

LCC/SRBC3

Appendix 1

EIA Scoping Opinion

To:
South Ribble Council
Planning Service
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Your ref 07/2018/8539/SCO
Our ref D7/2018/8539/SCO/DRW1
Date 23rd November 2018

(FAO Mrs Janice Crook)

Dear Mrs Crook

EIA SCOPING OPINION

Location: PICKERINGS FARM SITE, FLAG LANE, PENWORTHAM, LANCASHIRE

PROPOSAL: REQUEST FOR A FORMAL SCOPING OPINION FOR A RESIDENTIAL-LED MIXED-USE DEVELOPMENT AND CROSS BOROUGH LINK ROAD (CBLR) ON LAND TO EAST OF PENWORTHAM WAY

Thank you for your letter requesting scoping opinion observations for the above proposal in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

This scoping opinion response considers only highways and transportation matters identified as potentially significant issues that should be considered in determining the subject matter of the EIA and any subsequent planning application.

The request for a formal scoping opinion is supplemented with an EIA Scoping Report produced by GVA HOW Planning, dated November 2018. The EIA Scoping Report sets out how the Environmental Statement, under section 12 – Transport and Access, will assess the impact of the development on the local transport network. The EIA Scoping Report highlights that a Transport Assessment (TA) will be produced to support a forthcoming residential application on the site; the proposals will also be supported by a Framework Travel Plan.

Background

LCC Highways were approached by Croft Transport Planning with a request for pre-application advice in regard to the Transport Assessment (TA) being prepared to support a planning application on this site. A detailed pre-application advice note was subsequently passed to Crofts on 20th August 2018.

LCC's Highway Development Support Team Manager has also been involved in providing advice and guidance to the Steering Group who are developing the Pickering's Farm Masterplan.

Given LCC Highways involvement to date it is not my intention to provide detailed comments on the requirement of all elements of the TA as part of this scoping opinion response. However, I would strongly advise that the developer's Transport Consultant produces a TA that follows the detailed advice provided to date.

Pickering's Farm site Masterplan

The Pre-application advice provided by LCC Highways on 20th August 2018 made reference to the South Ribble Borough Council (SRBC) Local Plan and in particular Policy C1 – Pickering's Farm and Policy A2 in relation to delivery of the Cross Borough Link Road (CBLR).

Given the scale and strategic importance of the site, the SRBC Local Plan sets out how comprehensive development of the site is crucial to ensure delivery of essential infrastructure and local services.

Policy C1 sets out that planning permission will only be granted for the site subject to the submission of:

- a) An agreed Masterplan for the comprehensive development of the site;
- b) A phasing and infrastructure delivery schedule; and
- c) An agreed programme of implementation in accordance with the Masterplan and agreed design code.

Cross Borough Link Road

The Cross Borough Link Road, as highlighted in Policy A2 of the South Ribble Local Plan, states that land will be protected from physical development for the delivery of the Cross Borough Link Road (CBLR). The CBLR comprises:

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

The Cross Borough Link Road (Development Link Road) is an important route to act as a link road serving new developments and to improve east/west travel and to better support local Movement but not to undermine City Deal schemes or relieve significant impacts on other corridors.

In respect of the EIA Scoping Opinion, these two Local Plan policies identify significant issues that need to be fully understood and assessed, in particular with regard to 'Cumulative Impacts' and the proposed Pickering's Farm site.

Access Strategy

The EIA Scoping Report indicates that the main vehicular access has been discussed and agreed in principle with LCC as local highway authority. It is envisaged that this access is likely to require the form of a signalised T-junction. This will be subject to assessment as part of the submitted TA.

The EIA Scoping Report goes on to indicate that the design of the main internal road infrastructure will allow a vehicular connection between A582 Penwortham Way and Bee Lane. The ongoing public consultation on the draft masterplan for the site indicates that

vehicular access will be taken from a number of new vehicular access points which have yet to be finalised but are likely to consist of consideration for access points at the following locations:

- A582 Penwortham Way
- Bee Lane onto Leyland Road
- Flag Lane onto Leyland Road
- Coote Lane; and
- A vehicular link proposed to the northwest of the site towards Kingsfold Drive (the provision of the above is necessary in advance of development)

To undertake appropriate assessment it will be necessary to understand the proposed phasing of the development 'build out' with consideration for the timing of necessary infrastructure improvements (demonstrating the certainty of delivery of each).

LCC Highways consider the access strategy must be set out as part of the necessary Masterplan for the strategic site. It is our view that piecemeal development in advance of any Masterplan could potentially prejudice the delivery of the wider strategic site and an acceptable access strategy that also delivers suitable sustainable transport connections, including public transport routing options, and appropriate provision in regard to the completion of the Cross Borough Link Road (CBLR) and the wider implications beyond, such as the influence of redistribution, changes in flows at the Leyland Road intersection and at Hennel Lane roundabout and corridors beyond.

The access proposals clearly need to have regard to both the short and longer term scenarios that will need to be considered. These include the proposed dualling of the A582 Penwortham Way and completion of the CBLR (which will link the A582 with B5254 Leyland Road and could include a new bridge crossing the West Coast Mainline railway or improvements to the existing bridge and junction of Bee Lane/Leyland Road). The Transport Assessment should therefore consider a range of scenarios which include delivery of key highway infrastructure improvements as well as the phasing of the residential and other on-site amenities/land uses. Other considerations should include City Deal proposals for Bus Priority on the Leyland Road corridor and traffic management measures on Leyland Road and within Tardy Gate District Centre. It is important that this development supports (in regard to delivery and integration) all proposed strategies and masterplans, whether directly or indirectly.

The Transport Assessment when completed should establish the full impacts of the overall proposals and therefore the measures and mitigation necessary to establish sustainable development in line with the latest local and national planning policy (NPPF).

As previously alluded to, with reference to wider master planning of the site and the CBLR, the EIA regulations require the assessment of 'Cumulative Effects'. In regard to the EIA scoping opinion LCC Highways would highlight this matter as a significant issue that needs to be appropriately addressed and should include consideration of committed and Emerging Development as well as planned and development led network changes

Committed and Emerging Development

There are a large number of committed and emerging developments currently within the planning process that LCC Highways would recommend are taken into consideration in the assessment of this proposal.

The Transport Assessment should detail explicitly all committed and expected developments that have been included in the assessment.

LCC Highways recommend, to ensure a robust assessment is undertaken, that the developer include all major committed and also 'live' applications that will result in increased traffic on the local network within a 'Cumulative' development scenario.

Planned and Development Led Network Changes

In addition to the committed and emerging development as highlighted above there are a number of potential further network/infrastructure changes that must also be taken into consideration. This makes the forecasting of appropriate future assessment traffic figures for the assessment of development proposals in this particular area more complex. The key factors that require close consideration and an agreed approach are:

- (a) Completion of Penwortham Bypass
- (b) A582 Dualling;
- (c) Cross Borough Link Road (CBLR) – delivered by Pickering's Farm development

Highway Network Operational Assessments

The scale of the proposal will result in impact across the local and wider transport network. As part of pre-application advice, LCC Highways have agreed an approach with the developers Transport Consultant (Croft) that sets out the scope of the network to be assessed.

Given the scale of the development under consideration, I would note that there will be a need to understand the impacts on affected links and junctions on the highway network at various stages of buildout, taking account of relevant highway changes.

Provision for Equestrian, Pedestrian & Cycling, Public Rights of Way and Public Transport

This development proposal is on the edge of the built environment. Therefore, high quality provision from this development to the existing local network for pedestrians and cyclists will be important. The primary public transport corridor is currently Leyland Road and therefore high quality pedestrian and cycle connectivity will be necessary, particularly in the early phase of site build out and prior to any enhancement to public transport.

There is an extensive network of Public Rights of Way that run through or adjacent to the proposed site and improvement of these existing facilities as well as provision of new links could be expected to deliver sustainable development.

The Public Rights of Way (PROW) that will be impacted or influenced by the proposed scheme include:

- Footpath 24 (west of A582 Penwortham Way)
- Footpath 43 (crosses A582 Penwortham Way) also potential for connection to Cloughfield;
- Footpath 50, Bee Lane west to Moss Lane)
- Footpath 42 connects Bee Lane Kingsfold Drive;
- Footpath 46 connects Moss Lane (North) to Kingsfold Drive via Bramble Court;
- Footpath 49 connects Bee Lane to Kingsfold Drive via Queens Court;
- Footpath 52 connects Bee Lane to Sumpter Croft
- Footpath 53 connects Bee Lane to Flag Lane
- Footpath 58 leading on to Footpath 1 connecting Flag Lane to Coote Lane;

- Footpath 57 Nib Lane (west of Lords Lane);
- Footpath 55 (from FP 57 on Nib Lane connecting through to Moss Lane and FP 54);
- Footpath 56 (from Nib Lane connecting to Footpath 54 which then crosses A582 and also Footpath 4 through to Chain House Lane).

I would expect to see full assessment of any proposals that impact existing PROW and associated mitigation measures. Any cost associated with changes to Public Rights of Way as a result of the proposed development will need to be borne by the developer, whether physical measures or the legal procedures.

Sustainable Urban Drainage Systems (SuDs)

LCC are the Lead Local Flood Authority (LLFA) and I would expect LCC Flood Risk Assessment (FRA) team to be consulted separately. Clearly, the development of the Pickering's Farm site application should consider the requirements likely to be asked for in support of a SuDs drainage scheme. These considerations may significantly affect the site layout/design to include for the likes of swales, storage ponds etc. to control run off rates in accordance with SuDs guidance.

In Summary

This scoping opinion response considers the highways and transportation matters identified as potentially significant issues that should be considered in determining the subject matter of the EIA and any subsequent planning application.

The key significant issues I have highlighted include the need for an appropriate 'Cumulative Assessment of Impacts' with particular reference to:

- delivery of the site Masterplan
- vehicular access strategy and locations to be agreed
- delivery of the Cross Borough Link Road (CBLR)
- access strategy for sustainable modes and impact on existing PROW.

In addition, the cumulative effects of other development proposals (residential/employment sites and infrastructure) must be taken into consideration in assessing overall impacts of this proposal.

All the above will influence distribution of site trips and redistribution of existing vehicular trips that will impact on the local and wider transport network. The Transport Assessment to be developed will establish the full impacts of the overall proposals and therefore the measures and mitigation necessary to deliver sustainable development in line with the latest local and national planning policy (NPPF).

Given the scale of the proposals and expected timeframe for the build-out of the site, I consider the assessment will need to consider the short, medium and long term scenarios in line with other plans which are to be delivered.

I hope the above is of assistance.

Yours Faithfully

A handwritten signature in black ink, appearing to be 'Dru', followed by a horizontal line extending to the right.

David Watson
Strategic Development
Highways Development Support
Community Services
Lancashire County Council