estimate of how many children of primary school age will be generated by the development.

Apprenticeship and Skills Centre / Community Centre

A new Apprenticeship and Skills Programme and Centre is proposed throughout the build phase of the development. Open to all, the Skills Training Scheme will be designed to help provide people with the skills needed to those wanting to pursue a career in construction. The building will be transferred to the community after the construction phase and could be used as a community building or other appropriate use.

A drainage network, including Sustainable Urban Drainage Systems (SUDS)

An appropriate network of blue infrastructure, including SUDS is proposed as part of the Masterplan to serve the new development.

Illustration of the Community Centre

Fig. 8.2



Illustration of the type of Sustainable Urban Drainage (SUDS)

Fig. 8.3



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9.0 Development Parameters

A series of Development Parameters have been designed to establish a framework for the future redevelopment of the site which are presented in this section. All future planning applications will be required to comply with these parameters. The Masterplan establishes Development Parameters for the following:

- A residential led development supported by a mix of uses;
- Scale of development;
- Design;
- Site access and road hierarchy;
- Landscaping planting; and
- Green Infrastructure.

The Masterplan presented in the following section fully meets the requirements of Policy C1 of the South Ribble Borough Local Plan. The Masterplan has been prepared following extensive consultation with SRBC, LCC, key stakeholders, existing residents on the site and the local community. It responds positively to the vision for the site, the feedback received during the consultation exercises and illustrates how the framework of development parameters described in this section combine.

A separate Design Code has been prepared by the Developers which relates to a range of character areas that have been established across the Masterplan area.

A residential led development supported by a mix of uses

The Masterplan proposes a residential led mixed use scheme which will deliver in the region of 2,000 new homes on the site. The scheme will deliver:

- **Residential** - The proposed residential development will comprise a mix of detached, semi-detached, mews and apartment properties ranging from 1 - 5 bedroomed dwellings in size.
- **Mix of Uses** - To ensure high-quality place-making is achieved throughout the site, a wide range of high-quality social and physical infrastructure will be delivered to support the new and existing population.

In accordance with Policy C1 of the South Ribble Local Plan, the proposed uses illustrated on the Masterplan comprise:

- A new local centre which will contain a range of services and facilities and could include a new foodstore, farm shop, offices as well as a range of other services and facilities for example a pharmacy, gym, veterinary surgery, dry cleaners and hairdressers.
- Education Facilities - A new two form entry primary school is proposed as part of the Masterplan.
- Apprenticeship and Skills Centre / Community Centre – A new Apprenticeship and Skills Programme and Centre is proposed throughout the build phase of the development. Open to all, the Skills Training Scheme will be designed to help provide people with the skills needed to those wanting to pursue a career in construction. The building will be transferred to the community after the construction phase and could be used as a community building or other appropriate use.
- Green Infrastructure - A strong green infrastructure network will be provided across the site.

Scale of Development

The Masterplan proposes to create a new residential led mixed use neighbourhood. Varying densities of development will be applied across the site to reflect its physical characteristics and surroundings.

In order to aid the creation of a high-quality mixed community and encourage good design, a series of Character Areas have been established across the site. Each Character Area will have its own identify with varying scale and densities ranging from low, medium to higher densities depending on the location. The scale and density of development will be appropriate having regard to the character and appearance of the area and will enable in the region of 2,000 new dwellings to be delivered by the Masterplan in accordance with the requirements of the South Ribble Local Plan.

The majority of the proposed housing will be of traditional scale ranging from 2 - 3 storeys in height, with taller 4 storey properties proposed in key locations to promote good urban design and to achieve a high quality place making. It is proposed to incorporate higher density development both in the north western part of the site to mirror existing housing densities at Kingsfold, and around the new local centre. Apartments will be proposed in certain locations which could be 4 storeys in height.

Site Access

The primary access in to the site will be taken via a new signal controlled junction off Penwortham Way to the west. The design and location of the main vehicular access from Penwortham Way has been agreed in principle with LCC. Access to the site will be via a new connection towards the north-eastern corner of the site and to Coote Lane to the south of the site.



9.0 Development Parameters

Road Hierarchy

The design of the main internal road infrastructure will allow for a vehicular connection between Penwortham Way and The Cawsey. The CBLR extension is proposed to be constructed as a primary route through the site from Penwortham Way to Leyland Road. The CBLR extension will be delivered in phases from west to east across the site.

The CBLR extension will act as the main 'spine road' which will form the structure of the internal road network. Secondary access roads will fork off from the CBLR extension linking the main residential and commercial areas of the site.

The road hierarchy will comprise:

- The primary internal spine road will link the primary signalised access junction on Penwortham Way to Leyland Road.
- The primary access routes will have carriageway widths of between 6.5 and 7.3 metres wide.
- 2.0 metre wide footways will be provided on both sides of the primary access roads as a minimum.

- An shared or segregated footway/cycleway of 3.0m to 3.5m wide will be provided along the main spine road through the site linking Penwortham Way to Bee Lane.
- Residential access roads of 5.5 metres wide with 2.0 metre footways will be provided linking the main residential areas of the site to the proposed spine road and 4.5 metre wide private drives roads will be used for cul-de-sacs and roads serving a limited number of dwellings.
- The proposed Quiet Lanes will be retained/improved and the internal layout of the site will be designed to provide a safe environment for pedestrians and cyclists with clearly defined walkways, crossing points and traffic calming features where appropriate.

Parking Provision

Parking throughout the development will be provided in accordance with relevant Parking Standards contained within the SRBC Local Plan and in agreement with LCC. This will ensure that the potential impacts of on-street parking, as a result of the proposed school and local centre, as well as other uses, do not have an impact on the operational reliability of the highway network.

Consideration will be given to the traffic management measures and the implementation of traffic regulation orders as appropriate.

Detailed parking provision by land-use will be addressed in subsequent Transport Assessments as the development is brought forwards on a phase by phase basis.

Landscaping and Planting

The Masterplan has adopted a landscape led approach in order to deliver an integrated design solution and functional green infrastructure across the site. Garden Village Principles have been adopted when formulating the landscape and planting strategy for the site. Garden communities are environments designed to promote community inclusion and walk-able, sociable, vibrant neighbourhoods.

The landscape strategy will support the delivery of the vision for the site by providing a range of external spaces to support formal and informal use, being fully accessible and inclusive, feeling safe, encouraging footfall on key routes and making sure there are varying routes to key facilities and landmarks. The landscape and planting strategy will aid the creation of distinctive, memorable places, providing for 'doorstep to countryside' experiences.

The design of the landscape components of the Masterplan will be sensitively designed to improve the health and wellbeing of residents, the creation of a sustainable community and supporting biodiversity gains.

Green Infrastructure

Extensive green infrastructure will be provided across the site in accordance with the requirements of the Central Lancashire Open Space and Playing Pitch Supplementary Planning Document adopted in May 2014, which are provided in Section 8 of this document.

There are opportunities to deliver extensive green infrastructure across the site which is reflected in the Masterplan. The green infrastructure will have differing forms, functions and uses and will be connected by the extensive network of green links across the site.

On site green infrastructure provision will include amenity green space, equipped play areas, natural / semi natural open space, playing fields and allotment provision.

Character Areas

The Design Code sets out the Character Areas in more detail. In brief, the Masterplan has been divided into smaller zones that have been established based on their context and individual boundary conditions. There are to be five small zones, or Character Areas, of which four wrap around the perimeter with one towards the centre. This is graphically illustrated below. Within each of these areas the look and feel will vary subtly to reflect the existing landscape and buildings. Creating this subdivision creates interest and will ensure a positive contribution to the local area, and prevent a copy-paste style landscape and architecture.

A: Bee Lane East

The existing red brick terrace houses to the eastern end of Bee Lane provide the character reference for this area. Linear frontages facing the road in more traditional materials.

B: Bee Lane West

The rural character of the existing buildings becomes more informal in this area, with dwellings set back from the road, and a collection of both direct fronting and side fronting properties.

C: Penwortham Edge

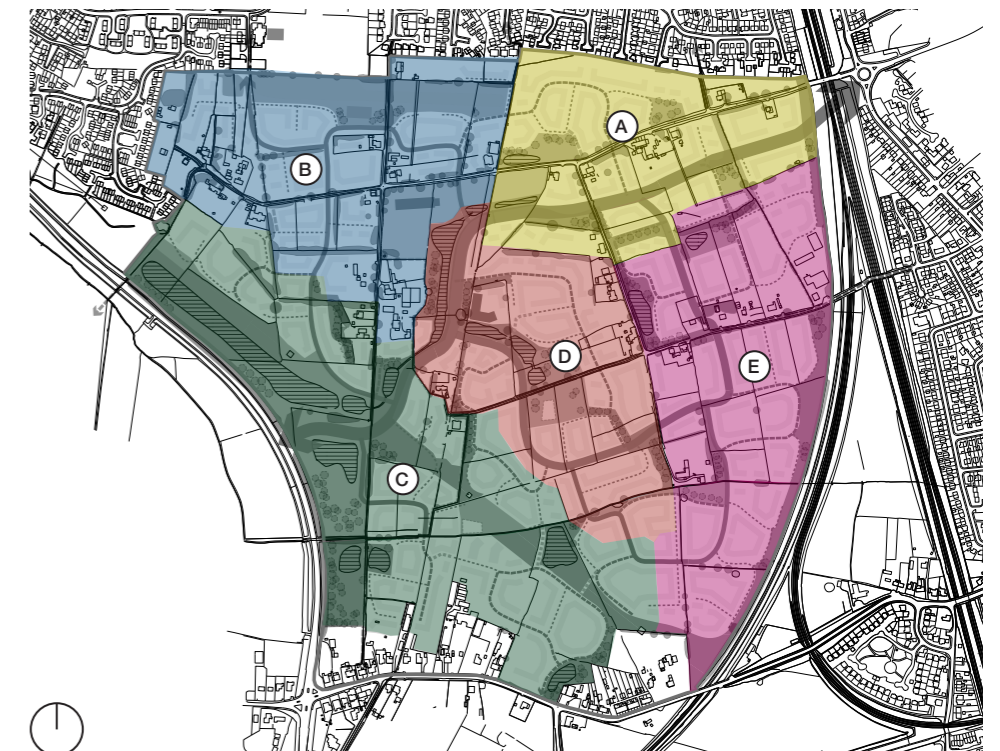
The most rural and green of the 5 character areas, the character of this development is typically 2 to 3 stories, surrounded by landscaped areas. This area is the interface to both Penwortham Way and visually to the Green Belt beyond.

D: The Heart of the Lanes

This area is more modern in character, using quality materials and detailing to create a new identity for 'The Lanes' and form the heart of the community.

E: The Urban Edge

Of all the areas, the existing field pattern boundary is the most rectilinear; this area has the least existing context and can be more urban in character.



10.0 The Masterplan

The Masterplan sets out how the development of the site could come forward. It brings together the framework of design parameters described in the previous section.

The diagrams here summarise the key elements of the Masterplan that have been discussed and developed earlier in this document.

The Masterplan fully meets the requirements of Policy C1 of the South Ribble Local Plan. It proposes the comprehensive redevelopment of the site and includes the land allocated for Major Development and the land Safeguarded for Future development to Coote Lane. The Masterplan proposes to deliver a residential led mixed use development and makes provision for a range of uses including residential; a new local centre comprising retail, community and employment; education, and Green Infrastructure.

The Masterplan also proposes the CBLR extension linking Penwortham Way to The Cawsey.


10.0 The Masterplan

Illustrative Masterplan

1. New primary school
2. Pedestrian / cycle link to Kingsfold. Potential future vehicular link to Kingsfold to be explored subject to legal and cost feasibility.
3. Entrance Gateway – A new route from Penwortham Way direct to the heart of the new community.
4. Area to manage and contain existing surface water.
5. New local facilities including, employment and community uses
6. Potential New Cross Borough Link Road Bridge.
7. Sustainable Urban Drainage
8. Cross Borough Link Road (CBLR)
9. Pedestrian link to Kingsfold.
10. Limited highways access onto Chainhouse Lane
11. Children's Play Areas
12. Training and Skills Centre / potential Community Centre
13. Potential Extension to existing Community Centre, in lieu of item 12 above
14. The Village Green

- A. Bee Lane
- B. Lord's Lane
- C. Nib Lane
- D. Moss Lane
- E. Flag Lane

Key

- | | |
|---|--|
|  Application Red Line |  Secondary Road Network |
|  Internal Greenspace |  Residential Frontages |
|  New Formal Amenity Space |  Community Use |
|  Existing Lanes |  Education |
|  Public Rights of Way |  Local Centre and Employment uses |
|  Primary Road Network | |





THE
LANES
PENWORTHAM



Clients

Taylor Wimpey



Homes England



Project Team

5plus Architects
Masterplanners



Eddisons
Transport Consultant



Xanthe Quayle
Landscape Architects



Avison Young
Planning Consultants

