

Date: 14 December 2012

Your ref: PINS/F2360/429/2 Our ref: JB

Please ask for: Jeni Barnes

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Dear Ms Heywood

We acknowledge receipt of your letter dated 29 November 2012 with a series of questions and queries in relation to the Major Sites within the South Ribble Site Allocations and Development Management Policies DPD, from this point on referred to as 'the Plan'. Please find the authority's response as set out below, including a series of reports appended to this response. We have covered the first two points together under headers for each of the five Major Sites. The last point we have responded to separately.

What progress if any has been made on the Masterplans, phasing and infrastructure delivery schedules and programmes of implementation for each of these sites; most interested to understand what levels of particular development are proposed and where and how the delivery will be phased, in relation to delivery of infrastructure.

What assessment, if any, has been made of the viability and deliverability of these sites being particularly mindful of the need for associated infrastructure and how necessary funding would be secured?

Pickering's Farm

A Development Statement was produced jointly by Taylor Wimpey and the Homes and Communities Agency (HCA) in March 2011. The development statement sets out a vision for the site based on evidence documents, planning guidance, detailing a mixture of potential uses, phasing, deliverability, infrastructure provision and funding.

The majority of the site is controlled by the HCA and Taylor Wimpey UK who have agreed to work together to deliver the site. Small parcels of the site are not in their ownership but agreements are being sought.

There is an indicative phasing strategy included within the development statement – the total housing units are higher than those proposed through the Plan, however it shows that the 1300 that are now proposed could be developed by 2029, possibly as early as 2027.

The development statement contains a section on infrastructure which would be required to enable the development to be brought forward including:

- Highways - link road between Leyland Road and Penwortham Road/improvements to Penwortham Way/Leyland Road/a railway station/pedestrian and cycle improvements/bus rapid transport system
- Environmental improvements to Tardy Gate
- Open space
- A primary school
- A medical centre

A full Infrastructure Delivery Schedule will be required with any forthcoming planning application.

The development statement illustrates that the majority of land is in their ownership, with only small parcels outstanding that are being sought, so the site is available and deliverable. The majority of the site is also undeveloped Greenfield meaning there are no physical constraints to its availability, as such a proportion of housing development is considered to be able to be brought forward within a five year time period. Their view is that the site is deliverable. After an initial assessment into economic viability of the development proposals, the partners are satisfied that the site remains economically viable.

As with all of the five Major Sites ‘an agreed Masterplan for the development of the site’ which will include full details of layout, phasing, infrastructure, deliverability and viability will be required before planning permission will be granted.

Moss Side Test Track

A development brief was produced in partnership with South Ribble Borough Council and Matthews and Goodman, Chartered Surveyors and Town Planning Consultants. This work started in 2002 and culminated in an adopted development brief in June 2010. It is worth noting that due to significant policy changes at a national level, and policy developments at a local level, this development brief is now out-of-date. The Masterplan will need to take this into consideration.

The development brief discusses the need for a phasing schedule to accompany any future planning application. The Council has produced information regarding phasing included within the Plan and supplemented by the Housing Land Position Statement (SRE014A – enclosed with this response).

The development brief includes discussion about potential infrastructure needs in bringing the site forward such as a neighbourhood centre, green infrastructure including public open space, and requirements for a travel plan. The development brief discusses the need for developer contributions to support the delivery of required infrastructure.

As with all of the five Major Sites ‘an agreed Masterplan for the development of the site’ which will include full details of layout, phasing, infrastructure, deliverability and viability will be required before planning permission will be granted. The site is brownfield and there are a number of physical constraints such as existing buildings, tarmac, the bund (a high mound of earth around the site) that will need to be overcome. A marketing statement of the site is due out in 2013 to gain developer interest in the site, to encourage the formation of a Masterplan and to bring the site forward.

See Appendix One for a copy of the Moss Side Test Track, Development Brief June 2010.

Land between Heatherleigh and Moss Lane, Farington

An agreed Masterplan and Infrastructure Delivery Schedule will be required on this site, as will an agreed programme of implementation relating to the detailed phasing of the site, with a planning application. An outline planning application has been received on this site for the erection of 350 dwellings on Land to the rear of 2 Leyland Lane – 420 Croston Road, and to the north of Heatherleigh, Leyland. An indicative Masterplan has been included for this application site detailing layout, site infrastructure – internal roads, bus loop, green infrastructure etc. The application covers the southern part of the site only; however the Masterplan states it has taken account of future development on the northern part of the site, which this application would not prejudice. The Masterplan has been out for public consultation in August 2012 by the applicants.

Lancashire County Council would require the application to be in conformity with the Lancashire Transport Masterplan due for public consultation in early January 2013.

Phasing through the SHLAA on the three residential led Major Sites

On all three of the residential sites indicated above, initial phasing work has been taken into consideration through work on the SHLAA which included meetings with developers about the likely delivery and phasing of these key sites.

Pickering's Farm

- 2010 – 2016 300 Homes
- 2016 – 2021 475 Homes
- 2021 – 2026 575 Homes

Moss Side Test Track

- 2010 – 2016 80 Homes
- 2016 – 2021 325 Homes
- 2021 – 2026 345 Homes

Land at Heatherleigh and Moss Lane, Farington

- 2010 – 2016 200 Homes
- 2016 – 2021 200 Homes
- 2021 – 2026 200 Homes

Policy D2 in the Plan – Phasing and Monitoring

This policy was included to give some certainty to the phasing of housing schemes throughout the Plan period to ensure a rolling five year supply and a deliverable forecast of allocated housing sites. The information that influenced this policy was from the SHLAA and Housing Land Position Statements.

Evidence base document SRE014A gives further up-to-date information on the phasing of large scale housing sites within South Ribble, including the residential Major Sites. See Appendix Two for the full information within this report.

Cuerden

The main landowner of the Cuerden site is Lancashire County Council (LCC), who have, through a development partner, organised the production of a Masterplan for this site which should include full details of phasing, infrastructure, deliverability and viability. It is anticipated this will be received by the Council in January 2013. Independently of this, a third party landowner has attracted a developer on an option agreement who is also in the process of drafting a Masterplan which should be available in early 2013. The final Masterplan will confirm the range of uses and how the site will be brought forward.

As with all of the five Major Sites 'an agreed Masterplan for the development of the site' which will include full details of layout, phasing, infrastructure, deliverability and viability will be required before planning permission will be granted.

BAE Systems, Samlesbury

The BAE Systems site spans two local authority boundaries; South Ribble and Ribble Valley. In South Ribble the site is situated within Samlesbury, the northern east corner of the borough. The site was identified as an Enterprise Zone (EZ) in 2011 yet has been seen as a site of key economic importance for the area further back than its designation in the South Ribble Local Plan in 2000 and more recently in the Central Lancashire Core Strategy 2012 and the Plan.

A Local Development Order (LDO) confirmed the requirement for a Masterplan. BAE Systems have retained consultants to produce a Masterplan for the site, including detailed phasing of its development and infrastructure provision. Subject to clearance within BAE Systems and discussions with the Lancashire Economic Partnership (LEP), we are anticipating receiving a draft in early January. This draft will be taken through the formal Council cycle and, if agreed by Councillors, will be out for a six week public consultation early 2013. This document will detail the phasing, infrastructure, viability and deliverability of the site. It is our understanding that initial phasing will occur within the Ribble Valley portion of the site, with developments reaching South Ribble later in the phasing process including Green Belt release.

The LEP acts as an overseeing body of the EZ with the aim of bringing the EZ forward. Governance arrangements were decided on the 25 September 2012.

As with all of the five Major Sites 'an agreed Masterplan for the development of the site' which will include full details of layout, phasing, infrastructure, deliverability and viability will be required before planning permission will be granted.

Infrastructure Funding

The authority is in the process of producing their Community Infrastructure Levy Charging Schedules jointly with Preston City Council and Chorley Borough Council. The CIL finished its formal consultation stages on 30 November 2012. The CIL is due to be submitted early in 2013 and anticipated to be subject to a formal examination in spring 2013. The Charging Schedule will take into consideration funding for infrastructure as a result of new development in the borough.

Central Lancashire Core Strategy Policy 7 Affordable and Special Needs Housing sets out the affordable housing requirements clearly.

The Central Lancashire authorities are producing a joint Open Space Supplementary Planning Document (SPD) which includes the open space requirements per typology for on-site and off-site contributions, due for consultation early 2013.

All information available aims to provide clarity to landowners and developers when conducting viability assessments.

Public Consultation

All of the five major sites have been through a series of rigorous public consultation exercises where Councillors, members of the public and organisations have influenced the type of development and level of development anticipated on sites.

Central Lancashire Core Strategy

Much of the initial scoping on options for the strategic sites and locations was undertaken through the Core Strategy preparation and examination. The BAE Systems, Samlesbury, and Cuerden Strategic Sites will need infrastructure to be delivered alongside any development. The Core Strategy discusses the need for a new road access at Cuerden to facilitate traffic in the Preston and Leyland areas. The South of Penwortham and North of Farington Strategic Location (known as Pickering's Farm Major Site within the Plan) sets out infrastructure requirements including transport requirements, a primary school, a medical centre and improvements to Tardy Gate centre.

What links are there between the infrastructure requirements identified in the Plan and the transport Masterplan being prepared by LCC?

The Plan has been prepared alongside discussions with LCC, through the transport working group and officer meetings. The Transport Masterplan was released on the 12 December 2012 and is due out for a six week public consultation from 7 January to 25 February 2013. The Masterplan produced for Central Lancashire has been done so in line with the proposals set out in the Central Lancashire Core Strategy which has fed down into the Plan. The key links between the Plan and the infrastructure provision set out in the draft Lancashire Transport Masterplan are set out below:

- The Masterplan has taken into account the proposed levels of growth within the Central Lancashire Core Strategy (2012) and in particular looked at the major sites within Central Lancashire and their potential impact on the transport network (Cuerden and BAE Systems, Samlesbury, are considered on Page 16/Pickering's Farm and Cuerden are discussed on Page 18).
- Discusses improving and expanding the transport network to create additional capacity which will complement the new development anticipated in South Ribble.
- Capacity improvement on the existing A582 between Cuerden and Penwortham Triangle to support delivery of the South of Penwortham/North of Farington Strategic Housing Location.
- Completion of Penwortham Bypass
- Dual carriageway from the A59 to the M6
- Provide opportunities for greater bus links to Preston and Leyland
- Improvements to Leyland's railway station
- Public realm safety improvements
- Page 30 discusses the delivery and funding of key infrastructure provision including the Penwortham Bypass which will be delivered by LCC by 2018/19 funded by LCC and Local Major Transport Schemes. A582 South Ribble Western Distributor delivered by LCC by 2018/19 partially funded by LCC and the rest from CIL/S106. Leyland Railway Station Improvements by Network Rail, no prescribed timescales. Public realm improvements to Leyland Town Centre funded by LCC in 2018/19, Penwortham funded by LCC in 2023/24, Bamber Bridge funded by LCC in 2024/25.

The Transport Masterplan represents the beginning of an infrastructure delivery schedule for highways provision across Central Lancashire, the key priorities tie in with those set out in the Central Lancashire Core Strategy and the Plan. The major sites identified for new development are well served through this Masterplan with infrastructure provision to make them suitable and deliverable.

*See full Transport Masterplan enclosed with this response as evidence Appendix Three.

If we can provide any further information to ensure the process is followed as fully and quickly as possible, please do not hesitate to contact us.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Jeni Barnes', with a stylized flourish at the end.

Jeni Barnes
Forward Planning
South Ribble Borough Council

Appendix One Moss Side Test Track Leyland Development Brief June 2010

Please see enclosed document with this response. This document will be referenced and added to our library of documents.

Appendix Two Housing Land Position Statement October 2012

Please see enclosed document with this response.

Appendix Three Consultation Draft Central Lancashire Transport Masterplan (LCC) December 2012

Please see enclosed document with this response. Please note this document is due for public consultation between 7 January and 25 February 2013. This document will be referenced and added to our library of documents.