

PROPOSED DEVELOPMENT

LAND AT PICKERING'S FARM

APPLICATION REF: 07/2021/00886/ORM & 07/2021/00887/ORM.

APPEAL REF: APP/F2360/W/22/3295498

TRANSPORT STATEMENT OF COMMON GROUND

BETWEEN VECTOS AND LANCASHIRE COUNTY COUNCIL

RELATING TO HIGHWAY, TRAFFIC AND TRANSPORT MATTERS

24th August 2022

This is a Statement of Common Ground (SoCG) relating to highway, traffic and transport matters, agreed between Vectos and Lancashire County Council (LCC).

It has been prepared in respect of an appeal against the decision of South Ribble Borough Council to refuse planning permission at Pickering's Farm.

It is a written statement containing agreed information about the transport networks and the development proposed by the Appellant, that is not being disputed by the County Council, as Highway Authority (LCC). Its purpose is to inform the appeal on the level of agreement between the Appellant and LCC and also to clarify any areas of disagreement.

Since the application was refused, discussions and meetings have taken place between the Appellant and the County Council on highway and transport matters. The current level of agreement is set out in this Statement.

This SoCG has been prepared jointly and agreed by:

Signed:



Date: 24th August 2022

Vectos (on behalf of Taylor Wimpey and Homes England)



Signed:

Date: 24th August 2022

Lancashire County Council

1. This Statement of Common Ground sets out the transport areas of agreement and disagreement between the Appellants and Lancashire County Council.

Areas of Agreement

2. The site is located at Pickering's Farm, South Ribble. The site allocation and application sites are shown in **Figure SoCG1**.

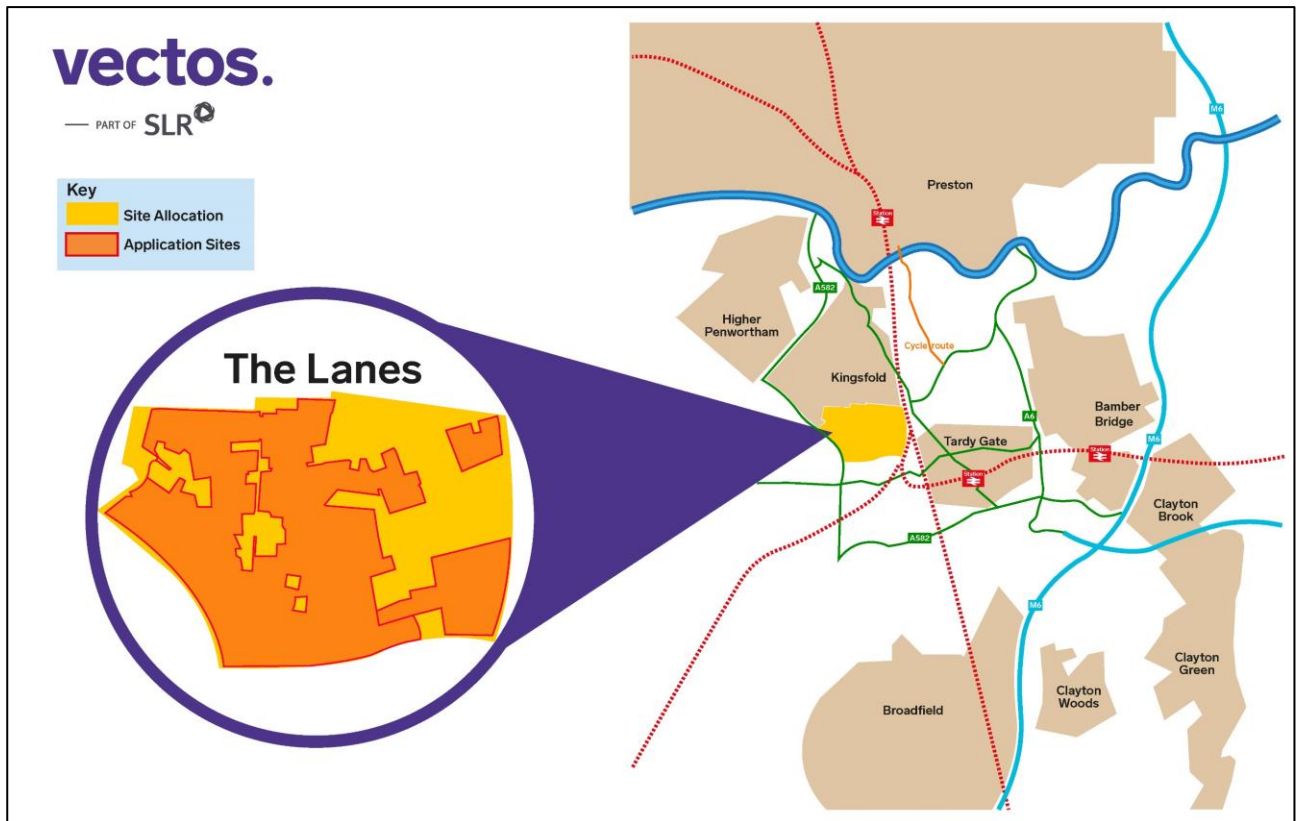


Figure SoCG1

3. The site is bounded by the A582 on the western boundary and the West Coast Mainline on the eastern boundary.
4. The existing and proposed points of pedestrian and cycle access are as identified in Figure SoCG 4.
5. The proposed new point of access is from the A582 on the western boundary of the site serving 1060 new dwellings only.
6. The existing points of vehicular access to the allocated site area which encompasses the Application sites are Bee Lane and Flag Lane.

7. Bee Lane has been assessed by the applicant for 40 new dwellings only with no vehicular access to any other access point. All existing properties will use their current existing routes and access points.

Pickering's Farm Policy C1

8. Both sites form part of an allocated site, referred to as Pickering's Farm, and identified within the Local Plan as Policy C1. Policy C1 of the Adopted Local Plan states:

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

a) 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;

b) a phasing and infrastructure delivery schedule;

c) an agreed programme of implementation in accordance with the Masterplan and agreed design code.

Policy A2 CBLR

9. The site is referenced in Policy A2. Policy A2 states:

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

a) A road to be constructed from Carrwood 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

10. A2 Justification text states:

4.20 A road is to be constructed from Carrwood Road to The Cawsey in order to open up land for development (Lostock Hall Gas Works) and to serve as a key part of the Cross Borough Link Road. This section of the link road will continue through the major development site of Pickering's Farm. Once both elements of the road are complete, they are to be linked to provide the full Cross Borough Link Road. The link road will improve accessibility in an east-west direction through the borough, increase community access to the range of services within the borough and help traffic flow on existing roads. The completion of the link road is to be delivered in the Plan period.

4.21 The section of link road through the major development site at Pickering's Farm (see Policy C1) will be implemented in accordance with an agreed phasing and infrastructure delivery schedule. It will be provided through developer contributions and completed within an agreed timescale.

4.22 Traffic management measures are required on and around Leyland Road and within Tardy Gate District Centre in order to reduce through traffic and to improve the attractiveness and accessibility of the District Centre for its users. Traffic management measures will also be required for other existing roads which the proposal supersedes for through traffic.

4.23 The proposed link road also provides an opportunity to improve public transport, to help increase accessibility across this part of the borough.

11. Part of the Cross Borough Link Road linking Carrwood Road to Leyland Road is now complete.

12. Local facilities are shown in **Figure SoCG 2**.

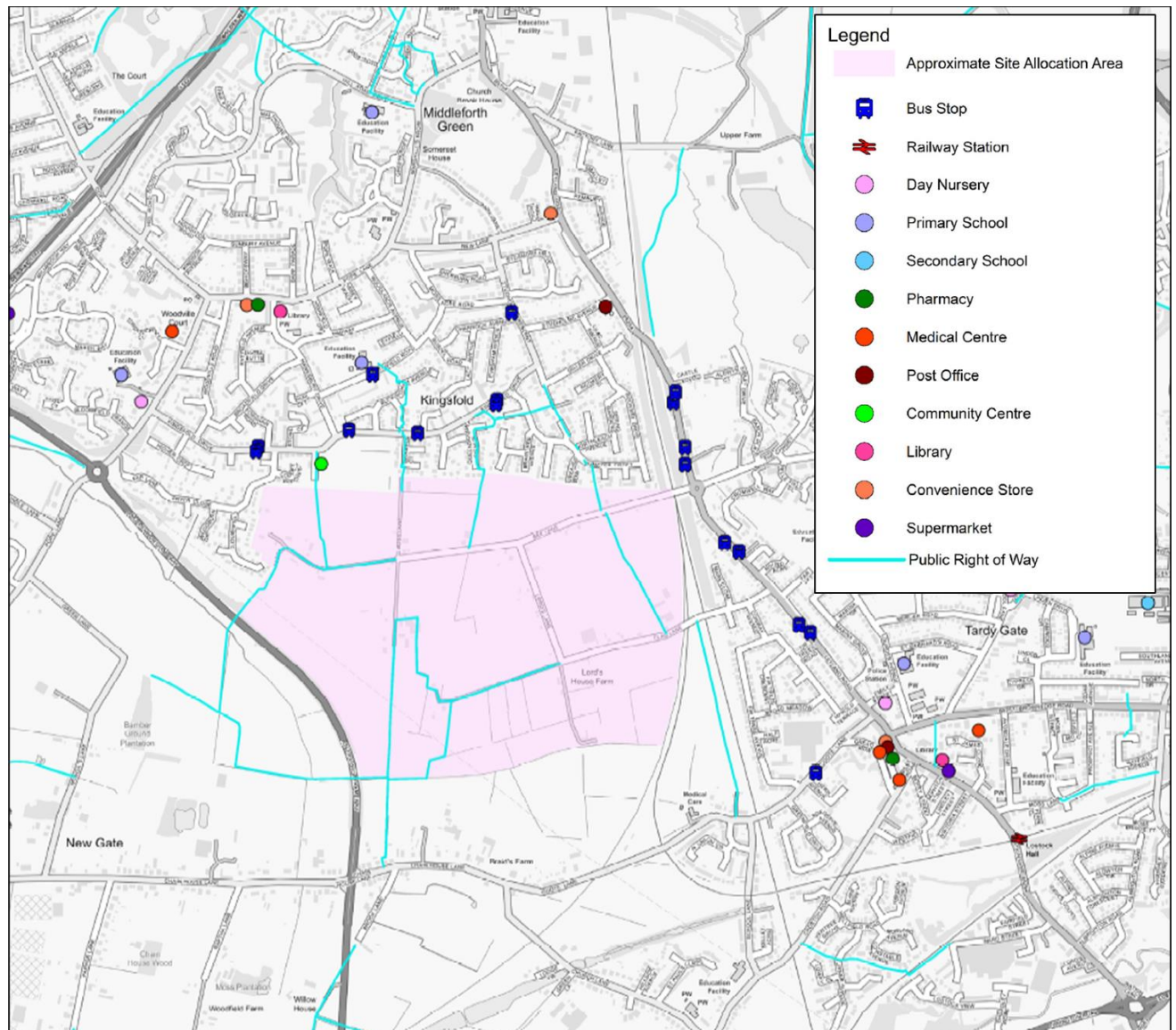


Figure SoCG2

13. Existing local bus services are shown in **Figure SoCG 3**.

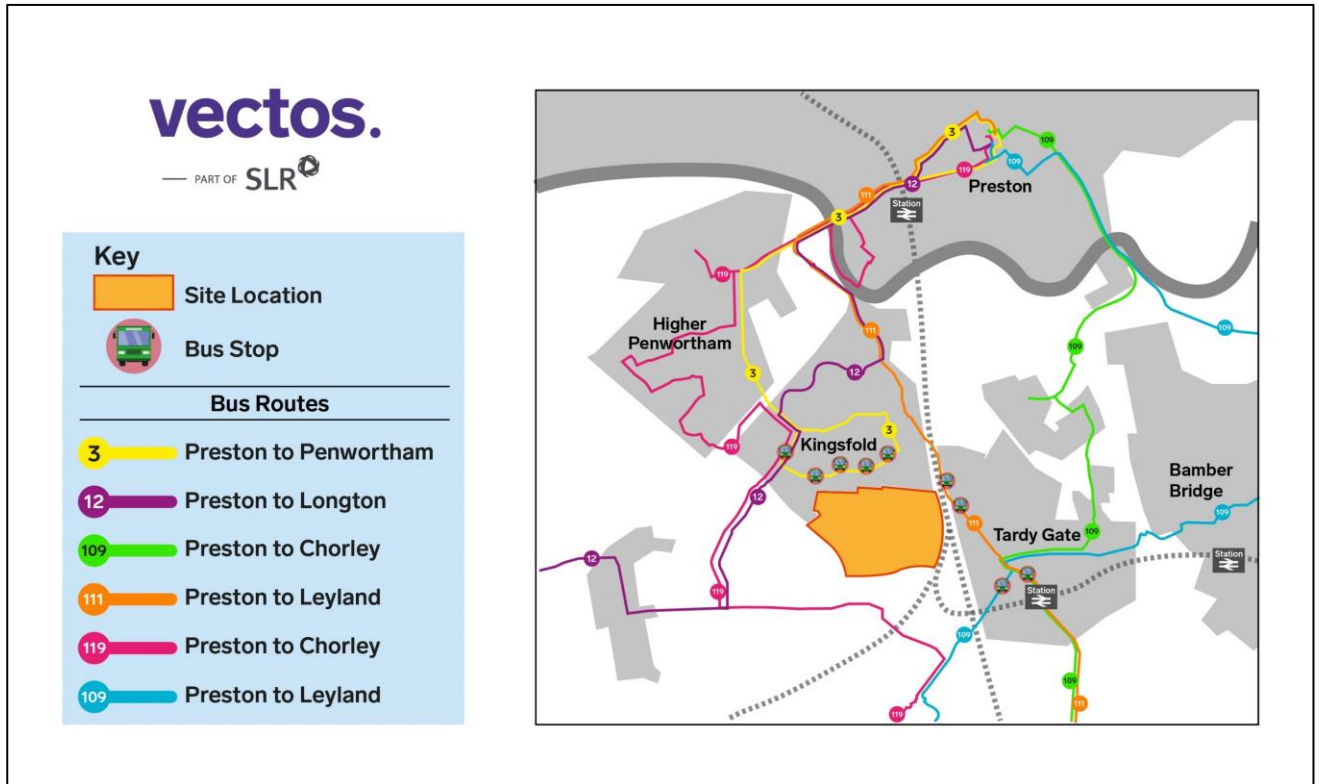


Figure SoCG3

14. Bus services currently operate as per the summary in **Table SoCG 1**.

	Monday-Friday First Service	Monday-Friday Last Service	Monday-Friday Headway	Saturday Headway	Sunday Headway
No. 3	0552hrs	2352hrs	15mins	15-20mins	30mins
No. 12	0701hrs	1832hrs	30mins	30mins	n/a
No. 111	0547hrs	2338hrs	15-20 mins	15-20mins	30 mins
No. 119	0625hrs	1955hrs	60mins	60mins	n/a

Table SoCG1

15. Existing lanes including Public Rights of way in the vicinity of the site allocation are in **Figure SoCG 4**.

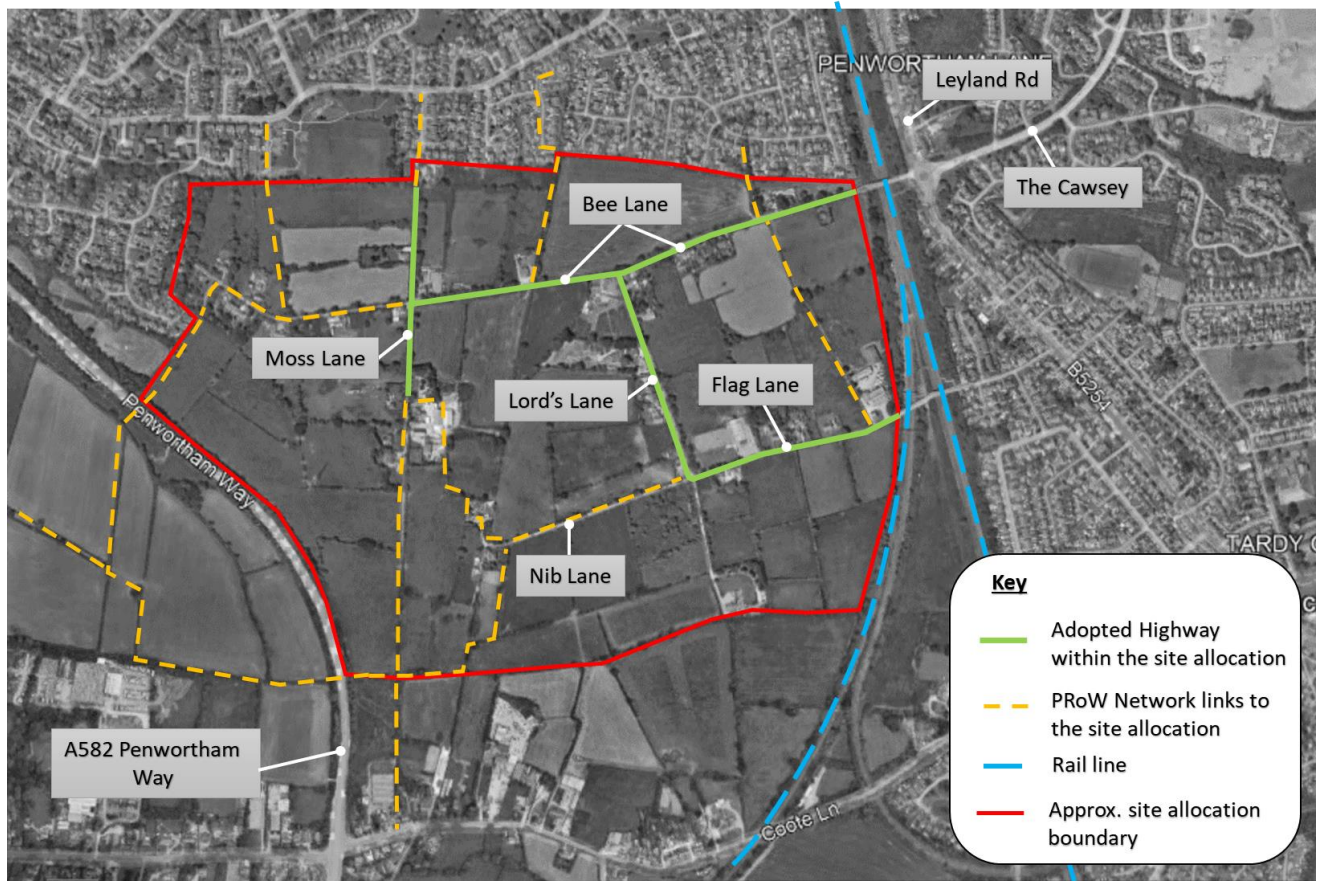


Figure SoCG4

Penwortham Way Access

16. The design for the vehicular access junction to Penwortham Way (VN211918/D109) is acceptable for the purposes for vehicular access only and is achievable within land controlled by the Highway Authority and Appellant.

CBLR Criteria

17. That part of the Cross Borough Link Road (CBLR) linking Carrwood Road to Leyland Road is now complete.
18. The criteria for the CBLR link through the site allocation included in **Appendix SoCG 1** is reasonable.

Areas of Disagreement

Masterplan

20. The masterplans for the sites are not agreed.
21. The safety and suitability of the access strategy for all users (motorised, non-motorised and public transport) is not agreed both within and that beyond the site.
22. The operation of the access strategy (new and existing users) is also not agreed.

Phasing and Infrastructure Strategy

23. The Phasing and Infrastructure Delivery Schedule is not agreed.
24. The Programme of Implementation is not agreed.
25. The school site access, phasing, and infrastructure required is not agreed.
26. The infrastructure necessary to support the scale of development is not agreed.
27. The level of detail required as part of the Masterplan and Phasing and Infrastructure is not agreed.

Vision of Validate

28. The use of, and approach to, Vision and Validate as presented is not agreed.

Cross Borough Link Road

29. It is not agreed that there is adequate certainty that the Cross Borough Link Road will be completed.

Bee Lane

30. The design for the Leyland Road/Bee Lane junction is not agreed.
31. The design and deliverability of the modifications to Bee Lane bridge is not agreed.

Public Transport

32. The detail of public transport is not agreed including routeing, frequency, and long-term viability.

Traffic Data

33. The traffic data used is not agreed.

Traffic Modelling

34. The modelling methodology and key parameters are not agreed.
35. The supporting technical evidence is not agreed.