



Supporting Planning Statement

August 2021

**Supporting Planning Statement
Pickering's Farm, Penwortham
August 2021**

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For and on behalf of Avison Young (UK) Limited

1. Introduction

- 1.1 This Supporting Planning Statement (SPS) has been prepared by Avison Young ('AY') on behalf of Taylor Wimpey and Homes England ('The Developers'), in support of two outline planning applications ('the applications') submitted to South Ribble Borough Council ('SRBC'). The applications cover land to the east of Penwortham Way known as 'The Lanes, Penwortham' (collectively referred to as "the Sites).
- 1.2 The planning applications are submitted in outline with all matters reserved (including scale, layout, appearance and landscaping) except for the principal means of access. They propose the demolition of certain existing buildings and a residential led mixed-use development comprising in total:
- Up to 1,100 dwellings (use class C3 and C2), including affordable housing at 30% provision;
 - A local centre including retail, employment and community uses, mobility hub and third space (Use Classes E and sui generis);
 - A two-form entry primary school (Use Class F1);
 - Green spaces; and
 - Associated infrastructure.
- 1.3 Together the application sites form the majority of the Major Development Site allocation (designated as 'site EE') under Policy C1 of the adopted South Ribble Local Plan 2015 ('SRLP'). Site EE, which is approximately 78 hectares in size, is allocated for a range of land uses, including residential, employment and commercial, green infrastructure and community facilities. Policy D1 'Allocation of Housing Land' in the SRLP allocates the Major Development Site for an estimated 1,350 dwellings.
- 1.4 The Developers control approximately two thirds of the allocation site and previously prepared a detailed Masterplan¹, which covered both the allocated site and an area of safeguarded land to the south. They also promoted an outline residential-led application for c. 1,100 residential dwellings (ref. 07/2020/00015/ORM) and a detailed application for a Cross Borough Link Road (CBLR) (ref. 07/2020/00014/FUL). Both planning applications and the Masterplan were submitted to SRBC in December 2019.
- 1.5 Following rejection of the Masterplan at SRBC's Planning Committee in September 2020 and the Developers subsequent inability to reach agreement with Lancashire County Council ('LCC') on an

¹ The Lanes Masterplan December 2019

appropriate highways strategy for the site, both previous planning applications were withdrawn on 31st March 2021.

- 1.6 This Supporting Planning Statement is prepared in support of two fresh outline applications on two adjoining parcels of land within the allocation under the control or ownership of the Developers. The applications are herein referred to as 'Application A' and 'Application B', which are comprised as follows:
- **Application A:** Covering the area shown on the Location Plan at **Appendix I**. The site is some 45.88 ha in size and includes land controlled by both TW and HE. Outline planning permission is sought for up to 920 dwellings, as well as a new primary school, local centre, green spaces, associated infrastructure and detailed access off Penwortham Way.
 - **Application B:** Covering the site shown on the Location Plan at **Appendix II**. The site is some 6.39 ha in size and comprises the south eastern quadrant of the allocation site, accessed through Application A. Outline planning is sought for up to 180 dwellings, green spaces and associated infrastructure.
- 1.7 A revised Masterplan has been prepared by the Developers to demonstrate how the land in the applications, the remainder of the allocation site and, in due course, the safeguarded land could be developed in a comprehensive manner. The revised Masterplan, which is described at Chapter 3 of this SPS, is submitted as a supporting document to both outline planning applications, A and B and these application proposals are fully consistent with it and it is anticipated that the Masterplan will be a condition of the approval for the land within the Developers control.
- 1.8 The outline applications propose an alternative, more sustainable approach to highways and transportation matters when compared with the previous, now withdrawn, applications. The full CBLR no longer forms part of the planning submission. However an internal Spine Road through the residential development will be constructed by the Developers to a standard which is consistent with that envisaged for the CBLR and thus the application proposals will not prejudice (in fact they advance) the future delivery of the full CBLR (if appropriate). The Developers highways work confirms that both the allocation site and safeguarded land do not require the CBLR to mitigate any highways impact as a result of their delivery. However, the revised Masterplan makes provision for a Spine Road to continue across the allocation which will protect the route of the CBLR and ensure the land is protected for the delivery of the CBLR in future (if appropriate). This approach meets the requirements of Policy A2 of the SRLP.

- 1.9 Both outline applications are supported by one overarching Environmental Statement which has been prepared based on the Parameter Plans at **Appendix III** (Application A) and **Appendix IV** (Application B). The parameters for the applications accord fully with the revised Masterplan document.
- 1.10 A revised Statement of Community Involvement (SCI) has been prepared and forms part of the application submissions. The SCI details the extensive pre-application engagement undertaken by the Developers with SRBC, LCC and other key stakeholders regarding the form and content of their proposals to develop this land dating back to 2018 including the purpose, structure and content of the revised Masterplan.
- 1.11 This SPS addresses all the relevant planning considerations and clearly establishes the case for a residential led mixed-use development at the Sites. It considers the proposals in light of national and local planning policy and assesses the scheme in planning policy terms. A full list of supporting documents and plans submitted in support of Application A and Application B, which meet the validation requirements agreed with the Council during pre-application discussions, can be found at **Appendix V**.

2. Site and Surroundings

- 2.1 This chapter discusses the Sites' location, characteristics and sustainability credentials. It provides a brief description of the Sites' current status and physical attributes. A fuller description is found in the Environmental Statement (ES).
- 2.2 As noted in Section 1, this SPS covers two outline applications submitted on adjoining parcels of land totalling 52.27 hectares as shown on the red edge Site Location Plans at Appendices I and II. Both sites are located within the authority boundary of SRBC.

Location Context and Accessibility

- 2.3 The Sites are bordered to the east by the West Coast mainline railway and Lostock Hall and to the west by Penwortham Way. The Sites are bound to the north by the community of Kingsfold comprising existing residential development to the south of Kingsfold Drive. Further open land immediately to the south is designated as Safeguarded Land under Policy G3 of the SRLP (Policies Map Ref: S2). 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 to the east of the West Coast Mainline and Coote Lane which runs east/west on the south side of the allocation site.
- 2.4 The Sites are situated approximately 4.8km to the south-east of Penwortham Town Centre and 6.4km to the south of Preston City Centre (Grid reference – E 352858/ N 426080). The Sites comprise a mix of land uses including:
- Agricultural land, which is separated into a number of fields by fences, hedgerows and trees;
 - Residential dwellings and gardens;
 - Agricultural buildings;
 - Pylon accommodation land;
 - Pylon corridor; and
 - Roads.
- 2.5 The Sites are situated in a sustainable location, within close proximity to local services and amenities in the local shopping centres of Kingsfold (1.1km), Middleforth (1.9km) and Liverpool Road (3.4km). The Sites have good accessibility for pedestrians with a number of public rights of way crossing the site (Footpaths 7-9 57; 7-9 55; 7-9 53; 7-9 52; 7-9 49; 7-9 50; 7-9 42; 7-9 43).
- 2.6 The Sites are located within close proximity to Lostock Hall train station (1km) which provides regular connections to Blackburn, Burnley, Colne, Blackpool, York and Leeds. The nearest bus stops to the Sites

are located on Kingsfold Drive approximately 150m north of the Sites. These bus stops are served by the number '3' bus route, which is an express service running between Preston and Penwortham.

Site Characteristics

- 2.7 With the exception of residential properties and light industrial activities, the Sites have remained largely as undeveloped agricultural land since earliest mapping records. The majority of the Sites comprises intensively managed agricultural land that is of low conservation value with a number of individual properties within private ownership.
- 2.8 Although the Sites contains a number of individual properties there are no designated heritage assets, such as listed buildings, registered parks and gardens or registered battlefields, contained within the boundary of the Sites. Furthermore, neither of the Sites are located within, nor include any part of, a Conservation Area.
- 2.9 The closest designated heritage asset is the Church of St Paul, Farington, which is located approximately 0.5km to the south-east of the Sites. Further designated heritage assets located within 2km of the Sites include:
- Miller Park Grade II* Registered Park and Garden (approximately 2km north); and
 - Penwortham Old Bridge Scheduled Monument (approximately 1.7km north).
- 2.10 Seven non-designated heritage assets are recorded within the Sites, including a former pre-1848 farmstead now in use as housing. The other six non-designated heritage assets comprise extant pre-1848 farmsteads. However, these structures are not considered to impose any constraints on the development of the Sites.

Other Designations

- 2.11 According to the Environment Agency's Flood Map, both Sites are located within Flood Zone 1, land assessed as having a less than 1 in 1,000 annual probability of river flooding.
- 2.12 The Sites are located approximately 50m east of Mill Brook, which is a tributary of the River Ribble. The River Ribble is located approximately 1.5km north. The River Lostock is located approximately 0.7km to the south-east. There are a number of Ordinary Watercourse features contained within the Sites that generally drain to the south and east.
- 2.13 There are no foul or combined sewers present within the boundaries of the Sites and the existing residential properties are served by septic tanks or cesspits.

- 2.14 The Sites are located within 0.4km of the Air Quality Management Area (AQMA) to the east on Leyland Road.
- 2.15 Overhead electricity cables on pylons pass through the Application A site. There are restrictions to development underneath the line of the pylons which have been addressed by the application proposals.
- 2.16 There are no active or historic landfills located within the Sites' boundaries or within 2km of the Sites. There are no statutory ecologically designated sites within the Sites' boundaries or within 2km of the Sites. However, Preston Junction Local Nature Reserve is located approximately 0.8km north east of the Sites.
- 2.17 There are a number of trees located across the Sites some of which are subject to a recently made Tree Preservation Order (TPO²).
- 2.18 The Sites are not located within or within close proximity to an Area of Outstanding National Beauty (AONB) or Special Landscape Area (SLA).

Summary

- 2.19 The Sites have been identified for substantial residential development within the Development Plan for the area and form the majority of the Major Development Site allocation within the adopted SRLP. They are sustainably located and represent a very important opportunity to deliver high quality residential led mixed-use development, creating a new and beautiful neighbourhood, benefiting from existing permeability and active travel corridors and fully integrating with its existing surroundings and neighbouring communities.

² TPO dated 17th March 2021

3. The Revised Masterplan

3.1 This section details the purpose and content of the revised Masterplan which is submitted as a supporting document to the Developer's outline planning applications.

Background to the Masterplan

3.2 A Masterplan covering the allocated site and the safeguarded land was originally prepared by the Developers in response to the requirements of Policy C1 of the SRLP. The Masterplan was formally submitted to SRBC in December 2019 following a lengthy period of public consultation and its initial endorsement by SRBC's Planning Committee in November 2018.

3.3 This submission comprised the main Masterplan document, as well as a Design Code and Infrastructure Delivery Schedule (IDS) which identified the key infrastructure needed to enable development of the wider site. When presented to Members in September 2020, the Masterplan was recommended for deferral by Officers, primarily on the basis that highways matters were not agreed between the Developers, the Local Highways Authority - Lancashire County Council Highways (LCC) - and Highways England.

3.4 Notwithstanding this recommendation, the Masterplan was rejected by Members at Planning Committee on 17th September 2020. Following the committee meeting, Jonathan Noad, Director of Planning and Development at SRBC wrote to Avison Young on 21st September 2020 to summarise the revisions to the Masterplan which the Council considered were required following the debate by Members at Committee.

3.5 Following receipt of this correspondence, the Developers held a 'workshop' meeting with SRBC Officers on 23rd February 2021 to discuss the suggested amendments to the Masterplan. Agreement was reached with Officers on some areas of further work and Officers accepted that, in some instances, elements of the information requested had in fact already been provided within the Masterplan that was rejected by Members at the September 2020 Planning Committee.

Revised Masterplan: Purpose

3.6 In light of the feedback from Members and the correspondence from the Council's Head of Planning and Development, the Developers' professional team has prepared a revised Masterplan which forms part of the application's submission. It demonstrates that, in addition to delivering a substantial part of the development plan allocation, the development of the Sites as proposed by the two outline

applications will not prejudice the remainder of the allocation, or the land safeguarded for future development from coming forward in a comprehensive manner in future.

- 3.7 The revised Masterplan provides a clear framework to guide the future development of the Strategic Site, setting the vision, range of uses, access and movement strategy and associated infrastructure.
- 3.8 The Masterplan demonstrates how the Applications (which cover two thirds of the Allocation) will deliver the two-form entry Primary School, local centre, S278 works off Penwortham Way and the majority of the central Spine Road, thereby facilitating delivery of the remaining allocated land.

Revised Masterplan: Structure

- 3.9 The revised Masterplan comprises of two documents; the Masterplan document and an accompanying Design Code which relates to land controlled by the Developers. The Design Code is contained within the overarching Design and Access Statement (DAS) submitted in support of both of the Developers' applications. The Developers invite a condition requiring development on their site to be within broad accordance with the Design Code. The Masterplan document sets out a series of land uses, development parameters, a movement strategy and design principles across the allocation site which will ensure all the uses covered by the site allocation policy can be accommodated and laid out in an appropriate and comprehensive manner. The DAS incorporating the Design Code has been prepared by 5Plus Architects to facilitate a consistent high quality of development on land controlled by the Developers, which could be replicated across all the land parcels within the Masterplan area which are controlled by third parties.
- 3.10 The previous Masterplan included an IDS which identified the key infrastructure required to ensure the comprehensive development of the wider site, the planning mechanisms to secure it, its scale and funding and its indicative delivery programme. One of the reasons for rejection of the previous Masterplan (as identified by SRBC in their September 2020 letter to the Developers) was that the Masterplan should *'provide firm commitment for the deliverability of key infrastructure and robust wording in the infrastructure delivery schedule'*.
- 3.11 The Developers through their outline applications are proposing a package of key infrastructure which will include a site for a new two form entry primary school, a local centre and a spine road through the site which could form part of the future CBLR, as required by Policy C1 of the SRLP. The remainder of the allocated site to be delivered by third parties is likely to comprise predominantly of residential development. The Developers have no influence over the funding and delivery mechanisms for any additional infrastructure which may be required to facilitate the future development of third-party land which they do not control, and which will be the subject of future planning applications by third parties.

- 3.12 The applications include an Infrastructure Delivery Schedule (IDS) which can be found at **Appendix VI**. The IDS provides details of the funding and delivery mechanism for infrastructure on land which is under the Developers' control. Whilst the IDS cannot guarantee delivery of the third-party land, the Developers will deliver the early phases of the allocation site and all supporting infrastructure which will facilitate the development of the remaining third party land parcels which may otherwise not have been able to secure suitable primary access.
- 3.13 Whilst the Developers' outline applications do not relate to the full Masterplan area, they will secure a significant amount of the infrastructure needed for the wider site. The IDS at Appendix VI includes much of the infrastructure required to facilitate development of the wider Masterplan site. The Developers propose to construct a Spine Road through their Site which will be built to a specification to enable it to function as part of the future CBLR (if appropriate).
- 3.14 The indicative Phasing Plan for the Masterplan area which was originally included within the IDS is now included within the new Masterplan document.

Masterplanning of Safeguarded Parcel S2

- 3.15 The previous Masterplan included indicative proposals for the safeguarded parcel of land located immediately to the south of the allocated site, identified as Safeguarded parcel 'S2' in the SRLP
- 3.16 The revised Masterplan will facilitate the future development of Parcel S2 in that it provides for vehicular and pedestrian connections into this safeguarded land. However, the revised Masterplan does not propose any specific land uses or even an indicative site layout for this safeguarded parcel. Instead it identifies broad areas which may be suitable for future development based on the known constraints of the land, including the location of the pylons and the site's proximity to the West Coast Mainline.
- 3.17 This approach to the master planning of parcel S2 meets the requirements of both SRLP policy C1 which requires the safeguarded land to be included within the Masterplan and SRLP Policy G3, which states (with AY emphasis added in **bold**):

*"Within the Borough, land remains safeguarded and **not designated for any specific purpose within the Plan period**".*

Changes resulting in the Revised Masterplan

- 3.18 In preparing the revised Masterplan the Developers have, wherever possible, made changes to the previous version in response to the issues raised by Members and the recommendations of SRBC and LCC Officers following its rejection at Planning Committee in September 2020.
- 3.19 For clarity the table below provides a response to the feedback received, noting where the Developers have made changes within the revised Masterplan:

Comment received on previous Masterplan	Developers Response
<p>The masterplan must consider the potential impact of the development on the Footpath/bridleway network, with particular reference to Level Crossings.</p>	<p>Figure 2.0 on page 9 of the revised Masterplan document shows the location of the site in the context of the PRoWs. The diagram shows all designated Public Rights of Way retained within the masterplan and how they connect with the wider area of footpaths and cycleways.</p> <p>There are no bridleways on the Sites or in the immediate surrounding area. The nearest bridleway is to the north of Pope Lane. There are also no level crossings in the immediate area.</p>
<p>Provision for Sustainable Movements (LCC)</p>	<p>The revised Masterplan sets out a vision for a new place rooted in the existing context. It adopts a policy driven "Vision and Validate" approach to growth and new living, enabling, not just encouraging, change and movement towards healthier, happier, sustainable and stable lifestyles. The Vision and Validate approach is based entirely around sustainable movements to reduce traffic flow for local journeys. The new vision for the revised Masterplan is to promote local living and virtual mobility which are integral to promoting the internalisation of trips which is required to minimise the pressure on the existing transport networks, thereby limiting the need for additional network capacity enhancements which are only likely to encourage more vehicular traffic.</p> <p>Community infrastructure (including primary/secondary mobility hubs and third place working environments³), along with sustainable and active travel routes have been considered before any internal highway layouts for motor vehicles. Although already well positioned to make good use of existing local services and amenities, the provision of a new local centre (with mobility hub), primary school and community uses on the Sites, accessed via a network of internal active travel routes (both new and existing), will further encourage local living and active travel as all residents will be within a short walk or cycling distance of an increased number of local amenities.</p>

³ Further detail on this is provided at Paragraph 7.22 of this SPS

Comment received on previous Masterplan	Developers Response
<p>Increase amount of Green infrastructure and Public Open Space which respects the rural character of the area and protects the high-quality elements such as the Orchard.</p> <p>Green Infrastructure under the Pylons not to be counted towards Policy compliant POS as this does not provide a high quality, usable environment</p>	<p>As noted on Page 27 of the revised Masterplan, there is 16.09 ha of Green Infrastructure which is in excess of policy requirements.</p> <p>The Orchards have been excluded from the Sites and shown as retained on the Masterplan.</p> <p>The space provided underneath the pylons (which amounts to 4.7 hectares) is provided in addition to our POS calculations above and therefore not required to meet policy requirements. This is illustrated on the POS Plan at Appendix VIII.</p> <p>Following the Workshop with SRBC Officers in February 2021, the proposed green infrastructure is more clearly presented in the revised Masterplan, with more narrative included regarding the land under the pylons and how this land interrelates with the rest of the Masterplan in terms of connecting to PRoW's and proposed walking routes.</p>
<p>Firm commitment for the retention of Orchard site</p>	<p>The Developers are committed to retaining both of the Orchards and their proposed retention is reflected in the revised Masterplan. The Orchards are not included within the boundary of the Developers outline planning applications.</p>
<p>Firm commitment to retain all existing hedgerows and trees of A and B category</p>	<p>It is the Developers intention to retain Category A and B trees wherever possible. Where any tree removal is unavoidable, appropriate mitigation will be provided in the form of replacement trees.</p> <p>Minimal loss of Category A and B trees is required to facilitate the development. The removal of a small number of Category A and B trees is required to facilitate access off Penwortham Way and additional tree loss is possible for the delivery of other essential infrastructure in line with policy requirements.</p>
<p>Ecology surveys of whole of Masterplan site, regardless of ownership and including Safeguarded Land</p>	<p>The Developers have undertaken updated ecological surveys over the land included within the Sites. Surveys covering third party land would be undertaken at the time planning applications (if any) come forward in respect of that land.</p> <p>The submitted Environmental Statement summarises the ecological surveys which have been undertaken to assess the suitability of the land for the proposed development and proposes robust mitigation strategies where necessary.</p> <p>The Masterplan should not seek to prescribe such mitigation strategies for the potential future loss of any habitats on third party land which is outside</p>

Comment received on previous Masterplan	Developers Response
	<p>the Developer's control. If and when future planning applications come forward on third party land, applicants can be required by the Council to provide up to date survey data and propose associated mitigation, as appropriate, using the latest available information.</p>
<p>Details of the metric used and the assessment provided for Biodiversity Net Gain (BNG) of 10%</p>	<p>There is no current local or national policy basis for requiring 10% BNG on the Proposed Development.</p> <p>Although the Masterplan site is expected to achieve a level of BNG, the Masterplan does not dictate the level of net gain requirement, as each site will be required to accord with the most up to date policy guidance on BNG and employ the latest calculation methods relevant to the time applications are made.</p> <p>Details of the BNG calculation for the Developers' Sites are provided within the Biodiversity Net Gain report prepared by TEP which is submitted as part of the Developers outline planning applications. The BNG metric has been calculated using the latest DEFRA 3.0 method.</p> <p>Based on the details available at this time of an outline planning application, the results indicate a net gain of 2.07% for habitats and a significant net gain of 18.8% for hedgerows. It is likely that when further detail is available at detailed design and reserved matters applications, an increase in net gain for habitats will be achieved. Should it not be possible to achieve any required net gain percentage on site during detailed design, a biodiversity offsetting strategy will be developed to provide the shortfall in biodiversity units which could include financially offsetting through a net gain broker.</p>
<p>Further consideration of proposal to discharge surface water to Mill Brook.</p>	<p>As the Masterplan now forms a supporting document to the Developers' outline planning applications, all of the technical information in relation to the Sites is included within the Environmental Statement. Consideration of the proposed discharge of surface water to Mill Brook is included within the Flood Risk and Drainage chapter of the ES (Chapter 11).</p>
<p>The masterplan to clearly set out the need to follow the hierarchy of drainage options for surface water in the NPPG which identifies the public sewer as the least preferable option for the discharge of surface water.</p>	<p>As the Masterplan now forms a supporting document to the Developers' outline planning applications, all of the technical information in relation to the Developers' Sites is included within the Environmental Statement. Consideration of the hierarchy of drainage options is included within the Flood Risk and Drainage chapter of the ES (Chapter 11).</p> <p>It is important to note that the drainage strategy for the Sites is largely unchanged from that proposed by the previous (now withdrawn) outline application which United Utilities (UU) and the LLFA were consulted upon. UU and the LLFA were both supportive of the proposed strategy and raised</p>

Comment received on previous Masterplan	Developers Response
	no issues with the outline drainage proposals. Detailed drainage proposals for each phase would be submitted as part of each future reserved matters applications for the Council's approval.
Detail to ensure the design principles set out within the masterplan are met through each development phase, irrespective of the timing of its delivery or the ownership status of the land.	<p>The Design Code sets out a series of design principles for the Developers' Sites which could be replicated across the wider Masterplan site to ensure a level of design uniformity.</p> <p>The Developers welcome a planning condition requiring conformity with the Design Code and SRBC may wish to assess future applications on third party land using this basis if they desire.</p>
Air Quality Assessment and robust mitigation and management measures.	<p>As the Masterplan now forms a supporting document to the Developers' outline planning applications, all of the technical information in relation to the Developers' sites is included within the Environmental Statement.</p> <p>Chapter 13 (Air Quality) of the ES includes an updated Air Quality Assessment (AQA) prepared by Ensaf. The updated AQA is based on the traffic movements associated with the new highways strategy for the Sites proposed by Vectos. As Vectos' strategy focuses more on sustainable movement principles as opposed to a vehicular movement led strategy, it is clearly demonstrated within the AQA that the Developers' proposals will result in a significant betterment to air quality impacts compared with the previous outline application proposals.</p>
The suggested measures to reduce the current CO2 emission rate by 10% is not compliant with the Council's aims and the Masterplan must include measures to compensate for Climate Change and the Council's Climate Emergency. The scheme is ideally suited to improved carbon reduction measures such as a central heating system (Ground source heat pumps), air source heating improved green energy production through the use of solar panels on every property something given the scale of the development will reduce installation costs and provide a much needed	<p>As the Masterplan now forms a supporting document to the Developers' outline planning applications, all of the technical information in relation to the Developer's outline sites is included within the Environmental Statement. The Design Code which forms part of the Masterplan encourages the use of measures to reduce CO2 emission rates.</p> <p>Chapter 17 (Climate Change) of the ES includes a Climate Change Report prepared by Wardell Armstrong. The report confirms that the Developers are committed to achieving 31% emerging efficiency improvement across their Sites. The Climate Change report sets out the potential measures which would be appropriate to use on the Sites to achieve this target. These measures can be conditioned so that they can be implemented through the Developers future reserved matters applications.</p>

Comment received on previous Masterplan	Developers Response
source of green power, improve efficiency within the units.	
Bee Lane and the railway bridge are part of proposed 'exercise route' in Penwortham Town Plan, consideration of how proposals will impact on this.	<p>The Masterplan allows for a circular 3km running and cycling route which fully integrates with the Penwortham Cycle and Walking Route. The proposed exercise route accords with Policy 7 of the Penwortham Neighbourhood Plan (PNP). This was supported in principle by SRBC at the February 2021 Workshop meeting.</p> <p>The location of the proposed exercise routes within the site are illustrated on the plan on page 13 (Figure 2.4) of the revised Masterplan.</p> <p>The Masterplan ensures that the existing Lanes will form part of the 'exercise route' in accordance with Policy 7 of the Neighbourhood Plan and will remain car free. Only a limited number of houses will access via Bee Lane (circa 40 homes) with no vehicular link onto the Spine Road or Penwortham Way.</p>
Commitment to complete the village centre in first phase of development.	<p>The Local Centre will require a critical mass (4-5yrs from 1st completion) in order to be viable to commercial occupiers. However the suggested location in the masterplan makes it a good location to establish the permanent mobility hub. In advance of this critical mass, the Sites benefit from being in close proximity to other existing facilities in surrounding communities. Although outside of the Sites, they are still conveniently located to allow local living and active travel to be positively and successfully promoted.</p> <p>The Developers' outline application (Application A) proposes a new local centre to include a mix of uses. Once planning permission is granted, land will be reserved by the Developers to facilitate the delivery of the local centre at the time when it is viable and attractive to potential occupiers.</p>
Include proposals for a Train station and associated car parking.	<p>The Central and West Lancashire Rail Study was prepared by WSP and the combined Central Lancashire authorities in August 2020 to investigate potential rail improvements across the boroughs of South Ribble, Preston and Chorley.</p> <p>The study identifies where new stations could be considered. For South Ribble, the study highlights potential for reopening of Midge Hall Station as well as considering new stations at Parker Lane/ New Longton and Coote Lane.</p> <p>Of the options presented, following qualitative assessment, Burscough curves improvements and re-opening of Midge Hall performed better than any others and are identified as the main options to pursue. This is down to the cost of delivering the improvements and the known developments</p>

Comment received on previous Masterplan	Developers Response
	<p>in the area which justify expectations of higher passenger numbers to recoup the costs associated with initial delivery.</p> <p>The potential for a new train station within the vicinity of the Sites (Coote Lane option) is therefore not currently an option which is to be pursued by the joint Local Authorities and therefore does not justify the need to include proposals for a Train Station in the Masterplan.</p> <p>At the 2021 Workshop meeting with SRBC, Officers confirmed that there is no policy requirement for a train station on the Sites and they are of the view that a train station is not required in this location. Therefore reference is not made to this within the Masterplan.</p>
<p>Older persons provision to include a proportion of single storey bungalows as per the requirements of policy in the Penwortham Town Neighbourhood Plan.</p>	<p>There is no specific policy requirement for bungalows in the Penwortham Neighbourhood Plan (PNP) or the Council's Development Plan. Policy 3 of the PNP notes the inclusion of single storey properties suitable for elderly persons accommodation will be supported.</p> <p>However, the Developers recognise that there is a perceived demand for bungalows within the local area. The Developers will therefore propose a number of bungalow properties as part of future reserved matters applications. Reference to the inclusion of single storey and bungalow properties is included within the Development Parameters section (Section 8) of the Revised Masterplan.</p>
<p>Masterplan must be fully compliant with Penwortham Neighbourhood Plan policies 3, 5 and 7.</p>	<p>The Masterplan is fully compliant with these policies of the Neighbourhood Plan.</p> <p>Policy 3 (Types of Residential Property) is covered above.</p> <p>Policy 5 (New Sporting Facilities) states that: <i>"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."</i></p> <p>The Developers through their planning applications will seek to negotiate appropriate financial contributions, secured through a Planning Obligation, towards the funding of improvements to existing sports pitch facilities on land adjacent to the existing Penwortham Community Centre. These improvements could include contributions towards improving the playing quality of the existing pitches (upgrading to 3G) and / or new ancillary facilities.</p> <p>The detail of these improvements is to be developed through further consultation with Sport England and Penwortham Town Council and will have regard to the up to date evidence base of the need for new sporting facilities. The Developers' commitment to these contributions in principle is</p>

Comment received on previous Masterplan	Developers Response
	<p>included within the Infrastructure Delivery Statement for the Sites (Appendix VI).</p> <p>Any future developers of third party land parcels within the Masterplan site will be expected to make proportionate financial contributions towards the improvement of existing local sporting facilities in line with the relevant policies of the Local Plan.</p> <p>Policy 7 (Penwortham Cycle and Walking Route),</p> <p>The Masterplan proposals connect into the wider cycling route and provide a loop around the site in accordance with this policy. The route of the circular exercise track proposed around the site is shown at Figure 2.4 of the revised Masterplan.</p>
<p>Restrict dwellings to 1 and/or 2-storey only adjacent to existing properties.</p>	<p>As shown on the 'Development Heights Parameter Plan' for the Sites there is a buffer placed around all existing residential properties which will restrict building heights in these locations to a maximum of 2.5 storeys as assessed as acceptable in the LVIA.</p> <p>Future reserved matters proposals will ensure a standoff from existing dwellings in line with the relevant policies and design guidance.</p>
<p>Removal of reference to 4-storey.</p>	<p>No 4 storey development is proposed in the outline applications. The Development Heights Parameter Plans for both outline applications included at Appendix III confirms the removal of 4 storey development on land within the Developers control.</p> <p>The Design Code which forms part of the Masterplan also includes reference to building heights which will be limited to a maximum of 3 storeys on all land controlled by the Developers. This design principle could be replicated across third party land within the remit of the Masterplan, at the Council's discretion.</p>
<p>Some images of proposed dwellings within the design code have features that would be discouraged from a security perspective such as deep recessed doorways and flat canopies over front doors.</p>	<p>Images of flat canopies and recessed doorways have been removed in the revised Masterplan.</p>
<p>Communities are not created, they evolve, Masterplan needs to</p>	<p>The Masterplan vision to create a new urban fabric takes inspiration initially from the Garden Village Principles. Well defined public and private spaces will allow the community to have a sense of identity and character.</p>

Comment received on previous Masterplan	Developers Response
<p>demonstrate how this new community will evolve.</p>	<p>In addition, a range of new community facilities and services embracing the “20-minute town” and “local living” concepts will also provide vital connection points to thread together the development and bring social cohesion.</p> <p>By utilising the existing PRowS the site will integrate with existing communities from the outset. The provision of a new Mobility Hub; Third Space place of work and two form entry Primary School will further encourage new communities to form and connect with one another.</p> <p>TW have won several major awards for their community creation and similar initiatives at their recent developments. This has included a recent RTPI ‘Best Community Initiative’ Award for their Pennington Wharf Development in Wigan, where residents are now enjoying a newfound sense of ‘community’ thanks to the thoughtful and considered delivery of a new community hub.</p>
<p>Measure to mitigate the impact on residents during site preparation and construction.</p>	<p>An Outline Construction Environmental Management Plan has been prepared and is submitted with the applications. This includes mitigation measures to minimise the impact on residents during site construction. This matter can be covered by planning condition.</p>
<p>Previous Masterplans included provision for a new community centre to be built. The Town Council seek assurances that should the development go ahead and should the road be built then options will be given to relocate the community centre to a new site and that this can be arranged through a partnership agreement.</p>	<p>Prior to the Workshop meeting with SRBC held in February 2021, a meeting with Penwortham Town Council (PTC) was held to discuss the community centre proposals. PTC have confirmed that their preference is for an extension to the existing centre at Kingsfold to be built, as opposed to a new centre on the Masterplan site.</p> <p>The Developers through their planning applications are willing to negotiate an appropriate financial contribution towards the funding of improvements towards the existing Penwortham Community Centre in line with Policy 6 of the Penwortham Neighbourhood Plan.</p>

4. The Scheme Proposals

4.1 This chapter of the SPS describes the proposed development. A detailed DAS incorporating the Design Code has been prepared by 5Plus Architects and is submitted in support of the applications. The design is fully consistent with the Masterplan and Design and Access Statement incorporating the Design Code, which has been submitted to SRBC for approval as part of the Developers' outline applications.

Description of Development

4.2 The planning applications are submitted in outline with all matters reserved (including scale, layout, appearance and landscaping) except for the principal means of access in to both application sites. They propose the demolition of certain existing buildings and a residential led mixed-use development comprising:

Application A

4.3 Application A proposes:

- Up to 920 dwellings;
- A new two form entry primary school;
- A new Local Centre, including a mobility hub and third space;
- Green space; and
- Associated Infrastructure

Application B

4.4 Application B proposes:

- Up to 180 dwellings;
- Green space; and
- Associated Infrastructure

4.5 The application proposals are described in further detail below. Further supporting information is also provided in the DAS incorporating the Design Code, which should be read in conjunction with this SPS.

Application Parameters

4.6 The outline planning applications are supported by a series of application drawings. Land Use Parameter Plans and Maximum Building Heights Plans are attached at **Appendix III** (Application A) and **Appendix IV** (Application B) respectively. The technical assessments accompanying these planning

applications are based on the land use, maximum building heights and the maximum quantum of development for which planning permission is sought.

- 4.7 The Land Use and Maximum Building Height Parameter Plans accord with the revised Masterplan for the area. The full suite of Parameter Plans submitted as part of both planning applications is set out in the table below:

EIA Parameters	Plan References	Purpose
Site Edge Red Location Plans	Application A: 05745-MP_00_1000-100 Application B: 05745-MP_00_2000-101	Defines the extent of the Sites and the proposed development. Other land controlled by the Developers is identified in blue
Land Use and Maximum Building Heights Plans	Land Use Application A: 05745-MP_00_1001-104 Land Use Application B: 05745-MP_00_2001-102 Building Heights Application A: 05745-MP_00_1002-101 Building Heights Application B: 05745-MP_00_2002-101	Defines the type of development and the maximum height of development proposed within the identified zones. Heights are defined in storey height and taken from the existing topographical level (unless otherwise stated).
Detailed Means of Access Drawings (Application A)	Proposed Site Access Arrangement (Single Carriageway Approach): VN211918-D103 Proposed Site Access Arrangement (Bee Lane): VN211918-D105	Provide the detailed information for the proposed vehicular, cycle and pedestrian access arrangements.
Demolition Plan	Application A: 05745-MP_00_1003-100 Application B: 05745-MP_00_2003-100	Defines the buildings on site which will be demolished.

Use and Amount

- 4.8 The planning applications propose a residential led mixed-use development as set out in the table below:

Use	Proposal
Residential (Applications A and B)	The scheme proposes the construction of up to 1,100 residential dwellings (Use Class C3 and C2) across the Application A and B sites, comprising a mix of bungalows, detached, semi-detached, mews and apartment properties ranging from 1-4 bedrooms. The exact mix is to be determined at the time of Reserved Matters submissions. A proportion of the dwellings could comprise specialist housing for the elderly and 30% affordable housing is proposed in line with policy requirements.
Local Centre (Application A)	Retail, commercial, employment and community uses including a mobility hub and third space ⁴ within Use Class E and sui generis; extending up to 2,500 sq.m in total
Primary School (Application A)	A site for a two-form entry primary school within Use Class F1 extending up to 2,027 sq m, on a site area of 2 hectares.
Green Infrastructure (Applications A and B)	Extensive green infrastructure up to 16.09 hectares.

4.9 Flexibility is required to enable development to be brought forward in line with market demand, therefore, a maximum quantum of development is proposed for the combined mix of uses as proposed. The global ES and associated technical assessments which support the planning applications are based on the maximum quantum of development for which planning permission is sought as this represents the 'worst case' scenario in impact terms for each technical assessment.

Layout

4.10 An Indicative layout (plan ref 05745- MP_00_1004-100) for the proposed scheme (**Appendix X**) is submitted which provides an indication of the possible configuration of the development and associated landscaping. It allows informed assumptions about the development to be applied and demonstrates that the amount of development for which outline planning permission is sought can be accommodated on the Sites.

Building Heights

4.11 The proposed maximum building heights are shown on the Building Heights Parameter Plans (Appendix III). The Parameter Plan shows the following maximum building height zones:

- i) Up to 2.5 storeys around all the existing properties on the Sites which are to be retained, creating a buffer which will protect the visual amenity of these properties; and

⁴ The Third Space facility will provide a co space working environment for the use of new residents to the site and the existing community.

- ii) Up to 3 storeys on land to the north west of Bee Lane (adjacent to Kingsfold) to reflect the local vernacular surrounding this part of the Sites.

Access

- 4.12 The means of access for which full permission is sought relates to vehicle, cycle and pedestrian accesses and these are illustrated on the Land Use Parameter Plans (Appendix III and Appendix IV). The detailed means of access for Application A is shown on the drawings at **Appendix VII**.
- 4.13 A new vehicular site access is proposed off Penwortham Way in the form of a traffic signal-controlled junction. This has been designed to work as per the existing road network but also acknowledges and does not prejudice the County Council's desire to improve the capacity of the Penwortham Way corridor. Access is proposed to be provided for a new or extended bus service servicing the site accessing via Penwortham Way with an internal loop provided to ensure good penetration and access to services, remembering that existing services along Leyland Road and Kingsfold Drive will still remain available and attractive to many.
- 4.14 All development-related motor vehicle traffic (with the exception of a small parcel of land in the north east corner of the Sites with an estimated capacity of some 40 homes) will utilise the new access off Penwortham Way and will not be permitted to use the existing Lanes. Instead, an internal network will provide a suitable hierarchy acknowledging national design criteria to promote enhanced streets, informal streets and pedestrian-priority streets with appropriate active frontage to reinforce a low-speed residential environment.
- 4.15 A small development parcel in the north east corner of the Sites comprising approximately 40 dwellings will be accessed via Bee Lane / Bee Lane Bridge. This development parcel will be linked via the active travel corridors but will not have a vehicular link to Penwortham Way.
- 4.16 In line with the principles set out within the revised Masterplan, the outline applications adopt a "Vision and Validate" approach with a hierarchy for travel choice in the following descending order:
- Local living and virtual mobility
 - Active travel;
 - Shared travel; and
 - Single occupancy vehicles.
- 4.17 The vision for the Sites is to promote local living and virtual mobility which are integral to promoting the internalisation of trips which is required to minimise the pressure on the existing transport

networks, thereby limiting the need for additional network capacity enhancements which are only likely to encourage more vehicular traffic.

4.18 The existing Lanes, many of which are already adopted highway and PRow, provide an exciting and unique opportunity to create an active travel network within the Sites which respects the local setting and retains much of the rural character. This can be achieved by ensuring there is no increase in motor vehicular traffic using the existing Lanes through infrastructure and alternative routeing arrangements. The Lanes can therefore continue to be used predominantly by pedestrians and cyclists in a low-speed environment, supplemented by a number of new internal pedestrian and cycle routes to enhance connectivity.

4.19 Each of the pedestrian and cycle routes within the Sites (both new and existing) will be lit, surfaced, be generally overlooked and of high quality to ensure access on foot and by cycle is strongly encouraged and maximised. Existing Public Rights of Way will be retained along existing alignments with consideration given to upgrading routes to bridleway status to be determined within future reserved matters planning applications as the site is brought forward.

Landscaping

4.20 Extensive green infrastructure is proposed as shown on the Indicative Open Space Plan attached at **Appendix VIII**. The total amount of green spaces proposed is extremely generous at around 16.09 hectares which can be broken down as follows:

POS Typology	Requirement (ha) ⁵	Total Provision (Applications A and B) (ha)
Amenity Green Space	3.51	6.35 (of which: <ul style="list-style-type: none"> • 0.40 in Pylon Corridor • 0.99ha in flood management • 1.55 ha in SUDS (0.56 swale) & • 0.05ha is allotments)
Equipped Plan Areas	0.21	0.3
Parks and Gardens	On-site provision is not required as the	N/A

⁵ As set out within SRBC's Open Space & Playing Pitch Requirements dated 30/8/18

	site is within 1000m of a central park	
Natural / Semi Natural	5.05	9.44 (of which: <ul style="list-style-type: none"> • 0.865ha in Pylon Corridor • 1.30ha is SUDS) & • 0.08ha is allotments)
Ponds	N/A	Existing retained: 0.0270ha Proposed: 0.310ha
TOTAL	8.77	16.09

4.21 As well as largely safeguarding the existing, established landscape structure, the development will deliver significant and extensive new open space to form a coherent green infrastructure network. This network links with existing off-site resource as well as to the built environments which flank the site. In this way existing and new communities will benefit from improved sustainable movement and wellbeing opportunities which a green infrastructure approach can bring. The Indicative Open Space Masterplan proposes:

- i) 6.35 hectares of new amenity green space which will include community facilities such as equipped play areas. In particular a Village Green at the centre of the scheme will provide a high-quality flexible space for community space in close proximity to the Local Centre. The landscaping of the amenity green space will largely comprise of ornamental shrub planting (including hedges), native shrub planting (including hedges), ornamental Woodland (Including Individual trees, tree groups and orchards), amenity grassland and wildflower meadow (including swales);
- ii) The scheme expands the natural resource at the site through 9.44 hectares of natural/seminatural space. This open space will be accessible for public use as well as managed for biodiversity gain;
- iii) 0.13 hectares of allotment space is provided to make provision for new residents;

- iv) All surface water relating to the development will be managed through the inclusion of swales and attenuation basins which have been designed to be an integral part of the green infrastructure network;
- v) All existing PRow are integrated into the landscape framework to ensure sustainable routes are attractive alternatives to vehicular routes; and
- vi) The existing Lanes will be retained as green lanes with pedestrian and cycling priority.

4.22 The land underneath the pylon corridor which amounts to approximately 4.7 hectares will be protected from development as shown on the Land Use Parameter Plan. This land will also be publicly accessible and maintained for the enjoyment of future residents of the site and surrounding communities. However, this land is not required to meet the POS requirements for the Sites.

Phasing

4.23 An Indicative Phasing Plan forms part of the applications and is attached at **Appendix IX**. Details of development phasing is also provided at Section 10 of the DAS and within the Masterplan. Due to the scale of the development and the extent of infrastructure that will be delivered, the development will be brought forward in phases over a number of years.

4.24 The Phasing Plan submitted in support of this application is indicative at this stage. In summary the Indicative Phasing Plan shows:

- i) **Western Phase** – Residential development, the new vehicular access from Penwortham Way, the first phase of the Spine Road, supporting infrastructure including road network and the natural/semi-natural area including SuDS to the north of the Spine Road and adjoining Penwortham Way;
- ii) **Central Phase** – Residential development, the local centre incorporating the mobility hub and third space, the second phase of the Spine Road, supporting infrastructure including road network and the natural/semi-natural space and SuDS to the south of the Spine Road and adjoining Penwortham Way;
- iii) **Southern Phase** – Residential development and supporting infrastructure including road network, open space and SuDS;
- iv) **South Eastern Phase** - Residential development and supporting infrastructure including road network, open space and SuDS;

- v) **North Western Phase** - Residential development and supporting infrastructure including road network, open space and SuDS.
- vi) **North Eastern Phase** - Residential development, completion of the Spine Road on land controlled by the Developers and supporting infrastructure including open space.
- vii) **Local Centre Phase** - Accommodating the Local Centre to be delivered as a stand alone component. Once planning permission is granted, land will be reserved by the Developers to facilitate the delivery of the local centre at the time when it is viable and attractive to potential occupiers.
- viii) **School Phase** - Serviced land for the two form entry primary school and supporting infrastructure including school playing fields and SuD's.

4.25 The exact sequencing of the delivery of the indicative phases is currently unknown. The Local Planning Authority is invited to impose a condition which requires a detailed phasing plan to be submitted for approval as part of the first reserved matters application. This detailed Phasing Plan should be capable of being updated from time to time as the development progresses, to reflect any changed circumstances during the lifetime of the development.

4.26 The Detailed Phasing Plan(s) will be underpinned by a detailed design process and will identify the extent and sequencing of the phases and subphases of the proposed development. It is intended that once planning permission(s) have been granted there will be between 1 and 4 house builder outlets on the Sites who could deliver initially 30 rising to 150 new homes per year in aggregate.

Summary

4.27 In summary, this chapter has briefly described the application proposals and set out the parameters for which outline planning permission is sought. The application proposals have been developed in tandem with the revised Masterplan for the wider allocated site. They accord with the requirements of relevant Development Plan policy which is set out in Chapter 6 of this report.

5. Affordable Housing

- 5.1 The provision of affordable housing at 30% (up to 330 dwellings) across the Sites is a major benefit of the applications which will assist in meeting an acute need across the Borough and will help to satisfy one of SRBC's corporate priority targets over the current Plan period and beyond. The proposed level of affordable provision also meets the requirements of adopted Core Strategy Policy 7, which requires 30% affordable housing provision on major sites (above 15 dwellings) within Penwortham.
- 5.2 Each future residential reserved matters application to come forward within the Sites would include a proportionate number of affordable homes (30%) to ensure that affordable housing will be evenly distributed across the Sites.
- 5.3 An Affordable Housing Statement (AHS) has been prepared by Tetlow King and is submitted as a supporting document to the Developers applications. The AHS considers the need for affordable housing in South Ribble, including by comparing recent delivery rates against SRBC's annual targets.
- 5.4 The AHS identifies an acute need for affordable homes in South Ribble with the 2009 SHMA, which was tested at Examination, identifying a shortfall of 660 net affordable homes per annum between 2009 and 2014. Across the Core Strategy period, the Council has not been able to deliver enough affordable housing to meet its identified needs. Substantial shortfalls have arisen against the assessed need figures in both the 2009 and 2017 SHMAs, and although only two years have elapsed since the base date of the CLHS 2020, a shortfall has already arisen against its need figure.
- 5.5 The tenure in South Ribble is imbalanced, with a greater proportion of owner-occupied homes and a smaller proportion of affordable/social rented homes than the national or regional average. Shared ownership homes are also rarely found in the Borough, standing at just 0.5% of households. All these factors combine to create an extremely challenging situation for anybody in need of affordable housing to rent or to buy in South Ribble.
- 5.6 The proposed development will alleviate these challenges by providing a substantial number of good quality affordable homes. Occupants will benefit from lower rents than in the private rented sector, the benefits of living in a modern house suitable for their needs, in better condition and more energy efficient than existing stock. The delivery of up to 330 affordable dwellings as part of the proposed development at The Lanes will offer a significant increase in the supply, choice and availability of affordable housing in the Borough. To put this in context, 330 affordable dwellings is equivalent to around 30% of the entire register of households in need in the Borough.

- 5.7 The provision of affordable home ownership dwellings will also help to meet the needs of households wishing to buy but 'trapped' in the private rented sector or occupying affordable rented housing that could be released to meet priority needs.
- 5.8 The prompt grant of planning permission for the proposed development at The Lanes will enable the speedy delivery of affordable dwellings. Moreover, the Sites' status as part of an allocated site in the adopted Local Plan means that the delivery of Sites is not merely desirable, but wholly necessary to enable the Council to meet its needs for open market and affordable housing. The development will also mean the Council is better placed to address the most severe housing issues such as addressing homelessness, which has been identified as a corporate priority of the Council. The proposed affordable housing can come forward in a mix of tenures including affordable rented housing and affordable routes to home ownership, therefore helping to meet the needs of different parts of the housing market. The exact affordable housing tenure mix and size/type of dwellings can be agreed through the submission of an Affordable Housing Delivery Scheme for the Council's approval, secured by condition/ s106.

6. Relevant Planning Policy Framework

6.1 This Chapter outlines the relevant planning policy framework and guidance at a local and national level which the decision taker should have regard to.

The Development Plan

6.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires Local Planning Authorities to determine planning applications in accordance with the Development Plan unless material considerations indicate otherwise. In this case, the Development Plan for the area comprises:

- i. The South Ribble Borough Council Local Plan 2012-2026 (adopted July 2015);
- ii. The Central Lancashire Core Strategy DPD (adopted July 2012);
- iii. Penwortham Town Neighbourhood Plan (2017); and
- iv. Joint Lancashire Minerals and Waste Local Plan (2009).

6.3 There are no policies contained in the Joint Lancashire Minerals and Waste Local Plan which are relevant to the determination of these applications and therefore this document is not considered further.

South Ribble Local Plan

6.4 The Sites comprise the majority of the Major Development allocation under Policy C1 (Pickering's Farm, Penwortham) of the SRLP.

6.5 **Policy C1 (Pickering's Farm, Penwortham)** states that:

"Planning permission will only be granted for the development of the Pickering's Farm site subject to the submission of:

- i) 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 which extends 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;*
- ii) a phasing and infrastructure delivery schedule; and*
- iii) an agreed programme of implementation in accordance with the Masterplan and agreed design code."*

6.6 **Policy D1 (Allocation of Housing Land)** lists the sites that are allocated for residential development and related infrastructure which is to be delivered through CIL and/or developer contributions. The allocated housing land equates to a total of 6,576 dwellings over the Plan period. It is estimated that the Pickering's Farm Site can accommodate approximately 1,350 dwellings overall.

6.7 **Policy A2 (Cross Borough Link Road (Development Link Road))** 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 Carrwood Road to The Cawsey, as shown on the Policies Map; and*
- A road to be constructed through the major development site at Pickering's Farm as shown diagrammatically on the Policies Map."*

6.8 **Policy A1 (Developer Contributions)** states that:

"New development will be expected to contribute to mitigating its impact on infrastructure, services and the environment and to contribute to the requirements of the community. This may be secured as a planning obligation through a Section 106 agreement, where development would otherwise be unacceptable and through the Community Infrastructure Levy (CIL) by way of a Charging Schedule. The types of infrastructure that developments may be required to provide contributions to are listed within the policy."

6.9 **Policy D2 (Phasing, Delivery and Monitoring)** sets out the indicative timescales for the phased delivery of identified housing sites in order to meet the scale of development required over the Plan period and to ensure that the scale and timing of new infrastructure that is required. Annual monitoring of the delivery of housing will be undertaken. In relation to the site, Policy D2 envisages the following residential development set out in three phases:

- 2010/11-2015/16 – 150 dwellings
- 2016/17-2020/21 – 600 dwellings
- 2021/22-2025/26 – 600 dwellings

6.10 **Policy B1 (Existing Built-Up Areas)** states that:

"Within the existing built-up areas, as defined on the Policies Map, proposals for the re-use of undeveloped and unused land and buildings, or for redevelopment, will be permitted provided that the development:

- Complies with the requirements for access, parking and services, as set out elsewhere in this Plan;*

- *Is in keeping with the character and appearance of the area; and*
- *Will not adversely affect the amenities of nearby residents."*

6.11 The following policies of the SRLP are also of relevance to this application. An assessment of the proposals against these policies can be found at **Appendix VIII** of this SPS.

- i. Policy F1 (Parking Standards);
- ii. Policy G7 (Green Infrastructure – Existing Provision);
- iii. Policy G8 (Green Infrastructure – Future Provision);
- iv. Policy G10 (Green Infrastructure Provision in Residential Developments);
- v. Policy G11 (Playing Pitch Provision);
- vi. Policy G12 (Green Corridors/Green Wedges);
- vii. Policy G13 (Trees, Woodlands and Development);
- viii. Policy G16 (Biodiversity and Nature Conservation);
- ix. Policy G17 (Design Criteria for New Development); and
- x. Policy H1 (Protection of Health, Education, Other Community Services and Facilities).

Central Lancashire Core Strategy

6.12 The Central Lancashire Core Strategy was jointly produced by South Ribble, Chorley and Preston City Authorities. It identifies three proposed Strategic Locations for development, one of which is South of Penwortham and North of Farrington, within which the Sites lie. Relevant policies are summarised below:

6.13 **Policy 1 (Location Growth)** states that growth and investment will be concentrated in:

(iii) "The settlements south of the River Ribble, comprising:

- *Penwortham, focussing on the regeneration of the District Centre but with some greenfield development **at the South of Penwortham and North of Farrington Strategic Location.**"*
(emphasis added)

6.14 **Policy 4 (Housing Delivery)** states that Councils should ensure that:

“There is enough deliverable land suitable for house building capable of providing a continuous forward looking 5 year supply in each district from the start of each annual monitoring period and in locations that are in line with the Policy 1, the brownfield target (of 70% of all new housing) and suitable for developments that will provide the range and mix of house types necessary to meet the requirements of the Plan area.”

6.15 **Policy 7 (Affordable and Special Needs Housing)** 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, and of 35% in rural areas on sites in or adjoining villages which have, or will have, a suitable range of services; on any rural exception sites including those in the Green Belt there will be a requirement of 100%.”

6.16 **Policy 14 (Education)** states that Local Authorities should provide for education requirements by:

“(a) Enabling new schools and other educational facilities to be built in locations where they are accessible by the communities they serve, using sustainable modes of transport.”

6.17 The following policies of the Central Lancashire Core Strategy are also of relevance to this application. An assessment of the proposals against these policies can also be found at **Appendix VIII** of this report.

- i. Policy 3 (Travel);
- ii. Policy 5 (Densities);
- iii. Policy 6 (Housing Quality);
- iv. Policy 17 (Design of New Buildings);
- v. Policy 18 (Green Infrastructure);
- vi. Policy 22 (Biodiversity and Geodiversity);
- vii. Policy 23 (Health);
- viii. Policy 24 (Sport and Recreation);
- ix. Policy 25 (Community Facilities);
- x. Policy 26 (Crime and Community Safety);
- xi. Policy 27 (Sustainable Resources and New Developments); and

- xii. Policy 30 (Air Quality).

Penwortham Town Neighbourhood Plan

6.18 Penwortham Town Council has prepared a Neighbourhood Development Plan ('NDP') that covers the Penwortham Town Area. The NDP was made in March 2017 and defines the community's vision and aspirations for the town of Penwortham and its future development growth up to 2026. The NDP recognises that Pickering's Farm is allocated for major development in the SRLP. The relevant NDP policies are summarised below:

6.19 **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, each phase or parcel with its own individual design and place characteristics."

6.20 **Policy 3 (Types of Residential Property)**, requires new residential developments in Penwortham to:

"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."

6.21 **Policy 5 (New Sporting Facilities)** states that:

"The Town Council will, in working through the Masterplan preparation for the Pickering's Farm site, seek to locate the new sporting facilities adjacent to the existing Community Centre."

6.22 **Policy 7 (Penwortham Cycle and Walking Route)** states that:

"Penwortham Town Council, working with Lancashire County Council, South Ribble Borough Council, the developers of Pickering's 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"

Other Material Considerations

6.23 Aside from the Development Plan, there are a number of other material considerations which may be taken into consideration in the determination of this application, including:

- i. SRBC's Supplementary Planning Documents (SPD);
- ii. Housing Land Position Incorporating Update to SHLAA (2020);

- iii. The Emerging Central Lancashire Local Plan;
- iv. National Planning Policy Framework (NPPF) (July 2021); and
- v. National Planning Practice Guidance (NPPG).

Supplementary Planning Documents (SPDs)

6.24 The following SPDs contain policies relevant to the determination of this application:

Central Lancashire Affordable Housing SPD (March 2012)

6.25 This document provides guidance for Developers on the tenure and design of affordable housing. The document also notes that if there is any doubt about viability on a particular site, it will be the responsibility of the developer to make a case that applying the Council's affordable housing requirement for their scheme makes the scheme not viable. In this case and based upon an assumed level of S106 Obligations and Community Infrastructure Levy (which will need to be verified with the Council during the determination period) the Developers do not consider that the provision of 30% affordable housing, as proposed in the applications, will prejudice the viability of their schemes, and therefore no viability assessment is required to be submitted.

Central Lancashire Open Space and Playing Pitch SPD (August 2013)

6.26 The purpose of this document is to provide advice on how the Council's open space and playing pitch policies, as set out in the Local Plans, are to be implemented. This includes guidance on provision standards and how they will be applied. The Open Space and Playing Pitch SPD sets standards of provision for each Local Authority. These quantity standards are a guideline as to how much open space, sport and recreation provision per 1,000 people is needed to strategically serve the area. The standards are as follows (albeit Policy G11 of the SRLP includes the provision for contributions for playing pitches).

Table 5: Open Space Requirements

Typology	<i>Standard: Hectares per 1,000 population</i>		
	Preston	South Ribble	Chorley
Amenity greenspace	0.54	1.33	0.73

Provision for children and young people	0.02	0.06	0.08
Parks and Gardens	1.81	0.66	1.91
Natural and semi natural greenspace	1.78	1.98	4.64
Allotments	0.17	0.08	0.07
Playing Pitches	1.01	1.14	1.21

Housing Land Position Incorporating Update to SHLAA (April 2020)

6.27 The SHLAA (2020) reports that as at 1st April 2020 the Borough had a gross five year supply of land sufficient for 3,130 dwellings. This equates to a 13.3 years land supply, including a 5% buffer. The document also sets out the number of dwellings that the Major Development Site is expected to deliver. This figure is stated to be 1,100 residential units on land controlled by Homes England and Taylor Wimpey. The five-year supply calculation assumes 90 dwellings will be delivered on the Major Development Site within five years i.e. between 2020 and 2025.

The Emerging Central Lancashire Local Plan

6.28 In 2018, a review of the Central Lancashire Core Strategy and individual local plans was begun with a view to delivering a single Central Lancashire Local Plan (CLLP), reflecting both the shared strategic policy objectives and more detailed non-strategic policies up to 2036. A Call for Sites exercise was undertaken in early 2019 and options and an Issues and Options consultation was held. The Councils are currently working to prepare a Preferred Options consultation paper for consultation in late 2021 and following this, a Local Plan for submission in 2022. As the emerging Local Plan is still at a very early stage of development, it has not been considered within the Appraisal section (Section 7) of this SPS, as limited if any weight can be attached to it.

National Planning Policy Framework (NPPF)

6.29 The NPPF sets out planning policies and guidance at the national level and how this is to be applied. The NPPF constitutes an important material consideration in the determination of planning applications. The Appraisal at Section 7 of this SPS makes reference to relevant paragraphs of the Framework and the Applications' consistency with its provisions.

National Planning Policy Guidance (NPPG)

6.30 The Government published the National Planning Practice Guidance (NPPG) in March 2014. NPPG adds further detail to the NPPF and it is intended that the two documents should be read together.

Summary

6.31 In summary, the application Sites together form the majority of the Major Development Site allocation under Policy C1 of the SRLP, which comprises a key component of the Council's adopted Development Plan. The Sites have been identified by the strategic planning authority for major housing led development for a number of years and forms part of the Borough Council's current and an important part of future housing land supply. The following Chapter of this SPS assesses the application proposals against the relevant policies of the Development Plan.

7. Appraisal of the Proposals

7.1 This chapter assesses the application proposals against the relevant policies of the Development Plan.

Major Development Site Allocation

7.2 The application Sites have been specifically identified as a suitable location for major residential led mixed-use development for a number of years. The Central Lancashire Core Strategy was adopted in July 2012 and sets out the spatial planning proposals for the combined area of Preston, South Ribble and Chorley Boroughs. The purpose of the Core Strategy is to set the strategic direction for planning in the area over the period of 2010-2026.

7.3 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**⁶. Core Strategy Policy 1; locating growth states that;

“Growth and investment will be concentrated in;

a. The Preston/ South Ribble urban area comprising;

iii. The settlements south of the River Ribble, comprising;

- *Penwortham, focusing on the regeneration of the district centre, **but with some greenfield development at the site of Penwortham and north of Farington strategic location.***
- *The south of Penwortham and north of Farington strategic location is described at Paragraphs 5.49 and 5.50 of the Core Strategy and state (with AY emphasis in **bold**).*

*5.49 “This is a broad area of search, comprising of Green field land south of Kingsfield which stretches southwards to the household waste recycling centre of Farington, and is bounded to the west by the A582 and to the east by the west coast mainland and beyond by Tardy Gate District Centre. **The location is of strategic significance by virtue of its ability to significantly contribute to South Ribble’s infrastructure and housing requirements. This strategic location would result in the rounding off of the Preston and South Ribble urban area as defined in Policy 1 of the Core Strategy.** The area is well located in relation to employment opportunities at Cuerden Regional Investment Site and the existing business parks in Farington and Moss Side. Existing infrastructure*

⁶ Paragraph 2.5 of the Core Strategy

could be capitalised upon but more significant investment will be required in the immediate vicinity to help deliver development at the strategic location.

*5.50 **The area could contribute between 1200 and 2000 dwellings.** Development is unlikely to be completed before the end of the plan period (2026). **Overall, the inclusion of this area as a strategic location provides clarity about the future development of the area, protecting those areas that might be needed in later plan periods through the plan, monitor and manage principles of implementation.** In terms of infrastructure, in addition to the transport related requirements, a primary school and a medical centre are needed, and improvements will be required entirely in Tardy Gate District Centre. The South Ribble Site Allocations DPD will identify the extent of land to be brought forward within the strategic location and will also indicate land that may be required beyond the plan period. **It will set out appropriate phasing before the release of land.**"*

7.4 The SRLP was adopted in July 2015 and covers the period 2012-2026. The SRLP sets out the vision for the Borough and the Council's interpretation of the Central Lancashire Core Strategy including development management policies.

7.5 SRLP Policy C1 relates to Pickering's Farm, Penwortham and the full policy wording is provided at paragraph 6.5 of this SPS. The introduction to Policy C1 states (with AY emphasis in **bold**);

*6.5 **"The Central Lancashire Core Strategy Policy 1 concentrates development in the Preston and the South Ribble urban area and includes a strategic location – South of Penwortham and North of Farington.***

*6.6 **The Council has assessed the concept of the strategic location from the Core Strategy, measured against housing and employment land requirements and the need to protect existing infrastructure and has identified part of the strategic location for a residential led development. The site chosen is referred to as Pickering's Farm and the Council has identified around 79 hectares of the site to be allocated to provide the development of up to 1,350 dwellings and deliver the necessary infrastructure for the area.** The remaining area within the south of Penwortham and North of Farington strategic location will be safeguarded for development needs after the plan period.*

*6.7 **The comprehensive development of the site is crucial due to its size and strategic importance as well as to ensure delivery of essential infrastructure and local services, the following policy sets out this in more detail.**"*

Compliance with Policy C1

- 7.6 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. As noted in Section 3 of this SPS, a detailed Masterplan was prepared by the Developers' in December 2019 following a lengthy period of public consultation and its initial endorsement by SRBC's Planning Committee in November 2018. This Masterplan was however rejected at Planning Committee in September 2020.
- 7.7 Following further consultation with SRBC, a revised Masterplan comprising of a Masterplan document and Design Code (incorporated within the DAS) has been prepared and submitted as part of these outline applications to demonstrate how land allocated by Policy C1 can be developed in a comprehensive manner, thereby providing certainty regarding the overall delivery of housing, essential infrastructure, local services and avoiding piecemeal development.
- 7.8 The revised Masterplan includes all of the wider area of the Pickering's Farm allocated site and the safeguarded land at Coote Lane as shown on the SRLP Policies Map. The Masterplan shows indicative primary access locations and high-level development parameters for the safeguarded parcel of land to the south, which is based on the known constraints such as the land under the pylons where development would not be suitable. This high-level approach has been followed so as not to conflict with SRLP Policy G3, which states that the safeguarded land should be protected from development but is not designated for any specific purpose within the current Plan period.
- 7.9 The revised Masterplan makes provision for a range of land uses, including residential, education, employment and commercial, green infrastructure and community facilities. It includes land under the control of the Developers (the subject of these applications) as well as land in third party ownership, which may be the subject of future planning applications. It seeks to create a new, exciting and highly sustainable vision for living, where people want and have the option to live locally, building a close relationship with their community, whilst also remaining connected to key regional centres through fast, attractive and direct active travel, alongside sustainable shared travel along routes which prioritise their convenience. The revised Masterplan has been prepared in the context of the health and climate agenda, acknowledging national policy as well as South Ribble Borough Council's Climate Emergency declaration and commitment to be carbon neutral by 2030. It also allows for the promotion of a healthy living agenda built around an understanding of why and how people travel, as well as what this might look like in a post-Covid world.
- 7.10 The DAS document sets out a series of clear Design Principles for the Developers' Sites which SRBC can use as a framework to facilitate the comprehensive development of the Sites. The DAS demonstrates

how the application proposals accord with the site wide and neighbourhood design principles relevant to the Sites. As layout, appearance, scale and landscaping are reserved, future reserved matters applications will need to demonstrate compliance with the Design Code in full detail.

Quantum of Housing

- 7.11 SRLP Policy D1 sets out that the Pickering's Farm Major Site for Development allocation is for 1,350 units. The Sites together extend to 53.7 hectares of the 79 hectares allocated for major development in the SRLP (68%). Large parts of the Masterplan area lying within the allocation are not developable for housing because of the pylon corridor running from north west to south east, the gas pipeline running east to west along the northern part of the Sites and the required buffer zones to Penwortham Way to the west and the railway line to the east. In addition, there are other components of the development which reduce the amount of land available for housing including the Spine Road, primary school, local centre, community centre, green infrastructure and SUDS.
- 7.12 SRBC reports a 13.32 year housing land supply in its Housing Land Position Statement dated 1st April 2020. The Housing Land Position Statement estimates that 90 homes will be delivered within the allocation between 2020-2025. The Major Site for Development is therefore part of the planned land supply for the Borough and clearly the addition of 1,100 homes will form a very important component of future housing land supply for the remainder of the Plan period.
- 7.13 The housing requirements for Central Lancashire are set out in Policy 4 of the Core Strategy. Policy 4 states that the housing requirements over the 2010-2026 period are *minimum requirements*. The density of the proposed development is approximately 30 dwellings per hectare (net developable). Taking into account the retention of the existing properties, the Spine Road and secondary road network, green infrastructure and SUDs, the remaining land controlled by third parties outside of the Sites (but within the Major Site for Development allocation) will deliver as a minimum in the region of 250 new homes resulting in an overall delivery of 1,350 dwellings. This is consistent with SRLP Policy D1.
- 7.14 Whilst the minimum 30 dwellings per hectare requirement has been removed from national planning policy, the NPPF (2021) at paragraphs 124 and 125 is clear that planning policy and decisions should support development that makes efficient use of land. In particular, paragraph 125 states that is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site.
- 7.15 The justification text for Policy 2 of the Penwortham Neighbourhood Plan notes that the Town Council wish to see development on large allocation sites broken up into smaller scale parcels, with each phase or parcel with its own individual design and place characteristics. The proposed development will be

delivered in a phased manner as shown on the Indicative Phasing Plan attached at **Appendix IX**. The Council is invited to impose a planning condition which requires the submission of a detailed phasing plan as part of the first reserved matters application. The detailed phasing plan will set out the extent and sequencing of the phased delivery of the Sites. The proposals conform to the Neighbourhood Plan policy in this respect.

Housing Mix

- 7.16 The proposed development is of a significant scale and has the potential to deliver a wide range of new homes, including 1- 4 bedroom dwellings in the form of bungalows, apartments, mews, semi-detached and detached properties. The precise housing mix can be secured through subsequent Reserved Matters approvals. The residential component of the scheme will include open market housing (Use Class C3), an element of accommodation suitable for elderly persons (Use Class C2) and, importantly, affordable housing at 30% provision. An extensive range of housing types is proposed which will help create a truly sustainable neighbourhood and make a positive contribution towards meeting South Ribble's housing requirements across a wide range of needs.
- 7.17 The provision of 30% affordable homes (up to 330 dwellings) will be a major benefit of the proposals given the under provision which has characterised the Borough's delivery to date. Details of the acute need for affordable housing in South Ribble can be found at Appendix 5 of this SPS.

The Spine Road

- 7.18 Policy A2 of the SRLP relates to the CBLR and the full wording of this policy is set out at paragraph 6.7 of this SPS. Policy A2 does not require the Developers to deliver the CBLR (in whole or in part), rather it requires land necessary for its construction to be protected from physical development. The justification (paragraph 4.21) states that the section of the link road through the major development site at Pickering's Farm will be implemented in accordance with an agreed phasing and infrastructure delivery schedule and provided through developer contributions and completed within an agreed timescale.
- 7.19 The CBLR is shown diagrammatically on the Policies Map as a point to point, connecting Penwortham Way to Bee Lane. The alignment as per the Policies Map is purely to show the start and end of the road and not the exact alignment, as discussed with LCC who believe that this section of the CBLR may be more suited to a meandering residential estate road.
- 7.20 The Developers propose to construct a Spine Road through their land which will be built on the broad indicative alignment of the CBLR (as shown on the Local Plan Proposals Map) and to a specification which would enable it to form part of the CBLR should the remainder of the road be delivered on third

party land within the allocation site (and beyond its boundaries) in the future. The specification shown on the Masterplan is as per the already completed sections of the CBLR defined in Policy A2 being the road “constructed from Carrwood Road to The Cawsey”. A possible alignment of the Spine Road is shown on the Illustrative Layout for Applications A and B (**Appendix X**). The construction of this Spine Road will be at the Developers’ expense and to a “CBLR specification” which can be amalgamated into the full CBLR if the Council wish to deliver it in the future. The Developers’ contribution facilitates the proposed housing areas and does not prejudice the CBLRs future delivery. This approach is fully consistent with the requirements of policy A2.

- 7.21 The applications therefore comply with Policy A2 of the SRLP in that they will protect land from physical development for the delivery of the CBLR within the Pickering’s Farm site, and indeed contribute towards the delivery of a Spine Road across those parts of the Sites which are owned or controlled by the Developers to facilitate the delivery of the remainder of the allocation and CBLR in the future.

Commercial and Community Uses

- 7.22 Application A proposes a new local centre extending up to 2,500sqm which will comprise retail, employment, a mobility hub and a third space falling within Use Classes E and sui generis). Policy C1 of the SRLP requires commercial uses and paragraph 6.13 of the SRLP states:

“To ensure this site is sustainable, community facilities (including a nursery and primary education provision), a small local centre and health care provision will need to be included within the infrastructure delivery schedule and provided through developer contributions....”

- 7.23 Community uses (under Use Class E) are proposed as part of the new local centre (Application A). The proposed ‘third space’ element of the local centre would act as a flexible co- working space for use by new residents of the Sites and the existing local community. Shared flexible working spaces have become popular with small business and start-up companies in recent years and with the recent shift in working patterns that is now seeing a higher number of people working from home on either a part time or full-time basis, it is essential that a site of this scale provides opportunities for residents to work, meet and collaborate locally rather than requiring a trip to other work based locations, if this is not necessary.
- 7.24 Consultation with the Care Commissioning Group (CCG) has been undertaken by the Developers with regards to the need for a new health care facility on the Sites. The Developers held a meeting with Donna Roberts and Geoff Lavery from the CCG on 19th May 2020 to discuss the requirements of the three local practices. Following the meeting, the CCG contacted these three practices to discuss their current requirements for expansion or relocation. The Village Surgery (Buckshaw Village) have recently

completed a comprehensive refurbishment of the Lostock Hall site, doubling clinical capacity on the ground floor. In the interim their plan is to consolidate services from Medicare into this site. Lostock Hall Medical Centre have also recently relocated to a new site and works are currently underway to expand the practice. Kingsfold Medical Centre practice confirmed they would like to move to a private premises which they could extend / improve with the Developers financial support. A second meeting with CCG was held on 11th June 2020 to discuss the requirements of Kingsfold Practice in further detail. It was established that the development will result in a need for 1,694 new GP places. CCG are to hold further discussion with the head of Kingsfold Medical Practice to establish what the additional capacity of the practice is. The need for any enhancement or expansion of the Kingsfold medical centre directly arising from the Applications will be established during the determination process. If required as a consequence of the development it is envisaged these works would be funded through CIL.

- 7.25 The provision of a new local centre at the scale proposed is entirely acceptable and will provide the range of uses required in accordance with Policies C1 and E5 of the SRLP. It will help underpin the core sustainability of the Sites and build a sense of community as the site develops over the years.

Employment

- 7.26 The range and mix of uses proposed as part of the development will deliver wide ranging employment opportunities. Employment provision through the delivery of offices (Use Class E) typically at the upper floors of the local centre is proposed.
- 7.27 Furthermore, there will be significant job creation through the construction phase of the development and direct employment during the operational phase with the retail and commercial uses in the new local centre, and at the new Primary School when operational. There will also be indirect employment opportunities in the wider area during both the construction and operational phases as a result of new investment and through the local supply chain.
- 7.28 The Developers' outline applications are supported by an Employment Skills Report (ESR) prepared by AY. The purpose of the ESR is to detail how the Developers will offer onsite training, work experience and employment opportunities both during the construction of the proposed development and during its operational phase. The Developers are committed to strengthening the region's business, economic and employment landscape by nurturing local talent and the next generation of construction workers.
- 7.29 In summary, the employment component of the proposed development fully accords with Policy C1 of the SRLP.

Education

- 7.30 The Developers have previously undertaken detailed consultation with LCC Education, who have confirmed that a Two-Form Entry Primary School at this location is required to meet the future educational needs of the Borough, as well as the need which will be generated by the proposed development.
- 7.31 LCC has advised that a two form Primary School is required to accommodate 420 pupils and that the school should be designed to meet the requirements of Building Bulletin 103 area guidelines for mainstream schools published in June 2014. LCC has stated that the primary school site should have a minimum recommended area of 15,986sqm which should accommodate a building with a minimum gross internal floor area 2,072sqm. Application A proposes a primary school on a site extending to approximately 2 hectares which is sufficient to accommodate the school area requested by LCC. The Developers will gift the land for the school to the LEA at the time the school is required. This arrangement will be captured by the s106 Planning Obligation.
- 7.32 The applications therefore fully accord with the requirements of the SRLP Policy C1 and Core Strategy Policy 14. Green Infrastructure
- 7.33 The planning application proposes extensive green infrastructure which significantly exceeds the Council's green infrastructure policy requirements as demonstrated at paragraph 4.20 of this SPS. The Indicative Open Space Plan attached at **Appendix VIII** shows how the proposed open space could be configured.
- 7.34 The planning applications strongly promote cycling and walking through the Sites. It is proposed that the existing Lanes will be retained as green routes creating an attractive network of cycling and walking routes through the Sites and with connections to the surrounding local communities. The land use parameters plans (**Appendix III**) show the proposed footpath and cycle connections to Kingsfold to the north, the open land to the west and to Leyland Road to the east.

Summary

- 7.35 The Sites have been identified for major residential led mixed-use development for a number of years. The Sites together occupy the majority of the Major Development Site allocation in the SRLP.
- 7.36 The proposed residential development will make an important and positive contribution to South Ribble's housing land supply and its housing requirements to 2026 (end of the Plan period) and beyond. In addition, the offer of affordable housing at 30% provision (up to 330 dwellings) will make a significant contribution towards the Boroughs acute need for affordable housing.

7.37 The applications will also deliver a range of non-residential uses including a new local centre and employment, land for a two-form entry primary school and community facilities which are proposed on the Application A site. The planning applications propose a sustainable development which will create a high-quality new neighbourhood. Extensive green infrastructure is proposed comprising amenity green space, equipped play areas, natural/semi-natural green space, and allotments, significantly in excess of the Councils policy standards. Extensive cycle and walking routes are proposed and as part of this, the existing Lanes will be retained as green links.

7.38 In summary, it has been demonstrated that the application proposals fully accord with the Development Plan particularly the following key policies:

- South Ribble Local Plan policies A1, A2, B1, D1 and D2;
- Central Lancashire Core Strategy Policies 1, 2, 4, 7 and 14; and
- Penwortham Neighbourhood Plan policies 2, 3, 5, 6 and 7.

7.39 A revised Masterplan has been prepared by the Developers which positively addresses the previous comments issued by SRBC Officers. The revised Masterplan demonstrates to the Council how the outline applications would fit within a carefully considered framework for the sustainable development of the wider allocated site (and in due course, the safeguarded land) in order to ensure the strategic location can be delivered in a timely, comprehensive and high quality manner.

8. Technical Considerations

- 8.1 A comprehensive ES is submitted in support of this planning application. A Scoping Report setting out the proposed scope of the Environmental Statement was prepared and submitted by AY on behalf of the Developers to SRBC in November 2018. SRBC Officers provided Scoping Responses on their various disciplines in December 2018 and tested the same with statutory consultee consultation responses as part of the previous application withdrawn in March 2021. The ES has been prepared fully in accordance with the same final scope which has been agreed with SRBC (July 2021) ahead of the submission of the Developers outline applications. Updated consideration of the relevant matters concluded that there had been no changes that required changes to the scoping from the previous outline application.
- 8.2 The ES contains a comprehensive assessment of all agreed technical considerations. The conclusion of the ES is that the application proposals are acceptable in terms of transport, air quality, noise, drainage and flood risk, ground conditions, ecology, landscape and visual, archaeology and heritage, climate change and health.

Outline CEMP

- 8.3 During discussions with SRBC Officers which took place in February 2021, it was requested that the Developers should set out measures which they would employ during the construction phase of the development in order to minimise the impacts of construction on existing residents of the Sites.
- 8.4 In response to this, the Developers have prepared an Outline Construction Environmental Management Plan (CEMP) which is submitted as part of their outline applications. The CEMP will form the basis for the management of the main environmental aspects associated with the construction of the development. It sets out how the commitments will be translated into actions in the field and the means by which they will be monitored and verified. It will form part of the construction contracts and will therefore be contractually binding.
- 8.5 The CEMP notes that in planning the construction site layout, the developers will ensure that a good housekeeping policy is applied at all times, and as far as reasonably practicable, that the following is taken into consideration:
- Existing Hedges Tree Screens and the topography will be utilised to screen construction sites. temporary earth mounding or other temporary screening will also be included where appropriate, within the confines of the construction site;
 - All Site Hoardings will be regularly inspected, repaired and repainted as necessary;

- All working areas will be kept in a clean and tidy condition;
- Wheel washing facilities will be brushed or spray cleaned frequently;
- Adequate toilet facilities will be provided for all site staff;
- Rubbish will be removed at frequent intervals and the site kept clean and tidy;
- Food waste will be removed at frequent intervals;
- Any waste susceptible to spreading by wind or liable to cause litter will be stored in enclosed containers;
- Open fires will be prohibited at all times;
- Storage sites, fixed plant and machinery, equipment and temporary buildings will be located to limit adverse environmental effects;
- All external lighting and illumination associated with the construction process will be in accordance with the guidance issued by the Institution of Lighting Engineers;
- To ensure that construction lighting does not affect the amenity of residents or create a statutory nuisance under the Environmental Protection Act 1990 as amended, external lighting will be designed and positioned to avoid disturbance to adjoining residents and occupiers.

9. Scheme Benefits

9.1 The Developers outline application proposals will deliver a compelling range of economic, social and environmental benefits. Significant weight should be given to the following benefits in the determination of the application:

Economic

9.2 The proposed development will contribute to building a strong, responsive and competitive economy in line with the NPPF and a core Government policy objective. In particular, the proposals will support a number of economic benefits in terms of job creation and increased expenditure in the local economy. The economic benefits that arise from the proposed development include:

- i. The construction of 1,100 homes will lead to temporary employment impacts during the construction phase. Based on assumed 15-year build period, it is estimated that the proposed development would support around 275 temporary construction workers per annum. This is an average level of construction employment during the build period – at peak periods, employment could be higher than this;
- ii. The proposed development of 1,100 dwellings has the potential to accommodate around 2,650 residents once completed and fully occupied. It is estimated that 70% or around 1,850 residents would be of working age (16-64). The development is likely to encourage a higher skilled workforce to live in the area given the high quality of housing proposed. Higher skilled workers are generally more productive and have higher earnings potential, which is likely to translate into higher expenditure in the local economy;
- iii. There will be fiscal benefits associated with the completion of the proposed development. Based upon the current New Homes Bonus policy, the proposed development could generate around £6.1m to SRBC over 4 years (equivalent to £1.5m per annum). This is an indicative estimate, based upon current Council Tax levels and the local authority achieving housing growth above its Band D equivalent baseline position;
- iv. The proposed development will also deliver long-term fiscal benefits through the Council Tax system. Once all new housing is occupied, annual Council Tax revenues would be in the order of £1.8m per annum;
- v. The expenditure of new residents of the proposed development will help support employment in local businesses across South Ribble. It is estimated that annual household expenditure

would be around £12.7m, supporting 156 FTE jobs. Some of this expenditure is likely to be captured in the Local Centre proposed as part of this development; and

- vi. The development will result in new on-site job creation once it is fully operational. New jobs will be created both within the two-form entry primary school and local centre (which includes the broad Use Class employment E provision).

Social

9.3 The development will support the creation of a strong, vibrant and healthy community. In particular, the proposal will:

- i. Deliver a range of new homes to meet the needs of the area. A range of 1, 2, 3 and 4 bedroom bungalow, mews, semi-detached, detached and apartment properties will form part of the anticipated mix. In addition, there is the opportunity for a proportion of these properties to provide specialist elderly accommodation within use class C2;
- ii. Make an important and positive contribution towards the Council's deliverable housing land supply, both in the short and the medium term;
- iii. Deliver policy compliant 30% affordable housing comprising up to 330 dwellings. It has been demonstrated within Section 5 of this report and within the Affordable Housing Statement submitted in support of the applications that the Council have an acute need for affordable housing due to shortfalls against past delivery targets. This provision will significantly boost the Council's supply of affordable homes and is a material consideration of substantial weight;
- iv. Deliver land to accommodate a new two form entry primary school which will serve the development and future demand from the local community;
- v. Deliver a new local centre which will provide new retail, commercial, employment and community provision widening the choice of amenities for new and existing residents. The local centre will contribute to place making and be accessible for new and existing residents via active travel corridors, creating an attractive and desirable place to live, whilst also boosting the local economy;
- vi. The Developers propose the introduction of a mobility hub and third space within the Local Centre which will provide new facilities for the local area. It will create social benefits for both residents of the new development and those living within the wider community. A shared working space will be created to encourage local working, which is particularly relevant given the shift in working patterns which has resulted in a higher percentage of workers now working

from home on either a full time or part time basis. The space could have bookable workstations with Wi-Fi where people can base themselves for a few hours work, close to but distinct from their home environment;

- vii. Deliver a sustainable development which has good access to jobs, shops, services and transport links. In particular, the proposals will improve access to open spaces and leisure and will provide new and enhanced footpaths and cycle links to the surrounding uses planned for the site; and
- viii. The Developers will make appropriate contributions through CIL payments towards the creation or improvement of existing local facilities, including the Kingsfold Medical Centre to ensure there is adequate patient capacity. Section 106 financial contributions will also be negotiated to be applied towards the extension of the existing Penwortham Community Centre and new sporting facilities adjacent to the community centre, which could include a upgrades to the existing pitches, subject to further assessment.

Environmental

9.4 The proposals have been prepared in the context of the health and climate agenda, responding to the broad thrust of national policy as well as South Ribble Borough Council's Climate Emergency declaration and its commitment to be carbon neutral by 2030. It allows for the promotion of a healthy living agenda built around an understanding of why and how people travel, as well as what this might look like in a post-Covid world. In particular:

- i. The 'vision and validate' approach to transport proposed by the Developers will directly encourage sustainable and active travel modes and aim to minimise reliance on motor vehicles for local journeys. The existing Lanes, many of which are already adopted highway and PRow, provide a unique opportunity to create an active travel network within the Sites which respects the local setting and seeks to retain much of the rural character. Each of the pedestrian and cycle routes within the Sites (both new and existing) 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 alignments with consideration given to upgrading routes to bridleway status to be determined within future reserved matters detailed planning applications as the Sites are brought forward.
- ii. 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;
- iii. Based on the details available at this time of an outline planning application, the results indicate a net gain of 2.07% for habitats and a significant net gain of 18.8% for hedgerows. It is likely that

when further detail is available at detailed design and reserved matters applications, an increase in net gain for habitats will be achieved. Should it not be possible to achieve 10% net gain on site during detailed design, a biodiversity offsetting strategy will be developed to provide the shortfall in biodiversity units which could include partnering with a landowner within the same authority area or financially offsetting through a net gain broker.

- iv. Once the landscaping strategy of the proposals has matured, the proposed development has the potential to deliver major – minor beneficial effects arising from the substantial improvement of these landscape features in the long term;
- v. Changes to the onsite drainage strategy will significantly reduce surface water runoff rates. The volume of runoff to the northern boundary culvert will be reduced and diverted to outfall to the same system, but downstream of the existing development. The discharge of surface water via the onsite drainage network will have a major beneficial effect on the Mill Brook system. The effect on fluvial and surface water flood risk will result in moderate to major beneficial change from the existing situation with surface water managed via the drainage network and surface water flooding managed within a flood basin (with an inclusion of climate change allowance); and
- vi. Play spaces, open spaces and footpaths / cycleways will be incorporated into the scheme with associated opportunities for physical recreation. The development will significantly over provide on publicly accessible open space. As set out within the POS provision table at Section 4 of this SPS, the policy requirement is 8.97 hectares to meet SRBC's requirements. However, the development will provide some 16.09 hectares of POS in total. The existing Lanes will be retained as green lanes with pedestrian and cycling priority.

Summary

9.5 This section has demonstrated that there are a series of compelling economic, social and environmental benefits which will flow from implementation of the proposed schemes.

10. Developer Contributions

10.1 Policy A1 of the Local Plan states that:

“New development will be expected to contribute to mitigating its impact on infrastructure, services and the environment and to contribute to the requirements of the community. This may be secured as a planning obligation through a section 106 agreement, where the development would otherwise be unacceptable and through the community infrastructure levy (CIL) by way of a charging schedule.”

Section 106 Contributions

10.2 Major developments of the scale proposed by these planning applications require significant infrastructure provision. The IDS appended to this SPS at Appendix VI sets out the need for infrastructure to be delivered as part of the proposals. The cost of delivering the infrastructure is significant and accordingly a pragmatic approach is required to ensure that a high-quality development can be brought forwards in a comprehensive and viable way. The NPPF recognises the importance of infrastructure delivery as part of large-scale developments and ensuring that the scale of infrastructure requirements in policy terms does not undermine deliverability⁷.

10.3 The Developers are willing to enter into a s106 Agreement with SRBC to secure the delivery of certain components of necessary infrastructure. The infrastructure proposed by this planning application and information on how it will be delivered is set out in a table later in this chapter.

10.4 The Developers anticipate that the following items will be included within the S106 Agreement:

- i) **Affordable Housing** - 30% Affordable Housing in accordance with Policy 7 of the Central Lancashire Core Strategy. It is understood that the delivery of affordable housing is the top priority for SRBC, and the Developers will strive to maximise the delivery of affordable housing on site with a target of 30% affordable housing.
- ii) **Education:** 2ha of potential residential development land will be gifted, free of charge, to LCC for the delivery of a new 2 form entry Primary School. The LCC Education response to the Developers previous outline application did not request any financial contributions towards secondary school places. Based upon the latest February 2020 assessment, taking into account all approved applications, LCC confirmed that they would seek a contribution for 6 primary school places. Calculated at the current (2020) rates, this would result in a claim of £96,303.24. However LCC also noted that there are a number of applications that are pending a decision

⁷ NPPF 2021 Paragraph 34

that could impact on this development should they be approved prior to a decision being made on this development the claim for primary school provision could increase up to maximum of 38 places. Calculated at the current rates, this would result in a maximum primary claim of £609,920.52.

- iii) **Financial Contributions towards Sports and Recreation:** – a financial contribution of up to £1,657,700 for formal playing pitch provision, in accordance with South Ribble's Open Space SPD. The Penwortham Neighbourhood Plan policies note that improvements towards the existing playing fields adjacent to the Penwortham Community Centre is the priority, and therefore this contribution would assist in securing these desired improvements;
- iv) **Off-Site Improvements to Pedestrian and Cycle Infrastructure:** Financial contribution was previously sought by LCC towards resurfacing PROW (Path 7-9-FP46) at a sum of £10,000;
- v) **Financial Contribution towards Public Transport Improvements:** A new bus service was previously sought by LCC at a cost of £700,000.
- vi) **Standard Travel Plan Monitoring and Support Financial Contribution:** LCC have previously sought a financial contribution from the Developers to deliver a meaningful Travel Plan which includes bicycle vouchers and bus passes. The cost per dwelling is to be confirmed however the monitoring cost is typically £12,000; and
- vii) **Potential Financial Contribution towards Air Quality Monitoring:** SRBC has not advised on the specific level of contribution that may be sought.

Community Infrastructure Levy

10.5 Community Infrastructure Levy (CIL) was introduced by the Government in April 2010. It allows local authorities in England and Wales to raise funds from developers which are undertaking new building projects in the area.

10.6 It has been calculated that up to 1,100 dwellings could deliver a CIL payment of between £8,000,000 - £11,000,000. This is based upon the Developers likely development mix and will depend on the quantum of affordable housing relief. The CIL payments could contribute towards (but not limited to):

- i) **Education** – new two form entry primary school in Penwortham. The land to be transferred by the Developers amounts to infrastructure in kind to be offset against the CIL payments to be made by the Developers;

- ii) **Health** – the Council’s Infrastructure Funding Statement identifies the delivery of a new primary care facility in Penwortham. The need for any enhancement or expansion of the Kingsfold medical centre directly arising from the Applications will be established during the determination process;
- iii) **Community** – Extension and improvements towards Penwortham Community Centre in accordance with the aspirations of Policy 6 of the Penwortham Neighbourhood Plan and may be funded by SRBC through CIL. The Councils 2019/2020 Funding Statement includes an element for “Community and Neighbourhood Centres” which would be appropriately applied to this proposal. The improvements can then be delivered by Penwortham Town Council working in collaboration with SRBC;
- iv) **Spine Road** - The Developers will construct a new Spine Road on land within the Application Sites as part of the development proposals. Full details of this can be secured by planning condition and subsequent Reserved Matters applications. The Spine Road would form an initial length of the CBLR if the full CBLR scheme is progressed by the Highway Authority. In this way the Application proposals not only meet relevant policy, by reserving land for the CBLR through the Sites, but go further by actually constructing a significant length of the road through land under the Developers control; and
- v) **Highways Improvements** – SRBC’s 2019/2020 CIL Funding Statement includes “links around the Penwortham area” under the cycle schemes section. This item should therefore be funded under CIL receipts generated by the Applications. Details of the specific highways improvements which would be funded by CIL are to be agreed with LCC.

11. Conclusions on Development Plan Compliance

11.1 The overarching policy objective of the NPPF is the presumption in favour of sustainable development which is set out at Paragraph 11. This states that for decision taking, this means:

*'c) approving development proposals that accord with an up-to-date development plan without delay;
or*

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed7; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole'.

11.2 In this instance there is an up to date Development Plan which contains relevant policies. Paragraph 11c is therefore applicable. This SPS has demonstrated that the proposals accord with the Development Plan when read as a whole and therefore, in line with para 11c, the applications should be approved without delay. The land covered by these applications has been allocated for residential led, mixed use development within the SRLP since 2015. This is demonstrably a plan-led, strategic proposal and the applications meet the requirements of all relevant development management policies of the Plan.

11.3 If however, contrary to our assessment, it was considered that there is a conflict with the Development Plan when read as a whole, then paragraph 12 of the NPPF notes that other material considerations may come in to play in decision making. Paragraph 12 states:

"The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed".

11.4 It has been demonstrated within Section 9 of this SPS that there is a series of compelling economic, social and environmental benefits all of which lend support to the scheme. All these are material considerations which collectively attract substantial weight and are more than sufficient to outweigh

any identified conflict with relevant policies of the Development Plan. On this basis also permission can and should be granted.

Summary

11.5 In summary, the proposals fully accord with the Development Plan when read as a whole, and in accordance with paragraph 11c of the Framework, the applications should be approved without delay. Moreover, the application proposals will deliver a compelling range of economic, social and environmental benefits which, to the extent they are not embedded in the scheme design itself, will be secured through planning conditions, a s106 agreement, or by CIL. Substantial weight should be accorded to these material considerations in the determination of the applications. Collectively these material considerations are more than sufficient to offset any lack of compliance with the Development Plan if any such conflict was, contrary to our assessment, to be identified.

12. Overall Summary and Conclusions

- 12.1 This Supporting Planning Statement (SPS) has been prepared by Avison Young on behalf of Homes England and Taylor Wimpey, in support of two, jointly controlled, interrelated planning applications referred to as 'Application A' and 'Application B', which together cover land to the east of Penwortham Way, South Ribble, known as 'The Lanes'.
- 12.2 The applications are submitted in outline with all matters reserved (including scale, layout, appearance and landscaping) except for the principal means of access. They propose the demolition of certain existing buildings and a residential led mixed-use development comprising overall:
- Up to 1,100 dwellings (use class C3 and C2), including affordable housing at 30% provision;
 - A local centre including retail, employment and community uses, mobility hub and third space (Use Classes E) and sui generis);
 - A site for a two-form entry primary school (use class F1);
 - Green spaces; and
 - Associated infrastructure.
- 12.3 Approval is sought to the means of access. The vehicular access points are illustrated on the Land Use Parameter Plans and the detailed vehicular means of access for the Application A site are shown on the drawings at Appendix VII. Access into the Application B site will be gained via the Application A site in the locations shown on the Land Use Parameter Plans.
- 12.4 The vision for the sites is to promote local living and virtual mobility which are integral to encouraging the internalisation of trips and active travel. This is key to minimise the pressure on existing transport networks, thereby limiting the need for additional network capacity enhancements which are only likely to encourage more vehicular traffic.
- 12.5 The applications are accompanied by an Environmental Statement (ES) which contains a comprehensive assessment of all appropriate technical considerations. The ES concludes that that the application proposals are acceptable in terms of transport, air quality, noise, drainage and flood risk, ground conditions, ecology, landscape and visual, archaeology and heritage, climate change and health subject to appropriate mitigation proposals which can be secured though conditions.

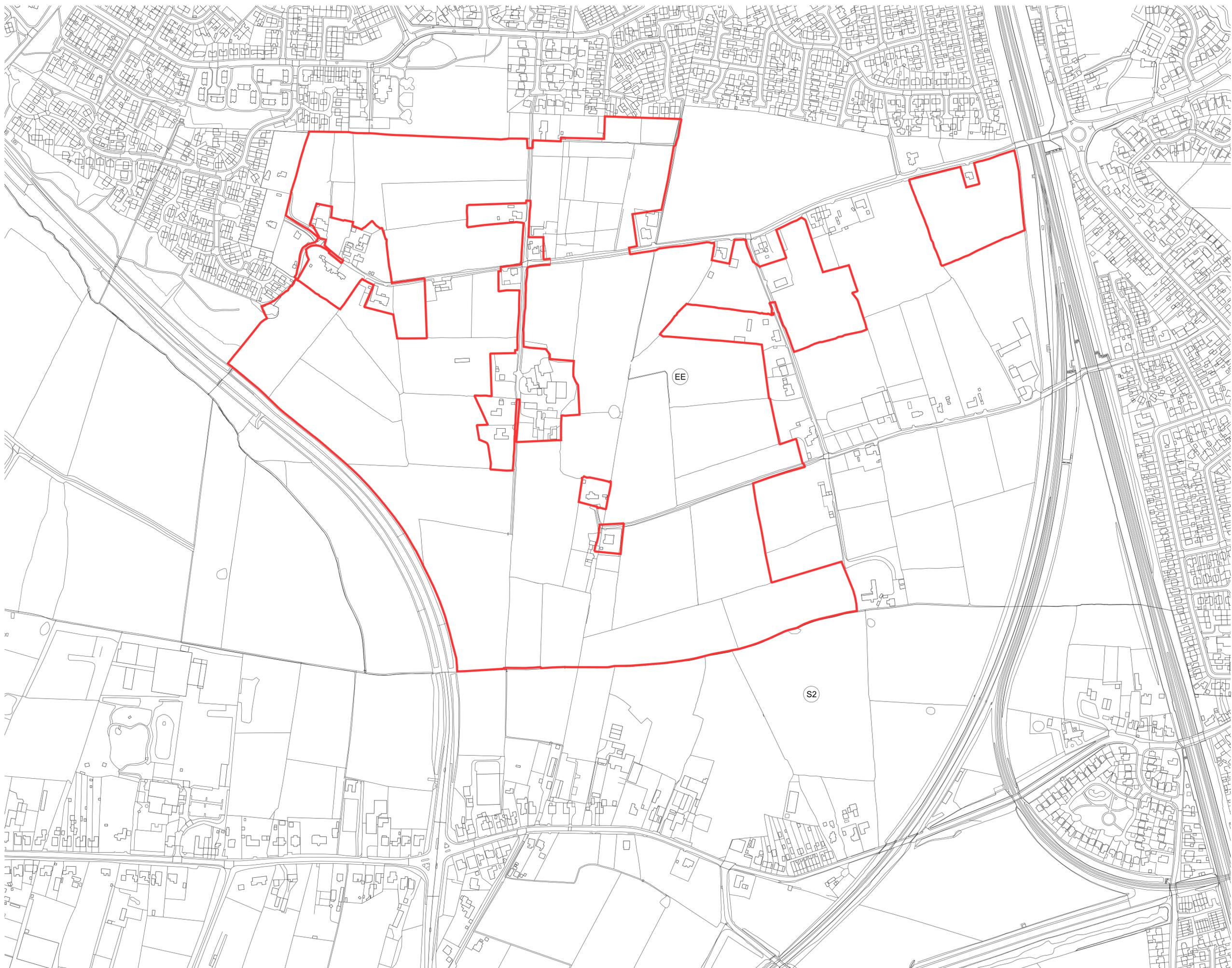
- 12.6 The Sites have been identified for a number of years within an up to date Development Plan for the area. It comprises the majority of a Major Development Site allocation within the adopted SRLP. The Sites are sustainably located and represent a unique opportunity in the Borough to deliver high quality residential led mixed-use development, creating a new sustainable neighbourhood.
- 12.7 The Developers have revised their previous Masterplan and sought to meet the comments of the Council, local community and other stakeholders arising from submission of the previous version in 2019/20. The revised Masterplan demonstrates that development of the land covered by the outline applications in the manner proposed will not prejudice the remainder of the allocation (and in due course the land safeguarded for future development to the south of the allocation) from coming forward in a comprehensive, well planned manner in the future. The revised Masterplan is now submitted as an integral part of these outline applications and provides a sound framework to guide the future development of the Strategic Site, setting the vision, range of uses, access and movement strategy and associated infrastructure. The Masterplan includes a Design Code (incorporated within the DAS supporting the applications), which establishes a series of clear design principles for the Sites, and which could be replicated across third party land parcels within the remaining parts of the allocation site, to ensure a unified style of development.
- 12.8 The proposed development will make an important and positive contribution, significantly boosting South Ribble's short and medium term housing land supply. In addition, the provision of affordable housing (at a policy compliant 30%) will make a really significant contribution towards the Borough's acute need for affordable housing of which the delivery has, to date, been disappointingly low.
- 12.9 The applications will deliver a wide range of non-residential uses including a new local centre supporting new employment and social/community activities; land for a new two-form entry primary school and innovative uses to support sustainable travel. Extensive green infrastructure is proposed (16.09 hectares) comprising of amenity green space, equipped play areas, natural/semi-natural green space, and allotments at a level well in excess of policy requirements. Attractive new cycle and walking routes will be laid out and as part of this, the existing Lanes will be retained and recreated as green links.
- 12.10 It has been demonstrated within this SPS that the application proposals fully accord with the Development Plan and thus benefit from the presumption in favour of sustainable development. In such circumstances the exhortation of the NPPF is to grant permission "*without delay*".
- 12.11 In summary, the Sites have been identified for major residential led development by South Ribble for a number of years. It is allocated as a Major Site for Development in the adopted and up to date South Ribble Local Plan. The application proposals seek to realise the Plan's allocation and deliver much

needed new housing on the ground, both open market and affordable. In addition to being plan-led, and therefore acceptable in principle, the proposals will secure a compelling range of economic, social and environmental benefits. Substantial planning weight should be given to these matters which are material considerations in the determination of the applications. This weight is more than sufficient to offset any Development Plan conflict if, contrary to our assessment, any material conflict with the Plan is identified when viewed as a whole.

12.12 This is a strategic site, allocated for major housing in the Plan, with two outline applications being promoted respectively by the Government's own housing agency and one of the country's leading national housebuilders. The proposals are soundly based, carefully considered and should be welcomed by the local planning authority. There is a unique opportunity here to create a high quality, beautiful place and a development which will be a great asset to South Ribble.

Appendix I

Application A Location Plan



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 This drawing is a design based on field data and should not be developed for construction. All dimensions and levels shall be based on field data from those values stated in text on the drawing.
 CONSTRUCTION - It is considered that the proposed works are within the scope of a competent Contractor and no such or unusual hazards have been identified, other to relevant Risk Stratification/Design Risk Assessment.
 KEY PLAN:
 Application Site Boundary

101	03/08/21	Issued for Planning
100	04/06/21	Issued for information
REV:	DATE:	DETAILS:

5plus architects
 Manchester, 0161 228 0211
 Fourth Floor, The Hive, 47 Lever Street,
 Manchester M1 1FN
 London, 0207 253 7644
 The Leather Market, Weston Street,
 London SE1 3ER
 5plusarchitects.com

PROJECT:
**The Lanes,
 Penwortham**
 TITLE:
**Application A
 Parameter Plan - Red Line**
 SCALE: 1:2500 @ A1
 ORIGIN DATE: 05/12/18
 DRAWN: OR
 CHECKED: AT
 STATUS:
 PROJECT DRAWING NO:
05745 MP_00_1000
 REV: 101

Appendix II

Application B Location Plan



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 The design of this drawing is based on the site and should not be interpreted as a guarantee. All dimensions and levels shall be based on the datum of the Ordnance Survey datum unless otherwise stated.
 CONTRACTOR: It is considered that the proposed works are within the scope of a competent Contractor and no work is considered to have been identified, other than what is shown on this drawing. 5plus architects will be available to assist with any queries.

- KEY PLAN:**
- Application Site Boundary
 - Spine Road
 - Enhanced Streets
 - Informal Streets
 - Pedestrian Prioritised Streets
 - Exercise Track
 - Bus Route
 - Public Rights of Way
 - Dwelling Frontages
 - Development Parcels
 - LEAP
 - Network of Public Open Space
 - Flood Basin Area
 - Attenuation Basin/ Swale
- 1 New Primary School
 - 2 Pedestrian/ cycle link to Kingsfold
 - 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 Sustainable Urban Drainage
 - 7 Children's Play Areas (LEAP)
 - 8 Allotments
 - 9 Potential extension to existing Community Centre
 - 10 The Village Green
 - 11 Entrance Gateway and initial sales centre for Phase One

100 03/08/21 Issued for information
 REV: DATE: DETAILS:

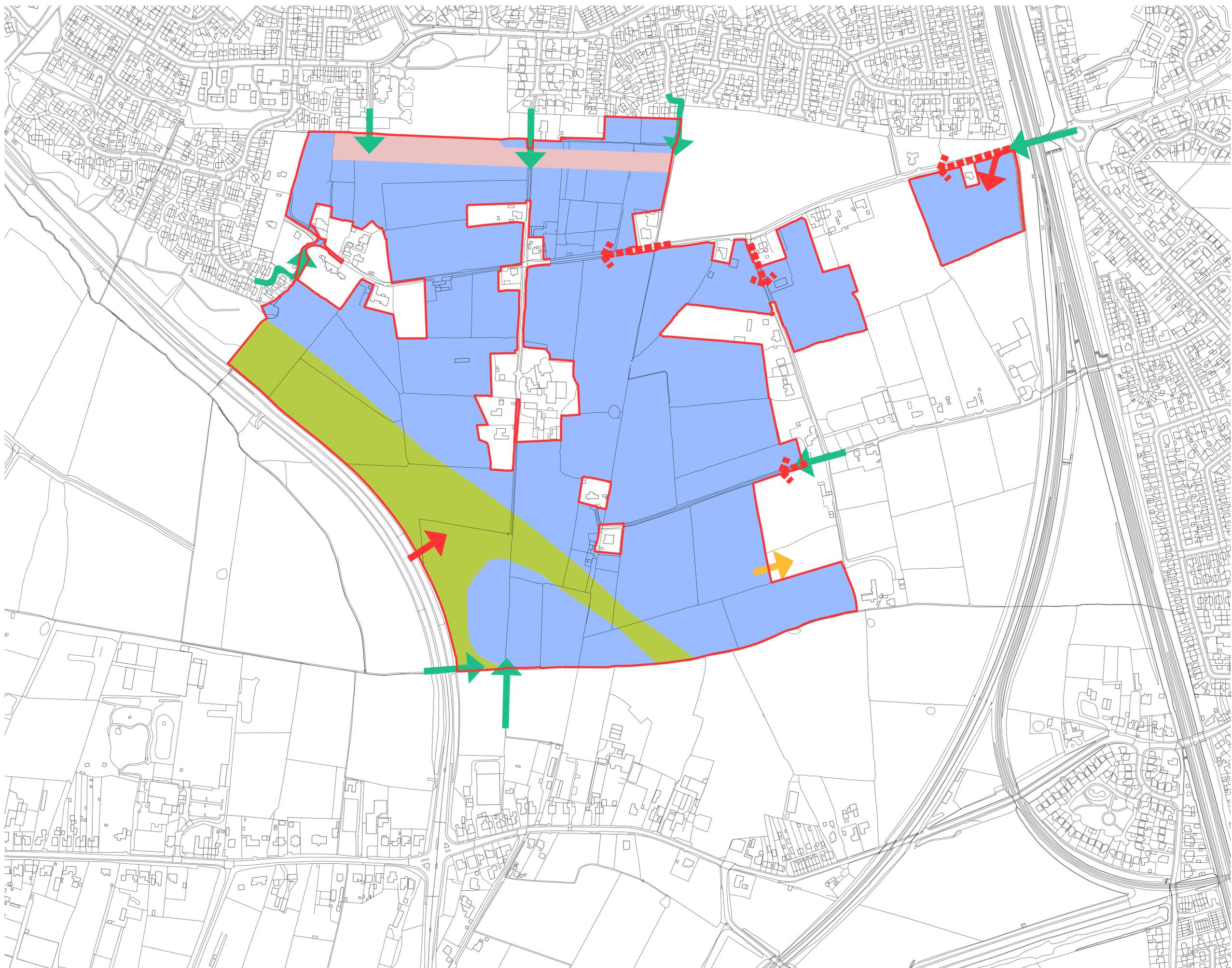
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 London, 0207 253 7644
 The Leather Market, Weston Street,
 London SE1 3ER
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PROJECT: The Lanes, Penwortham
 TITLE: Application A Illustrative Masterplan
 SCALE: 1:2500@A1
 ORIGIN DATE: 27/07/21
 DRAWN: AB
 CHECKED: AT
 STATUS:

PROJECT: 05745
 DRAWING NO: MP_00_1004
 REV: 100

Appendix III

Application A Parameter Plans



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CONSTRUCTION: It is considered that the proposed works are within the scope of a competent Contractor and no work is considered to have been identified, other to correct the Contractor's Designation.

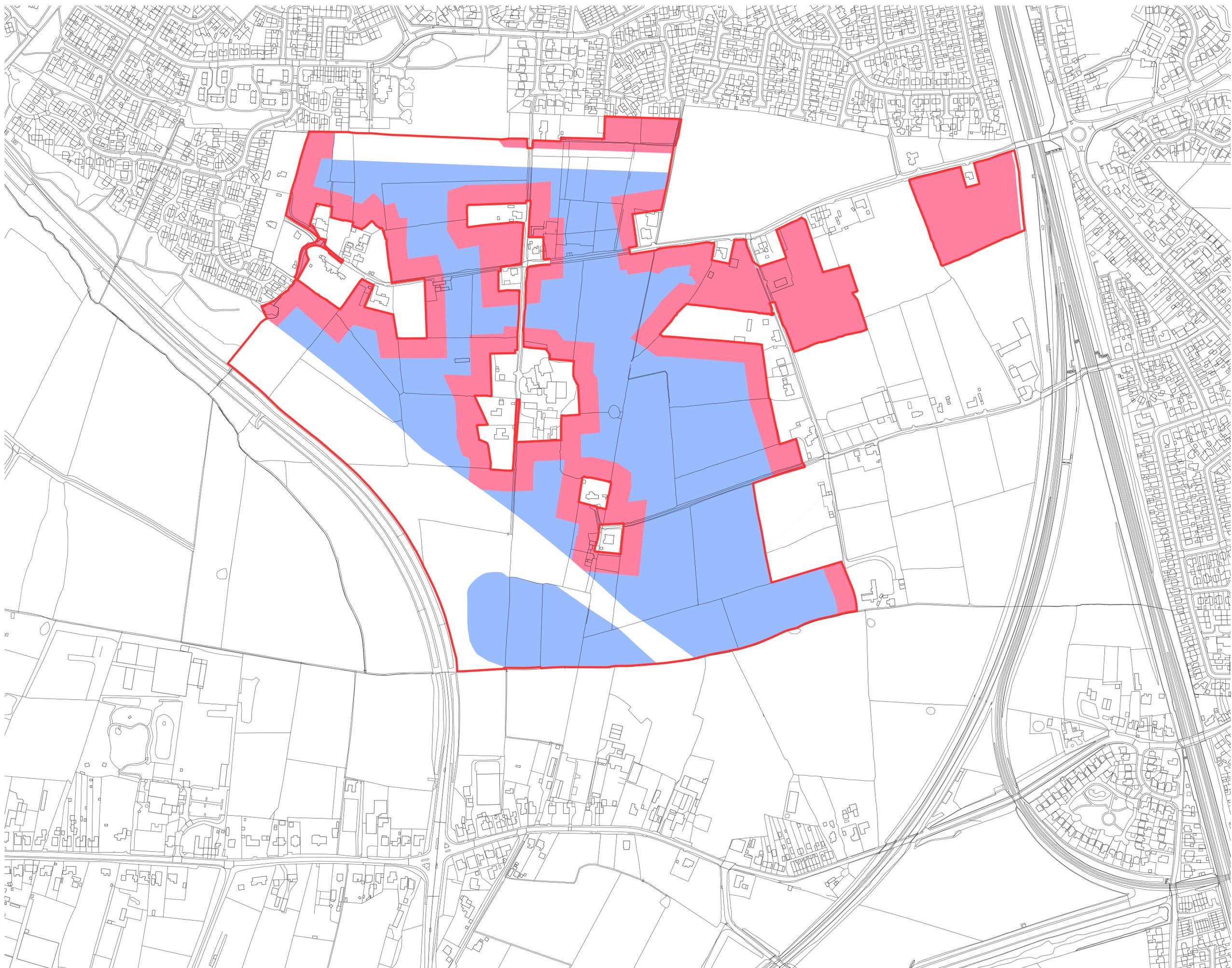
- KEY PLAN:**
- Application Site Boundary
 - Residential and elderly persons accommodation including open space, landscaping, existing roads, access and other associated infrastructure (use class C3, C2 and sui generis).
 - Education including open space, landscaping, access and associated infrastructure (use class F1)
 - Retail, professional and financial services; cafes, restaurants, hot food and drinking establishments; office, leisure and health (use classes E, F1, F2 and sui generis).
 - Appropriate buffers to existing properties will be confirmed at reserved matters stage
 - Flood Storage zone including open space, landscaping, existing roads, access and other associated infrastructure
 - Buffer from Penwortham Way including landscaping access and associated infrastructure such as SUDs.
 - Buffer from railway line including landscaping access and associated infrastructure such as SUDs.
 - ➔ New Access Points
 - - - ➔ Existing Access Points (to be retained)
 - ➔ Existing Pedestrian Access (to be retained)
 - ➔ Access into adjoining land (see connected application)

REV	DATE	DETAILS
105	03/06/21	Issued for Planning
104	22/06/21	Revised access
103	15/06/21	Residential accommodation updated
102	15/06/21	Revised access
101	11/06/21	Revised access
100	04/06/21	Issued for information

REV: DATE: DETAILS:

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 London, 0207 253 7644
 The Leather Market, Weston Street,
 London SE1 3ER
 5plusarchitects.com

PROJECT: The Lanes, Penwortham
 TITLE: Application A Parameter Plan - Land Use
 SCALE: 1:2500@A1
 ORIGIN DATE: 05/12/2018
 DRAWN: OR
 CHECKED: AT
 STATUS: .
 PROJECT: 05745 DRAWING NO: MP_00_1001 REV: 105



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 This drawing is for information only and should not be used for any other purpose.
 CONSTRUCTION - It is considered that the proposed works are within the scope of a competent Contractor and no such or unusual hazards have been identified, other to relevant Risk Assessment/Design Risk Assessment.

- KEY PLAN:
- Application Site Boundary
 - Up to 2.5 Storeys
 - Up to 3 Storeys

102	03/06/21	Issued for Planning
101	15/06/21	Residential accommodation updated
100	04/06/21	Issued for information

REV.	DATE	DETAILS
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 The Leather Market, Weston Street,
 London SE1 3ER
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PROJECT:
**The Lanes,
 Penwortham**

TITLE:
**Application A
 Parameter Plan - Building Heights**

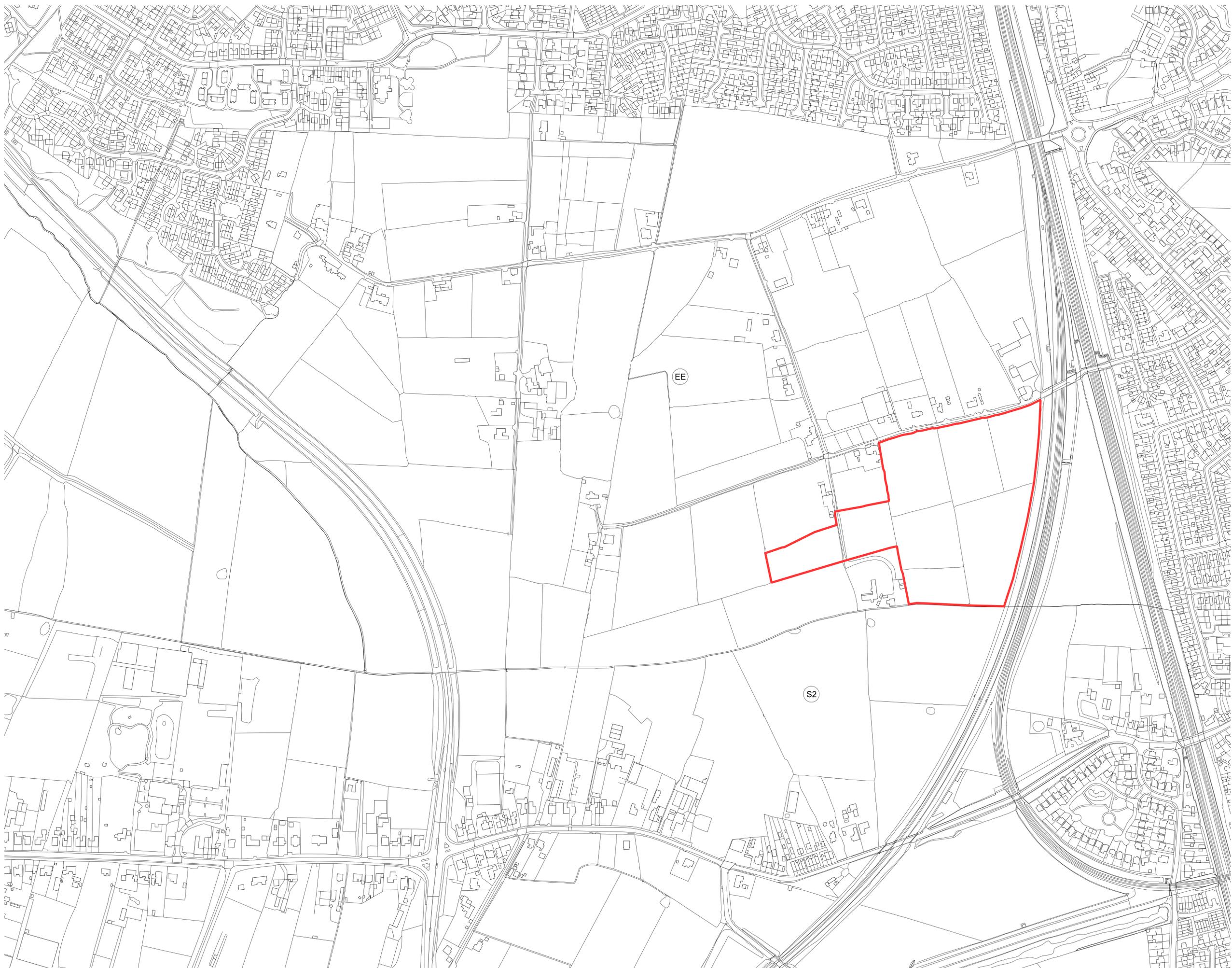
SCALE: 1:2500@A1
 ORIGIN DATE: 05/12/2018
 DRAWN: OR
 CHECKED: AT
 STATUS:

PROJECT DRAWING NO:
05745 MP_00_1002

REV: 102

Appendix IV

Application B Parameter Plans



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 CONSTRUCTION - It is considered that the proposed works are within the scope of a competent Contractor and no special measures have been identified, other to relevant Code of Practice/Design Code of Practice.

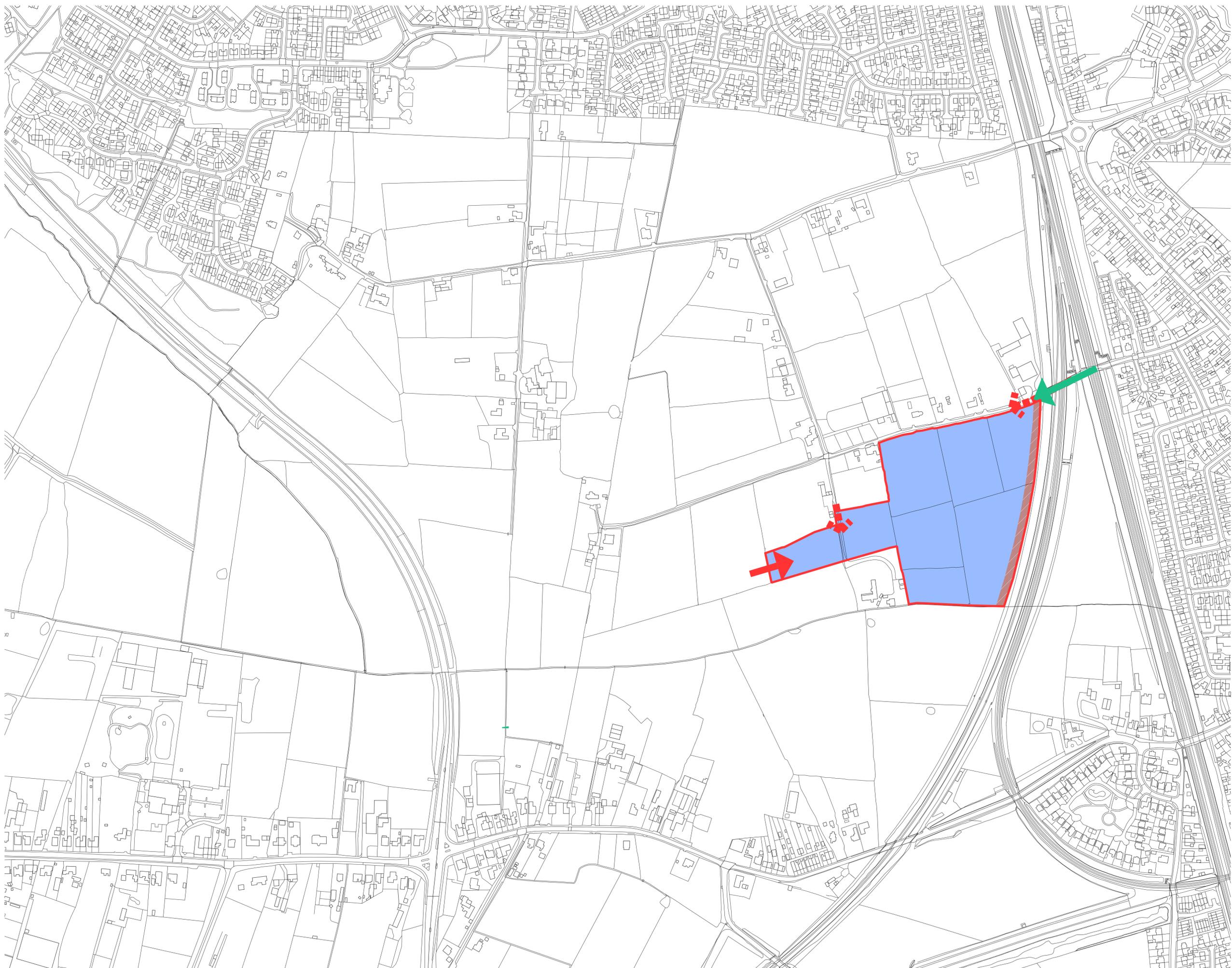
KEY PLAN:
 Application Site Boundary

REV	DATE	DETAILS
102	03/08/21	Issued for Planning
101	22/05/21	Revised boundary
100	04/06/21	Issued for Information

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PROJECT:
 The Lanes,
 Penwortham
 TITLE:
 Application B
 Parameter Plan - Red Line
 SCALE: 1:2500@A1
 ORIGIN DATE: 05/12/18
 DRAWN: OR
 CHECKED: AT
 STATUS:

PROJECT DRAWING NO: 05745 MP_00_2000
 REV: 102



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 5plus Architects shall be held only responsible for the design and construction of the proposed works. All dimensions and levels shall be 'true only' from those values stated in text on the drawing.
 CONSTRUCTION - It is considered that the proposed works are within the scope of a competent Contractor and no such or similar reports have been identified, refer to relevant local Construction Design and Management Assessor.
 KEY PLAN:

- Application Site Boundary
- Residential and elderly persons accommodation including open space, landscaping, existing roads, access and other associated infrastructure (use class C3, C2 and sui generis).
Appropriate buffers to existing properties will be confirmed at reserved matters stage
- Buffer from railway line including landscaping access and associated infrastructure such as SUDs.
- ➔ New Access Points
- ➔ Existing Access Points (to be retained)
- ➔ Existing Pedestrian Access (to be retained)

REV	DATE	DETAILS
103	03/06/21	Issued for Planning
102	15/07/21	Revised key
101	22/05/21	Revised boundary
100	04/06/21	Issued for information

REV: DATE: DETAILS:

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 The Leather Market, Weston Street,
 London SE1 3ER

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PROJECT:
**The Lanes,
 Penwortham**

TITLE:
**Application B
 Parameter Plan - Land Use**

SCALE: 1:2500@A1 ORIGIN DATE: 02/06/2021 DRAWN: AB CHECKED: AT

STATUS:

PROJECT DRAWING NO: 05745 MP_00_2001 REV: 103

Appendix V

Application A and B - Supporting Documentation

Document	Author
Application Forms	Avison Young
Application Fee	The Developers
Plans	
Red Line Plans	5Plus
Land Use Parameter Plans	5Plus
Building Heights Parameter Plans	5Plus
Demolition Plans	5Plus
Indicative Masterplan (outline)	5Plus
Indicative POS Plan	XQA
Indicative Phasing Plan	5Plus
Access Plans (Application A)	Vectos
Documents	
Revised Masterplan	5Plus
DAS incorporating Design Code	5Plus
Supporting Planning Statement	Avison Young
IDS (Appendix to SPS)	Avison Young
Affordable Housing Statement	Tetlow King
Employment Skills Report	Avison Young
Waste Management Strategy	Stantech
Biodiversity Net Gain Report and Calculation	TEP
Outline CEMP	DM Safety
Statement of Community Involvement	Avison Young
Environmental Statement	
Chapters 1-6	Avison Young
Chapter 7 Ecology and Nature Conservation	TEP
Chapter 8 Archaeology and Heritage	CgMs
Chapter 9 Landscape and Visual	XQA
Chapter 10 Ground Conditions	RoC
Chapter 11 Drainage and Flood Risk	Lees Roxburgh
Chapter 12 Transport and Mobility	Vectos
Chapter 13 Air Quality and Dust	REC
Chapter 14 Noise and Vibration	REC
Chapter 15 Socioeconomics	Hatch
Chapter 16 Health	Stantech
Chapter 17 Climate Change	Wardell Armstrong
Chapter 18 Cumulative Effects	Avison Young
Chapter 19 Summary of Mitigation and Residual Effects	Avison Young
Summary	Avison Young
Utilities Report (ES Appendix)	TDS

Appendix VI

Infrastructure Delivery Schedule



Infrastructure Delivery Schedule

August 2021

Infrastructure Delivery Schedule & Programme of Implementation

The Lanes, Penwortham

August 2021

Contents

1.	Introduction and purpose of the IDS	3
2.	Infrastructure Delivery Schedule	6

Prepared By: Emma Williams and Gary Halman

Status: Final Draft

Draft Date: August 2021

For and on behalf of Avison Young (UK) Limited

1. Introduction and purpose of the IDS

1.1 This Infrastructure Delivery Schedule (IDS) has been prepared by Avison Young (AY) on behalf of Taylor Wimpey and Homes England (the Developers) in support of two outline planning applications (the Applications) submitted to South Ribble Borough Council (SRBC). The Applications collectively cover land to the east of Penwortham Way known as 'The Lanes, Penwortham' (collectively referred to as the Sites).

1.2 The primary purpose of the IDS is to identify the provision of key infrastructure required to facilitate development of the Sites, the planning mechanism to secure it, its scale (where known) and funding and an indicative delivery programme. It has been prepared in response to Policy C1 of the South Ribble Local Plan (2015), which states:

"Planning permission will only be granted for the development of the Pickering's Farm site subject to the submission of:

- i) 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 which extends 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;*
- ii) a phasing **and infrastructure delivery schedule**; and*
- iii) **an agreed programme of implementation** in accordance with the Masterplan and agreed design code." (emphasis added)*

1.3 The justification to Policy C1 at paragraph 6.10 of the Local Plan states:

*"The comprehensive development of this site is dependent on the provision of infrastructure to ensure a sustainable development. **An infrastructure delivery schedule linked to the phases of development on the site will be required.** This will be secured through a legal agreement between the developer and the Council to ensure that the development proceeds only when the necessary infrastructure is in place." (emphasis added).*

1.4 The justification to Policy C1 continues at para 6.11:

*"a key piece of infrastructure that will need to be delivered is the section of the Cross Borough Link Road (development link road) **as required in Policy A1**"*

1.5 Policy A1 – Developer Contributions states:

*“New development will be expected to contribute to mitigating its impact on infrastructure, services and the environment and contribute to the requirements of the community. This may be secured as a planning obligation **through a Section 106 agreement**, where the development would otherwise be unacceptable and **through the Community Infrastructure Levy (CIL)** by way of a Charging Schedule”.*

1.6 Policy A1 continues:

*“Where appropriate, the Council will permit developers to **provide the necessary infrastructure themselves as part of their development proposals**, rather than making financial contributions.”*

1.7 This IDS includes details of the delivery of key infrastructure associated with the development of the Sites, which comprises much of the infrastructure required to facilitate development of the wider Masterplan site. The remainder of the Masterplan site will be delivered by third parties and is likely to comprise predominately residential development. The Developers have no influence over the funding and delivery mechanisms for any additional infrastructure which may be required to facilitate the future development of third-party land which they do not control, and which may be the subject of future planning applications by others.

1.8 However, whilst the IDS relates to infrastructure required to enable development of the Sites, delivering this infrastructure will also directly benefit and support development of the remainder of the Allocation land and, in due course, the safeguarded land within the Masterplan area. This includes *inter alia* the Developers’ Spine Road; the primary school site; the local centre; main access arrangements; pedestrian/cycle connectivity; the proposed bus service; and the community centre extension.

1.9 A Developer’s Consortium has been created by Taylor Wimpey and Homes England to represent 14 landowners comprising approximately two thirds of the Allocation land. Large scale allocations such as the Pickering’s Farm site require the scale of investment, expertise and leadership as provided by Homes England and Taylor Wimpey. The Consortium have prepared the necessary legal agreements (collaboration and site equalisation) required to provide land for, fund and deliver the community infrastructure listed below which benefit both the Consortium’s development proposals and the remainder of the Masterplan area.

1.10 As demonstrated in the submitted Transport Assessment and in line with policy, the development of the remainder of the Allocation land (and the safeguarded land) does not require an East to West link as promoted through the CBLR. Proposals relating to the Allocation land must simply protect the route

of the CBLR as required in Policy A2, which will be a matter for consideration by SRBC when determining planning applications that are brought forward by the Developers and by the remaining landowners.

- 1.11 Importantly provision of the infrastructure presented in the table below by Homes England and Taylor Wimpey, associated with their Applications as the initial phases of the wider Masterplan Site, facilitates major development across the Strategic Location in line with Policy 1 of the Core Strategy, with development in these areas being *“central to the achievement of the Core Strategy.”*

2. Infrastructure Delivery Schedule

2.1 The IDS below sets out the key infrastructure proposed across the Sites. It describes how its delivery can be secured and the possible timing. Some of the key infrastructure is required in the short term with other identified as medium/ longer-term requirements. Agreement over the triggers for specific elements and financial contributions (where appropriate) will form the basis of discussion with LCC and SRBC during the determination of the Applications.

Infrastructure	Funding and Delivery Mechanism	Indicative Delivery Programme
<p>Two form entry primary school</p>	<p>Land will be reserved within the Application sites and transferred to allow the Local Education Authority (LEA) to construct a new primary school when required. It is envisaged that the building itself will be funded through CIL.</p> <p>The land to be transferred by the Developers amounts to infrastructure in kind to be offset against the CIL payments to be made by the Developers.</p>	<p>Delivery of the new primary school will be the responsibility of the LEA. The land for the new school will be provided by the Developers in line with a timescale agreed with the LEA to enable it to be constructed and brought into use when required to meet local needs arising from the development.</p>
<p>Financial Contributions towards Education (Primary school places)</p>	<p>In previous dialogue with the LEA, it was confirmed that it would seek a financial contribution for 6 primary school places in relation to the development proposals. This was assessed by the LEA in February 2020 as £96,303.24.</p> <p>On the basis that the position remains the same, a section 106 contribution will be provided to secure this payment.</p>	<p>The Developers will agree an appropriate trigger for this payment with the LEA during the determination of the Applications.</p>

Infrastructure	Funding and Delivery Mechanism	Indicative Delivery Programme
<p>New local centre including commercial uses</p>	<p>The Local Centre is an integral part of the proposals and will be funded and delivered by the Developers. The Local Centre will comprise a mix of uses as described in the Supporting Planning Statement.</p>	<p>The Local Centre mix of uses includes local needs retail/services, employment and community uses, mobility hub and “Third Space” accommodation. (Use Class E and sui generis).</p> <p>It is intended that these uses will be provided on a phased basis as the development progresses, in line with need, market demand and commercial viability. The mobility hub and Third Space workspace can be provided as an early phase however, to further support the inherent sustainability of the site and in line with the sustainable transport strategy set out in the application documents.</p>
<p>Vehicular access onto the A582 Penwortham Way</p>	<p>A traffic-controlled junction is proposed on to the A582 Penwortham Way which will be delivered by the Developers. The junction will be dualled (to include two lanes in and out of the site) to incorporate future works to the A582.</p> <p>The delivery of the new junction will be secured by a Grampian planning condition and delivered through a s278 agreement.</p>	<p>This vehicular access will be delivered by the Developers prior to the first occupation of any housing development which relies on Penwortham Way for its access.</p>
<p>Vehicular access onto Bee Lane (for 40-50 dwellings)</p>	<p>A priority junction onto Bee Lane is proposed and will be delivered by the Developers. The delivery of this junction will be secured by planning</p>	<p>This vehicular access will be delivered by the Developers prior to the commencement of housing</p>

Infrastructure	Funding and Delivery Mechanism	Indicative Delivery Programme
	<p>condition and delivered through a s278 agreement.</p> <p>This junction does not prejudice the delivery of the CBLR including the provision of a new railway bridge if required.</p>	<p>development of the eastern parcel.</p>
The Spine Road	<p>The Developers will construct a new Spine Road on land within the Application Sites as part of the development proposals.</p> <p>Full details of this can be secured by planning condition and subsequent Reserved Matters applications. The Spine Road would form an initial length of the CBLR if the full CBLR scheme is progressed by the Highway Authority. In this way the Application proposals not only meet relevant policy, by reserving land for the CBLR through the Sites, but go further by actually constructing a significant length of the road through land under the Developers control.</p> <p>The construction of the Spine Road by the Developers amounts to infrastructure in kind to be offset against the CIL payments to be made by the Developers.</p>	<p>The construction of the Spine Road will be phased in line with progress of the overall development of the Application Sites. The main development area (Application A) will be built out in phases from west to east. Each future Reserved Matters application will include details of the requisite section of the Spine Road required to provide access to that phase.</p> <p>If the Council wished to accelerate the delivery of the CBLR at any time during the site's construction period then it will be able to so as the route will be protected by the Developers.</p>
Off-site highway improvements to the Leyland Road/Bee Lane roundabout junction	<p>Works to improve the operation of this junction, within the public highway, will be carried out under a s278 agreement at the Developers cost and will be secured by planning condition.</p>	<p>The trigger for these works to be completed will be agreed during the determination of the Applications.</p>

Infrastructure	Funding and Delivery Mechanism	Indicative Delivery Programme
<p>Off-site improvements to Leyland Road/Bee Lane roundabout junction</p>	<p>SRBC's 2019/2020 CIL Funding Statement includes "links around the Penwortham area" under the cycle schemes section. This item should therefore be funded under CIL receipts generated by the Applications.</p>	<p>As these works will be funded through CIL and their delivery will be at the discretion and under the control of the Council.</p>
<p>Financial contributions to improvements to bus service</p>	<p>The Developers have engaged with Stagecoach to discuss the provision of a new bus service to access through the site. This dialogue is ongoing. Once the nature and cost of service provision, through an initial subsidy period to be paid for by the Developers, has been agreed this financial contribution can be captured by the s106 agreement.</p>	<p>An appropriate trigger for the initial payment of the bus service subsidy required to establish a new/enhanced service to access the site will be agreed with SRBC/LCC during the determination period.</p>
<p>Financial Contribution towards Sport and Recreation</p>	<p>An appropriate section s106 financial contribution will be provided towards offsite sport and recreation by the Developers in accordance with the requirements of Policy G11 of the South Ribble Local Plan.</p> <p>The basis of the financial contribution will be developed through consultation with Sport England, SRBC and Penwortham Town Council and will have regard to the up to date evidence base relating to the need for new/improved sporting facilities arising directly from the Applications.</p>	<p>An appropriate trigger(s) for the sports and recreation contribution will be negotiated and agreed during the determination period of the Applications.</p>

Infrastructure	Funding and Delivery Mechanism	Indicative Delivery Programme
<p>Financial contribution towards the Penwortham Community Centre</p>	<p>The Applications may give rise to the need for extension of and/or improvements to Penwortham Community Centre. This would be in accordance with Policy 6 of the Penwortham Neighbourhood Plan and may be funded by SRBC through CIL. The Councils 2019/2020 Funding Statement includes an element for "Community and Neighbourhood Centres" which would be appropriately applied to this proposal.</p> <p>The improvements can then be delivered by Penwortham Town Council working in collaboration with SRBC.</p>	<p>To be delivered by Penwortham Town Council/SRBC following receipt of CIL funds paid by the Developers.</p>
<p>Financial contribution towards health infrastructure</p>	<p>SRBC's 2019/2020 CIL Funding Statement includes health provision.</p> <p>The need for any enhancement or expansion of the Kingsfold medical centre directly arising from the Applications will be established during the determination process. If required as a consequence of the development it is envisaged these works would be funded through CIL.</p>	<p>Delivery of the improvement/expansion works, if required, would be a matter for the relevant Care Commissioning Group following payment by the Developers of CIL to the Council.</p>

Summary

2.2 This IDS has set out the infrastructure proposed by the Developers Applications, how the infrastructure can be delivered and an indicative delivery programme. The infrastructure will be secured through a combination of planning conditions, s106 agreement, s278 agreement, s38 agreement or CIL payments to SRBC.

- 2.3 The need for and costs of infrastructure improvements directly arising from the Applications will be clearly established in the light of consultation responses during the determination period of the Applications. These discussions will also inform when (in terms of appropriate trigger points during the development period) infrastructure needs to be provided, and/or financial payments made. To that extent the IDS is a living document, to be refined and adapted in consultation with LCC and SRBC and other interested stakeholders, and the Developers would welcome constructive and open dialogue with all parties to reach an agreed position which is consistent with policy.
- 2.4 In summary, the Developers are fully committed to ensuring the timely delivery of all the infrastructure required to enable the sustainable development of this strategic housing site. Through their Applications, once approved, key infrastructure including highways, active travel initiatives, social and community infrastructure and significant open space will all be provided. All of this will make a major positive contribution to the comprehensive and high quality development of the wider Allocation land and, in due course, the safeguarded land) as expressed in the Masterplan.

Contact Details

Enquiries

Emma Williams

0161 956 4055

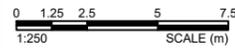
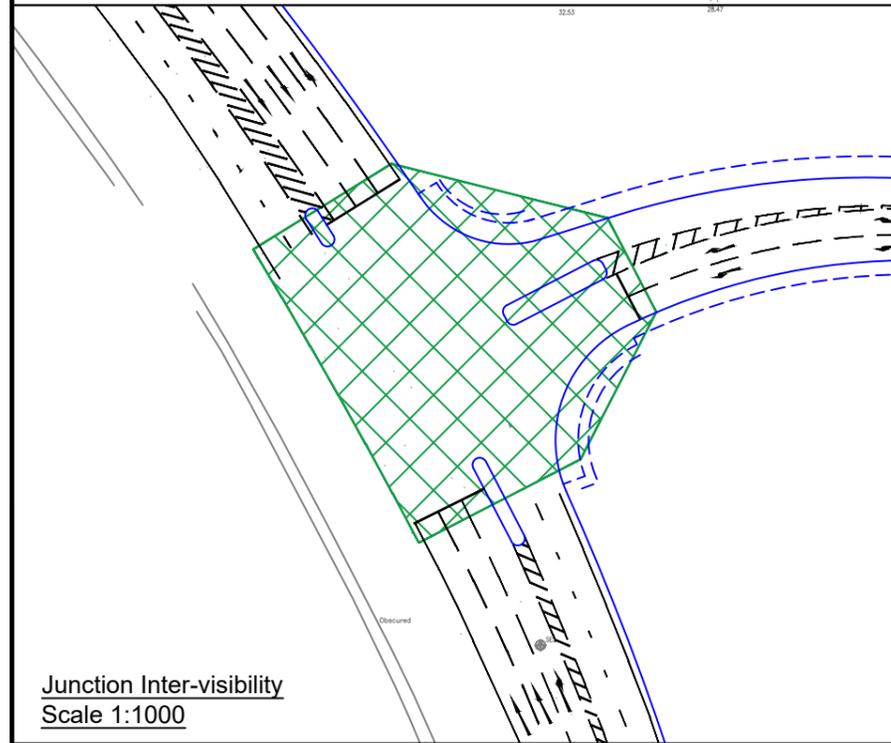
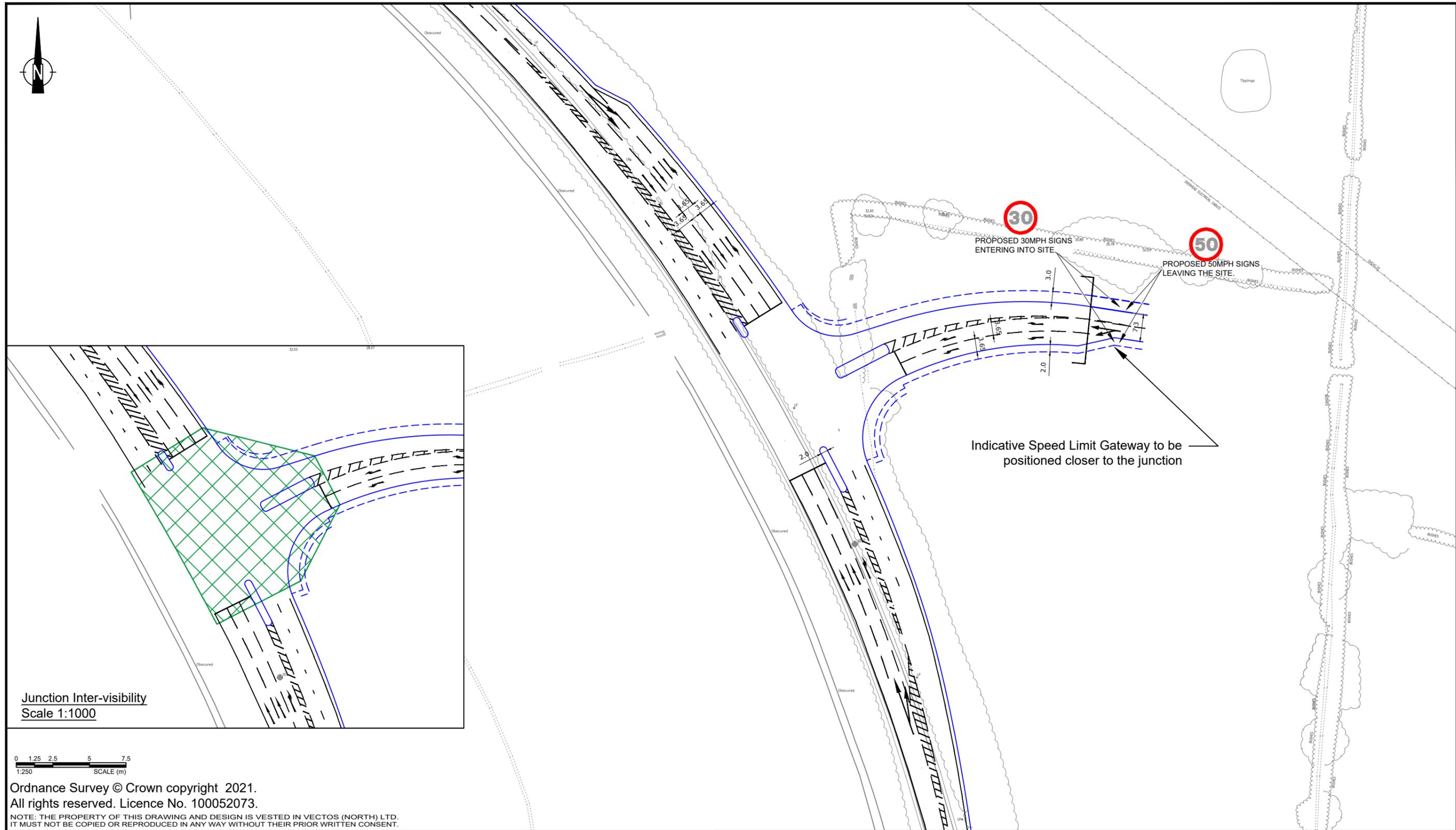
Emma.williams@avisonyoung.com

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Appendix VII

Means of Access Drawings



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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

The Lanes, Penwortham

Proposed Site Access Arrangement
(Single Carriageway Approach)

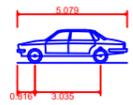
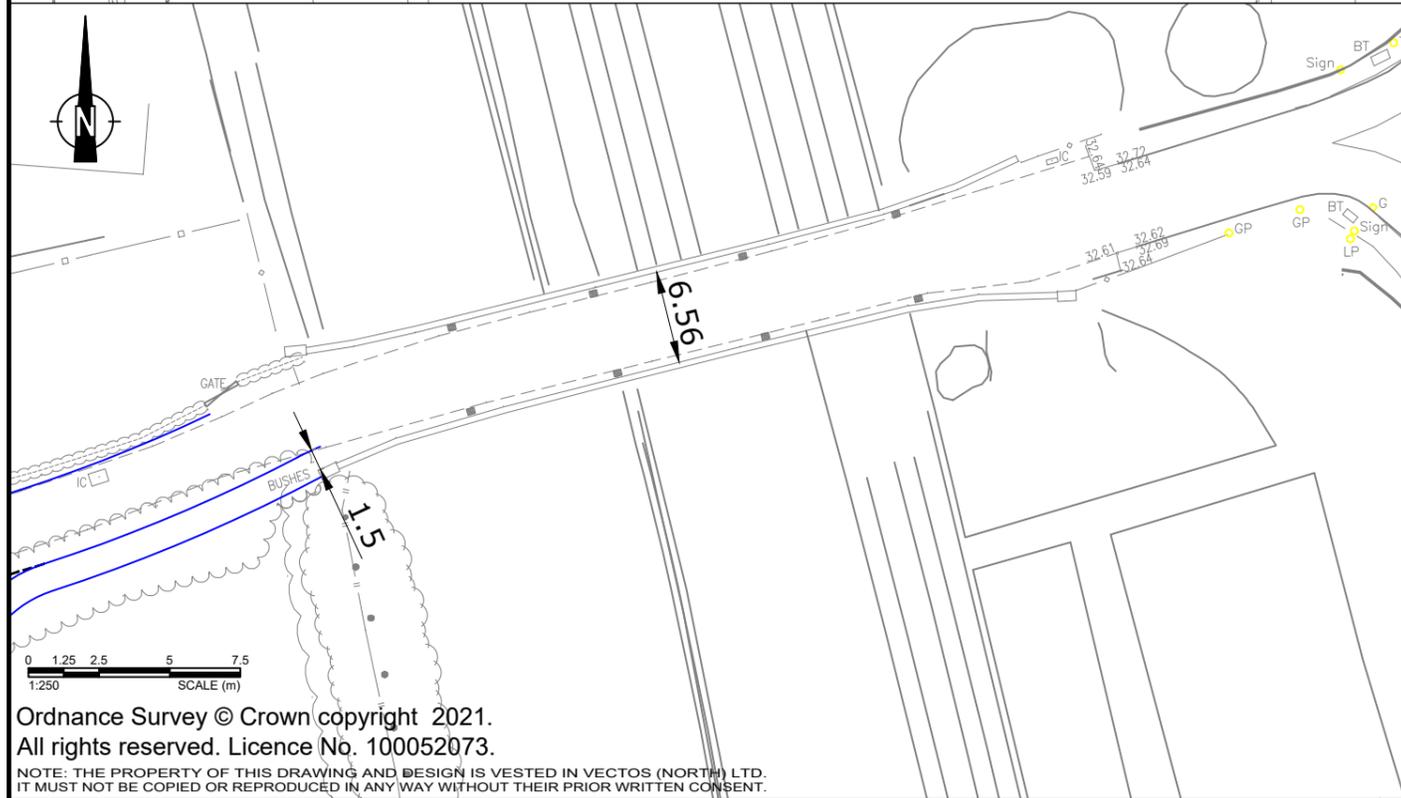
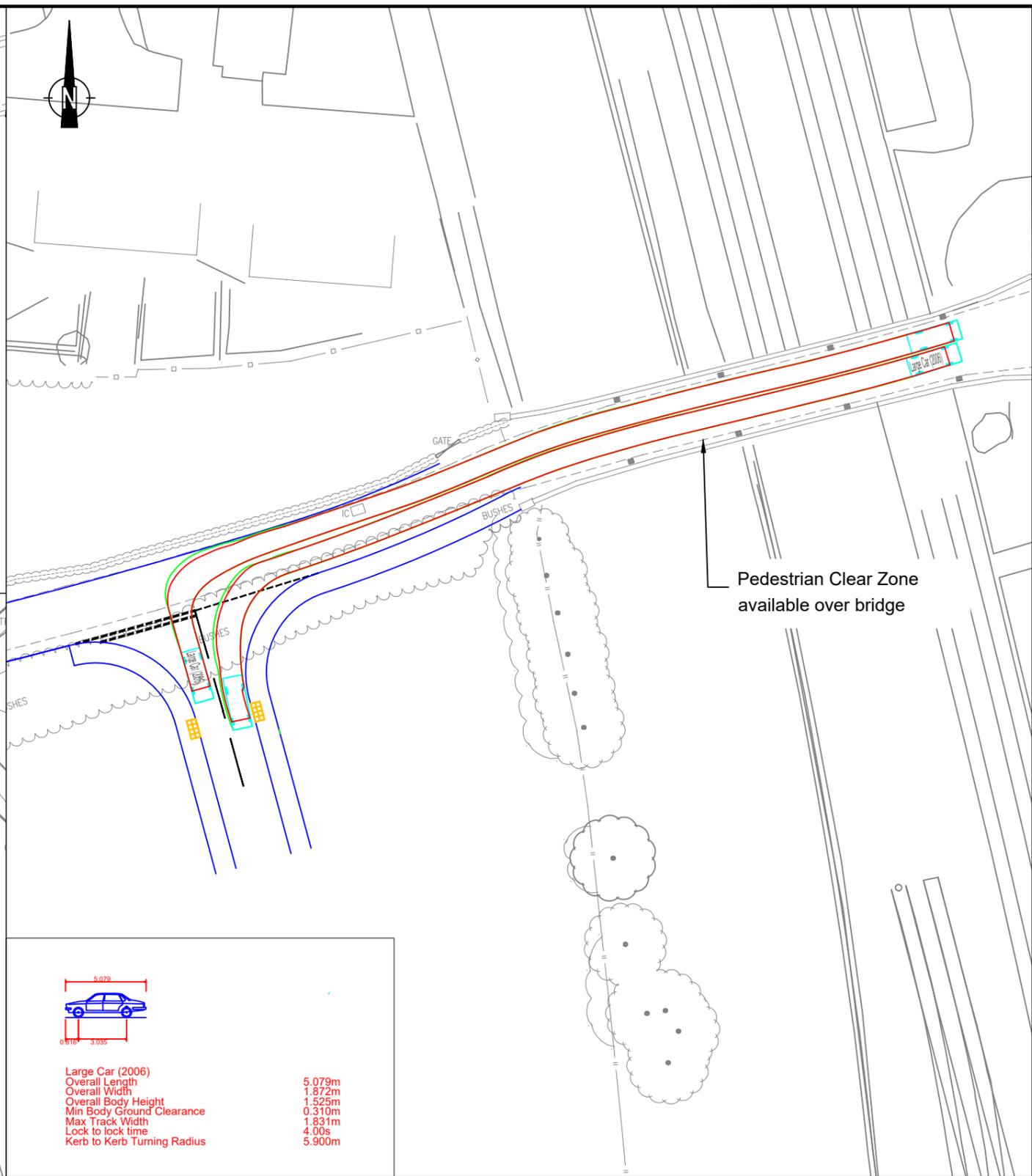
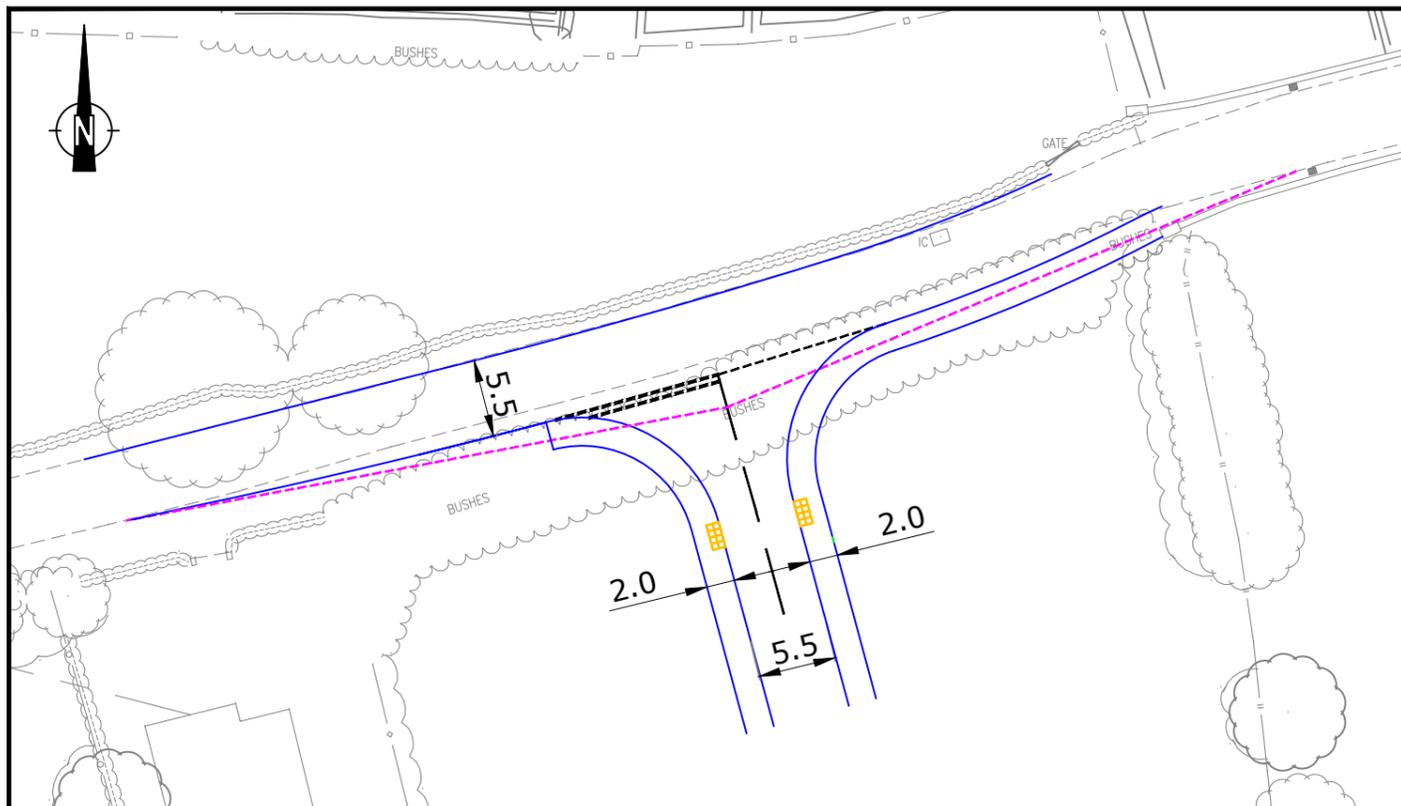
DRAWN: DJR CHECKED: PW DATE: 22.07.21 SCALES: 1:1000 at A3

Taylor Wimpey / Homes England

vectos.

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWING NUMBER: VN211918-D103 REVISION: .



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m

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Notes:
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 2. White lining is indicative only.

Key
 - - - - - Visibility Splay at junction 2m x 43m for 30mph road speed in accordance with Manual for Streets.

The Lanes, Penwortham

Proposed Site Access Arrangement
 (Bee Lane)

DRAWN: DJR CHECKED: PW DATE: 04/08/21 SCALES: 1:500 at A3

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DRAWING NUMBER: VN211918-D105 REVISION: .

Appendix VIII

Public Open Space Plan



- KEY:**
- Amenity Green Space
 - Natural/Semi Natural Space
 - School Site
 - Allotments
 - Provision for Children (LEAP)
 - Provision for Children (LAP)
 - Pylon Corridor
 - Swales
 - Flood Management Area
 - Existing Pond Retained
 - Proposed Pond
 - Red Line Boundary



SCALE 1:2500 @ A1

GENERAL NOTES:

1. Do not scale from this drawing.
2. All levels, dimensions & setting out to be checked & agreed on site.
3. All dimensions are in millimetres unless otherwise stated.
4. This drawing must be read in conjunction with the relevant specification clauses & detailed drawings.
5. This drawing is copyright protected & may not be reproduced in whole or part without written authority.

REFER TO:

05745_MP_P_XX_Illustrative Masterplan by SPlus Architects

K	210726	Safeguarded POS	OB	XQ
J	200719	The Lanes revision	OB	XQ
H	191209	Revised Site Boundary linework	SR	XQ
H	191203	Revised Site Boundary linework	SR	XQ
G	191106	Revised Graphics	SR	XQ
F	191004	Revised Outline application	SR	XQ
E	190814	Revised Masterplan 190802	SR	XQ
D	190314	Final Draft	DB	XQ
C	190228	South-west corner amended	DB	XQ
B	190227	LAP walking distances	DB	XQ
A	190222	LEAP walking distances	DB	XQ
-	190219	First issue	DB	XQ
REVISION	DATE	DESCRIPTION	DRAWN BY	APPRVD BY

FINAL DRAFT

THE LANES, PENWORTHAM

PROJECT
POS PROPOSED PROVISION - OUTLINE APP
 DRAWING NAME

1:2500 @ A1
 SCALE

FEB 2019
 DATE

755_102
 DRAWING NO.

K
 REVISION



SR
 DRAWN BY

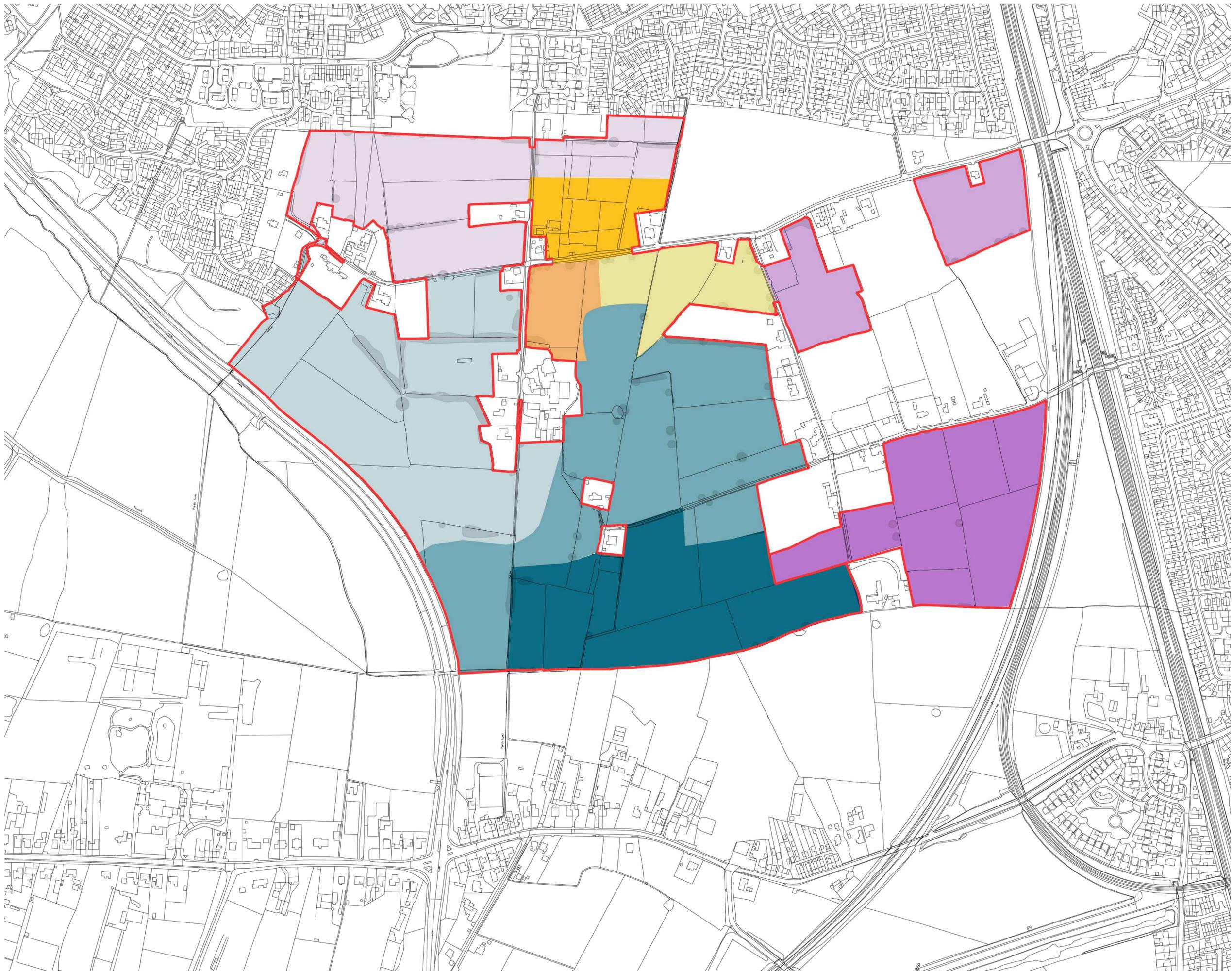
XQ
 CHECKED BY

XQ
 APPROVED BY

Xanthe Quayle
 Landscape Architects
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Appendix IX

Phasing Plan



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 The above site drawings should be read only and must not be interpreted as measurements. All dimensions and levels should be 'read' only from those values stated in text on the drawings.
 CONSTRUCTION - It is considered that the proposed works are within the scope of a competent Contractor and no such or specialist reports have been identified, other to relevant site drainage discharge flow Assessment.

- KEY PLAN:
- Site Application Boundary A+B
 - North Western Phase
 - North Eastern Phase
 - South Eastern Phase
 - Southern Phase
 - Central Phase
 - Western Phase
 - School Phase
 - Local Centre Phase
 - Bee Lane Phase

100	05/08/21	Issued for Planning
REV:	DATE:	DETAILS:

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 The Leather Market, Weston Street,
 London SE1 3ER
 5plusarchitects.com

PROJECT:
**The Lanes,
 Penwortham**
 TITLE:
**Application A+B
 Phasing Plan**
 SCALE: 1:2500@A1 ORIGIN DATE: 05/08/21 DRAWN: AB CHECKED: AT
 STATUS:

PROJECT: 05745 DRAWING NO: MP_00_4005 REV: 100

Appendix X

Illustrative Layout Plans for Applications A and B



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 The design of this drawing is based on the site and must not be interpreted as a guarantee. All dimensions and levels shall be based on the datum of the Ordnance Survey datum unless otherwise stated.
 CONTRACTOR: It is considered that the proposed works are within the scope of a competent Contractor and no work is considered to have been identified, other than what is shown on this drawing. 5plus architects will not be held responsible for any errors or omissions on this drawing.

- KEY PLAN:**
- Application Site Boundary
 - Spine Road
 - Enhanced Streets
 - Informal Streets
 - Pedestrian Prioritised Streets
 - Exercise Track
 - Bus Route
 - Public Rights of Way
 - Dwelling Frontages
 - Development Parcels
 - LEAP
 - Network of Public Open Space
 - Flood Basin Area
 - Attenuation Basin/ Swale

- 1 New Primary School
- 2 Pedestrian/ cycle link to Kingsfold
- 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 Sustainable Urban Drainage
- 7 Children's Play Areas (LEAP)
- 8 Allotments
- 9 Potential extension to existing Community Centre
- 10 The Village Green
- 11 Entrance Gateway and initial sales centre for Phase One

100 03/08/21 Issued for information
 REV: DATE: DETAILS:

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PROJECT: The Lanes, Penwortham
 TITLE: Application A Illustrative Masterplan
 SCALE: 1:2500@A1
 ORIGIN DATE: 27/07/21
 DRAWN: AB
 CHECKED: AT
 STATUS:

PROJECT DRAWING NO: 05745 MP_00_1004
 REV: 100

Appendix XI

Planning Policy Schedule

Policy	Full Policy Wording	Proposal's Compliance with Policy
Central Lancashire Core Strategy 2012		
Policy 3 (Travel)	<p>The best approach to planning for travel will involve a series of measures:</p> <ul style="list-style-type: none"> (a) Reducing the need to travel by: <ul style="list-style-type: none"> i. encouraging more flexible working patterns and home working ii. enabling better telecommunications for business, education, shopping and leisure purposes iii. assisting home deliveries of ordered goods (b) Improving pedestrian facilities with: <ul style="list-style-type: none"> i. high quality designed City and town centre paving schemes ii. safe and secure urban and rural footways and paths (including canal towpaths) linking with public transport and other services (c) Improving opportunities for cycling by: <ul style="list-style-type: none"> i. completing the Central Lancashire Cycle Network of off-road routes (including canal towpaths) supplementing this with an interconnected system of on-road cycle lanes and related road junction improvements (d) Improving public transport by: <ul style="list-style-type: none"> i. providing new railway stations at Buckshaw Village*, Cottam*, Midge Hall and Coppull (* park and ride sites), and improving Preston and Leyland stations ii. creating a bus rapid transit system on routes into Preston and to Leyland and Chorley iii. improving main bus routes elsewhere iv. supporting Demand Responsive Transport (e) Enabling travellers to change their mode of travel on trips through: <ul style="list-style-type: none"> i. providing a ring of new bus based park and ride sites around Preston at – Broughton Roundabout, Tickled Trout, Penwortham, Cuerden and Riversway. ii. improving car and cycle parking facilities at railway stations, including at Adlington iii. better coordinated bus and rail services iv. providing better public transport interchanges and hubs including a new bus station at Preston v. preparing, implementing and monitoring 	<p>The application is supported by a Travel Plan Framework which sets out how the development will strive to achieve the best approach to travel by encouraging the use of sustainable transport modes and active travel measures.</p>

Policy	Full Policy Wording	Proposal's Compliance with Policy
	<p>Travel Plans including Personal Travel Plans</p> <p>(f) Encouraging car sharing by:</p> <ul style="list-style-type: none"> i. promoting work based schemes ii. providing high vehicle occupancy road lanes into Preston <p>(g) Managing car use by:</p> <ul style="list-style-type: none"> i. managing long and short stay car parking in the centres of Preston, Chorley and Leyland ii. public car parking charges iii. reviewing work place car parking iv. setting and applying car parking standards v. pursuing Quiet Zones <p>(h) Improving the road network with:</p> <ul style="list-style-type: none"> i. bypasses of Broughton and Penwortham ii. completing a new road from Walton Park through to Lostock Hall iii. improving the A582 and linking to the A59 iv. improvements between Cottam and Eastway v. variable traffic flow measures on existing roads <p>(i) Enabling the use of alternative fuels for transport purposes</p>	
Policy 5 (Housing Density)	<p>The authorities will secure densities of development which are in keeping with local areas and which will have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of an area, consideration will also be given to making efficient use of land.</p>	<p>Policy 5 states that the authorities will secure densities of development which are in keeping with local areas and which will have no detrimental impact on the amenity, character, appearance, distinctiveness and environmental quality of an area, consideration will also be given to making efficient use of land.</p> <p>The net density of the proposed development is approximately 30 dwellings per hectare. Taking into account the retention of the existing properties, spine road, green infrastructure and SUDs, the remaining land controlled by third parties outside of the application site but within the Major Site for Development allocation will deliver in the region of 250 new homes resulting in an overall delivery of 1,350 dwellings at the site. The Character Areas detailed within the DAS / Design Code describe the different</p>

Policy	Full Policy Wording	Proposal's Compliance with Policy
		<p>densities to be applied to each area to ensure it is appropriate given the existing character and surroundings.</p> <p>The Developers expect to be able to fully comply with this policy at the reserved matters application stage</p>
<p>Policy 17 (Design of New Buildings)</p>	<p>The design of new buildings will be expected to take account of the character and appearance of the local area, including the following:</p> <ul style="list-style-type: none"> (a) siting, layout, massing, scale, design, materials, building to plot ratio and landscaping. (b) safeguarding and enhancing the built and historic environment. (c) being sympathetic to surrounding land uses and occupiers, and avoiding demonstrable harm to the amenities of the local area. (d) ensuring that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa. (e) linking in with surrounding movement patterns and not prejudicing the development of neighbouring land, including the creation of landlocked sites. (f) minimising opportunity for crime, and maximising natural surveillance. (g) providing landscaping as an integral part of the development, protecting existing landscape features and natural assets, habitat creation, providing open space, and enhancing the public realm. (h) including public art in appropriate circumstances. (i) demonstrating, through the Design and Access Statement, the appropriateness of the proposal. (j) making provision for the needs of special groups in the community such as the elderly and those with disabilities. (k) promoting designs that will be adaptable to climate change, and adopting principles of sustainable construction including Sustainable Drainage Systems (SuDS); and (l) achieving Building for Life rating of 'Silver' or 'Gold' for new residential developments. (m) ensuring that contaminated land, land stability and other risks associated with coal mining are considered and, where necessary, addressed through appropriate remediation and mitigation measures. 	<p>The submitted DAS / Design Code will ensure a high standard of design is maintained across the site. The detailed design of new buildings will be provided at the reserved matters planning application stage. Compliance with Policy 17 of the CLCS will be ensured.</p>

Policy	Full Policy Wording	Proposal's Compliance with Policy
<p>Policy F1 (Parking Standards)</p>	<p>All development proposals will be required to provide car parking and servicing space in accordance with the parking standards adopted by the Council (see Appendix 4). In general, parking requirements will be kept to the standards as set out unless there are significant road safety or traffic management implications related to the development of the site.</p> <p>The parking standards should be seen as a guide for developers and any variation from these standards should be supported by local evidence in the form of a transport statement.</p> <p>Where appropriate, some flexibility will be factored into the standards in relation to the specific local circumstances.</p>	<p>Policy F1 requires all development proposals will be required to provide car parking and servicing space in accordance with the parking standards adopted by the Council.</p> <p>The Developers expect to be able to fully comply with this policy at the reserved matters application stage</p>
<p>Policy G8 (Green Infrastructure – Future Provision)</p>	<p>All developments should provide:</p> <ul style="list-style-type: none"> a) Appropriate landscape enhancements; b) Conservation of important environmental assets, natural resources, biodiversity and geodiversity; c) For the long-term use and management of these areas; and d) Access to well-designed cycleways, bridleways and footways (both off and on road), to help link local services and facilities. 	<p>Policy G8 states that all developments should provide appropriate landscape enhancements; conservation of important environmental assets, natural resources, biodiversity and geodiversity; for the long-term use and management of these areas; and access to well-designed cycleways, bridleways and footways (both off and on road), to help link local services and facilities.</p> <p>The planning application proposes extensive green infrastructure which exceeds the Council's green infrastructure requirements. The extent of amenity green space, equipped play areas, natural/semi-natural green space, and allotments exceeds the policy requirements. In total, 16.07 hectares of green infrastructure which exceeds policy requirements. The planning application also proposes extensive cycling and walking routes through the site. It is proposed that the existing lanes will be retained as green routes creating an extensive network of cycling and walking routes through the site.</p>
<p>Policy G13 (Trees, Woodlands and Development)</p>	<p>a) Planning permission will not be permitted where the proposal adversely affects trees, woodlands and hedgerows which are:</p> <ul style="list-style-type: none"> i. Protected by a Tree Preservation Order (TPO); ii. Ancient Woodlands including individual ancient and veteran trees and those 	<p>The Illustrative Masterplan has had regard to the location of TPO's which were imposed on various trees on the site in March 2021.</p>

Policy	Full Policy Wording	Proposal's Compliance with Policy
	<p>defined in Natural England's inventory of ancient woodlands;</p> <p>iii. In a Conservation Area; or</p> <p>iv. Within a recognised Nature Conservation Site.</p> <p>b) There will be a presumption in favour of the retention and enhancement of existing tree, woodland and hedgerow cover on site;</p> <p>c) Where there is an unavoidable loss of trees on site, replacement trees will be required to be planted on site where appropriate at a rate of two new trees for each tree lost;</p> <p>d) Tree survey information should be submitted with all planning applications, where trees are present on site. The tree survey information should include protection, mitigation and management measures;</p> <p>e) Appropriate management measures will be required to be implemented to protect newly planted and existing trees, woodlands and/or hedgerows.</p>	
<p>Policy G16 (Biodiversity and Nature Conservation)</p>	<p>The borough's Biodiversity and Ecological Network resources will be protected, conserved and enhanced. The level of protection will be commensurate with the site's status and proposals will be assessed having regard to the site's importance and the contribution it makes to wider ecological networks: Regard will be had to:</p> <ul style="list-style-type: none"> • Protecting and safeguarding all designated sites of international, national, regional, county and local level importance including all Ramsar, Special Protection Areas, Special Areas of Conservation, national nature reserves, Sites of Special Scientific Interest and Biological Heritage Sites, Geological Heritage Sites, Local Nature Reserves, wildlife corridors together with any ecological network approved by the Council; • Protecting, safeguarding and enhancing habitats for European, nationally and locally important species; • When considering applications for planning permission, protecting, conserving and enhancing the borough's ecological network and providing links to the network from and/or through a proposed development site. In addition development should have regard to the provisions set out below: <p>a) The need to minimise impacts on biodiversity and providing net gains in biodiversity where possible by designing in wildlife and by ensuring that significant harm is avoided or, if unavoidable, is reduced or appropriately</p>	<p>Policy G16 states that the borough's Biodiversity and Ecological Network resources will be protected, conserved and enhanced. The level of protection will be commensurate with the site's status and proposals will be assessed having regard to the site's importance and the contribution it makes to wider ecological networks.</p> <p>There are no statutory ecologically designated sites either within the site boundary or within 2km of the site. No non-statutory ecologically designated sites are located within the site boundary. Mitigation measures include habitat creation such as the provision of a new orchard of a similar area to the orchard habitat, which is to be removed to facilitate the development, as well as replacing any high to moderate value trees that are lost at a ratio of 3:1. The loss of hedgerows will be minimised where possible or replacement planting with locally suitable species-rich hedges will be provided elsewhere within the scheme. Gap planting of retained hedgerows will also be implemented where appropriate.</p>

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	<p>mitigated and/or, as a last resort, compensated;</p> <p>b) The need to promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations;</p> <p>c) Where there is reason to suspect that there may be protected habitats/species on or close to a proposed development site, planning applications must be accompanied by a survey undertaken by an appropriate qualified professional;</p> <p>d) Where the benefits for development in social or economic terms are considered to outweigh the impact on the natural environment, appropriate and proportionate mitigation measures and/or compensatory habitat creation of an equal or greater area will be required through planning conditions and/or planning obligations.</p>	<p>Public open space, wildlife-friendly habitats and green corridors will be provided within the landscaping scheme.</p>
<p>Policy G17 (Design Criteria for New Development)</p>	<p>Planning permission will be granted for new development, including extensions and free standing structures, provided that, where relevant to the development:</p> <p>a) The proposal does not have a detrimental impact on the existing building, neighbouring buildings or on the street scene by virtue of its design, height, scale, orientation, plot density, massing, proximity, or use of materials. Furthermore, the development should not cause harm to neighbouring property by leading to undue overlooking, overshadowing or have an overbearing effect;</p> <p>b) The layout, design and landscaping of all elements of the proposal, including any internal roads, car parking, footpaths and open spaces, are of a high quality and will provide an interesting visual environment which respects the character of the site and local area;</p> <p>c) The development would not prejudice highway safety, pedestrian safety, the free flow of traffic, and would not reduce the number of on-site parking spaces to below the standards stated in Policy F1, unless there are other material considerations which justify the reduction such as proximity to a public car park. Furthermore, any new roads and/or pavements provided as part of the development should be to an adoptable standard;</p> <p>d) The proposal would sustain, conserve and where appropriate enhance the significance, appearance, character and setting of a heritage asset itself and the surrounding historic environment. Where a proposed development would</p>	<p>Policy G17 promotes a high quality of design in developments. The scheme intends to incorporate high quality design. The Design Code for the Developers application sites submitted as part of the Design and Access Statement sets out a series of Design Principles on the site which all future development will need to comply with. The Design and Access Statement demonstrates how the application proposals accord with the site wide and neighbourhood design principles relevant to the application site. As layout, appearance, scale and landscaping are reserved, future reserved matters applications at the site will address the Design Code in full detail.</p>

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	<p>lead to substantial harm or loss of significance of a designated heritage asset, planning permission will only be granted where it can be demonstrated that the substantial public benefits of the proposal outweigh the harm or loss to the asset; and</p> <p>e) The proposal would not have a detrimental impact on landscape features such as mature trees, hedgerows, ponds and watercourses. In some circumstances where, on balance, it is considered acceptable to remove one or more of these features, then mitigation measures to replace the feature/s will be required either on or off-site.</p>	
<p>Policy H1 (Protection of Health, Education, Other Community Services and Facilities)</p>	<p>Proposals and schemes, for all developments especially major sites for housing, employment or a range of uses should ensure appropriate health, cultural, recreational, sport and education facilities are provided either on site or in the surrounding area through CIL and/or developer contributions.</p> <p>Development proposing the change of use and/or loss of any premises and/or land currently/last used as a community facility (including community centres, village and church halls, places of worship, and public houses) will only be permitted where it can be demonstrated that:</p> <ul style="list-style-type: none"> a) The use no longer serves the needs of the community in which it is located; or b) The use is no longer financially viable and it has been demonstrated through a marketing exercise or such process agreed with the Council. 	<p>Policy H1 states that proposals and schemes, for all developments especially major sites for housing, employment or a range of uses should ensure appropriate health, cultural, recreational, sport and education facilities are provided either on site or in the surrounding area through CIL.</p> <p>The proposals include provision on site for a new local centre including retail, employment and community uses, as well as a new two form entry primary school. As noted within the IDS, the need for any enhancement or expansion of the Kingsfold medical centre directly arising from the Applications will be established during the determination process. If required as a consequence of the development it is envisaged these works would be funded through CIL.</p>